

The Light Car and Cyclecar

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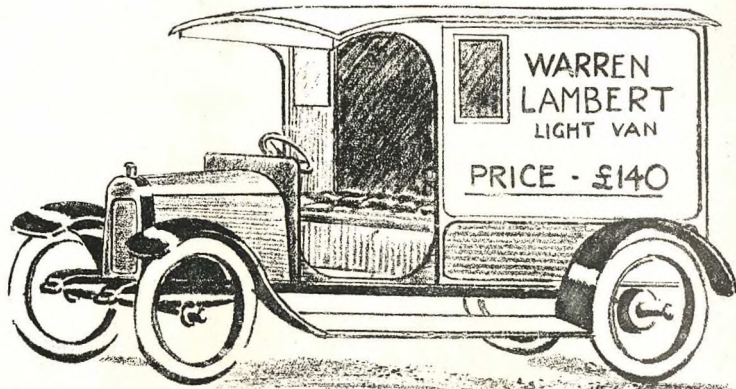
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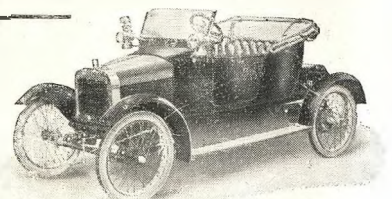
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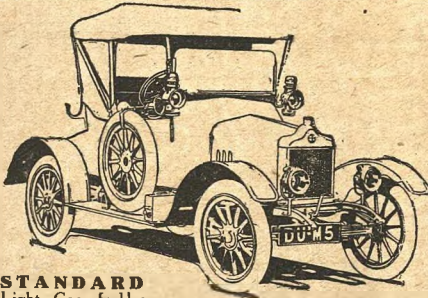
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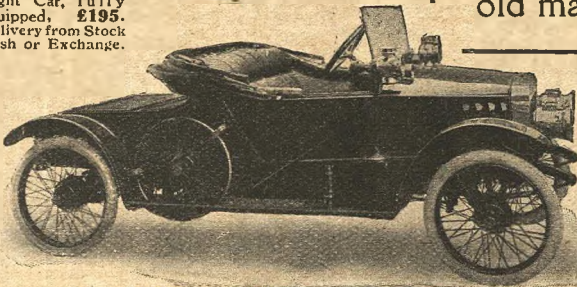


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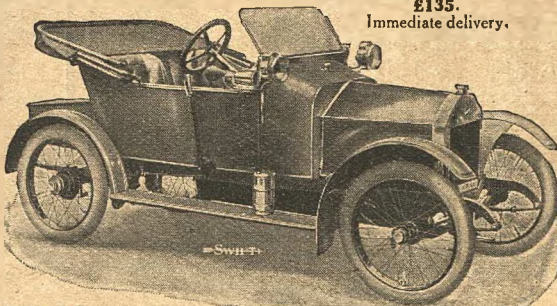
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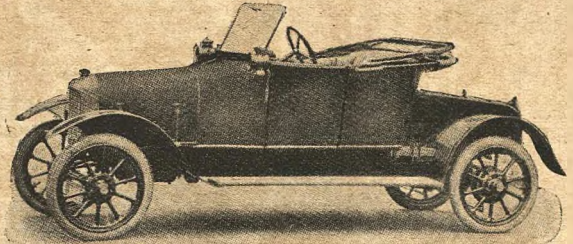
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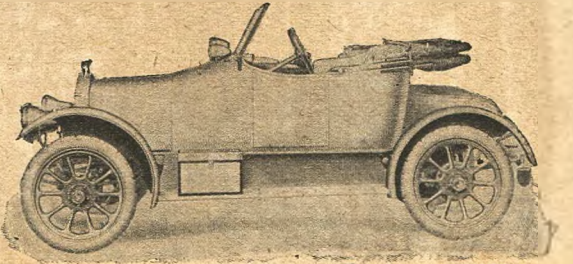
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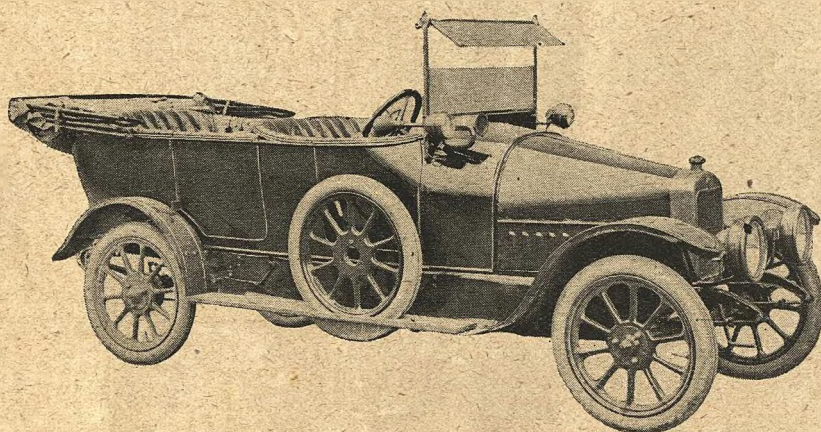
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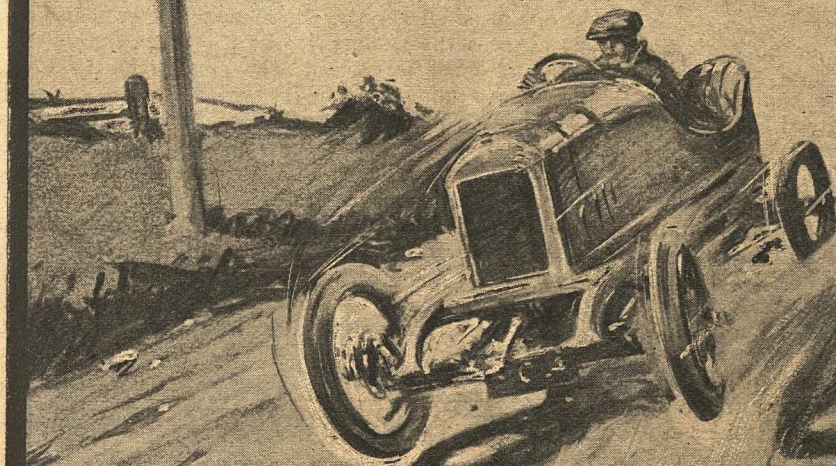
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The Light Car and Cyclecar



THE ELIXIR OF MOTORING.

A Trial Run on the International Calthorpe Racer—Vivid Description of Road Racing at 60 m.p.h.

THERE are two kinds of motoring enjoyment. One is the pleasure that comes from gently ambling through country lanes on a sunny day and watching the changing face of the landscape and the effects of the lights and shades on the distant hills. But this makes no appeal to me. The other kind of enjoyment is full of life, and is of a more exhilarating type.

Out on the open road with the wind and speed sending the moisture flying from one's eyes, the roar of the exhaust drowning everything, and the rain of boiling water from the radiator cap combining to add still more to the impression that one is wrestling alone with the elements! But to this there is still to be added the fearsome joy of clinging desperately to the steering wheel on a bouncing, roaring car that is devouring the miles at the rate of one per minute.

You can see the road for miles ahead, and yet, despite that, you are continually coming on bends and landmarks before you realize it. This is owing to the fact that you are probably travelling two or three times as fast as you usually do.

Then again there is the additional thrill of not being quite certain whether you are going to keep on the road at all, for at 50 to 60 miles an hour, a light car wants a deal of holding, and a bad bump may send you several feet into the air, followed by a series of wobbles which are somewhat disconcert-

ing. But the thrill is there, and the feeling of battling with the elements and the excitement of speed provide the real joys of driving.

Such are my impressions after a week-end on the International Calthorpe racer. This was entered for the Dangerfield Trophy Race, and is reputed to be able to do 80 m.p.h. under favourable conditions. Indeed, this actual machine has been on the Isle of Man course, where it put up a very astonishing and creditable performance.

The little car, stripped of all superfluous accessories such as windscreen, hood, mudguards, lamps and horn, looked innocent enough, but the raucous note from the long asbestos-lagged exhaust pipe betokened the power stored away under the long blue bonnet. There is no dashboard proper on the machine, and one can look right down to the flywheel and to the back cylinder from the driver's seat.

It was rather difficult to get into the latter, for, as a matter of fact, the seat had been built for a much shorter man than myself. However, once there, I was firmly wedged in between the bucket seat and the steering wheel. In front there was about a couple of yards of bonnet, ending in the radiator cap, and behind there was the spare wheel and a large cylindrical brass tank for the petrol.

We were off! My passenger, his cap reversed, his coat buttoned up to the chin, snuggled down into

THE ELIXIR OF MOTORING (contd.).

the other bucket seat, which was slightly staggered to the one in which I sat. It soon began to rain. The sensation of speed over the sodden roads with the wind and rain beating into one's face was glorious. The milestones flitted past and the little machine evinced a great desire for annihilating gradients of 1 in 10 on top gear at high speeds.

Acceleration is Magnificent.

Forty miles an hour seemed as 25 on an ordinary car. Acceleration is magnificent, and when the throttle pedal is depressed there is a snatch at the back, which is the bucket seat hitting you, so tremendous is the pick-up.

The Cotswolds were selected for the test, as they provide some wonderfully open expanses of well-surfaced roads, but even on this ideal testing ground there were few lengths where one could let out so fast a machine as the Calthorpe. When I say that it would practically climb from Cheltenham up to the Cotswolds towards Northleach at 50 miles an hour, one can realize the speed of it.

Downhill it was tremendous. The hum of the exhaust and the tremendous wind pressure made it practically impossible to hear anything at all as we were careering along over some of these open Wold roads. The most thrilling part of all was when a leap more severe than the rest set up a wobbling of the machine, which it was not at all easy to counteract at speed, but, generally speaking, the little car held the road well.

In front it was fitted with Houdaille shock absorbers, and at the rear, as the shock absorbers for the axle had not yet arrived, straps were fitted between the chassis and the back axle to prevent the rebound of the body being excessive. But even then I could have wished the machine had been underslung, as I feel certain that it would have increased its stability at really high speeds, and, after all, it should be possible to make it perfectly safe to drive over a bumpy road at 70 to 80 miles an hour, despite its light weight, if the centre of gravity were sufficiently low. One has only to watch the Continental racing car to see how it holds the road, and this is on account of the fact that the weight is distributed evenly between the two wheels and carried very low.

A Strange Sensation.

Goggleless, half-blinded with wind and rain, it is no easy matter to see distinctly. The road ahead assumes a blurred appearance, and though you can see there is something perhaps half-a-mile off, you have no idea of whether it is a pedestrian, a horse and cart, or another motorcar. Then, again, at a very high speed you get that strong impression of the road coming towards you instead of your coming towards the road. The white ribbon seems to be rushing towards you, faster and faster. Objects in the far distance approach slowly and then whisk past on each side with marvellous acceleration. It is a strange sensation, but this is the real elixir of motoring and the thrill is there.

Like many more wandering motorists, I have had a varied experience of hotels and inns, and I discovered two good harbours of refuge when out with the Calthorpe. One was the inn at the top of Birdlip, where I decided to spend the night, as I was sopping wet and covered with mud, as one might imagine, after 80 miles on a mudguardless car.

I find that there are four kinds of hotels: first, the big, expensive hotel which does you well, and at which you have to pay exorbitant prices; second, the big, expensive hotel which does you badly, and where you also have to pay exorbitant prices; third, the small country hotel which does you well, but charges the same price as the large hotel; and last, and most important, the small country hotel which does you well, and for which you are charged a reasonable price. The hotel at the top of Birdlip I consider comes under the fourth category, for although I had tea, bed, and an excellent breakfast, the bill only came to 5s., so I shall make the hotel at the top of Birdlip my headquarters again at no distant date. There is a good garage there, too, and an ostler who seems to understand how to wash a car, for it may well be imagined that the Calthorpe required a good deal of washing to make it presentable again.

Cromwell's Artillery.

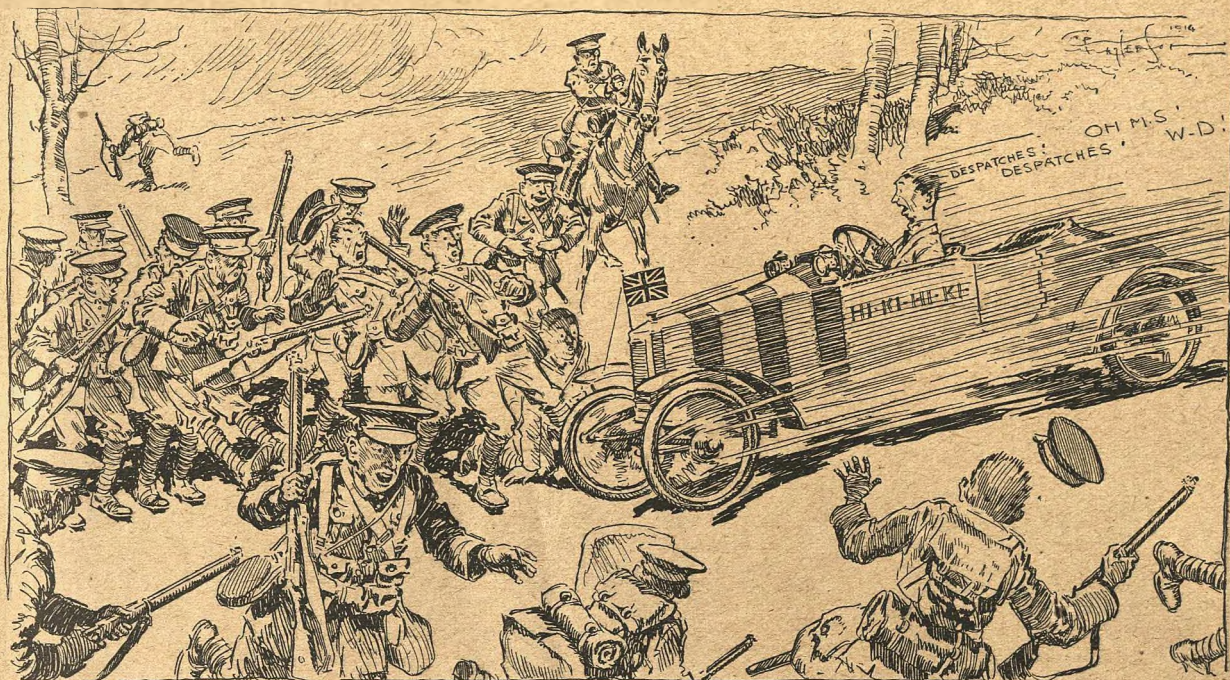
The other discovery is probably already well known to motorists. It is a quaint, old-fashioned cottage in Berkswell, some seven or eight miles from Coventry. Right in the middle of the Forest of Arden—Shakespeare's land—stands an old brick and oak-beamed cottage that has been turned into a tea garden. There is a shed for your car, and an expanse of garden under the green, shady trees where one can have tea if inclined, and a quaint oak-panelled dining-room which cannot be more than 6 ft. or 7 ft. high. The ceiling is supported by vertical oak beams at various points.

Though I was the only one to tea that day, every table was neat and well laid, each with its spotless white cloth, as if a great number had been expected. Unfortunately it is impossible to obtain rooms there, otherwise it would be an excellent centre for a holiday. Near by, the old church of Berkswell is said to be marked with the shots of some of Cromwell's artillery, but I had to get on, so could not inspect this interesting relic of bygone battles.

Altogether about 200 miles was covered on the Calthorpe without a vestige of trouble, and it was with regret that I returned it whence it came to seek the more rapid, but not more reliable London and North-Western Railway back to London. McM.

The moment a swinging light is seen ahead at night time the brakes should be applied immediately, otherwise a bullet may cause some damage to one's bodywork. We were recently challenged four times in one hour, and on practically each occasion the challenger had taken up his position at the foot of a hill, where it was exceedingly difficult to pull up in time. The best way, however, to avoid any possibility of unpleasantness is always to travel very cautiously after dark.

A PATRIOT.



"I yelled out 'Despatches! Despatches! O.H.M.S! W.D!'"

TWELVE hours before war was declared officially I predicted that this unhappy event was inevitable.

"Better now than five years later," I said. This was in an A.B.C. tea-shop, and I remember everyone agreed with me.

One fellow—one of those lukewarm, pale-faced, knock-kneed kind of chaps—even went so far as to say that he thought I had put the case in a nutshell.

"Our fleet will blow up Berlin in no time," I said, "just as soon as it suits the authorities to order its bombardment, but in five years time we shouldn't be able to get within ten miles of their capital with all the Dreadnoughts they would have by then."

Of course, I didn't know then that Berlin wasn't near the sea—an artful move on the part of the Germans, that, showing what a crafty enemy we have to deal with. I was going by Paris, which is on the Seine, and London, which is on the Thames, like most great capitals, and there weren't any war maps published then. Now there are quite a lot; I've bought every one, so far.

Well, ever since that day I have realized that I could be of some use to my country. England probably expected something of me, and it should not be disappointed. I bought a Union Jack.

I mounted it on the prow of "Hi-Ki-Hi-Ki." But I have not told you about my little "Hi-Ki-Hi-Ki," the name I have bestowed upon my single-cylinder tandem-seated cyclecar. It's a darling little machine and goes like fits. I bought it second-hand for a mere song—it's a splendid bargain—and had it painted white. Now I have had broad bands of red and blue painted on it. Red, white and blue. Isn't that patriotic? Other car owners please copy.

I am sure that "Hi-Ki-Hi-Ki" created a sensation the first time I had it out with my Union Jack proudly fluttering in front—at least, it did until the little steel mast broke off, owing to the vibration, or the wind. And it also saved my life. I must tell you about it.

I was going down-hill, when the brake overheated,

or something, and refused to work. There was I, vainly trying to reduce speed by changing gear and standing on the brake and clutch pedals, when a regiment of soldiers appeared in view at the foot, and I saw there wasn't room to pass. I hooted and yelled, and some ridiculous person wheeled his horse round in the road and held up his hand for me to stop. How perfectly silly; of course, I couldn't!

Then a bright idea struck me all of a heap. I pointed to the flag and yelled out "Despatches! Despatches! O.H.M.S! W.D!" and the soldiers scattered in all directions just as I charged them. But for that I might have had a nasty accident.

So few people are original, however. Soon everybody had a flag, and I was not sorry when mine was lost. I was thinking, however, of something else to show my countrymen that it is good to be patriotic, when a real brainwave came to me.

It happened like this. I was driving along the road to meet my girl, and, as I was late, of course I was in a hurry. You know how very particular the fair sex can be when a poor male keeps them waiting. (By and by, with all these chaps getting killed in the war, there won't be enough to go round, and they'll be jolly careful what they say to those of us who have the moral courage to stand by the Old Country in its hour of need and stay at home.) Well, it was just my luck. Driving has been absolutely wretched lately, owing to the way these soldiers take up more than half the road, and, sure enough, when I was ten minutes behind time, I just missed getting in front of a procession of soldiers. As a matter of fact I got half-way across and the wretched engine stopped. Then you ought to have heard the hullabaloo! Some officer chap on a horse called "Halt!" in a terrible voice, and said something to me that I couldn't comprehend. So I replied: "I beg your pardon, but I didn't hear what you said."

