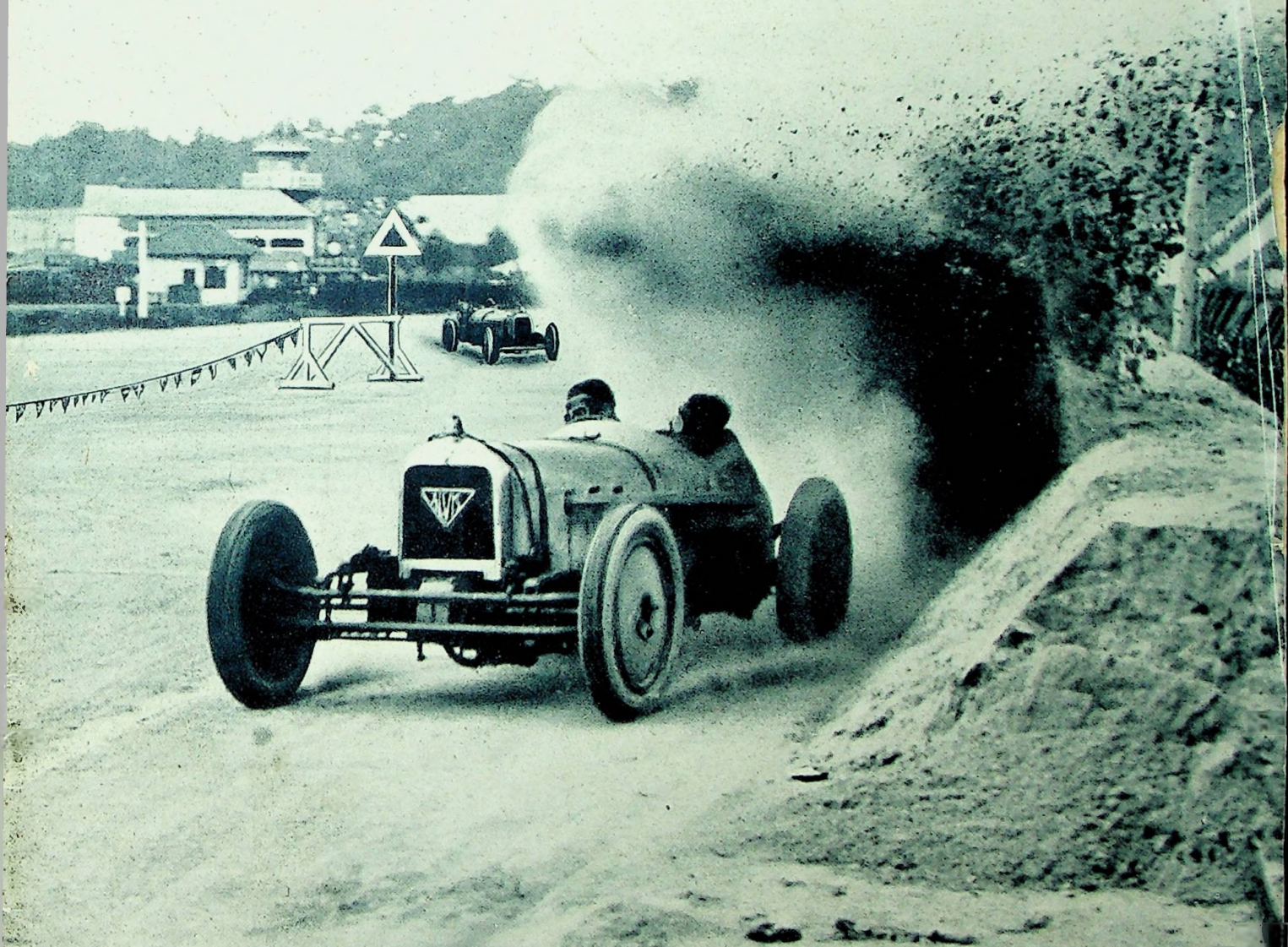


The ^{3^d} Light Car and Cyclecar

Founded 1912
The only Small Car Journal

Vol. XXVI No. 670
Friday Sep. 25, 1925
*Registered at the GPO
as a Newspaper*



PRACTISING FOR THE 200-MILE RACE.

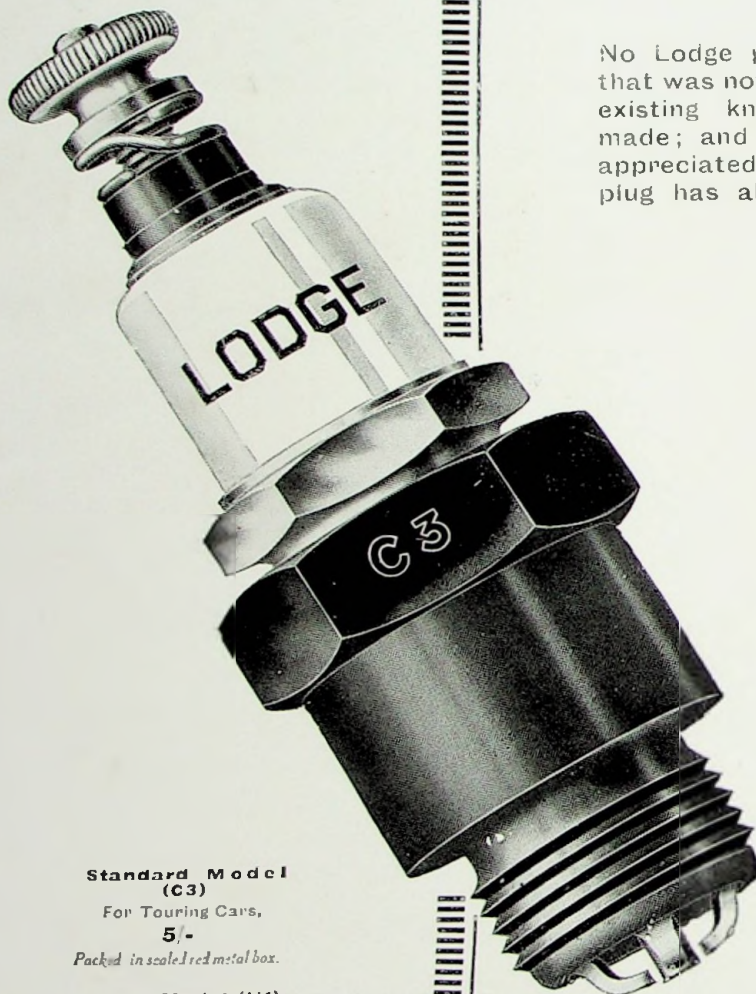
On Saturday, September 26th, Brooklands track will be the scene of one of the most thrilling races which has been held in this country. Special sand banks have been arranged to protect the cars from the consequences of skidding. During the practising there have been many incidents such as that depicted.

THE NAME

LODGE

on a sparking plug is a definite guarantee of its inherent high quality and efficiency.

No Lodge plug has ever been made that was not the best (consistent with existing knowledge) that could be made; and motorists have all along appreciated that in design the Lodge plug has always led, never followed.



Standard Model (C3)

For Touring Cars,

5/-

Packed in scale red metal box.

Sports Model (H1)

For Sports Cars.

6/-

Packed in scale blue metal box.

Sold everywhere.

B.A.R.C. Autumn Meeting—12th Sept., 1925.

100 m.p.h. Short Handicap.

Winner, Mr. J. D. Barclay on Vauxhall.

90 m.p.h. Short Handicap.

Winner, Capt. Malcolm Campbell on Chrysler.

75 m.p.h. Short Handicap.

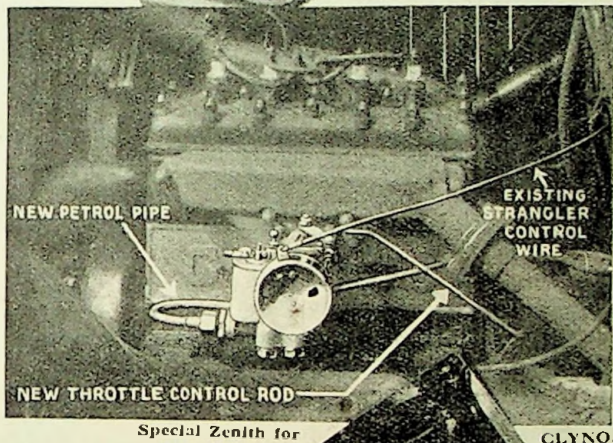
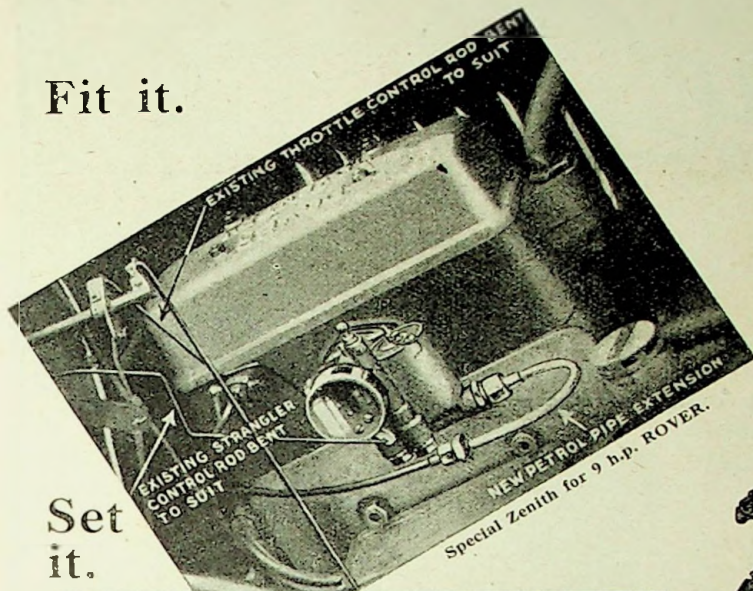
Mr. W. H. Purdy on Alvis tied for 1st place.

All used Lodge Plugs.

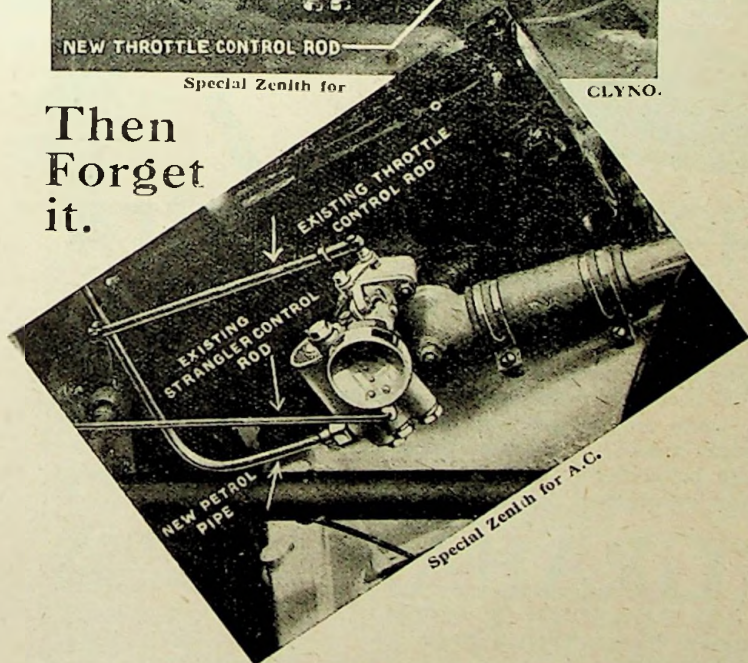
PLEASE REFER TO "THE LIGHT CAR AND CYCLECAR" IN YOUR LETTERS TO ADVERTISERS.

Fit it.

Set it.



Then Forget it.



Light Car Owners

will be assured of **Maximum Efficiency, Increased Power, Easy Starting, Lower Petrol Consumption** in fitting a special

ZENITH Carburetter

No matter whatever make of light car it may be—there is a specially designed Zenith—which, when fitted, we guarantee will show immediate improvement in the running of your car.

We illustrate herewith a few special models fitted directly to engine—there are many others, including the
SINGER, HUMBER 10 h.p.,
Etc., Etc.

HAVE ONE ON A MONTH'S TRIAL

Send for Illustrated Booklet.

THE ZENITH CARBURETTER CO., LTD.,
40-44, Newman St., Oxford St., London, W.1.
Telephone: Museum 9106/7, 8, 9. Telegrams: "Zenicarbur, Phone, London."

Camera Offer.

Owing to the enormous response to our offer of free cameras to those assisting us in our census of cars and carburetters, we are compelled to close the scheme and cannot accept any further entries after September 28.

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

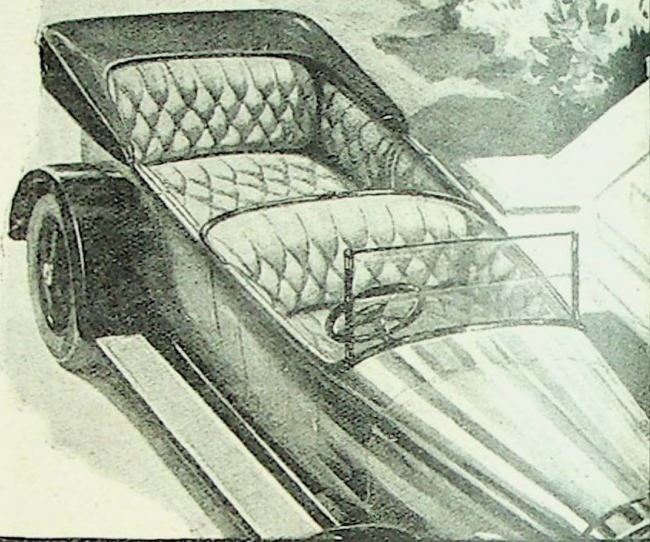
"Rexine"

LEATHERCLOTH
AND RUBBERCLOTH.

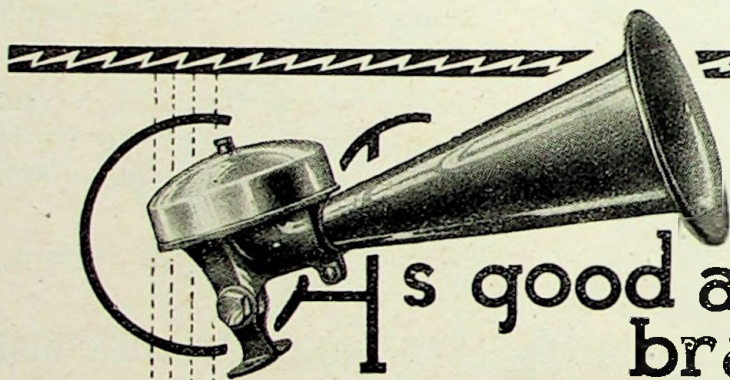
We are exhibiting the latest effects in "Rexine" for Motor Car upholstery and examples of the famous "Rexine" Rubbercloths in black leather grains and double texture twills at

STAND No. 26
MOTOR EXHIBITION, OLYMPIA,
OCTOBER 9-17th.

REXINE LIMITED,
HYDE - - Nr. MANCHESTER.
London: Rexine House, 42, Newgate Street, E.C.1.



R



MOTOR
SHOW
OLYMPIA
STAND
279

As good as an extra
brake!

A REALLY reliable warning signal is as good as an extra brake in many emergencies. To secure the very best obtainable specify the GRAHAM Electrical Autohorn. Inexpensive, and consuming little current, there are special models for fitting under the bonnet, on running boards, or on the wings. GRAHAM Electrical Autohorns are scientifically designed to do their job WELL! Each one is fully guaranteed by the manufacturers.

Write for illustrated leaflet.

The GRAHAM ELECTRICAL AUTOHORN

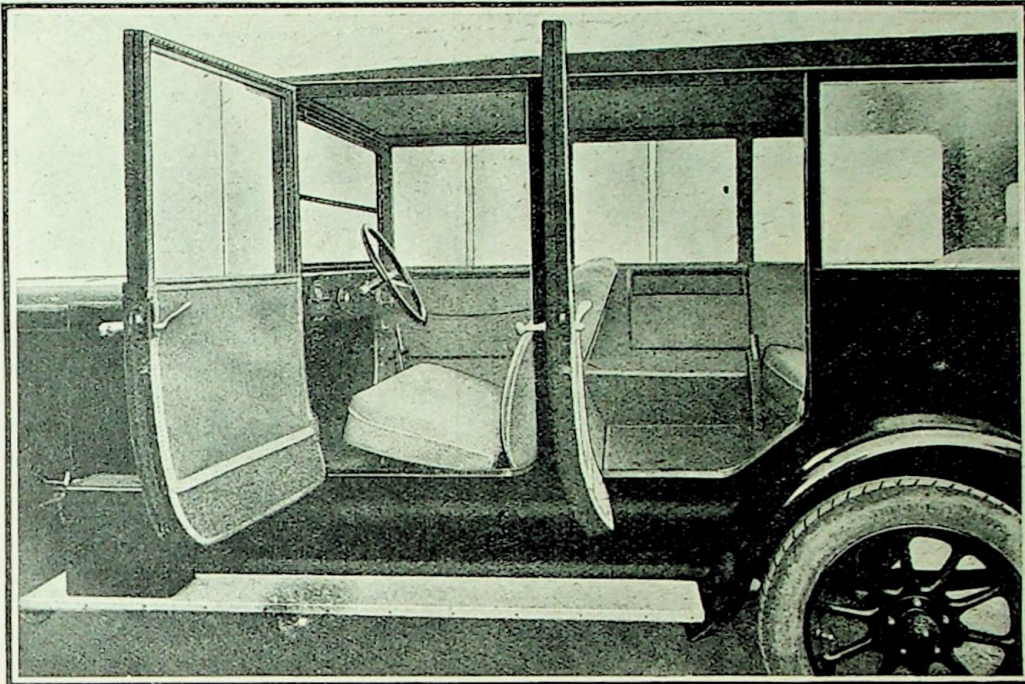
ALFRED GRAHAM & COMPANY (E. A. Graham),
St. Andrew's Works, Crofton Park - LONDON, S.E.4.
Phones: Sydenham 2820-1-2. Grams: "Navalorda, Catgreen, London."

Also Manufacturers of the AMPLION Wireless Loud Speaker.

Graham Electric Autohorns are produced in two types with vertical or horizontal (as illustrated) diaphragm. Prices from 24/- complete with flex and push.

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

WORTH LOOKING INTO.



A Jowett advertisement without a human being in the picture is somewhat unusual. We build cars for human beings, that's the reason for humans being in the pictures, and, incidentally, why Jowetts are so roomy.

Some cars appear to be built for hens!

But we want you to be able to imagine yourself sitting in this car, testing its roominess. Hence no humans this time.

Doors 2 ft. 1 in. wide. You can 'scale' the rest.

Bigger than many a Bungalow Boudoir, there's room for four 6 ft. adults in the Jowett Saloon, yet it costs only £200

OTHER MODELS AND PRICES.

2-seater, £150. Light 4, £160. Full 4, £167. All 7 h.p. £7 tax. Complete with Starter, Dunlop Balloons, and double windscreen.

May we send you catalogue of all models?

JOWETT CARS, IDLE, BRADFORD.

FAMED.



Harrow-on-the-Hill

For Its Natural Beauty, Its School, Its Eminence.

JOWETT CARS

For Their Marvellous Value and Long Life.

BUNTING'S

Motor Exchange,

MASON'S AVENUE, WEALDSTONE.

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

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

Jowett Cars

with Service Unequalled

from

Sibson's Garage

Wellington St.,
Leicester.

Main Dealers for District.

O.D. CARS, LTD.

BELFAST

Agents for

JOWETT CARS

DESIRE TO DRAW THE PARTICULAR ATTENTION OF IRISH BUYERS TO THE FACT THAT IT IS IMPOSSIBLE TO OBTAIN SERVICE UNDER GUARANTEE UNLESS YOU BUY FROM AN AGENT IN YOUR OWN . . . DISTRICT . . .

We hold a full range of cars at our Antrim Road Works, and we shall have a representative on Stand 98 throughout the Show period.

YOU WILL FIND in the JOWETT

all the things you require for
your 1926 motoring
CONVENIENCE
in addition to

"The little engine with the big pull."

COMFORT—ECONOMY SILENCE—POWER

Prices ranging from
£150 - 0 - 0

For further details apply to:
PRIMAVESI, MAULEVERER & Co.
204, Holdenhurst Road,
BOURNEMOUTH.

SOLE DISTRICT AGENTS

EXCHANGES—DEFERRED PAYMENTS.

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

SAXON JEFFERIS

The Original Agents, guarantee delivery of

Jowett Cars

FULL RANGE 1926 MODELS ACTUALLY IN STOCK

Manchester

253, DEANS GATE.

Telephone: 4978 Central.

27, LOWER MOSLEY ST.

Telegrams: "Saxjefris."

BUY YOUR JOWETT

from the firm that specialises in this
REMARKABLE Car.

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

OUR REPAIRS CHARGES ARE
EXTREMELY REASONABLE.

(e.g. Decarbonising £1 only.)

Hence:—

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

Agents:

NORTH RIDING HAULAGE CO., LTD.,
CLARENCE ST. - - - YORK.

JOWETT
Agents

HARDMAN
AND
JAQUES

GARSDALE STREET, SPA ROAD,
BOLTON.

PHONE 559 BOLTON.

JOWETT
Service

Our Representative at the
JOWETT STAND will give you full attention

1926 MODELS.
IMMEDIATE DELIVERY.

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.

Make your choice a

JOWETT CAR

7 H.P.
(Tax £7)

Inexpensive to Maintain.

Ample Power for all Occasions.

:: Simple to Handle. ::

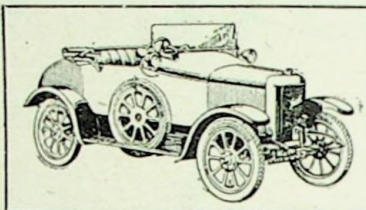
::: Sturdy Construction. :::

2-Seater with Dickey £150

Chummy (Light Four Seater) - - - £160

4-Seater - - - £167

4-Seater Saloon - £200



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

EARLY DELIVERIES OF ALL MODELS.

Distributing Agents for Durham County and Lowestoft.

Ask for our
Representative on
Stand No. 98.

UNITED

Automobile Services
LTD

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

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

THE AUTOMOBILE SERVICE COMPANY, LTD.

166, GT. PORTLAND ST., W.I.

TELEPHONE MUSEUM 6626.

For
Jowetts



For
Service

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

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

THE CENTRE FOR

BIRMINGHAM

JOWETT CARS


Hyd E's

AGENCIES OPEN FOR

WALSALL. TAMWORTH.
WEDNESBURY. FAZELEY.
WEST BROMWICH A THERSTONE.
DUDLEY. NUNEATON.
STOURBRIDGE. KENILWORTH.
KIDDERMINSTER. WARWICK.
BROMSGROVE. LEAMINGTON.

18, JOHN BRIGHT STREET.

'PHONE - - MID 793.

<p>JOWETT Cars. All Models in Stock. — Trial Runs.</p>	 <p>JOWETT Main Agents and Specialists with a JOWETT SERVICE STATION</p>	<p>Garage Repairs, Overhauls, Bodywork, Spares. — Deferred Payments.</p>
	<p>2-seater - - £150 Light 4-seater £160 Full 4-seater £167 Saloon - - £200 Includes double windscreen, s/starter and Balloon Tyres. Detachable Saloon and Coupe Heads from £15-15-0</p>	
<p>Specialists for SALOON and COUPE DETACHABLE HEADS.</p>		
<p>Sole Agents for HUNGERFORD EXTRA AIR VALVE, 10/6 Post Free.</p>		
<p>WESTMINSTER BRIDGE GARAGE and Engineering Co., Ltd., 5, Lambeth Palace Road, London, S.E.1.</p> <p><small>(On South Side of Westminster Bridge.) Hop 5279.</small></p>		

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.

PLAIN FACTS!

There has been no reduction in prices of raw material—in fact Tyres are considerably more costly—and as G.W.K. have always given value for money for the last fourteen years it is obvious that for 1926 the prices for G.W.K. Cars cannot be reduced, except at a sacrifice of quality and finish, which the Firm will not do. :: :: :: ::

G.W.K. LIMITED, CORDWALLS WORKS,
MAIDENHEAD.

Easier Filling The Gun Charger for the "ENOTS" flexible GREASE GUN

SO simple, yet so effective, it makes grease gun filling a cleaner and quicker job. No bother, no waste.

How to use it.—Push charger well down into grease, rotate in both directions and then withdraw slowly while rotating. Insert into Grease Gun Barrel, and screw Charger Cap on Gun Barrel. Now, holding Gun in one hand, withdraw Charger through slots in Cap, as far as it will go, and unscrew Cap and the Gun is fully loaded. Made in four sizes. Prices 1/8 and 2/- according to size of Gun.

Ask your dealer or write—
BENTON & STONE, Ltd.
"Enots" Works, B'HAM.

London Depot: 175, Gt. Portland St., W.1.
Telephones: Mayfair 6114 and 6415.
To obtain maximum satisfaction from your "Enots" Grease Gun, always purchase "Enots" Grease. This is put up in 5 lb. Round Green Tins specially for use with the above Filler. The price is 4/6 per 5 lb. tin plus postage.



Chekko Brake and Clutch Linings

DUE to heavy or prolonged application your brakes will at times become almost red hot. What happens then?

If the Brake Lining fitted be not wholly pure Asbestos, but contains cotton mixed with Asbestos, it follows beyond dispute that this frictional heat must burn out the cotton. The Lining is then useless for braking.

Insist on a Brake Lining guaranteed by the makers to be free from cotton or other adulterant fibre—and you will then obtain CHEKKO.

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

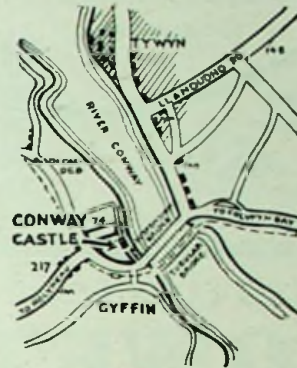
Send a p.c. for our enlightening Chekko Brochure.

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

Birmingham Address: Empire House, Great Charles Street.
London Stores: 27, Percy Street, Tottenham Court Road, W.1.

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

"BP" Touring Series, No. 1



CONWAY

from

London	229 miles
Birmingham	121 "
Manchester	84 "
Newcastle	215 "
Bristol	186 "
Southampton	239 "

CONWAY CASTLE

Conway is an ancient fortified town on the North Coast of Wales. It was in Conway Castle that Edward I. was besieged by the Welsh about 1284. In 1665 the Castle was dismantled, not as one might have supposed in the stress of war, but by its owner, an Earl of Conway, who, being of a frugal nature, conceived the bright idea of making money by selling the lead from the roofs.

"Monk" Lewis made Conway Castle the scene of his drama, the "Castle Spectre," and Gray refers to it in his poem "The Bard."

229 miles from London, Conway and its picturesque surroundings are well worth a visit.

And the visit will be the more easily accomplished if you run on "BP," the British Petrol. For "BP" is a pure, uniform, straight run motor spirit. And as has been amply shown in many racing and record breaking successes, for speed, power, acceleration and reliability, nothing equals "BP," the British Petrol.

"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.

Pre-Show Bargains

NOW is the time to pick up really exceptional bargains in shop-soiled and second-hand cars. We have at the moment a number of cars enormously reduced in price. Why not call or write and see what we can do to suit your needs at a price you are willing to pay. We can almost certainly find you a rare bargain.

CASH—
EXCHANGE



273-4, HIGH HOLBORN, LONDON, W.C.1.

"WE SERVE—
YOU SAVE."

EASY
PAYMENTS



RH

HAVE YOU CONSIDERED

The **JOWETT**

REDUCED PRICES:

SELF-STARTER AND BALLOON TYRES
FITTED STANDARD TO ALL MODELS.

2-seater (Dickey) £150
Chummy £160
Full 4-seater .. £167
Saloon £200

Tax, £7. Petrol, 40 m.p.g. Oil, 1,500 m.p.g.

REAL LEATHER UPHOLSTERY,
COMPLETE EQUIPMENT.

REPAIRS:

YEARS OF EXPERIENCE MUST COUNT.
FOR BEST SERVICE COME TO

KINSEYS OF CROYDON, LTD.
PARK ST. (OPPOSITE G.P.O.), CROYDON

New and Used Cars.
Specialised Repairs.

Deferred Payments.
'Phone - 2023.

CYLINDER
GRINDING

DE LUXE
LIGHTWEIGHT
CAST IRON
PISTONS

CRANKSHAFT
GRINDING

LAYSTALL
SPECIAL MOTOR REPAIRS

SCORED
CYLINDER
REPAIRS

COMPLETE
ENGINE
OVERHAULING
ON
SCIENTIFIC
LINES

WELDING
that is
Guaranteed

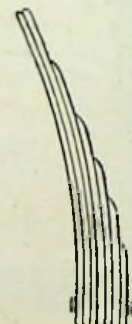
Specify Laystall to your Repairers

EWER ST., SOUTHWARK, LONDON, SE1
Telephone HOP 6140 (seven lines)
NORTHERN BRANCH WORKS 55, FONTENAY ST., LIVERPOOL

SPRINGS



SPRINGS



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

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

UNITED SPRING CO
Hawthorn Street, West Smethwick.

B'ham Office: 14, Warwick
Chambers, Corporation Street.
Telephone .. Central 7850.

Telephone .. 118 Smethwick.
Telegrams: "Tension, Smethwick."
Scottish Agents: Wm. Grecoles & Co., 93, Hope Street, Glasgow.

London Office: 14, Austin Friars, E.C.2.
Telephone .. London Wall 5931.
Telephone: Central 4886

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

DON'T BUY
THE
1ST
CAR YOU SEE AT OLYMPIA on OCT. 9th
but come to
STAND
219
AND
BUY THE CAR
THAT HAS FINISHED

1ST

in every International Race and Trial of importance.
YOU WILL THEN BE SATISFIED.

*Sole Concessionaires for
U.K. and British
Dominions:*

S.M.S. LTD.



Victoria 8856.

17a, Motcomb Street,
Belgrave Square,
S.W.1.

Part Exchanges and Deferred Terms.

Write for Catalogues and New Booklet on Deferred Terms.

Sole London Distributors:

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

Mayfair 2965/6.

Gordon Watney
& Co Limited
PART EXCHANGE HOUSE.

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

**Lamps
are the
eyes of
your car
—Put in
Mazdas
and give
it A.1.
sight.**

MAZDA
GASFILLED
BULBS



*Sold by all Garages
and Electricians*

2378

PRICE
as shown
30/-
Complete with
Container 42/-
CARRIAGE
PAID
CASH
WITH
ORDER

Therm'x
FLAMELESS HEATER

DON'T HAVE TO BLAME
YOUR LATE ARRIVAL ON
TO A COLD ENGINE—make
certain that your car will be
well on time, Winter and
Summer alike.

The 'THERM'X' Flameless
Heater, 1926 Model, will help
you to overcome all your starting
difficulties. No risk of Fire, and
always ready for use, the Heater
requires no attention and is a
model of hygienic cleanliness
and economy. Your Dealer
will give you all particulars.

NO
DANGER
OF FIRE
FLAME OR
SMOKE &
NO SMELL.

Approved by
Leading
Insurance
Companies

Used and strongly recom-
mended by Capt. Amundsen
on his recent expedition.

PATENTED in all COUNTRIES
Sole Agents:
FREDK. POLLARD & CO.,
(BEARINGS) Ltd.,
Agents for Ball and Roller Bearings
LEICESTER - ENGLAND.

"SPIRIT AWAY YOUR STARTING TROUBLES."

REGISTERED TRADE MARK.

Mixtrol Oil
for all Motors

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

A PRECEDENT IN UPPER LUBRICATION.
ALL RECORDS BROKEN.

HALF A TON OF MIXTROL OIL HAS BEEN
SENT BY AIR TO COLOGNE.

To meet an urgent order we have been instructed to despatch to Cologne BY AIR the above quantity of Mixtrol Oil. A few months ago our Agents in Cologne (an English firm) had six 8 oz. tins to try. The tests made proved conclusively that Mixtrol Oil did all that was claimed for it. Since then they have ordered thousands of tins and are NOW TAKING IT BY THE HALF TON.

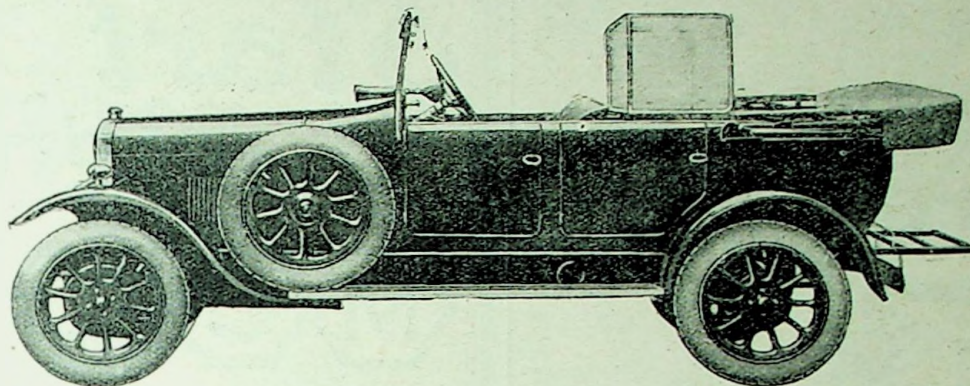
THE ARMY OF OCCUPATION IS USING
MIXTROL OIL.

OUR AGENTS IN CANADA STARTED WITH
SIX 8 oz. TINS.

THEY NOW ORDER 2 TONS AT A TIME.

The MIXTROL OIL CO., 43, Berners Street, London, W.1.
Telephone—Museum 4044. Telegrams—"Olmixtrol, Weido."

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 Motoring Sensation of the Year!

**ENTIRELY
NEW**

13 H.P. CLYNO

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

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

Chassis only £172 : 10s.

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

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

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

CLYNO PRICES 1925-26.

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

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

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

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

**STAND
99
OLYMPIA**

ROOTES LIMITED

London Showrooms and Export Dept.,

141, New Bond Street, W.1.

Clyno Service Depot:

LODGE PLACE, ST. JOHN'S WOOD ROAD, N.W.8.

MANCHESTER LOOKERS, LIMITED.

**STAND
99
OLYMPIA**

CASH REFUND

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



A Guarantee
of Quality
behind every
Gallon of
Sternal you
buy

THE famous Quality Flag sets the highest standard of Quality in Motor Oil it has yet been possible to attain.

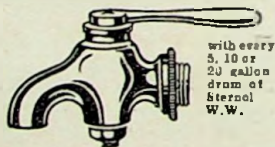
Every 5, 10, or 20 gallon Drum of Sternal W.W., every gallon tin, bears the Sternal Quality Flag. Not as a mere decoration, but as a definite guarantee that the oil inside has passed unusually exacting tests for its lubricating properties under the hardest conditions.



The decorated Sternal W.W. gallon tin, with patent press cap.

When you next buy Oil, buy Sternal. Whether you buy a drum—for economy, cleanness and convenience—or a gallon tin, remember you are buying for your Engine more miles of cleaner, smoother, noiseless running—more power, no smoke, no smell.

FREE BRASS TAP



with every
5, 10 or
20 gallon
drum of
Sternal
W.W.

STERNOL
WW
MOTOR OIL

"MAKES ENGINES
PURR LIKE
PUSSIES."

Use this Coupon if Garage out of Stock.
To STERNS LTD., Royal London House, Finsbury Sq., E.C.2.
Please supply me with 5-gallon Drum of Sternal W.W.
(Medium or Heavy) with FREE BRASS TAP. I
enclose cheque for 28/9.
Name _____ Address _____
"L.C."

Start right

with



**ELECTRICAL EQUIPMENT
with HART BATTERIES.**

Ask at once to see the M.C.L.
Stand—and start your visit by
learning about the simplest, most
efficient lighting system in use—at

OLYMPIA 277
STAND No.

MIDGLEY CAR LIGHTING COMPANY, LIMITED,
Oceanic House, 1a, Cockspur Street, London, S.W.1.
Works: Anchor and Hope Lane, Charlton, S.E.7.
London Service Depot: S.A. Cutters, Ltd., 18, Berners
Street, London, W.1.

The Light Car & Cyclecar

1st SHOW NUMBER
Next Friday (Oct. 2nd)

Containing a complete and detail guide to all the light cars on the British Market with prices and full specifications. Complete illustrated Report of the 200-mile Race. Many special articles.

2nd SHOW No.—Friday, Oct. 9th

Guide to all the Small Car Exhibits, Accessories and Equipment. Large plan of the Show.

3rd SHOW No.—Friday, Oct. 16th

The Report Number. Engines, transmission, equipment, suspension, coachwork and accessories fully dealt with.

Order Now. **3**
Price as usual

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

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

PURSE AND A PUP.

A Few Examples from To-day's Stock.

1921 A.P.C. Sports	£58
1922 A.B.C. Sports	£68
1922 A.B.C. Regent	£78
1922 Amilcar, 2-str.	£85
1923 Austin "7" Chummy	£88
1924 Austin "7"	£88
1922 Baylis Thomas, 2-str.	£85
1923 Baylis Thomas, 2-str.	£95
1922 Belsize Bradshaw, 2-str.	£88
1923 Belsize Bradshaw, 4-str.	£95
1922 Calthorpe, 2-str.	£88
1921 Citroen, 2-str.	£88
1922 Citroen "7" 2-str.	£75
1923 Citroen, 2-str.	£85
1921 Citroen, 4-str.	£85
1925 Citroen, 3-str.	£98
1922 Coventry Premier de Luxe, 2-str.	£58
1922 Rhode Chummy, 4-str.	£75
1923 Rhode Chummy	£85
1923 Rhode Sports	£98
1921 Rover "8" 2-str.	£48
1922 Rover "8" 2-str.	£58
1923 Rover "8" 2-str. dickey	£75
1923 Rover Chummy, 4-str.	£78
1921 Rover "8" 4-str.	£98
1923 Senecbal Semi-Sports	£98
1921 Singer, 4-str. (C.P. Model)	£98
1920/1 Standard, 2-str.	£78
1921/2 Standard, 2-str.	£88
1922 Talbot-Darracq, 2-str.	£88
1923 Wolseley "7"	£85
1921 Wolseley, 2-str.	£98

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

1922 A.C. 2-str.	£115
1925 Aries Sports	£115
1924 Austin "7"	£110
1921 Riley de Luxe, 2-str.	£115
1922 Riley Sports, 2-str.	£135
1923 Singer "10" de Luxe, 2-str.	£115
1923 Standard, 2-str.	£110
1923 Talbot	£115

Many others, always over 60 odd in stock.

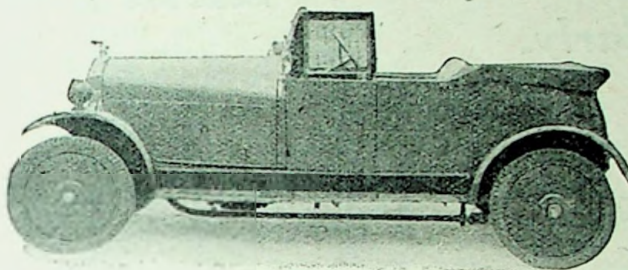
Don't let the universal financial shortage or the fear of buying a "pup" stand in your way of buying a used car. Our unique terms will dispose of the former.

The full price you pay will be allowed against another car, should it not give you satisfaction within 14 days of purchase. This offer with every car we sell disposes of the latter.

WHAT BETTER GUARANTEE WAS EVER OFFERED.

ALL THE WELL-KNOWN MAKES IN STOCK.

An Example:



1922 Rhode, 4-str., Chummy. £7-10-0 down, and 10 equal payments, or cash £75.

Send for Lists and Terms.

Our ever-changing stock demands FRESH LISTS EVERY TWO DAYS.
THE CLEARING HOUSE FOR SMALL CARS.

Benmotors, 30/32, High St., Wandsworth, S.W.18.
BATTERSEA 1509.

TERMS.

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

Any new Cars. Immediate deliveries of almost any make.

Our experience in the Used Car Market permits our giving the very best a'low-ance against any new car.

EXCHANGE.

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

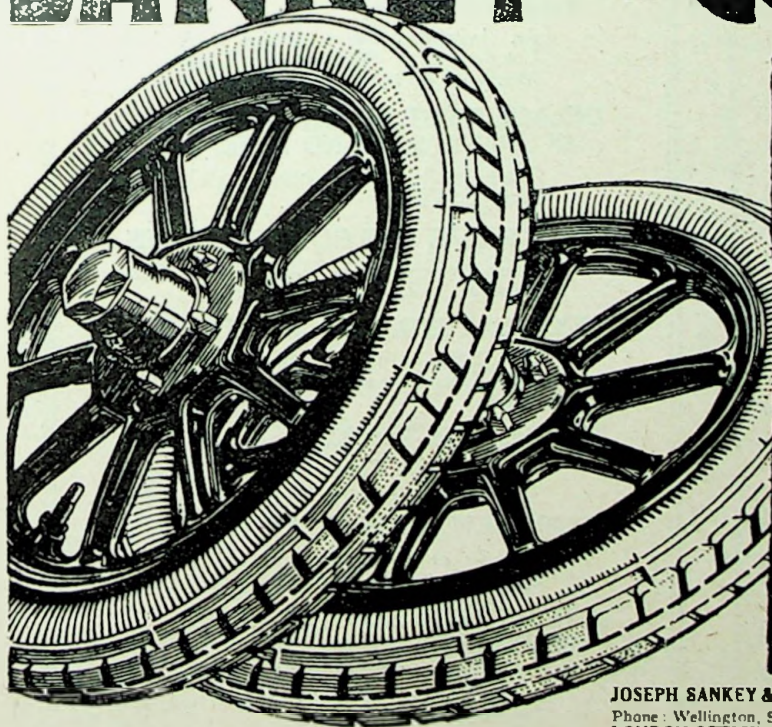
SPECIAL NOTE.

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

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

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

SANKEY Patent All Steel WHEELS



The wheels of your car are almost as important as its engine. See that they are right. They must be right if they are SANKEY WHEELS

STRAIGHT SIDE RIMS
WELL BASE RIMS
BEADED EDGE RIMS

JOSEPH SANKEY & SONS, LTD., Hadley Castle Works, WELLINGTON, SALOP
Phone: Wellington, Shropshire, 66. Grams: "Sankey, Wellington, Shropshire"
LONDON OFFICE: Mr. R. Jenkins, Ulster Chambers, 168 Regent Street, W.1

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

The Motor

The
National Motor
Journal.

Order Early.



Next Tuesday—Sept. 29th
1st SHOW NO.

FEATURES OF 1926 DESIGN.
THE RAID ON THE ROAD
FUND.

By W. Rees Jeffreys.

First Secretary to the Road Board.
MANY NEW CARS FOR 1926.
THE 200 MILE RACE.

2nd SHOW NO.—Tues. Oct. 6th

1926 Car prices—all makes—all models.
Detailed information regarding the Show.

3rd SHOW NO.—Tues. Oct. 13th

The only Complete Report of Olympia
published in one number—all the Cars,
Coachwork, Components and Accessories.
Fully illustrated.

"The Motor" is published every Tuesday,
price 4d., but the price of each of the
greatly enlarged Show numbers will be 6d.



This week's Issue (Sept. 22nd)

MORE NEW MODELS FOR 1926.

The Six-cylinder Sleeve-valve Vauxhall.
A New and Very Novel Lagonda Chassis.
An Entirely New 12-35 h.p. Swift. A-C
Improvements. A New "Junior" Six-cylinder
Flint. An Entirely Re-designed Rhode. A
New Overhead-Valve Hotchkiss. A New
2-litre Unic Model. The 1926 2-litre Ballot.

NEW PROGRAMMES FOR 1926.

The Calthorpe Programme for 1926. Wolseley
Prices and Improvements. The 1926
Delaunay-Belleville Models. The Six-cylinder
Aster Improved. The Rover Programme.
Cluley Cars for 1926. Talbot Programme.

1926—THE YEAR FOR SIXES.

Salient Features of the Six-cylinder Power
Unit and Reasons for its Increasing
Popularity. A Comparison with the Straight-
eight.

NEW SYSTEM FOR APPLYING FOUR-WHEEL BRAKES.

First Details of a Scheme Known as
"Syndynic" Operation.

SOME NEW BRAKES AND OTHER PATENTS.

An Ingenious Servo Design. A New
Compensator. Simple Cable Layout. A
Modified Leaf Spring and a Neat Engine.

DELAGE FIRST, SECOND AND THIRD IN SPANISH GRAND PRIX.

Torchy Killed. Constantini Unhurt in
82 m.p.h. Crash.

THE CIRCUIT DES ROUTES PAVEES.

Many Retirements in Event Won by Rost
(Georges Irat).

NEXT SATURDAY'S GREAT RACE.

The 200-mile Race at Brooklands. The
Only International Speed Event Held in
England.

MORRIS CAR TOPICS.

1925 and 1926 Cowley Models Compared.
The Second-hand Values of Morris Cars.

MANY NEW MODELS AT OLYMPIA.

A Show of Outstanding Interest and the
Special Show Numbers of "The Motor."

INTERESTING ELECTRICAL PROBLEMS.

The Condenser Effect of Magneto Leads in
Metal Tubes. Using a Clutch on the
Dynamo.

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 MOST ECONOMICAL CAR IN THE WORLD !

Turn up at
Twenty-one

When you go to Olympia turn up at Stand 21. We shall be glad to see you. You, on the other hand, will be glad you've come. For among all the interesting things we are promised at Olympia there will be nothing more interesting than the 1926 models of the Remarkable Rhode.

Prominent among these are two new cars—a Sportsman's model (four-seater) and a Saloon. Every motorist knows that RHODE can build sporting cars (*vide* the famous two-seater), and this new model will delight every sportsman who is out for something bigger.

The Saloon is characteristic of our 1926 policy—Quality with Economy. You will be astonished at such luxury at such a low price—and, knowing the Rhode record of performance, these facts should persuade you to invest your 1926 Motoring Capital in that gilt-edged security—the

REMARKABLE RHODE

Special folder on request. Demonstrations arranged now.

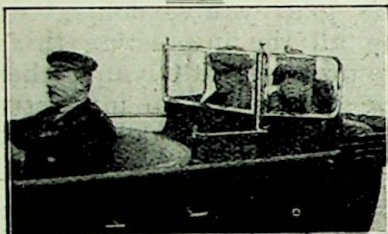
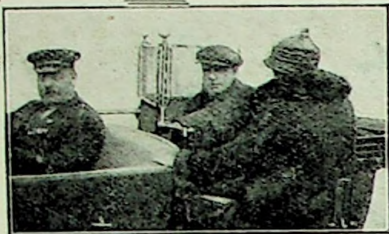
**THE RHODE MOTOR CO.,
TYSELEY - BIRMINGHAM.**

London: Godfrey's, Ltd., 366-368, Euston Rd.

THE CAR THAT WINS ALL THE PRIZES !

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

at Stand



When you have decided on your car—or before you decide, for that matter—go up into the new gallery at Olympia and call at Stand 300. There are exhibited items of equipment you will very probably need—particularly rear screens.

You may choose your model there. No need to go further, for at Stand 300 is the best of all rear screens—the simplest to fit, the most easily adjustable, the most protective, the most rigid when fixed, the most easily taken down and "stowed" ("stowing" it consists merely in folding it up on the back seat).

There is no screen made to-day that combines in a single model such all-round qualities as the

Beatonson
Best of all Rear Screens

Price £7:10:0 (with Triplex £12:5:0). Let us send you a descriptive booklet by return.

G. Beaton & Son, Ltd.,

—MAKERS OF WINDSCREENS SINCE 1881—
Victoria Rd., Willesden, London, N.W.10,
Agents for Triplex. Phone—Willesden 3540.

SEAMLESS
STEEL



SEAMLESS
STEEL

Technically unequalled, commercially right, our service will confirm that you've done right in placing the order with "ORIENTAL."

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

TELEGRAMS:
"Tubes, West Bromwich."



TELEPHONE
West Bromwich
44 and 45.

Fully Guaranteed.
PRICE

21/-

Black Finish. Complete with necessary Fittings.

THORN

Will outlast the life of any make of car—open or closed. Simple in construction and quite easy to fix.



Automatic Windshield Wiper

KEEP YOUR VISION CLEAR

THE WHEEL REQUIRES YOUR ATTENTION during every inch of the journey if you would safeguard the occupants of your car, and you must keep your vision clear at all cost.

A blurred Windshield inevitably goes hand-in-hand with difficult climatic conditions and a treacherous road surface, a time when you cannot afford to risk releasing one hand from the wheel to propel that old fashioned windshield wiper. It is not worthwhile running the risk when you can install THE THORN AUTOMATIC WINDSHIELD WIPER by spending the wisest guinea you have ever invested.

STOCKED BY ALL THE LEADING GARAGES

Sole Agents:

Fredk. POLLARD & CO., (Bearings) LTD.
LEICESTER—ENGLAND.

Agents for Ball and Roller Bearings.

THORN'S — THE ARC OF SAFETY

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

You can still buy your
car better - at Newnham's

ESTABLISHED 1894

A WORD IN SEASON.

DELIVERIES of 1926 models will commence almost immediately. Many new features are incorporated and front wheel brakes are fitted as standard on many cars. We have placed definite orders for considerable numbers of the well-known makes of cars for which we are Agents and can offer preferential deliveries. Our deferred payment and part exchange facilities (Controlled entirely by ourselves) are unique in their simplicity and generosity. Incidentally it does not matter in what part of the country you reside.

Our brochure, "Cars of Repute," is as different from the usual catalogue as chalk from cheese, and will tell you all about the cars we handle and our facilities in connection with them, in addition to other information which will save you money. We should like to send you a copy, free. May we?

Agencies include :

AUSTIN, JOWETT, ROVER, STANDARD, SINGER and WOLSELEY, in addition to larger types of cars.

TELEPHONES:
RIVERSIDE
3161-3162-
3163.

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

TELEGRAMS:
"NEWMOCO
HAMMER,
LONDON."

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

Olympia, Two-Eleven— that's the Austin Seven

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

THE AUSTIN MOTOR CO., LTD.,
Longbridge, Near BIRMINGHAM.
 London - - - 479-483, OXFORD STREET, W.1.
 (Near Marble Arch.)

Features:—

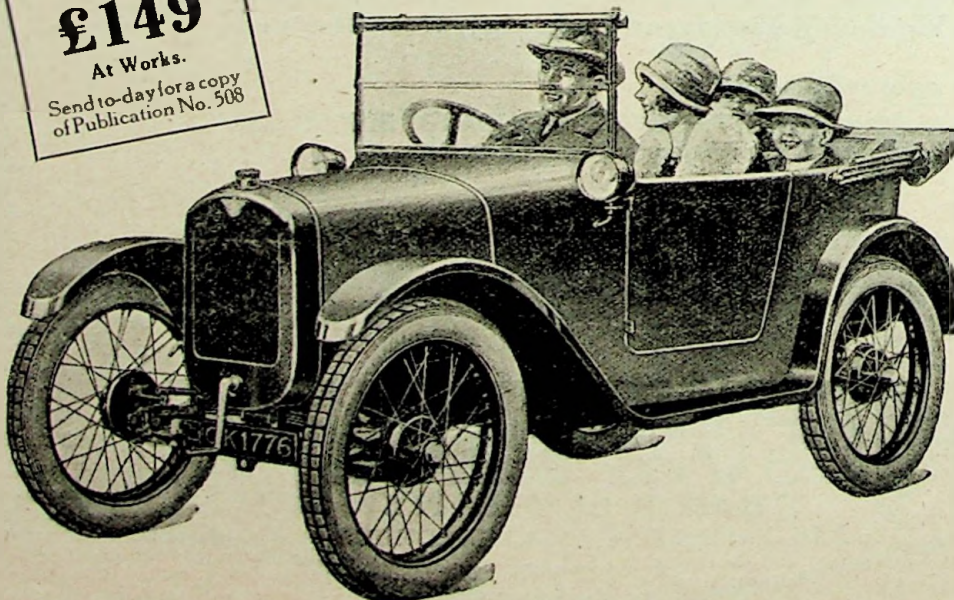
4-cylinder engine.
 Electric starter.
 Electric horn.
 4-wheel brakes.
 Balloon tyres.
 A door for the driver.
 Shock absorbers.
 Two adjustable seats.
 Automatic oiling.
 Grease-gun system.
 Speedometer.

Price complete,

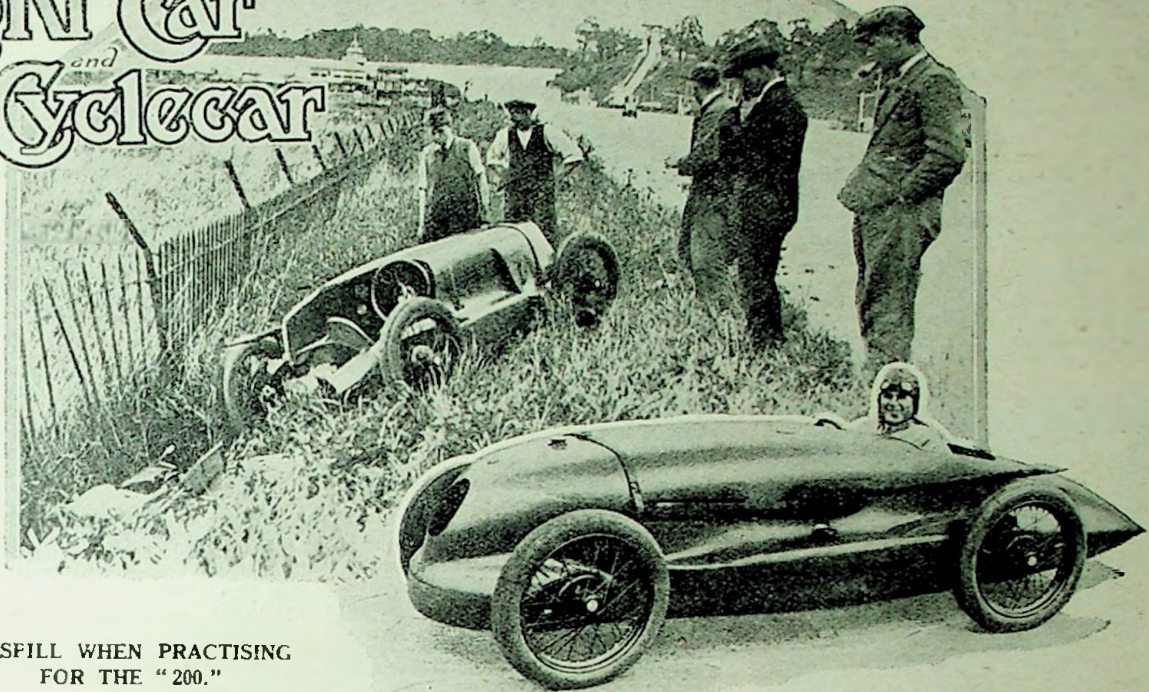
£149

At Works.

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



The Light Car and Cyclecar



A SPILL WHEN PRACTISING
FOR THE "200."

Practising for the 200-Mile Race began in earnest on Monday last, but the weather was all against the drivers. Gordon England's new Austin Seven racer came to grief as the result of a skid, but the driver, who is shown (inset) with his car as it appeared just before the smash, fortunately escaped unhurt.

NOTES, NEWS & GOSSIP *of the* WEEK

ON OTHER PAGES

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LIGHTING-UP TIMES (Rear Lamps) for Saturday, September 26, 1925.

London	7.19	Edinburgh ..	7.31
Newcastle	7.25	Liverpool	7.31
Birmingham	7.26	Bristol	7.29

Summer Time Ends.

Only one week more of Summer Time. Winter—according to the clock—will lay its icy hand upon us on the night of Saturday-Sunday, October 3rd and 4th. Clocks must be put back one hour.

Rain Spoils Sport.

Heavy and practically continuous rain in many parts of the country on Saturday last caused the abandonment or postponement of several sporting fixtures, including the Brooklands M.C.R.C.'s championship meeting and the Littlestone-on-Sea speed trials.

This Week.

Under the new regulations, which allow for hair-pin bends in the circuit, the "200" may be anybody's race this year, but the practising which has been going on since Monday provides some fairly obvious clues. This is dealt with fully in our centre pages. Personal paragraphs about the drivers will interest both racegoers and non-racegoers, but the former will, we hope, make full use of the lap-speed table which has been specially prepared in accordance with the conditions of the extra long circuit of the track. "Overhauling the Magneto" is the title of the leading technical article.

The Motor Cycle Show.

Olympia opened its doors last Monday for the first of the series of Motor Shows. The Show remains open until Saturday, September 26th. Prices of admission are: 10 a.m. to 6 p.m., 2s.; 6 p.m. to closing time (10 p.m.), 1s.

More Three-wheelers.

The annual revival in three-wheeled cyclecars is taking place. The three-wheelers at the Motor Cycle Show are dealt with in a special article, whilst the possibilities of the type and its present position are discussed under "Topics of the Day."

Next Week.

It is not yet too late to order next week's issue, which will be our first Olympia Motor Show Number. Such issues as this frequently are out of print on the evening of the day of publication. The principal features will be a special supplement giving detail specifications of all the light cars and cyclecars on the British market (including such essential information as overall dimensions) and a fully illustrated, authoritative and engrossing report of the 200-Mile Race. The issue will appear in a special coloured cover.

Another High-speed Trial.

For the second time this year a high-speed reliability run is to be held at Brooklands, the organizers this time being the Motor Cycling Club. The event has been fixed for October 17th, and the car classes will be run off in the afternoon, starting at 2 p.m. Further details will be found under "Club Items."

Aluminium Bodies Popular.

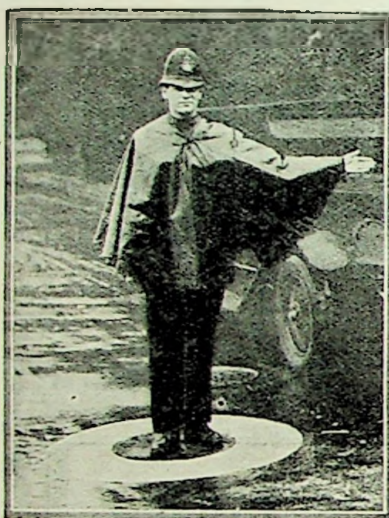
Far from going out of fashion, aluminium bodies are becoming more popular. The latest G.W.K. model can be had either with a fabric-covered body or an aluminium finish.

1926 Hamptons.

It should be noted that the five-seater de luxe touring model Hampton at £325 is an additional model to the standard 12 h.p. four-seater which is still available at £310. This price includes four-wheel brakes.

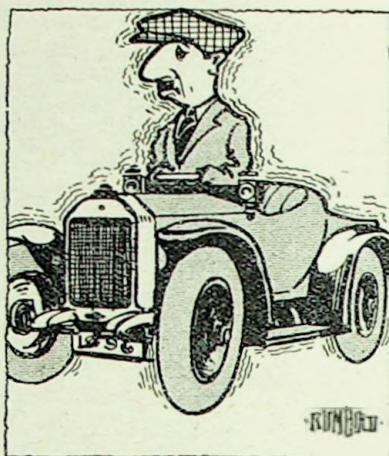
Mind Your Car, Sir?

Motorists taking advantage of any of the authorized parking-places now have to submit to a kind of cross-examination by any shabby-genteel attendant who



Sanctuary. White safety circles follow white safety lines at Snaresbrook, Essex.

happens to have been sufficiently fortunate to obtain the job of guardian. Out comes a form, and on it are entered the make of the car, registered number, time when left and limit of time during which the car may be left in the parking-place. As these guardians are seldom accomplished scholars, the operation of filling in forms not only becomes tedious, but may not be altogether accurate.



LIGHT CAR LIMERICKS.—No. 39.

Said Horatio Oldhand, "Ha! Ha!
"I perceive that this second-hand car
"Isn't quite what I thought—"
Then a deaf'ning report,

Readers are invited to supply the missing fifth line. Only post-cards addressed to the Editor and marked "Limerick No. 39" will be considered. A prize of One Guinea is offered for the most apt and original fifth line. If two or more such lines are received the prize will go to the sender of the first to be judged. No judging will be done before next Tuesday. For result of No. 38, see this week's "Around the Trade."

The Scottish Show.

A steel frame structure with a three-span roof has been accepted as the design for the new Kelvin Hall. Such a construction is quickly assembled, and it seems probable, therefore, that Edinburgh will enjoy for one year only the honour of housing the Scottish Motor Show.

Our Crowded Roads.

No fewer than 480 vehicles an hour used the London-Brighton road—an average of eight per minute—according to a recent census of road vehicles.

Meeting of I.A.E.

The first sessional meeting of the Institution of Automobile Engineers will be held on Tuesday, October 6th, at the R.A.C.

The "200."

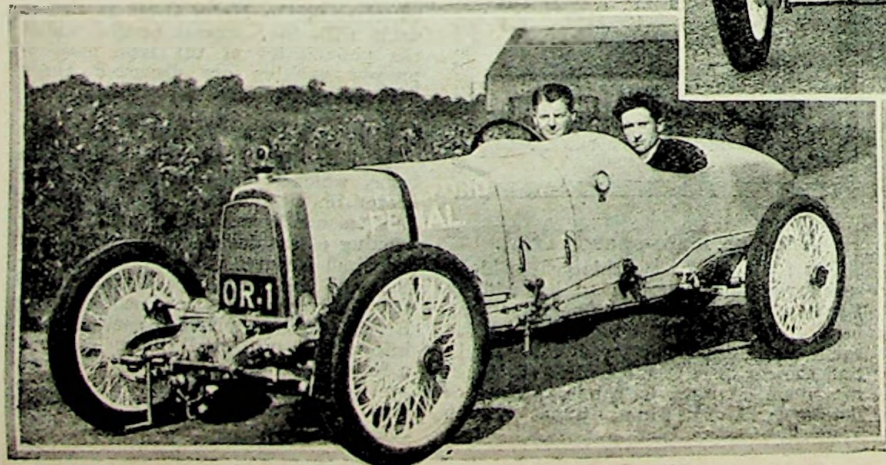
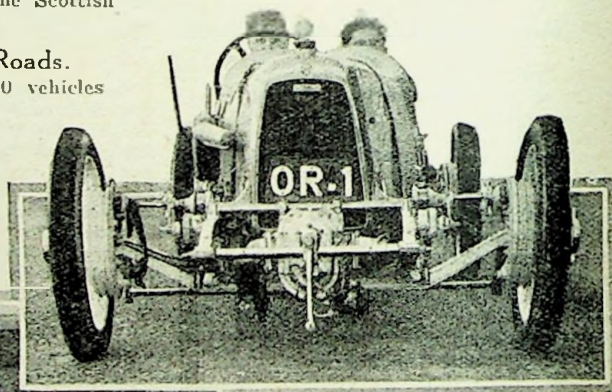
Points to remember:—The race takes place at Brooklands to-morrow, Saturday, starting at 2.30 p.m. prompt. Get there early: good positions from which to view the "hair-pins" will soon be snapped up. Do not forget your field-glasses and take with you this issue of *The Light Car and Cyclecar*. Order next week's issue: it will be brimful of photographs of the race, the report will be graphic as well as informative. Do not forget that it is also our first Show Number.

Chars-a-bancs to Brooklands.

In connection with the 200-Mile Race, the Junior Car Club has made arrangements with G.B. Motor Tours, Ltd., 72, Great Portland Street, London, W.1, for a chars-a-bancs service to run between London and Brooklands. Vehicles will leave at 11 a.m. and 12.15 p.m., the return fare being 7s. 6d. Seats must be booked either at the above address or at the headquarters of the Junior Car Club, the Clock House, Arundel Street, Strand, W.C.2. Remittances must accompany applications, and the latter should be received at the Club's offices not later than 12 noon to-day (Friday), after which time reservations can be made only at the offices of G.B. Motor Tours, Ltd. The coaches will leave Brooklands on the return journey at 6 p.m.

NEXT WEEK — OCT. 2nd.

Our First Show Number
and
200-Mile Race Report.
ORDER YOUR COPY.



INTERESTING

200 MILE RACE CAR.

The A.M. Halford as it will run to-morrow. The engine is a six cylinder, with o.h. valves, designed by Major B. Halford, who will drive the car. The super-charger can be seen in front of the radiator. A speed of over 100 m.p.h. is anticipated.

Obituary.

All our readers who are connected with the motor trade will learn with great regret that two very well-known and popular figures in the industry have recently passed away. Mr. C. C. Baker, who for a long time has been actively connected with the Wolseley Co. on the sales side, died on Saturday, September 12th, when only 40 years of age, as a result of a recent attack of appendicitis.

More Records for Beart.

On Friday, September 18th, Beart secured a further batch of records in Class 112 in his 1,098 c.c. Morgan, full details of which are as follow:—
50 miles, 33 mins. 0.69 secs. = 90.87 m.p.h.; 100 miles, 1 hr. 5 mins. 32.68 secs. = 91.54 m.p.h.; 50 kiloms., 20 mins. 42.74 secs. = 144.84 k.p.h.; 100 kiloms., 40 mins. 56.17 secs. = 146.57 k.p.h.; 1 hr., 91 miles 847 yds. = 91.48 m.p.h.

Judge's Ignorance.

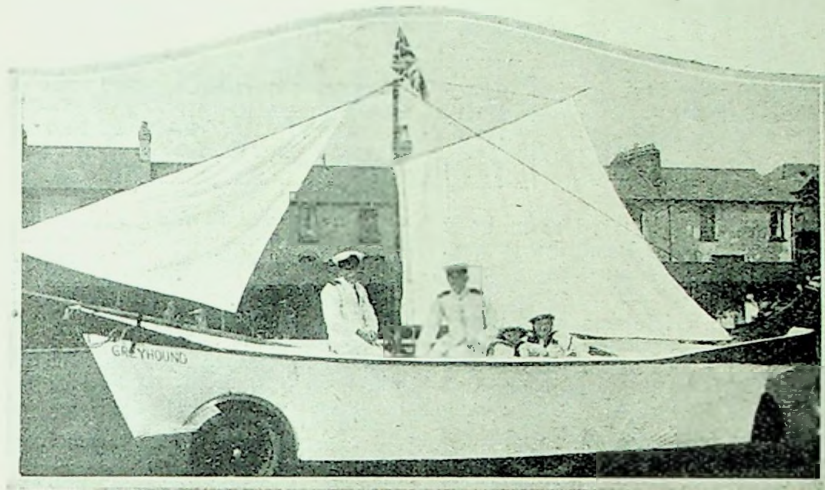
It seems almost incredible that a man of the experience of His Honour Judge Ruegg, K.C., could display such extraordinary ignorance as was shown by him at Stoke County Court recently, when he stated, "for some reason or other they have done away with the 20-mile-an-hour limit." *The Motor* deals with his remarks in a characteristically energetic manner.

Racing at San Sebastian.

Casse, driving a Salmson, won the Cyclecar Grand Prix at San Sebastian on Friday, September 18th. On the next day the Spanish Grand Prix, over the Lasarte circuit, was run off, their Majesties the King and Queen of Spain and other members of the Royal Family being present. The course was in a treacherous condition, Torchy, in a Delage, crashing into a tree and being killed, whilst Constantini (Bugatti) skidded off the road and wrecked his car, fortunately without injury to himself. The race was won by Divo (Delage).

An Effective Disguise.

The thoroughness with which some folk enter into the gala spirit can be gauged by the accompanying photograph, which shows how Mr. George Carter, of Newport, Mon., converted his 9 h.p. Rover into a yacht; we understand, however, that the car is amphibious in appearance only. The only dismantling that was necessary was to remove the windscreen and the lamps. The yacht itself is constructed of calico, stretched over light lathes. We congratulate the owner and his energetic crew on capturing the first prize in the Royal Gwent Hospital carnival. It would be interesting to know whether the sails were used as a supplementary motive power.



Amphibious in appearance only: a Rover Nine in gala dress (see paragraph).

This loss will be most deeply felt by the Wolseley Co.

Mr. H. H. Collier, of H. Collier and Sons, Ltd., manufacturers of Matchless motorcycles and also of the Matchless light car, died on Wednesday, the 16th inst., in his 67th year. Mr. Collier was one of the pioneers of the motorcycle industry and the founder of the company.

Oil en Route.

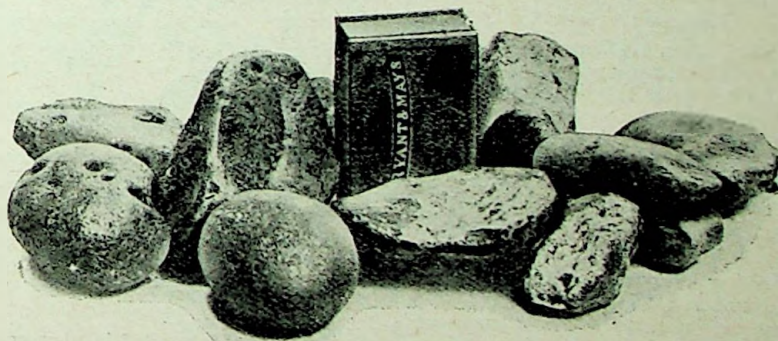
If cars passing along Aldgate recently had been fitted with scoops similar to those with which locomotives are equipped for picking up water, many sumps might have been filled with good lubricating oil, for 200 gallons were accidentally liberated in the road.

Common Sense and Road Repairs.

WITH their attention diverted by the grand schemes for the building of new arterial roads and reconstruction of existing highways, it seems that the manner in which ordinary road repairs are carried out is being entirely overlooked by the Ministry of Transport. We refer particularly to the methods employed in tarring and the materials used.

Where this work is in progress it is quite a common occurrence to come across a stretch of road where, instead of sand or stones being thrown on immediately the tar has been applied, the glistening, black surface for a considerable distance is left naked, and all traffic passing the spot has to traverse this, to the detriment of coachwork and clothes.

In many cases, too, the quantity of stones used is totally inadequate, so that until the tar has finally set—and this takes several days in hot weather—tyres become coated with a sticky mass, causing the stones to be picked up and flung anywhere but where they are required.



INTERESTING EXHIBITS.

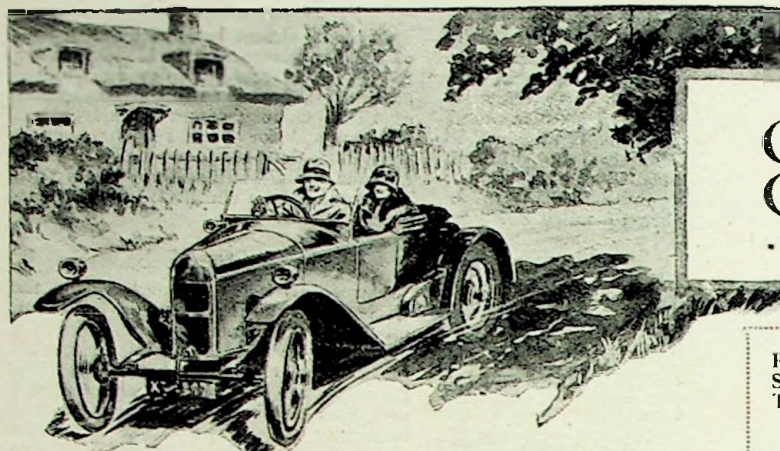
The ridiculous size of the stones sometimes used when a road is tarred can readily be seen from the striking photograph reproduced above; the stones were picked up from a wood-block road by a member of our staff.

Again, the type of road metal employed is frequently much too coarse for the purpose. Instead of pea grit or fine gravel, large granite chips, which play havoc with tyres, are scattered over the surface, while sometimes quite large stones are mixed with the material used.

A case came to our notice recently of a smooth wood-block road which had been tarred and a mixture of gravel and stones thrown on, some of the latter

measuring as much as 3 ins. from end to end. How these could possibly improve a wood-block road is difficult to imagine—it is easy, however, to picture the damage they are capable of causing.

We are tempted to suggest that some of the enormous surplus of the Road Fund might be spent on a worse object than educating local road authorities in their work and in seeing that they carry it out in a satisfactory manner.



CYCLECAR COMMENTS

BY SHACKLEPIN

REVIVAL OF THE THREE-WHEELER—
SIMPLE AND ELABORATE TYPES—
THE COVENTRY VICTOR—A REPLY
TO MY CRITICISMS.

NOT so very long ago it seemed that the Morgan and the D'Yrsan were the only three-wheelers normally in production, but now we have the Coventry Victor, the Omega, and the Stanhope, all of which have been described recently in this journal.

So far as sheer simplicity is concerned, the Omega and the Coventry Victor run the Morgan very close, and in the general design of these three cyclecars many points of similarity may be noted, particularly with regard to transmission details. Years of continuous reliability have proved that the Morgan method of driving by a bevel and two chains is entirely satisfactory; it is not surprising, then, to find that similar ideas are incorporated in the newer three-wheelers.

The D'Yrsan is a more elaborate cyclecar, with its four-cylinder engine and three-speed-and-reverse gearbox, whilst the Stanhope is unorthodox in almost every respect. So far as I can remember, the only previous three-wheeled cyclecar with front-wheel drive was the Phonomobile, a German production which, in its day, was very popular.

Writing of front-wheel drive reminds me of a Singer motor tricycle which belonged to a friend of mine many years ago. With the exception of the controls, the entire mechanism was housed in the front wheel, which was of cast-aluminium, the two sides being held together by bolts.

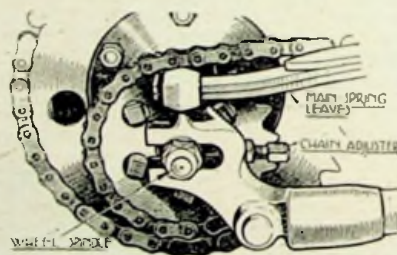
The engine was of about 2 h.p., with an air-cooled cylinder and low-tension magneto. It drove the wheel through a reduction gear, to which no kind of shock absorber was fitted, and it is not too much to say that the unfortunate tyre was quite unable to cope with the many strains which were imposed upon it.

My excuse for mentioning the machine on this page is that my

friend and myself tried to make it into a cyclecar! Needless to say, the result was a miserable failure.

My recent criticisms of the new Coventry Victor three-wheeler have brought me a letter from the makers, in which my remarks are gone into in detail. I was very pleased to have the letter, because there is nothing like a friendly discussion to clear up a debatable point.

As many of my readers must be very interested in the new production, I am reproducing part of the Coventry Victor letter here, and I suggest that anybody who wishes for further details should write



The Coventry Victor rear wheel may easily be detached without upsetting the chain adjustment.

direct to Coventry Victor Motor Co., Ltd., Coventry. The letter reads as follows:—

DEAR SHACKLEPIN,—

I am very interested in your criticisms of the Coventry Victor runabout, but I think you have hardly gone into the details sufficiently. Taking your criticisms in the order in which they come:—

1. Reverse.—We have given much thought to this, and finally decided that we would not fit a reverse, but would make the machine so easily steerable and with such a suitable lock on the steering wheels that it could easily be turned round in any road, either under its own power, or by the driver, and, in fact, one of these machines can be easily pushed about by a boy of 12.

2. All the wheels are the same size, and straight-sided tyres can be fitted. Our standard is 27-in. by 34-in. tyres, but the machine which we are exhibiting

at Olympia will be fitted with balloon tyres, all of which fit on the same rims, but the rear wheel has an extra-large 4-in. tyre, and, of course, it gives the acme of comfort. There are other advantages with a big tyre, especially on greasy roads and trandlines.

3. We are pleased to say that the rear wheel—in fact, all the wheels, are very easily detachable. The spindle fits in a slotted jaw, and the adjustment is by a screw at the back. Once these screws are set, the wheel may be taken out and put back in exactly the same place. The hub is not of the cup-and-cone type; it has a solid spindle, on which two roller bearings are fitted, and the whole is locked by a ring at each side. The spindle has flats on it, and it is merely necessary to engage these flats in the slotted fork and push the wheel up to the adjusting pins, then it may be tightened up without any trouble. We believe this to be a better engineering job than any knock-out spindle, and we embodied the idea on this account.

4. All parts of the chassis are very accessible. The cylinders can easily be taken off for decarbonizing, without disturbing anything else, and the mudguards are not in the way. Also the gearbox may be taken out as a complete unit, for cleaning purposes, if required.

5. We have tried front-wheel brakes, but we discarded them in favour of the band brake on the gearbox, not because they do not give every satisfaction in use, but because the only cheap way of operating front-wheel brakes is by means of cables, and these may give trouble after continual use. We have gone out to provide a simple, absolutely reliable machine, and we can say that either the internal-expanding brake on the rear wheel, or the band brake, will hold the machine on the steepest hill, and are direct-operated without any complications whatever.

We quite agree with what you say about straight-sided tyres, and if the public like them we shall be pleased to standardize them.

THE COVENTRY VICTOR MOTOR CO., LTD.,
WILLIAM A. WEAVER,
Managing Director.

I think it will be agreed that Mr. Weaver has replied to my criticisms in a very clear manner, but I still hold that front-wheel brakes are most desirable on a three-wheeler, if only to counteract the skidding tendency.

SPORTING EVENTS IN PICTURES.



(1) Between ten and fifteen thousand people have attended a single meeting of the Southport M.C., the races being held on the sands. The Club's 1926 programme is given under Club Items. (2) The Kent and Sussex L.C.C.'s speed trials at Lewes. A view of the ideal course, showing the competitors' return road and (3) R. H. M. Bean (Aston Martin) getting off the mark.

THREE-WHEELERS AT THE MOTORCYCLE SHOW.

TEN COMPLETE CARS AND A CHASSIS ON THE MORGAN STAND—D'YRSAN RACER A CENTRE OF INTEREST—COVENTRY-VICTOR AND OMEGA MAKING THEIR BOW TO THE PUBLIC—THE SHOW CLOSES TO-MORROW.



THERE have been very large crowds all this week at the Motorcycle Show, which opened at Olympia last Monday, and, as in previous years, the cyclecar exhibits have proved particularly attractive. Last year only two makes of three-wheeler—the Morgan and the d'Yrsan—were exhibited, but this year there are four makes on view.

The new-comers—the Omega and the Coventry-Victor—are represented, certainly, by only one model, which makes the exhibit somewhat inconspicuous by comparison with the magnificent Morgan stand. This occupies a commanding position and accommodates ten complete cars and a stripped chassis. The d'Yrsan exhibit in the New Hall is also of an imposing nature, there being three complete cars and a chassis.

Interest naturally centres in the Morgan stand, for, as a pioneer make, it is so well known that the term three-wheeler is almost synonymous with Morgan in the minds of the majority of motorcyclists. As usual, the Morgan exhibits are particularly attractive, the whole range of models is on view and the requirements of every class of buyer can obviously be met.

The Family model, which will seat two adults and two children, remains much the same as it was last year. The price, however, is now £116 with an air-cooled engine and £126 with water cooling, whilst the equipment has been improved by the provision of a two-panel wind-screen and a hood which allows one to enter or leave the car with it raised. An electric horn is fitted to this model as standard.

Perhaps the most striking exhibit on the stand is a biscuit-coloured Aero model with red wheels, upholstery and under parts. The car looks exceptionally neat, and the sports type hood is enclosed in an

envelope which matches the upholstery. Another Aero model has a mottled grey finish, with polished aluminium wheel discs, and this car, like every other one on the stand, is fitted with a mascot.

There are three de luxe models on view, including one painted white, beautifully finished and fitted with a water-cooled Anzani engine. The price is £125, whilst a similar car can be supplied with an air-cooled J.A.P. engine for £115. Several of the extras have been reduced in price since last year, front-wheel brakes, for example, now being listed at only £4 extra.

Quite close to the Morgan stand, and also in the Large Hall, is the Omega, only one model of which is on view. This has a polished aluminium body, celluloid panelled side shields and bright aluminium wheel discs. Mechanically, it bears a very close resemblance to the Morgan specification, a similar type of air-cooled J.A.P. engine to that used in some of the Morgan models being employed.

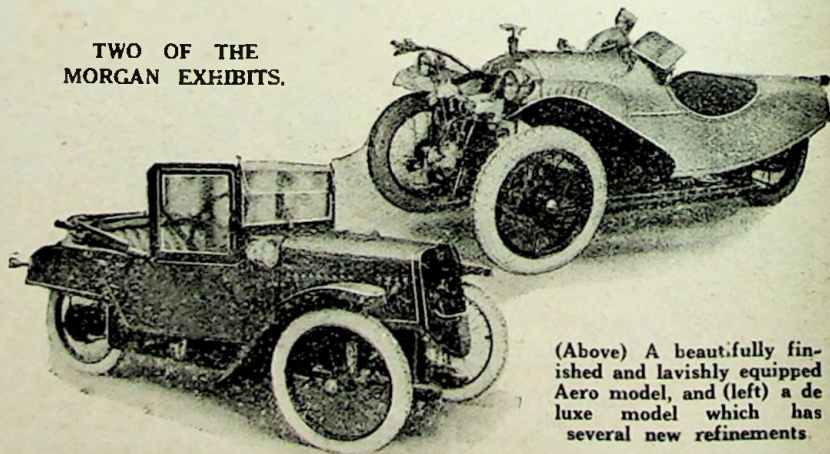
Despite its very smart finish, the car has a rather old-fashioned ap-

pearance, which is due, no doubt, to the fact that the bonnet and scuttle slope downwards at a rather sharp angle from the wind-screen to the dummy radiator, on the front of which the word "Omega" is written in red letters.

The back of the car also has a somewhat unusual appearance, the tail being rounded rather like the Aero Morgan but having the rear portion absolutely flat and painted black so that it may be used for a number-plate. The car is completely equipped and the price is the same as that of the Morgan fitted with a similar type of engine.

The Coventry-Victor, which is shown on a stand in the new Hall, resembles the Morgan so far as its transmission is concerned, but a 7 h.p. side-valve horizontally opposed two-cylinder Coventry-Victor engine is used in place of the V-twins common to all the Morgan models. The appearance of the Coventry-Victor three-wheeler which is exhibited is particularly smart, the car being painted deep red and having black wings and very pleasing lines.

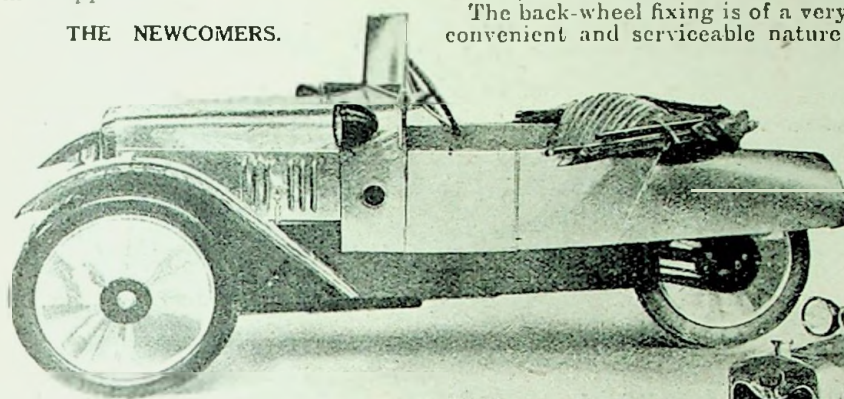
TWO OF THE
MORGAN EXHIBITS.



(Above) A beautifully finished and lavishly equipped Aero model, and (left) a de luxe model which has several new refinements.

The forward part of the car is somewhat reminiscent of a Jowett, whilst the rear portion in elevation bears a resemblance to the Deemster two-seater. This part of the body has been planned to give easy access to the rear wheel, and the designer has succeeded in this respect whilst also obtaining a very nice appearance.

THE NEWCOMERS.



(Above) The Omega and (right) the Coventry-Victor, which have made their first public appearance this week. They both have complete all-weather equipment.

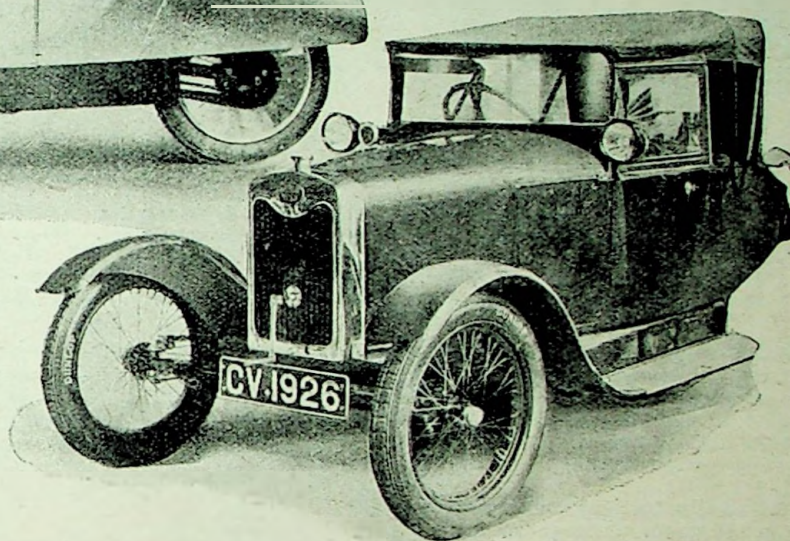
In place of the two-cylinder engine, which figures on all the other cyclecars exhibited at Olympia, there is a four-cylinder o.h.v. water-cooled Ruby unit with a three-speed-and-reverse gearbox built up behind it. A propeller shaft is used to take the drive from the gearbox to the bevel box, and one rear chain, of course, suffices.

The back-wheel fixing is of a very convenient and serviceable nature,

most satisfactory service to be obtained from a set of tyres.

A few minor modifications have been made to the chassis since last year. Four dogs are used instead of two for the rear-wheel drive, and an improved type of distance piece is fitted on the rear spindle. The rear springs have also been modified, whilst, instead of being parallel as they have been in the past, they are splayed inwards.

At the forward end of the car one notices a number of small changes. The wheel bearings now have larger ball races than they had last year, whilst the method of operation of the front-wheel brakes



The rear wheel fixing is ingenious, a very large internal-expanding brake is provided, and leather gaiters are fitted to the springs. The seating arrangements are cleverly planned, providing ample legroom and a large space behind the squab for carrying luggage or parcels. The hood and side curtains are smart and serviceable, whilst the door is large enough to afford easy entry and egress. The fascia-board and controls are nicely arranged, whilst a clock, speedometer, oil gauge and Lucas switch-board give the former a fully equipped appearance.

Quite close to the Coventry-Victor stand is the d'Yrsan exhibit. Of French manufacture, these little cars have an unusually elaborate specification for a three-wheeler, light car practice having been followed in every respect except, of course, that final drive is by chain.

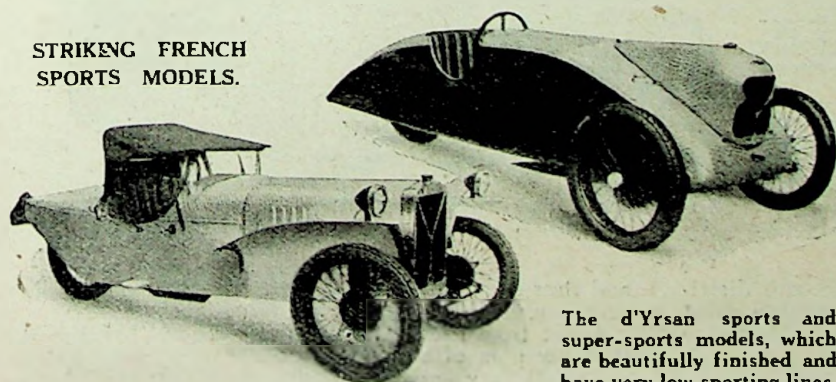
allowing a change of wheel to be made with very little delay, all that is necessary being to undo two nuts, withdraw the spindle, and take out the wheel, leaving the sprocket and chain, etc., in place on the fork-end. The design is similar to that introduced several years ago for providing interchangeable wheels on motorcycles, and in that capacity, as well as on the d'Yrsan, it has given complete satisfaction. A great advantage of the arrangement is that any of the wheels may be used on either side at the front or at the rear, thus allowing the

has been slightly changed. Stouter brake cables are used and the cam spindle levers are also longer and stronger. The steering-gear box has been strengthened and made fully adjustable for end and side play.

The exhibits consist of a standard chassis, a touring two-seater, a sports two-seater, and a super-sports racing model. The prices of the touring and sports types are £173 and £183 respectively, an electric starter being provided in each case. The touring car shown has very distinctive bodywork, being made of very light three-ply wood covered with grey leather cloth. The bonnet and mudguards are of burnished aluminium, finished with a coat of transparent varnish. The sports model is panelled entirely with aluminium sheeting, which is buffed and varnished. In each case a neat hood and windscreen are provided.

The super-sports model, which has a specially "hotted-up" engine and which is streamlined in an effective if somewhat quaint-looking manner, costs £190, and is very fast indeed. On this model no starter is provided, it being thought that the weight of the starter and its various accessories is not desirable on a car built almost solely for speed work.