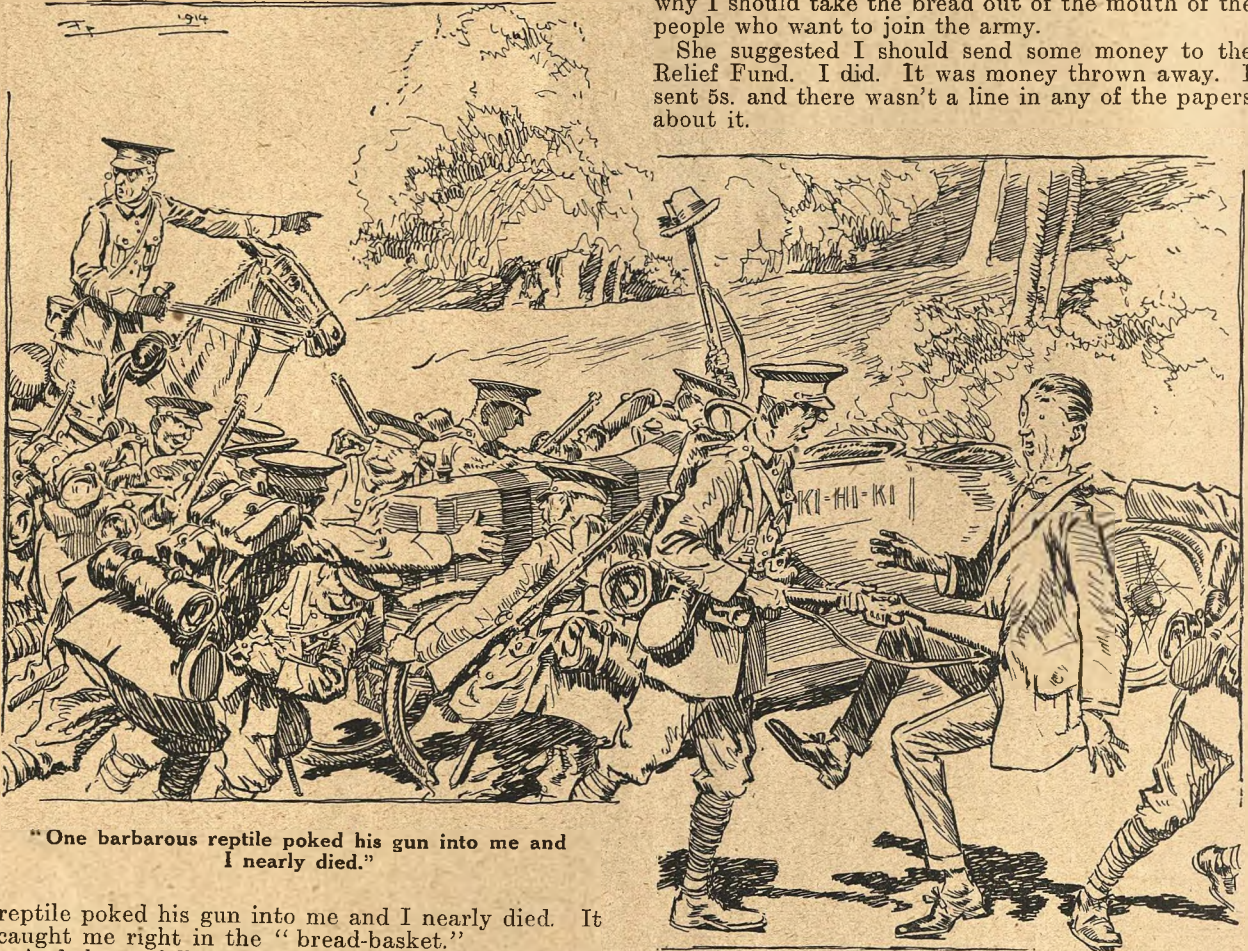
"Take that damned thing out of the way!" he yelled.

"Oh—all right, the engine's stopped. I shan't be

A PATRIOT (contd.).

a minute." I heaved at the starting handle, and found as I'd left it in gear it wouldn't budge. And then I couldn't get it out of gear—the lever had stuck. (That is the worst of copying motorcar ideas in cyclecars—why can't the manufacturers adopt original ways of doing things?)

Then there was a terrible commotion, so I thought I had better push it out of the way. Of course I wanted to push it the way I was going so as to be out of the beastly procession. But all the soldiers came running up and pushed the other way. When they couldn't move it because it was in gear they thought I was pushing against them. One barbarous



"One barbarous reptile poked his gun into me and I nearly died."

reptile poked his gun into me and I nearly died. It caught me right in the "bread-basket."

And then a fellow in a tweed suit with a blue-and-white band round his arm came up to me and said: "What's your name and address?" Of course, I told him to mind his own business and I would mind mine. And then he said he was a special constable and had orders that if he met a German spy like me he was to hit him on the head with his truncheon. My word, I wasn't afraid, but I felt nervous. These untrained civilians might be careless with a truncheon—but it gave me an idea.

I had to go to the police station with the fellow, and there they showed me a proclamation about aliens registering themselves. "Seen this?" roared an officious officer, and I had the greatest difficulty to persuade him that I was a British subject, a patriotic Englishman, doing his duty for his country in his own way.

However, they let me go and I saw it would be a good thing to become a special constable. To be able to show one's official authority, order people

about, display "SPECIAL CONSTABLE" in large letters on my cyclecar, was excellent. No risk, either. I told my girl about it, and also how fine it would be to take her out and show how I could exercise my authority (I hoped I might arrest a German spy), but she was quite indifferent. She actually suggested that I should enlist, although it is obvious that we cannot all do that. Somebody must be left behind to do the work of the country. But there, you can never knock reason into a woman, and if she wants to marry a soldier—well, let her. If he gets killed she will have the satisfaction of thinking that after all she had better have married a man like me—with what the insurance companies would call a "good life." I told her this, and reminded her that I had private means and so there was no reason whatever why I should take the bread out of the mouth of the people who want to join the army.

She suggested I should send some money to the Relief Fund. I did. It was money thrown away. I sent 5s. and there wasn't a line in any of the papers about it.

I don't care, anyway. I have painted my car; I have got my armlet (I see it is just like a policeman's; they might have given special constables a more distinctive badge of office), my truncheon and whistle. The latter is very useful, for I now use it instead of a horn. I have had two summonses to serve my country, and hope to do so soon. On the first occasion, however, the new red and blue paint on my cyclecar wasn't dry, so I regretfully declined. The second summons commanded me to be on duty between the hours of 12 midnight and 4 a.m. As I always go to bed at 10 p.m. promptly, winter and summer alike, of course I couldn't turn out on this occasion, but I have written and told them at the police station that I shall be most willing to patrol the roads next Sunday morning (if the paint is dry), but I shall expect them to pay for the petrol.

Ah, well, it is fine to feel oneself a patriot, doing one's duty.

JULIUS BIGGS.

OVERDEVELOPMENT OF DESIGN.

Heavier Chassis, Larger Engines and Four-seater Bodies—The Four-seated Light Car Should be a Distinctive Proposition.

IT is quite possible to see the popular "new motoring" movement which, as all the world knows, we have been the chief conspirators in bringing about, merged, by almost imperceptible stages, into the motoring we have known for many years. That is to say, the type of vehicle which we now call a cyclecar or a modern light car (according, partly, to transmission) will be so overshadowed as to become almost extinct.

Unfortunately, aided by influences never very enthusiastic towards really economical motoring, things are moving in the wrong direction rather too quickly. In the first place, owing to the absence of a definition by weight, some of the lightest machines are noticeably heavier, without it must be confessed much actual gain in strength or reliability. In fact, weight has gone up simply because there is no definition which demands light construction. With increased weight, of course, come decreased economy, less power on hills, and more full-throttle running. Weight is really a very important consideration, and when 2 cwt. are added, by imperceptible stages, to a vehicle weighing originally only 6 cwt., there is a marked falling off in its efficiency and reliability. The necessity for running continuously on full throttle imposes a severe tax upon the engine. It cannot be too strongly impressed upon both the public and the trade that the cyclecar, and we mean the simplest type of machine, must be low in weight if it is to give satisfaction.

Next Year's Features.

Another stage in the ultimate obliteration of the new motoring movement is the present tendency to increase engine size. Some of the light cars were produced originally with a chassis not exceeding 6 cwt. To-day, these same machines have a chassis weight of 9 cwt. to 10 cwt. Dickey seats (to hold two), coupé bodies, the demand for larger tyres, and, generally speaking, more luxurious equipment, including dynamo lighting sets, which are exceedingly heavy, have brought about this increase. Breakages of springs and back axles, of course, produced by overloading, are common enough to suggest that the chassis weight will be increased still further. No wonder there has been a tendency this year to fit engines over the original 1100 c.c. limit up to about 1500 c.c. Next year, the cubic capacity limit spoken of will be nearer 2000 c.c., or just about double the original figure!

This demand for higher engine power will be encouraged directly by the development of the four-seater light car, which will be quite a feature of next year. Some half-dozen manufacturers have built experimental models; a score of others are studying

four-seater designs. To give them their due, they are doing it to meet a demand; to supply a vehicle better calculated to carry four people than the ordinary two-seater, on which the owner often carries light-heartedly two extra passengers; and to compete with the four-seated cheap American car as successfully as the modern light car has stemmed the invasion of Yankee runabouts.

The four-seated light car has probably come to stay, to use a hackneyed expression, but we trust it will not be at the expense of the popular light car movement. If the manufacturers are wise, they will decline to place a four-seater body on a standard two-seater chassis, but will design and build the whole car from a fresh standpoint. Naturally, it is important that many details like axles, wheels, transmission units and steering connections should be strengthened. It must be borne in mind that a four-seater car will be just as frequently used for conveying five, six or even seven people as a two-seater will be used for three or four. Up will go the weight, of course, to such an extent that it will be absurd to expect the standard 1100 c.c. engine to pull the load.

A Distinctive Proposition.

It would be better to build a distinctive vehicle from the outset, stronger, heavier and with a larger engine. The field for a cheap four-seater is very big, but it will not expand very rapidly if the present tendency to fit four-seater bodies to two-seater chassis is pursued, nor will it do the two-seater movement any good. This should be obvious.

It is already apparent that prices next year will show an upward tendency. It is said, we do not know as yet with how much truth, that several popular light cars of fairly low price will be replaced by more luxurious models at an increased price of from £30 to £50. This does not seem to take into consideration the fact that the higher up the scale we go the less the demand. Further, it is apparent that the choice of light cars priced at about £200 is now—with recent notable additions—a very wide one. It hardly looks as if there is room for more, especially if the cheaper market is to be neglected altogether. It should not be forgotten that America is making gigantic strides with cheap light cars and cyclecars. We do not want to see the invasion, once again, of the English car market by a flood of cheap American stuff.

For the foregoing remarks we shall probably be taken to task very severely by the manufacturers—or at least, at present, a small section. But we owe a duty to the trade and the public to point out the danger of the tendencies of design. The desire to produce more and more expensive models looks perilously like "forsaking the substance for the shadow," for it cannot be denied that the modern light car—without any frills—is a most successful type of machine, which has produced a wonderful motoring boom. Why depart from it?

Topics of the Day

The Ladies' Opportunity.

MOST motorists have been struck by the number of lady drivers seen on the roads recently. Many of them are obviously seizing the opportunity for improving their driving, or, indeed, learning to drive, provided by the decreased demand upon the car caused by the number of motor owners who have gone to the war.

That this suggestion is correct is proved by the large number of lady drivers now being instructed at the motoring schools. There has, we understand, been something like a boom during the last month in this direction, and it is not surprising that the light car is receiving its due share of attention from the fair driver owing to its ease of handling.

A New Scheme for a Combined Show.

THE general opinion that the Show, if held, should be conducted on as economical lines as possible has resulted in a suggestion that a combined Show be organized. By a combined Show is meant an exhibition including four distinct types of machines—the bicycle, the motor-bicycle, the light car and cyclecar, and the motorear.

Some concerns are naturally interested in all four types, others in a smaller number, and accordingly some scheme becomes necessary whereby the grouping of the machines can be arranged with the least inconvenience to the exhibitors themselves, and at the same time so that the public can find whatever class of machine they are interested in as easily as possible. A scheme combining both these ideas has been put before the Society of Motor Manufacturers and Traders by "The Motor." Whilst the accessories are grouped together the four main types of vehicle contributing to the Show are arranged in four rows, being divided crossway by the names of the concerns exhibiting. In cases where the exhibitor is showing all four types he naturally fills up the four spaces allotted him; in others where a concern is showing two types of vehicle only it would combine with another also showing two types so as to form a complete unit as it were, each still under its own correct block heading.

The American Menace.

WE do not think that the motoring public has realized fully the danger from America that threatens our trade. Whilst our manufacturers appear to be divided in their opinion as to the advisability of holding the Show, and are hesitating to produce improved 1915 models, owing to the uncertainty of the war outlook, the Americans are getting busy on all kinds of ideas in light cars which they will certainly exhibit at their own shows. Consequently if they perfect and fit improvements to their models whilst we sit still and content ourselves with the present pattern for next season, there will be a still further inducement for purchasers to favour the American rather than the British production. This will be felt not only in this country, but abroad and in our Overseas dominions, and it will constitute a very serious menace to the British motor trade. For this reason alone we think it will be wise to hold a motor show in which our manufacturers can exhibit all that is latest and best in British motor work. There is, too, the additional argument in favour of the Show that it would provide an international advertisement of the strength and solidity of the British motor trade—an advertisement that we as a nation, in spite of the energy and activity we are devoting to the war on the Continent, can still find resources to keep our trade going. A chance of securing world-wide publicity such as this is not to be dismissed without serious consideration. The argument against the Show on the ground that the Government require Olympia can be dismissed by the statement that it would not be difficult to find a substitute.

The Light Car and Cyclecar

Mondays—1d.

Conducted by EDMUND DANGERFIELD.

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LIGHT UP

Next Saturday, 6.50 p.m.

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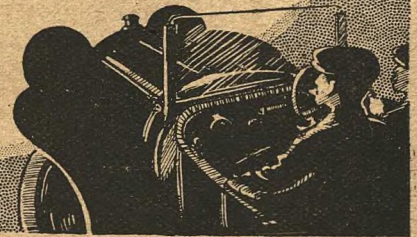
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Palmer War News

WE are pleased to be in a position to officially confirm the statement that Palmer Cord Tyres are more than holding their own at the front, in face of all opposition, and the public may rest assured that there are ample reserves at Headquarters ready for the road at a moment's notice.

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THERE is no main road hill which the "Victor"—the *True* Cyclecar—will not climb with ease. It has also a splendid turn of speed on the level. It is very light—only 6½ cwt. complete—so very easy to handle and very cheap to run. Petrol consumption averages 49 miles to the gallon and tyre wear is almost negligible. Plenty of room for two people, and the three-point suspension guarantees freedom from vibration and road shocks.

Agents Wanted

where not already represented.

Complete

with well finished two-seater body, 8 h.p. water-cooled engine, hood, screen, lamps, horn, generator, tools, etc.,

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NEWS FROM FAR AND NEAR.

No Scottish Show—Light Cars for Delivery Purposes—A Generous Tyre Firm.

American light car exports have been affected by the European War situation.

Headlamps are almost a necessity in London now that economising in light is the order of the day, or rather the night.

The Americans are fully aware of the opportunity provided them for acquiring the world's trade by the European War.

Mr. Basil Head, whose drawings have hitherto been one of the features of THE LIGHT CAR AND CYCLECAR, has enlisted in the Herts. Yeomanry.

The Council of the Scottish Motor Trade Association have unanimously resolved not to hold the Scottish motor show this year, on account of the war.

The hill-climb arranged by the Yorkshire Automobile Club for 26th September, and which was to have been held at Pateley Bridge, has been indefinitely postponed on account of the war.

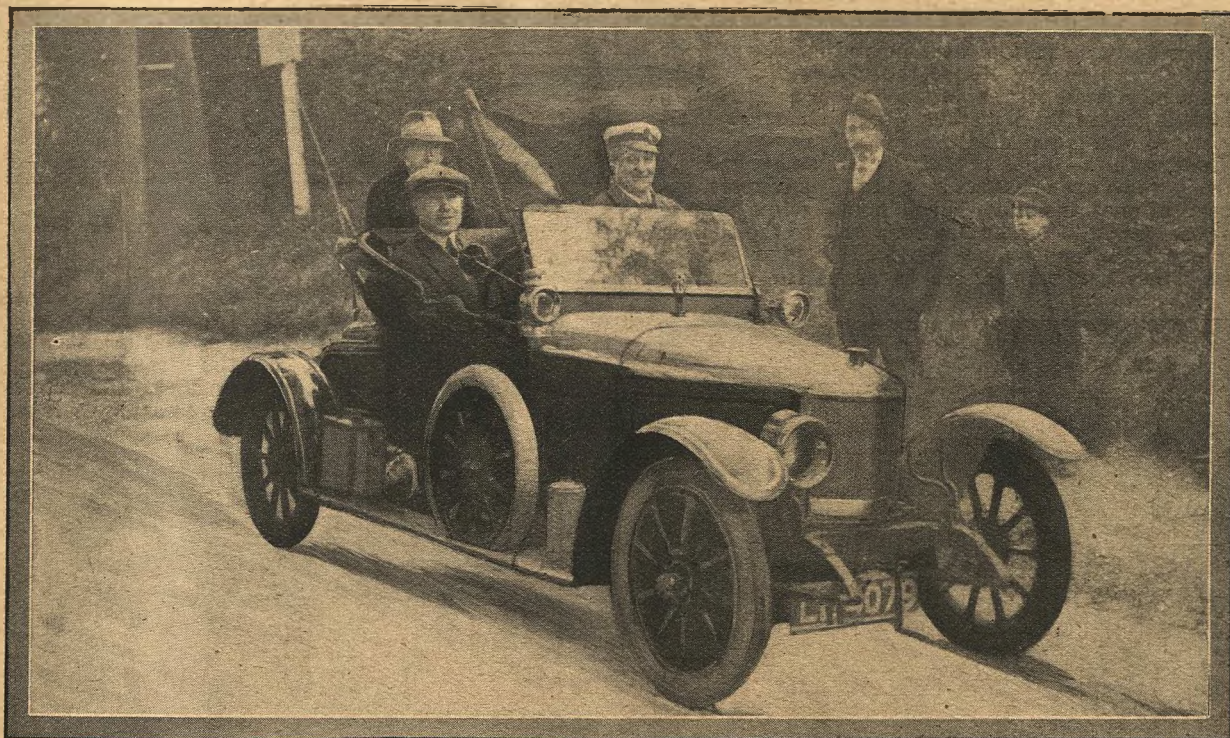
With the shortage of horses, the increasing use of light cars for business purposes is very noticeable.

The great part played in the war by motors of all descriptions is further shown by the levy of petrol the Germans demanded from Ghent.

Owners are warned to drive carefully at night time in Kent, as hop-picking is now in full swing, and many of the workers roam about the roads after dark.

Patrols are stopping all motors at the bend and steepest part of Folkestone Hill. At Swanley, even the driver and fireman of a steam roller were stopped and had to prove their bona fides.

The proprietor of the Empress Laundry, Lee, S.E., is making regular use of his G.W.K. light car for business as well as pleasure purposes, the machine being suitable without any body alterations, and an improvement over the motor-bicycle and sidecarrier formerly used.



**SAFER THAN IN
A DESTROYER.**

A petty officer back from the fight at Heligoland while his ship is repaired tastes the joys of the open road in a de P. light car.

The motor trade has not been slow to do its part in every way, and the announcement in the "Manchester Guardian" relief fund list, "David Moseley and Sons, Ltd., £1,000," will interest all motorists.

The passion for renaming has now spread to America, and, owing to the efforts of the Saxon light car agent at Redkey, Indiana, the name of the town has been altered to "Saxonville." Would not "Saxongrad" be more fashionable?

Referring to the German retreat in France, the "Star" says: "It was never supposed, of course, that this army of over a million men would make a non-stop run back to Germany." We sympathize with the organizing body, but we trust that the number of gold medals required may not be too great.

Three Auto-Carriers and one A.C. light van have been purchased for delivery purposes by a large Regent Street firm, which evidently recognizes the particular claims of this method of delivery.

If the War Office has not yet recognized the great possibilities of the light car many Army officers have, and now hardly a day passes without one hearing of light cars in constant use by officers for inspection purposes.

Every motorist has been intensely interested in Field-Marshal Sir John French's despatch from the front in which the excellent work of the Royal Flying Corps was set forth, and the thrilling accounts of the battles in the air have fired everyone's imagination and admiration of our daring airmen.

THE 1915 SWIFT LIGHT CAR.

Four-cylinder Engine—Electric-Lighting Set—Detachable Wheels—Price £185.

THE new four-cylinder Swift which has been on the road under test for many months past is a vehicle that should distinguish itself in the light car class. It is a light car de luxe in every way. With a well-designed and roomy two-seater body, electric-lighting equipment, detachable steel wheels, it is excellent value at £185.

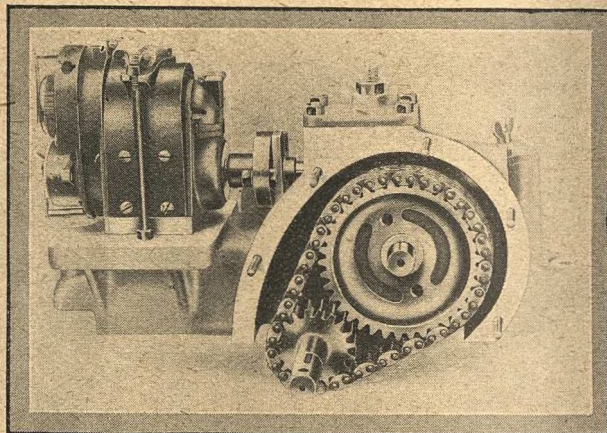
The machine is a replica in many ways of the 11.9 h.p. Swift. The engine, the bore and stroke of which are 63 mm. by 90 mm., is carried on the flat steel extensions of the main side members of the frame, and consequently there has been no need to employ the sub-frame, which was used on the old two-cylinder cyclecar.

Accessibility has been most carefully studied. The carburetter, magneto and lighting dynamo are all placed on the offside of the engine, and yet each unit is easily get-at-able. The magneto is skew driven off the chain-driven camshaft, and its contact breaker in consequence faces outwards, and can be adjusted with ease. Above the magneto, and supported on a kind of aluminium box, is the dynamo, which is driven by a leather V belt from the front extension of the crankshaft.