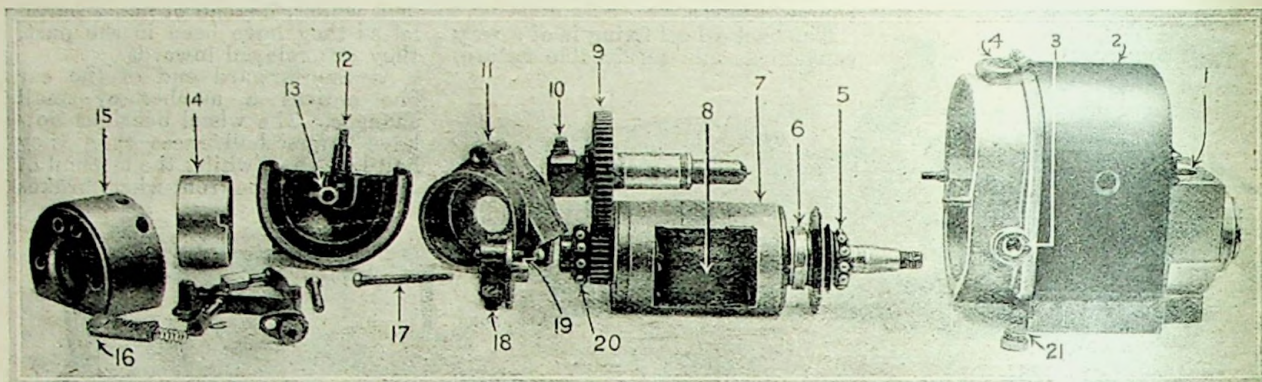
STRIKING FRENCH SPORTS MODELS.



The d'Yrsan sports and super-sports models, which are beautifully finished and have very low sporting lines.

OVERHAULING A MAGNETO.

HOW AN AMATEUR MECHANIC WITHOUT THE AID OF SPECIAL TOOLS MAY TRACE MAGNETO FAULTS AND RECTIFY THE VARIOUS MECHANICAL TROUBLES WHICH ARISE.



A Lucas magneto dismantled. (1) Where the carbon brush (12) fits. (2) The magnet. (3) Where the brush (21) fits. (4) Lubricator. (5) Ball race. (6) Slip-ring. (7) Armature body. (8) Armature windings. (9) Distributor wheel. (10) Distributor carbon brush. (11) Contact-breaker housing. (12) H.T. collector brush. (13) Safety gap point. (14) Contact-breaker cam ring. (15) Distributor body. (16) Advance and retard plunger. (17) Contact-breaker centre screw. (18) Contact-breaker assembly. (19) Contact-breaker back brush. (20) Ball race. (21) Armature body earthing brush.

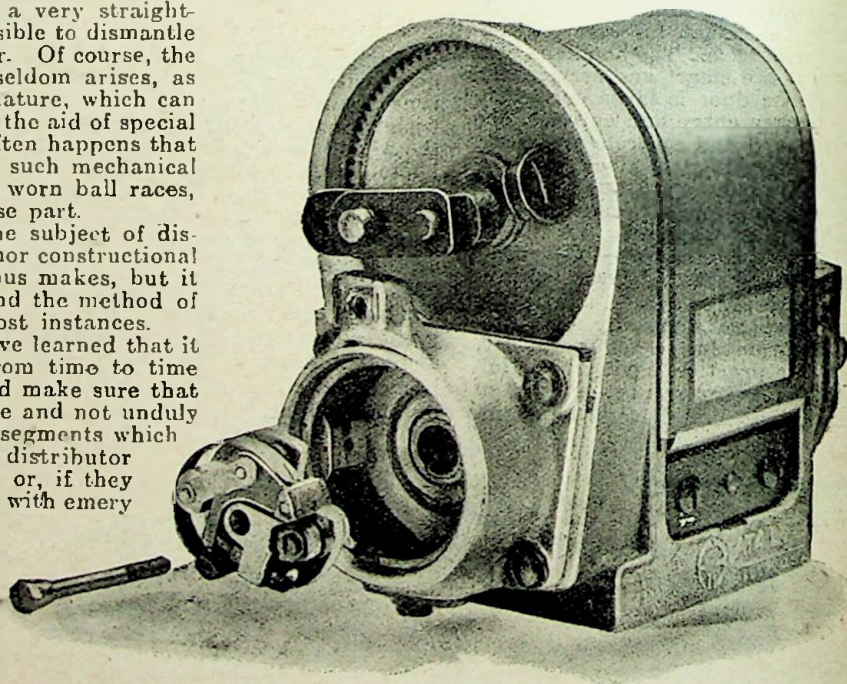
FOR some reason which it is very difficult to explain, most owner-drivers are afraid of their magnetos; they believe them to contain all manner of alarming complications which it would be fatal to disturb and which might involve them in very heavy expense if they were tampered with in any way.

As the illustrations on these pages show, however, the contents of a magneto are of a very straightforward nature. It is almost impossible to dismantle or assemble them in the wrong order. Of course, the need for taking a magneto apart seldom arises, as most troubles are of an electrical nature, which can be remedied only by an expert, with the aid of special appliances. At the same time, it often happens that magneto ailments are due to some such mechanical faults as broken or sticky brushes, worn ball races, an oily interior, or, perhaps, a loose part.

It is difficult to generalize on the subject of dismantling magnetos, as there are minor constructional differences in the case of the various makes, but it will be found that the principle, and the method of its execution, is very similar in most instances.

Nearly every owner-driver will have learned that it is advisable—in fact, necessary—from time to time to take off the distributor cover and make sure that the carbon brush is free in its guide and not unduly worn. At the same time the brass segments which are let into the fibre body of the distributor may be polished with metal polish, or, if they are pitted, they can be rubbed down with emery cloth.

One of the latest American Bosch magnetos with the distributor cover and contact-breaker removed. The set screw on the left is used to secure the contact-breaker in place.



Some magnetos, of course, have spark-gap distributors, in which a spark jumps from a suitable point mounted on the insulated body of the distributor gear-wheel to similar points secured inside the distributor cover and connected by the high-tension wire to the sparking plugs. These "jump spark" distri-

butors require little or no attention, but it is wise when the points show obvious signs of having been burned away to renew or adjust them so that the normal clearance of some 30 thousandths is regained. This, however, is much easier said than done. What most mechanics actually do when they see signs of wear is simply to fit a slightly longer central point

and thus compensate not only for the wear on the old centre point but also on the other four.

Apart from the distributor, the contact breaker is the only part of a magneto's mechanism with which most folk have even a passing acquaintance. It is removed by undoing the hexagon-headed screw in the

centre and then applying a little force to the side of it with a screwdriver to pry it off its taper. Having removed the contact breaker in this manner, examine the brush at the back of its body and also clean the brass disc against which the brush operates.

The "platinum" points should be examined, and, if necessary, cleaned or renewed, the small screws which secure the little pieces of clock spring should be checked to make sure that they are tight and any grease or dirt removed with a feather, a pipe cleaner, a small paint brush, or something of the kind. On replacing the contact breaker, note that the points open the required amount (usually .025 in.), and also make sure that the gap is the same on each of the segments. If it is not, one of the segments (if of the detachable type) will have to be raised or lowered by fitting a shim or removing some metal.

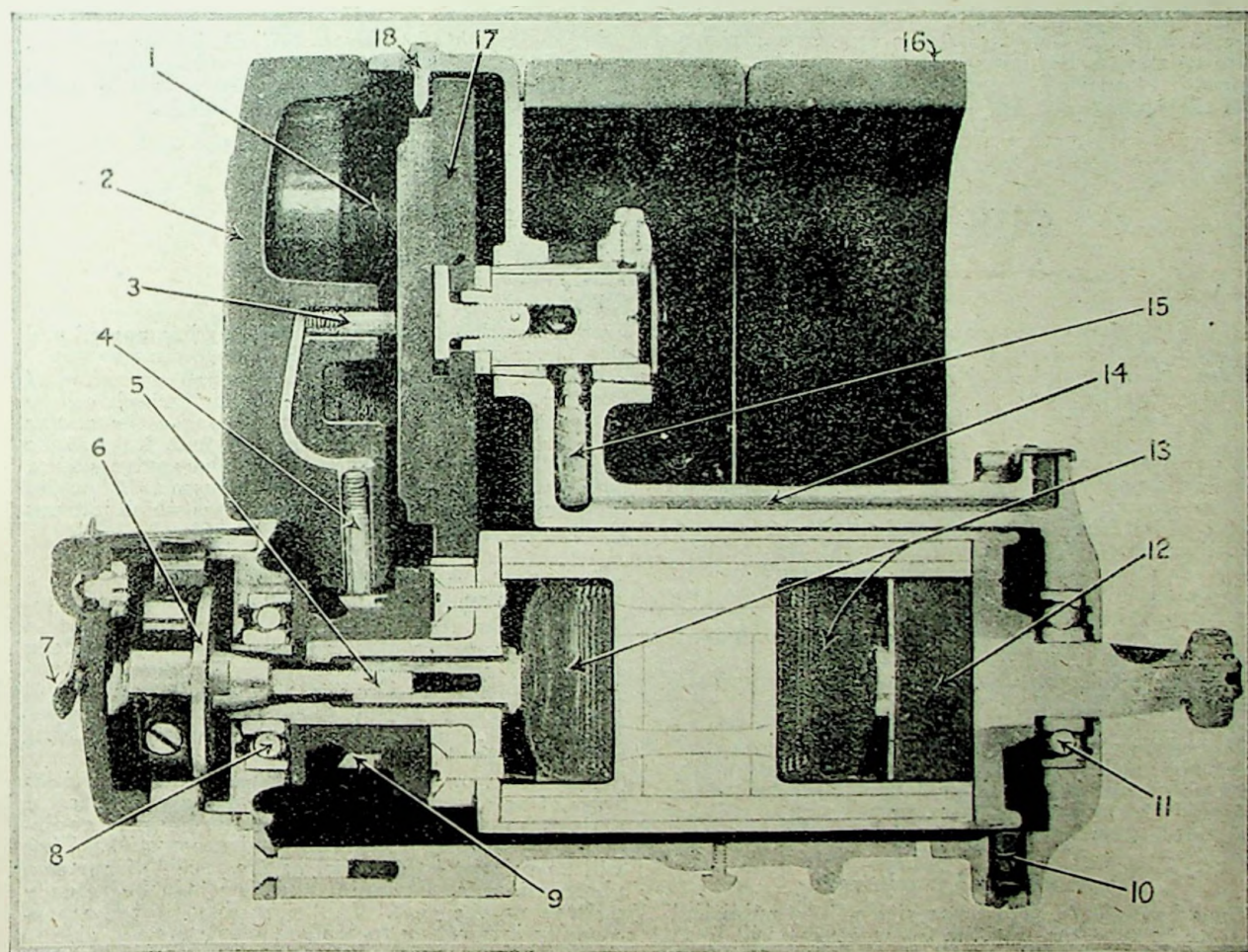
Assuming that the owner-driver wishes to investigate farther than the distributor and contact breaker, he may remove the domed cover which encloses the upper part of the drive end of the magneto, and, having done so, will either disclose the slip-ring (the carbon brush coming away with the cover), or, alternatively, the carbon brush holder. This holder is secured by two screws; when these have been removed, it will be found easy to lift the brush holder away.

The carbon brush should be absolutely free from

oil, and it should work freely in its guide. The slip-ring of the armature on which it bears, and which can be seen down the hole from which the brush holder has been extracted, should also be clean and brightly polished. If it is dirty it can be cleaned with metal polish applied to a rag and held against the slip-ring with a piece of wood whilst an assistant turns the starting handle.

Having made sure that the high-tension brush which bears on the slip-ring is in order, the owner-driver who has also checked the distributor and contact breaker will have gone over all the points which may be regarded as "external" causes of trouble. "Internal" troubles are investigated by first removing the magneto from the engine and then taking off in turn the distributor, the contact breaker, and the high-tension carbon brush. It is then necessary to examine the instrument very carefully indeed—including the underneath portion of it and remove any screws which look as though they might be brush-holders (they are generally easy to identify on account of being either brass or nickel-plate). After this has been done, the screws which hold the drive-end housing can be taken out, and the armature can then be withdrawn. Place it on the bench and immediately place an iron or steel object across the magnets; this will prevent magnetism being lost.

Attention may then be turned to the armature



An Eisemann magneto in section. In principle the Eisemann is identical with most other magnetos, but it possesses the unusual feature that the slip-ring is at the same end of the armature as the contact breaker. The parts are:— (1) Distributor carbon brush. (2) Distributor body. (3) Distributor centre brush. (4) H.T. collector brush. (5) Contact-breaker centre screw. (6) Contact-breaker body. (7) Contact-breaker cover clip. (8) Ball race. (9) Slip-ring. (10) Earthing brush. (11) Ball race. (12) Condenser. (13) Armature windings. (14) Oil groove. (15) Oil wick feeding revolving spindle above. (16) A magnet. (17) Distributor gear wheel. (18) Safety gap point.

itself; it is a very close fit in its tunnel, which lies between the magnets, and if its bearings have become worn it may show signs of having rubbed against the tunnel. If this is the case the bearings will need renewal. The slip-ring must be polished, and it is well to examine its vulcanite insulating flanges to make sure that no cracks have developed. The whole of the armature must be cleaned carefully with a soft rag moistened with petrol and any visible soldered connections examined to make sure they are tight.

Having done this, the armature may be placed on one side whilst its tunnel in the magneto body is cleaned, and it should then be replaced. Be careful when reassembling to make sure that the gearwheels which drive the distributor are meshed correctly. These have to be "timed" so that the carbon brush makes contact with the appropriate segment at the moment the platinum points break. The distributor wheels will invariably be found to be marked with small dots, and if the marking is examined before dismantling reassembling should be easy.

Testing the Magneto.

Having returned the magneto to its former state, adjusted the points and replaced all the brushes, it should be found that there is sufficient magnetism to make it difficult to turn the tapered end of the armature shaft with the fingers, whilst when the coupling or sprocket is attached to the taper so that it may be gripped with the fingers and the armature given a sharp twist with the hand, a healthy spark of about a quarter of an inch in length should be obtainable from the appropriate high-tension wire.

It may be well to conclude by making a few suggestions with regard to simple ways of testing a magneto so that the amateur mechanic who has stripped down a defective one, cleaned it, attended to its brushes, and made sure to the best of his ability that everything is in order, may be certain that it is the magneto itself and not the external wiring which is at fault before sending the instrument away for skilled attention.

Tracing Defects

The first test consists of removing the distributor cover and placing or holding a screwdriver in such a position that part of it is in contact with the body of the magneto, whilst the tip comes within about $\frac{1}{8}$ in. of the carbon brush when the armature is rapidly "flicked" over by hand. If no spark is seen, the brush holder on the other end of the magneto may be removed and the screwdriver held so that part of it touches the body and the tip comes within $\frac{1}{8}$ in. of the slip-ring. Revolving the armature should cause a spark to jump from the slip-ring to the screwdriver, and if it does not do so, everything else being apparently in order, it may be taken for granted that an electrical defect exists either in the armature or in the condenser, and the rectification of this will have to be put in the hands of a specialist.

We are indebted to Messrs. W. D. Foster and Co., magneto specialists, of 26, Hampstead Road, London, N.W.1, for providing us with facilities for taking the photographs which illustrate this article.

OUR THREE SPECIAL SHOW NUMBERS.

The First will be Out Next Friday.

THE first of the three Special Show Numbers of *The Light Car and Cyclecar* will be published on October 2nd, in which issue will also appear our exclusive report of the 200-Mile Race. This report in itself is more than sufficient to ensure a record demand for the issue.

In our first Show Number last year we gave a considerable number of pages—as our readers will remember—to publishing complete specifications, with prices, of all the light cars and cyclecars on the British market. This feature, brought up to date and made as accurate as possible, will figure in our issue dated October 2nd this year. It will form the only compact and complete guide to the more popular types of car, and readers will be very well advised to retain their issues for reference.

Among the information given concerning the cars is, first and foremost, the price of each model, the type of engine used and its dimensions, the make of carburetter, sparking plugs and electrical equipment, the number of bearings which support the crankshaft, the type of transmission, the capacity of the petrol tank and the sump, the approximate m.p.g. of the car, and a quantity of other equally useful information.

Accessories and Equipment.

The second Show Number, which will be published on October 9th—the day the Show opens—will form a comprehensive guide to all the small car exhibits and to the accessories and equipment likely to be of interest to the small-car owner.

It will be an invaluable issue for all prospective purchasers to study before going to the Show, whilst it will help those who are journeying to Olympia merely as interested visitors not to miss any of the more important exhibits. It is so easy when one

goes to the Show to find that the day has passed and that there are still many things one wishes to see.

Readers who read carefully through our issue of October 9th and mark on the big plan which will be published right across the centre pages the stands which they do not wish to miss, will find, if they take either the complete issue or just the centre pages, which can easily be torn out, with them to Olympia, that they will be able to see the things which interest them most with a minimum of trouble.

The 1926 Models Analysed.

The third Show Number will be published on October 16th—the day before the Show closes. As in previous years, its outstanding feature will be long analytical, semi-technical articles written by members of the staff of *The Light Car and Cyclecar* and describing the various features of the exhibits which impress them as being either new or indicating tendencies in design.

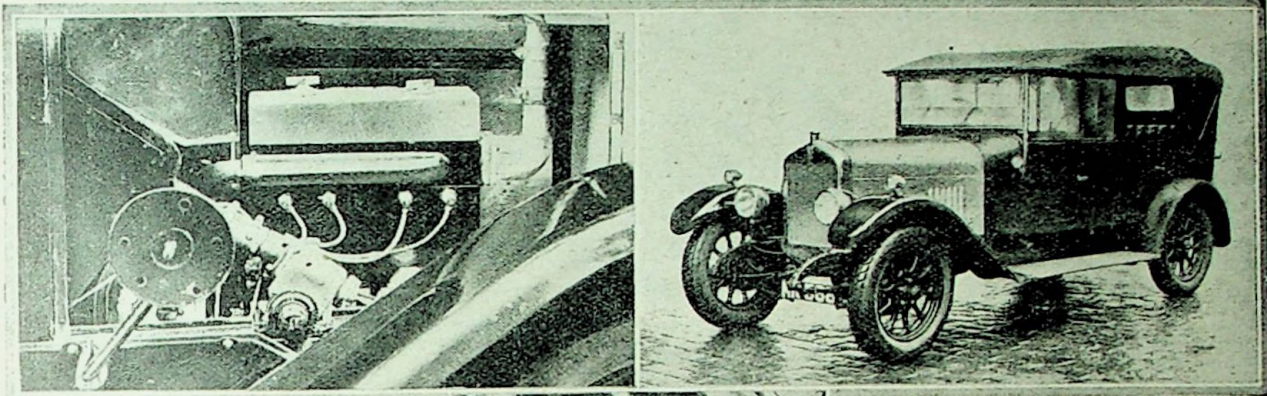
Last year, it will be remembered, these articles were of an exceptionally interesting nature, separate articles being given to engines, transmission, equipment, suspension, coachwork and accessories. They will be prepared this year, as the result of our own observations at Olympia, and they will be actually written on the spot. Last year they proved exceptionally interesting to readers who were not able to visit the show, whilst they made a very special appeal to our Overseas readers—the number of whom, judging from the letters which we receive, must be very large indeed.

Another feature of the third Show Number is a description of light cars which are to be seen in London showrooms but will not be on view at Olympia.

New Models and Programmes.

A NEW STRAKER-SQUIRE MODEL.

CRAB TRACK—HYDRAULIC BRAKES—FOUR-SPEED GEARBOX.



The off-side of the engine presents a neat appearance. The Marles steering box, water piping and clean exhaust manifold are features. The disc on the left is the spare wheel carrier.

FOR the 1926 season an entirely new model Straker-Squire light car has been produced. Known as the 11-28 h.p., it has an engine of 65 mm. bore and 110 mm. stroke, giving a capacity of 1,460 c.c. That the car is a full-sized job can be gathered from its 9-ft. wheelbase, 12-ft. 6-in. overall length and 4-ft. 13-in. track.

Dealing with the power unit first, this is of the four-cylinder type with overhead valves operated by push-rods, adjustment being provided on the rockers. A cast-aluminium cover protects the valve gear. A force-feed lubrication system is used for the valve gear and engine bearings. The crank-shaft is of the three-bearing type and the cylinder head is detachable with polished internal surfaces.

Neat Oil Filter.

On the off-side of the crankcase are mounted the dynamo and magneto, driven in tandem from the timing gear. The electric starter is spigot-mounted on the near side and the Solex carburettor is placed high up on the cylinder block on the same side. On test one of these engines is claimed to have developed 32 h.p. and to have "revved" up to 4,300 r.p.m. Below the carburettor is a cylindrical aluminium casting containing the oil filter, which can be removed for cleaning by undoing one large wing nut. The oil pump is immediately below the filter and a level-tap is situated in the crankcase.

Bolted to the rear end of the crankcase, to form a unit, is the four-speed-and-reverse gearbox. The ratios are 16.8 to 1, 10.2 to 1, 7.2 to 1 and 4.5 to 1, whilst reverse is 20.3 to 1. Right-hand control is provided for gears and hand brake. The clutch is of the cone type; the drive passes from the gearbox through the open propeller shaft, having flexible disc joints, to the semi-floating rear axle.



Spiral-bevel gears and a differential are included in the design, torque being absorbed by a channel-section arm bolted to the axle casing and suspended from a chassis cross-member. Semi-elliptic springs are fitted all round, those at the rear being underslung.

A crab track is employed, the front wheels being 2 ins. farther apart than the rear ones. Marles steering is fitted, which, as is well known, works on the cam principle and is free from the usual backlash troubles for very long periods of service. The track-rod is adjustable and the throttle and ignition controls are situated in a boss above the steering wheel.

Hydraulic Brakes.

Tyre equipment is optional, either low-pressure 29-in. by 4.95-in. Dunlop or 760 mm. by 90 mm. if high-pressures are preferred. The wheels are of the steel-spoked variety, the spare wheel being carried in a well behind the off-side front wing.

Four-wheel brakes of the Alford and Alder type are standard, but Whitehead hydraulic operation is employed. The pedal is connected to a large oil cylinder, which, in turn, forces oil to four subsidiary cylinders coupled to the brake rods. The filler for the oil system is under the bonnet; by screwing down one wing nut the four brakes may be adjusted. On each brake arm there is a nut for independent setting.

(Above) The 11-28 h.p. Straker-Squire touring model. The rear seat wind-screen and sections of the side screens are not shown. (Centre) The oil filter, starter and hydraulic brake cylinder are seen from left to right.

The braking system is one of the most notable features of the car, no flexible oil pipes being used, as the cylinders are carried on fixed positions. Power is transmitted by rods, which, of course, accommodate axle movements.

Standard body colours are grey, red or blue with leather upholstery to match. The front seat and pedals are adjustable, and an Auster rear screen is supplied, items which are conducive to comfort. The fascia board is fully equipped and the dynamo cut-out is mounted behind it. The electric lighting and starting system is a Smith, the battery being slung below the floorboards on the left-hand side of the propeller shaft.

Metal-framed side curtains are supplied, storage space for these being provided behind the rear-seat squab.

Running boards of ample width are fitted; large wings and leather valances should ensure adequate protection from mud. Rain-excluding flaps are fitted to the hood, which fill in the spaces above the rigid side curtains.

Equipment Details.

Bulb and electric horns, speedometer, clock and a five-lamp set are items of the equipment, and an air strangler for the carburettor will be provided on production models. The radiator follows Straker-Squire practice, but the bonnet will probably be painted instead of polished aluminium, as on the car illustrated. Tecalemit lubrication is provided for chassis details.

Prices are as follow:—Four-seater touring with four doors, £350; coupé, £400; four-door saloon, £465; sports four-seater, £365; chassis, £300. Examples of these cars will be on view at the showrooms of Straker-Squire, Ltd., 175-179, Oxford Street, London, W.1, during and after the forthcoming Motor Show.

New Models and Programmes (contd.).

NEW AND GREATLY IMPROVED RHODE MODELS.

DETAILS OF TWO INTERESTING CHASSIS WHICH ARE TO BE PRODUCED FOR 1926 AS AN ADDITION TO THE EXISTING "LIGHT FOUR" RANGE.

FOR a long time the Rhode Motor Co. have held a very enviable position in providing a small car with a first-class road performance. They are now supplementing their existing range by a new chassis which provides considerably increased body space.

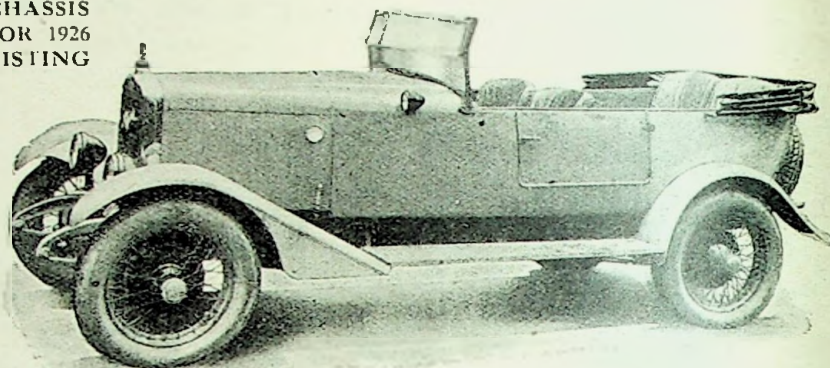
The chassis frame has been increased in dimensions and full cantilever springing arranged for the rear axle, whilst the engine has been modified in detail with consequent improvement. Half-elliptics are now used at the front.

The new chassis are to be termed the 11-30 h.p. Standard and the 11-30 h.p. Sports, which are almost identical except that the Sports has a specially tuned engine, providing a better turn of speed on the road.

The engine has an overhead camshaft operated by a vertical shaft driven from the crankshaft, not the least interesting feature being the lubrication system employed. The flywheel fits closely to its casing, dipping into the oil and acting as a finger, which forces oil through a large-diameter pipe into the camshaft housing, which is, in effect, a reservoir, whilst a tube connecting from it to the front housing has holes immediately above each cam, through which oil flows by gravity. These holes have split-pins passing through them, the continual movement of which keeps the whole assembly clean.

In place of the semicircular cover to the valve mechanism previously fitted to the Rhode engine a rectangular cover is now fitted. It is anchored to the head by six bolts, in order to make the assembly oil-tight. In this matter great care has been taken, and recesses are formed in the ends of the cover for felt pads as oil retainers.

The change in the section of the cover has been made possible by the adoption of a considerably improved method of valve operation. The exhaust and



FOUR-SEATER
SPORTS MODEL.

Rhode enthusiasts will note several alterations in the design of the sports model, including new type front springs.

inlet rockers are mounted on bronze brackets on separate sides of the head. These brackets are bolted to the head and contain steel pins, upon which the rockers oscillate, each rocker being bushed with phosphor-bronze—a very much larger bearing surface is thereby provided than hitherto.

Valve adjustment is provided by means of small caps containing shims fitted to the ends of the valves. Each rocker has a torsional return spring fitted underneath its arm and round the body of the bracket, thus reducing somewhat the necessity for extra strong valve springs.

The camshaft has been redesigned to give improved valve timing with a beneficial effect upon engine power and quietness of operation. The cylinder head is spigoted to the cylinder block, and the holding-down bolts have clearance holes, whilst the ports to both inlet and exhaust valves have been redesigned with consequent improvement.

The inlet passages are cast-in with the cylinder head, and are completely water-jacketed, the four ports forming with each other an obtuse V in a horizontal plane, which merges into a central passage to which the carburetter is bolted direct. By this means a very

good "tick-over" for the engine has been obtained.

The exhaust system now runs through a similar series of passages, although the angles are somewhat more acute, the whole being cast in one with the head. Aluminium pistons replace the cast-iron ones used for 1925, and are of the semi-slipper type in shape.

In order to minimize vibration the connecting rods are now made of duralumin, which, although following the general lines of the steel ones which they replace, have a slightly larger section, the weight, however, being considerably less than with the steel type. The further addition of a stiffened crankshaft allows higher engine revolutions than previously to be attained, with the great advantage that no increase in vibration is felt.

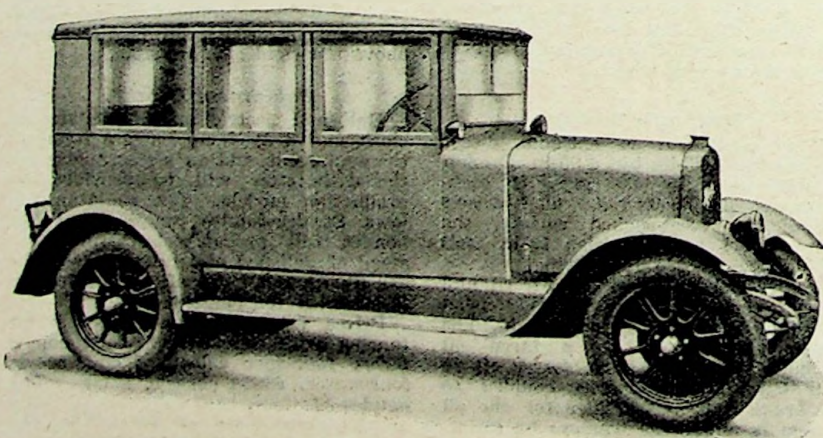
The clutch has always been a good feature of the Rhode, with its light, single-plate free member, and remains practically unaltered for 1926, but a larger thrust bearing is located on the crankshaft to allow for pressure when the clutch is disengaged.

The gearbox is entirely new and of Rhode manufacture, providing four speeds and reverse with centre change. It follows the previous Rhode practice in that it is bolted direct to an extension of the crankcase, forming one complete unit with the engine. A feature which will be appreciated by the discriminating motorist is that the cover is spigoted to the box, and a positive drive for the speedometer is provided on its side.

The unit is mounted on the chassis frame at three points, at the front by a trunnion surrounding the crankshaft bearing, and at the rear by extensions of the flywheel casing bolted direct to the main chassis frame.

A larger universal joint of the fabric type has been fitted to the forward end of the enclosed tubular propeller shaft. The rear axle is split vertically and has spiral-bevel gears and semi-floating axle shafts, whilst the bearings for the bevel pinion have been duplicated and increased in size.

All Rhode models are now equipped with front-wheel brakes, which operate on 12-in. drums. They are of the internal-expanding type, the pedal apply-



THE RHODE
SALOON.

— An all-enclosed body with very clean cut lines. It is mounted on the 11.30 h.p. chassis.

New Models, etc. (contd.).

ing both front and rear-wheel brakes, whilst a hand lever applies separate shoes to the front wheels only. A master adjustment is fitted on the front of the pedal and one nut suffices for adjustment of either front or rear brakes.

For the comfort of the driver and passengers increased seating accommodation has been provided on the larger bodies now fitted, and a new feature of the Rhode is the inclusion of adjustable front seats. All four-seater models are fitted with four doors, which are wider than in previous models and have pockets sealed by flaps.

Individual seats and two doors are provided on all two-seater models, with a space at the rear of the seats for the accommodation of luggage. The windscreen equipment is similar in design to that on the four-seater cars, and a three-quarter light in the hood ensures good visibility. An extra large double dickey seat is provided on all two-seater models.

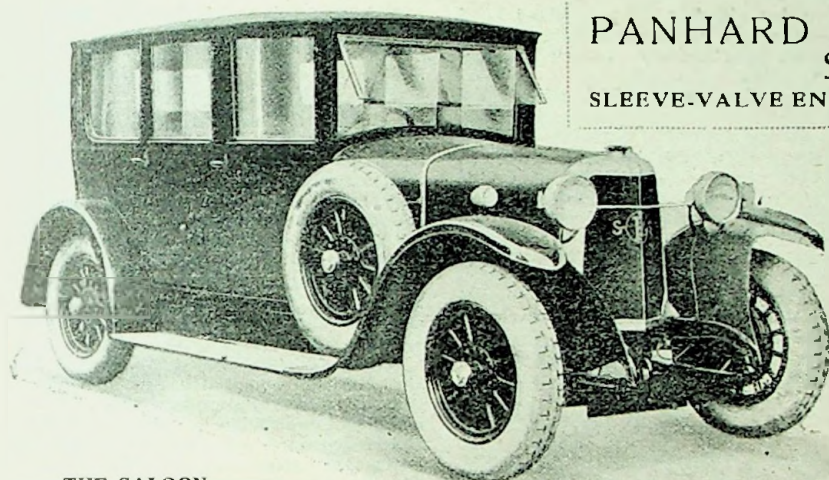
A further innovation is the introduction of a new four-seater sports car—this has a special body mounted on the 1926-type chassis, and is built with low lines, a V windscreen considerably enhancing the sporting appearance. The top halves of the windscreen are individually adjustable. For easy access

two side doors are fitted on each side of the body, and in keeping with the general contour the dash is also of V section. Pigskin upholstery and a carpet matching the colour of the leather complete the interior of the car.

A four-door saloon of a very luxurious type is an addition to the Rhode range.

The latest prices are as follow:—

11-38 h.p. sports two seater	... £355
11-38 h.p. sports four-seater	... £375
11 h.p. light four-seater	... £225
11-30 h.p. two-seater	... £275
11-30 h.p. four-seater	... £285
11-30 h.p. saloon	... £350



THE SALOON
MODEL.

THE chief alteration in the touring model Panhard chassis for 1926 is that the cylinder bore has been increased to 67 mm., the total capacity now being 1,480 c.c. and the rating 11-15 h.p.

A sleeve-valve engine is used as hitherto and the drive is through a cone clutch running in oil to a centrally controlled four-speed gearbox, final drive being by spiral bevels and differential.

Engine lubrication is by the Panhard duplex system, and thermo-siphon cooling is used.

The four-wheel brakes are operated simultaneously by either the lever or pedal, and large-diameter steel tubes are used, instead of rods or cables, for the brake controls, ample adjustment being provided.

Suspension is by half-elliptic springs in front and reversed quarter elliptics at

the rear. The wheels are of the detachable wood-spoke type, shod with 775 mm. by 145 mm. Michelin Comfort tyres. Shock absorbers front and rear are fitted as standard.

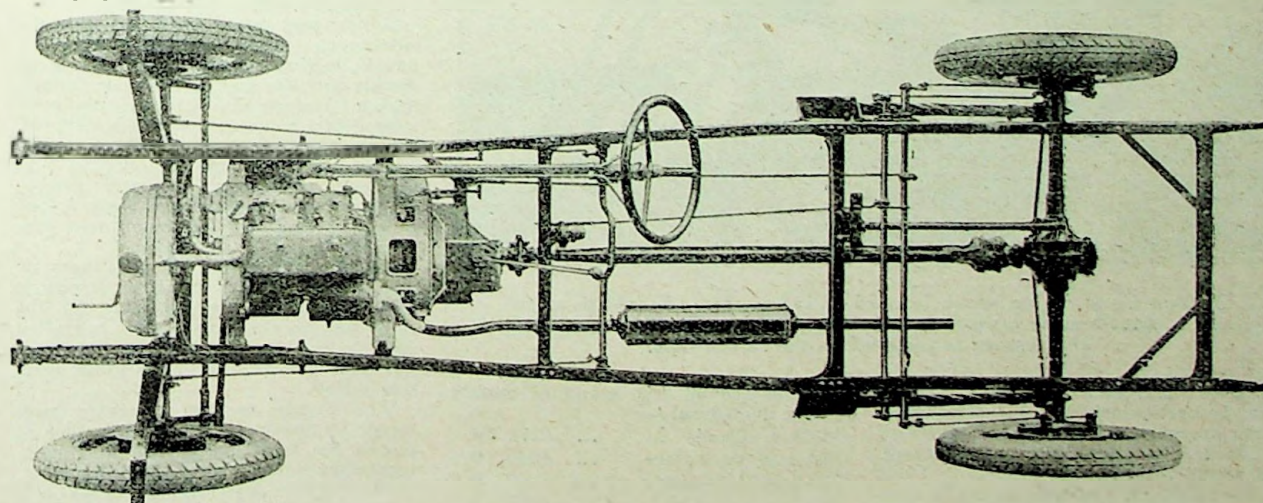
The equipment includes a 12-volt lighting and starting set, five lamps, speedometer and clock. The wheelbase is 9 ft. 8 ins. and the track 4 ft. 5½ ins., whilst the weight is 16 cwt. Top gear ratio, 5½ to 1.

The chassis is priced at £295 at the present rate of exchange, and the standard bodies available are a torpedo and a four-door saloon, the inclusive prices of which are £385 and £450 respectively. The saloon is very roomy and presents an attractive appearance.

In addition to the touring-type chassis a sports model, priced at £350, will be available next year. This follows closely the touring type in its general layout, but a Panhard dual carburettor and certain other modifications are claimed to give it a speed in excess of 60 m.p.h. In this model the starter motor is located at the forward end of the crankshaft. The London showrooms of Messrs. Panhard and Levasor are at 147, Great Portland Street, W.1.

PANHARD CARS FOR NEXT SEASON.

SLEEVE-VALVE ENGINE AND FOUR-WHEEL BRAKES.



A BIRD'S-EYE VIEW
OF THE NEW ROVER
CHASSIS.

This photograph gives an excellent impression of the general layout of the new Rover N'ne. Note the neat unit, embodying engine, clutch and gearbox, the four-wheel brakes and the tapering lines of the frame.

New Models (contd.).

A NEW... 13 H.P. CLYNO.

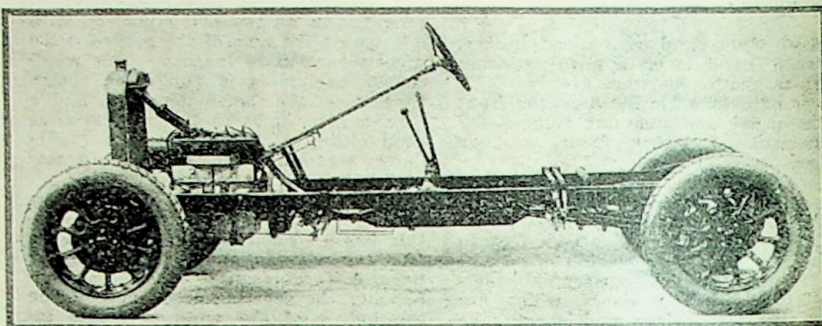
FOUR-CYLINDER
1,496 c.c. ENGINE

AN entirely new model has just been added to the Clyno programme. This is to be known as the 13 h.p. model and has a four-cylinder 1,496 c.c. engine. The unit is of the side-valve type, having a three-bearing crankshaft and a bore and stroke of 69 mm. and 100 mm. respectively.

A fabric-lined internal-cone clutch is used and a three-speed right-hand-controlled gearbox is mounted on the forward end of the torque tube. A spiral-bevel rear axle of special Clyno design has been produced for this model, its principal feature being the use of very large-diameter bearings.

The general specification of the car is extremely modern, and naturally includes four-wheel brakes. Suspension is by half-elliptics at the front and quarter-elliptics at the rear, whilst Dunlop balloon tyres of 28 ins. by 4.95 ins. are used.

A feature of the front-wheel brakes is that a greater percentage of the braking effort is applied to them than to those at the rear when the pedal is depressed. The controls are compen-



The new 13 h.p. Clyno chassis, showing outstanding features.

vision for either a drop or fixed head on the coupe. This car should be very popular, particularly among professional men.

The equipment supplied with these new Clyno models is very comprehensive, all the following being included in the standard specification: speedometer, eight-day clock, dash lamp, radiator thermometer, Smith automatic screen wiper, driving mirror, petrol gauge, motor-driven electric horn, spring gaiters, spare petrol can and holder, rigid side screens and a three-panel windscreen. On the four-seater models a luggage grid and Auster rear screen are also provided.

The prices of these new 13 h.p. models are as follow, whilst we also give the altered prices of certain of the 11 h.p. models. It should be noted that the

STANDARD CARS FOR 1926.

Improved Coachwork the Main Features.

ONLY minor alterations have been made to the 11.4 h.p. Standard chassis for the coming year, the main feature being a cover fitted to the overhead-valve gear of the engine. The push rods are partially enclosed by a steel pressing, which is attached to the cylinder block, suitable holes being formed for the admission of the sparking plugs. Mounted above the head and fitting over this cover is a further casing, located by two knurled nuts, which provide easy detachability when adjustment or inspection of the valve gear is required.

A greatly improved body design in the Knowle four-seater and Coventry two-seater is apparent, both bodies being of more roomy proportions, while the four-seater has two individually adjustable front seats with hinged squabs. The radiator, bonnet and body sides have been raised somewhat, and four doors are now fitted, all of them having pockets formed on their interiors. The doors are upholstered for the upper part in leather, while the bottom is covered with hair carpet to form a kick-strip.

The body generally is higher and provides more complete weather protection than hitherto, while the rear portion is cut down somewhat in order to accommodate the hood when folded; this component now lies flatter and provides a considerably better appearance.

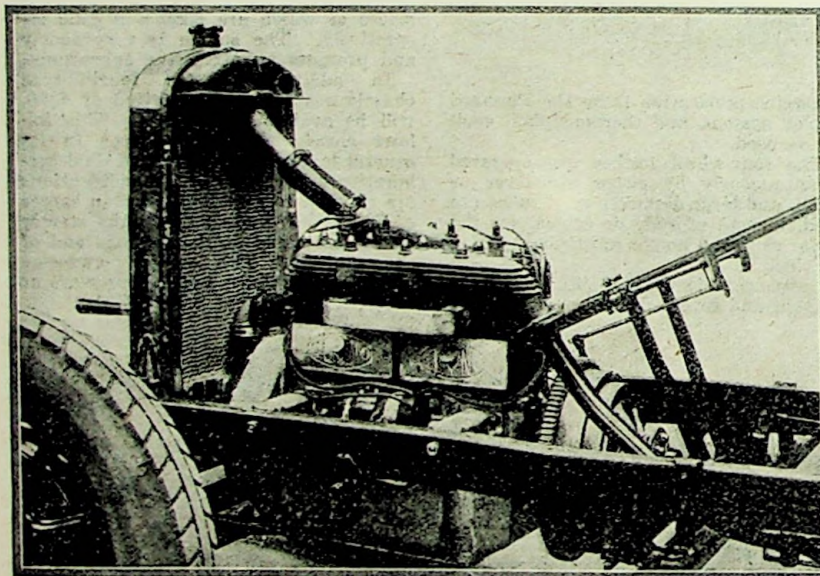
A new and interesting feature is the side-screen arrangement. Celluloid panels, having narrow frames fitting by dowels into the top of the door frames, have a swinging arm located in the rear-most dowel to each screen. A split collar on the dowel and embracing the swinging arm allows for angular and outward movement of each screen, which can be locked in any desired position by tightening the thumbscrew provided.

On the two-seater there is now no quarter light, but the door screen is slightly longer than the door (of the same type as the four-seater), and when used in conjunction with the two rear lights in the hood provides quite effective vision.

The dickey on the Coventry two-seater is now upholstered in leather to match the front seats, and is of more comfortable proportions than hitherto.

On the four-seater the spare wheel is carried at the rear with a strap beneath the tyre, and on the two-seater in a well on the off-side front wing and running board.

The facia-board equipment has been



The new Clyno engine, which is rated at 13 h.p., has side-by-side valves and a three-bearing crankshaft. Positive component drives are provided. The gearbox is mounted on the torque tube.

sated and interconnected, whilst adjustment is particularly simple. The hand brake operates a separate set of shoes in the rear-wheel drums, so that there are actually six brakes in all.

The bodywork available on the 13 h.p. chassis is of an exceptionally luxurious nature, considering the prices of the various models. Interesting features include the use of adjustable seats on the four-seater and saloon and the pro-

prices of the 11 h.p. standard models remain unchanged:—

13 h.p. chassis ...	£172 10
13 h.p. two-seater ...	£245 0
13 h.p. four-seater ...	£260 0
13 h.p. coupe ...	£285 0
13 h.p. saloon ...	£298 0
11 h.p. Royal two-seater ...	£210 0
11 h.p. Royal four-seater ...	£215 0
11 h.p. Royal saloon ...	£245 0

New Models (contd.).

considerably augmented by the addition of a clock, dash lamp and ash-tray on the fascia board, while a dash ventilator, operated by a knurled screw on the fascia board, is situated in the scuttle. All instruments are on the off side of the car, an extra large cubby-hole being provided

on the near side. The headlamps are carried on a tubular cross-member and are also attached to the wing stays. This not only gives a firm fixing, but presents a very neat appearance to the car.

Very comprehensive equipment is provided, including a driving mirror, five-lamp lighting and starting set, electric

horn, hood envelope, petrol can and holder, and spring gaiters.

The prices are:—

Chassis	£185
Coventry two-seater	£225
Knowle four-seater	£225
Piccadilly saloon	£255

The makers are: The Standard Motor Co., Ltd., Coventry.

A REDESIGNED SWIFT.

IMPROVEMENTS IN THE 10 H.P. FOUR-CYLINDER CHASSIS.

THE new 10 h.p. Swift is a distinct advance on existing models and follows very closely the lines of the new "twelve" in that unit construction for the engine, clutch and gearbox, and four-wheel brakes are now incorporated.

The dimensions of the engine remain the same, i.e., 60 mm. bore and 97 mm. stroke, giving a total cubic capacity of 1,097 c.c., with an R.A.C. rating of under 9 h.p., thus the tax is £9 per annum.

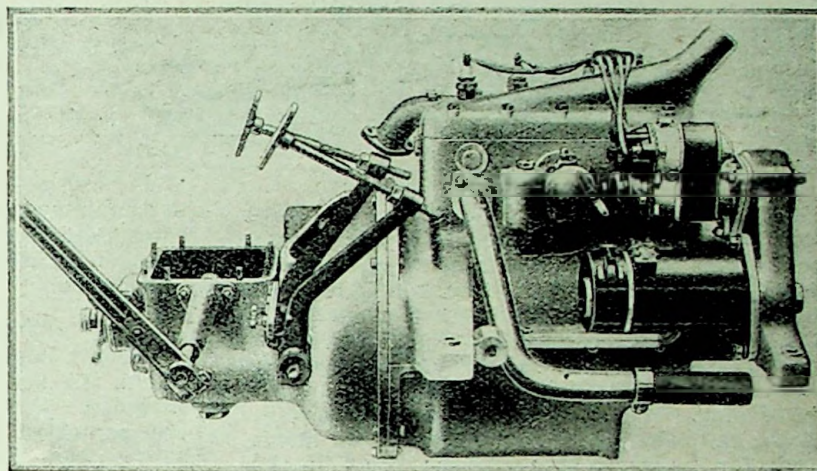
The cylinders are formed in one unit with the top part of the crankcase, the rear end being semi-circular in shape.

A three-bearing crankshaft is employed, and is carried in bearings of good proportions, which are located in webs formed in the crankcase. Side-by-side valves, inclined to the axes of the cylinder bore, are operated through adjustable tappets by a camshaft running alongside the base of the cylinders. The head is detachable and is held on the cylinder block by well-spaced bolts. Thermo-siphonic cooling is employed.

An unusual form of construction is arranged for the camshaft, dynamo and magneto drives. The camshaft is driven by helical gears from the end of the crankshaft, and is fitted with a cover embracing the two gears. The dynamo and magneto are both bolted to flanges formed on the rear face of the timing gear casing (which also acts as a bearer arm) on the inside of the engine, their axes being parallel with the axis of the crankshaft; a single roller chain embraces sprockets located on the end of the crankshaft, magneto and dynamo, adjustment being provided by swinging the dynamo on its flange. The starter motor is housed on the crankcase and is easily detached, a strap being provided for its location.

The carburettor is mounted on the off side of the cylinder block, through which a passage is bored to a T-shaped distributing passage, each end of which communicates with the inlet valves of two cylinders. To avoid any possibility of petrol being trapped in any excessiveness or hollow in the system, all the passages are arranged to slope slightly upwards to the valves.

Driven by skew gears from the camshaft, a submerged-type oil pump forces oil to all crankshaft, camshaft and big-end bearings, a tube being cast in the cylinder block and forming a gallery running fore and aft on the off side of the engine. A large filter surrounds the suction pipe of the pump, while a drain



The carburettor side of the new Swift engine. Note the neat mounting of the positively driven dynamo and magneto, also the unusual arrangement of return water lead.

plug is screwed on to the side of the pump housing.

The clutch is of the single-plate type in conjunction with a flywheel of ample diameter; it is lined with fabric and is loaded by springs placed round the clutch at the centre of the fabric ring. The external clutch plate works on three guide pins, a fork joint to the ball race housing on the withdrawal mechanism being used for withdrawal. Easy adjustment or replacement to the clutch is arranged, the clutch pit having an open top of rectangular shape.

The gearbox—which is of Swift manufacture—is of the three-speed-and-reverse type, and is integral with the clutch housing. An oil thrower is fitted to prevent leakage. A flexible steel joint takes the drive from clutch to gearbox. This joint has a double-fork end to the clutch shaft, and another double-fork end is mounted so as to slide on the end of the splined gearbox shaft, a positive drive being provided on the near side of the box for the speedometer.

An open propeller shaft conveys the drive to a banjo-type rear axle and has a flexible joint fitted at front and rear. On the near side of the axle casing a torque member is formed which is located at the forward end by a spring-loaded swinging bolt. By withdrawing the axle shafts slightly the differential and crown-wheel assembly can be removed from the rear axle casing after detaching the cover. The pinion and crown wheel are adjustable.

Brake drums of 10 ins. diameter are fitted to all four wheels, and the brakes are compensated front to rear. For adjustment of the brakes a turn-buckle on the main rod is fitted, which enables adjustment between either the hand-brake lever or foot-brake lever and the compensating gear. A separate adjust-

ment is an additional fitting on each separate brake rod for individual alterations. The brake shoes are of the internal-expanding type and operate on all four wheels by a pedal coupled to a lever on a cross-shaft. An interesting feature of the construction of the front brake is that it is positive in action during both application and release. Ample adjustment over a range of several inches is provided for both clutch and brake pedals. Steering is by bevel pinion and segment, and has been strengthened to withstand the extra work consequent upon the adoption of balloon tyres.

Alterations and additions have been made in both the two and four-seater bodies, and include a two-piece sloping windscreen, with wiper, fastenings for affixing hood to screen, whilst storage accommodation has been provided under the rear-seat cushion for side curtains, the batteries being removed from the running board to a convenient position underneath the front floorboards.

The bodies of both two and four-seaters are well streamlined, the four-seater model having a sliding front seat, giving ample leg-room, while the body is equipped with three doors.

The incorporation of a wide dickey seat has been made in the two-seater body, which closely follows the four-seater body in design. For the purposes of general touring the gear ratios have been considerably modified and are suitable for all road conditions and hill-climbing, particularly where the continual use of second speed is needed. Dunlop cord reinforced tyres of the balloon type are fitted to the wheels, which are of the artillery steel type, the size of the tyres being 27 mm. by 4.4 mm. The manufacturers are: Swift of Coventry, Ltd., Coventry.



RICH MIXTURE

LIGHT CAR
COMMENT
& ADVICE

by *Fous*

A Bad Guess.

LAST year I was bold enough to prophesy just before the 200-Mile Race that whatever else happened it would certainly not be won at a speed higher than 100 m.p.h. and, in expressing that sentiment, I was merely echoing the views of regular Brooklands habitués who, like myself, had spent a considerable amount of time at the track during the practising. We were all wrong, however, in imagining that the winning speed would be about 98 m.p.h. for the Darracqs averaged more than 102 m.p.h., whilst their drivers declared that they still had a little in hand.

This year, of course, there are no records to be broken, for the course is entirely new, and this, to my mind, is rather unfortunate, as in every previous 200-Mile Race—unless my memory is at fault—long-distance records have fallen.

No Winner in Sight.

AFTER last year's mistake I approach the task of prophesying this year's winning speed with some trepidation, particularly in view of the fact that up to the moment of going to press the race is just as open as it was a month ago.

There are those who say that it would be possible to win the race with a car incapable of more than 80 m.p.h. provided that its brakes were perfect and its acceleration beyond reproach. There are others who believe that the winner will be the man who can negotiate the home banking, the railway straight and the Byfleet banking at an extremely high speed, and thus have a few seconds to spare over the slower men which would allow him to go steadily round the bends, thus sparing his brakes—and most important of all—his tyres.

Tyres will Limit Speed.

IT is certain that this year's race is going to prove a particularly severe test of tyres, the rough concrete surface of the finishing straight and the extremely fast approach to the first of the bends being factors which are likely to destroy tyres at an abnormally rapid pace.

Going as "blue" as possible, I fancy that the Alvises and the Darracqs would be able to lap at very nearly 80 m.p.h., or possibly a shade more, but I feel confident that if they attempt it so many tyres would have to be changed during the race that their chances of winning would be seriously jeopardized. A likely winning speed in my view will be about 72 m.p.h., and maintaining this average would almost certainly involve the need for making at least

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one complete change of wheels. If the race is won at less than 70 m.p.h., I do not think anyone who has taken an active interest in the practising would be surprised.

Scapegoats on Wheels.

IT seems hopeless to expect logical reasoning from the lay Press where motor accidents are concerned. Even the most sober newspapers have been panicking into scare lines—scare lines, by the way, that never appear above reports of bathing fatalities, which have been appalling enough, in all conscience, this summer. Nor will such prominence be given to hunting accidents in the coming winter. Flying fatalities are reported in the ordinary way of news, such apparently being considered inevitable. Yet motor accidents are duly counted up and presented in a manner that positively frightens people off the roads. And on top of this come the most ridiculous suggestions for minimizing accidents.

Driving Tests.

ONE prominent daily waxed wroth recently with a motoring organization for opposing the adoption of driving tests. But every motorist of experience knows that tests would entirely fail to stop accidents. In the great majority of cases it is not the inexperienced driver, but the reckless driver who causes a smash.

The danger is that this daily chorus in the Press will lead to hasty legislation which will put an irksome burden on motorists without having any compensating effect. It would be far more sensible on the part of newspapers if they called on the Ministry to use the motorists' millions in making the present road system safe instead of embarking on grandiose schemes which will only benefit posterity.

An Argument for the Fan.

I HAVE met many owners of light cars who have been puzzled by the apparently erratic behaviour of the cooling system of the engine as shown by a radiator thermometer. They state that, paradoxical as it may seem, the engine will often keep cooler when being driven hard than when gently running along at, say, 20 m.p.h., but the conditions vary, for the thermometer will show a much higher reading on one day than on other days.

These good people seem entirely to overlook the effect of wind direction. It is obviously better for

the cooling system if the car is being driven, even fairly hard, into the teeth of a gale than it is for it to tick along at 20 m.p.h. with a following wind of the same speed. In the first case a real hurricane blowing through the radiator more than compensates for the hard work which the engine is being called upon to perform, but in the latter case the engine is running practically in still air and very little draught is finding its way through the radiator. No wonder, then, that the temperature goes up, and if these occasions were not so rare the need for a fan undoubtedly would be more keenly felt.

When Roads are Up.

ASCENDING Haverstock Hill recently—despite the warning of "road-up" given in this journal—one of my colleagues was turned off down a by-road by a police-constable and promptly lost his way. He was making for the Heath, but eventually came out at Swiss Cottage. He suggests that very simple types of movable direction posts might be employed so as to guide road users back to the highway from which they have been diverted, by the shortest possible route.

I agree. In some towns it is done already, the direction "posts" taking the form of bold red arrows printed on stout white paper, which are stuck high up on the corner buildings.

Stereotyped Teas.

PERHAPS I may be dubbed effeminate, but I admit that I am fond of a daintily served tea when I am touring or when I go for an afternoon's run. In nine cases out of ten I am disappointed, because wayside tea shops of a really attractive type and where home-made cakes or scones may be had in bright and clean surroundings are few and far between.

The average hotel, although it may be on the "recommended" list, has, I submit, no idea of what constitutes a decent tea. One usually is shown into a dismal coffee or dining room and served with a heartbreaking meal of damp bread and butter, watercress and a peculiar type of cake cut into slabs and made, evidently, on mass-production lines.

Excepting that jam sometimes is substituted for watercress the menu is never altered, and on more than one occasion, even at quite pretentious hotels, my request for toast has been refused on the grounds that the fire is out. Surely some more modern cooking apparatus might be used.

As a rule, the same hotels can supply a very fair lunch or dinner. Why, then, do they fail so miserably on teas?

Light Car Proverbs

MY recent paragraph concerning appropriate light car proverbs has prompted Mr. Gerald Pettengell, whose name I know as a frequent contributor to our correspondence columns, to send me the following:—

Spare the speed and spoil the trap.

A rolling tyre gathers no speed.

A patch in time saves nine.

Too many cuts spoil the tyre.

A rather tricky little footnote to his letter read: "To chase a red light's a night driver's delight." I am not sure whether it can be called a proverb, but it is certainly clever, and would make a splendid slogan for the organizers of the London-Exeter.

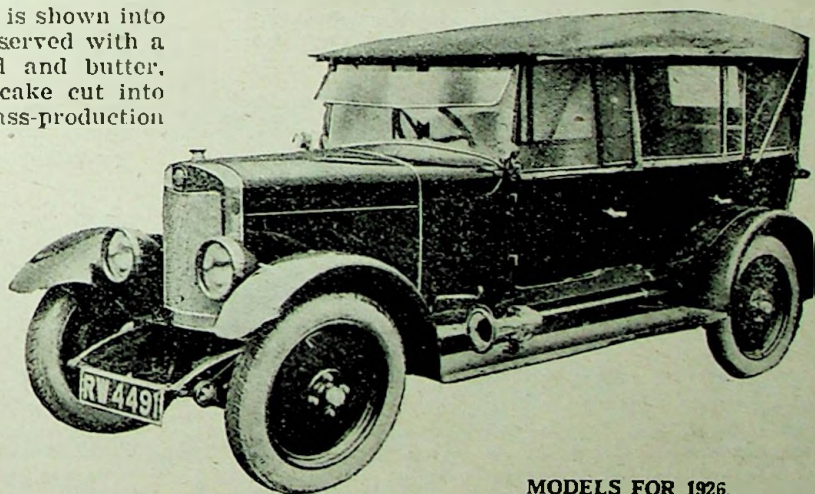
Insurance Difficulties.

THE intricacies of insurance policies are often such that the average light car purchaser trusts to the word of the car agent that all is well; he signs the proposal form blindly and goes on his way rejoicing. Judging by the experience of some friends it is a dangerous and expensive habit.

The one who signs the various forms is responsible for the correctness of the details and for obtaining what he wants. It is no use complaining when it is found that the first £5 of a claim has to be borne in the event of a crash that the proposal was signed in ignorance of the fact, due to failure to read the particulars. If in doubt, and the agent is uncertain, get in touch with the company and be satisfied.

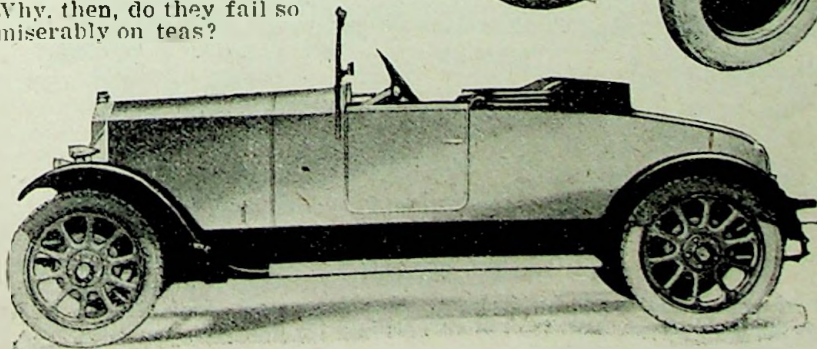
Rather Different.

ON the subject of the owner bearing a proportion of each claim under a motor insurance policy, it should be pointed out that there is a great difference between a "claim" and an "accident." One accident may involve a very large number of claims, and if the policy holder has agreed to



MODELS FOR 1926.

(Above) The latest Lea-Francis four-seater. A number of improvements have been effected for 1926, including the adoption of f.w.b. (Left) One of the most attractive models in the Windsor range. With its very tall radiator the car has body lines of unusual charm.



RICH MIXTURE (contd.).

"bear the first £5 of each claim" he may find, after a crash, that he is liable to the extent of £20 or more.

Personally, I am not a believer in rebates—the feeling that one is insured fully against every imaginable contingency being much too satisfying to sacrifice for the sake of a few shillings a year.

Safety Propaganda.

WITH the exception of the National Safety First Association, very few people seem to take any interest in the question of road manners for horse-drivers. The sins of motor drivers are the topic for every "ink-slinger" who is hard up for subjects, but one or two horse-power vehicles escape. Probably the diminishing number of horses accounts for it, but the quality of driving displayed by no means warrants the remission of those who hold the reins from the list of people to be *properly instructed*. Please note, properly instructed, not made subjects for scare columns.

A few moments spent at a cross-roads in a busy district will provide instances of carelessness on the part of the "conductor of the horse," as some of our Continental cousins would style him, which would lead him to the local court if committed by a motor driver, even at the same speed.

Those French Cyclecars.

I HAD a letter recently from the Paris correspondent of *The Light Car and Cyclecar* in reply to one I wrote him asking if the very cheap type of French cyclecar was really a success. He replied as follows:—

"The proprietor of that contraption the — brought a machine to my house recently and handed it over for a road trial. I must say that I was honestly surprised at the pulling power of the absurd little engine, especially as it was pulling a four-wheeled vehicle with two up. The suspension, moreover, was really excellent, and even over vile old pavé the machine was most comfortable."

"As I did not trust such a machine for a run in the country on so short an acquaintance, I took it into the Bois de Boulogne, which is just across the road from where I live. On the smooth avenues of the Bois I managed to get 30 m.p.h. out of it, which I consider very good indeed. Unfortunately, on emerging from the Bois I had to brake rather suddenly to avoid destroying a tramcar."

"The lever broke off short, and it was only by what the French papers would call a 'coup de volant magistral' that I managed to save the lives of the tram passengers. In making the said sharp turn I pulled one front tyre off the rim and burst the tube. This ended the afternoon's entertainment. As there were no spares I drove the beastly thing to the nearest garage and left it there to be called for."

"The maker to-day explains to me that the machine is only a *voiture des essais*, and that such little things as brake connections will be strengthened before it is served out to the public. I hope so!"

Baffling.

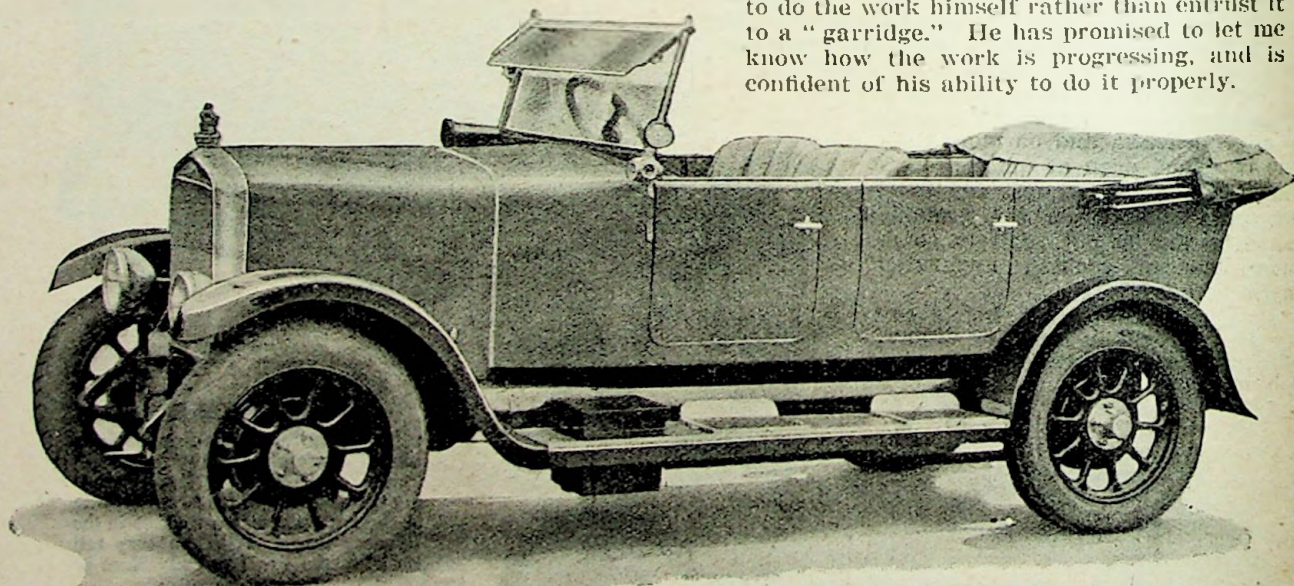
THE law compels one to carry a driving licence whenever one is at the wheel, and it also compels one to renew the licence once a year. Renewal, in my case, has to be effected through the local authority in the county town of the county in which I live, and I am told that I cannot be issued with a new licence until I duly forward my about-to-expire licence to the authorities in question. What am I to do whilst it is in their keeping? If I do not use my car I shall be seriously inconvenienced, and if I do use it I shall be inviting a fine.

On what authority, I wonder, do they decline to issue a new driving licence until the old one is posted to them?

I Call on Mr. Soakes.

I CALLED on our friend Mr. Soakes last weekend, and was duly impressed with his palatial "viller." After being regaled with tea and gossip by The Missus I was taken round the grounds, and thence we gravitated naturally to the garage.

The car looked very spick-and-span, but a short run suggested it was time to decarbonize and change the oil in the sump. Mr. Soakes has decided to do the work himself rather than entrust it to a "garridge." He has promised to let me know how the work is progressing, and is confident of his ability to do it properly.



THE LATEST VULCAN TOURING CAR.

1926 practice is revealed in a number of features of the new 12 h.p. Vulcans. Note, for example, f.w.b., balloon tyres, slightly sloping windscreen, separate adjustable front seats, tall radiator, straight top body line, four doors, and complete equipment.

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The Light Car and Cyclecar

"THE LIGHT CAR AND CYCLECAR" WAS
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PURCHASERS OF LIGHT CARS AND
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ENTLY ENCOURAGED THE
DEVELOPMENT OF THE ECONOMICAL
MOTORING MOVEMENT FOR OVER
TWELVE YEARS.

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Are Four Speeds Essential?

THERE is no gainsaying the fact that the weight of the average full four-seater touring light car is increasing out of all proportion to the extra power which is being extracted from 1,500 c.c. engines. Two or three years ago a car of that type turned the scales at about 15 cwt.; nowadays 18 cwt.—even a ton—is not considered too heavy. This is all the more surprising because modern scientific construction is all in favour of lighter parts throughout, aluminium and aluminium alloys largely being employed in place of heavier metals, to mention only one instance.

The explanation lies in the fact that the latest touring cars are far more generously proportioned and equipped. This does not necessarily give rise to any complaint, but manufacturers must realize that their productions may be cramped by a poor performance unless they take the common-sense step of fitting four-speed gearboxes. If experienced motorists argue that four-speeds give the ideal performance in a sports car, how much more forcibly the need must apply in the case of a car weighing far more and with an admittedly less efficient engine. The question of extra cost may be dismissed, £2 or £3 covers the additional outlay necessary to install four-speeds instead of three, and this the knowledgeable purchaser would willingly pay. At present some manufacturers are wavering between the alternative of fitting a four-speed box or front-wheel brakes. It would be interesting to discover which the man in the street would choose, assuming that both models were marketed at the same price.

Future of Three-wheelers.

AN annual revival in the possibilities of the three-wheeled cyclecar invariably takes place at this time of the year, perhaps because it is the most appropriate period during which to divert the attention of prospective purchasers of sidecar combinations to a proposition which has undeniable advantages. Thus new designs are introduced and old ones revived. The pity of it is that their sponsors so often lose interest and display neither the energy nor the enthusiasm necessary to keep their cyclecars in the public eye. Were it not for the dogged and, justly, well-rewarded persistence of one manufacturer, it is doubtful whether the great mass of the motoring public would not regard

the three-wheeler as a freak and nothing more.

We have always contended that the three-wheeler has a big future. Placing it side by side with the average motorcycle and sidecar and comparing the two point for point, then taking a give-and-take run over average country and in average weather, could any critic fail to be impressed with the superiority of the cyclecar? Obviously the type needs every encouragement and, although we de-

plore the attitude of the Junior Car Club in barring it from certain trials, we think we can say that the club objects to it only when it is entered for high-speed events. This attitude is peculiar, to say the least, for there have been singularly few accidents to three-wheelers in competitions of all kinds.

The 200-Mile Race.

BY the inclusion of two very difficult bends in the 200-Mile Race this year the Junior Car Club has entirely altered the character of its event in that a premium is being put upon brakes, tyres and acceleration, whereas in the past nothing has counted save maximum speed in top gear. We think that the innovation is an advantage in every way, for the sole object of racing is—if we are to believe the doctrine of its principal exponents—to provide an intensive means for testing cars. At the present time there is plenty of room for still better brakes, improved stability and more reliable tyres. These three factors will play a leading part in winning this year's 200-Mile Race.

The only disadvantage of not running the race straight round the track as in previous years is that there will be no records to be beaten, which will detract in some measure from the interest of the race, whilst the big strides in the design of racing cars which have been revealed by "The 200" in the past, on account of the much better times which have been put up from year to year, will not be so apparent.

If the course proves during the race to be as successful as the practising has suggested, there would seem to be an excellent case for introducing it as a permanent feature of the track, so that it may be used in the future for record-breaking attempts. This special course-record would surely be much more coveted than straightforward records run around the outer rim of the track.

**DARRACQS CAN LAP AT
OVER 80 M.P.H. WHEN THE
TRACK IS WET—ALVIS A
FANCIED CAR IN 1,500 C.C.
RACE—SALMONS THE—**

PRACTISING for the 200-Mile Race began at Brooklands on Thursday, September 17th, when officials of the club visited the track to fix the exact positions in which the barriers were to be erected.

It was decided then that the turn half-way down the finishing straight should be indicated by a hurdle and a triangular sign, this being clearly shown in our front-cover picture. From this hurdle to the turn at the timing box a row of flags has been arranged, whilst the second turn itself is marked by hurdles on which large placards have been placed, so that drivers coming from the Byfleet banking can clearly see the best course to steer.

On the Thursday, when the course was being defined, C. M. Harvey had the f.w.d. Alvis on the track, H. W. Cook his Aston-Martin, R. C. Morgan his Thomas Special and Gordon England his special Austin. England, however, was unable to try the circuit, as, when testing his brakes to ascertain the best speed at which to approach the first turn, one of the front-wheel brakes gripped too hard, twisting the front axle and causing what might have been a nasty accident. The car left the track when travelling at a considerable speed and was very badly damaged.

England anticipates having it ready for the race, and has already put in some practice with the chassis whilst the new body is being built.

On Friday there were several cars at the track, but it was not until early this week that practising began in earnest. The weather, however, was all against the drivers, both Monday and Tuesday being extremely wet.

On Monday evening two of the Darracqs were out, with Segrave at the wheel of one and Count Conelli at the wheel of the other. Although the track was very wet Segrave did one lap at an average speed of a trifle over

50 m.p.h., beating Harvey's previous best—76 m.p.h.—which had been achieved the previous week.

Count Conelli has since equalled this speed, whilst Count Masetti, who did not arrive in England until later, will doubtless have performed equally well before these remarks appear in print.

A feature of the Darracqs is their tremendous acceleration and immense speed down the railway straight, Segrave's best laps being achieved without unduly fast cornering. During the practising Harvey, who is considered to be the principal opponent of the Darracqs, has been cornering very fast and sparing his car on the fast section of the track.

To all intents and purposes the Darracqs do not appear to have been altered in any way since last year, although actually they have been modified in a number of respects. The added pressure now delivered by the super-charger is reflected in a rather higher-pitched note, whilst it seems also to give a better "flat-out" speed.

The cars are using very large tyres indeed—no less than 29 ins. by 4.4 ins. They have longitudinal ribs around the treads, which, being very heavy, look as though they should stand up to the tremendous strains to which they will be subjected.

A prominent figure during the practising has been H. W. Cook, who has done a considerable number of laps, but who, at the moment of going to press, has not put up a better average than 72 m.p.h. for a lap. C. W. Johnstone (Frazer-Nash) has been another consistent performer, lapping at 70 m.p.h. or so and apparently having a few m.p.h. to spare.

Mays's car was not ready in time for the practising during the early part of this week, whilst B. S. Marshall's Bugatti was another absentee. The A.M.-Hallford was practising on Tuesday.

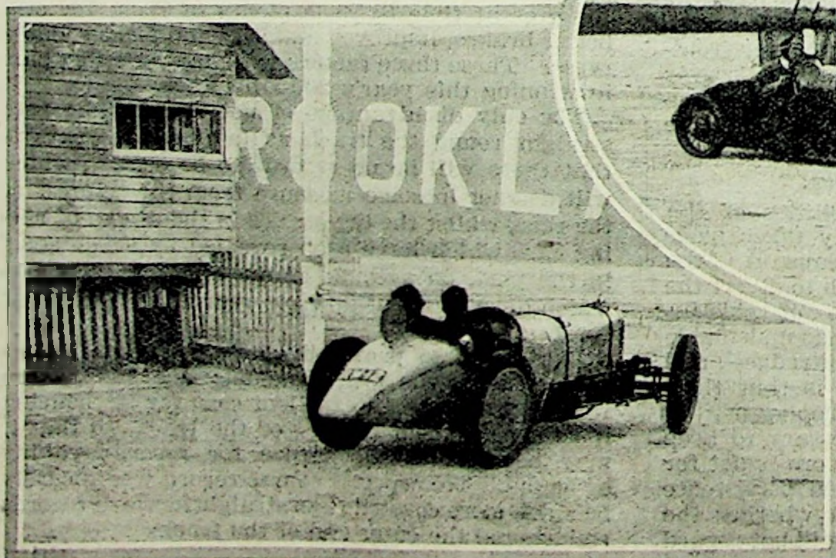
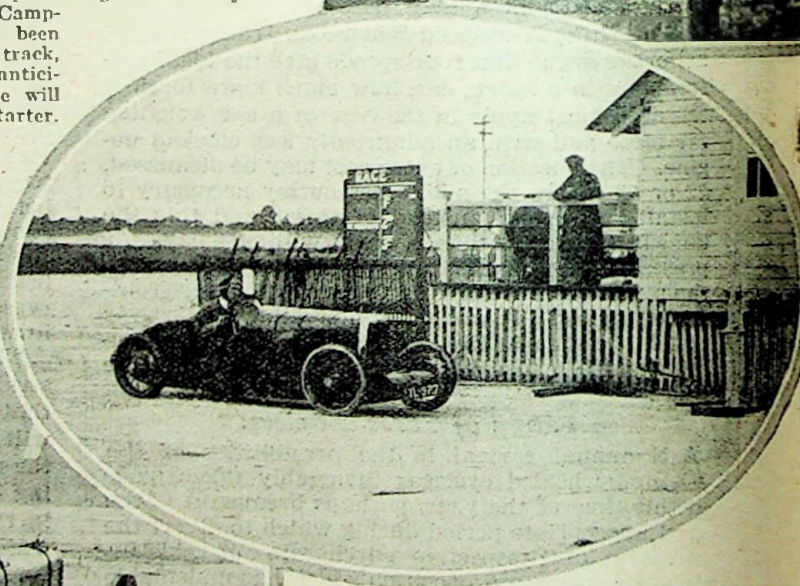
Malcolm Campbell has not been down to the track, and it is anticipated that he will be a non-starter.

THE PRACTISING

THE ENTRIES.

1,500 C.C. CLASS.

Car.	Driver.	Car.
Malcolm Campbell	M. Campbell	Darracq
Alvis	C. M. Harvey	E.H.P.
Alvis	The Earl of	Thomas
Aston-Martin	Cottonham	Aston-Martin
A.E.	H. W. Cook	Eldridge
Frazer-Nash	H. Mays	Spe
Bugatti-Brescia	C. W. Johnstone	
A.M.-Hallford	B. S. Marshall	1,100
Aston-Martin	P. B. Hallford	Austin
Darracq	H. S. Eaton	Frazer-Nash
Darracq	H. O. D.	Salmon
	Segrave	Salmon
	Count C.	
	Conelli	



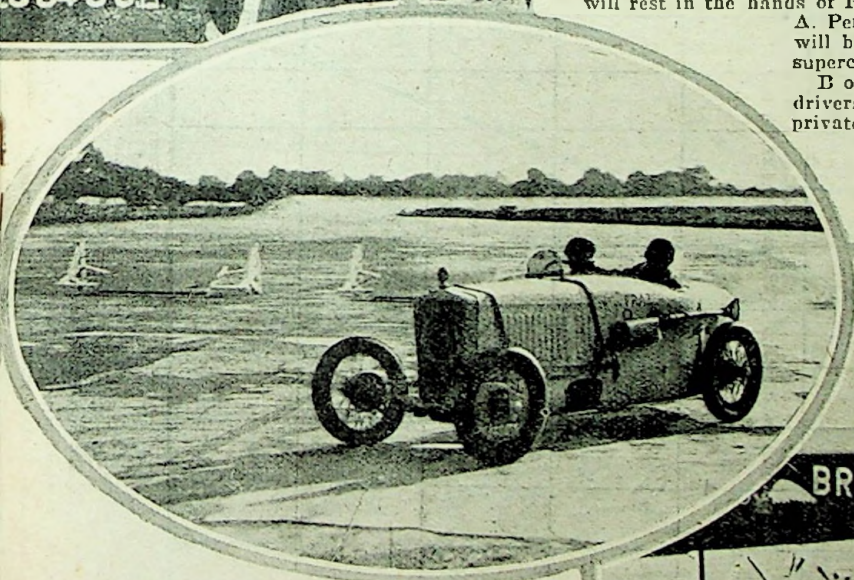
INCIDENTS DURING

(Above) Segrave at the wheel of one of the Darracqs, is listening to a message from the other Darracq drivers, is listening to a message from the other Darracq drivers, is listening to a message from the other Darracq drivers. In the oval (left) is of the car on the course. In the oval (left) is of the car on the course. In the oval (left) is of the car on the course. (Below, left) Harvey rounding the timing-box same car taking the

FOR "THE 200."

Cars are "Specials."

Driver.	Car.	Driver.
Count G. Masotti.	Salmson	J. Dunfee.
J. Hadley.	Amilcar	R. Pettitt.
R. C. Morgan.	Salmson	V. Balls.
	Amilcar	J. G. Parry
	Amilcar	Thomas.
G. E. T. Eyston.	Amilcar	C. Libovitch.
E. A. D. Eldridge.	Amilcar	A. Pemberton.
	750 C.C. CLASS.	
	Austin	A. Depper.
	Austin	E. C. G. England.
	Austin	R. E. O. Hall.
	Austin	Lt. Grey.
	Austin	G. Hendy.
CLASS.		
A. Waite.		
E. Ringwood.		
J. de Marnier.		
G. Newman.		
J. Goutte.		
non-starters.		



ING THE PRACTISING.

racq racers; Count Conelli (in white overalls), one mechanic's observations with regard to the behaviour of W. Cook rounding the timing-box hair-pin in his approaching the same corner in the Frazer-Nash. corner in the front-wheel-drive Alvis, and (right) the finishing straight hair-pin.

Eyston in the practising has shown considerable skill on the corners, whilst R. C. Morgan's Thomas Special, although it has suffered from various mechanical troubles, has appeared from its steady cornering and excellent speed on the track to have a splendid chance of putting up a good performance on the day of the race. Up to the time of going to press the E.H.P. has not been seen on the track.

Several drivers of 1,500 c.c. cars, which naturally come off the Byfleet banking into the finishing straight at very high speeds indeed—nearly 100 miles per hour, in fact—are complaining of the rough state of the track down the straight, where it is necessary, of course, to brake very hard indeed in readiness for the first of the hair-pin bends.

The rough concrete in some cases causes violent juddering of the axles, H. W. Cook's Aston-Martin having suffered severely in this respect during the first few days of the practising, his front wheels bouncing several inches off the track and giving the impression that the car must be very difficult to hold when the brakes are in action.

Among the 1,100 c.c. cars Ringwood has done several laps with the two-cylinder Frazer-Nash, and Waite has been busy with his Austin. This car has splendid acceleration and excellent brakes, which should make it faster than the Frazer-Nash, which has rear-wheel brakes only.

So far as the Amilcar team is concerned readers will be disappointed to learn that the three supercharged cars will not be over from France in time to run. This means that J. G. P. Thomas, G. Libovitch and Vernon Balls, who were to have driven these cars, will not take part in the race unless they can find other mounts, which seems doubtful at such short notice. The fortunes of the Amilcars, therefore, will rest in the hands of R. Pettitt and A. Pemberton, who will be driving un-supercharged cars.

Both these drivers are, in fact, private enthusiasts,

— FAVOURITES AMONG
THE 1,100 C.C. CARS—
GORDON ENGLAND'S
ACCIDENT WILL NOT STOP
HIM RUNNING.

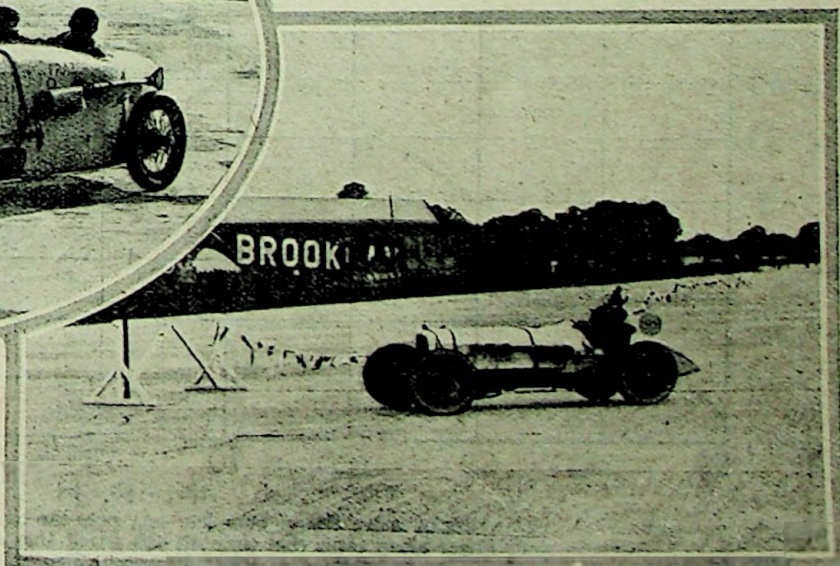
and the feeling is that they will have considerable difficulty in beating the factory-tuned Salmsons. J. G. P. Thomas is suggested as being a possible driver of the E.H.P., in view of his Amilcar not being a participator.

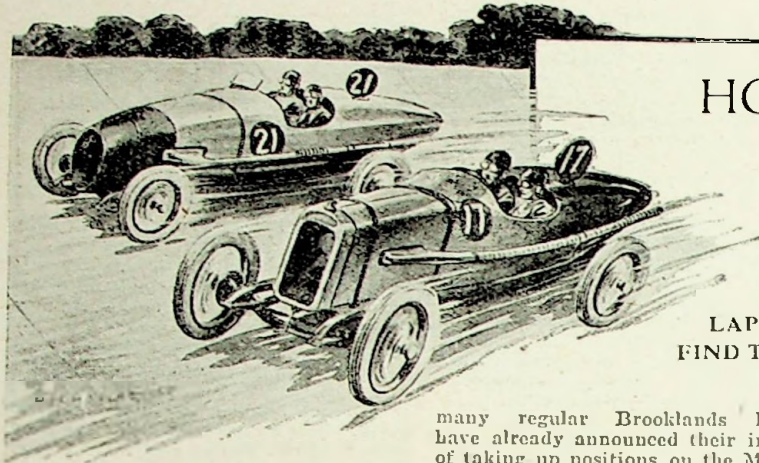
Dunfee was the only Salmson exponent who was practising during the early part of this week, and has succeeded in lapping at more than 60 m.p.h. The Salmsons which have been entered by M. Bovier still remain dark horses.

These cars arrived at the track for the first time last Wednesday morning, and we are now officially informed that the drivers will be J. de Marnier, George Newman and J. Goutte, A. de Victor being unable to drive and George Newman having taken over his car. Newman's car may, therefore, be a non-starter, although there is a strong possibility that somebody will have been found to drive it before the race is run to-morrow.

Among the Austins in the 750 c.c. class England was the first to be seen on the track. Lt. Grey and G. Hendy have both been practising on several occasions, Depper having also taken an early opportunity of familiarizing himself with the course.

Up to last Wednesday evening Segrave was still easily the favourite for the race, with Conelli second and Masetti third. The experts believe that Harvey stands the next best chance, whilst Marshall, Johnstone and Cook have many supporters. Big things are expected in some quarters of the Eldridge Special should it arrive in time for the race. The 1,100 c.c. class is popularly quoted as anybody's race, with the strong probability that a Salmson will be the winner. Among the drivers of the cars in the 750 c.c. class England remains the favourite, with Hall a close second.





HOW TO FOLLOW THE 200-MILE RACE.

BEST POINTS OF VANTAGE—THE
LAP-SCORING ARRANGEMENTS—HOW TO
FIND THE AVERAGE LAP SPEEDS OF THE CARS.

IT is certain that this year's 200-Mile Race is going to be very easy for the spectators to follow. In the first place the entries are fewer than they have been in the past, so that there will obviously be less confusion and, secondly, the introduction of the hair-pin bends will reduce the speed of the cars and thus give the lap scorers and the men in charge of the scoring boards plenty of time to indicate how many laps the various cars have done.

The Junior Car Club are sparing no effort to make sure that the race shall be as easy to follow as possible and, in addition to the big scoring boards, a number of smaller boards have been arranged which will give the leaders at five-lap intervals. This innovation doubtless will be very much appreciated.

It is difficult to advise intending spectators with regard to the best points of vantage from which to view the race, but

many regular Brooklands habitués have already announced their intention of taking up positions on the Members' Hill armed with field glasses and thus commanding a view of practically the whole of the course.

It is probable that the grand-stand at the fork will be crowded, whilst the adjoining enclosure, which is just behind the pits, will also no doubt be very popular. This year there is every likelihood of there being many exciting scenes at the pits.

The graph which is given at the foot of this page and which assumes the length of the course to be 3.1 miles—actually a trifle short—will be very helpful indeed to spectators who have stop-watches with them, as it shows exactly what speed any lap time indicates. It should be borne in mind that the ordinary Brooklands speed table will be of no use at this event as each lap is, of course, much longer than an ordinary lap around the outer circle of the track.

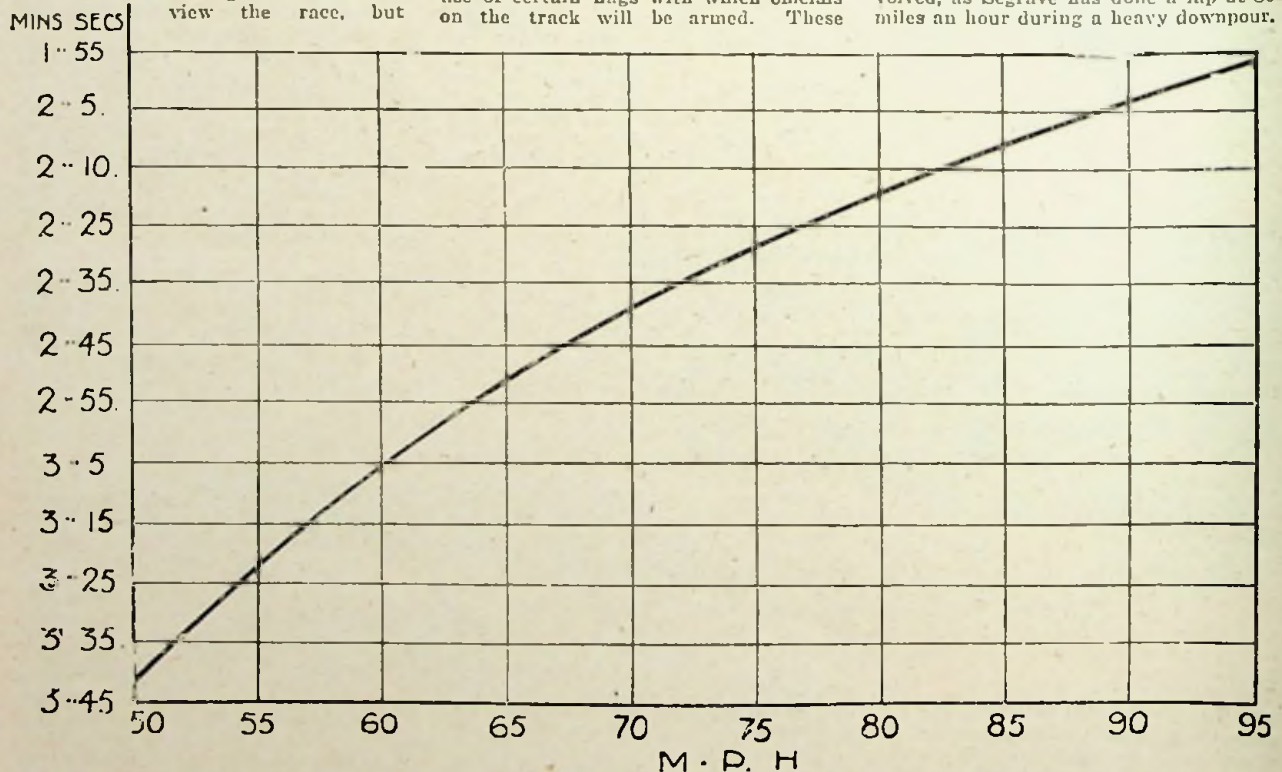
Spectators may be mystified by the use of certain flags with which officials on the track will be armed. These

flags are of four different colours, green, red, checkered and yellow. The green flag is shown to warn a competitor that he has broken a rule, the red flag to show him that he has been disqualified and the yellow flag to indicate that the race has been stopped. The checkered flag will be used when the winning car in each class crosses the finishing line.