Coming to the other side of the engine we find the valves, which are operated by adjustable tappets, enclosed in one aluminium cover, held by two thumb-screws. Great attention has been paid to the cooling arrangements, and we are particularly glad to note that a fan has been added to assist the ordinary

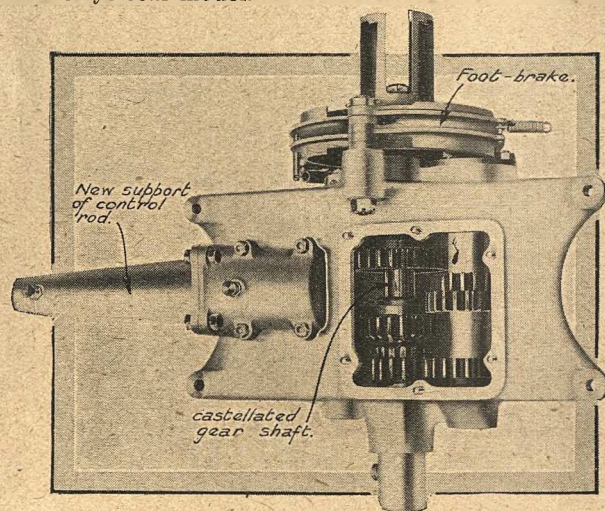
by means of the splash before the oil has time to filter back through the gauze-covered vent to the reservoir box. The pistons are of the two-ring type, one ring being fitted above and one below the gudgeon pin; the latter is a driving fit in the piston.

There are no universal joints between the clutch and gearbox. The latter, like the engine, is carried

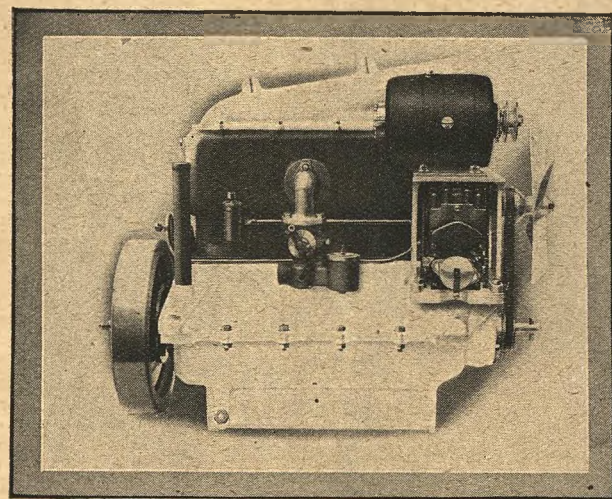


Chain drive for the camshaft and magneto on the 1915 Swift.

on the flat extensions of the main side members of the frame. The bracket which carries the sliding spindle and gear lever being cast in one with the gearbox—independent of the frame—ensures smooth actuation of the gear lever itself, and in this detail differs from the exposed rod operating the gear on the cyclecar model.



The new gearbox on the 1915 10 h.p. Swift light car.

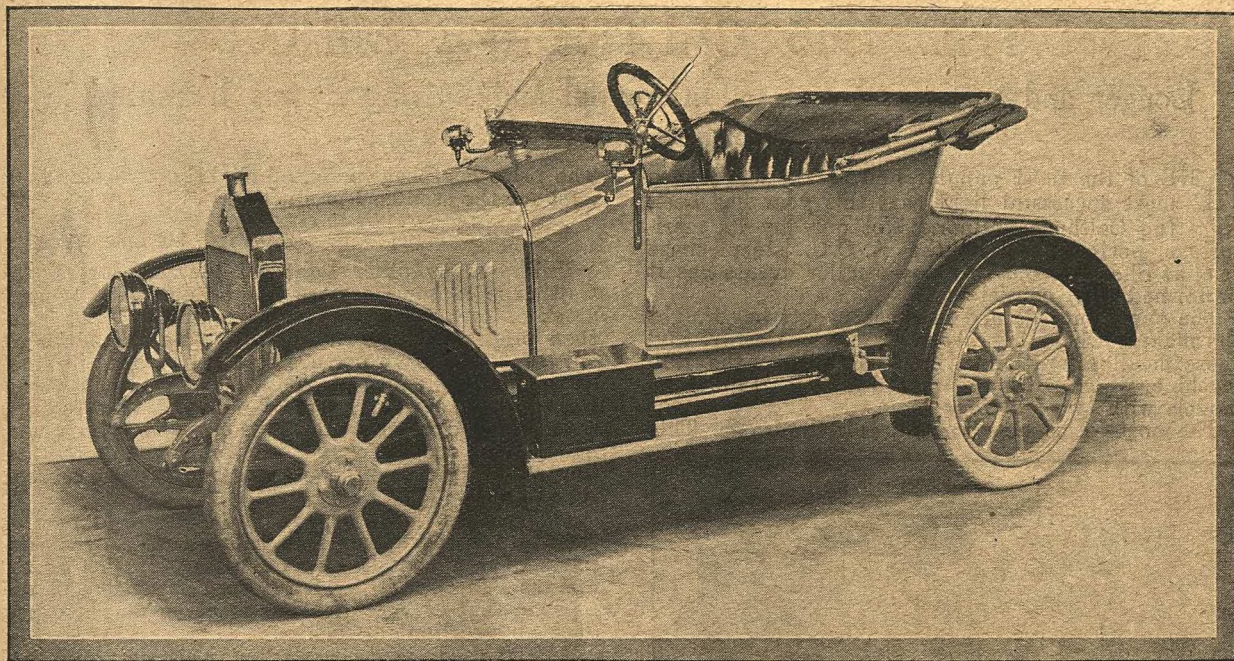


Off-side view of the 10 h.p. Swift engine, showing magneto, carburetter and dynamo outfit.

thermo-syphon system. We have in these columns frequently referred to this addition as proving the best compromise in securing a cool-running light car engine under all circumstances.

The lubrication system of the engine is good. A gear pump is driven off the camshaft, and sucks oil from the reservoir box at the base of the crankcase, forcing it to the three main bearings, and also by a by-pass to the chain drive of the camshaft itself. The oil then reaches the big-end bearings, which are of white metal, via the hollow crankshaft. So much oil is pumped through into the main crankcase that the big-ends serve to feed the pistons with lubricant

The foot brake is fitted at the rear of the gearbox, whilst the hand brake is applied through compensating mechanism to internal-expanding shoes on the rear wheels. A very substantial leather universal joint is fitted, just in front of the rear axle, which is bevel driven. The springing at the rear is by long, strong and flat half-elliptic springs, the same system being used in front. The gear ratios fitted are 16.8



Side view of the new 1915 Swift light car.

to 1, reverse and first speed; 6.9 to 1, second; and 4.2 to 1, on top, the gears being engaged by means of a gate change and the lever being placed inside the body.

The control follows standard practice. The left pedal controls the leather cone clutch, the central the accelerator, which is supplemented by a hand lever, and the right pedal the brake. The side brake is placed outside the body, whilst an ignition control lever is placed on the side conveniently to the driver's right hand.

The body is well finished and upholstered, and as far as we could judge by sitting in it is distinctly more roomy than that on the ordinary light car. The petrol tank is situated in the dash, the filler cap being on the radiator side of the windscreen, thus doing away with the necessity for moving the screen upwards whenever it is required to replenish the tank. The capacity is stated to be about six gallons.

On the dashboard are the electric switches for the head, tail and side lamps, and also the oil indicator. The type employed renders it impossible for any oil to find its way through to the dash and cause an untidy appearance. The oil-level indicating tap is placed low down on the near side of the crankcase.

Generally speaking, the machine seems to be most solidly constructed, and although it is somewhat heavier than the original two-cylinder model, it is stated that the merit of economy in petrol consumption has not been lost sight of, and upwards of 40 miles to the gallon can be obtained. The carburettor fitted, by the way, is a Sthenos, which has been found to give both economical running and good pulling powers. We are promised a trial of the machine on the road in a few weeks time, when deliveries are expected, and are awaiting it with interest.

The whole machine, with chassis and bodywork, has a neat and pleasing appearance.

DO LIGHT CAR ENGINES OVERHEAT?

IT is to be hoped that the cooling arrangements on next year's models now undergoing their experimental testing will exhibit a very great improvement on those of their predecessors. For in this respect the modern light car is sadly defective. One has only to drive up any moderately long and steep hill to raise clouds of steam from the radiator of the average miniature car, an unpleasant indication of the inefficiency of the cooling arrangements. In the big trials this year boiling on hills has been far too common,

and although the courses were extremely severe, the cars were not overloaded as they would be in the hands of the ordinary public, and were driven by experts. Happily, boiling can easily be overcome. The fitting of a fan will probably cure the trouble. If it does not, a larger radiator or water pump may have to be fitted, but in neither case should this present any insuperable difficulty. A fan seems the easiest way of overcoming the trouble, and the fact that it can be removed during the winter to prevent the engine from being overcooled is another obvious advantage.

THE HOTEL QUESTION.

THIS week a contributor classifies hotels under four headings. One, the expensive hotel where accommodation is good; two, the expensive hotel where the accommodation is bad; three, the expensive country hotel where the accommodation is good; and four, the inexpensive country hotel where the accommodation is good. There is a lot to be said for this division, though it is not so easy a matter to generalize on the type by specific instances, as every motorist has his own ideas as to what heading an

hotel comes under. Perhaps we might simplify the sub-division of the hotels by classifying them under two heads only—those where one receives value for money expended and those where one does not. That is, after all, what matters, for the only thing that really galls is to be overcharged, or fleeced, at a place where the accommodation and arrangements are but indifferent. It is this kind of treatment that turns motorists against the hotel-keeper more than anything else.

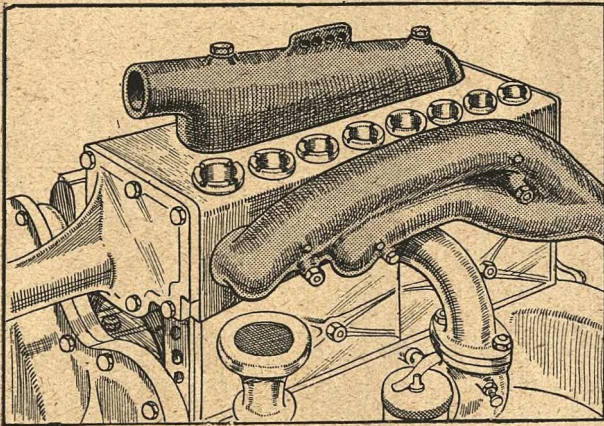
THE 1915 CALTHORPE MINOR.

Longer and Stronger Frame—Differential and Driving Bevels Increased in Size—Improvements in the Engine.

ONE of the most popular and at the same time most successful light cars this year has been the Calthorpe Minor. Not only by its meritorious performance in the A.-C.U. steeplechase trial at Sheffield, but in many smaller events has it performed with consistency.

The experience gained in these events has taught the makers where improvements are necessary, and these small alterations will be found on the 1915 machine, which will be marketed in several different models with two and four seats.

The most noticeable alteration is in the frame. This



The compact power unit of the 1915 Calthorpe Minor.

is longer and very much stronger than before. The rear springs are now shackled at the rear ends as well as the front. The differential and back-axle gear have been increased in size, and by a new design of case it is now possible to inspect the gears without taking the whole axle down.

The whole job is infinitely stronger than on the 1914 models. The brakes, too, have been increased in size, a feature which will be found to have received attention on other makes of light cars for next season.

The engine has been improved in several small ways and gives three or four more horse-power than the old one did. Larger valves and a freer and larger exhaust piping contribute to this.

The water circulation arrangements and outlet pipe are of more generous proportions. The gudgeon pins have also been improved and are now much stronger than on the 1914 machines.

A Claudel-Hobson carburetter is fitted, and Palmer tyres are another item of the specification for 1915.

The price has been increased slightly, and stands at £185 for the standard production.

A Visit to the Works.

Unlike many other light car manufacturers, the Calthorpe Motor Co were not caught with a large stock of cars when war was declared. They were then preparing their 1915 programme, with the result that they have not a single 1914 model in stock at the present time. A recent visit to their works, which, by the way, have been completely re-organized, with extensive additions to cope with a very much larger output for next season, revealed the fact that the Calthorpe light car has had a most successful season.

The makers, however, are not content to rest on their laurels, and when it is known that all the vital parts of the chassis and engine are made of the famous B.N.D. steel, which is very expensive, it will be seen that every endeavour is being made to produce an excellent article.

B.N.D. steel, as everyone knows, comes from Belgium, and it is lucky indeed for the Calthorpe people that a few days before war broke out on the Continent, they received enough B.N.D. blanks from Belgium to make up into 700 cars.

A very thorough system of testing various portions of the mechanism is in vogue at these works. Every engine, for instance, is run for six hours on the bench and must give its proper amount of power before it is passed for the erecting shop.

Then back axles are run in on a special bench, a little emery being used with the oil in order to polish up the bevel wheels and thus eliminate noise, which might otherwise be distasteful to owners. The axle is then taken down, the emery washed away, and the axle re-assembled, greased up and built up into a complete car.

In addition to these tests, all the parts that go to make up each unit of the car are also tested. First of all they are tested in the rough. They then go on the machines and are made into all kinds of odd little bits, each one of which in its turn has to pass the viewer and his gauges before going into the store as a finished and perfect part ready to be handed out to the mechanics assembling or building up the complete car.

Such a fine art has the viewing or inspection of parts become that certain parts have in addition to pass a test for hardness, which is determined by allowing a tiny hammer in a sealed glass tube to fall on to the piece of metal being tested. The amount of rebound of the hammer is measured and indicates the hardness of the metal. By this method small, soft patches in metal can be discovered.

One can see daily outside the New Street Station, Birmingham, a row of cars all on War Office duty. We noticed several very neat-looking Singers and a crimson Sellite, with a kind of rotund body, which made it look extremely well. This is now being used, we believe, by Lieut. Elwell.

As the engine refused to run slowly with the gears in neutral on a light car which a member of our staff was recently driving, the petrol filter was dismantled. This was of a fair size, and was found to contain nothing but water. The engine ran quite well at all speeds above 1000 r.p.m., but how the petrol reached the carburetter was more or less miraculous.

The New Williamson three-wheeler created a great deal of interest at the Stonebridge Hotel, near Coventry, the other day. The body is sprung from the chassis, which is rigid, but the engine, which is a Williamson horizontally-opposed water-cooled twin-cylinder, is also slung from the frame. The drive is by chain from gearbox and chains to the rear axle. Particular attention has been paid to accommodation of plenty of luggage. With this idea in view, there are special compartments on each side of the rear wheel for tools, while the whole of the tail forms a space for a suitcase or for luggage. A modification of the Williamson kick-starter has been adopted on the cyclecar.

WHY A SHOW SHOULD BE HELD.

A MEETING of the C. and M.C. M. and T.U., Ltd., takes place on Tuesday, 22nd September, and the question as to the advisability of holding the Show is to be discussed.

The reasons in favour of the Show being held are:—

1.—That it would afford a magnificent advertisement to the world of the stability and security of British trade, even under the most adverse circumstances.

2.—If we do not hold a show, the Americans will be given a still further opportunity of seizing our motor trade. Whilst our models remain the same, they will produce new and improved machines, and, in conse-

quence, will make a still stronger appeal to motorists not only in this country but also in our Colonies.

3.—The argument against the Show being held on the grounds that Olympia may not be available is unimportant, because there are several other halls which could be obtained for the purpose.

4.—There is no need for the Show to be conducted on as elaborate lines as formerly, and the comparatively small amount spent on a modified form of Show will more than recompense exhibitors by the interest stirred up in the motoring movement as a whole, not only in this country but throughout our overseas dominions.

THE SWAN SEAT-STARTER.

SO many ladies object to having to swing the engine by hand that any form of seat-starting device is sure to be welcomed.

The latest pattern to make its appearance is known as the Swan, and on the Standard light car to which it was fitted when we inspected it, it certainly worked perfectly.

It consists of a bracket bolted to the sub-frame carrying a long bell crank lever pivoted at the lower end and carrying a pedal on the upper end.

On the short shaft between the clutch and the gearbox is mounted a simple serrated clutch, one

portion being rigidly attached to the shaft and the other running idly on it.

Over the loose portion an ordinary roller chain passes, with one end fixed to the bell crank lever, and thus a stroke of the lever rotates the shaft.

A simple clutch fork engages the serrated clutch by the first movement of the lever, and an equally simple trip mechanism provides for disengagement in case of a backfire.

Strong springs provide for the return movement of the lever. The device is handled by Marlborough Motors, of 404, Euston Road, London, N.W.

MOTORING SECRETARIES—Business Letters Typewritten in a Light Car.

HUNDREDS of business men who have ceased to travel by railway and now use light cars will be interested in the suggestion made by our contributor that instead of dealing with their correspondence and having letters typewritten at their offices, they should take a youth and a typewriting machine on the car with them.

The hint given by our correspondent that many junior clerks might improve their prospects in life by qualifying as "Motoring Secretaries" will appeal to many handicapped youths who are anxious to make headway in life.

drawn into a quiet side street (thus incidentally saving garage expense). If the sun is at its height the typist raises the Cape hood and does his work in the cool shade; if rain is falling he protects him-

The Typewriter in the Cyclecar.

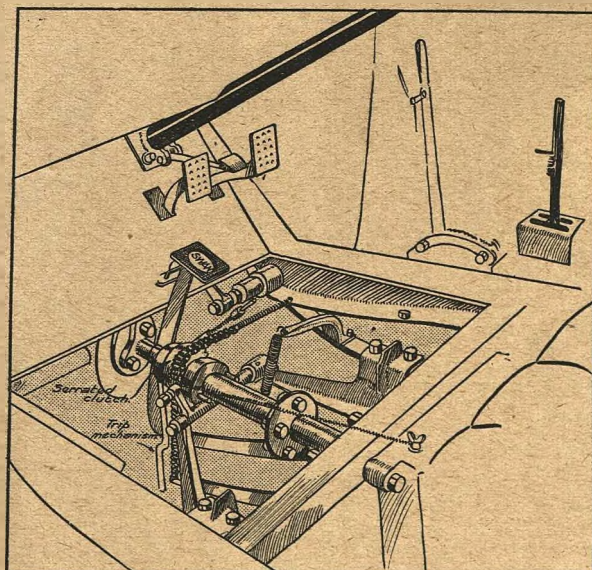
How many business men spend an hour every morning dictating letters and then wait impatiently until they have been typewritten? Others deal with their correspondence and then drive off to see customers, rushing back later in the day to sign letters.

Why not take a junior clerk and a typewriting machine in the car, and have the letters typed and signed en route? A folding stand for the typewriter can be easily fixed in front of the passenger's seat, and whilst the owner is making business calls and the car is at rest, the typist can be at work.

It is not always wise to deal with an important business matter without longer consideration than can be given whilst one is engaged in looking through the morning mail; and yet if one must leave the office for the day there is great temptation to come to a hasty decision, in order that a typewritten reply may be sent by return post.

There is plenty of time when one is out on the road to think over a delicate business problem, and there is no reason why the typewriter should not be at one's elbow ready to write a letter embodying one's well-considered decision.