Having been flagged, the winning car in each class will complete another lap and will then draw into its pit. The actual winner of the race will be escorted to the grand-stand, where the T. B. André Gold Challenge Cup and a laurel wreath will be presented to him in true Continental style. Other cars, as they finish, will also complete an extra lap, and will draw into their pits.

Spectators should note that the actual start of the race will be signified by the firing of a maroon.

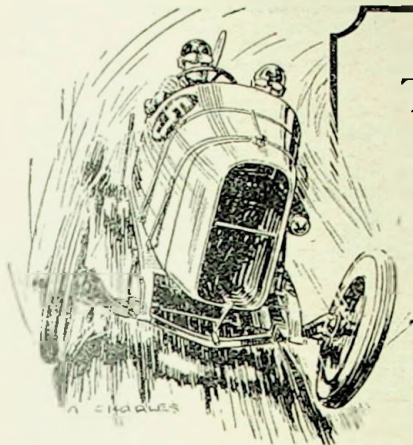
It is almost certain that rain will not be allowed to interfere with the holding of the event, and it would not appear that any special danger would be involved, as Segrave has done a lap at 80 miles an hour during a heavy downpour.



HOW TO USE
THIS GRAPH.

B34

Having timed a car for a complete lap, note the time taken in the left-hand margin, run your finger along from that time to the black line and then straight downwards to the bottom margin. Example: 2 mins. 35 secs. equals 72 m.p.h.



THE HISTORY OF THE "200."

CLASSIC RACE FIRST RUN OFF IN 1921—THE OLD SERIES AND THE NEW—HOW PREVIOUS RACES HAVE BEEN RUN AND WON.

EARLY in 1921 the idea of an International 200-Mile Race at Brooklands was mooted by the Junior Car Club, but when the suggestion was made there were critics who considered that such a race was not practicable and that it would be a dismal failure. They prophesied, moreover, that even if it could be organized it would be a highly dangerous affair.

On October 22nd the pessimists were confounded, for the race was run off at Brooklands without a hitch and was voted a success which certainly should be repeated year by year.

The essential difference between the four races which have been run and the struggle which takes place to-morrow is that in previous years it has been an absolutely straightforward speed event. Accelerating away from the starting line, there was nothing to stop a driver keeping his foot hard down except the ordinary requirements of the track with regard to passing other cars—that is, of course, unless some mechanical failure developed, or the competitor was sufficiently unfortunate to be handicapped by tyre trouble.

In view of the hair-pins in to-morrow's race, it may be said with truth that the year 1924 marked the end of the first series of 200-Mile Races and that 1925 marks the be-

ginning of a new series, for, on account of the totally different conditions which prevail this year, comparisons with previous races would be impossible.

One of the most conspicuous features of the 200-Mile Races has been the extraordinary reliability and consistency of the Talbots and Darracqs. In 1921 they finished first, second and third, being driven respectively by Segrave, Lee Guinness and Malcolm Campbell. In 1922 Lee Guinness proved to be the victor, Segrave obtaining third place, the third Talbot-Darracq, driven by Chassagne, shooting off the track at speed. Second place was gained by G. C. Stead, whose non-stop run in the Aston-Martin will long be remembered.

In 1924 the Darracqs repeated their team victory of 1921, the order being K. Lee Guinness, George Duller and H. O. D. Segrave.

It was a thousand pities that the Talbot-Darracqs did not run in the race of 1923, for unquestionably it would have proved to be one of the most exciting of the four races.

Before the race started one of the two Fiats was freely quoted as the victor, but to the amazement of onlookers first one and then the other retired owing to engine trouble within the first dozen laps or so. In the meantime C. M. Harvey's Alvis was lapping consistently at over 90 m.p.h. It soon forged to the front, and captured first place, with Cushman (Bugatti) second and J. A. Joyce third. Joyce was handicapped by tyre trouble.

For the first three races of the series the classification was 1,500 c.c. and 1,100 c.c. only. In 1921 a terrific duel took place between A. G. Frazer-Nash (G.N.) and A. Lombard, who was playing a lone hand in a Salmson. By cool level-headed driving, Nash won his class, and towards the end of the race he clearly showed that he could lap faster than the French car. W. Phillips, in a Deemster, captured the third place.

The following year, however, Lombard had his friendly revenge, bringing over a team of three Salmsons. One suffered from engine trouble and retired, but the remaining two gained first and second places. Third place was gained by H. R. Godfrey (G.N.).

In 1923 the Salmson team again appeared, but this time they had to reckon with Gordon England's Austin Seven. Bueno (Salmson), however, managed to win the class, with England second and Benoist third.

For the third year in succession the same Salmson took part in its 200-Mile Race, when in 1924 O. Wilson Jones won the 1,100 c.c. class. When he crossed the line there was only one other car actually running on the track in the 1,100 c.c. class, this being Ringwood's Frazer-Nash, which thus obtained second place.

The 750 c.c. class produced eight starters, of which only Gordon England's car made a non-stop run (proving to be the victor), G. Hendy being second.

A Word About the Drivers in To-morrow's Race.

Malcolm Campbell—One of the most experienced track and sand-racing drivers in the country; handles big cars as well as small. Drove one of the Talbots in the 1921 race, but had tyre trouble. In 1923 he drove one of the two super-charged Fiats, but mechanical trouble put both cars out of the running early in the race.

C. M. Harvey—Has had extensive experience in competition work, as well as in racing. Has been associated with the Alvis Engineering Co. for several years. Won the 200-Mile race in 1923 at an average speed of 93.29 m.p.h.

The Earl of Cortenham—Is making his debut in a 200-Mile race at the wheel

of the second Alvis. Although new to track work, he is an experienced motorist, and can be relied upon to handle his car with determination and skill. He is in his twenty-third year and is one of the youngest drivers.

H. W. Cook—A private owner, who achieved distinction with his T.T. Vauxhall "Rouge et Noir." Has not previously taken part in a 200-Mile race, but has been a well-known figure at practically every sports meeting for a number of years.

Raymond Mays—Will go down in history as one of the men who managed to extract more power from a 1,500 c.c. Bugatti than anyone else. The other

man was Amberst Villiers. Mays is an absolutely fearless driver, and his experiences in hill-climbs and so on should serve him in good stead during the 200-Mile race.

C. W. Johnstone—An enthusiastic amateur, who has only just come before the motoring public. The 1,496 c.c. Frazer-Nash which has been built especially for him is one of the fastest cars of this make that has been manufactured.

B. S. Marshall—Has during the past two or three years pinned his faith to the 1½-litre Bugatti, but previous to that he was seen at Brooklands with success at the wheels of other cars, including the Hampton. He is an old hand in 200-

Mile races, and the car which he will run this year has competed in the last three Boulogne Grand Prix races, gaining first place both this year and last.

F. B. Halford—A private owner who has had considerable experience with Aston-Martin cars. For some time he was the pilot of the famous "Razor-blade," which has now passed into the hands of J. C. Douglis.

H. S. Eaton—Another private owner and Aston-Martin enthusiast. Last year he drove a standard A.-M. with a three-seater body in the "200" and finished the race with honours. Has been seen at many sporting events and sometimes drives a racing "Gwynne," which is rather a dark horse.

H. O. D. Segrave—Needs no introduction to readers of *The Light Car and Cyclecar*, and space does not permit of even the briefest reference to all his successful exploits on both track and road. Has taken part in every 200-Mile race except in 1923. Won the Andre Cup in 1921, ran second in 1922 and third in 1924.

Count C. Conelli—Is making his first appearance in this country, but has handled Darracq racing cars abroad. He is a daring driver and is to be congratulated on escaping miraculously with his life at Montlhéry in the French Light Car Grand Prix (May 17th), when he crashed on the finishing line.

Count G. Masetti—Also a new-comer to English motoring sport. He will drive the third Darracq entered by Mr. Huntley Walker.

J. Radley—A new-comer to Brooklands, who will probably drive the only E.H.P. entered in the race.

R. C. Morgan—Is a skilled and determined driver. His faith has been pinned to Aston-Martins; in fact, the Thomas-Special which he will drive in the race is an Aston-Martin chassis with an engine specially designed by J. G. P. Thomas.

G. E. T. Eyston—A private owner and Aston-Martin enthusiast. Has driven previously in 200-Mile races and always displays skill and determination at the wheel. It was rumoured that he intended to give up racing, but Brooklands habitués will be glad to see his name down as a driver in this year's "200."

E. A. D. Eldridge—A quiet, undemonstrative man, with whom it seems difficult to associate the giant 300 h.p. Fiat which he drove with such extraordinary verve. His Eldridge-Special is one of the dark horses in the forthcoming struggle, for already Eldridge has managed to attain a speed of nearly 114 miles an hour in it.

A. Waite—Intimately associated with the Austin Motor Co. Waite has done a great deal to further the cause of the 750 c.c. machine, and his green super-charged Austin has become a well-known car at all sporting meetings in 1923.

E. Ringwood—A firm believer in the two-cylinder air-cooled racing car. Once again he will handle the veteran Frazer-Nash entered by F. N. Pickett. Has had previous experience of a 200-Mile race, running second in the 1,100 c.c. class last year.

J. De Marnier, A. De Victor, J. Goutte—Three new French drivers who will handle Salmsons. De Victor is likely to be a non-starter.

B36

J. Dunfee—A private owner who has achieved considerable success this year with his Salmson. His experience of the track will help him considerably during the 200-Mile race.

G. Newman—Will drive the fourth Salmson entered by Mr. A. Bovier. He has been associated in the past with Wolseleys.

Vernon Balls—A man who believes that there is no finer light car in the world than the Amilcar. His cornering work in the 100-Mile High-speed Trial delighted spectators. It is probable that the three Amilcars he has entered will not be ready in time for the race.

J. G. P. Thomas—Rightly described as the Ace of Speedmen in this country. Has his own workshops at the track and lives in a bungalow adjacent to them.

G. Libovitch—Due to make his bow to a Brooklands public in one of the Amilcars entered by Vernon Balls.

A. Pemberton—Another Amilcar exponent, who put up a really meritorious performance in the 100-Mile High-speed Reliability Trial, and has been seen all over the country in various sporting events.

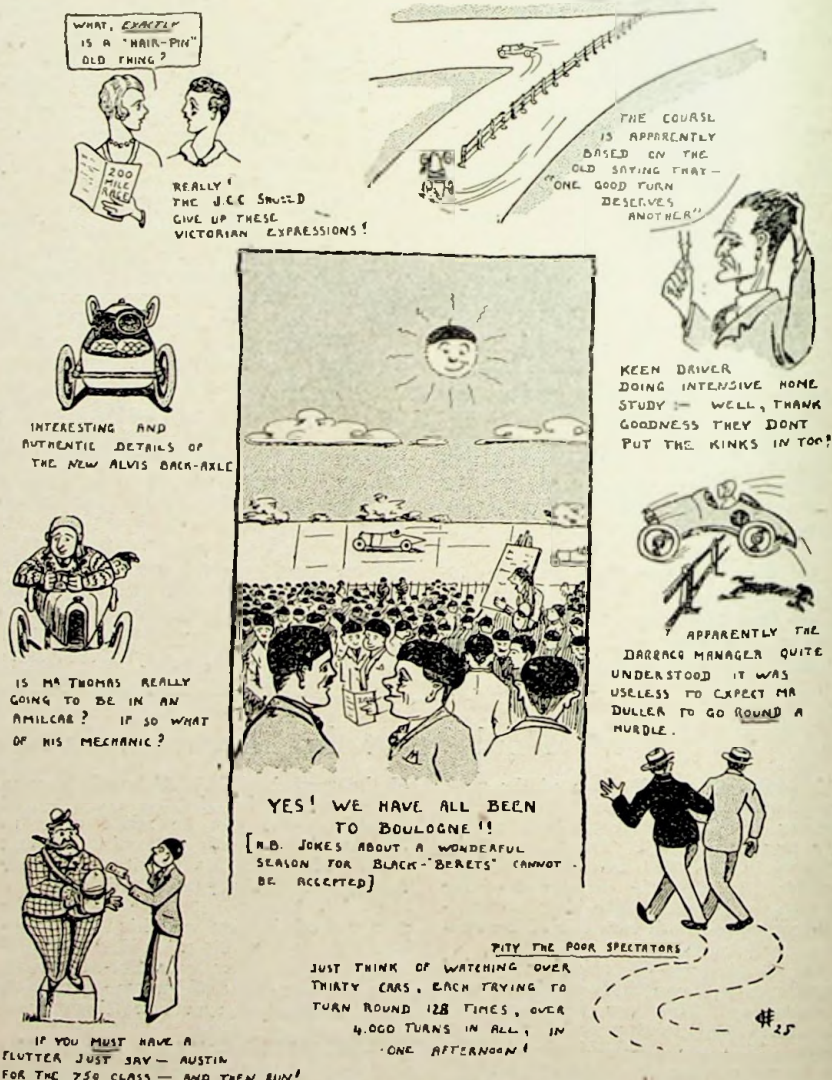
A. Depper—Will handle the second Austin Seven entered by Capt. Waite. Has been brought up in the Austin school and understands his car inside out.

E. C. Gordon England—Manages to get phenomenal speeds out of 750 c.c. engines and has been successful in previous 200-Mile races with Austin cars. Is permanently crippled as the result of a crash in the first gliding trials organized in this country, but is, nevertheless, a capable and fearless driver. Crashed last week when practising, but escaped injury.

R. E. O. Hall—Will drive Gordon England's second entry—also an Austin Seven. He has had extensive experience and piloted one of Gordon England's entries in 1924.

Lieut. Grey—A private owner who makes his debut at Brooklands in the 200-Mile race at the wheel of an Austin Seven.

G. Hendy—One of the most determined drivers of Austin Sevens who have been seen on the track. Has taken part in previous 200-Mile races and has also been seen in sporting events all over the country.



Sidelights on to-morrow's race at Brooklands as seen by an artist

The strength of the BACK AXLE

The A-C back axle is unique amongst light car designs inasmuch as it consists of one aluminium alloy casting from hub to hub. The secrets of its unrivalled efficiency for light weight with great strength, lie in the alloy used and the design of the main beam.

The axle is of the semi-floating type—that is to say, the weight is carried on the axle case by means of a large ball bearing, thus relieving the shaft of all strains except the transmission of the torque.

Axles of this design have been used on A-C cars for many years and come through extremely severe tests, such as climbing the railway track up Snowdon and up Clovelly High Street steps, Devonshire, both of these under official observation of the Royal Automobile Club.

Finally, on May 17th, 1925, an A-C Car with this same back axle broke the 24-hours record for cars of any size.

Please try other cars on these tests and tell me the result.

S. F. Edwards

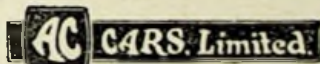
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EVERY MODEL GUARANTEED FOR 3 YEARS.

PAYMENT OVER 3 YEARS IF DESIRED.

Full Catalogue free on request.



All types of bodies. We are now prepared to supply a second door on open 2-seater bodies at an extra charge of £5.

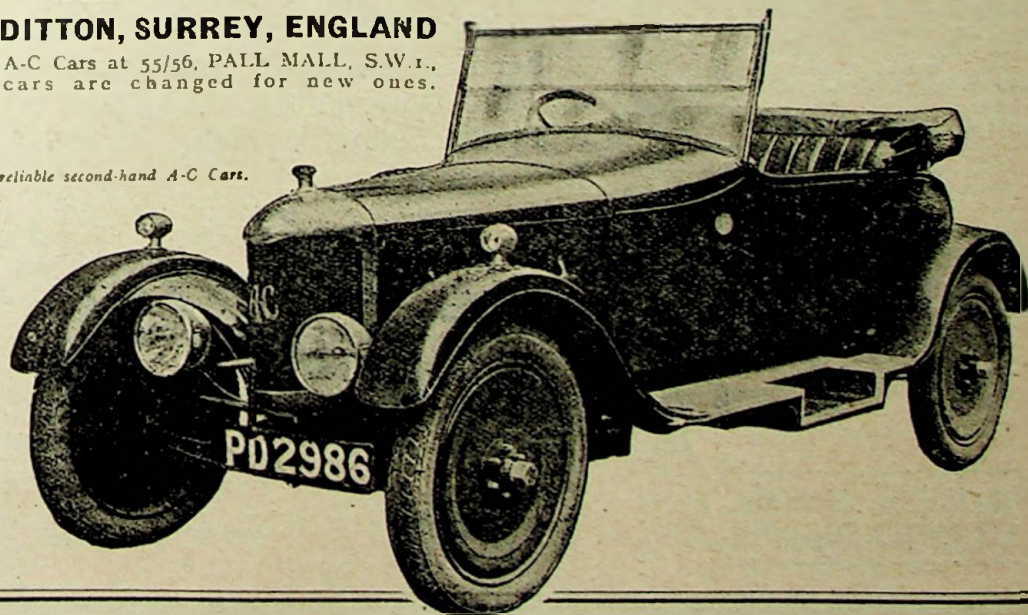
THAMES DITTON, SURREY, ENGLAND

Full range of A-C Cars at 55/56, PALL MALL, S.W.1., where old cars are changed for new ones.

We can supply reliable second-hand A-C Cars.

Amazing Value!

The price of the 12 h.p. 4-cyl. Royal 2-seater is now **£333**



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

B37

Luck plays its part in motoring just as in everything else. You might have driven a car ever since the pioneer days of motoring without experiencing any undue quota of mishaps, etc. Upon the other hand, your motoring right from the onset might just as easily have been beset with every known bugbear of the road. But is

fickle fortune behind *every* incident connected with your motoring—detrimental or otherwise?

Have you overlooked the personal element connected with your motoring welfare? For instance: Have you considered: (1) the boon of being able to command at all times A.A. Road Service, including Road Service Outfits, day or night; (2) the inconvenience, time and expense saved by A.A. Free Legal Defence; (3) the assistance of A.A. Home and Foreign Touring Dept. and expert staff of Engineers?



Are *you* eligible for these many advantages? If you are not a member, write for the Booklet "Always Ahead," which gives comprehensive information regarding A.A. activities and the manner in which A.A. membership would benefit you. Send a postcard to-day to the Secretary, The Automobile Association, 29, Fannum House, New Coventry Street, London, W.1

Luck plays no part in the fact that the A.A. is over 250,000 strong. It is the direct outcome of service rendered, and incidentally practical proof of the wide appeal of the member's many benefits. In addition to A.A. Road Ser-

vice and Free Legal Defence and Advice, members enjoy the free use of roadside telephone boxes, whilst officially appointed hotels and repairers will be found throughout Great Britain.

You never know your luck—

**MOTOR SHOW,
STAND No. 73.**

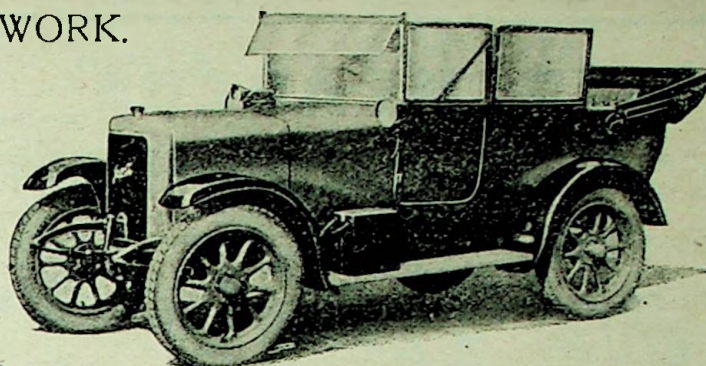
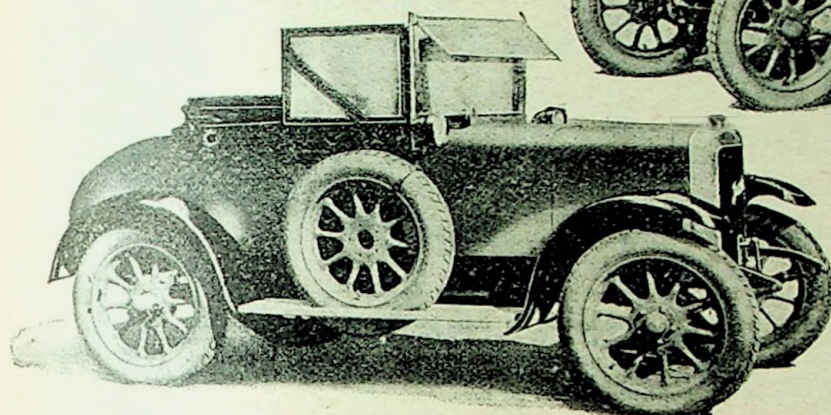
but you can always safeguard yourself, your car and your motoring by —joining the A.A.—

C.D.C.

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

NEW JOWETT COACHWORK.

TWO-PIECE WINDSCREENS AND
HOOD ALTERATIONS GIVE
GREATER HEADROOM.



The bonnet and scuttle lines are straight and the hood sticks concealed on the lat at Jowett light cars. Starters are standard equipment.

grey leather cloth, and the wings and roof are black. A polished moulding runs round the car just below the window level. The polished wood fascia-board is outlined by a narrow white line and it is fully equipped.

Mathis cars with touring bodies have rigid side curtains and rear screens as standard equipment for 1926, the price being £295 complete. The concessionaires are the Atom Motor Co., Ltd., Mill Lane, West Hampstead, London, N.W.6.

THE two accompanying photographs depict the latest Jowett two-seater and light four-seater. It will be noticed that the lines of the two-seater have been enhanced by the scuttle and bonnet now forming a straight line from radiator to windscreen, whilst a two-panel windscreen replaces the single-panel screen which has been fitted hitherto. This two-panel windscreen is higher than the old type, and thus allows more headroom inside the car when the hood is raised.

The hood itself has been improved in detail and now looks very neat when erected, as all the sticks are concealed. It makes a weatherproof joint with the

top of the windscreen, and, with the side curtains in place, the car is particularly weatherproof and comfortable.

The lines of the light four-seater have been modified, and, whilst the leg-room in both front and rear seats remains as before—very generous for this type of car—the general appearance has been considerably enhanced. As with the two-seater, this model has a two-panel windscreen and may be entirely closed in wet weather by means of the side curtains provided.

The price of the two-seater is £150 and the light four-seater £160, the manufacturers being Jowett Cars, Ltd., Bradford Road, Idle, Bradford, Yorks.

G.W.K.s FOR 1926.

New Chummy Model for £159.

FOR 1926, G.W.K., Ltd., Cordwallers Works, Maidenhead, will market four types, three of which are already familiar, these being all on type-H chassis in the form of a two-seater, four-seater and coupé, the prices of which are respectively £225, £255 and £250. They are de luxe models and, in addition to full equipment, such as clock, speedometer, windscreen wiper, mirror and so on, will have front-wheel brakes. There is a considerable demand for the hand-controlled G.W.K. with H-type chassis, and this will continue to form part of the programme of G.W.K., Ltd., the price being £225.

The new 10 h.p. model, which will be known as type HK, has a similar specification to type H, in that the four-cylinder 1,368 c.c. engine, driving by open propeller shaft to the G.W.K. patent disc system of transmission, thence by short transverse prop shafts to reduction gear in the rear wheels, has been adopted, but a narrow radiator is fitted, this giving the car more pleasing lines. The body, which is of the chummy type, may be had in polished aluminium. Access is gained to the rear seat by tipping forward the squab of the front seat, whilst at the back of the rear seat a commodious locker is formed in the semi-bulbous tail. With all-weather equipment, speedometer, starter, C.A.V. three-lamp set and Dunlop low-pressure tyres, this model will sell for £159 net.

SIX-CYLINDER MATHIS MODELS.

WEYMAN SALOON AND TOURING CARS.

THE light cars of the famous Mathis marques to be shown at Olympia will be of the six-cylinder type. The new Weymann chummy saloon body is the chief departure of interest for 1926; at £295 complete this represents unusual value for a car of this type.

With the exception that Hartford shock absorbers are now fitted there is little alteration in the chassis details. The engine is a six-cylinder monobloc with side-by-side valves, one large cap covering each pair of valves. The cylinders are 55 mm. bore by 80 mm. stroke, giving a cubic capacity of 1,140 c.c. Thermo-siphon circulation is employed, the pointed radiator adding materially to the appearance. A Marelli magneto, Solex carburettor, three-bearing crankshaft, and fixed head are features of the power unit.

The transmission system comprises a multiple disc clutch, four-speed gearbox with central control, an open propeller shaft and spiral-bevel final drive. Disc wheels are fitted with 730 mm. by 130 mm. Michelin low-pressure tyres. Semi-

elliptic springs fore and aft in conjunction with Hartford shock absorbers attend to the suspension.

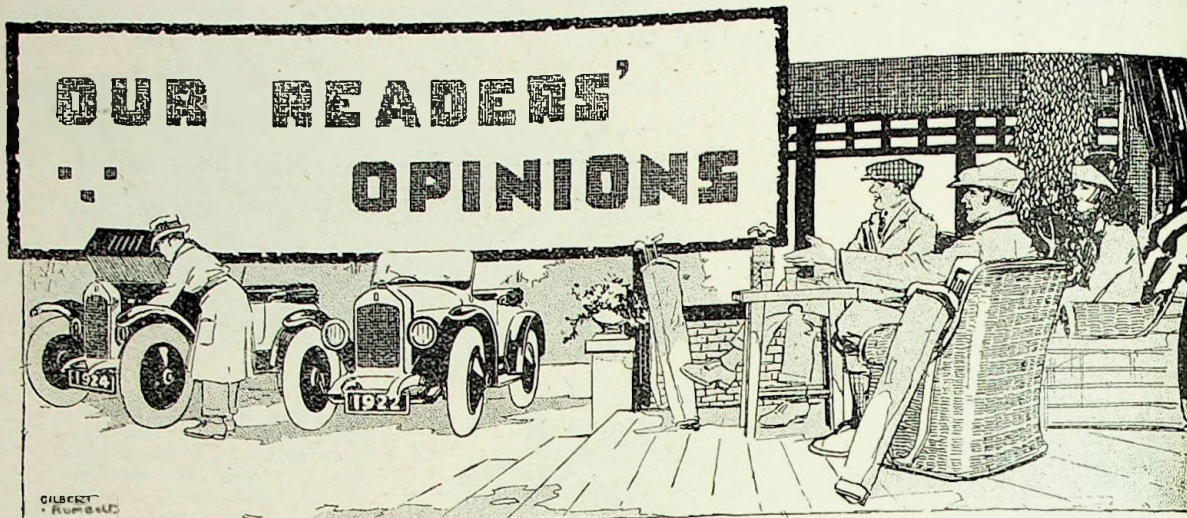
The pedal applies the brakes on all four wheels, and the hand brake operates separate shoes in the rear-wheel drums. The wheelbase, of the "P.S.E." type, carrying the touring body, is 9 ft. 5 ins., and that of the "P.S." fitted with the Weymann saloon is 9 ft.

Turning to the Weymann saloon, this is of the two-door type, entry to the rear seats being by lifting the near side front seat forwards; the squab angle of the seat mentioned is adjustable by means of straps. Upholstery is in fawn cloth, and the head is lined with white cloth divided into squares by moulding strips.

Wells are provided in the rear compartment for the passengers' feet. Two-piece sliding windows are fitted in the doors, but the quarter windows are fixed, as is the large rear light. The upper panel of the windscreen is movable, but not the lower one.

The body is covered with elephant-

Our **THREE SPECIAL**
SHOW NUMBERS.
(Oct. 2nd, 9th and 16th).
ORDER YOUR COPIES NOW.



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

ELIMINATE UNNECESSARY WEIGHT. J.C.C. Yorkshire Centre on the 1,500 c.c. Limit.

An Anomaly in Competition Rules.

Can anybody tell me the precise reason for the minimum-weight regulations often found in competitions? It would seem from any point of view that the imposition of the minimum-weight clause is a retrograde movement in the framing of any competition rules and regulations. I suggest that this will hardly be disputed and that the elimination of unnecessary weight cannot but be beneficial to automobile progress in general, and therefore, this particular regulation, which seems to me so absurd, appears to require removing once and for all from competition rules.

The Minimum Weight Clause. I suggest that this will hardly be disputed and that the elimination of unnecessary weight cannot but be beneficial to automobile progress in general, and therefore, this particular regulation, which seems to me so absurd, appears to require removing once and for all from competition rules.

As a case in point, I ran a standard Austin Seven chassis fitted with a genuine two-seater touring body, both in the Rudge-Whitworth 24-hour race at Le Mans and in the Georges Boillot Cup race at Boulogne.

The regulations for both these competitions were practically identical except that in the case of the Boulogne race the minimum-weight regulation was enforced. In the preamble to the regulations it stated that the object and spirit intended by these regulations was the creation of a definite touring-car race, and to eliminate all cars which would not genuinely be regarded as touring vehicles.

Bearing this in mind I produced a thoroughly comfortable two-seater body which definitely met the regulations in the spirit as well as in the letter, and it is common knowledge that other competing cars, particularly of French manufacture, in both these events, could not by the greatest stretch of imagination be regarded as reasonable touring vehicles.

The winning car in both cases was an absolutely freak design, the engine was special from end to end, and the body and chassis were also constructed with one object in view, and that was to defeat the spirit of the regulations.

In the case of the Boulogne race the winner's car was adjudged as being entirely within the regulations, but my car, although a perfectly genuine touring car and, in fact, exactly as I sell them to the public, in addition to one or two other absurdities enforced by the regulations, had to take on ballast, in addition to myself and passenger, to the amount of 135 lb. And this, simply because I had succeeded, in conjunction with the remarkably light chassis which is standard on the Austin Seven, in producing a very light body.

B40

The result was that, with the smallest engine in the race, I was, in fact, carrying more useful load than any other car, and in spite of this tremendous handicap, which amounted to carrying one additional passenger, the small car managed to average 46 m.p.h. over a very difficult course for six hours.

The point is that this additional weight with the smallest engine was obviously a very heavy handicap, particularly on the hills and when accelerating from the corners, and, consequently, greatly reduced the mean performance of the car. I think this indicates better than anything the folly of such a regulation as that of minimum weight.

D. C. GORDON ENGLAND.

The J.C.C. and the Limit

With reference to the remarks in your issue of September 18th, regarding the action of this centre of the J.C.C. in running a special class for cars having a capacity exceeding 1,500 c.c., may I be allowed to put before you the reasons for this? As you are well aware, the J.C.C. admits any car-owner to membership irrespective of size of engine, but puts a limit on the size of engine which can be entered in any closed event.

The result of this is rather difficult to deal with, as in this centre we have quite a fair number of members whose cars are oversize and who, as a result, are debarred from competing in some of our events. Also, a trial of the type which we ran on September 19th calls for a fair amount of time and effort to organize, and is usually quite an interesting event.

Consequently, it was decided at the last meeting of the club committee to allow any car to be entered, only those under 1,500 c.c. capacity to be eligible for the award of the A. I. Greenwood Cup.

This, as you will see, is no more than the "thin end of the wedge" by allowing the same cars to compete at gymkhanas or join in social runs and picnics.

RICHARD J. SMITH,
Hon. Sec., Yorkshire Centre.

* * We still contend that there is no justification for the inclusion of cars over 1,500 c.c. in J.C.C. events.—Ed.

1926 will be a ROVER Year!

The reasons why will be found at the
Motor Show, Olympia, Oct. 9-17, on

STAND No. 107

(In the Main Hall, rear junction with New Hall).

Below is a brief description of the models,
and the points to examine when you visit
the Show.

9/20 h.p.

*"Its tax is 9—
its power is 20."*

Much improved coachwork. Four-door
body and adjustable driving seat on all
4-seaters; 2-door body and roomy dickey
on 2-seaters. Wide bodies—compare
with cars of much greater running cost.
New "Super" model with longer chassis
and 4-wheel brakes. Excellence of finish
and distinction of appearance stamp all
9/20 h.p. Rover models as cars of superior
quality. Petrol and oil cost barely $\frac{1}{2}$ d. a
mile; very few cars can overtake the
9/20 h.p. Rover on the road.

MODELS:

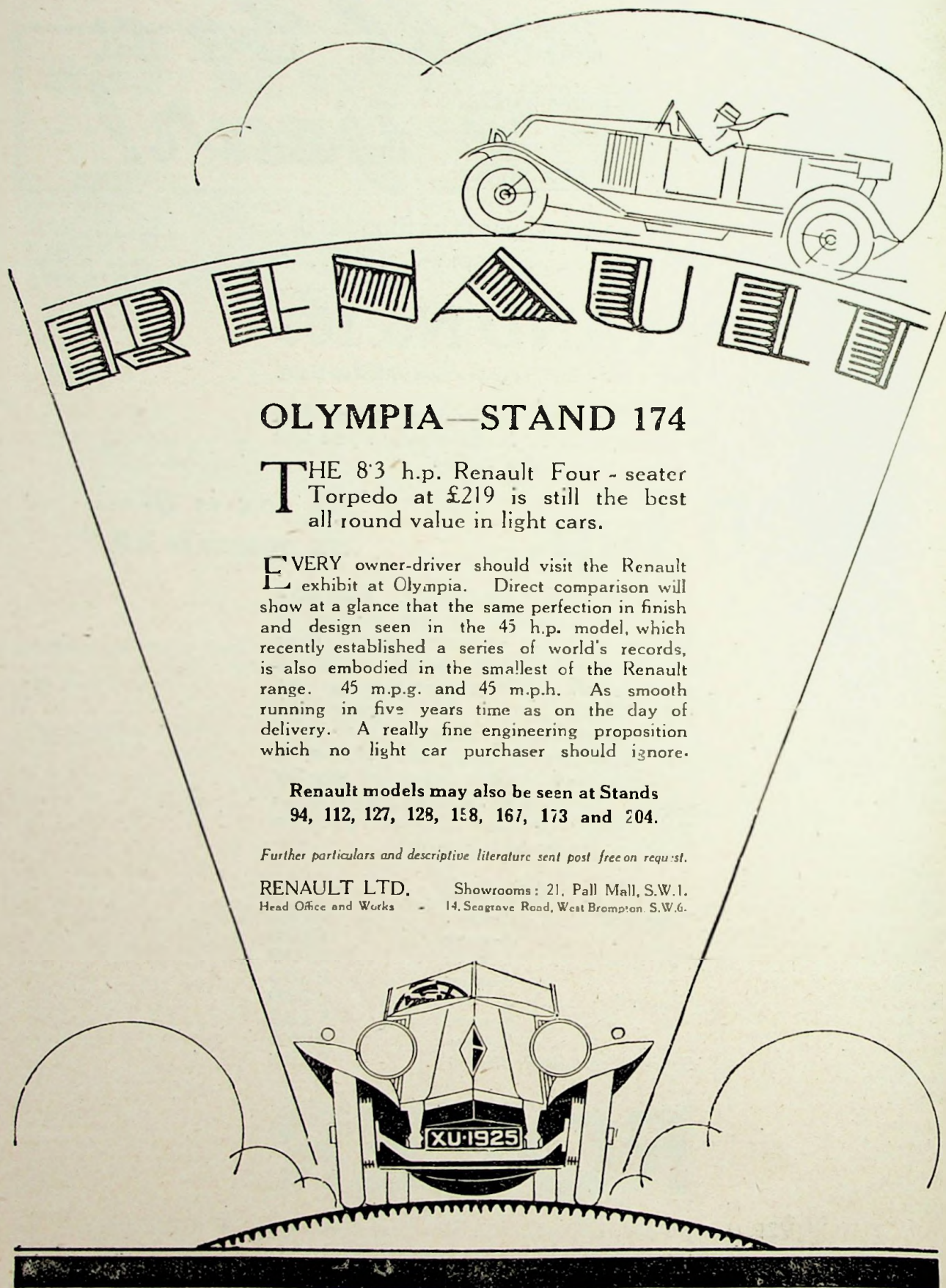
"Standard"	..	2-seater	..	..	£185
	..	4-seater	..	..	£190
"De Luxe"	..	2-seater	..	..	£200
	..	4-seater	..	..	£205
"Super"	..	2-seater	..	..	£220
	..	4-seater	..	..	£225
"	..	Saloon	..	..	£285
Sports Model (with dickey)	..	..	..	..	£220

ROVER

THE ROVER COMPANY, LIMITED, 61, New Bond Street, W.1; and COVENTRY.

ROVER IS BRITISH ALL THROUGH

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



OLYMPIA—STAND 174

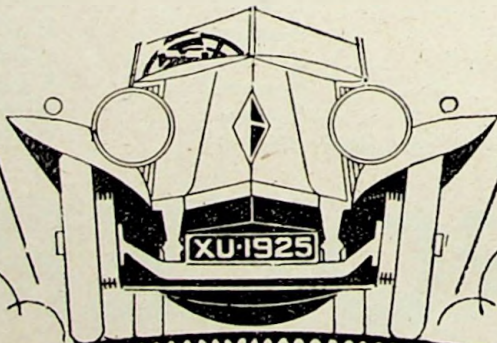
THE 8.3 h.p. Renault Four-seater Torpedo at £219 is still the best all round value in light cars.

EVERY owner-driver should visit the Renault exhibit at Olympia. Direct comparison will show at a glance that the same perfection in finish and design seen in the 45 h.p. model, which recently established a series of world's records, is also embodied in the smallest of the Renault range. 45 m.p.g. and 45 m.p.h. As smooth running in five years time as on the day of delivery. A really fine engineering proposition which no light car purchaser should ignore.

Renault models may also be seen at Stands 94, 112, 127, 128, 158, 167, 173 and 204.

Further particulars and descriptive literature sent post free on request.

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



OUR READERS' OPINIONS (contd.).

Front-wheel Brakes on A.C.s.

Is it a fact that A.C. cars are not fitted with front-wheel brakes? Surely such a speedy and expensive car ought to have this necessary fitment? In view of the fact that Mr.

A Mistaken
Impression.

S. F. Edge is actively engaged in its production, one would have thought that this important detail would not have escaped his severely critical eye. Perhaps it is due to the fact that quarter-elliptic suspension does not readily lend itself to their successful application.

Courbevoie, Seine, France.

WILLIAM COCHRANE.

* A.C. cars have been available with f.w.b. for some considerable time.—Ed.

An A.C. Shortcoming.

It is clear from Mr. Edge's recent letter commenting on "Where Improvement is Needed" that he has put himself to great pains to make the A.C. as perfect a car from the

Why Only
Three Speeds?

keen owner-driver's point of view as possible, but the specification falls short, in my opinion, in the most important respect of all—I refer to the absence of

a fourth gear ratio. The A.C. car is essentially an enthusiast's car—beginners and blasé motorists will not pay high prices for refinements which they cannot appreciate—and there is not a single real enthusiast whom I know who would think of owning a three-speed car. The only pleasure to be had from driving a responsive car lies in the ability to make the best use of the gearbox, and what can one do with only three ratios? A screaming 30 m.p.h. in second and a bare 20 m.p.h. in bottom.

FORTY IN THIRD.

The Need for Improvement.

Last week you published a letter from Mr. S. F. Edge which dealt with some of the points raised in my recent open letter entitled, "Where Improvement is Needed," and

What Is
Required.

addressed to manufacturers of light cars. The activities of Mr. S. F. Edge in connection with the improvement of cars are well known, and I have on

various occasions had the pleasure of hearing him express eminently practical opinions at technical meetings. I now venture to suggest that he should deal with some of the points mentioned in the article, which are not referred to in his letter.

When writing in the first instance I was thinking primarily of light cars sold at what may be called popular prices, that is, substantially lower than those of A.C. cars. The more one pays the more one expects, naturally; therefore, it is appropriate that Mr. Edge should claim to have incorporated a number of good features in his cars.

The Jowett, Calthorpe and one or two other cars have aluminium body panels; therefore, the A.C. is not exclusive in this connection. I am rather at a loss to understand the statement that there are only three greasers and two oiling points on the A.C. The list, according to a recent issue of *The Light Car and Cyclecar*, comprises two swivel pin greasers, clutch spigot greaser, two lubricators on the track rod, rear axle and gearbox unit, steering box, forward universal joint and four hubs.

There are many points Mr. Edge does not deal with which I mentioned, possibly because they are not yet A.C. practice. Detachable rear-seat upholstery, completely removable floorboards, quickly detachable wings, adjustable steering rake and controls, better tyre pumps and change-speed systems are among the items in question. All motorists would welcome the direction of Mr. Edge's characteristic energy to these problems, and nobody would thank him more heartily than

THE WRITER OF THE LETTER.

The Modern Light Car.

Having recently returned from abroad and wishing to do a 1,000-mile photographic tour of the beauty spots of North Wales, I took over a perfectly standard model of a well-known four-cylinder 11.9 h.p. car,

Where Britain
Leads.

which had already nearly 3,000 miles running to its credit. I took this car over all the recognized passes and many

cross-roads and by-ways of the Welsh hills with absolutely no other attention than putting petrol in the tank and water in the radiator, arriving back in London with the crankcase oil level $\frac{1}{2}$ in. below the starting point, and the tyres untouched.

As an illustration of the ease with which it is possible to take a fortnight's tour on a high-grade modern light car, it forms a striking comparison with some of my earlier experiences of motoring and compares with many tiresome incidents on some post-war light cars in running 200 miles or so in a day.

That a modern car can be so reliable and take so long a journey with so little trouble on the part of the driver is a wonderful testimony to its design and manufacture. Driving such a car is a sheer delight for its ease of steering, riding comfort and flexibility, and it would appear that the English manufacturers of such light cars have nothing to learn from their foreign rivals and need fear no competition, except on a price basis.

As a sidelight on this tour, in view of the clamour in the "stunt Press" regarding motoring dangers, I may say I met with only two cases of anything approaching dangerous driving in the whole run, away from the London area—which is a very necessary qualification.

A. LIVINGSTONE OKE.

The Australian Market

We are always pleased to receive *The Light Car and Cyclecar* and find much of interest in its pages. From time to time there are items referred to in your reading and advertisement columns that should suit the Australian market and we are

Accessories
and Cars.

anxious to get in touch with manufacturers and exporters of accessories

and equipment. We shall be pleased, therefore, if you will give this letter publicity.

There is also a big field here for a proved cheap British light car that will stand a certain amount of rough work, and we shall be pleased to hear from the manufacturers of such a car.

H. FITZGERALD.

General Auctioneers and Valuers.

Head Office:—Sydney Stock Exchange,
113, Pitt Street, Sydney.

* * Letters of this kind from overseas readers are always welcomed.—Ed.

The Differential Problem.

Seeing that my recent letter has, apparently, been of some interest to your readers and to Mr. Stott in particular, who has taken all criticism in the spirit in which it was offered,

Preventing
Wheelspin.

perhaps you will allow me space for a few comments, together with the answer to the final query in my original letter.

My emphasis of the fact that my own car was specifically designed by me so as to permit a solid axle to function satisfactorily and was "not merely a standard car with the differential omitted," was to protect me against the accusation of being either "pro" or "anti" differential in my views, and to make the point that an arrangement that is effective on one car may be quite the reverse on another.

Many years of professional experience has led me to the conclusion that, provided certain conditions are observed in the design of a car, a solid axle may advantageously be employed. If, however, the type of car desired makes it undesirable or impossible to conform to these conditions, then some sort of differential gear should be fitted.

A friend of mine recently asked me with some annoyance why a certain visitor's small car always "scraped such infernal ruts" in his curved gravel drive when quite large cars left no mark. I found that the car in question, the product of a very famous firm, had a solid axle, but otherwise it was an ordinary standard type of car. The scraping of ruts has to be paid for in some way, of course.

The reply to the final query in my last letter, viz.: "What, then, precisely, has occurred?" is as follows:—The tyre impressions, although firm, quite clear and distinct, are curiously distorted. In the case of the outer wheel mark the "pitch" of the tread design is appreciably increased or elongated beyond that of the tyre itself. In the case of the inner wheel the "pitch" is correspondingly decreased or compressed. Perfect impressions are not, of course, invariably obtained. When they are, however, their neatness, regularity and symmetry are remarkable.

Wheel slip, spin and differential action depend to a certain extent on other factors than axle design and an experience many years ago in India may give food for thought. I was on a tour of inspection, rather off the beaten track, in a fairly powerful American car. I was alone in the back with kit, a native driver was at the wheel. Our way led across a sandy and partially dried river bed some three-quarters

OUR READERS' OPINIONS (contd.).

of a mile in width. The sand was dry and soft for a quarter of a mile or so on each side of the river itself.

Before embarking on the passage my driver stopped, extracted two shaped wooden blocks, with straps and staples affixed, from his tool kit. These blocks he proceeded to drive in with a mallet between the back axle and the frame of the car and secure in position with the straps. Thus in effect eliminating the back springs of the car. We then drove on through the soft sand, the river itself, and climbed the opposing sand slope until we regained firm ground, when the blocks were removed and replaced in the tool kit.

Now, the car during its passage was tilted all ways, one wheel in soft sand and the other on a patch of rock or scrub, and so on, yet I never observed any material wheelspin and no difficulty was experienced in winning through.

The driver told me that he made the blocks himself and used them whenever tackling sand or soft jungle tracks, and had never been stranded. It is always injudicious to argue from the particular to the general, but I have often wondered whether the ordinary differential gear is not sometimes wrongly held responsible when wheelspin occurs and a car digs itself into a bad patch.

I have frequently watched back axles jumping violently up and down in competitions over freak hills, prior to the car failing to climb. When drivers and designers discuss judder, adhesion and so on, my mind goes back to my old native driver of a dozen years ago, who apparently knew something not even yet fully appreciated by modern science.

ENGINEER.

The British Motor Trade.

It surely is satisfactory to note that the strenuous opposition recently raised against the contemplated purchase, by American interests, of the Austin Motor Co., Ltd., has been crowned with the success it deserves. Whilst the majority of

America and Ourselves. Britishers have the most friendly feeling towards our cousins across the water, it is indeed good to note that there are still some who hold the view that Great Britain is the proper place for British manufacturers and British workpeople, and that we have all the brains and capital necessary to retain our position as "The Workshop of the World."

Surely the directors of the Austin Motor Co. who associated themselves with the strong movement to retain this concern in the hands of British shareholders, and under a British directorate, are to be congratulated on the part they played.

JAMES ALLEN.

The Price of Oil.

Will you kindly allow me to reply to Mr. Kenyon Secretan's criticism of my remarks in reference to being charged 1s. per pint for Castrol C? I do not wish to obtain

Loose or in Bulk. odd pints or quarts of oil at bulk prices, nor have I ever succeeded in doing so. If Mr. Secretan considers five gallons bulk, then the price is 9d. per pint or 6s. per gallon. The price of Castrol C is not 2s. 5d. per quart *loose*—that is the price for sealed cans containing that quantity.

The Vacuum Oil Co., Ltd., state in an advertisement that they consider 1s. 9d. per quart a fair price. This applies to their BB quality, which is the equivalent of Castrol C, and is sold all over the country at the same price, just as Pratts, Shell and B.P. are all sold at 1s. 7½d.

Mr. Secretan is taking a liberty in calling garage proprietors fools because they sell Castrol C at 10d. per pint. Whilst I am opposed to excessive price-cutting I am bound to say that this is often the only way in which prices can be brought down on articles that are absolute necessities and which the public must have irrespective of price.

I say quite frankly that any man who sells Castrol C at 1s. per pint is the very worst kind of profiteer and should be boycotted. How any man can take 33½ per cent. profit on a sure selling commodity passes my comprehension.

In reply to your footnote I would point out that a shopkeeper has frequently to spend far longer time on customers spending 6d. or 1s. than the garage man has to in selling a pint of oil. As to your statement regarding loss of oil in serving I will any time get 39½ pints out of a five-gallon drum, measuring it in separate pints.

FAIR-PLAY.

B44

Trials for Women Drivers.

With reference to the news paragraph in your issue of September 18th, I fully endorse your comments with reference to trials for women drivers. There must be now some thousands of skilled women owner-drivers

A Club Wanted.

who are looking forward to the day when they will be able to compete in a trial from which men drivers will be barred, and it is a wonder that before this a club has not been formed successfully, exclusively for women owners, or some enterprise has not organized a trial for them.

R. G. JACKSON.

Motoring Headgear.

Relative to the controversy regarding headgear, I would suggest that the type worn by Norwegian motorists is the most practical of all. Members of the Royal Norwegian Automobile Club, and also the motor-

Emulating the Yachtsman.

cycle club, all wear a yachting cap with the small badge and neat lettering of the club's initials. The peak keeps the sun out of one's eyes and the cap will not blow off easily. To see the members of the clubs in question in double-breasted blue suits with these caps is a sight for those who can appreciate the smartness of attire. Here in England we regard this costume as suitable for paid servants only, but why?

C.T.B.

INFORMATION WANTED.

COVENTRY-PREMIER.—Readers' experiences with the 8 h.p. Coventry-Premier four-wheeler will be welcome.—P. Bethell, Whiteways, Wray Park Road, Reigate.

BUGATTI.—An instruction book or other literature dealing with the 16-valve Bugatti will be very acceptable to me.—H. G. Ashby, 10, Clifton Road, Luton, Beds.

COVENTRY-PREMIER.—I am anxious to obtain a 1921 Coventry-Premier three-wheeler instruction book. Can any reader oblige me?—R. Taylor, 101, Ormeau Road, Belfast.

STANDARD.—I shall much appreciate the advice of any owner of an 11.4 h.p. 1924 Standard who has experienced and cured plug-oiling trouble.—James Anderson, 8, Matthew Street, Kirkealdy, Scotland.

PEUGEOT.—Any information regarding the running and reliability of the 1925 7 h.p. Peugeot will be very welcome to me.—G. L. Bailey, 12, Clevedon Mansions, Lissenden Gardens, Highgate Road, N.W.5.

COVENTRY-SIMPLEX.—If any reader has fitted Specialloid or other alloy pistons to a 1,496 c.c. 1924 Coventry-Simplex engine I shall be glad to hear what results were obtained.—J. A. Dove, 24, Ferme Park Mansions, Crouch End, N.8.

BELSIZE-BRADSHAW.—I shall be obliged to any reader who will lend or sell me a 1922 9 h.p. Belsize-Bradshaw instruction book. General information on upkeep will also be welcome.—A Stewart, at The Oak House, John Street, Henley.

BELSIZE-BRADSHAW.—I shall be grateful for any hints and tips in connection with the running of a 1923 Belsize-Bradshaw. The loan of an instruction book would be welcome.—L. Rayner, 184, Hazelwood Lane, Palmer's Green, N.13.

TALBOT, ROVER AND A.C.—Opinions as to the reliability, wearing qualities, maximum and average speeds, petrol and oil consumption, hill-climbing and so forth of the 10-23 h.p. Talbot, the 9 h.p. Rover and the 12 h.p. A.C. will be very useful to me.—H. C. W. Roberts, 6, Grantlen Terrace, Mount Vernon, near Glasgow.

LOST.

RAINCOAT.—On Saturday, September 19th, between Newmarket and Braughling, Herts., a new Letitraine leatherette motor coat. If the finder of this coat will please return it to me I shall be much obliged.—Laurence Standish, 42, Highbury Grove, London, N.5.

"The Car for the Connoisseur"



YOUR CAR FOR 1926

Always renowned for its speed and beauty, the ALVIS Car for 1926 marks a distinct step forward in the development of still greater luxury in perfect motoring at an economical figure.

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Coachwork with grace, comfort and quality. Wide doors, plenty of leg room, adjustable seats, upholstery with a depth of comfort—all so designed that one may step out of an ALVIS rested and refreshed.

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H.P.

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The Cars of QUALITY.

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The WOLSELEY 11-22 h.p. Model.

*Choice of colours on Two and Four-seaters.
Greatly reduced prices on de luxe models
and Light Saloon. All two-seaters have
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Two-seater (two doors)	-	-	£235
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Light Saloon (four doors)	-	-	£325
„ „ (with aluminium panels)			£340
Four Wheel Brakes £12 - 10s. extra to above prices.			

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

IDEAS FOR OWNERS

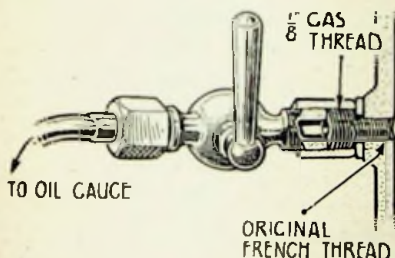
We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published.



Fitting an Oil Pressure Gauge to a 7.5 h.p. Citroën.

Many modern cars have an oil-pressure gauge as a standard fitting, but there are some exceptions, the 7.5 h.p. Citroën being one. Usually, fitting such a gauge to an engine not so equipped is by no means a simple matter; in almost every case it is necessary to dismantle the engine completely and attach an oil pipe to the delivery side of the oil pump. The fitting of this accessory to the 7.5 h.p. Citroën, however, is a comparatively simple matter.

This particular engine has a small rotary pump which delivers two pulses of oil per revolution, and which is located in the rear near side of the



By removing a plug in the crankcase of the 7.5 h.p. Citroën a pipe may be taken to the fascia board and a pressure gauge fitted. The tap is incorporated as a safety measure for use in the event of a breakage in the pipe.

crankcase. The oil flows through a small pipe running the full length of the crankcase, and drilled with four holes, each of which serves as a jet to allow the oil to pass into the four big-end troughs. The extreme front end of this pipe is stopped by a small plug tapped into the front end of the crankcase. This plug can be easily located, as it is about level with, and just in front of, the oil drain tap on the side of the crankcase. If this plug is removed, and the engine started, oil will issue freely from the hole. It is to this plug that the oil pipe to the pressure gauge can be attached.

The plug should be removed, and the head turned down in a lathe and threaded $\frac{1}{8}$ in. gas. A collar should then be made out of a piece of hexagon bar, and threaded $\frac{1}{8}$ in. gas inside. This collar serves to connect the plug with an ordinary petrol tap. The plug must be drilled down its centre with a $\frac{1}{8}$ -in. drill, the collar screwed on, and the plug then replaced in the

crankcase. The petrol tap can then be screwed into the collar. The tap will serve to cut off the oil from the gauge in the event of a failure of gauge or piping. Any suitable copper pipe is now run from the tap to the gauge (which should be attached to the dashboard), a small bore pipe being least expensive and easiest to run. A small coil should be made in the pipe run, as this gives it some elasticity, and tends to prevent fracture. A gauge manufactured by S. Smith and Sons (M.A.), Ltd., and reading from 0-10 lb. per sq. in., is very suitable.

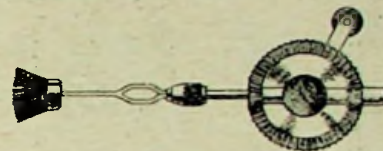
It will be found that in summer, at about 25 miles per hour, with the engine at normal temperature, the oil pressure will be from $1\frac{1}{2}$ lb. to $1\frac{1}{4}$ lb. per sq. in. This should be carefully noted, as an increase in pressure would indicate the stoppage of one or more of the jets supplying oil to big-ends, and a fall in pressure would result from lack of oil, or failure of the pump or the oil gauge system.

Reducing the Thickness of Washers.

Reducing the thickness of a washer by filing it down is apt to be a somewhat difficult task, owing to the trouble which may be experienced in

holding the washer. A good plan is to procure a block of fairly soft wood having one surface flat. The washer should be placed on the wood and given a sharp blow with a hammer, causing it to sink partly into the wood, which will hold it with comparative security. The wood may be put in a vice and the washer filed to the desired thickness.

Care should be taken to insure that the washer sinks evenly into the wood, otherwise one end may be filed thinner than the other.



A stiff wire brush fitted in a breast drill as shown is very useful for decarbonizing side-valve engines which have no detachable head.

A Decarbonizing Hint.

Removing carbon from the cylinder head of a side-valve engine not fitted with a detachable head is apt to be a somewhat tiring task. It may be greatly simplified, however, by using a strong steel bristle brush of the type shown in the illustration. These brushes may be purchased for a few pence from almost any accessory dealer. If the handle is suitably modified to fit a breast drill, a few turns with the brush against the cylinder head will remove effectively all trace of carbon. Besides being much quicker, this method has the advantage of leaving a smooth polished surface.



J.M.C. (London, W4).—To reduce the "tappet click" the tappet heads could be drilled out and fibre pads driven in, thus eliminating the metal-to-metal contact.

A.M.C. (Croydon).—You will find that the tubular cross-shaft bearing the starting handle on your 12-20 h.p. Calthorpe is mounted on brackets which have eccentric plugs. By rotating the cross-shaft you can align the starting handle so that the claw meshes properly.

H.P.P. (Nottingham).—We see no reason why the arm of the clutch pedal of your car should not be sawn through and an extension piece welded in to compensate for the shortness of your injured leg. It would be more simple, however, to clamp or screw a suitably shaped block of hard wood on to the existing pedal face.

H.E.D. (Spalding).—In addition to the adjustment points on the brake cables of your S.3 h.p. Renault car, the brake arms have serrated fixings on the brake camshafts. By undoing the clamping nuts you can reset the arms, which should make somewhat less than a right angle with the cable when the brake is off, but not more than a right angle when hard on.

D.N. (Willenhall).—As you are confident that the wheels of your car are correctly aligned, we suggest that unequal brake adjustment is responsible for the skidding tendency you mention.

W.H.B. (Lancaster).—The jerky running which occurs when opening the throttle after slowing down is probably due to dirt in the carburettor, or to defective magneto make-and-break contacts, which require cleaning and setting to the gap recommended by the manufacturers.

A.F.M. (Rochester).—The blistering of the paint on the right-hand rear-wheel brake drum of your car is no doubt due to the lack of compensation between the right and left-hand brakes: that on the off side is apparently binding slightly, thus causing heating up and consequent blistering of the paint. You should adjust the brakes carefully and equally when the trouble will disappear.

IN ANSWER TO YOUR QUERY
(contd.).

J.R. (Harrogate).—A soft rag damped with a little linseed oil usually removes the spots found on varnish subsequent to rain.

F.H.P. (Hendon).—The fuel leak from the base plug below the main jet of the Zenith carburettor fitted to your light car, may be due to the absence of the red fibre washer. Without this it is very difficult to make a petrol-tight joint.

G.T.P. (Whitby).—The use of hard stopping to conceal the screw heads in coachwork panels is not always effective, but you will probably find that you can make a good job by tinning the heads of the screws before insertion, and then soldering over the head and the hole when in position. A flush surface will be presented after the surplus solder has been removed.

R.O. (Hednesford).—To restore the efficiency of your light car engine, which has pocketed valves, due to continued valve grinding, it will be necessary to have a certain amount of metal removed from the combustion chamber around the valve seats. This will necessitate the use of a special tool, and the work should be entrusted to those who have facilities for its execution.

D.M. (Weston-super-Mare).—The procedure which you must adopt when setting out for a foreign tour can best be obtained from the motoring association of which you are a member.

A.W.W. (Kingston).—The difficulty which you have experienced with grease in the front hub caps of your S.3 h.p. Renault car is due to this lubricating medium not being correct for the purpose; the makers recommend thick oil.

You need suffer no anxiety regarding the oiling of the clutch thrust race. On the Renault this bearing is enclosed in the ball joint in front of the gearbox, which, of course, is lubricated through the plug in the casing with thick oil. The whole assembly is supplied from this one point.

P.G. (Great Crosby).—The trouble which you have experienced, due to the stud holes in the cylinder block becoming choked during decarbonizing, can be prevented in the following way. Obtain the same number of headless bolts as those which retain the cylinder head and cut screwdriver slots in one end of each. The length of these bolts should be less than the depth of the holes.

Before commencing to scrape off the carbon screw these bolts into the holes so that the tops are flush with the surface of the block. There will then be no crevices into which the carbon can find its way.

E.J.K. (Dover).—The reduced efficiency of the stabilizers to which you refer may be due to lack of adjustment to compensate for the wear of the friction discs, or to the surfaces of the discs having become polished. In any case, it will pay you to dismantle the stabilizers and clean up the faces of the friction discs with a wire brush and a little petrol, as polished surfaces do not exert the same damping effect as those which are rough.

B.F.O. (Herne Bay).—The fitting of an exhaust heater for the rear compartment of your four-seater light car, in preparation for the coming winter, is not a difficult job, and the time required will be a matter of a few hours. The first step is to drill the exhaust pipe and fit a collar to hold in position the branch pipe leading to the heater. The best position for this junction is in front of the silencer, so as to take advantage of the pressure which is higher before the gases enter the silencer than in the tail pipe. The pipes used for the heater should not be more than half the diameter of the exhaust pipe: a tap will be required, controllable by the rear-seat passengers for the regulation of the amount of heat. Avoid right-angle bends if possible, and keep the pipes away from the woodwork. Asbestos sheet should be used as an insulating medium where necessary for the prevention of fire.

CLUB ITEMS AND SPORTING EVENTS.

WYE VALLEY M.C. AND L.C.C.

The autumn half-day reliability trial of the Wye Valley Motor Cycle and Light Car Club will be held on Thursday, October 1st, starting from Hereford at 1 p.m. The event is open to motorcycles, three-wheelers and cars. Entries, which close on September 26th, should be sent to the trials hon. secretary, Mr. A. U. Zimmerman, Dragon Garage, Hereford.

ESSEX COUNTY CLUB'S GYMKHANA.

On Saturday last (September 19th) the Essex County and Southend-on-Sea Automobile Club held a gymkhana at Hadleigh, Essex. Among the events were a tent-pegging race, an egg-and-spoon race, musical chairs and a tortoise race. Although the weather was very unfavourable, there was a large attendance, between 20 and 30 cars taking part in some of the events.

A.C.U. MIDLAND CENTRE.

Three-wheelers are eligible for the open Alec Ross Trophy Trial of the Midland Centre of the Auto-Cycle Union. The event takes place on Saturday, October 3rd, starting from Lickey Rock on the Old Birmingham-Bromsgrove road at 1 p.m. The event is of a sporting nature and there will be several observed hills, while acceleration, braking and restarting tests will be included.

CORK M.C. SPEED TRIALS.

Two classes for light cars were included in the Cork and District Motor Club's Speed Trials at Killeagh, Co. Cork, on Wednesday, September 9th. The meeting was well supported and good sport was witnessed. The results of the light car classes are as follow:—Under 1,100 c.c.—P. Shields (Austin), 48 1-5 secs.; 2. E. S. H. McCarthy (Ariel), 50 secs. Winner's speed, 37.54 m.p.h. 1,100 c.c. to 1,500 c.c.—1. O'Sullivan (Singer), 43 2-5 secs.; 2. W. Reidy (Singer), 46 secs. Winner's speed, 41.47 m.p.h.

WORCESTERSHIRE M.C.'S TRIAL.

The Worcestershire Motor Club will hold a one-day trial on Saturday, October 10th, starting from the Fox Inn, Bransford, near Worcester. The route, which will be approximately 120 miles in length, will include several water-splashes and test hills. Secret checks will be made, but the results obtained will not be taken into account except in the event of a tie. Awards for the best performance in the various classes include the Badger Shield in the over 1,100 c.c. class, the President's Cup for under 1,100 c.c. cars and the Kay Cup in the class for combinations and three-wheelers. Full particulars and entry forms may be obtained from Mr. C. Collins, 26, Butts Walk, Worcester.

REDDITCH M.C. AND C.C.

The half-day sporting reliability trial of the Redditch Motor Cycle and Car Club fixed for October 10th has been postponed and will actually take place on October 24th.

FORTHCOMING EVENTS.

September 21-26.

Motor Cycle Show, Olympia.

September 26.

J.C.C. 200-Mile Race, Brooklands.
Sutton Coldfield and N. Birmingham A.C. One-day Autumn Trial.
Bristol M.C. and L.C.C. Third Car Trial.
Rochdale and D. M.C. Southport Speed Trials.
Middlesex County A.C. Closing Run and Competition.

September 27th.

Southport M.C. Halsall Cup Trial.
Public Schools M.C. Balloon Chasing Competition.
Southern Jowett L.C.C. Mitchell Cup Trial.
City of London M.A. Treasure Hunt.

October 1.

Wye Valley M.C. and L.C.C. Autumn Half-day Trial.

October 3.

Brighton and Hove M.C. Speed Trials, Lewes.
M.C.C. One-day Sporting Trial.
Essex M.C. Brooklands Meeting.
Bristol M.C. and L.C.C. Inter-club Trial.
Oxford M.C. End-of-season Trial.
A.C.U. (Midland Centre). Alec Ross Reliability Trial.
J.C.C. (Yorkshire Centre). Social Run.
Disabled Drivers' M.C. Closing Rally.

October 9-17.

Olympia Motor Show.

SOUTHPORT M.C.'S 1926 PROGRAMME.

The following events for 1926 have already been fixed by the Southport Motor Club:—January 9th: Race meeting followed by annual dinner and prize distribution. March 20th: Race meeting. April 17th: Championship race meeting. July 3rd, August 14th and September 4th: Race meetings.

ROCHDALE AND DISTRICT M.C.

Open and closed speed trials will be held on the Southport Beach to-morrow (September 26th) by the Rochdale and District M.C., starting at 1.30 p.m. There will be no fewer than 28 car classes, each of these being sub-divided into amateur and trade, standard touring, standard sports and cars of any type will be catered for in the programme.

KENT AND SUSSEX CLUB'S SPEED TRIALS.

Speed trials were held at Lewes on Saturday last (September 19th) by the Kent and Sussex Light Car Club. The weather was fine and although there was a large entry the classes were run off well to time. As will be seen from the results given below, J. A. Joyce (A.C.) made fastest time of the day.

The winners of the premier awards are as follow:—Normanburst Challenge Cup for the fastest (time of the day): J. A. Joyce (A.C.). Calfyn Challenge Cup for the best performance by a sports car: E. Hillery (Frazer-Nash). Clayton Cup for the best performance by a touring car: E. L. Short (A.C.).

The following are the class winners:—1,500 c.c. standard touring cars: E. L. Short (A.C.). 1,100 c.c. sports cars (amateur): J. A. B. Hall (Morgan). 1,100 c.c. sports cars: J. A. B. Hall (Morgan). 1,500 c.c. sports cars (amateur): E. Hillery (Frazer-Nash). 1,500 c.c. sports cars: E. Hillery (Frazer-Nash). 1,100 c.c. racing cars: J. A. Hall (G.N.). 1,500 c.c. racing cars: J. A. Joyce (A.C.).

M.C.C. HIGH-SPEED TRIAL.

A 100-mile high-speed reliability run will be held by the Motor Cycling Club on October 17th at Brooklands. The event is open only to members of the organizing club, and there will be classes for motorcycles, three-wheelers and cars. The classes for the two first-named will be run off in the morning, starting at 10 a.m., the car class starting at 2 p.m. The morning and afternoon events are each limited to a field of 60. All competing vehicles must be in touring trim with the full maker's standard equipment and must run in this condition throughout the trial; silencers will have to conform to the Brooklands Supplementary Regulations. There will be no road section, the entire event being run off on the track itself. The average speeds required in the light car classes to gain a gold medal are as follow:—Three-wheelers of any capacity: 41 m.p.h. Cars up to 1,100 c.c.: 37 m.p.h. Cars up to 1,500 c.c.: 40 m.p.h. Entries, which close on Wednesday, October 7th, should be sent to the hon. organizer, Mr. J. A. Masters, 22, Norland Square, Kensington, London, W.11.

Another Clean Sweep on Wakefield Castrol!

BROOKLANDS AUTUMN MEETING

AN APOLOGY.

In our advertisement which appeared in the September 11th issue of this journal we inadvertently stated that Mr. H. Beart broke the Mile on 1 Kilo records on August 29th on a Morgan-Anzani. These records were, of course, broken by Mr. Beart on a

MORGAN-BLACKBURN.

We tender our sincere apologies to all concerned by this error.

There is a grade of Wakefield CASTROL specially suited to your needs.

If your sump contains another brand of oil, CASTROL can be added, though, naturally, best results will not be attained until 100 per cent. Castrol is in use.

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

Every one of the Eight Races was won on Wakefield Castrol!

Of the 30 races run at the four previous B.A.R.C. Meetings this year, no less than 28 have been won by users of Wakefield Castrol—a remarkable tribute to the wonderful efficiency and universal popularity of—

WAKEFIELD



ONE Yank IN every SIX has a Car. Isn't it time YOU had YOURS ?

COMPARE OUR PRICES.

FIFTY TO CHOOSE FROM.

Every Car Thoroughly Overhauled.

A.B.C., 1921, 10 h.p., 2-Seater and Double Dickey, Dynamo Lighting and Starter, Good Tyres, Recoachpainted. Taxed.	£65	ROVER, 1923, Chummy, 8 h.p., De Luxe, Leather Upholstery, Dynamo Lighting, Good Tyres, Speedometer. Appearance as new. Taxed. Mechanically sound.	£73
Another similar, in excellent condition	£58	Another, 1923, Chummy, Recoachpainted. Taxed for year	£69
BELSIZE-BRADSHAW, 1923, 8 h.p., 2-Seater and Dickey, Starter, Speedometer, New Tyres. Painted Violet. Absolutely as new	£72	ROVER, 1923, 2-Seater, 8 h.p., Starter, almost new Tyres, Speedometer. Very smart. Double Dickey	£63
Another similar, 1922	£62	ROVER, 1923, 2-Seater, 8 h.p., Dynamo Lighting, Good Tyres, Double Dickey. Thoroughly overhauled. Condition guaranteed.	£62
AUSTIN, 1924, 7 h.p., Chummy, Dynamo Lighting and Starter, Tyres, and whole condition as new. Painted Red	£98	ROVER, 1922, 8 h.p., 2-Seater, Dynamo Lighting, Good Tyres. Thoroughly overhauled. Guaranteed condition	£49
CITROEN, 1925, 7 h.p., 3-Seater, Starter, Balloons, All-weather Side Curtains. Whole condition as new.	£105	Another, with Dickey, as new	£56
Another, 1923, in splendid condition	£69	SINGER, 1924, 10 h.p., 4-Seater, Starter, Good Tyres, All-weather Equipment. Taxed for year. Condition as new.	£115
COVENTRY-PREMIER, 1922, 8 h.p., Dynamo Lighting, 4-Wheeler, 2-Seater and Double Sunken Dickey, Appearance as new. Guaranteed	£53	UNIT, 1922, 8 h.p., Water-cooled, 2-Seater and Dickey, Dynamo Lighting. Almost new Dunlop Tyres all round and spare. Thoroughly overhauled and guaranteed	£39
HAMPTON, 1920, 9 h.p., 2-Seater and Double Dickey, Starter, New Tyres all round, Clock, Speedometer. Recoachpainted and overhauled. Taxed	£65	PERRY-BEAN, 1918, 10 h.p., 2-Seater, Double Sunken Dickey, Dynamo. Taxed. In splendid condition	£48
MORGAN, 1922, De Luxe, 8 h.p., Water-cooled J.A.P., Dynamo Lighting, Good Tyres. Very smart. Splendid condition. Taxed	£59	SWIFT, 1916, 9 h.p., 2-Seater. Thoroughly overhauled and appearance very smart. Taxed for year. A snip.	£30
ROVER, 1923 (Nov.), Chummy, 8 h.p., Dynamo Lighting. Almost new Tyres. In superb condition. Taxed.	£72	HUMBERETTE, 8 h.p., 2-Seater. Thoroughly overhauled and a really sound and economical car	£28

Deferred Terms
arranged.
Exchanges a
speciality.

NAYLORS

12 minutes from Waterloo by train.

45 & 406, GARRATT LANE,
EARLSFIELD, S.W.18.

Open 9 a.m. to 8 p.m. and Sunday mornings from 10 a.m. to 2 p.m.

Trams Nos. 82, 30, and 12, and Buses No. 77 pass the door.

TRIAL RUNS
WITHOUT
ANY
OBLIGATION.

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

AROUND THE TRADE.

A booklet recently issued by Tapley and Co., Belvidere Works, Totton, Southampton, shows the interest which is added to motoring when the car is fitted with a gradient meter.

The price list of Gutta Percha Cord tyres, which are handled by Gutta Percha and Rubber (London), Ltd., 30-32, Holsover Street, London, W.1, offers 700 by 80 covers at £2 15s. 3d. and 710 by 90 at £4 7s.

Owing to a typographical error the price of the V.P. Manufacturing Co.'s driving mirror was given in last week's issue as 10s., actually the retail price is 12s. It should be noted that the mirror may be had with a black and nickel finish.

Mr. F. H. Douglass, who has been associated for a considerable number of years with Maudes' Motor Mart as sales manager, has resigned his position to take up the management of the old-established firm of Longman Bros., 17, Bond Street, Ealing, W.5.



This group of employees of the Vacuum Oil Co., Ltd., can claim a total of 1,916 years' service.

Among the cars sold recently by Auto-Auctions, Ltd., of Horseferry Road, Westminster, London, S.W.1, have been a 1924 Austin Seven for £115, a 1923 11.4 h.p. Standard two-seater for £115, a 1921 Wolseley Ten for £100 and a 1923 9.5 h.p. Rhode chummy for £85.

Mr. A. P. Rey, who has been engaged actively in the business of Messrs. A. P. Rey, of Euston Road, nearly a quarter of a century, is giving up his interest in the concern. His successor will be Mr. H. P. Beasley, who has been associated with Mr. Rey for the past six years.

The Goodyear Tyre and Rubber Co. (Gr. Britain), Ltd., manufacturers of Goodyear tyres, ask us to point out that they are in no way connected with Messrs. Goodyear and Sons, motor wheel and truck makers, of Dudley, whose business is announced as having been acquired by the Dunlop Rubber Co., Ltd.

A staff dinner given by the directors of the Vacuum Oil Co., Ltd., at the Hotel Victoria, was attended by over 300 guests, including representatives of the company throughout the world. During the evening three members of the company, each of whom had a record of 40 years' association with it, received presentations. They were Mr. E. W. Lycett, the chairman, Mr. H. Paterson and Mr. W. J. Woodward.

RESULT OF LIMERICK No. 38.

The winner of last week's Limerick Competition is Mr. M. J. Rantzen, 108, Brondesbury Villas, London, N.W.6, who submitted the line which is italicized below:—

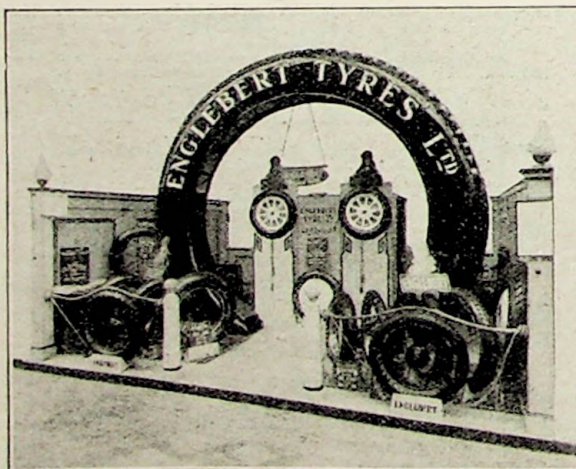
A tourist from Botany Bay
Had his cyclecar stolen one day;
He might have endured,
But it wasn't insured—
For he'd "won" it himself the same way.

Another line suggesting the same idea was received from a Kent reader, but the wording was not, in our opinion, quite so neat.

ENGLEBERT "CHEVRON CORD" TYRES.

The "Chevron" is the Symbol of "Service."

Olympia—Oct. 9th-17th.
STAND No. 515—Gallery.



ENGLEBERT "CHEVRON CORD" TYRES maintain their supremacy on Road and Track because of the wonderful and consistent service they give.

Every Motorist who can should visit our unique Stand at Olympia and inspect the range of ENGLEBERT HIGH-PRESSURE and BALLOON TYRES.

ENGLEBERT TYRES LTD.,

162, GT. PORTLAND STREET,
LONDON, W.1

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

We can offer the following Used Cars at Bargain Prices.

G.W.K., 1925 late, 4-seater, starter and lighting, clock, speedometer, wire wheels, 4-wheel brakes, balloon tyres, mileage under 600, a magnificent and perfect car, absolutely as new, taxed December. £160 under list. Our price .. £155

CITROEN, 114 h.p., all-weather English body, 4/5-seater, starter and lighting, clock, speedometer, folding rear screen, balloon tyres, low mileage, excellent condition, taxed £140

CITROEN, 1924-25, 75 h.p., 2/3-seater, starter and lighting, clock, speedometer, balloon tyres, very low mileage, appearance and condition as new .. £105

TALBOT, 8/18 h.p., 2-seater and double dickey, starter and lighting, speedometer, splendid condition reupholstered, exceptional offer £97

CLYNO, 1924 late, 4-seater, starter and lighting, clock, speedometer, new cord tyres, splendid condition, taxed December, a gift .. £98

STANDARD, 1921, 116 h.p., 4-seater, all-weather, starter and lighting, clock, speedometer, beautiful condition throughout, taxed December .. £87

CALCOTT, 1921, popular 116 h.p. model, 2-seater and double dickey, starter and lighting, clock, speedometer, mechanically perfect, carefully driven, taxed .. £80

All used Cars are carefully examined before being offered for Sale.

KIRK & CO.

22, PRAED ST., PADDINGTON, W.2

Phone: Paddington 8049.

1 minute from Edgware Road and Paddington Station.

Buses No. 7, 107, 15, 27, 127, 36 and 136 pass the door.

LIGHT CAR SPECIALISTS

Any of the following new cars supplied at short notice:—

AUSTIN	SINGER
ROVER	CALTHORPE
STANDARD	CALCOTT
MORGAN	CITROEN
CLYNO	

We are in a position to offer very attractive terms for Hire Purchase of both New and Second-hand Models.

Exchanges entertained. We shall be glad to quote you our highest price for your present Car or Motorcycle. Open until 8 every night, including Saturdays. Sundays until 12.30.

Our Prices are the most favourable in London. You can't quite equal Kirk's Offers

ROVER, 8 h.p., 1923 chummy, all-weather, dynamo lighting, speedometer, almost new, cord tyres, excellent condition throughout, taxed December .. £74
Another .. £70

MORGAN, MODEL - DE - LUXE, 1923, dynamo lighting, electric horn, recoachpainted, exceptionally fine condition throughout, taxed Dec. £72
Another .. £52

COVENTRY - PREMIER, 1922, 2-seater and double dickey, dynamo lighting, speedometer, spare wheel, splendid mechanical condition, recoachpainted, taxed .. £58
Another .. £54

ROVER, 8 h.p., 1922, 2-seater, dynamo lighting, speedometer, spare wheel, exceptionally fine condition, taxed .. £58
Another .. £52

ROVER, 8 h.p., 1921, 2-seater, dynamo lighting, speedometer, almost new cord tyres, splendid condition, taxed .. £48
Another .. £43

G.N., 1922, 2-seater and dickey, dynamo lighting, speedometer, spare wheel, original paintwork, very fine condition, taxed December .. £46
Another .. £42

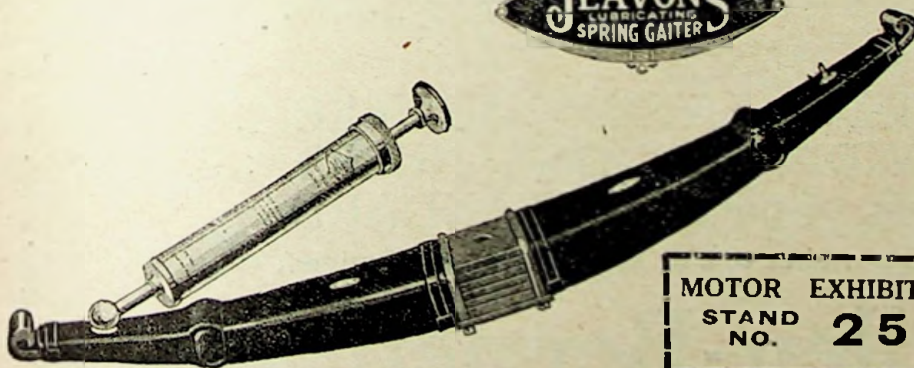
BELSIZE - BRADSHAW, 1922, 9 h.p., 2-seater, dynamo lighting, speedometer, recoachpainted, splendid mechanical condition and very attractive, taxed .. £67 10s.
Another .. £62

Kirk & Co. invite inspection.

JEAVONS

THE GAITER WITH

THE WICK TUBE



A GAITER made on scientific lines and embodying everything necessary for the complete protection of car springs and the efficient maintenance of their original resiliency.

MOTOR EXHIBITION
STAND NO. 254

POST THIS COUPON

To Ramsdens (Halifax), Ltd. (Dept. L).

Please forward Free Descriptive Literature giving full particulars of the Jeavons Lubricating Spring Gaiter.

Name

Address

Make of Car..... H.P.....

Patentees and Manufacturers:

RAMSDENS (HALIFAX) LTD.,

147/9, GREAT PORTLAND STREET, LONDON, W.1.

Telephone: Langham 3122, 3123 (2 lines). Telegrams: "Jeavsgaiter, Phone, London."

FACTORY . HALIFAX . ENGLAND.

Obtainable from all Garages and Dealers and the following Agents:

MERRIMAN & HOWARD, 338, Dean-gate, MANCHESTER. G. M. SMITH, 19, West Regent Street, GLASGOW. J. BRADLEY & CO., 80, Harcourt St., DUBLIN. J. BRADLEY & CO., 18, Crownac St., BELFAST.

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



Looking Ahead!



There will appear very shortly in *The Light Car and Cyclecar* an announcement of considerable interest to Economy Motorists, relating to the activities of the ALLEN-BENNETT MOTOR CO., LTD., for the 1926 Season. It will at once be apparent that the leadership which Allen-Bennett's have gained in the Light Car field will be still further developed. And these developments will mean that the BIG STOCKS for which Allen-Bennett's have always been noted will be still bigger; PROMPT DELIVERIES will be even more expeditious; and the unique facilities and "Lasting Service" that have established Allen-Bennett's as one of the most successful enterprises of its kind in the country, will even more thoroughly commend themselves to the ever-growing numbers of their customers.

EXCHANGES.

Nowhere are the facilities for EXCHANGING your Car so generous as they are at Allen-Bennett's. If you like, A.-B's will take over your present Car NOW, paying an agreed proportion of its value in cash, retaining the rest as deposit on a new 1926 model whenever you may want it.

EXTENDED PAYMENTS.

As "Pioneers of REALLY CONVENIENT TERMS" Allen-Bennett's offer you arrangements that essentially appeal to business men. Their essential basis is a reasonable preliminary deposit, and the balance spread over a period so adjusted that the monthly payments are comparatively light, leaving you a margin to ENJOY your Car whilst paying for it.

Always in Stock for 1926:

AUSTIN, CLYNO, HUMBER,
LAGONDA, MORGAN, RILEY,
ROVER, SINGER, STANDARD.

Almost any make of Car Supplied or Exchanged.

Special Note!

Always an unequalled selection of SECOND-HAND LIGHT CARS—amazing bargains at all times. No better place to buy Second-hand than at Allen-Bennett's.

**Allen-Bennett
Motor Co., Ltd.**
8-9-10-11, Royal Parade,
WEST CROYDON.

Croydon 2450-1 & 968.

"Track, Croydon."

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

Buses 12a, 19a, 34,
49a, 58, 59, 75, 134,
158, 159, etc., pass
by or near.

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

SECOND-HAND AND NEW LIGHT CARS, CYCLECARS, and ACCESSORIES FOR SALE

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

RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Subject to a discount of 5 per cent. for 13 consecutive insertions, 10 per cent. for 25, 15 per cent. for 52. Terms: Cash with order, and otherwise net.

DISPLAYED ADVERTISEMENTS. Scale of charges, with reduction for series, sent on application.

Cheques, Postal Orders, etc., should be crossed and made payable to Temple Press Ltd.

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

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

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

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1½ per cent. (3d. in the £, 2s. 6d. minimum) on amounts deposited up to £60, 1 per cent. on amounts from £60 to £100, and ½ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

CLOSING TIME.

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

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

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

NOTICE.

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

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. A.B.C. Motors, Ltd., Walton-on-Thames. 'Phone, repairs manager, Fisher 540 and 541. Repairs, conversions and renovations to A.B.C. cars carried out by experts at the factory. A.B.C. owners should write for catalogue of improvements. 222-609

A.B.C., 1922, Sports, good tyres, overhauled, fast, bargain, £68. Below.

A.B.C., 1922, 3-seater, Triplex screens, new tyres, starter, £78. Below.

A.B.C., 1925, Super Sports, in stock, beaten aluminium body, Rapsons, 75 m.p.h., new improvements, £275. Below.

Ward and Co., 51 Upper Richmond Rd., East Putney. 'Phone, 2818-19.

A.B.C., 1924, 4-seater, mileage 6,000, new condition; exchange cheap 2-seater with cash adjustment; offers wanted. Newbams' Showrooms, Heath Rd., Twickenham, London. 670-952

A.B.C.s and some 60 odd others. Terms from one-tenth down: exchanges. See our display, page 15. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 670-905

A.B.C., £70, 1923, sports, just completely overhauled and coach-painted, new hood fitted, 5 detachable wheels with Englebert tyres, in very good condition, privately owned. Apply, F. J. Ormerod, Motor Engineer, Wellgate, Clitheroe, Lancs. 670-338

A.B.C., Regent 1922, fully equipped, dynamo lighting, very fast, £75, or exchange smaller car, Morgan. 52 Lower Ham Rd., Kingston. 670-339

A.B.C., 1922, Regent 2-seater, dickey, taxed, insured July, electric horn, extra air, etc., like new, £65. 'Phone, Mountview 1688.