This article was dictated by a light car owner whilst seated at his steering wheel on a Northern main road, and typed whilst he was making a business call in a busy city, the car, meanwhile, being

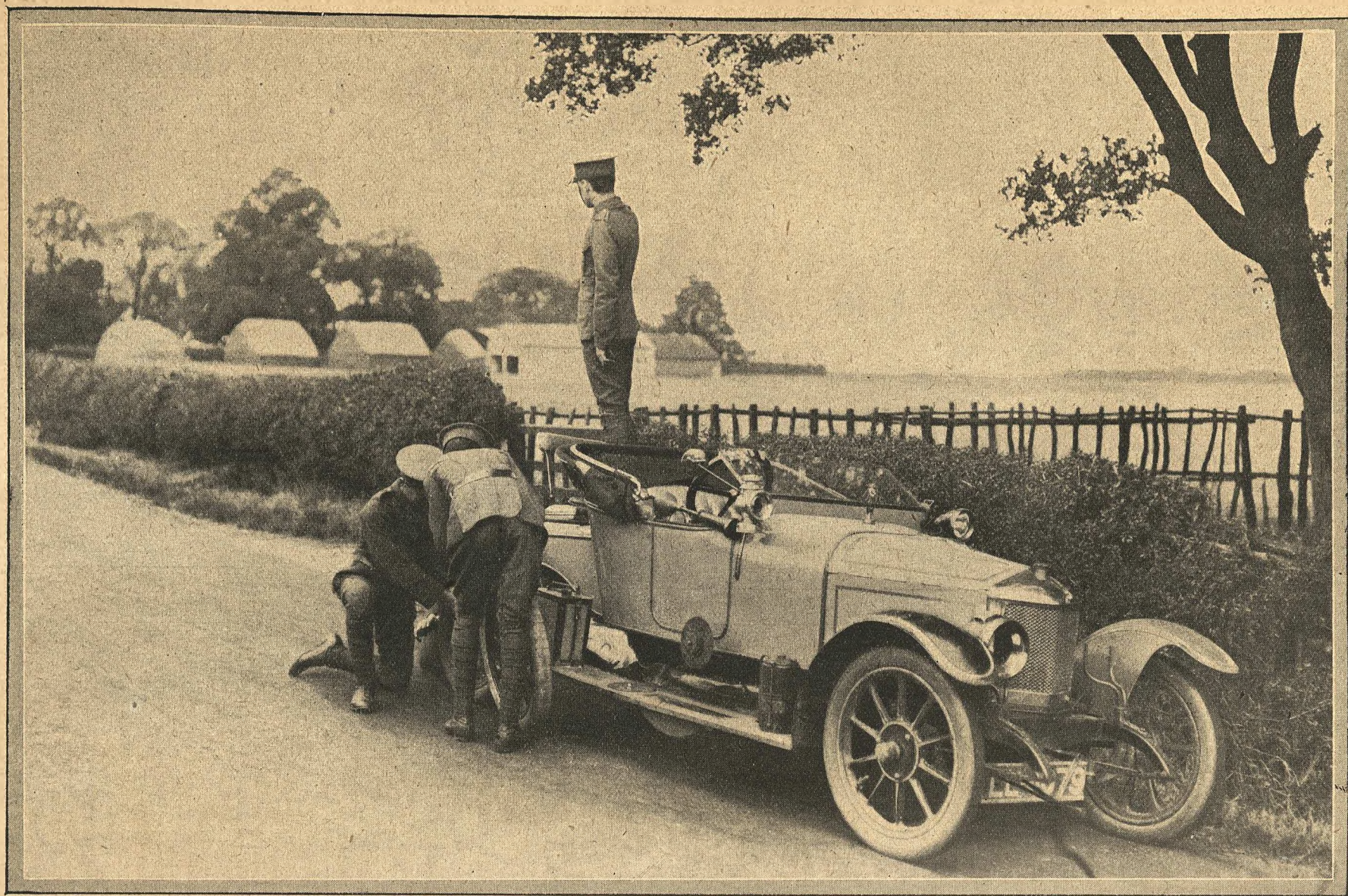


Details of the Swan seat-starter, as fitted to a Standard light car.

self, his machine and his paper from the wet by fixing the side curtains.

The owner is so well pleased with the success of his experiment, and his typist is so delighted at being able to exchange his office stool for a seat in a car, that the clerk is to be taught to drive and provided with a licence so that he may be able to meet his employer with the car just when and where it may be convenient.

R.R.



THE PUNCTURE FIEND
ON THE WARPATH.

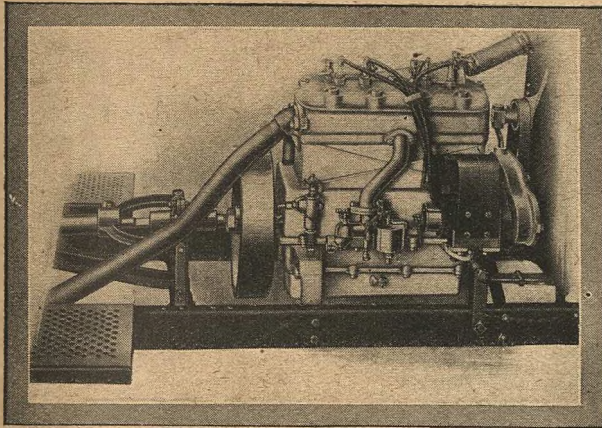
A quick change of wheels on their de P. light car soon allows the despatch carriers to proceed on their journey. A guard has been mounted during the operation.

CROSS COUNTRY COMMENTS.

Periodic Carburation—The Motoring Look—A Curious Anomaly—The Lazy Habit.

ON several light cars that I have driven lately there has been a decided lag in the pick-up of the engine caused by improperly-set carburetters. On some cars this is more noticeable than on others, and sometimes total misfiring takes place when the throttle is depressed to a certain point, which is most disconcerting.

It is most extraordinary how much difference there is between various carburetters on engines of more or less the same general design. Some are lively, and when one stamps on the accelerator pedal the engine picks up straightaway, whilst with others it is necessary to edge the throttle open bit by bit. There is something to be said for this characteristic, as it



The power unit of the 1915 model Wood's Mobilette—a popular American light car.

certainly saves the engine from sudden stresses which one is likely to impose upon it when it is possible to open the throttle straightaway. At the same time, I myself prefer a car which accelerates sharply, as in traffic driving especially speed and acceleration are often factors of safety, whereas when the pick-up of the engine is not so good one is often tempted to try "to get through" with dire results.

* * *

A friend of mine declared to me the other day that the great French motorists become fatter and fatter the more they drive, and to those who know the famous "conducteurs" there seems a good deal of truth in this. With us English, things are the reverse. I have known men whose yearly mileage is between 15,000 and 20,000, and who drive faster by night than even by day, but whether it is that this hard, constant straining of the eyes and nerves really affects them or not I do not know. However, it seems to me that they soon acquire a kind of haggard, hawk-looking appearance. They look well and fit enough, it is true, but their faces are finely drawn, and many of them walk with a slouch or a stoop as if they were always bending over the steering wheel.

In this respect motorcyclists are perhaps still worse than car drivers, and one has only to stand in the paddock at Brooklands to pick out the motorcyclists who have 50,000 or 60,000 miles to their credit by their hollow-dented, high cheek-boned appearances.

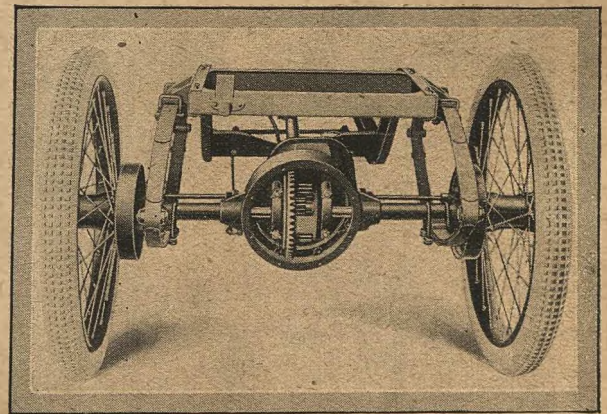
So many things seem now to be done the wrong way about, just in the same way that a novice may begin to take down his carburetter when it is really the sparking plug that is at fault. Why, for instance,

does the man in England have to get a licence before he can drive at all? Surely the proper sequence of events would be for him to drive first, then pass his test and obtain his licence. It is just on the same lines for the letter-writer to pen a long letter and then sign his name at the end, whereas the really important point from the reader's point of view is the name of the sender, who should, therefore, according to all rights, place it at the beginning of the letter.

* * *

It is surprising how lazy one becomes the more perfect a machine one drives. My present car has done something like 3000 miles without ever having had a spanner applied to it. I hardly ever oil or grease it, although I must confess this is wrong, and the only thing it requires is filling up with petrol, oil, and water. So reliable is it that I am beginning to weary of the necessity of starting up by means of a handle. Perhaps when I have a switch starter I shall weary, too, of switching on.

As a matter of fact, starting up from cold is not quite as easy as I should like. The carburetter is set rather fine, with a view to economizing fuel. I wind up, and the engine turns over at about 20 or 30 revolutions, while I make a dash, via the side door, to the accelerator pedal. I repeat the process three or four times, until I am able to reach the pedal before the engine has petered out. This trouble can, of course, be overcome by a hand lever being fitted to supply-



The rear axle of the Wood's Mobilette, showing the accessibility of the differential.

ment the accelerator pedal. There is another point, too, which lazy motorists resent. The filler cap of the petrol tank protrudes through the dashboard, so that when one fills up with petrol it is necessary to move the windscreen forwards. This is quite an unnecessary bore, for it should be possible to replenish with petrol without having to move any other part or accessory of the car.

* * *

There is no doubt that in the long run quality and good workmanship tell, though it may take some thousands of miles to prove the difference. I recently heard of a case where two friends bought light cars at the same time. One bought a Morris-Oxford, and the other a make that shall be nameless. At the end of 5000 miles the former was the only car in it: the other had developed into a decrepit tin can. M.C.M.

IS A BRITISH MAGNETO INDUSTRY POSSIBLE?

How to Make the Home-Produced Article Successful.

CAN we establish a British magneto industry is a question of momentous importance to the motoring community. It is a curious fact, but none the less true, that practically every motor-bicycle and motorcar in this country is fitted with a magneto of German origin.

There is nothing to be gained by endeavouring to find out why such a parlous state of affairs should

pression that they have only got to make a magneto and orders will flock in in quantities. But there was never a greater mistake.

Every inch of ground will have to be fought: the home-produced article will have to be demonstrated; its good features brought before the British public by judicious advertising. Every owner has a tremendous amount of faith in his present magneto, and it



WHAT'S IN A NAME?—The "King of Prussia" at Barnet which has changed its name and is now known as the "King George." The light car in the foreground is a four-cylinder de P.

now exist, but the obvious remedy which we must all hope to see successful is the establishment of a huge British magneto industry.

Now that we are waging war on German trade, the opportunity has arrived, but it must not be imagined that the enemy will relinquish his grip without a terrific struggle. British competitors, up to the present at least, appear to be labouring under the im-

will be necessary to convert him to the new article. His patriotism is now at high-water level, but unfortunately it does not follow that he will insist on a home-produced article of which he knows nothing.

He must be educated, and now is the time to make a beginning, as he is in what might be termed a receptive mood. The opportunity must not be missed, or it may never occur again.

THE LIGHT CAR IN SCOTLAND.

UNTIL the present crisis arose the light car was doing well in Scotland, and during the past summer the number of light cars on the road has increased very noticeably.

The type favoured is that on motorcar lines such as the Singer, Standard, Calthorpe, Hillman, Marlborough, etc., although the G.W.K., with its friction drive and wide choice of ratios, is a great favourite on account of its hill-climbing abilities.

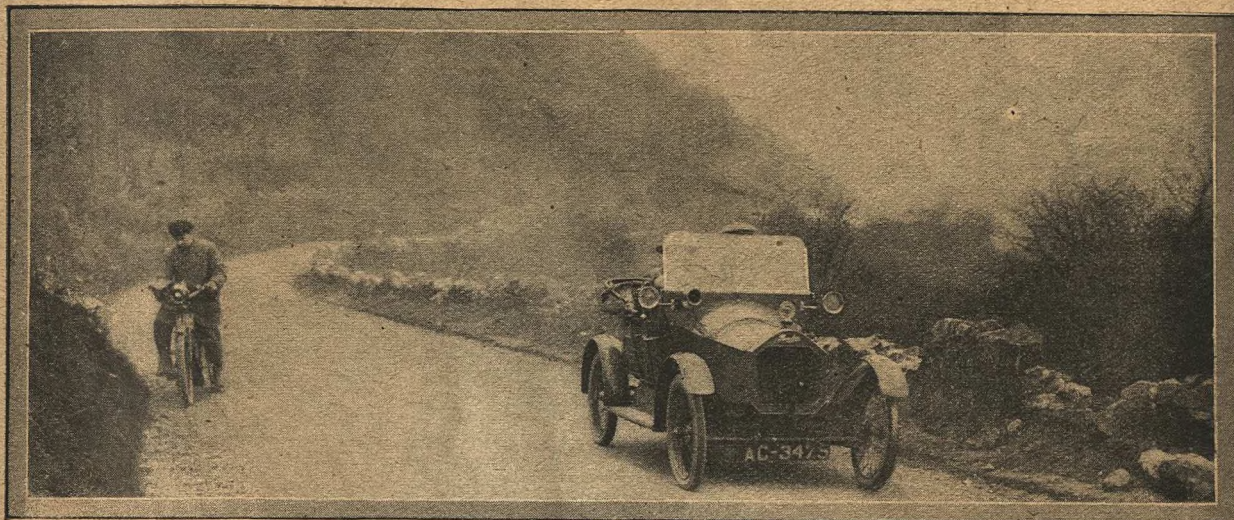
In the competition world the light car has so far not been greatly in evidence. The leading motor-cycle clubs have done their best in providing classes and offering prizes, but the response has been dis-

appointing. In the Scottish Trials a number of light cars competed, of course, and it is in reliability trials only that the light car has appeared this season. The Scottish A.C.U. had to abandon its mile race for light cars at St. Andrews, and, so far, no class of the kind has been filled at a Scottish hill-climb. The reason, of course, is that most light car owners use their vehicles more or less for utility purposes and have neither time nor inclination to tune and strip them for competition work.

If some of the makers would send up special chassis for their agents to enter in hill-climbs, etc., there is no doubt that the movement would benefit.

LADIES—TO THE WHEEL.

Now is the Time for Members of the Fair Sex to Learn—The Simplicity of the Light Car or Cyclecar.



A Humberette with a member of the fair sex at the wheel.

WITH husbands, brothers, fathers, and many other friends and acquaintances at the war, there is a fine opportunity for the fair sex to become proficient in the art of driving, and, judging by the number of lady motorists on the road nowadays, it is obvious that already many women are availing themselves of it.

The light car is naturally the most suitable type of machine on which a woman can learn to drive. It is so easy to change gear on a light car, and the steering and general handling of the machine are so much lighter and simpler than on a cumbersome large car. After a lesson or two, even the difficulty of starting up disappears, and once this has been mastered the lady driver becomes absolutely independent of trains and the necessity for always taking a man about with her.

Then, again, in these days, when a certain amount of economizing is necessary, it is far better to take out a light car, with its low petrol consumption and tyre wear, than a heavy one. Many journeys on the ordinary type of touring four-seater are undertaken with perhaps only one or two passengers, and, consequently, when a light car will take the same load actually faster and at less cost, one can realize the great waste that is going on when the heavier car is employed.

The British School of Motoring. Two Hundred Lady Drivers.

Putting our views to the manager of the British School of Motoring, they were at once corroborated, for the number of women taking instruction since the outbreak of war has greatly increased.

The reasons which prompt them to learn to drive are many; in some cases their men-folk are at the Front, and if they wish to use their cars they have to learn to drive.

In other cases women realize that with so many men serving their country, there will be a great demand for them to take the latter's places, and therefore many wish to learn to drive for that reason.

In this connection the school has had an inquiry from a women's society for 200 women to be instructed in driving, in batches of 25 at a time.

It is also very noticeable, we are told, that many women who could already drive, but who never attempted to do so in town on account of the traffic, are now attempting, with success, the intricacies of that description of driving.

The woman driver is, as a rule, very quick in learning to drive, although, generally, she does not go in for the mechanical side. Occasionally a woman will take instruction in the mechanical side and spend long hours in the school workshops, gaining an insight into the working of gearboxes, back axles, engines, and carburetters.

The Motor Schools Institution. The Lady-Chauffeur Secretary.

We gained further proof of the increase of women drivers from the manager of the Motor-Schools Institution, and the number of women receiving instruction at this school has also increased considerably during the last few days.

Many women are learning to drive, with a view to taking positions as secretary-chauffeurs or to relieving men chauffeurs, in order that they may be free to serve their country.

Women prove themselves quicker at driving than men, but slower at the mechanical side, while starting up the modern light car does not present any difficulties, although there is a distaste for it and a liking for self-starters.

With regard to quickness of learning, one woman successfully passed the R.A.C. exam. and took the certificate after only six hours instruction, while one man had 50 lessons and then repeatedly failed to pass the exam., ultimately giving it up as a bad job. Both these cases are, of course, exceptional.

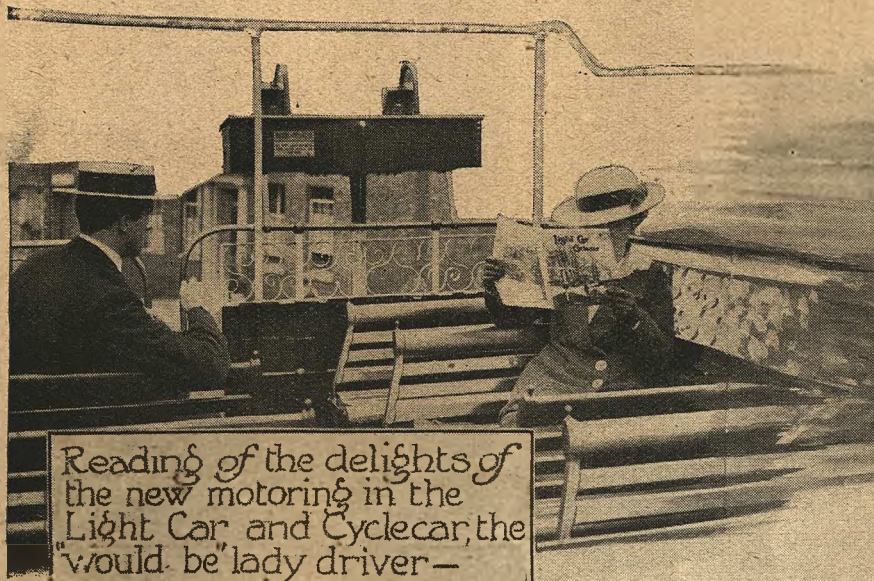
Most women who possess the necessary nerve for traffic driving prove unusually good at it, and they will successfully take openings which the man driver would never get through.

McM.
B3



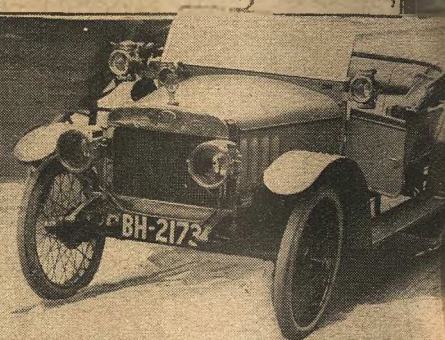
THE LADY LEARNS TO DRIVE.

START NOW
PRESENT TIME

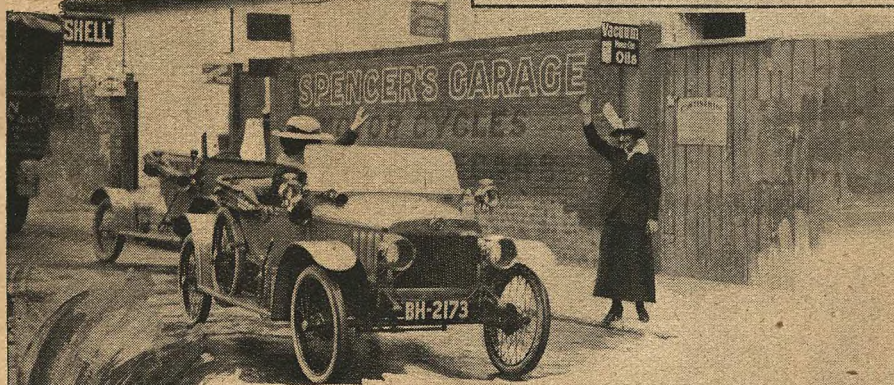


Reading of the delights of
the new motoring in the
Light Car and Cyclecar, the
"would be" lady driver—

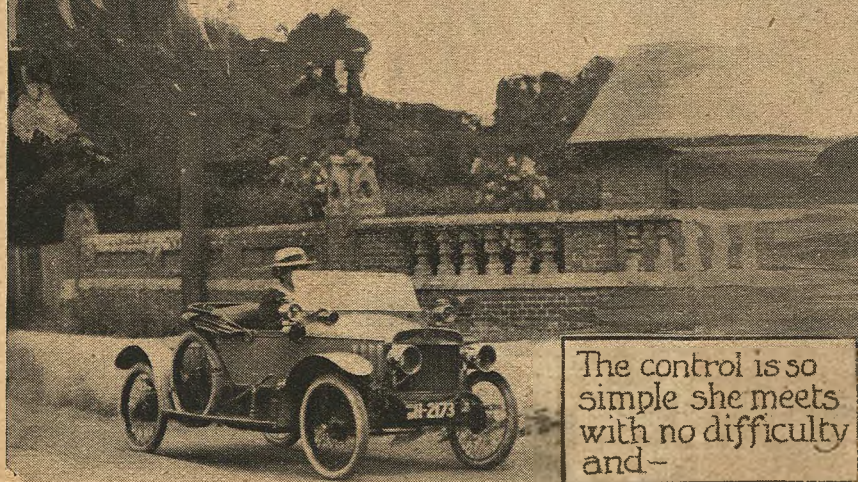
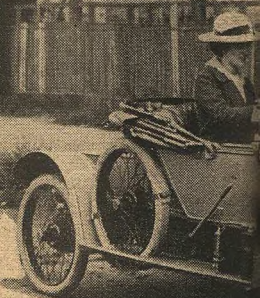
—corresponds with
Spencer's Garage of
Uxbridge, and is met by
their lady demonstrator
at Uxbridge Station,



The G.W.K. is purchased
& the learner drives away



and soon —the novice
takes the wheel herself.