A.B.C., Surbiton model, 2 doors, dickey, self-starter, £75. Bartlett's, 93 Gt. Portland St. 670-77

A.B.C., 1922, just repainted, in good order, £60 or offer. North London Garage, Corsica St., N.7. 676-813

A.B.C., 1922, 2-seater, dickey, fully equipped, Triplex, clock, speedometer, any trial, £65. 75 Endwell Rd., Brockley, S.E.4 670-858

A.B.C., late 1922, Regent model, 2-seater, sunk dickey, polished aluminium bonnet, very handsome car, 4-speed, dynamo lighting, starter, tyres excellent (1 practically as new, 2 new), disc wheels, spare wheel, hood, windscreen, Smith's trip speedometer, 4 lamps, electric horn, bulb horn, aluminium number plates, etc., tax paid, £10 10s. Insurance policy to July 14th, 1926, 58 guineas; another, 45 guineas. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 670-793

A.C. cars. Calthness and Co., Ltd., the A.C. specialists, have for disposal several bargains in shop-soiled and slightly used A.C.s. Write for full particulars. Calthness and Co., Ltd., 65 Gt. Portland St., W.1, Telephone, Langham 2172. 670-827

A.C., 1919, first registered 1921, 2-seater, dynamo lighting, etc., re-coachpainted maroon, taxed, little used, perfect condition, any trial, private owner, £75. 'Phone, Mountview 3043. 672-970

A.C. 2-seater, double dickey, first-class order, £100; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes 'Phone, Putney 1827. 670-925

A.C., 1924, 2-seater, special body, perfect condition, £190. Smith and Hunter, 90 Gt. Portland St. 670-866

A.C. sports model, aluminium body, only £90 cash or £22 10s. down and 12 payments of £5 18s. 2d., with the option of a rebate; also another at £145 cash or £35 5s. down and 12 payments of £9 10s. 4d. Lamb's, Ltd., opposite Hoo St. Station, Walthamstow; 50 High Rd., Wood Green, N.22; 387 Euston Rd., N.W.1. 670-820

A.C. Edwards offer 1920 2-seater, starter, clock, speedometer, excellent condition, 80 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 670-10

A.C. 1925 12hp Royal 2-seater, as recently listed at £375, only run very few miles as demonstrator and guaranteed equal to new, £285. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 'Phone, Riverside 3161. 670-33

A.C., 1921, Royal model, 10.4, taxed, 2-3-seater, 6 disc wheels, C.A.V. dynamo lighting, new hood, curtains, paint, engine, upholstery like new, extras, kit tools, £100, near offer, or exchange Morgan and cash. 'Phone, Mountview 3900. Call, 338 Hornsey Rd., Holloway, N.7. 670-254

A.C. Sociable, 1914, 2-seater, really good tyres and spare, engine perfect, very reliable, taxed, £9 10s. K.J. Motors, Bromley. 672-59

ALBERT, 4-seater, for sale, taxed and insured, in perfect order, carefully used, owner returning Ceylon, Lovell, Pembroke Nursing Home, Clifton, Bristol. 670-1519

ALBERT, London Service Depot for all overhauls, bodywork and spares; also for Gwynne cars. Advice and estimates free. Second-hand Alberts bought and sold. Neville G. Gwynne, Church Wharf, Chiswick. 'Phone, 1780 Chiswick. 670-765

ALVIS, 1924, super sports, 4-seater, as new, £375; cash payments from 10 per cent. down; exchanges. D. Ralston and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 670-257

AMILCAR. Sole British concessionaire for Amilcar spares and cars, Vernon Balls, 25 High St., Folham, S.W.6. 222-834

AMILCAR. Boon and Porter, Ltd., The Amilcar specialists. 1925 latest model Super Sports 2-seater, finished cream, fully equipped, taxed, very small mileage, complete with hood and V-type screen, fully guaranteed, £195; several others; exchanges and deferred. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.15. 670-917

ARIEL 9, 1923, 3-seater, fully equipped, just overhauled, Andrew, Nevill Hotel, Tunbridge Wells. 670-220

ARIEL, 1923, occasional 4-seater, starter, etc., as new, £72 10s. Sprosen, Ltd., 111 Gt. Portland St., W.1. 'Phone, Langham 1212. 670-896

Readers are referred also to "THE MOTOR" (Tuesdays, 4d.), which contains each week many hundreds of advertisements of new and second-hand cars of all kinds.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

AUSTIN 7, 1924, good condition, speedometer, licensed, mileage 4,600, any trial, £105. Jack Pruett, Weston-super-Mare. zzz-186

AUSTIN 7, late 1923, taxed December, excellent condition, several extras, £87. Hardy, 92 Mayfield Ave., West Ealing 670-w710

AUSTIN 7, 1924, chummy, new January this year, taxed and insured year, speedometer, done 5,000 miles, perfect condition, trial, £110; owner going abroad. Hollands, c/o R. Smith, The Nurseries, Hawley, Dorford, Kent. 670-w938

AUSTIN 7, 1923, all-weather equipment, taxed, fully equipped, splendid condition, £85, exchanges, deferred. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmore 4588. 670-878

AUSTIN 7, 1924, chummy, electric starter, tax paid, £110. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 670-936

AUSTINS and some 60 odd others. Terms from one-tenth down; exchanges. See our display, page 15. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 670-906

AUSTIN 7, Finchley Motors offer 1924, just repainted, excellent condition, year's tax, £95. 132 High Rd., E. Finchley. Phone 2538. 670-818

AUSTIN 7, 1924, electric starter and full equipment, speedy engine, superb condition throughout, any trial, £105. Fryer, Dove Walk, Uttoxeter. Phone 112. 673-847

AUSTIN, 7hp, 1924, speedometer, tax paid, in perfect condition, £110. Ratcliffe Bros., 200 Gt. Portland St. 670-990

AUSTIN 7, 1924, £100; cash payments from 10 per cent. down; exchanges. D. Ralton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 670-261

AUSTIN 7, 1924, 7hp, chummy model, in new condition, taxed year, clock, speedometer, etc., 107 gns. Sprosen, Ltd., 111 Gt. Portland St., W.1. Phone, Langham 1212. 670-898

AUSTIN 7, 1923, mechanical starter, taxed, nice condition, £88; exchanges. Norringlough, 116 Hampstead Rd., N.W.1. Museum 9078. 670-56

AUSTIN sports, 1924, starter, taxed speedometer, £105, exchanges. Norringlough, 116 Hampstead Rd., N.W.1. Museum 9078. 670-55

AUSTIN 7, October, 1923, 83 gns.; taxed December, speedometer, Dunesk, Sandford Rd., Bromley, Kent. 670-291

AUSTIN 7, 1924, splendid condition, e.l. and starter, speedometer, taxed, splendid tyres, 100 guineas. Seen any time by phoning Kingston 1293. 69 Fife Rd., Kingston. 670-792

AUSTIN, £190, late 1925 Brooklands Austin, absolutely as new, very special machine, or exchange Amicar, Senechal, etc., and cash. Bartlett, 40 Aynhoe Rd., W.14. 670-w856

AUSTIN 7 car, 1923, in perfect running order and good condition, 3 new tyres, selling reason owner buying bigger car, £75. A. T. Halliday, Sirah Lane, Hayling Island, Portsmouth. 670-w811

A.V., sporting little car, 8hp J.A.P. starter, disc wheels, screen, 5 lamps, Klaxon, 29 guineas; exchange motorcycle; easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 670-874

A.V. monopac, 6hp, absolutely as new, many improvements incorporated, £25; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 670-924

AVERIES-PONETTE, £29; exchanges, deferred payments; 1914, small 4-seater, 9hp, 4 cylinders, shaft drive, wire wheels, dynamo lighting, just returned from Devon tour, taxed September, Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 670-842

BAYLISS-THOMAS, 10hp, October, 1923 (new engine and back axle fitted April, 1924), 4-seater body, excellent condition, self-starter and electric lighting, several extras, including luggage carrier, Michelin balloon tyres on rear and Dunlop cords on front, 5 wheels, 2 spare tyres, engine just overhauled by makers, licensed to June, 1925, price £150. Box No. 278, care of "The Light Car and Cyclecar," 16 Bennett's Hill, Birmingham. zzz-332

BAYLISS-THOMAS, 1925 model, 11-22hp, standard saxe-blue 4-seater, double screen, hood, with all-weather curtains, clock, speedometer, screen wiper, petrol tin carriers, spare wheel and unused tyre, luggage carrier, tax and insurance paid for year, mileage negligible, privately owned, £180. Arthur Bray, 79 Davies St., W.1. 670-850

BELSIZE-BRADSHAW, 1923, taxed, in good condition, exceptionally fast, 2-seater, £75. Ratcliffe Bros., 200 Gt. Portland St. 670-991

BELSIZE-BRADSHAW, 2-3-seater, starter and lighting, speedometer, spare wheel, engine just overhauled, taxed, good running order, £49; inspection, appointment any time. Cundell, 77 George St., Croydon. Phone, Croydon 1659. 670-w937

BELSIZE-BRADSHAW, 1922 C.A.V. lighting, speedometer, clock, accessories, excellent condition, £60; exchange Morgan or motorcycle part. Knapp, The Island, Swallowfield, Reading. 670-w988

BELSIZE-BRADSHAW, 1923, 2-seater and dickey, self-starter, dynamo lighting, clock, speedometer, all-weather equipment, taxed December, fine appearance and condition, £65; deferred if required. Always open. Harold Simons, 201 Mare St., Hackney, E.9. Clissold 5018. 670-z85

BELSIZE-BRADSHAW, 1922, 2-seater and dickey, taxed till 1926, looks new, Michelin Comfort tyres lately fitted, mechanically perfect, £65. 248 Lauderdale Mansions, W.9. 670-w974

BELSIZE-BRADSHAW, 1923-24, 4-seater Bradshaw de luxe, all-weather model, mileage negligible, 75 guineas, 31a Hydethorpe Rd., Balham. 670-79

BELSIZE-BRADSHAW 2-seater, terms £7 and 10 payments of £7, or cash £70. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 670-z101

BLERIOT-WHIPPLETS, 1923 and 1924 2-seaters, full equipment, £30 and £35; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 670-926

BLERIOT-WHIPPLET 2-seater, June, 1923, 9hp Blackburne engine, electric lamps, spare wheel, etc., very small mileage, mechanically perfect, £20. Teddington Garage, 160 High St., Teddington. Kingston 2562. 670-z43

BUCKINGHAM, £35; exchanges, deferred payments, 1922-23 Buckingham 2-seater, dickey, dynamo, detachable wheels, good condition. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 670-837

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

BUGATTI, 1925 model Brescia, fitted with particularly attractive 2-seater sports body, starting, lighting, clock, speedometer, etc., finished in flat black, dark red wheels, red antique leather upholstery, extremely small mileage, tyres all practically brand new, taxed for the year, recently cost approximately £550, our price £345; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Riverside 2230. 670-22

BUGATTI, Le Mans Special, 16 valves, double pole magneto, working 8 plugs, fitted with an all-aluminium 2-seater body, many extras, very fast and in good mechanical condition and open to any examination, bargain, £170. 6 Putney Bridge Rd., Wandsworth. Putney 2728. 670-889

BUGATTI, 1923, 16-valve model, 2-seater body, repainted green with black wings, dynamo lighting, speedometer, gradient meter, car is capable of high speeds, price £180. John Pollitt and Son, 37-41 Renshaw St., Liverpool. 671-62

CALCOTT, 2-seater de luxe, taxed December, 135 guineas. Maxtons, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 670-947

CALCOTT 1923 10.5hp 2-seater, double dickey, dynamo lighting, starter, all-weather equipment, splendid condition, taxed for year £99 10s. Wilkins, Simpson, opposite Olympia, London. 670-z70

CALTHORPE, 1924, 12-20hp, de luxe, 2-seater, double dickey, 4 speeds, Broit lighting and starting, fully equipped, taxed December, very smart, £140. F. Anderson, 20 Montague Rd., Wimbledon, S.W. 19. 670-w951

CALTHORPE, What offers? 1923, 10-15, 2-seater, sunk dickey, 4 speeds and reverse, starting, lighting, taxed, perfect, exchange, 181 Newton Rd., Hurton-on-Trent. 670-921

CALTHORPE, 1921-22, 4-seater, all-weather equipped, self-starter, speedometer, tools, etc., taxed year, condition as new throughout, bargain, £67 10s., deferred payments. 21 Pennant Mews, Earl's Court, 6684 Western. 670-965

CALTHORPE, 1923, semi-coupe, 2-seater, roomy double dickey, self-starter, condition excellent, £128; 1924 Jowett 2-seater wanted. Newnham's Showrooms, Heath Rd., Twickenham, London. 670-954

CALTHORPE, 1919, 4-seater, smart appearance, condition excellent throughout; exchange with cash 1924 Jowett 2-seater. Newnham's Showrooms, Heath Rd., Twickenham, London. 670-955

CALTHORPE, A fine car for 100 guineas, 10hp Calthorpe de luxe, 4-seater, first registered September, 1923. This car is one of the prettiest on the road, the appearance being almost as new, whilst the mechanical condition is perfect and open to A.A. or R.A.C. examination, mileage 6,500, taxed December, complete with self-starter, dynamo lighting, clock, electric and bulb horns, double deflector screen, side curtains, tonneau cover, spring gaiters, etc. Palmer overhauls and tyres all ground, and no wear on them at all 100 guineas, deferred if required. Always open. Harold Simons, 201 Mare St., Hackney, E.9. Clissold 5018. 670-z87

CALTHORPE, 1923, 10-20 coupe, starting and lighting, repainted as new, taxed to December, £115; cash, deferred or exchange. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 670-854

CALTHORPE, 1920-1 sports 2-seater, repainted cream with red wings, speedometer, clock, overhauled and in perfect condition throughout, taxed, £70; cash, deferred or exchange. Blackley Motors, Rochdale Rd., Blackley, Manchester. 670-855

CALTHORPE specialist, Exchanges, Deferred payments, 1921 Calthorpe 2-seater, dickey, £65. Magnificent 1922-23 Vee-front 4-seater all-weather saloon, £110; 1923 Calthorpe de luxe all-weather 2-seater, dickey, 4 speeds, £99. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 670-835

CALTHORPE 1922 4-seater, starter, curtains, repainted as new, any trial, £85. 45 Green Lane, Pease, Sydenham 604. 670-997

CALTHORPE, Edwards offer 1922 10hp 2-seater, all-weather coupe, double dickey, fully equipped, excellent condition, 89 guineas. Below.

CALTHORPE, 1921 model, 10hp 4-seater, starter, good condition, 50 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 5977. 670-15

CALTHORPE, 1922, 10hp, 4-seater, electric lighting and starting, engine just overhauled, cylinders reground and new pistons fitted, in exceptionally good condition throughout, tax paid, £75. Willets, Lanesfield, Ettingshall, Wolverhampton. 670-772

CARDENS! Cardens!! Cardens!!! We have the largest stock of second-hand 2-seaters in the motor trade, £16 to £30, and a dozen to choose from; deferred terms, £10 down. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 670-927

CARDEN sports, 2-seater, e.l. hood, screen, mirror, recently overhauled and repainted, taxed, £20. 65 Idmiston Rd., E.15. 670-z14

CARDEN, Empire Motors, 325 High Rd., Chiswick, have several 4-seater New Cardens in stock, 1923, from £25; 1924, from £35; exchanges, trial willingly. Write or call. Phone 303. 670-978

CARDEN, late 1921, 2-seater, 7hp, electric lamps, spare wheel, etc., and many improvements, exceptionally smart little car, £16 10s. Teddington Garage, 160 High St., Teddington. Kingston 2562. 670-z42

CITROEN 7, 1925, 3-seater, starter, spotlight, speedometer, all screens, tools, taxed, as brand new, £112. Below.

CITROEN, 11.4hp, 1923, English body, 2-seater, sunken dickey, starter, clock, speedometer, taxed, splendid condition, £90; exchanges, deferred. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmore 4588. 670-879

CITROEN, £48, 1920, 10.4hp, 2-seater, dynamo lighting, new hood, taxed December, any trial. 406 York Rd., Wandsworth. 670-w989

CITROEN, coupe, 1925, condition as new, small mileage and complete equipment, £130. Write, Box 838, The Holford Bottomley Advertising Service, Ltd., 23 King St., E.C.2. 670-904

CITROEN, 1924, 7hp, 2-seater, lighting, starting, very nice condition throughout, overhauled, £85; exchange or terms. Chester Mighall, Sturcliffe St., Edgware Rd. Paid. 3553. (Fourth turn right from Marble Arch.) Always open. 670-935

CITROEN, 7.5, 1923, 2-seater, taxed, completely overhauled by makers, £65. Black and Finch, Ltd., 222 Gt. Portland St., W.1. Phone, Museum 2271. 670-945

For immediate attention, address G.P.O. Box 147, "The Light Car and Cyclecar," 7-15, Rosebery Avenue, London, E.C. 1.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

CITROEN, 11.4, 4-seater, 1925 English body, balloon tyres, several extras, taxed December, as new, £175. Blaxton's, 21 Swallow St., Piccadilly, W. 1. Gerrard 3518-9. 670-948

CITROEN, 1925, English body, 4-seater, mileage 1,200, new condition, £185; 1924 Jowett 2-seater wanted. Newnham's Showrooms, Heath Rd., Twickenham, London. 670-953

CITROEN, 1923-24, English body, 4-seater, all-weather, equipped, rear screen, self-starter, speedometer, clock, tools, taxed year, perfect condition, guaranteed, bargain, 105 guineas, deferred payments. 21 Pennant Mews, Bar's Court, 6684 Western. 670-966

CITROENS and some 60 odd others. Terms from one-tenth down; exchanges. See our display, page 15. Bonmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 670-907

CITROEN, nearly new, 7hp, 3-seater, done 1,100 miles only, balloon tyres, lighting, starting and full equipment, £115; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 670-51

CITROEN, 1920, 4-seater, 10.4hp, only £55 cash or £13 15s. down and 12 payments of £3 12s. 6d., with the option of a special rebate. Lamb's Ltd., opposite New St. Station, Walthamstow; 50 High Rd., Wood Green, N.22; 387 Euston Rd., N.W.1. 670-822

CITROEN, latest 1925 model with English coupe body, licensed till end of year, only driven 192 miles, owner purchasing larger car, bargain £250. Box No. 2613, c/o "The Light Car and Cyclecar." 670-867

CITROEN, 7hp, 1925, 3-seater, clover-leaf, dynamo lighting, self-starter, all-weather equipment, taxed and insured to March, 1926, as new throughout, low mileage, £110. 85 Peshurst Rd., Thornton Heath. Phone 1572. 670-282

CITROEN, 7.5hp, 2-seater, 1925 model, taxed, insured, as new, 90 guineas. 15 Sandringham Rd., Golders Green. 670-219

CITROEN, 7.5, 1925, 2-seater, taxed, insured, extras, owner buying larger car, £115. 17 Essex Rd., Barking. 670-213

CITROEN 7.5 coupe, 1925 (June), brown, perfect condition, bargain, £115. London Auto Sales, Pembroke St., King's Cross. 670-982

CITROEN, late 1924, 11.4, English 4-seater, lighting, starter, all-weather equipment, etc., done 5,000 miles only, £135; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 5. 670-987

CITROEN, Edwards offer 1924 11.4 de luxe English 4-seater, fully equipped, rear screen, excellent condition, 135 guineas. Below. 670-911

CITROEN, 1924 model 11.4 English de luxe 2-seater and dickey, fully equipped, excellent condition, 115 guineas. Below. 670-16

CITROEN, 1925 7.5 cloverleaf 3-seater, fully equipped, speedometer, superb condition, 115 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 670-11

CITROEN, 1922, 11.4hp, 4-seater, self-starter, lighting, clock, speedometer, rear screen, etc., paintwork and tyres as new, mechanically perfect, taxed, £77. Below. 670-258

CITROEN, slightly showroom soiled, 11.4, English body, complete makers' specification, guarantee, 190 guineas; exchange, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Riverside 2230. 670-235

CITROEN 1925 coupe 7, absolutely new condition, £120. Clark, 225 Hammersmith Rd., W.6. Phone, Riverside 3327. 670-16

CITROEN 7, 1923, £75; cash payments from 10 per cent. down; exchanges. D. Raitlen and Co., 6 Chapel St., Salford, Manchester, Cent. 8539. 670-258

CITROEN, 7hp, late 1924, 2-seater, starter, electric horn, lighting, balloon tyres, excellent condition throughout, tax paid, bargain £80. Wilkins, Simpson, opposite Olympia, London. 670-273

CITROEN, cloverleaf 7.5, 1925, as new, £110. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 670-886

CITROEN, 1925, 7hp, cloverleaf model, very little used, small mileage, absolutely like new, fully guaranteed, balloon tyres, self-starter, brand new last month, £125. Wilkins, Simpson, opposite Olympia, London. 670-271

CITROEN, exceptional bargain, 11hp, English body, 4-seater, new but slightly shop-soiled, £185, cannot be repeated. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 670-265

CITROEN 7, 1923, taxed, very good condition, £68; exchanges. Norrington, 116 Hampstead Rd., N.W.1. Museum 9078. 670-57

CITROEN, 10hp, 4-seater, new condition, terms £7 and 10 payments of £7, or cash £70. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 670-297

CITROEN, 1922, dynamo, taxed, £65. Below. 670-64

CITROEN, 1925, 2-seater, dynamo, starting, taxed year, £105. Elco and Co., Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Avenue 5548. 670-72

CITROEN, 1924, 11.4hp, 4-seater, balloon tyres, all-weather equipment, in fine condition, £122 10s.; deferred terms. Bartlett's, 93 Gt. Portland St. 670-72

CITROENS, F.O.C.H., Ltd., have several new and second-hand bargains. 5 Heath St., Hampstead (near Tube). Weekdays till 8.50. Sundays 2.30. 670-777

CLULEY, 1923, 11.4hp, 2-seater and dickey, dynamo and starter, excellent order, fully equipped, licensed and guaranteed, £125; exchange or hire-purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 670-47

CLULEY, small 4-seater, last year's cost £290, mileage 3,500, condition as new, £155, taxed. Field's Garage, Parkstone, Dorset. 672-236

CLULEY, latest model 2-seater, fullest equipment, shop-soiled only, £200. Smith and Hunter, 90 Gt. Portland St. 670-865

CLYNO, Cass's Motor Mart, Ltd. (Established 1911). Do Luxe 2-seater, late 1924, dickey, numerous extras, exceptionally fine condition, taxed, terms, exchanges, £110. 5 Warren St., W.1. Museum 625. 670-868

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CLYNO bargains, 1925 model 4-seaters, £165, new, but slightly shop soiled only. William Vincent, Coach and Motor Works, Reading. Phone 1047. 670-967

CLYNO, 1924, 2-seater, dickey, starter and lighting, taxed year, all-weather equipment, new condition throughout, £105. Below. 670-967

CLYNO, 1925, occasional 4-seater, balloon tyres, taxed year, numerous extras, all-weather equipment, very nice order throughout, £130, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 670-962

CLYNO, 1925, Royal 4-seater, £235 model, perfect, private owner, trial, £155. Hill, 60 Marchmont St., Russell Square, W.C.1. 670-229

CLYNO, Edwards offer 1924 4-seater, fully equipped, starter, clock, speedometer, all-weather equipment, excellent condition, 115 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 670-1

CLYNO, 1925, 4-seater, 6 detachable wheels, balloon tyres, many extras and open to any examination, a bargain, £125. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 670-888

COVENTRY-PREMIER, Edwards offer 1922 8hp 2-seater, double dickey, dynamo, speedometer, double windscreen, good order, 42 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 670-13

COVENTRY-PREMIER, 1921, electric lighting, 2 speeds and reverse, single dickey, tax paid, most perfectly kept car, honestly like new, spare wheel, etc., £50; cash, instalments. Saunders Motors, Golders Green. 670-941

COVENTRY-PREMIER, 3-wheeler, dynamo lighting, spare wheel, speedometer, new hood, repainted, condition and appearance as new. £55. 67 Devon Rd., Warley, Birmingham. 670-527

COVENTRY-PREMIER, 1922, 2-seater, double dickey, dynamo lighting, speedometer, very small mileage, excellent condition throughout, recently overhauled, appearance as new, £52; exchange cheaper car or motorcycle. 7 Riverdale Terrace, Petersham Rd., Richmond. 670-524

CROUCH, Edwards offer 1923 11.9 all-weather coupe, 2-seater, dickey, 4-cylinder engine, starter, excellent condition, 99 gns.; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 670-2

CROUCH, 1922, semi-coupe, perfect order throughout, 50 m.p.h., £57 10s. Kinsey's, of Croydon, Park St., Croydon. Phone 2025. 670-955

DERRY, 1923 (late), 9hp, 2-seater, dickey, insured, tax, full equipment, excellent condition, £65. 50 Priory Rd., Hornsey, N.8. 670-w990

DERRY, 1922-23, 2-seater, 8hp, 4 cylinders, dynamo lighting, 2 spare wheels, speedometer, excellent condition, bargain, £37. 63 Solon Rd., Brixton. 670-25

ERIC-CAMPBELL, 1924, do Luxe, 10hp, 2-seater, double dickey, electric lighting and starting, clock, speedometer, spring gaiters, boot cover, just repainted and reupholstered, 55 m.p.h., 40 m.p.g., convincing trial run gladly given, £160 or offer. Box No. 2135, c/o "The Light Car and Cyclecar." zzz-305

ERIC-CAMPBELL, 1924, chummy model, dynamo lighting, excellent condition, fully equipped, licensed and guaranteed, £103; exchange or hire-purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 670-44

ERIC CAMPBELL, 1924, chummy, starter, lighting, clock, speedometer, taxed to December, fully equipped, very nice condition, £95; extended terms. H. Beasley, late A. P. Rey (Established 1900), 374 Euston Rd., Museum 7600. 670-804

ERIC-LONGDEN, 1923-24, 9hp, 4-cylinder, sports 2-seater, aluminium body, dynamo, £78; exchange 3-wheeler. 5 Victoria Avenue, Surbiton. 670-w991

FRAZER-NASH, 1925, fast runner, 3-seater, Hartfords all round, clock, rev. indicator and good tyres, only done 5,800 miles, aluminium body, as new, price £245. William G. Thomas and Frazer-Nash, Ltd., London Rd., Kingston-on-Thames. Telephone, Kingston 3610. 676-794

G.N., 1921, dynamo, speedometer, spare wheel, good order, £32; or exchange motorcycle. 51 Upper Richmond Rd., East Putney. 670-w957

G.N., 1921, dynamo lighting, variable ignition, air strangler, red and black 2-seater sports body, with extended scuttle, fast, flexible, economical, tyres good (nearly new oversize on rear), 5 detachables, paintwork, upholstery, hood in splendid condition, electric and bulb horns, speedometer, clock, petrol carrier, mirror, mat, completely overhauled recently, insured till March, 1926, bargain, £45. Owner 128 Ritherdon Rd., Balham. 670-w949

G.N., 9hp Frazer-Nash, o.b.v., 1921, G.N., sports model de Luxe, taxed year, insured till March, aluminium pistons (1 new), 2 new valves, new seatings 1 cylinder, magneto recently rewound, new carbon brushes, new racing plugs, carburetter just overhauled, worn parts replaced by makers (new jet), engine (1922) and transmission recently adjusted by designers, Rotax dynamo lighting set (5 lamps), variable ignition, aero controls, detachable wheels, new Dunlop cords back, good front tyres, spare wheel, new type large glossing wheel, large silencers and brake drums, reinforced radius rods, shock absorbers, spare can and carrier, aluminium dashboard (speedometer, clock, dashlamp, etc.), aero windscreen, aluminium ventilators, complete kit tools, many spares, reupholstered, repainted, any trial, drive to any inquirer if not too far. Phone, Brixton 1792. Write, Malcolm Baillie, The Platanes, Champion Hill, S.E. 5. £80, or offer. 670-w966

G.N., 35; exchanges deferred payments. 1920-21 G.N., 2-seater, dynamo, spare wheel, speedometer, shock absorbers, repainted sage blue, smart, good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 670-840

G.N., 1920, 2-seater, electric lighting, good condition, £32; exchange motorcycle. Newnham's Showrooms, Heath Rd., Twickenham, London. 670-956

G.N., 1921, insured, taxed, oversize new Dunlops, Watford speedometer, dynamo lighting, overhauled 1924, perfect condition, fast, hood, windscreen, spare wheel, cost £200, bargain £34. 201 London Rd., Croydon. 670-235

G.N., late 1920, registered 1921, dynamo lighting, speedometer, 5 detachables, new magneto, taxed, insured to March, any trial, £30, no offers. L., 26 Vectis Rd., Mitcham Lane, S.W.17. 670-230

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

G.N.s specially selected by the acknowledged specialists in these cars. Vadium Co. Below.

G.N., very late 1922, dicky, roller-bearing engine, repainted, new hood, £44.

G.N., 1922, dicky, standard equipment, £40.

G.N., 1922, all-weather model, lately repainted, splendid order, dicky, £47.

G.N., late 1922, very special o.h.v. Frazer-Nash engine, aluminium pistons, polished aluminium body, dicky, shock absorbers, all-weather equipment, clock, speedometer, dash light, screen wiper, mirror, dimmers, splendid tyres, extremely fast, comfortable at high speeds, very smart, taxed year, £58.

G.N., 1921, reg., very smart and sound, £27.

G.N., 1921, reg., all-weather equipment, exceptional order, bargain, £30.

G.N., 1921 (late), sacrifice £30, room wanted.

G.N.s. Others in stock, all dynamo lighting, convenient deferred terms. Open Saturdays.

G.N.s bought, overhauled and sold. Vadium Co., 37 Beaconsfield Rd. (near L.G.O.C. Garage), Willesden Green, N.W.10. Phone, Willesden 692. 670-849

G.N., 1921, chummy, 2 adults, 2 children, dynamo, clock, speedometer, discs, any trial, £50. 78 Shell Rd., Lewisham. 670-224

G.N. Edwards offer 1922 8hp 2-seater, dicky, dynamo, clock, speedometer, excellent condition, 39 guineas; exchanges or deferred. 175 St. Portland St., W.1. Mayfair 6977. 670-3

G.N.s. Earls, Ltd. Below are a few of our bargains.

G.N., 1921 French model, staggered seats, fully equipped, £24.

G.N., 1922, yellow body, aluminium bonnet, taxed, £42.

G.N., 1921 (late), domed wings, dicky seat, £30.

G.N., 1922, Frazer-Nash o.h.v., electric horn, dicky, £55.

G.N., 1922, dynamo, dicky, grey finish, perfect, £48.

G.N., 1922, blue finish, dynamo, dicky, etc., £42.

G.N.s. Earls, Ltd., The Vale of Health, Hampstead. Phone, Hampstead 3287. Open till 9 p.m. Friday, 1 p.m. Saturday. Book to Hampstead Tube Station. 670-975

G.N. 1921 2-seater, 9hp, 3 and reverse, dynamo lighting, spare wheel, speedometer and usual equipment, in very good order throughout. £24. Teddington Garage, 160 High St., Teddington. Kingston 2562. 670-245

G.N., late 1921, speedy, 5 interchangeable wheels, speedometer, £40 or near offer. Apply evenings, 36 Woodsome Rd., Highgate Rd., N.W.5. 670-994

G.N., 1921, 9hp, 2-seater, electric lighting, recently overhauled, price £20. Fred Lloyd (Motors), Ltd., Nun's Corner, Grimsby. 670-993

G.N., 1922 Legere, aluminium body, specially fast, £47 10s. Sproson, Ltd., 111 Gt. Portland St., W.1. Phone, Langham 1212. 670-900

G.N.s. Two very special models with polished aluminium bodies. £45. Deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 670-934

G.N.s. F.O.C.H., Ltd., have several. Bargains. 5 Heath St., Hampstead (near Tube). Weekdays till 8.30. Sundays 2.30 670-778

GNOME, 2-seater, 1925 (2 months old), electric lighting, speedometer, balloon tyres, absolutely as new, £55. Deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 670-931

GREGOIRE (French), latest 1922, very smart 2-seater, dynamo lighting, 9.5hp, 4-cylinder, hood, screen, spare wheel, speedometer, wiper, only wants seeing: exchanges, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 670-875

G.W.K., late 1922, 4-5-seater, all-weather equipment, Bosch, Zenith, dynamo lighting, 5 detachable wheels, guaranteed mechanically perfect, £68; lightweight part exchange considered. Owner, 2 Ealington Rd., Leyton. 670-948

G.W.K., must be sold, room wanted. 1921 4-cylinder chassis, dynamo lighting, £20; another, with box van, £22 10s.; also quantity spares, cheap. W.J.C. Motors, 5 Addison Avenue, Holland Park, W.11. Park 2071. zzz-851

G.W.K., 1921, 4-seater, perfect mechanical condition, taxed, £35; exchanges, deferred. Erling Car Agency, Boileau Rd., Ealing SE26, (Opposite North Ealing Underground). 670-811

G.W.K. 1920-21 2-seater, dicky, 4-cylinder, new appearance, fast, any trial, £45. 45 Green Lane, Penge. Syd. 604. 670-998

G.W.K., 2-cylinder, good condition, £25 or offer. Hoskins, 21 Powney Rd., Maidenhead. 670-992

GWYNNE 2, second-hand cars, all models, overhauled and guaranteed, from £100. Chivers, Gwynne Specialist, 1 Hammersmith Rd., Kensington. Phone, Western 3568. zzz-929

GWYNNE, 1923, chummy, fast, taxed, spare wheel, many extras, Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 670-887

GWYNNE, 1925, chummy, 4-seater demonstration model, practically new, reduced price £165, taxed and guaranteed; also second-hand models; deferred terms. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 670-884

GWYNNE 8, chummy model, dynamo lighting, taxed, £95. Elce and Co., Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.5. Avenue 5548. 670-65

GWYNNE, 1923, very fast car, fully equipped with many extras, tax and insurance paid, in splendid running order, £95; seen after 6. Telephone, Western 2524, or D., 90c Lexham Gardens, Kensington, W.8. 670-854

HANDS, 1925, de luxe, double dicky, starter, speedometer, clock, repainted, 4 new Dunlop cords, £75. Greenhayes, Old Park Ave., Enfield. 670-216

HILLMAN cars. Official repairers, London District, J. C. Brodie, Ltd., 94a Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 704-g326

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

HONSTMAN, 1924, 4-seater, electric lighting, starting, all-weather, new Michelin, splendid condition, fast, taxed year, insured, £160, Nunney, 1 Edge Hill, Wimbledon. 670-w326

HORSTMAN, £62; exchanges, deferred payments; 1920 Horstman 4-seater, 11hp, lighting, starter, spare wheel, speedometer, rear screen, nice condition. Seabridge, 35 Mansler Rd., East Dulwich. Sydenham 2452. 670-838

HORSTMAN, £70; 10hp saloon 4-seater, dynamo, speedometer, clock, Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 670-885

HORSTMAN, racing 2-seater, fitted with an all-aluminium body with tail back, dynamo lighting, etc., this car is very fast and open to any examination, £110. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 670-890

HORSTMAN, 1917, 9hp, 2-seater and dicky, electric lighting, mechanical starter, good condition throughout, £50, or exchange for combination. Willets, Lanesfield, Etlingshall, Wolverhampton. 670-775

HUMBER, 1925, 8hp, chummy body, slightly shop soiled, great bargain, £210, cash or deferred terms. Harrods Garage, 139 Draycott Ave., Chelsea. Phone, Western 1. 670-832

HUMBER, 1924, chummy model, dynamo and starter, fully licensed and guaranteed, £125; exchange or hire-purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 670-45

HUMBER 8, 1923, 2-seater and dicky, good condition, recently repainted, several accessories, £140 or near offer for quick sale. Hill Brow, Amberley, Glos. 670-w993

HUMBERTTE, latest type made, water-cooled, oversize, stored 3 years, £22 10s. 68 Maiden Rd., Cheam. 670-240

JOWETT specialists. Main agents. Immediate delivery new and second-hand cars, spare parts, overhauls, bodywork, etc. Westminster Bridge Garage, Jowett Service Station, 5 Lambeth Palace Rd., S.E.1. Phone, Ilip 5279. zzz-345

JOWETT, 2-seater, 1925, £85. Paulton's Garage. Telephone, 1335 Wolverhampton. zzz-398

JOWETT, 1922, 2-seater with dicky, overhauled, newly painted, car and engine in splendid condition, oversize tyres, tax paid 1925, £95. Newton, Alhambra Bazaar, Morecambe. 670-w155

JOWETT 4-seater, latest type, on balloons, cost £190, our price £120; exchanges, cash payments from 10 per cent down. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8559. 670-260

JOWETT 1924 2-3-seater, taxed 1925, insured 1 year, run 2,500, extras, quite perfect, £145 or offers. Cardale, Capmill, Painswick, Glos. 670-235

JOWETT, 1925, 7hp, 2-seater and dicky, balloon tyres, guaranteed equal to new, £128. Newham Motor Co., 245-5 Hammersmith Rd., W.6. Phone, Riverside 3161. 670-34

JOWETT, 1925, 7hp, 2-seater and dicky, starter, balloon tyres, speedometer, etc., taxed 1925, as brand new, £130. Exchanges, extended payments. Meers and Bishop, 225a Hammersmith Rd., W.6. Riverside 2230. 670-21

JOWETT, £75, 1922, dicky, dynamo, etc., taxed, good tyres, any trial; exchanges, deferred. 325 High Rd., Chiswick. Phone 303. 670-977

JOWETT 1924 2-seater, self-starter, taxed year, repainted, as new throughout, £105. Kinseys of Croydon, Park St., Croydon. Phone 2035. 670-994

JOWETT, R. G. Gamble, authorized agent. For new and second-hand Jowetts. Numerous testimonials from satisfied customers. 16 Gipsy Hill, Crystal Palace. 670-925

JOWETT, R. G. Gamble, South East London Service Depot. Broit electrical, spares. When in trouble ring Sydenham 3379. Service car sent anywhere. 16 and 22 Gipsy Hill, Crystal Palace. 670-922

JOWETT, 1925, 2-seater with dicky, starter, oversize tyres, speedometer, insured March, 1926, taxed December, low mileage, and in perfect condition, £120. Offord and Sons, Ltd., 94 Gloucester Road, W. 670-776

JOWETTS, F.O.C.H., Ltd., the London depot and service station, hold a large stock of new and second-hand Jowetts. 5 Heath St., Hampstead (near Tube). Weekdays till 8.30. Sundays 2.30. 670-779

KINGSBURY JUNIOR, 1923, 9hp, 3-seater, perfect, £35. Kinaraig, Keswick Rd., Orpington. 670-w964

KINGSBURY JUNIOR, 8hp, 3 speeds, reverse, spare wheel in good order, £35. Deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 670-932

LAGONDA, 1923, 4-seater, blue, 4 new tyres, spare wheel, all-weather, complete accessories, £140, offers, trial. Write, St. Ieger, 8 Oakwood Court, Kensington. 670-w133

LAGONDA saloon, 1925, in beautiful condition, licensed, scarcely used, £290. Below.

LAGONDA coupe, 1925, small mileage, many extras, taxed, perfect throughout, £245. Smith and Hunter, 90 Gt. Portland St. 670-865

LAGONDA, 12-24hp, saloon, painted dark blue, upholstered Bedford cord, fitted with front-wheel brakes and balloon tyres, C.A.V. lighting and starting set, clock, speedometer and driving mirror, in excellent condition, small mileage, used only by a director, £290.

LAGONDA 12-24hp all-weather saloon, painted jade green, upholstered real antique leather to match, fitted with front-wheel brakes and balloon tyres and complete standard equipment, in first-class condition, £295. Full particulars from Lagonda, Ltd., 195 Hammersmith Rd., W.6. 670-831

LAGONDA, 1924, 4-seater, dynamo and starter, excellent order, £165; fully equipped, licensed and guaranteed; exchange or hire purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 670-46

LAGONDA, 11.9, 4-seater, 1924, only 6,000 miles, expert inspection invited, £175. Atkinson, 22 St. Thomas' Mansions, Westminster Bridge. 670-232

LAGONDA, 1921 coupe, starter, very smart and running perfectly, any trial, £75. 43 Green Lane, Penge. Syd. 604. 670-996

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.
2s. net. 2s. 3d. post free.

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

LAGONDA coupe, 1922, 11hp, 2-seater and dickey, lighting and starting, taxed year, excellent condition, £75. Sprosen, Ltd., 111 Gt. Portland St., W.L. Phone, Langham 1212. 670-897

LAGONDA, 1921, 11hp, coupe and dickey, starter, etc., £77 10s. Bartlett, 95 Gt. Portland St. 670-705

LEA-FRANCIS, 1924 coupe, 1925 back axle, in exceptional condition, £185. 670-858

LEA-FRANCIS, 1925, 10hp, 4-speed, 4-seater, small mileage, insured, new condition throughout, £225. Kinseys of Croydon, Park St., Croydon. Phone 2023. 670-995

LEA-FRANCIS, 1923, 9hp, all-weather, small mileage, perfect condition, tax paid, or nearest offer. Owner, 28 Osborne Rd., Coventry. 670-814

LECOY, 9hp Blackburne engine, 2-seater, dynamo lighting, well shod, a very fast and reliable runabout, £32 10s., deferred terms and exchanges a specialty. South Ealing Garage, 2 mins. South Ealing Dist. Station. Ealing 2985. 670-968

MATHIS, 1923, first registered 1925, 8hp, 2-seater, starter, condition and tyres good, £75. 355 Richmond Rd., East Twickenham. 671-w324

MORGANS. James and Co. (Sheffield), Ltd., 261-7 Eccleall Rd., Sheffield, official agents. Good stock of spares carried. New and second-hand machines nearly always in stock. When in difficulty telephone 2460 Central, or wire "Tact, Sheffield." zzz-441

MORGAN Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Home's, 243 Lower Clapton Rd., E.5. Clissold 2408. zzz-840

MORGAN Service Depot, North Yorkshire. Officially appointed repairers by Morgan Motor Co. Spare stockists. New and second-hand models. North Riding Haulage Co., Ltd., Clarence St., York. zzz-187

MORGAN, de luxe, 1924, w.c. J.A.P. 3-seater, dynamo, speedometer, beautiful condition, bargain, £87. 50 Melgund Rd., Highbury, N.8. 670-w359

MORGAN, 1923, Aero, straight-sided Dunlops, front-wheel brakes, Cowey, mileage 2,000, genuine bargain, indistinguishable new, £130, or exchange motorcycle part. 31 Upper Richmond Rd., East Putney. 670-w956

MORGAN, 10hp, o.h.v., Grand Prix engine, had makers' overhaul, oversize tyres, perfect running order, £50. Phone, Clissold 1666. 37 Walford Rd., N.16. 672-w950

MORGANS, 1924, family, water-cooled, dynamo, £85; also 1923-24, G.P., dynamo, nickel-plated fittings, exchanges, £85. 786a High Rd., Tottenham. 670-w940

MORGAN, 1923, J.A.P., Bonniksen, side screens, new type, £68. 180 Bardley Rd., Streatham. 670-w968

MORGAN, Blackburne, de luxe, w.c., August, 1924, without fault, very little used, o.h., side screens, screen wiper, appearance as new, £100. Bracknell Garage, Phone 65, Bracknell, Berks. 670-w963

MORGAN, Grand Prix, 1922, J.A.P., tyres new, clock, speedometer, tax paid, little used, mechanically perfect, fast, reliable, bargain, £70. 10 Juer St., Battersea Park. 670-w965

MORGAN de luxe, 1921, July, w.c., 10hp M.A.G. special engine, as new, laid up 3 years, Broadway Hill top gear, 60 miles p.g., 55 p.h., speedometer, ratchet brake, oversize tyres, taxed £64, fully equipped, £60. Melrose, Boughton Park, Worcester. 670-w905

MORGAN, Family, water-cooled J.A.P., 1922, discs, screens, taxed, Rapsons, spares, one owner, very quiet engine, guaranteed perfect, easy starter, gears 5 and 11 to 1, £60. P. Bridgewater, Schoolhouse, Lower Stratton, Swindon. 670-w906

MORGAN, Family, 1923, M.A.G., w.c., purple, electric lighting, horn, disc, oversize, Dunlop back tyre, taxed, insured, splendid condition, £98. Flintoff, 13 Bridge Rd., Preston, Lancs. 670-w903

MORGAN, 1923, special G.P. competition model, aero body, 10hp o.h.v. Anzani engine, Zenith carburettor, Lucas lighting, clock, speedometer, 2 horns, disc, outside exhaust, exceptionally nice order, any trial or examination, £85, consider sports bike part. Seen at 181 The Grove, Hammersmith, W. 670-w902

MORGAN, Grand Prix, water-cooled M.A.G., £60 or near, good condition. 463 High Rd., Chiswick, W.4. 670-w881

MORGAN, de luxe, 8hp J.A.P., w.c., perfect condition, repainted, new hood, discs, speedometer, etc., taxed, insured £59. Apply 2a Hargrave Rd., Highgate, N.19. 670-w880

MORGAN, 1923, de luxe, 8hp, water-cooled, speedometer, tax paid year, £75. On view, Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558. zzz-498

MORGAN, Aero, 1925, 10hp o.h.v., water-cooled, dynamo lighting, oversize tyres, speedometer, very small mileage, as new, £125. Taylors, 49-53 Sussex Place, South Kensington. Phone, Kensington 8558. zzz-462

MORGAN, 1921, Grand Prix, actual car driven by Mr. Morgan in Six Days Trial, 10hp M.A.G. engine, 4-speed gear, disc wheels, aluminium dashboard, hood, windscreen, Stewart trip speedometer, mechanical horn, petrol can carrier, aluminium number plates, etc., tax paid, 48 guineas; also a 1922 model, repainted, 58 guineas; also a 1924 Aero, dynamo lighting, 90 guineas. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 670-794

MORGAN, Grand Prix, Anzani overhead-valve engine, September, 1924, front-wheel brakes, just repainted mauve, very fast and exceptionally good condition, full equipment, hood, speedometer, Steppner balloon tyres, Binks carburettor, licensed December, £95. Below. 670-w862

MORGAN, J.A.P., Grand Prix, lately repainted blue, engine overhauled makers, Binks rat-trap carburettor, speedometer, hood, etc., exceptional good condition, £50. Griffin Garage, Amersham, Bucks. 670-w862

MORGAN Aero, September, 1924, o.h.v. Anzani, dynamo, speedometer, electric horn, low mileage, perfect condition, offers. 56 The Green, King's Norton, Birmingham. 670-w882

MORGAN, 1921, de luxe, J.A.P. water-cooled engine, acetylene lighting, clock, speedometer, horn, luggage grid, new type equal sprockets fitted, new chains, taxed to December; this car is in exceptional condition throughout and guaranteed in perfect order, any trial or examination, £65; exchanges. The Blackley Motors, Rochdale Rd., Blackley, Manchester. 670-858

MORGANS, exchanges, deferred payments. 1920 G.P. J.A.P., 2-seater, hood, screen, lamps, fast, smart, £45; 1922 G.P., water-cooled, 6 lamps, speedometer, taxed, smart, fast, £65. Scabridge, 35 Hansler Rd., East Dulwich, Sydenham 2432. 670-836

MORGAN, 1923, de luxe model, new in May, s.s. tyres, only £95 cash, or £23 15s. down and 12 payments of £6 4s. 9d., with the option of a special rebate. Lamb's, Ltd., opposite Hoo St. Station, Walthamstow; 50 High Rd., Wood Green, N.22; 387 Euston Rd., N.W.1. 670-824

MORGAN, 1923, Grand Prix, water-cooled 10hp Blackburne, lighting, side screens, tax paid, excellent condition throughout, £7 10s. Wilkins, Simpson, opposite Olympia, London. 670-z72

MORGAN. A cheap one. 1921, G.P., M.A.G. engine, water-cooled, dynamo lighting, speedometer, etc., in very good condition and open to any test, £47 10s., taxed December. Always open. Harold Simons, 201 Mare St., Hackney, E.8. Clissold 5018. 670-z88

MORGAN, £42 10s., 1920, Grand Prix, exceptionally good condition, electric lighting, tax paid for year, very fast. Reading Car Mart, 37 Erleigh Rd., Reading. Phone 1909. 670-z78

MORGAN. Edwards offer 1924 model w.c. Blackburne, dynamo, speedometer, special wide body, excellent condition, 90 gns. Exchanges or deferred. 175 Gt. Portland St., W.L. Mayfair 6966. 670-z4

MORGAN de luxe, 1924, Dymo lighting, speedometer, all-weather equipment, low mileage, unpunctured, taxed, condition as new, £75. Hann, Durham Cottage, Weybridge. 670-w977

MORGAN-BLACKBURNE, 1924 model, painted mauve, absolutely as new, taxed December, side curtains, perfect, £62 10s. 161 Lessingham Ave., Tooting. Streatham 3681. 670-z52

MORGAN, Family, 1923, water-cooled J.A.P. engine. Rifleman Hotel, Beech St., Crewe. 670-w475

MORGAN, G.P., 1921, M.A.G., w.c., new hood, side screen, etc., well equipped, splendid condition, £52 10s. 13 School Lane, Addlestone, Weybridge, Surrey. 672-w998

MORGAN, Family, 1924, Anzani, speedometer, black hood, any trial, nearest £100. Tinson, A.V.T.C., Caterick Camp. 670-w997

MORGAN, 1924, Aero Anzani, finished red, like new, hood, discs, 2 horns, spotlight, ventilators, etc., taxed, small mileage, £95. 77 The Vale, Acton, W.3. 670-w996

MORGAN, de luxe, 1920-1, hood, speedometer, taxed, new tyres, lamps, £39; between 5.30 p.m.-8 p.m. only, or write appointment. 276 Brixton Rd., S.W. Brixton 151. 670-z21

MORGAN, Grand Prix, first-class condition, fully equipped, number of accessories, licensed and insured, £70. Smith, 22 Reginald Rd., Forest Gate. 670-z18

MORGAN, standard, a.c., electric, speedometer, hood, screen, engine, overhauled and rebushed, good tyres, go anywhere, £27; taxed. 6 North Cross Rd., East Dulwich, S.E. 670-z15

MORGANS. 1924, de luxe J.A.P., water-cooled, speedometer, dynamo lighting, red finished, £100. Below.