The control is so
simple she meets
with no difficulty
and—



THERE HAS NEVER BEEN A BETTER OPPORTUNITY THAN AT THE
FOR MEMBERS OF THE FAIR SEX TO MOTOR.

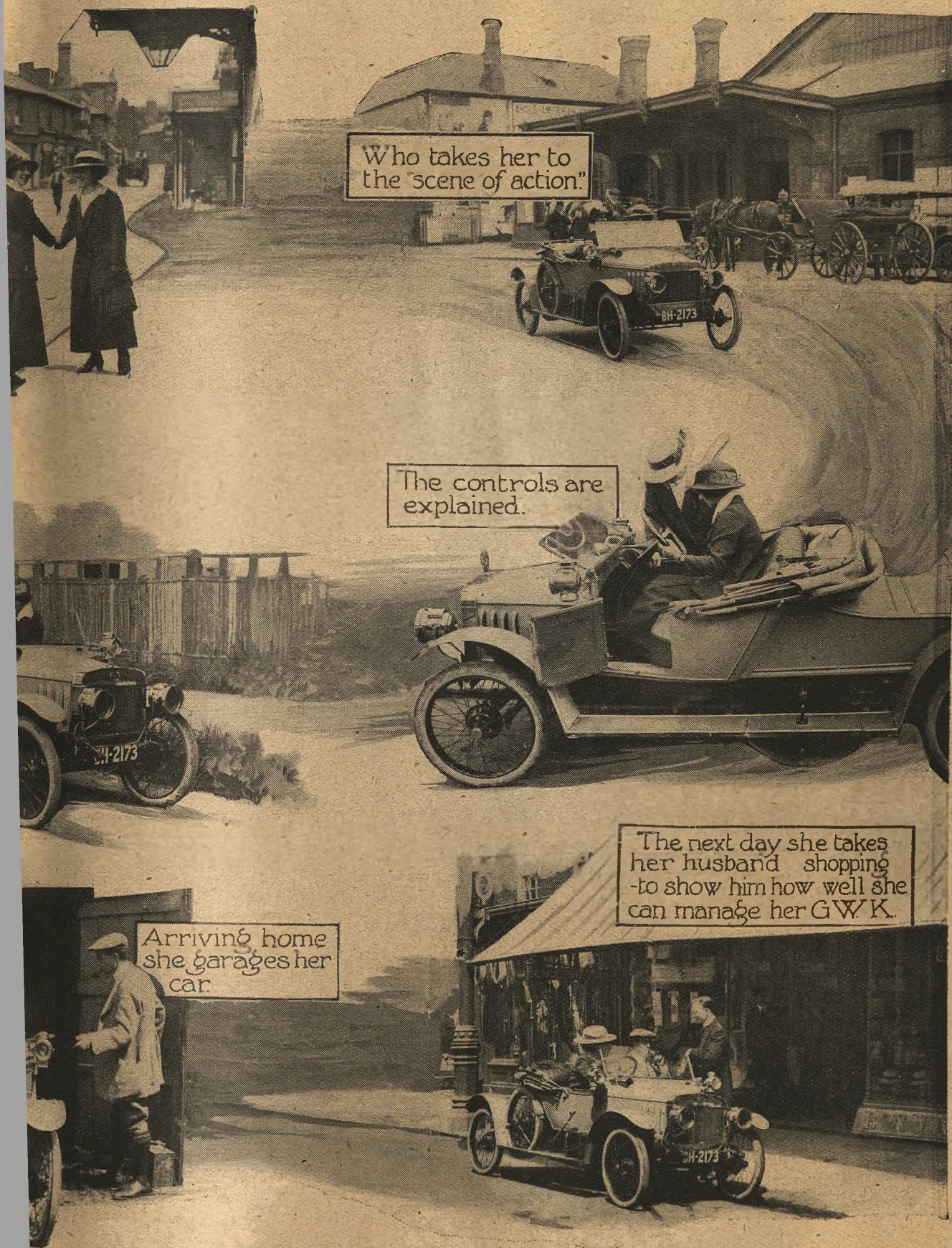


Who takes her to
the "scene of action."

The controls are
explained.

The next day she takes
her husband shopping
-to show him how well she
can manage her G.W.K.

Arriving home
she garages her
car



NOTES AND QUERIES.

Stiff Multi-Disc Clutch Mechanism.

Selected Questions and Replies.

A CORRESPONDENT, "A.M.E." (Manchester), recently took delivery of a new car fitted with a multi-disc clutch, and, starting out from the works, the clutch appeared to work very smoothly and without the slightest sign of slip. Later on, however, it became necessary, through overrunning a turning, to turn the car round in a rather narrow road with a somewhat steeply-cambered surface. During this manœuvre the car had to be reversed up-hill against the camber of the road, when it was found that the clutch would not grip at all, however slowly and carefully the throttle was opened. The passenger ultimately had to dismount and give vigorous assistance before the car could be extricated, and on the forward gears there was still no evidence of slip. Testing the clutch at the end of the run, the car was again reversed up-hill, and again the clutch refused to grip, but ultimately was induced to do so by letting it in quite suddenly, the engine revolutions being kept as low as possible. Examination showed that the trouble lay in the clutch-operating gear, which was rather stiff and did not allow the clutch to engage properly if released very slowly, but why this should only occur on the reverse gear was not apparent. The explanation probably lies in the fact that when reversing in a restricted space, one naturally does so very carefully, and probably the driver unknowingly but instinctively let the clutch in more carefully than he was in the habit of doing when proceeding in a forward direction.

IMPROVING A JACK HANDLE. The spare wheel is apt to be useless if one is held up on a deserted road by a puncture, only to discover that the jack is missing, or almost as important the jack handle. This recently happened to a reader who showed considerable resource in improvising a jack handle. The difficulty lay in finding something to fit the square in the small bevel wheel of the jack, but a pair of pliers was tried, and one jaw was found to fit quite well. A tyre lever was then placed across the handles of the pliers, when it was found that the leverage was sufficient to allow the wheel to be jacked up without undue exertion. With the light weight of the modern light car or cyclecar, it is often possible to lift the car on to the jack or a suitable baulk of wood, but care should always be taken to see that the jack and handle are placed in the toolbox before starting out.

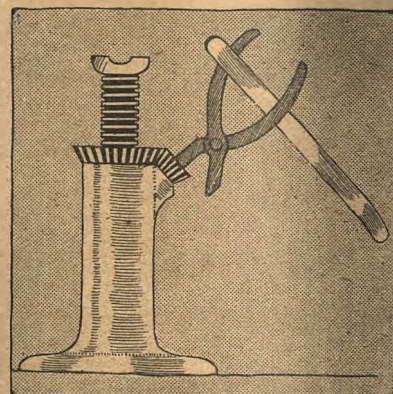
CARBURETTER SETTING. The light car owner whose previous experience of the petrol motor has been confined to motorcycles is likely to experience some difficulty when he first comes to dismantle and adjust the automatic single-lever-control carburetters fitted to most light cars and cyclecars. A case was met on the road recently, and the owner of the car had spent half an hour in trying to start his engine. It transpired that the adjustment for the slow-running position had come loose, allowing the throttle to close completely and stopping the engine when the accelerator pedal was released. In resetting the adjusting screw, the driver had opened the throttle too much, and the engine refused to fire in consequence, owing to insufficient suction on the jet. It must be remembered that the majority of automatic carburetters only give easy starting on the pilot jet or at small throttle openings, and in very cold weather it is often necessary to restrict the air intake until the engine has warmed up.

B6

ONE of the most annoying troubles at night time is a flickering flame in the acetylene headlights. Some times the flame jumps up and down so violently that it goes out altogether, and the driver, being then in complete darkness, runs a serious risk of an accident. In nine cases out of ten the cause of the trouble is water in the conducting pipes, but it may be the result of a leak. In a particular case which recently came to our notice, one of the rubber connecting pieces had perished and a crack developed. It was a long time before the cause was discovered, but once a new piece of tubing had been substituted the lamps burnt splendidly. If there is

LAMP TROUBLES.

A reader, finding that the jack handle was missing, managed to jack the car up, using a pair of pliers and a tyre lever for a handle.



water in the pipe, the latter may be disconnected at either end and air forced through by a pump, which should blow the water out at the other end. After driving for any appreciable time on an untarred road at night, and a tarred portion is struck, a driver may imagine that his lamps have suddenly become dim. More water will be turned on, but, of course, without any appreciable improvement. It is not the lamps that have failed, but the difference of illumination is due to the dark colour of the tarred road. These remarks arise out of a query sent in by "K.P." (Colchester).

It sometimes happens that when one starts out on a day's journey the brakes are working in splendid order, but gradually they get weaker and weaker. Naturally, it is assumed that they require adjustment, but the desired effect is not attained. What has probably happened is that the oil in the back axle has worked its way through into the brake drums on the back wheels. This usually only occurs on one side, and, of course, if the brakes are compensated, the brake on the other side will be more or less effective. This is a decided drawback, as there is a very great tendency to skid, and should the brakes be required in an emergency it might prove disastrous. Should the brakes not be balanced, the oil-logged one, being probably adjusted more than the other, acts first, and as it will not grip the other does not get a chance of ever being applied. When this state of affairs exists the oil-logged brake should be slackened off, so that the good one may act. There will, of course, be a tendency to skid, but that is perhaps better than being helpless without any brakes at all. Of course, when a garage is reached the faulty brake should be seen to and the oil leakage stopped.

BRAKE ADJUSTMENT.

OUR CAMPAIGN FOR THE PARCELCAR.

How to Overcome the Financial Difficulty—Standardized System of Repairs.

IN previous issues we have shown that the present moment is an excellent one for the motor trade to institute a gigantic publicity campaign in favour of the parcelcar as opposed to the pedal carrier or horse-drawn van.

We have shown, too, that the objects of this campaign would be to accustom the small tradesman to the idea of employing a parcelcar and to convince him that by so doing he would be effecting economies.

Now, a parcelcar costs anything from £150 to £200.

possible for concerns operating in the larger towns and cities to maintain fleets of parcelcars for their clients on very advantageous terms. One car per tradesman would not necessarily be the rule, for the same car might work for different concerns.

Standardized Repairs.

With a standardized system of repairs and overhauls, and with a fleet of one-model cars, the operating company should be able to offer terms lower than



Even the railway has to call upon one of its greatest rivals for assistance. A fleet of Auto-Carriers supplied to the London and South Western Railway Co.

It will carry up to five or six cwt. of goods. The first cost of the van is, however, a serious deterrent to its adoption by many tradesmen. It is true that they have been paid for the horses that the Government have commandeered, but in cases where they have any left they say that the remnant will suffice to do the work required. In some cases we have even heard of tradesmen who have made a pretext of the Government commandeering all their horses to demand that their customers should collect their supplies themselves or leave them.

Some Practical Suggestions.

If this financial difficulty is really present, there are a number of ways of getting over it.

The local agent who sells the parcelcar might arrange for the money to be paid in instalments.

Or, again, a group of tradesmen might combine their resources and share the parcelcar between them, though we confess that such an arrangement does not commend itself to us.

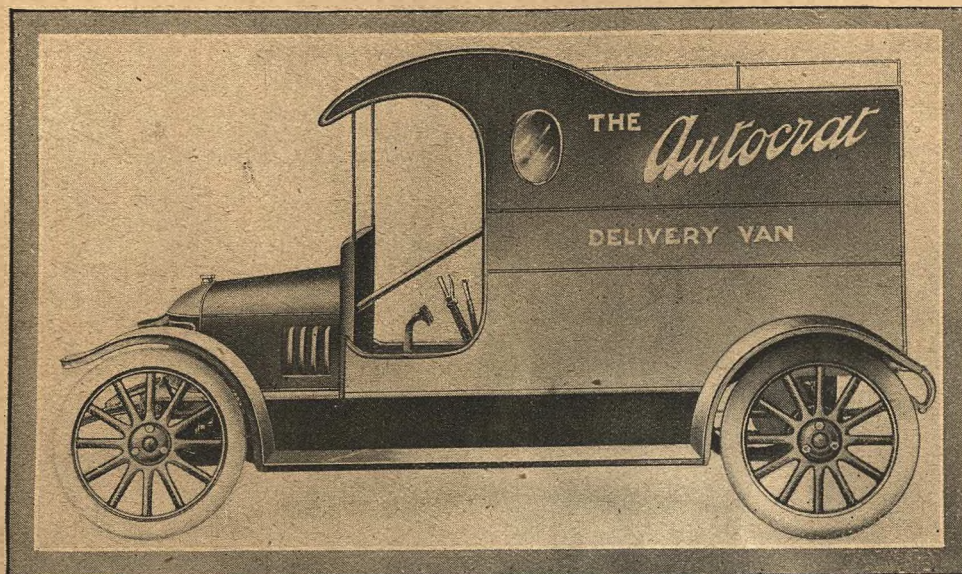
The best plan would appear to be for local companies to be formed to hire out parcelcars to tradesmen at a fixed charge, by which the tradesmen would be relieved of all worry in connection with insurance, running expenses, drivers, etc. It should be quite

the outlay undertaken by the tradesman with his van or tricycle car system of distribution.

First he would be relieved of all trouble and worry in connection with the organization and upkeep of his distributing scheme, and, secondly, the distribution of his goods would cost him less.

Of one thing we must be certain, however, before embarking on any scheme of the kind suggested, and that is that the type of vehicle we are offering to the tradesman is the type best suited to his requirements. Probably at the present time very few have taken the trouble to investigate the particular kind of work that the tradesman's horse-drawn delivery vans are doing, with a view to producing a motor which will do the work better, quicker, and more cheaply. At present the main idea of those in the trade seems to be to fit what is called a delivery van to their light car chassis with as little delay as possible. It would be better to delay a little and be certain that the article that is to be sold is the ideal thing for the purpose than to waste time and money in producing something that is not required. Let it not be thought from these remarks that we think the light car parcel van is the wrong kind of machine. We do not; but at the same time it might be possible for something lighter and cheaper to find a bigger market.

NEW MODEL LIGHT VANS AND PARCELCARS.



THE AUTOCRAT
LIGHT VAN.

Engine—4 cyl., 10-12 h.p.

Gearbox—Three speeds
and reverse.

Load—5-7 cwt.

Petrol Consumption—
35-40 m.p.g.

Price—£168.

Wheelbase—8 ft. 6 ins.

Track—4 ft.

MORE new light vans and parcelcars make their appearance every week, and it would therefore appear that light-car manufacturers are devoting their energies to this branch of the industry in no uncertain manner. Below we give details of a further selection.

The Autocrat ... £168

The Autocrat Light Car Co., of Balsall Heath, Birmingham, is one of the most recent of the pleasure vehicle makers to enter the commercial field.

Two models are made—a light delivery van and a light lorry. Both of these are mounted upon practically standard chassis, and embody all the well-known features of the Autocrat transmission.

Of course, the wheelbase has been increased to suit the altered conditions, this being 8 ft. 6 ins., with a track of 4 ft.

A 10-12 h.p. engine is fitted in both models, whilst three speeds and reverse are used. Artillery type wheels are specified, shod with Michelin or other make of tyres of 700-mm. by 80 mm.

In the case of the light delivery van, the carrying capacity is from 5 to 7 cwt., the inside dimensions being: Height, 4 ft. 3 ins.; length, 6 ft.; width, 3 ft. 9 ins.

A door is placed at the rear, and the driver's seat is well protected and at the same time accessible. The price is 160 guineas.

The Meteor ... £185

A roomy light van which is built on a very sturdy chassis should be greatly in demand, and the Meteor light van, with a body 5 ft. long, 3 ft. 9 ins. wide, and 4 ft. 6 ins. high, should come within this category.

THE CALTHORPE
LIGHT VAN.

Engine—4 cyl., 10 h.p.

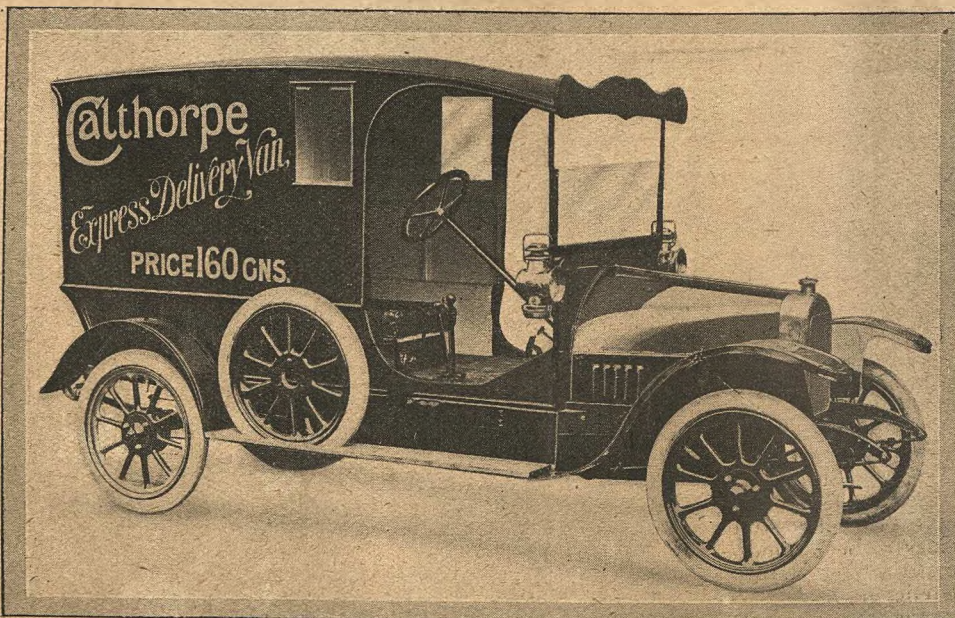
Gearbox—Three speeds
and reverse.

Final drive—Bevels.

Load—5 cwt.

Petrol consumption—
35-40 m.p.g.

Price—£168, spare
wheel included.



THE LAGONDA LIGHT VAN.

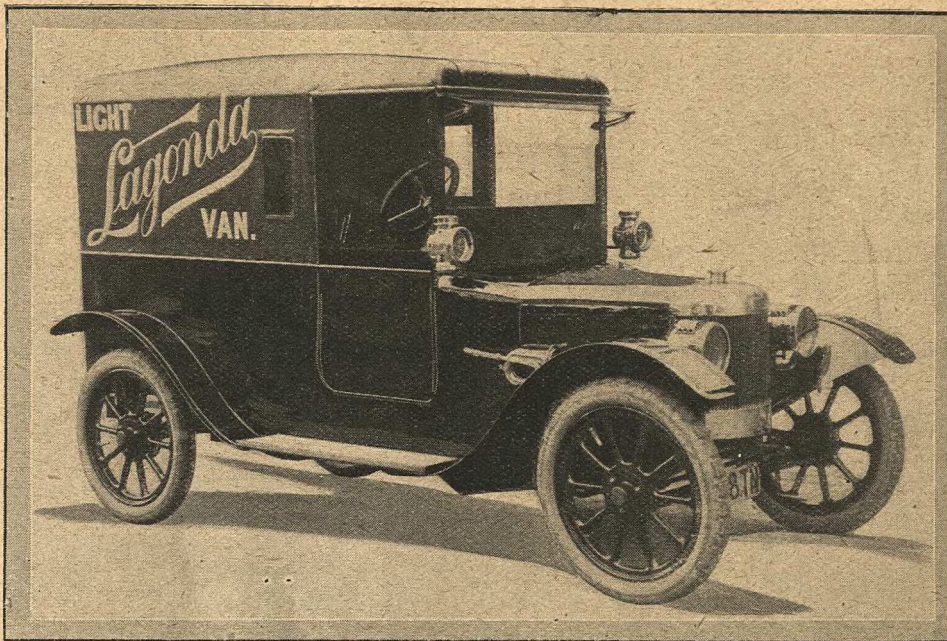
Engine—4 cyl., 11 h.p.

Gearbox—Three speeds
and reverse.

Load—5-7 cwt.

Price—£150.

Equipment includes
spare wheel and tyre,
set of five lamps, horn,
tools, etc.

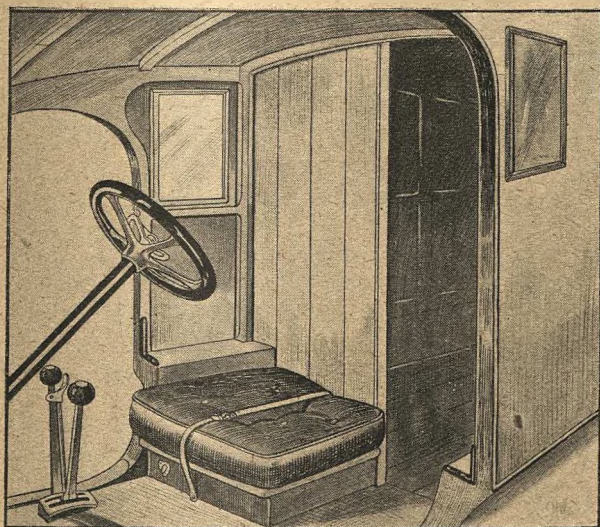


The wheelbase is 8 ft. 6 ins., and 700 mm. by 85 mm. extra strong tyres are fitted, so the machine should be well up to the load of 6 cwt., in addition to the driver, for which it is designed.