MORGAN, 1923, de luxe, water-cooled, M.A.G. engine, electric lighting, speedometer, finished purple, £85. Below.

MORGAN, 1921, de luxe, water-cooled, M.A.G. electric lighting, speedometer, £70. Below.

MORGAN, 1924, 8hp, de luxe, Blackburne engine, water-cooled, Lucas dynamo lighting, finished grey, £105. Below.

MAUDES' MOTOR MART for second-hand Morgans. List continually changing. Further particulars on request. 100 Gt. Portland St., London, W. Museum 7676. 670-943

MORGAN, 1919 sports Grand Prix, M.A.G. engine, painted sporting red, thoroughly overhauled, open any trial, £42; cash, instalments. Saunders Motors, Golders Green. 670-490

MORGAN, 1923 G.P. Anzani, water-cooled, electric lighting, excellent order. £75; exchange car higher tax. Newnham's Showrooms, Heath Rd., Twickenham, London. 670-957

MORGAN, Aero Blackburne o.h.v., l.w.b., S.S. tyres, hood, clock, speedometer, taxed December, cost £170, £130. Below.

Grand Prix, 1924, M.A.G. sports, dynamo, taxed, £90. Below.

Grand Prix, 1923, M.A.G., taxed, electric horn and dynamo, £75. Elco and Co., Ltd., 11-15 Bishopsgate Avenue, Camomile St., F.C.S. Avenue 5548. 670-68

MORGAN, 1925, de luxe, J.A.P., dynamo lighting, speedometer, taxed, low mileage, indistinguishable from new, £85. K.J. Motors, Bromley. 672-60

MORGANS. Homac's have for disposal the following guaranteed Morgans:-

1924 de luxe, w.c. J.A.P., dynamo, unused this year, £97 10s.

1924 (October) de luxe, w.c. J.A.P., dynamo, speedometer, electric horn, tax paid, as new, £105.

1924 Aero, 10hp Anzani, dynamo, finished red, with plated tank. Show model, outside exhaust, hood and speedometer, all new tyres, tax paid, £110.

1924 Grand Prix, o.h.v. w.c. Blackburne, Lucas dynamo, speedometer, £110.

1924 Grand Prix Anzani, l.w.b., speedometer, perfect, £105.

Exchanges or deferred terms arranged on any of the above. Homac's Official Morgan Service Depot, 243-247 Lower Clapton Rd., E.5. Phone, Clissold 2408. 670-71

MORGAN, 1924, Grand Prix, 10hp Blackburne engine, water-cooled, dynamo lighting, ionvres, speedometer, disc wheels, oversize tyres, as new, mileage about 5,000, £85. Kingsway Motor Co., 69 Gt. Queen St., Kingsway, W.C.2. Holborn 5972. 670-81

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGAN, 1924, Grand Prix, excellent condition, £85. Clark, 223 Hammersmith Rd., W. 6. Phone, Riverside 3327. 670-17

MORRIS-OXFORD, £32 10s.; 8.9hp, 2-seater, well shod and in good running order; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 670-969

NEW CARDENS! New Cardens!!! New Cardens!!! Andrew's Motor Mart, 151 White Hart Lane, Barnes. 670-928

NEW CARDENS, 1924, family models, which accommodate two adults and two or three children under same hood, from £40 to £60. Phone, Putney 1827. Deferred terms. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 670-929

BERE PEUGEOT, 7.9hp, in excellent condition, completely overhauled, clock, speedometer, mahogany fascia board, etc., taxed and insured till December, private owner, £54. Box No. 2624, c.o. "The Light Car and Cyclecar." 670-217

RENAULT, late 1924, 2-seater with dickey seat, 8.5hp, lighting, starter, balloon tyres, all-weather equipment, £140; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W.3. 670-985

RHODE, Edwards offer 1923 all-weather saloon, starter, clock, speedometer, aluminium body, 2 spare wheels, excellent order, 110 guineas; exchanges or deferred. 175 Gt. Portland St., W.1 Mayfair 6977. 670-5

RHODES and some 60 odd others. Terms from one-tenth down; exchanges. See our display, page 15. Benmotors, 50-52 High St., Wandsworth, S.W.18. Battersea 1509. 670-908

RHODE, 11hp, 4-seater, 1924, mileage 7,700, insured to February, taxed, perfect tyres, one puncture, gale change repainted, 710 by 90 tyres, kicking plates, French heater, wheel puller, tyre gauge, magneto control on wheel, £150. 6 Cathedral Rd., Cardiff. 670-228

RHODE, 1922, dynamo lighting, recently repainted, well shod, a smart and reliable car, £77 10s.; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 670-970

RICHARDSON Car Co., Millthorpe, near Sheffield. Spare parts in stock. zzz-881

RICHARDSON, 1921, 2-seater and dickey, 9hp, 4 speeds and reverse, electric lamps, etc., overhauled and repainted, £17 10s. Teddington Garage, 160 High St., Teddington. Kingston 2562. 670-244

RILEY, Lewes Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. zzz-162

RILEY, 1925, saloon, on special sports chassis, fitted with F.W.B., pistol-type spotlight, petrol gauge, luggage grid, dimmer switch, internal light, stepmats all round, mechanical and external condition as new, total mileage 2,200, any trial or inspection, £390. 61 Upper Richmond Rd., East Putney. 670-W959

RILEY, 4-seater, late model, new condition, cost £395, accept £215 for quick sale. 157 Hampstead Way, Golders Green, N.W.11. 670-W519

RILEY, Another bargain, £85. 1921 model Riley, 11hp, 4-seater, self-starter, dynamo lighting, speedometer, luggage grid, all-weather equipment, etc., adjustable front seats, taxed, fast, silent and reliable, open to A.A. or R.A.C. examination; £85, deferred if required. Always open. Harold Simons, 201 Mare St., Hackney, E. 9. Clissold 5018. 670-286

RILEY, 1925, special sports 4-seater, aluminium body, with red wings, in absolutely new condition throughout, £395; fully equipped, licensed and guaranteed; exchange or hire-purchase. The Light Car Co., 404, 410 and 414 Euston Rd., London. 670-49

RILEY, 1925, 4-seater, sports model, used for demonstration purposes only, list price £495, our price £395. Jenner Parson, Ltd., Welwyn Garden City. Phone, 206 Welwyn Garden. 670-974

ROVER 8, 1922, de luxe, 2-seater, dickey, speedometer, clock, all-weather equipment, mileage 8,972, perfect condition guaranteed, £65. 4 Kinvor Rd. North, Sydenham. 671-W319

ROVER, 1922, 8hp, 2-seater, dickey, 2 doors, good tyres, overhauled, side screens, speedometer, many extras, £63, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 670-W953

ROVER 8, 1924, chummy, de luxe, condition guaranteed, original tyres, 5 lamps, £85. Call weekdays. 14 Devon Rd., Barking. 670-W962

ROVER 8, 1924, 2-seater, dickey, starter, side screens, taxed, as new, £80. Below. 670-W962

ROVER 8, 1924, de luxe, 2-seater, sunken dickey, starter, taxed, as brand new, £85; exchanges, deferred. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmore 4588. 670-877

ROVER, 8hp, 1922, 2-seater, very good condition and appearance, all-weather equipment, electric and bulb horns, speedometer and many extras, £65. Douglas Wheeler, Wixford, Alcester. 670-W904

ROVER, 1923, 8hp, chummy, disc wheels, Lucas dynamo lighting, 3 tyres as new, spare wheel, hood, side curtains, windscreen, lamps, dashboard lamp, trip speedometer, 8 day clock, mirror, horn, mat, etc., year's tax paid, insurance policy to June 9th, 1926, 68 guineas; also a 1925 de luxe 2-seater, same price. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 670-795

ROVER 8, 1922, taxed, insured, tyres, body and engine excellent condition, trial, £57 10s. 45 Boscombe Rd., Shepherd's Bush. 670-W860

ROVER, 1921, 8, 2-seater, dickey, Dunlops, dynamo lighting, mat, taxed December, excellent condition, £50. 149 Rock Avenue, Gillingham. 670-W855

ROVER 8, 1924, chummy, starter, perfect order, £75. Rev. L. Lloyd, Valley, Anglesey. 670-W810

ROVER 8, 1924 (May), de luxe, 4-seater, dark blue, self-starter, speedometer, clock, petrol gauge, screen wiper, stepmat, excellent condition, tax paid, £115. A., 2 Mitheldover Rd., Lee, S.E.12. 670-W583

ROVER, 8hp, chummy, 1923, new tyres and hood, speedometer, clock, mat, repainted, any trial, £75. Coleman, 48 Blackstock Rd., N. 4. 670-W468

ROVER 8, 1921, 2-seater, dynamo, spare wheel, reupholstered, new hood, engine just overhauled, excellent condition, £48 10s. 40 Layton Rd., Brentford, Middlesex. 670-W520

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVER 8, 1921-2, 2-seater, new tyres, taxed to December, this car is in really first-class condition throughout, £50, cash, deferred, or exchange. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetam Hill 102. 670-857

ROVER, 8hp, late 1922, extra large dynamo and battery, electric horn, speedometer, windscreen cleaner, engine and gearbox perfect, bodywork good, £50 or near offer, or would exchange for motorcycle and cash. Hulbert, 81 Brownlow Rd., New Southgate, N.11. Phone, Holborn 6177. 671-854

ROVER 8, 4-seater, 1924, really nice lot, only £100 cash, or £25 down and 12 payments of £6 11s. 3d., with the option of a special rebate. Lamb's, Ltd., opposite Hoe St. Station, Walthamstow; 50 High Rd., Wood Green, N.22; 387 Euston Rd., N.W.1. 670-823

ROVER 8, 1922 (half), perfect condition, £52 10s., exchanges, deferred. Ealing Car Agency, Bouleau Rd. Ealing 3265. (Opposite North Ealing Underground.) 670-813

ROVERS and some 60 odd others. Terms from one-tenth down; exchanges. See our display, page 15. Benmotors, 50-52 High St., Wandsworth, S.W.18. Battersea 1509. 670-909

ROVER 8, 1923, 8hp, chummy, £75; 1922 2-seater, dynamo and starter, £75; 1922 2-seater, £60, all fully equipped, licensed and guaranteed; exchange or hire-purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 670-44

ROVER 8, £42, 1921, smart appearance, good tyres, upholstery as new, mechanically perfect. Reading Car Mart, 37 Eridge Rd., Reading. Phone 1909. 670-280

ROVER 8, late 1922, 2-seater, dynamo lighting, tyres as new, original paintwork good condition, tax paid, £48. 83 Penshurst Rd., Thornton Heath. Phone 1572. 670-281

ROVER, 1921, 8hp, 2-seater and dickey, dynamo lighting, speedometer, side curtains, mirror, aluminium plates, screen wiper, engine overhauled by makers, coachwork and upholstery like new, tax paid, bargain, £52 10s. Wilkins, Simpson, opposite Olympia, London. 670-263

ROVER 1924 4-seater, £135, 1921 Rover 8, £58; cash payments from 10 per cent. down, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 670-259

ROVER 8, 1923, 2-seater, dickey, excellent tyres, 5 spares, dynamo lighting, splendid condition, nearest £60. Lloyd, 148 Marlborough Rd., Cardiff. 670-251

ROVER, 1921, in really top-top condition, 45 guineas. Clark's, 223 Hammersmith Rd., W. 6. Phone, Riverside 3327. 670-18

ROVER, Edwards offer 1923 8 de luxe, 2-seater and dickey, fully equipped, starter, clock, speedometer, leather upholstery, superb condition, 89 guineas. Below. 670-14

ROVER 8, 1923, chummy, fully equipped, superb condition, 70 guineas. Below. 670-14

ROVER 8, 1923 model, 2-seater, fully equipped, clock, etc., good order, 59 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 670-14

ROVER 8, 1924, 2-seater, dickey, splendid condition, taxed, £75. Lionel H. Pugh, 66 South Molton St., W. Mayfair 4433. 670-903

ROVER, 8hp, 1925, 2-seater, brand new, latest improved model, self-starter, double dickey, slightly show-room soiled, list price £155, reduced £125; deferred terms, exchanges. Eagles and Co., 275 High St., Acton. 670-901

ROVER 8, late 1922, exceptionally good condition, any trial, £60. Yarrow, 24a Broadway, Wincmore Hill. 670-21

ROVER, 8hp, 1923, de luxe model, fitted with self-starter, £77 10s. Ratcliffe Bros., 200 Gt. Portland St. 670-989

ROVER 8, 1923 (September), chummy, starter, side curtains, taxed year, as new in every way, £75. Sprosen, Ltd., 111 Gt. Portland St., W.1. Phone, Langham 1212. 670-899

ROVER 8, 1923, chummy, tax paid, the engine has just been thoroughly overhauled and is in perfect condition and is open to any trial or examination, £75. 6 Putney Bridge Rd., Wandsworth. Putney 2728. 670-891

ROVER 8, late 1924, de luxe 2-seater, double dickey, clock, speedometer, leather upholstery, self-starter, new condition, taxed and insured, £110. Jackson, 50 Dornton Rd., Balham. 670-W976

ROVER 8, 1923, chummy, first licensed July, 1924, excellent condition, £85. 193 Grove Green Rd., Leytonstone. Tel., Maryland 2676. 670-W971

ROVER, 1921, 2-seater, dynamo, repainted grey, 2 new tyres, smart, 40 guineas. 68 Malden Rd., Cheam. 670-241

ROVER 8, £65, 1923, chummy, dynamo, spare wheel, taxed, good tyres, splendid condition; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick. Phone 303. 670-981

ROVER 8, £50, 1922, 2-seater, dynamo, spare wheel, taxed, good tyres; exchanges, deferred. 325 High Rd., Chiswick. Phone 303. 670-980

ROVER 8, £45, 1921, 2-seater, dynamo, spare wheel, taxed, good tyres; exchanges. 325 High Rd., Chiswick. Phone 303. 670-979

ROVER, 9-20, late 1924, 4-seater, lighting, starter and full outfit, beautiful condition throughout, £125; exchanges, easy terms etc., arranged. Cummings, 101 Fulham Rd., London, S.W.3. 670-986

ROVER, late 1924, 8.9hp, de luxe 2-seater with double dickey, dynamo lighting, starter, speedometer, electric and bulb horns, mirror, dash-lamp, mats, all-weather equipment, tyres and condition as new, mileage 4,000, licensed December, £95. 1 Fenwick St., Woolwich. 670-226

ROVER, 8hp saloon coupe, starting and lighting, in good running order and in nice condition throughout, an ideal all-weather car, £87 10s.; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 670-971

ROVER 8, £89 10s.; 1924, 4-seater, in A1 condition; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 670-972

ROVER 8, 1924, full 4-seater, all-weather equipment, taxed, insured, 80 gas. 2 Braemar Avenue, Wimbledon Park. 670-963

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

ROVER, 1921 model, 8hp 2-seater, dark blue, excellent condition; exchange motorcycle with small cash balance. Newnham's Showrooms, Heath Rd., Twickenham, London. 670-958

ROVER, 1922-3, 8hp, dynamo lighting, just thoroughly overhauled by us and guaranteed, excellent condition throughout, £54; exchanges, with cash. Clarence Garage, Park Rd., Teddington. 670-x525

ROVER 8, 1921, 5 nearly new balloons, repainted this spring, overhauled by makers, insured till June, £47; seen Sunday. Heathorn, 17 Cannon Pl., Hampstead. 670-z92

ROVER 1924 8hp 4-seater; terms £9 and 10 payments of £9, or cash £90. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 670-z102

ROVER 8, 1921, tip-top condition throughout, £42; exchanges. Norrington, 116 Hampstead Rd., N.W.1. Museum 9078. 670-54

ROVER 1922 8hp 2-seater: £6 10s. and 10 payments of £6 10s., or cash £65. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 670-z99

ROVER 8hp 2-seater: £5 and 10 payments of £5, or cash £50. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 670-z94

ROVER 8, 1921 (May), repainted Indian blue, R.O. coupe fitting, Whalley air valve, dynamo lighting, speedometer, overhauled faster by Rovers at cost of £15 (accounts shown), taxed, insured till April next, 45 guineas. Owner, 91 High St., W.1. Mayfair 2719. 670-z90

ROVER 8, 1923, speedometer, repainted, taxed year, £65. Elce and Co., Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Avenue 5543. 670-67

ROVER 8, £100, 4-seater, 1925, 500 miles, painted maroon, licensed, practically brand new. Croxson Auto Service Co., 401 London Rd., Thornton Heath. Phone, Thornton Heath 1121. 670-z104

SALMON, 1925, 10hp sports 2-seater, fitted with Hartford shock absorbers, driving mirror, etc., tax paid end of year, splendid condition, very fast, £125. Taylors, 49-53 Sussex Place, South Kensington. zzz-108

SALMON. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmon cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W.1. Phone, Mayfair 2966. zzz-285

SALMON, £87 10s., 1923, 2-seater, recently repainted and overhauled and in first-class order throughout; deferred terms and exchanges a specialty. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2985. 670-973

SALMON, 1924 (September), just repainted, speed 60 top, 45 second, 5 gold medals, Enols grease gun, many extras, perfect condition, any trial, £115. Higgs, Highfield, Bickley; or appointment London office. 670-x885

SALMON. Edwards offer 1925 model, 10-15, 4-door saloon, fully equipped, every fitment, i.w.b., balloon tyres, superb condition, cost nearly £400, our price 285 guineas. Below. 670-6

SALMON, 1923, 10hp sports, 2-seater, starter, clock, speedometer, excellent condition, 87 guineas; exchanges or deferred. 175 St. Portland St., W.1. Mayfair 6977. 670-6

SALMON, 1924, 3-seater sports, dynamo starting, £105. Elce and Co., Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Avenue 5548. 670-66

SALMON 2-seater, dickey, excellent condition; terms £8 10s. and 10 payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 670-z96

SALMON, 1924, English 2-seater, excellent condition, taxed, 98 guineas. Clark, 223 Hammersmith Rd., W.6. Phone, Riverside 3327. 670-19

SCOTT SOCIABLE, 1923, excellent condition, dynamo, tilting steering wheel, tools, spare wheel, dickey, £49. Apply, Tickle's Garage, Old Brompton, Chatham. 671-w176

SENECHAL, 1925, sports 2-seater, o.b.v., 9hp, 4-cylinder, 2,500 miles, 65-70 m.p.h., excellent condition, finished red and blue, owner buying 4-seater. Apply, Crawley Central Garage, Ltd., Crawley, Sussex. 670-z56

SENECHAL, super sports, mileage under 2,500, shock absorbers, excellent condition, almost as new, £195. Bateman, 31 High St., Aldershot. 671-w975

SENECHAL, bargain, 1925 (March), sports, special engine, shock absorbers, painted blue, with sports wings, 70 m.p.h., winner of silver cup and several medals, cost £220, perfect condition, £160, or exchange. Pantglas, Fairfields, Farnham, Surrey. 670-69

SILVER HAWK sports, racing body, new gearbox, engine and magneto just been overhauled, outside exhaust, 2 Triplex windscreens, etc., photo, cash £65. Apply, London Road Garage, St. Leonards, Sussex. 670-w908

SINGER, 1925, 2-seater demonstration car, small mileage, £170. Sumner Bros., Barrack Sq., Coventry. zzz-192

SINGER 10, 1924, de luxe model, dickey, many extras, taxed, insured March next, perfect condition, £110. Camphire, Clifton Rd., Parkstone, Dorset. 670-w264

SINGER, 1925, de luxe, 4-seater, excellent condition, £190. A. Davis and Co., 22 Tooting Bec Rd. 671-x491

SINGER, 1924, 2-seater de luxe, new tyres, first-class order, £110. 51 Upper Richmond Rd., East Putney. 670-w954

SINGER, £199, 1925, de luxe 4-seater, first registered and licensed August, aluminium number plates, Leveroll instantly adjustable and removable front-seat fittings, adds 100 per cent. to driving comfort, enables driver to get out on off side, run 550 miles, but to all intents and purposes new. A. W. Chapman, Ltd., Engineers, Ranelagh Gardens, Hurlingham, S.W.6. 670-853

SINGER, £115; 1924 model, 10hp 2-seater, repainted, like new throughout. Arthur Stuart and Co., 16 Little Portland St., W.1. 670-846

SINGER, 10hp, 1921, 2-seater, dickey seat, dynamo lighting, speedometer, mirror, stepmat, good tyres, excellent condition, £57 10s. Mcbes and Mcbes (Est. 1893), 144 St. Portland St., W.1. Museum 4244. 670-844

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

SINGER, 1924, 2-seater and dickey, in almost new condition, £140, cash or deferred terms. Harrods Garage, 139 Draycott Avenue, Chelsea. Phone, Western One. 670-835

SINGER, 1924, 2-seater, £145 cash, or £36 5s. down and 12 payments of £9 10s. 4d.; also 1924, 4-seater, £155 cash, or £38 15s. down and 12 payments of £10 3s. 6d., with the option of a special rebate. This has just been repainted and overhauled. Lamb's, Ltd., opposite Hae St. Station, Walthamstow; 50 High Rd., Wood Green, N.22; 387 Euston Rd., N.W.1. 670-825

SINGER, dynamo lighting, taxed, perfect condition, £30, exchanges, deferred. Ealing Car Agency, Boileau Rd. Ealing 3265. Opposite North Ealing Underground. 670-812

SINGERS and some 60 odd others. Terms from one-tenth down; exchanges. See our display, page 15. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 670-910

SINGER, 1923, 10hp, 4-seater, dynamo and starter, excellent condition, £95, fully equipped, licensed and guaranteed. Exchange or hire purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 670-42

SINGER. 1922 Singer, 10hp, all-weather coupe, double dickey, sliding windows, smart appearance, chassis has just been completely overhauled at cost of £30, self-starter, dynamo lighting, clock, speedometer, etc., tax paid, leather upholstery. An opportunity to buy a completely overhauled car at a moderate price, £78 or deferred. Always open. Harold Simons, 201 Mare St., Hackney, E.9. Clissold 5018. 670-z84

SINGER, £45, 1920 coupe, upholstered in green maroccco, dynamo lighting, tax paid, in very good condition. Reading Car Mart, 37 Erleigh Rd., Reading. Phone 1909. 670-z79

SINGER, 10hp, 1924, de luxe 2-seater, double dickey, all-weather equipment, balloon tyres, excellent condition, £118. Eagles and Co., 275 High St., Acton. 670-902

SINGER coupe, late 1920, 10hp, dynamo, self-starter, magnificent condition, cheap; exchanges, deferred. 63 Salon Rd., Brixton. 670-z6

SINGER, 2-seater, dickey, licensed, insured, electric lighting, any trial, £30. Dodd, 34 Fenwick Rd., Peckham Rye. (After 7.) 670-z5

SINGER, 1924, 4-seater de luxe, mileage 3,000, exceptional condition, year's tax, £145. Pickworth and Hull, 107 St. Portland St., W.1. Langham 1938. 670-937

SINGER, 1925, latest model 4-seater de luxe, only used few times, small mileage, absolutely like new, fully guaranteed, brand new in July, £185. Wilkins, Simpson, opposite Olympia, London. 670-z66

SINGER de luxe, 1924, 2-seater, dickey, dynamo lighting, starter, excellent condition, tax paid, £112 10s. Wilkins, Simpson, opposite Olympia, London. 670-z69

SINGER, 1920-21, 2-seater, dickey, dynamo lighting, self-starter, speedometer, nearly new tyres, tax paid, bargain, £52 10s. Wilkins, Simpson, opposite Olympia, London. 670-z74

SINGER, 2-seater, dickey, 2 new tyres, spare wheel, paintwork, plating in good condition, £60; any trial. Box No. 2621, c.o. Light Car and Cyclecar. 67

SINGER second-hand bargains at Newnham's. 1925 10-26hp saloon, excellent order, £225. 1925 10-26hp 4-seater de luxe, very special, £185. 1925 10-26hp 4-seater de luxe, nice condition, choice of two, £170. 1924 10hp 4-seater de luxe, exceptional order, £140. 1924 10hp 4-seater de luxe, in first-class condition, £130. Another similar to above, £125. 1924 10hp 2-seater de luxe, in particularly good condition, £120. 1923 10hp 2-seater de luxe, painted blue, good order, £95. Full list of these and other second-hand bargains sent on request. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 3161. 670-35

SINGER. Edwards offer 1924 10hp 4-seater, fully equipped, balloon tyres, excellent condition, 117 gns. Below. 670-12

SINGER, 1924, 10hp de luxe 2-seater and dickey, fully equipped, dickey seat, screen, excellent condition, 105 gns. Exchanges or deferred. 175 St. Portland St., W.1. Mayfair 6977. 670-12

SINGER, 2-seater, late 1924, balloons, pneumatic upholstery, taxed, perfect, £115. London Auto Sales, Pembroke St., King's Cross. 670-983

SINGER 1925 4-seater de luxe, painted maroon, new in July, absolutely as new, tax paid, bargain, £175. H. Wright, Arlesay, Beds. 670-z25

SINGER 1925 4-seater, painted blue, demonstration car, absolutely as new, 200 guineas. H. W. Miller, Nene Quay, Wisbech. 670-z34

SINGER de luxe, 1924, 10hp, 4-seater, all-weather, new condition, well equipped, tax for year, insured May, £145. 41 Muller Ave., Bishopston, Bristol. 670-z12

SINGER, 1924, model de luxe 4-seater, exchange 1924 Jowett 2-seater, sell £110. Newnham's Showrooms, Heath Rd., Twickenham, London. 670-959

SINGER, 4-seater, de luxe, 1923-4 model, 85 guineas; car kept with pride by careful owner and in beautiful condition. All-weather equipment, all tyres practically new, small mileage, perfect blue finish, genuine in every respect, rare bargain. Owner's agents, Maynards, 368 Hornsey Rd., London, N.19 (3294 Mountview), who can negotiate exchange if desired. 670-x528

SINGER, 1924, 10hp, de luxe 4-seater, £125; also 1924 2-seater, £125; 1923, 10hp, de luxe 4-seater, £95; deferred payments. Barlett's, 93 St. Portland St. 670-76

SINGER, 1925, 10hp, de luxe, 4-seater, balloon tyres, etc., bargain, £175; deferred terms. Artlett's, 93 St. Portland St. 670-74

SINGER, 1924, 10hp, 2-seater de luxe, dynamo, starter, dickey, as new, £145. Exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 670-810

SINGERS. F.O.C.H., Ltd., have several 4-seater singers, excellent condition, bargains. 5 Heath St., Hampstead (near Tube). Week-days 9 till 8.30. Sundays 2.30. 670-780

SINGER, 1925, May, 10hp, de luxe 4-seater, balloon tyres (3 new reinforced, taxed, insured, excellent condition, £185, owner returning India. Phillips, 12 Trebovir Rd., Earls Court. 670-x857

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

STANDARD. Moores, Presto, Croydon agents for Standard cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-756

STANDARD, 1924, 2-seater, very nice condition, £155 cash, or £38 15s. down and 12 payments of £10 3s. 6d., with the option of a special rebate. Lamb's, Ltd., opp Hoe St. Station, Walthamstow; 50 High Rd., Wood Green, N.22; 387 Euston Rd., N.W.1. 670-821

STANDARD, 1920-1, 2-seater, starting and lighting, repainted, taxed, first-class condition, bargain £70; cash, deferred or exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 670-856

STANDARD, 1925, 4-seater, £235 model, almost new, taxed, £190. Below.

STANDARD, 1924, 11.4hp, 2-seater, balloon tyres, perfect condition. Below.

STANDARD Pall Mall saloon, beautiful condition, revarnished, taxed, £240. Smith and Hunter, 90 Gt. Portland St. 670-864

STANDARDS, 2 bargains, both open to A.A. or R.A.C. examination. 1924 (late) 11.4 4-seater all-weather, leather upholstery, taxed December, self-starter, dynamo lighting and various extras, fine appearance, 125 guineas, or deferred.

1921, delivered 1922, 11.6, 2-seater de luxe, double dicky, all-weather equipment, leather upholstery, taxed December, self-starter, dynamo lighting and various extras, fine appearance, £88, or deferred. Always open. Harold Simons, 201 Maro St., Hackney, E.9. Clissold 5018. 670-285

STANDARD, 1924, 2-seater, de luxe, has been carefully used since new, £125. 31a Hyde Park Rd., Balham. 670-78

STANDARD, 1924, 11.4hp, all-weather 4-seater, £150; fully equipped, licensed and guaranteed; exchange or hire purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 670-45

STANDARD, 1924, 4-seater, 11.4hp, excellent condition throughout, all-weather equipment, tax paid for year, £145. Exchanges, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 670-267

STANDARD, 1924, 11.4hp, 2-seater, mileage under 8,000, extras, insured, excellent condition, £140 or offer. Hutchinson, 13 Sutherland Rd., West Ealing. 670-276

STANDARD 1925 9.5 4-seater, fully equipped, all-weather rear screen, hood envelope, new tyres, taxed year, excellent condition throughout, bargain, £90. 36 Fermo Park Rd., Stroud Green, N.4. 670-255

STANDARD. Safety first! Ernest Grimaldi, Ltd., offer late 1924 11.4hp Standard 2-seater, in very good condition, year's tax paid, £145. Ernest Grimaldi, Ltd., 87-88 Gt. Portland St., W.1. Museum 3551. 670-920

STANDARD, 2-seater, dynamo lighting, 5 lamps, speedometer, spare wheel, etc., £40; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 670-935

STANDARD, 1924-25, 4-seater, 11hp, complete to makers' specification, aluminium bonnet, very small mileage and in excellent condition throughout, equal to new, guaranteed, £140; exchange cheaper car or motor cycle. 7 Riverdale Terrace, Petersham Rd., Richmond. 670-523

STANDARD, 9.5hp, 2-seater, long wheelbase, £8 10s. and 10 payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 670-2100

STANDARD, 9.5, late 1914, stored 4½ years, A.C. body, low wheelbase, sunken dicky, C.A.V. dynamo lighting, 5 wheels, tyres sound, clock, speedometer, mats, tools, excellent condition, any trial, £65. 19 Foster Rd., Chiswick. 670-w861

STANDARD, 1924, 11.4hp, 2-seater, dicky, in excellent condition, £135; deferred terms. Barlett's, 93 Gt. Portland St. 670-75

STONELEIGH, 1924, 9hp, chummy, starter, small mileage, perfect order, taxed 1925, insured April, 1926, £95. Pope, 13 Flamingo Ave., Wembley. 670-w967

SWIFT. Moores Presto, Croydon agents Swift cars. Promptest delivery new models with efficient service to follow; large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-755

SWIFT, £39; exchanges, deferred payments. 1915 Swift, 2-seater, dicky, 10hp, dynamo lighting, spare wheel, good appearance, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 670-839

SWIFT, 1924, 10hp, 2-seater, tax paid, several extras, nice order, £120. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 3161. 670-36

SWIFT, 1922, 10hp, lighting, starting, one owner, excellent order, tax paid, repainted, any examination, £85; deferred terms. Parker, Station Rd., St. Ives, Hunts. 670-964

TALBOTS and some 60 odd others. Terms from one-tenth down; exchanges. See our display, page 15. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 670-911

TALBOT, 8-18, 1923, first licence January, 1924, perfect condition, taxed and insured, special side screens, oversize tyres, any trial or examination, £125. 141 Park Rd., Crouch End, N.8. 670-w969

TALBOT 1923 8-18 2-seater, dicky, taxed, in exceptional condition, £117 10s. Black and Finch, Ltd., 222 Gt. Portland St., W.1. Phone, Museum 2271. 670-944

TALBOT-DARRACQ, 1923, 8-18, coupe, sunk dicky, electric starter, spot, interior lights, speedometer, clock, excellent condition, £110 or best. Atkin, 9 Seagrove Rd., Sibley, Loughborough. 670-w882

TAMPLIN, April 1925, tourist, just received, small mileage, owner gone abroad; best offer. Tamplin Motors, 68 Malden Rd., Cheam, Surrey. Sutton 21. 670-x526

T.B., 10hp, 1921, 3-wheeler, spare wheel, completely equipped, tax paid, bargain, £37 10s. Taylors, 49-53 Sussex Place, South Kensington. Phone, Kensington 8558. zzz-766

T.B., 1923, 8-10hp, water-cooled J.A.P., dynamo lighting, all-weather equipment, fully insured and tax paid, mileage 3,000, condition as new, exceptional bargain, £55. Willets, Lanesfield, Ettingshall, Wolverhampton. 670-774

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

WOLSELEY cars. Moores Presto, Croydon agents. Promptest delivery new models with efficient service to follow; large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-500

WOLSELEY, 10hp, 1924-5, delivered January, 2-seater, all-weather, starter, full equipment, extras, perfect condition, £155. 4 Grantham Rd., Bradford. 670-w939

WOLSELEY, £169, 1925, 11-22hp, 4-seater, licensed, new in June, 2,600 miles, as new. A. W. Chapman, Engineer, Ranelagh Gardens, Hurlingham, S.W.6. Phone, Putney 2372. 670-852

WOLSELEY, £140, 1924, 10hp 2-seater, taxed, extras, exceptional condition. Arthur Stuart and Co., 16 Little Portland St., W.1. 670-845

WOLSELEY 2-seater, only £85 cash, or £21 5s. down and 12 payments of £5 11s. 7d.; also 1924 2-seater, in extremely fine order, £155 cash, or £38 15s. down and 12 payments of £10 3s. 6d., with the option of a special rebate; also M.A.G. Grand Prix model, £92 10s. cash, or £25 2s. 6d. down and 12 payments of £6 1s. 5d. Lamb's, Ltd., opp Hoe St. Station, Walthamstow; 50 High Rd., Wood Green, N.22; 387 Euston Rd., N.W.1. 670-826

WOLSELEY, 10hp, 2-seater de luxe, starter, new condition, terms, £11 10s. and 10 payments of £11 10s., or cash £115. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 670-495

WOLSELEYS and some 60 odd others. Terms from one-tenth down; exchanges. See our display, page 15. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 670-912

WOLSELEY 1923 de luxe 4-seater, dynamo and starter, fully equipped, licensed and guaranteed, £125; exchanges or hire-purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 670-50

WOLSELEY, 1922, D.L. model, 11hp, 2-seater, £30 overhaul by makers last month, open to any examination, taxed year, splendid condition, £110. Smith, 40 Thirsk Rd., Mitcham. 670-z4

WOLSELEY. Edwards offer 1924, 11hp, 2-seater and dicky, fully equipped, excellent condition, 125 guineas. Below.

WOLSELEY, 1923, 10hp, 2-seater, dicky, fully equipped, clock, speedometer, excellent condition, 109 guineas; exchanges or deferred, £75 Gt. Portland St., W.1. Mayfair 6977. 670-7

WOLSELEY, 10hp, 2-seater, starter, all-weather equipment, taxed year, small mileage, £115; or exchange 4-seater. Plater, 376 High Rd., Streatham. Phone, Streatham 488. 670-20

WOLSELEY, late 1924, 11hp, 2-seater with double dicky seat, lighting, starter, balloon tyres, all-weather fittings, splendid order throughout, bargain, £150; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W.3. 670-988

WOLSELEY, £110, 1923 10hp 2-seater de luxe, dicky, full equipment, tax, beautiful condition throughout. Vivian, 35 Spencer St., Victoria St., S.W.1. Vic. 8677. 670-880

WOLSELEY 10, 1922-23, 2-seater, dicky, de luxe model, starter and lighting, taxed year, exceptional condition throughout, £98. Below.

WOLSELEY 10, 1923 (late), de luxe model, 2-seater, dicky, starter and lighting, side curtains, taxed year, fully equipped, first-class order throughout, £110. Below.

WOLSELEY 10, 1924 (late), 2-seater, dicky, starter and lighting, taxed year, all-weather equipment, complete with every accessory, nice order throughout, £125; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 670-961

WOLSELEY-STELLITE, 17 guineas, 1914, 2-seater, dicky, any trial; exchanges. 325 High Rd., Chiswick. Phone 303. 670-976

WOLSELEY. £25 will see you on the road with new 11-22hp £235 model, tax and insurance paid for one year. Before buying a second-hand car write or call for details, "Motoring Out of Income." Kingsway Motor Co., 69 Gt. Queen St., Kingsway, W.C.2. Holborn 5972. 670-80

SPARE PARTS FOR LIGHT CARS.

A.B.C. chassis dismantled, will sell any parts. North London Garage, Corsica St., N.7. 670-w812

A.V. spares and repairs. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 670-k675

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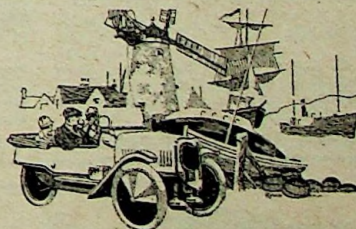
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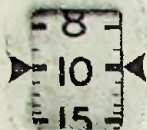
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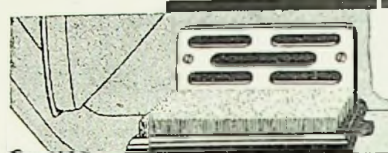
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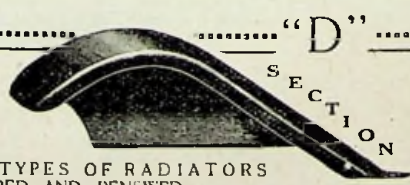
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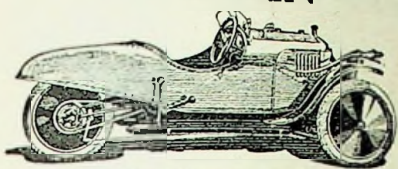
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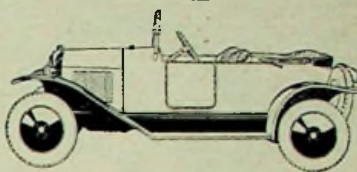
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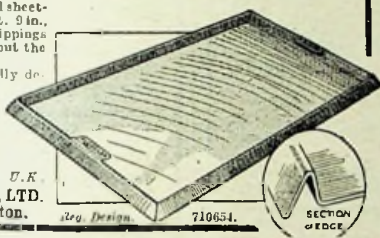
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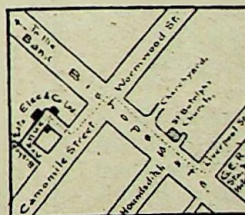
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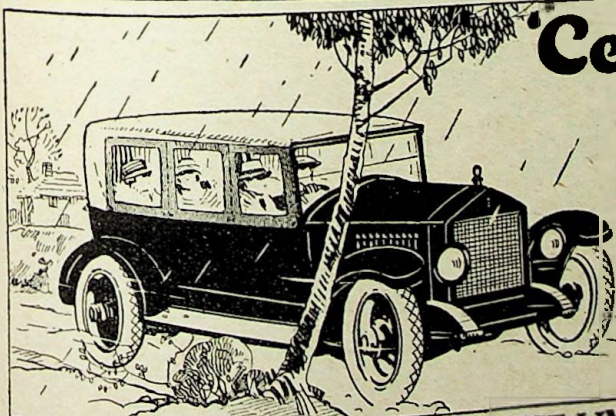
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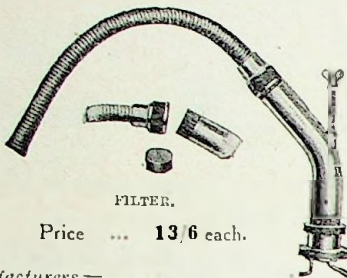
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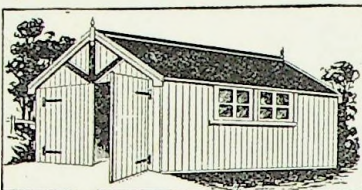
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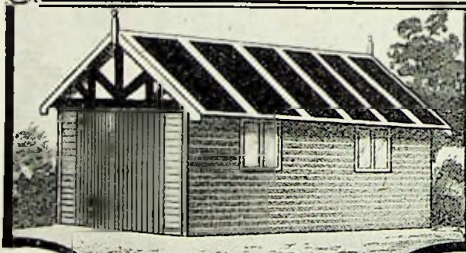
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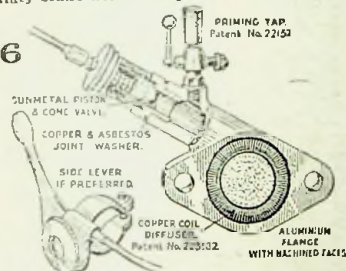
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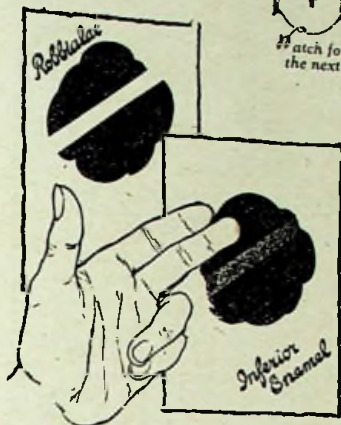
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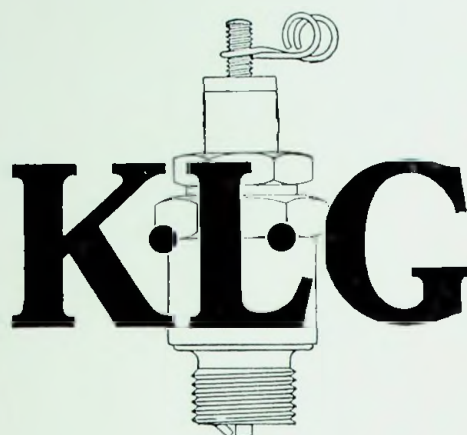
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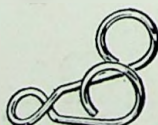
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