The price is £185, and this includes a very complete equipment—head, side and tail lamps, horn, tools and spare wheel and tyre. The makers of this fine light van are Meteor Motors, Ltd., 7, Harrington Road, South Kensington.

The Calthorpe ... £168

For 160 guineas the Calthorpe delivery van is sold complete, with five Palmer cord tyres, side and tail lamps, and tools, and it is excellent value. It is con-



Interior view of the Calthorpe Minor light van.

structed to carry about 5 or 6 cwt., and in its preliminary tests has performed well with its load.

The chassis incorporates all the 1915 improvements, such as a much stronger frame, stronger back axle,

hand in addition to foot-controlled throttle, stronger springs, better system of exhaust piping, and larger valves, which add considerably to the efficiency of the engine. A Claudel-Hobson carburetter is now fitted as standard for 1915.

The van actually weighs about the same as the two-seater body; owing to the need for less luxurious fittings and upholstery.

There is one seat for the driver, who has access to the body by the entrance in the place where the passenger's seat would be in the ordinary course of affairs. The van is provided, in addition, with large doors at the back.

The makers are the Calthorpe Motor Co., Ltd. (1912), Bordesley Green, Birmingham.

The Lagonda ... £150

A moderately-priced light van, the Lagonda should yet give excellent service, as the chassis is that of the well-tried pleasure car altered to suit the new conditions of delivery-van work.

The springs are strengthened throughout to take the extra load, and a larger lock is arranged for the wheels, to allow of the van being manœuvred easily in traffic, whilst the gear ratios are slightly lower than usual on account of the heavier load.

The body has ample accommodation for the driver and passenger, and leg room is not cramped. The dimensions of the space available for goods are 3 ft. 11 ins. high, 3 ft. 6 ins. long, and 3 ft. 3 ins. wide, and a single large door at the rear gives easy access to the contents. It is designed for a load of 5 cwt.

The spare wheel is carried upright behind the driver's seat, and it is not found to be in the way at all. As usual on the Lagonda, the control levers are placed in the centre, and the seat is very accessible, as doors are fitted on either side.

Complete with spare wheel, five lamps, and tools, the price is £150, and it should be noticed that it is the 1915 model with all the detail improvements of the chassis and engine, including the new overhead rocker gear of the latter.

The sole distributors are Tollenmache and Griffin, Ltd., 195, Hammersmith Road, London, W.

THE PARCELCAR AND ITS MARKET.

The Need for a Publicity Campaign.

WITH a view to finding out the opinions of various tradespeople on the question of the light delivery van, we recently called at various shops in Bond Street, London. The following are some of the opinions expressed:—

-----, Coffee Merchants.

The question had been considered, but they had come to the conclusion that the horse van was cheaper. Cost per month is the only method employed in reckoning the upkeep of a horse van, and how in these circumstances it can be summarily compared with a light car van, and the latter dismissed as "not worth while," it is difficult to see.

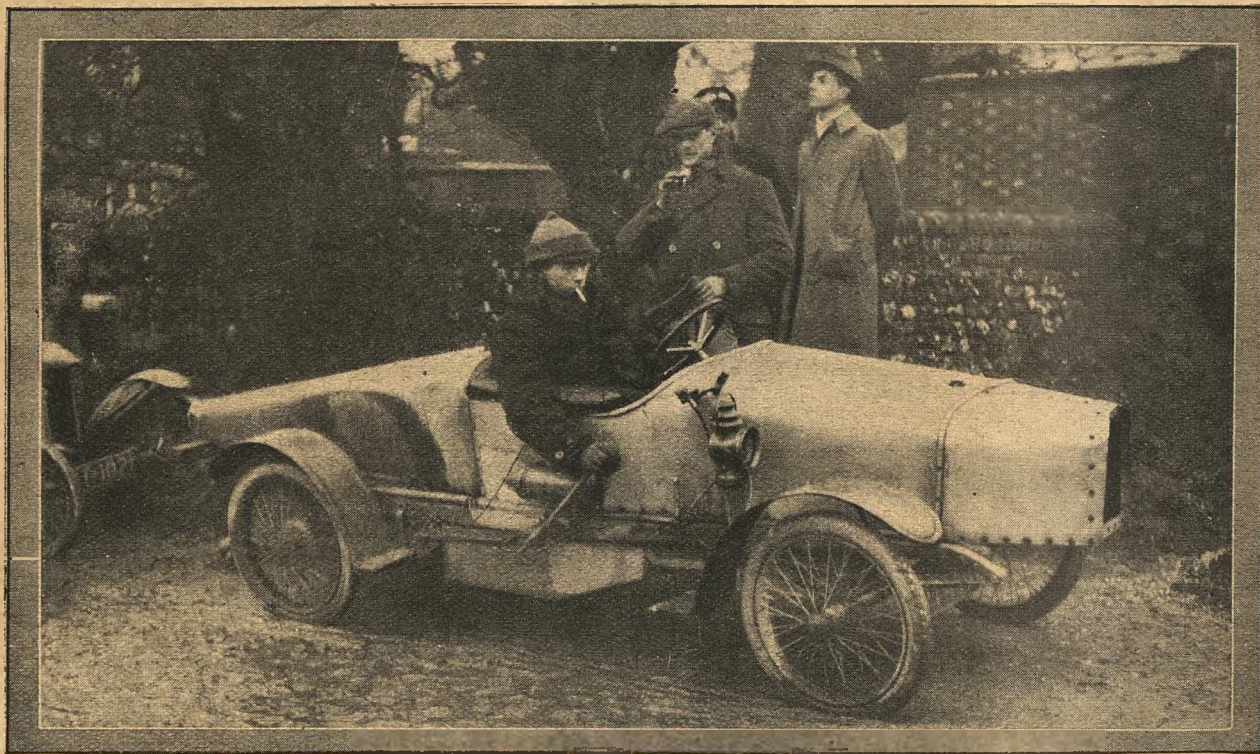
----- and -----, Tailors.

Here there were glimmerings of hope, for delivery was done by pedal-tricycles, which there was some thought of supplementing or replacing by a small delivery van or parcelcar, probably a three-wheeler of the type so familiar in London streets.

The poor condition of business makes it improbable that this project will be carried out, but we must remember that the proposal is not to replace a long-established horse van.

----- Bros., Gunsmiths.

Here, owing to the nature of the business, delivery of goods was dependent on the postal or railway services.



Machines that look quite harmless in times of peace suddenly assume a warlike appearance when "the guns begin to roar." Our illustration shows a G.W.K., fitted with a strange-looking body. Aluminium, not steel, is the material used in its construction. Hence it is not, in any sense, an "armoured" machine.

----- and -----, Tobacconists.

Here the question assumed a different aspect, for the parcels to be delivered are mostly small and light, and consequently are either delivered by hand or, if they have to be sent any distance, are entrusted to the Post.

The demand for any class of delivery van from this line of business is apparently small, but it is recognized that the horse van cannot compete with the motor in any direction.

----- and Co., Gentlemen's Outfitters.

They had no use for a delivery van as, like most of the Bond Street businesses, the parcels were not usually heavy or bulky.

The small, light parcels were delivered by hand or post, while heavy parcels were sent by rail or by one of the many carrier companies.

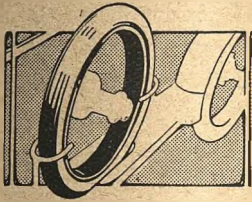
It was unlikely that a delivery van would be in demand at all in this class of business.

On the whole, the various trades show an astonishing ignorance of the claims of motor delivery over horse vans, and the special claims of the light delivery van or parcelcar seem to be treated with absolute indifference.

There are, of course, exceptions where a business is kept up to date and employs modern methods, but the conservatism of the English business man, which so often allows his rivals to outstrip him, is painfully obvious.

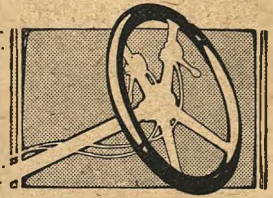
It is very evident that before the wholesale adoption of light delivery vans comes along much work will have to be done in demonstrating to the tradesmen the economy and usefulness of this method of delivering all classes of goods.

The large houses who employ whole fleets of vehicles will readily recognize the utility of the van.



THOUGHTS AND OPINIONS.

"The suggestions of to-day may be the realities of to-morrow."



SHOULD THE SHOW BE HELD?

There seems to be some considerable doubt in the minds of many of the manufacturers as to whether or not the Motor Show should be held this year. From our point of view we should say definitely that the Show should be held, and there must be many concerns of the same opinion as ourselves, particularly in the light car and cyclecar section of the trade.

Our reasons are as follow:—

(1) The bulk of the light car and cyclecar manufacturers have had only one opportunity of thoroughly showing their goods to the public and the trade. Many of them have had no opportunity except by private demonstrations. They are, therefore, looking forward to this year's Show as being the opportunity they were looking for.

(2) It will be argued that Belgium and France cannot this year enter into the Show with us, but surely there are a sufficient number of people in England to support a show of British cars only.

it be necessary that two shows should be held? Surely there are, out of the whole of the trade, a sufficient number of people to support one show, and that is the show we suggest should be held. Possibly, also, the commercial vehicle section of the trade could be included in the show, to bring up the full number of entries.

(5) From the point of view of expense, as we look upon it, there will most decidedly be a loss to the trade in the show not being held. Under normal circumstances, to such a concern as ourselves, the expense of a stand at Olympia would be in the neighbourhood of £150. Assuming that the show is not held, it will be necessary for us immediately to put on the road two additional demonstration cars and salesmen. Depreciation of the cars, these gentlemen's salaries and their expenses will, in a very few weeks, pass £150, and there is not the slightest doubt that even they will not be able to do the work as



BUSINESS AS USUAL—A fleet of three Lagonda light cars being delivered one day last week.

(3) Even the very fact of the war having occurred makes it, in our opinion, more essential that a Show should be held, from the point of view that many owners, having disposed of their large cars to the War Office or otherwise, are now on the look out for a light vehicle which they can handle themselves, and so reduce their expenses.

(4) It will be argued that taking the three sections of the trade, that is, the motorcycle section, light car section, and the car section, there would not be sufficient entries to support two shows. Why should

thoroughly as it would have been done in the short time at Olympia.

We think we have given our reasons clearly, and we do hope that something will be done for that section of the trade who, like ourselves, have been waiting for this year's show to let the public see in practical form the cars and goods they are producing and trying to sell.

TYLER APPARATUS Co., LTD.

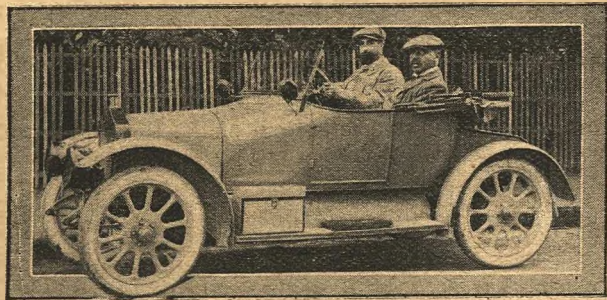
A. B. PHILLIPS, Sales Manager.

Victor Cyclecar Dept.

THOUGHTS AND OPINIONS (contd.).

In the Theatre of War.

A reader of your paper since its birth, I am sending you a photograph which may interest you. At the outbreak of the war, happening to be in France with my Singer, I at once placed the car at the service of the local authorities. My offer was gratefully accepted, and since the first day of the general



A Singer light car, placed at the disposal of the French authorities. See accompanying letter from Mr. E. Broughton Waite.

mobilization the Singer has done little else than transport soldiers to their depots and run errands for the mayor and other functionaries: it has even been utilised by the postman.

Though it has run 100 kiloms. a day for the last month or so, I have had but one puncture and choked jet (twice), and as the roads here are very bad indeed, it speaks well for the solidity of the car.

Pont-Authon.

E. BROUGHTON WAITE.

Motorists Should Not be on the Road.

I endorse your protest against a "Daily Mail" correspondent's remark anent motorists daring to be seen on the highways. Your contributor "John Gilpin, Junr.," hits the nail upon the head in his comment on this unintelligent gibe. Take my own case: I have served my full time in the Regular Army (Hussars) and 1st Class Army Reserve, and passed thence to the National Reserve, in which I have my allotted place in the Home Defence Scheme—and I

am to be seen on the road on Sundays in mufti. If there is fighting in this country I shall expect to have a few "patriotic-letters-to-the-editor" cranks hiding between my legs while I do the shooting part of the business.

London, W.

EX-INDIAN ARMY.

Motor as Usual.

I have read the letter in the "Daily Mail" which "John Gilpin, Junr.," so ably disposes of. There must be hundreds of men on the roads during the week-end who are busily engaged during the week in serving their country. Are they not to seek relaxation when they are not on duty? Some of them are officers in mufti, some Civil Servants whose departments would be thrown into chaos were they all allowed to do as they want to—enlist.

Others, too, are doubtless special constables, and they deserve every relaxation they can take, as, in the majority of cases, their special constable duties are during their leisure hours and in addition to their ordinary business pursuits.

There are also many men who have tried to enlist but have been refused for medical reasons. Why should these men, all of whom have done their best to serve their country, be subjected to the annoyance of such letters?

It generally happens, I am afraid, that those who write such letters are the very ones who should enlist, but who prefer to discover excuses, one cannot call them reasons, why they should not. In any case, the writer of the letter must himself have been on the road that week-end, and although "tu quoque" is no argument, it is a retort which seems to apply in this case.

London, N.

O.T.C.

Easy Starting.

I have fitted my Crouch with a coil starter, which makes it such an easy starter that my little son, aged 3½ years, can start up. The tyres are filled with Rubberine, and after 1500 miles there is no undue sign of wear, and they have given every satisfaction.

I carry two spanners and two plugs, and no other tools whatever—no tyre levers, jack, pump, etc.—as I can rest assured that punctures are impossible. My wife drives the car all over the country, day and night, single-handed, and three large electric headlights afford plenty of light.

Cambridge.

H. BURN MURDOCK.

MOTORING MADE EASIER.—The Rudge-Whitworth Detachable Wheel.

ATTENTION has again been called to the merits of detachable wheels by the fact that they are so much in evidence on the cars used by the War Office, and one of the simplest and most easily detachable is the Rudge-Whitworth.

The hub itself (A) has a series of serrations on it which register with serrations on the inside of the hub shell (B), thus transmitting the drive.

At the inner end the hub shell is supported on the inner hub by a cone seating, and at the outer end is the lock-nut (C), which engages by means of its thread with the outside of the inner hub and by means of an internal cone seating with the outside of the detachable wheel shell (B).

By selecting the threads in the proper direction, a right-hand thread on the left or near side and a left-hand thread on the right or off side, this lock-nut tends to tighten up as the car travels forward.

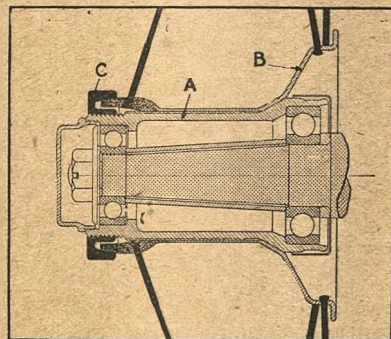
The lock-nut should be tightened while the jack is still under the axle, and it should be hammered tight with a mallet.

One great advantage of this wheel is that the ingress of mud and water is impossible if the wheel is

tightened up properly, and it is therefore impossible for the wheel to get rusted up and refuse to be detached.

The one drawback to wire wheels is the difficulty of cleaning them, and this the makers readily admit. It can, however, be overcome by using discs, which not only make cleaning extremely easy, but also reduce wind resistance considerably.

A special spanner is provided for screwing up the locking ring, and the ring is readily removed when necessary. The wheel then easily slides off the hub.



Section of the Rudge-Whitworth hub.

TERRIBLE EXPLOSIONS AT BROOKLANDS!

LOUD MISFIRING HAS BEEN HEARD AT BROOKLANDS.—*Reumer.*

The "Weybridge News" confirms this report, and states that the misfiring is most pronounced in the direction of the tuning-up sheds. Infernal combustion engines are said to be operating in the paddock.

Byfleet, 10.30 a.m.

A tremendous series of explosions broke out in the neighbourhood of the motor track early this morning. It is not known whether they were caused by car or aeroplane engines at the present time.

(FROM OUR SPECIAL CORRESPONDENT.)

"The Blue Bird," Brooklands.

Two 250 h.p. racing Morris-Oxfords arrived on the track this morning and at once began to encircle the cement oval at speed. The noise of their exhaust was deafening.

Later.

One Morris-Oxford has lapped the other.

Latest.

It is now stated that it was the other Morris-Oxford which lapped the one first mentioned.

The Repress Bureau has no confirmation of this news, but has passed the report for publication.

THE PRESS ON THE SITUATION AT BROOKLANDS.

"The All out Chronicle."—It is evident from recent reports that tremendous tuning-up operations have been commenced at Brooklands. The track presents unique possibilities of speed, and there is no doubt that there are indications of a possible huge revival in motor racing. It appears likely that the two enormous machines referred to have been secretly constructed with a view to setting up world's records. Up to a recent date we were of the opinion that the makers of the machines specialized on 10 h.p. motors. Thus the 250 h.p. models, of which two are said to have been on the track, are quite new developments.

"The Sparking Plug Review."—The importance of operations on Brooklands track cannot be overestimated at the present time. If it is true that the two gigantic Morris-Oxford racers have been hurtling round the track at hitherto undreamt of speeds, their performances will be followed with intense interest by our readers. The enormous strain imposed on the sparking plugs of such an engine will be obvious to the least intelligent thinker. Perhaps we may hear later that new igniters of special pattern are being used or that the engines are self-fired. In another column a full description of the latest developments in plug ignition as applied to engines of from 249-250 h.p. will be read with interest. It is from the pen of Mr. H. I. Tension, the famous electrical expert.

"The Icicle Car Club's Gazette" (by special permit from the A.C.U.).—The disgraceful proceedings recently enacted at Brooklands by two Morris-Oxford light cars, judging by the reputed dimensions of the engines—we will not honour them by calling them cyclecars—should be put an end to at once. What would the inhabitants think of the tremendous noise with which these infernal machines have been waking the neighbourhood? It is the early morning, too, that the drivers have selected for their diabolical work. We call upon the A.C.U. to put an end to these disgusting exhibitions.

"Tourists' Topics."—The sensational reports now in circulation about the arrival of two 250 h.p. Morris-Oxford racers at Brooklands certainly seem to have some foundation. Two of our readers who were touring in Oxford last week inform us that all traffic in the High Street was held up from 3 a.m. to 3.2 a.m. whilst two strange-looking cars passed by. All the inhabitants had their blinds drawn at the time and so did not see the machines in question. Furthermore, from a dairy in Henley a milkman on his early rounds reports that a mechanic at a garage was knocked up by two mysterious motorists whose cars were entirely enclosed in a Cape-cart covering. They demanded petrol in a strong Latin-Greek accent, and were actually arrayed in caps and gowns.

Of all the places for the top speed to stick in top gear, Piccadilly Circus is perhaps the most annoying. A driver was recently seen making futile efforts to restart under these conditions. The gear lever went happily into all the notches as designed, but the top gear could not be induced to disengage. We hope he is not still there.

There would appear a hopeful prospect of the light cars entered for the Alpine trial, and detained in France, being returned. The two Matchless side-car combinations seized at Paris have just made an unexpected return to Plumstead. Except for having been carried upside down, as shown by the acid of the batteries being lost, the machines were little the worse.

The Second Edition of "The Regiment" Penny War Map.

The first edition of this map has been so well received that it has been found necessary to commence a second edition. The front of the map, showing the scene of the great conflict, printed in two colours, remains substantially as before, but the large scale map of the campaign in France and Belgium has been extended and vastly improved, so as to include all the country from Holland, and Germany on the east, to well to the south of Paris. The greatest pains have been taken over the drawing of this map. It includes a great number of names. In every respect "The Regiment" penny war map is wonderful value for the money. It will be sent post free from this office for 1½d.

THE AMERICAN MENACE.

"Europe's War Presents the Opportunity of Developing," says an American Journal.

OUR transatlantic cousins have always had a reputation for cuteness in business matters, and the present situation as it concerns the American motor market is considered beneficial to American manufacturers.

The situation is concisely stated in an American contemporary, "The Carrette and Cyclecar," as follows:—"Plans have been upset all through the light car field by the war, which will, of course, delay the development of an European field. This field promised to be a big one, owing to the fact that American cars could be sold much cheaper throughout Europe than the cars built in those countries now at war. . . . The American manufacturers will be compelled to develop foreign markets in other countries. Inquiries have been received by numerous manufacturers, and Latin-American countries have been especially prominent among the inquirers, and British possessions in Australia and South Africa have not been backward. In the past these countries have been profitable fields for the German, French and British exporters. America will now supply the demands. Europe's war presents the opportunity of developing these countries and of establishing a lasting business there before a recovery may be made in those countries manufacturing light cars in Europe. Ger-

many's isolation from the world, with her merchant shipping idle and her manufacturers cut off from all foreign dealers and similar conditions in France, Austria, Belgium and England, will be advantageous to American makers.

Thanks to the might and efficiency of our Navy, there is a fallacy in the last statement our contemporary makes, for "similar conditions" do not, and cannot, prevail in England, France or Belgium.

England, in particular, should be in a position not only to retain her business with the Colonies, but to augment it, but France and Belgium, their industries crushed and crippled by the brutal heel of the invader, are to a great extent bound to suffer from American competition abroad.

English trade will also suffer unless the manufacturers bestir themselves, for America has announced her intention to enter the Colonial markets, and we may be sure that American commercial enterprise will not waste time.

It rests with the English manufacturers to prevent this; they must show themselves even more enterprising than their American rivals. There is no doubt that a vast Colonial market exists and is waiting to be supplied, but whether it is supplied by English or Americans will be seen later.

THE "KEEP ON MOTORING" CAMPAIGN.

EITHER believing in the modern maxim "Business as usual," or hoping that it will be observed, West Riding owners and traders are pretty cheerful over the state of business.

"Cars of the light and cyclecar classes seem to predominate," writes our correspondent. "I called at one depot in the heavy woollen district, and was told that a gentleman who recently placed an order for a light car wanted it supplied quickly. Why? Because it would be more economical to run than his present big car.

"Two traders stated that whilst inquiries had certainly fallen off, the sales of petrol indicated clearly enough that small cars were being used almost as extensively as in normal times.

"Incidentally, I came across a stranger who said the ownership of a cyclecar at present was a god-send: he could get away to the moors for a few week-end hours, as a change from the depressing conditions in the textile world. If owners would cultivate that spirit—Keep on Motoring—it would do them good, and the country would be no worse.

"I saw some cyclecar and light car bodies in course of construction at a Dewsbury coachworks, so things were not dead and dreary there. In the neighbouring town of Batley a big new garage is almost

finished, and the proprietors are not pessimistic about its usefulness. Another agent in the same town sold a little car last week.

"In Huddersfield new trade has been affected, but the number of small cars about proves that people find them immensely useful just now. I saw a light delivery van labelled, 'We experience *no delay* in return of goods'—i.e., goods sent to headquarters for dyeing.

"Mr. Greenwood, of Leeds, is completing a nice number of orders for new cars, irrespective of the conditions of war. Concerning the A1 Trumbull, for which he is British concessionaire, he is booking contracts still, despite the war; in fact, he has orders for 400 of this remarkable £100 American machine.

"Finally, let me quote Mr. Greenwood for the benefit of Jeremiahs and faint-hearted folk:—

'I feel confident that, as soon as we get a successful turn in war matters, still further confidence will arise in the minds of the public to continue the purchase of light cars.'

"A ride to Harrogate, and a circle round to Selby (on the way to Hull) last week-end, showed that light cars and cyclecars are predominant.

"NORTH-COUNTRYMAN."

Police Traps Still Working.

A reader informs us that he saw a police trap in active operation in the London district the other day. If this is a fact, and we have every reason to believe that it is, the authorities' action is extraordinary. Thousands of special constables have been enrolled for the apparent purpose of relieving the pressure of work on the police force, but if the man in blue has nothing better to do than to trap innocent motorists, the services of special constables might well be dispensed with. Rounding up spies is a more fitting occupation just now than trapping British motorists.

A22

"How to Use a Rifle or Pistol." An Early Press Opinion.

The "Glasgow Herald" says:—

"A very informative little book, and usefully introductory or supplementary to official manuals on the subject. Contains also a good chapter on map reading."

This refers to the manual "How to Use a Rifle or Pistol," particularly useful just now.

Order to-day, 6d. net, from all bookstalls and book-sellers. Post free 7d., from Temple Press Ltd., 7-15, Rosebery Avenue, London, E.C.

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Every citizen should know how to use a rifle. This book is the best and cheapest introduction to the subject. Written by an expert in *simple* language. Illustrated.



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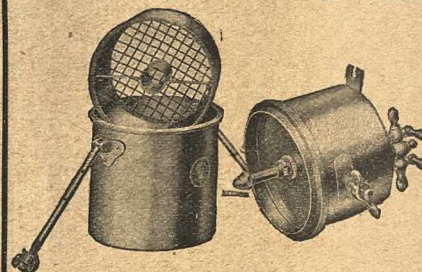


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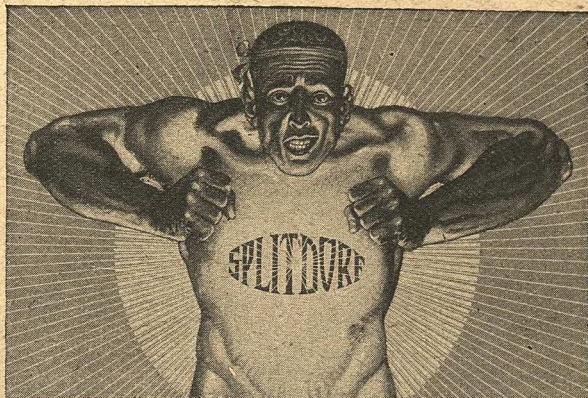
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thoroughly.

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Copy for, and all matter relating to, advertisements must reach the offices **first post Wednesday**, and should be addressed to THE MANAGER, "THE LIGHT CAR AND CYCLECAR," 7-15, ROSEBERY AVENUE, LONDON, E.C., to whom all communications concerning advertisements should be sent. If proof of displayed advertisements is required, copy should be forwarded in sufficient time to allow of it being submitted and returned.

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A.-C. Sociable, 1913, hood, screen, lamps, brakes, spares, excellent condition, worth £65, bargain £45. 10 Rayleigh Road, Westbury, Bristol. 96-f95

A.-C. Sociable, late 1911, good order, screen, hood, etc., just overhauled, £35. Evans, Mayfield, Crowborough. 96-f90

A.-C. Sociable, 1912, three-seater, perfect condition throughout, front brakes, hood, curtains, windscreen, lamps, spares, tools, any trial or examination, £50. Hughes, Arlesey, Hitchin. 96-f86

A.-C. Sociable, hood, screen, electric lamps, etc., splendid order, run 3000 miles, must be cleared, £40. The Motor House, Fishergate, Preston. Trade 96-f124

A.-C. Sociable, 1913, in splendid going condition, £60, cost £110, very wide seat, roomy and comfortable. 423, Dymedun Road, Ley Street, Ilford, Essex. 96-f139

A.-C. Sociable, in good condition, hood, screen, side-curtains, head, side, tail lamps, speedometer, fans, tools, etc., fine hill-climber, £40. Eastleigh, Locker Road, Harrow. 96-f140

A.-C. Sociable, 1912, good order, screen, two headlights, tail lamps, non-skid on back, fans, tools, etc., £40, special discount for cash. G. N. Higgs, 31 Vauxhall Bridge Road, S.W. Trade 96-108

A.-C. Sociables, 1912-13 models, complete with hood, screen, etc., repainted and overhauled, appearance and condition as new, £50 and £60, cash or deferred payments. Colmore Depot, 49 John Bright Street, Birmingham. Trade 96-114

A.-C. Sociable, 1913, hood, screen, excellent condition throughout, spares, lamps, £50. 109 Clova Road, Forest Gate. 96-1147

A.-C. Sociable, 6 h.p., 1913, in good condition and reliable running order, any severe trial given, also smart in appearance, complete with lamps, tools, hood, screen, £55, tuition free. Seen at Wauchope's Garage. Apply, 9 Shoe Lane, Fleet Street, London. Trade 97-140

A.-C. light car, latest model, 10 and 12 h.p., for immediate delivery from stock, demonstration cars always available. Apply, Mitchell's Garage (authorized London agents), 114 War-dour Street, W. Trade zzz-177

LIGHT CARS AND CYCLECARS FOR SALE
(continued).

A.-C.s from stock, on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-616

A.-C. light cars and Sociables, best for Devon, from £95 16s. 6d., complete; on view. Moon Bros., Sole Devon Agents, Duke Street, Plymouth. Trade 100-b552

A.-C., 10 h.p., light car, new July, 1914, complete with hood, screen, acetylene headlamps and generator, paraffin side and tail lamps, horn, Sankey detachable wheels and spare complete with tyre, cost £180, accept £150. F. G. Cox and Co., Perry Road, Bristol. Trade 96-114

A.-C., 10 h.p., light car, 1914 model, not run more than 1600 miles, complete with hood, screen, paraffin side and tail lamps, acetylene headlamps and generator, horn, Watford speedometer and 8-day clock, £150. F. G. Cox and Co., Perry Road, Bristol. Trade 96-f115

A.-C., 10 h.p., 1913, four-cylinder, hood, screen, three lamps, horn, etc., two spare tubes, dickey seat, run 3000 miles, £95. Ingham, 12 Blackburn Road, Haslingden, Lancashire. 96-f107

A.-C. light car, property of naval officer on active service, cost £201 15s. last July, not run 300 miles, practically brand new, any trial or examination, elaborate fittings and spares. Apply, Rev. G. Lovett, St. Werburgh's Rectory, Chorlton-cum-Hardy, Manchester. 96-117

ALLDAYS, two-seater car, 6 h.p., new gears just fitted, hood, and number plates, good order, bargain, £35. Goundry, Reigate. 96-f135

ALLDAYS Midget, 1913, Stepney, lamp, hood, screen, speedometer, etc., many spares, in tip-top order, to be cleared, £95. The Motor House, Fishergate, Preston. Trade 96-f125

ALLDAYS Midget, 1913, very little used, bargain for immediate sale. Apply, Dr. Callaghan, Barrow-in-Furness. 96-f84

ALLDAYS Midget, 1914, 10 h.p., four cylinders, brand new, shop-soiled, 140 guineas, list £175. P. J. Evans, John Bright Street, Birmingham. Trade 96-123

ARDEN cyclecar, 1913, 8 h.p., three-speed and reverse, complete with lamps, speedometer, etc., in perfect condition, £70; also brand new cyclecar chassis, 8 h.p., two-speed, complete less tyres, £40 or offer. James, Wotton-under-Edge, Gloucestershire. 96-f105

AUTOCRAT, the prettiest little car on the road; don't fail to see it; early delivery. T. G. Hall, Barton Street, Gloucester. Trade zzz-845

AUTOCRAT. Have you seen it? If not, give us a call. We are agents for the Northumberland and Durham; latest models on view; 160 guineas. E.G.S. Co., Pudding Chase, Newcastle-on-Tyne. Trade zzz-844

AUTOCRAT light car, four-cylinder Dorman engine, three speeds and reverse gearbox, gate change, smart two-seater body, painted mauve, hood, screen, etc., £145. F. G. Cox and Co., Perry Road, Bristol. Trade 96-f116

AUTOTRIX, 1912, 8 h.p., side-by-side seats, low, fast, water-cooled, similar to Morgan, £55. Palmer's Garage, Tooting. Trade 96-138

AVIETTES. 1915 models now being supplied in regular deliveries. Note the price of these little cars and take advantage of our offer during September of 10 per cent. off invoice.

AVIETTES. £60. 4 h.p. model fitted with J.A.P. engine, two-speed gearbox, leather cone clutch, solo mount.

AVIETTES. £68. 6 h.p. model, fitted with two-cylinder Blumfield engine, three-speed gearbox, cone clutch, solo mount.

AVIETTES. £75. 6 h.p. model, as above, with two-seater body, £75.

AVIETTES. £95. 8-10 h.p., two-seater, three and reverse gearbox model, complete with lamps, etc., 95 guineas. Hurlin and Co., Ltd., 295 Mare Street, Hackney. Tel., Dalston 2989. Trade 96-162

BABY MATHIS, 1914, sporting type, four-cylinder, as new, £125, cost £191, fully equipped. Palmer's Garage, Tooting. Trade 96-137

BUCKINGHAMS, the last word in cyclecars, 60 miles per hour guaranteed and quick delivery. Sole agents for Liverpool district, Southport, Birkenhead, Wirral and Chester, Trueman Motors, Ltd., Trueman Street (off Dale Street), Liverpool. Cen. 7500. Trade zzz-113

BUCKINGHAM, 12 h.p. twin, with reverse and full equipment, £129 9s., immediate delivery. Demonstrating agents, Fenton's Garage, Pangbourne, Berks. Trade 95-a63

LIGHT CARS AND CYCLECARS FOR SALE (continued).

BUCKINGHAM cyclecar, water-cooled engine, just overhauled by makers, Charlesworth body, perfect condition, finished light buff, recently re-varnished, upholstered green leather, with hood, side curtains, windscreen, two acetylene headlights and generator, tail lamp, horn, speedometer, jack, tools, spares, etc., could send photograph, £60. Box No. 3971, care of "The Light Car and Cyclecar," Coventry. 96-833

BUCKINGHAM, 8 h.p., single-cylinder, w.c., only shop soiled, never been on the road, one year guarantee, £80 cash. G. N. Higgs, 31 Vauxhall Bridge Road, S.W. Trade 96-109

BUCKINGHAM, 10-12, twin, standard, taken in part exchange for sporting model, new two months ago, cost over £130, fitted with 700 by 80 Rom combinations, hood, screen, lamps, etc., six months guarantee, £105, discount for cash. G. N. Higgs, 31 Vauxhall Bridge Road, S.W. Trade 96-110

CALCOTTS, from stock, on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-617

CALCOTT light car, 10.5 h.p., quite new but slightly show-room soiled, also one fitted with dickey seat, both to be cleared at special prices. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 96-e59

CALTHORPE. "The three essentials of the successful cyclecar are appearance, value for money and proved reliability and hill-climbing," vide "The Cyclecar," 24th September. The Calthorpe has all three, and costs 160 guineas complete; in stock. County Motor and Cycle Co., Ltd., 15 Friar Street, Reading. Trade 97-47

CALTHORPE cars, bargains, one French grey, complete, used a few times only for trials, £144; one ditto, pale blue, £145; one coupe, complete, like new, £170; any trial allowed, must clear. Freeman, Oakes and Co., Ltd., Sheffield. Trade zzz-976

CALTHORPE Minor coupé, 10 h.p., mirror, clock, done 50 miles, £155 or exchange higher powered car. Jofeh, The Courlands, Teignmouth Road, Brondesbury, N.W. 97-887

CALTHORPE Minor, 1914, 4000 miles, just overhauled, perfect condition, hand and foot accelerator, variable ignition, powerful headlamps, separate generator, speedometer, shock absorbers, cost May £193, sacrifice £140 or nearest offer, trial given. Apply, Penny, 20 Highfield Road, Purley, Surrey. £96-885

CALTHORPE Minor light delivery van, carry 5 cwt., exceptionally attractive and, above all, price right, 160 guineas, send for particulars. Sole London agent, R. D. Storey, 118 Gt. Portland Street, W. Trade 111-115

CALTHORPE Minor light cars, a few shop-soiled models to be cleared at end-of-season prices, send for particulars. Sole London agent, R. D. Storey, 118 Gt. Portland Street, W. Trade 111-116

CALTHORPE Minor, 1914, shop-soiled, 10 h.p., brand new, £145. P. J. Evans, John Bright Street, Birmingham. Trade 96-122

CALTHORPE coupe, latest doctor's model, list price 200 guineas, accept £175. P. J. Evans, John Bright Street, Birmingham. Trade 96-128

CHATER LEA cyclecar, 8 h.p., standard model, repainted, only done 6000 miles, perfect condition, everything complete, all accessories, cost well over £150, no reasonable offer refused. Phillips, 35 Arden Road, Church End, Finchley. 96-144

CRESCENT, 1913, recently had 1914 transmission fitted and been overhauled by makers, full equipment, including Stepney, £75. Heurich, The Retreat, Baldwin Lane, Hall Green. 96-1104

CROUCH, 1914, three-speed and reverse, dickey seat, hood, screen, three lamps, speedometer, detachable wheels, Sankey spare wheel and tyre, tools, spares, not done 1000 miles, £125. F. Hodgson, 111 Manchester Road, Bradford. 96-134

CROUCH, 1913, three-wheeler, 8 h.p., three-speed, reverse, hood, screen, three lamps, and full equipment, tyres good, £65, tuition free. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road, N.W. 'Phone, Museum 623. Trade 96-148

CROUCH carette, 3 h.p., 1913, with 1914 engine, three-speed and reverse, three-seater, hood and screen fitted, four lamps, generator, speedometer, clock and mirror, £97 10s. Cass's, 5 Warren Street, Euston Road, W. 'Phone 623 Museum. Trade 96-155

LIGHT CARS AND CYCLECARS FOR SALE (continued).

DAY-LEEDS, 10 h.p., four cylinders, latest model, spare Sankey, complete, only done 200 miles, list £175, bargain £135, any trial. Box No. 4187, care of "The Light Car and Cyclecar." 97-f110

D.E.W., 1914, monocar, 8 h.p., two-speed, practically new, cost £100, three large headlights, electric side, splendid condition, any trial, £45 cash or offer. Godfrey, 13 Park Terrace, Swindon. 96-f144

DUO, 1913, hood, screen, five cyres, J.A.P. engine, in splendid order, fast, 45 miles per gallon, 49 guineas. 51 Petherton Road, Highbury, N. Telephone, Holborn 550. 96-d949

DUO, 1913, 8 h.p. J.A.P., variable belt drive, hood, screen, three lamps, Palmer tyres on back, very smart, £60. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road, N.W. 'Phone, Museum 623. Trade 96-156

ENFIELD Autolette, 1913 model, complete with hood, screen, three oil lamps, acetylene headlamps and generator, horn, tools and Stepney spare wheel, Watford speedometer fitted, bargain, £65. F. G. Cox and Co., Perry Road, Bristol. Trade 96-f113

ETNA, 8 h.p. monocar, property of F. W. Newport, Esq., 2-cyl., water-cooled, fitted with Brooklands model body, painted dove, lined brown, upholstered dark red, Solex carburetter, two ignitions, M.A.B. four-speed gearbox and reverse, side change, pressure fed petrol, foot clutch and brake, foot accelerator, wire wheels, 700 by 65 tyres, wheel steering, chain drive, pump circulation, new hood, headlamp, and generator (Lucas), ready for the road, fast, low built, and rakish jigger, price £60. Seen and tried at Junction Garage, South Norwood. 'Phone, 1549 Croydon. Trade 96-f133

GORDON, 1914, shop-soiled, fully guaranteed, £95; Gordon, second-hand, fully guaranteed, cost £135, £87 10s.; the cars that do 53.98 m.p.g. Gordon Armstrong, Beverley. Trade zzz-716

G.W.K., immediate delivery, trade supplied, largest contractors. Sole Lancashire agents, Manchester Motor Supply Co., Oxford Street, Manchester. Trade 96-515

G.W.K.s from stock, on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-614

G.W.K. de luxe, with dickey seat, coach-finished body, metal screen, 150 guineas, complete. Motor Supply Co., Oxford Street, Manchester. Trade 96-516

G.W.K., 1914, latest model in stock for immediate delivery, trade supplied. Rey, 378 Euston Road, and 173 Great Portland Street, W. Trade 98-a121

G.W.K., 1914, standard model, slightly shop-soiled, list price £150, will accept £140. Ward and McIntyre, G.W.K. Agents, 19 High Street, Kingston-on-Thames. Trade zzz-774

G.W.K., 1914, perfect condition, run 3000 miles, engine recently completely overhauled by makers, new discs, tyres almost unpunctured, has done 48 m.p.g., and won gold medal in reliability trial, whole in perfect condition, two spare tubes, tools, spare cam, chain, etc., owner ordered abroad, must sell, £125. Box No. 4114, care of "The Light Car and Cyclecar." zzz-21

G.W.K., 1914, latest de luxe model, fitted with dickey seat, quite new but slightly soiled, £138, usual price £163. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 96-e56

G.W.K., 1913, September, painted grey, P. and H. headlight, oil side and tail lamps, all tyres as new, spare tubes, latest type back axle, etc., not done 3000 miles, complete as new, 97 guineas, best bargain in England. Julian, Broad Street, Reading, biggest dealer in the South. 43 years reputation. Trade zzz-119

G.W.K., 1913, 8 h.p., just thoroughly overhauled, complete all accessories, £95. P. J. Evans, John Bright Street, Birmingham. Trade 96-126

G.W.K., 1912, specially good condition, £80. Samson and Veal, 12 Woodstock Street, Oxford Street. Mayfair 6826. Trade zzz-136

G.W.K. de luxe, in stock for immediate delivery; exchanges, tuition free. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road, London, W. 'Phone, Museum 623. Trade 96-149

G.W.K., 1912, 8 h.p., two-cylinder, water-cooled, four-speed, reverse, hood, screen, two electric side lamps and one electric tail lamp, accumulator, horn, tyres, good condition, etc., tuition free, £82 10s. Cass's, Motor Mart, The Specialists, 5 Warren Street, W. 'Phone, Museum 623. Trade 96-150

LIGHT CARS AND CYCLECARS FOR SALE (continued).

G.W.K. 1912, Brown, hood and screen, Stepney, speedometer, guaranteed order, accept £85. Addresses, The Exeter Motor Cycle and Light Car Co., Ltd., 7 Bath Road, Exeter; and 28 Tavistock Road, Plymouth. Trade 96-161

G.W.K., G.W.K., late 1913, 8 h.p., two-cylinder, water-cooled, four-speed, reverse, hood, Triplex glass, screen, Stepney, speedometer, clock, mirror, three lamps, Clair silencer, etc., tyres good, £90. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road, W. Phone, Museum 623. Trade 96-153

HILLMAN, the solid light car, the car of the future, £200. Sole agents, Manchester Motor Supply Co., Oxford Street, Manchester. Trade 96-518

HILLMAN 9 h.p. light cars, actually in stock. Apply, Ward and McIntyre, Sole West Surrey Agents, 19 High Street, Kingston-on-Thames. Trade zzz-775

HILLMAN light car, hood, screen, five lamps, spare wheel, complete, speedometer, etc., just overhauled, £165, discount for cash. G. N. Higgs, 31 Vauxhall Bridge Road, S.W.

Trade 96-111

HILLMAN light car, 9 h.p., completely equipped, £200, immediate delivery, exceptional allowances. Smith and Francis, 22 Pantom Street, Haymarket, S.W. Trade 96-160

HORSTMANN, four-cylinder, £145, foot-starter from seat, many improvements; get catalogue. The Great Depot Motor Supply Co., Oxford Street, Manchester. Trade 96-511

HUMBERETTES, from stock, on deferred terms; write for Buyers' Guide. Harrods Ltd., Brompton Road, S.W.

Trade zzz-611

HUMBERETTE, little used, excellent condition, latest model, many spares, complete, £85. Motor Supply Co., 29 31 Oxford Street, Manchester. Trade 96-513

HUMBERETTES. William Betts, Ltd., 126-8 High Street, Wandsworth, and Wimbledon Hill Garage, S.W.

HUMBERETTE specialists. Wm. Betts, Ltd.

HUMBERETTES for immediate delivery. Wm. Betts, Ltd.

HUMBERETTES for £36 down, balance by instalments. Wm. Betts, Ltd.

HUMBERETTES. The largest contractors in the south are Wm. Betts, Ltd.

HUMBERETTES. Motorcycles taken in part exchange. Wm. Betts, Ltd.

HUMBERETTES. Trade supplied. Large or small quantities. William Betts, Ltd.

HUMBERETTES. Water-cooled, £135; air-cooled, £120 complete, from Wm. Betts, Ltd.

HUMBERETTES. William Betts, Ltd., 126-8 High Street, Wandsworth (Phone, Putney 1698), and Wimbledon Hill Garage, S.W. (Phone, Wimbledon 1167). Trade zzz-605

HUMBERETTE, water-cooled, 1914, complete, £135. The Great Depot of the North, the Motor Supply Co., Oxford Street, Manchester. Trade 96-514

HUMBERETTE, 8 h.p., 1913, air-cooled, light primrose, black lines, newly painted, only done 3000 miles, splendid condition, detachable undershield, hood, screen, acetylene side lamps, horn, and tools, all tyres good, trial if desired, £75. Richardson, Holmwood, Darlington. 96-d951

HUMBERETTE, exceptionally fine machine, late 1913, chocolate, in perfect running order, speedometer, extra air, luggage carrier, and many other accessories and spares, any reasonable trial, a real bargain, and ready for any amount of hard work, £80 or near offer. 17 King Edward Grove, Teddington. 96-f93

HUMBERETTE, 1914, perfect condition, all accessories, lamps, speedometer, Stepney, spare cover and tube, bargain, only £110, complete, owner going on active service, seen by appointment. J. S., 41 West Road, Westcliff-on-Sea. 97-f88

HUMBERETTE, 1913, air-cooled, splendid puller, good condition, electric lighting, speedometer, spare tyre, tools, complete, £60. 6 Queen's Avenue, Muswell Hill. Phone, Hornsey 1580. 96-f130

HUMBERETTE, water-cooled, new last April, run only 3700 miles, hood, screen, Stepney, lamps, speedometer, clock and electric horn, engine and car in perfect condition, tyres good, back ones Avon combination and run only 500 miles, £85, cost complete £145, trial run. F. A. Poth, Florence Villa, Holmwood Gardens, Wallington. 96-f111

HUMBERETTE, 1913, air-cooled, all fitting and tools, good condition, owner going abroad, no reasonable offer refused, worth £75. Rodwell, 109 Chesterton Road, Cambridge. 96-f136

LIGHT CARS AND CYCLECARS FOR SALE (continued).

HUMBERETTE, 8 h.p., three speeds, all accessories, 1913 model, excellent condition, £75. P. J. Evans, John Bright Street, Birmingham. Trade 96-125

HUMBERETTE, 1914, water-cooled model, fitted with several extras, includes hood, screen and lamps, but little used and carefully, a good sound bargain, any severe trial given, 100 guineas, tuition free. Seen at Wauchope's Garage. Apply, 9 Shoe Lane, London, E.C. Trade 97-142

HUMBERETTE, air-cooled, in top-hole order, new back axle just fitted, Bowden extra air, spare unused Kempshall, lamps, hood, screen, tools, etc., all in splendid condition, painted fawn, and will be revarnished for purchaser, £80. Box No. 4104, care of "The Light Car and Cyclecar," 6 Warwick Row, Coventry. 96-132

HURLINCARS. 10 h.p., 60 by 100, Ballot engine, multiple-disc clutch, splendid chassis, finished equal to best cars, £190, complete. Trade 96-164

HURLINCARS. Two-seater, leather upholstery, hood, screen, five lamps, spare Sankey wheel and tyre, £190. HURLINCARS also fitted with dynamo lighting equipment and including tools, jack, pump, hood, screen, spare wheel and cover, ready for anywhere, 200 guineas, with dickey seat. Trade zzz-919

HURLINCARS. Immediate deliveries. Hurlin and Co., Ltd., 295 Mare Street, Hackney. Tel., Dalston 2989.

KENDALL, 1913, 8 h.p. J.A.P., hood, screen, lamps, good tyres, bargain, £70, take motorcycle in exchange. South Eastern Garage, Herne Hill. Trade 96-f119

LAGONDA, 11 h.p., coupé, detachable wheels, fully equipped, £150; also one demonstration model, many extras, £127 10s. Taylor, Ltd., 21a Store Street, W.C. Trade zzz-919

LAGONDA cabriolet, 1914, in new condition, clock, speedometer, five lamps, all tools, cost £165, for quick sale £110. Box No. 4188, care of "The Light Car and Cyclecar". 96-f109

MATHIS Babyette, 1914, Grand Prix model, spare wheel and tyre, excellent condition, very little used, cost £195 without extras, take £145. F. G. Cox and Co., Perry Road, Bristol. Trade 96-f117

METEORITE, four-cylinder, £175, 10 h.p., also new patent three-seater body all under hood, five Sankey detachable wheels. Sole agents, Manchester Motor Supply Co., Oxford Street, Manchester. Trade 96-19

MORGAN, Grand Prix model, just delivered, also Standard model. Sole Manchester agents, Motor Supply Co., Oxford Street, Manchester. Trade 96-512

MORGANS, all models in stock for immediate delivery, trade supplied. Rey, 378 Euston Road, and 173 Great Portland Street, W. Trade 98-a119

MORGAN, late 1912, J.A.P. engine, side doors, upholstered, hood, screen, speedometer, Lucas headlamps, splendid condition, cost £130, sell £68, trial. 72 Windermere Road, Handsworth, Birmingham. 96-e67

MORGAN, late 1913, sporting, inside gear change, hood, screen, acetylene head, electric side and rear lamps, 3-in. front, 85 mm. Kempshall back, speedometer, £75. Stacey, 2a Replingham Road, Southfields, S.W. 96-f143

MORGAN, 8 h.p., J.A.P. engine, first-rate condition, hood, screen, lamps, two new tyres and tubes, cheap, £55. Apply, H. E. Bomford, Exhall Court, Alcester. 96-f134

MORGANS, Grand Prix and sporting models, immediate delivery, now is the time to buy if you want value. Inquiries solicited by Potter, Leicester Grove, Blackman Lane, Leeds. Tel., 4046. Trade 96-f120

MORGAN, 1913, exceptionally smart, side flaps, painted yellow, black mudguards, fast; wonderful climber, excellent condition, every accessory, four electric and acetylene lamps, Klaxon, two new tyres, absurd bargain, highest offer over 65 guineas, owner going to front. Wright, Radcliffe Road, Croydon. 96-e37

MORGAN Runabout, 1914, Grand Prix model Number 1, screen, horn, etc., and fitted with 80 mm. rear tyre, machine and tyres in good condition, accept £95. F. G. Cox and Co., Perry Road, Bristol. Trade 96-f112

MORGAN Runabout, 8, fast, splendid hill-climber, perfect condition, any trial, £50. Poole, 146 Westgate, Gloucester. 96-e999

MORGAN, 1914, standard, hood, screen, lamps, horn, trip speedometer and spares, painted grey, in excellent condition, any trial, bargain 68 guineas. 69 Greenside Road, Croydon. 96-f103

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORGAN, 1913, standard model, three new tyres, upholstered back, special lubrication, extra seat for child, four lamps, equal to new in every respect, £80 cash. Box No. 4176, care of "The Light Car and Cyclecar." 96-f180

MORGAN, late 1913, sporting model, just new streamline body, smartest design even seen on Morgan, heaps spares, Triplex screen, Stepney road grip, 700 by 80, special sprag, ratchet, for change gear and brake, royal blue, perfect everywhere, expert examination, any trial, £80 or near offer. Hugo, High Wycombe, Bucks. 96-f145

MORGAN runabouts, standard sporting models, complete with hood, screen, lamps, etc., in perfect order, prices from £57 10s. to £72 10s., cash or deferred payments. Colmore Depot, 49 John Bright Street, Birmingham. Trade 96-113

MORGAN, 1913, in splendid condition, large headlight, etc., 75 guineas. Julian, Broad Street, Reading, biggest dealer in the South; 43 years reputation. Trade zzz-118

MORRIS-OXFORD de luxe, 190 guineas, just taken delivery, secure immediately. The Great Depot, Motor Supply Co., Oxford Street, Manchester. Trade 96-509

MORRIS-OXFORD, sole agents for Surrey and parts of Sussex and Hampshire, the quality light car, best delivery dates, free tuition, etc. The Haslemere Motor Co., Ltd., Haslemere. Phone, 43. Trade zzz-261

MORRIS-OXFORD. For quick deliveries write to H. W. Cranham, Wholesale and Retail Agent, 221 Deansgate, Manchester. Trade 112-583

MORRIS-OXFORD. Official agents for Liverpool, Birkenhead, Wirral, Chester districts, Trueman Motors, Trueman Street (off Dale Street), Liverpool. Trade zzz-59

MORRIS-OXFORD, 1914, de luxe model, three months old, used for demonstration purposes, in perfect order, trial given anywhere, all accessories, price £180. Trueman Motor Co., Ltd. See above. Trade zzz-998

MORRIS-OXFORD, 1914, model de luxe, as new, dickey seat fitment, carrier, five lamps, hood, screen, spare Sankey wheel, speedometer, Jericho whistle, fitted mat, and spares, any examination and trial, cost £208, accept £175, financial trouble sole reason for disposing of same. Box No. 4078, care of "The Light Car and Cyclecar." 96-f99

MOTORETTE, 1912, new condition, excellent running order, hood, lamps, etc., bargain £36. Sherriff, Cranleigh, near Guildford. 96-f82

PERRY light cars, trial runs arranged; also Humberette, Morgan, and Marlborough. Turpins, 22 and 29 Preston Road, Brighton. Trade 99-999

PERRY, French grey, £147 complete; also coupe model, £178 10s., cash or easy terms. Campion Depot, Moor, Sheffield. 139-689

PERRY, the perfect miniature car, five Sankey detachable wheels, superior finished body, 140 guineas. Sole agents, Manchester Motor Supply, Oxford Street, Manchester. Trade 96-20

PERRY touring model, complete with lamps, horn, spare wheel and tyre, shop soiled, 120 guineas, very great bargain. Julian, 84 Broad Street, Reading. Biggest dealer in the South. Forty-three years reputation. Trade zzz-876

PERRY light car, 1914 model, used for few demonstration runs, in new condition, paintwork unscratched, tyres as new, accept £135. F. G. Cox and Co., Perry Road, Bristol. Trade 96-f118

PERRY coupe, new from works April this year, hardly soiled, cost (with extras) close on £200, will accept £150 or best offer. Can be seen at Shaw's Garage, Rock Place, Brighton. 96-112

PERRY coupe, complete with lamps, horn, spare wheel and tyre, shop-soiled, reduced to 143 guineas. Julian, Broad Street, Reading, biggest dealer in the south; 43 years reputation. Trade zzz-120

PERRY, 8 h.p., with dickey seat, brand new, shop-soiled only, 130 guineas, list 145 guineas. P. J. Evans, John Bright Street, Birmingham. Trade 96-124

PHANOMOBILE, 8 h.p., two-cylinder, air-cooled, two-speed, Amac carburetter, fitted with four-seater body, hood, and tools, lamps, etc., £50, tuition free. Cass's, The Light Car and Cyclecar Specialists, 5 Warren Street, Euston Road, W. Phone, Museum 623. Trade 96-151

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

PREMIER cyclecar, 7-9, with hood, screen, headlamp, two side lamps and tail lamp, tools, etc., in splendid condition, any trial, complete, £55, or near offer. Apply (after 7 p.m.), Mason, 33 Thornhill Square, Barnsbury, London, N. 96-f131

SABELLA (latest) cyclecar, 8-10, J.A.P., water-cooled, magneto, hood, screen, new condition, cost £135, sacrifice £55, easy payments. Exchanges.

SABELLA cyclecar, 8-10, J.A.P., Bosch, good order, £38 10s. Wandsworth Motor Exchange, Ebner Street, Wandsworth Town Station. Phone, Battersea 327. Trade 96-f67

SABELLA, late model, delivery van, 8-10 h.p., J.A.P., Bosch magneto, variable gear, automatic carburetter, Lloyd's drip-feed lubrication, good tyres and good running order, easy put pleasure body, £35, or exchange motorcycle. 4 Southwark Park Road, Bermordsey. 96-f138

SAXON! SAXON!! SAXON!!! The super-excellent light car, 10 h.p., four-cylinder, two-seater, complete, 100 guineas. Communicate with the pioneer agents, Western Motor Works, Chislehurst, Kent. 103-354

SAXON, £105, complete, 10 h.p., four cylinders, two-seater, fast, cheap running costs. Communicate for trials and full particulars from the agent, Rhoderic MacGregor, 5 Grover's Garage, Shorncliffe Road, Folkestone. Trade 98-a143

SINGERS, from stock, on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-612

SINGER, with dynamo lighting set; also coupe, latest model; secure immediately. The Great Depot Motor Supply Co., Oxford Street, Manchester. Trade 96-517

SINGERS, Singers, immediate delivery, tuition, etc., free, through the Sole Kentish Agents, Wm. Rootes, 110 Week Street, Maidstone, and Hawkhurst. Trade 100-1422

SINGER de luxe, with electric lighting set, shop soiled, 170 guineas. Julian, 84 Broad Street, Reading. Biggest dealer in the South. Forty-three years reputation. Trade zzz-878

SINGER light car, 10 h.p., 1914, immediate delivery, trade supplied. Rey, 378 Euston Road, and 173 Great Portland Street, W. Trade 98-a120

SINGER, electric dynamo model, used once for demonstration, £180; one second-hand acetylene lighting model, used only 500 miles, £150. Meggitt, Engineer, Mansfield. Trade 98-e47

SINGER, 1914, dynamo lighting, delivered end July, only done few miles, owner buying four-seater, condition as new, £164. Light Car Agency, Daybrook, Nottingham. Trade 96-e55

SINGER, 10, dynamo lighting, full equipment, first-class order, very fast and economical, bargain £135; write or call, any trial. 77 Tower Ramparts, Ipswich. Trade 96-f127

SINGER, 1914, 10 h.p., in good condition, 40 m.p.g., speedometer, clock, electric side lights, owner going abroad, bargain £150 or near offer. 3 Marine Terrace, Penzance. 96-f106

SINGER light car, 10 h.p., in perfect order, 1913 model, painted French grey, tyres perfect, any trial. £120 for quick sale. Dallaway, Fruit Merchant, Smethwick. 96-f94

SINGER, 1914, new, arrived this week, painted white, with black wings, wheels, chassis, hood, etc., complete with dynamo lighting, all fittings (including radiator, lamps, etc.) silver-plated, smartest little Singer in England, similar to car that won beauty prize at Brighton; the price of this magnificent little car, with dickey seat, is £225 7s.; no reasonable offer refused. Julian, Broad Street, Reading. Biggest dealer in the south; 43 years reputation. Trade zzz-121

SINGER, Singer, Singer. Immediate delivery from stock, with or without lighting set. Welch and Co., Ltd., The Redcliffe Garage, Bristol. Trade 97-q408

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SINGER. The light car de luxe, immediate delivery of 10 h.p. model, with dynamo outfit, £204 15s., standard model, 10 days tuition free. Cass's, The Light Car and Cyclecar Specialists, 5 Warren Street, Euston Road, London, W. Phone, Museum 623. Trade 96-152

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

STANDARD, with dicky seat, perfect miniature light car, £198. Sole Manchester agents, Motor Supply Co., Oxford Street, Manchester. Trade 96-520

STANDARD, 1914 model, famous Standard light car, actually in stock, exchanges, easy terms, free trial runs and delivery. Julian, 84 Broad Street, Reading. Biggest dealer in the South. Forty-three years reputation. Trade zzz-877

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STELLITE, latest models actually in stock, painted green or fawn, completely equipped, immediate delivery. Wood and Phillips, Dorking. Trade 98-198

SWIFT, £140, delivery from stock; also Perry, £147; Humberette, £135. The Great Depot Motor Supply Co., Oxford Street, Manchester. Trade 96-510

SWIFT light car, 1914, quite new, but slightly soiled, price £120, usual price £140. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 96-57

SWIFT, December, 1913, spare tube, side curtains, etc., little used, condition perfect, illness cause, any trial, £100 or near offer. 23 Broadgate, Preston. 96-f102

SWIFT cyclecar, new June, 1914, fitted with two extra-thick tyres, one steel-studded, Stepney wheel, speedometer, mirror, cover, many spares, cost over £160, excellent running order, splendid hill-climber, owner ordered back to India at once, a real bargain, fully insured till May, 1915, sacrifice price £110. Box 4178, care of "The Light Car and Cyclecar." 97-f79

SWIFT, 1914, 7 h.p., complete with over £20 of necessary spares and extras, whole cost £160, accept £120 cash down, offer open till 20th September. Black, Home Cottage, Renfrew, Scotland. 96-f89

SWIFT light car, two-seater, 1914 model, new just recently, complete with hood, screen, lamps, tools, etc., not ridden 400 miles, an opportunity to secure a first-grade cyclecar at an exceptionally moderate price (which is guaranteed), £115; tuition free. Seen at Wauchope's Garage, 9 Shoe Lane, London. Trade 97-141

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SWIFT, 1913, 8 h.p., hood, screen, etc., £65; Swift, 1913, 8 h.p., hood, screen, etc., Stepney, £95; Swift, 1914, 8 h.p., hood, screen, etc., £115. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road, W. 'Phone, Museum 623. Trade 96-157

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BRIGHTON. Perry, Humberette, Morgan, Marlborough. Trial runs given. Easy terms arranged. Turpin, 22 and 29 Preston Road. Trade 114-842

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(continued).

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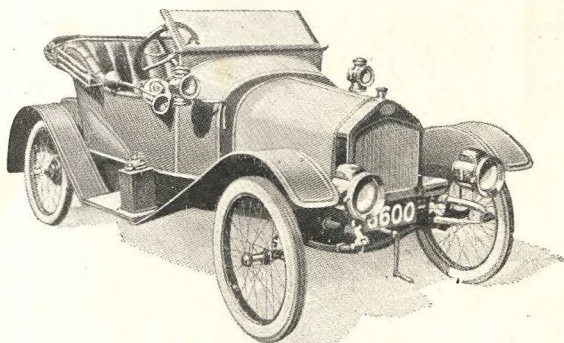
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