

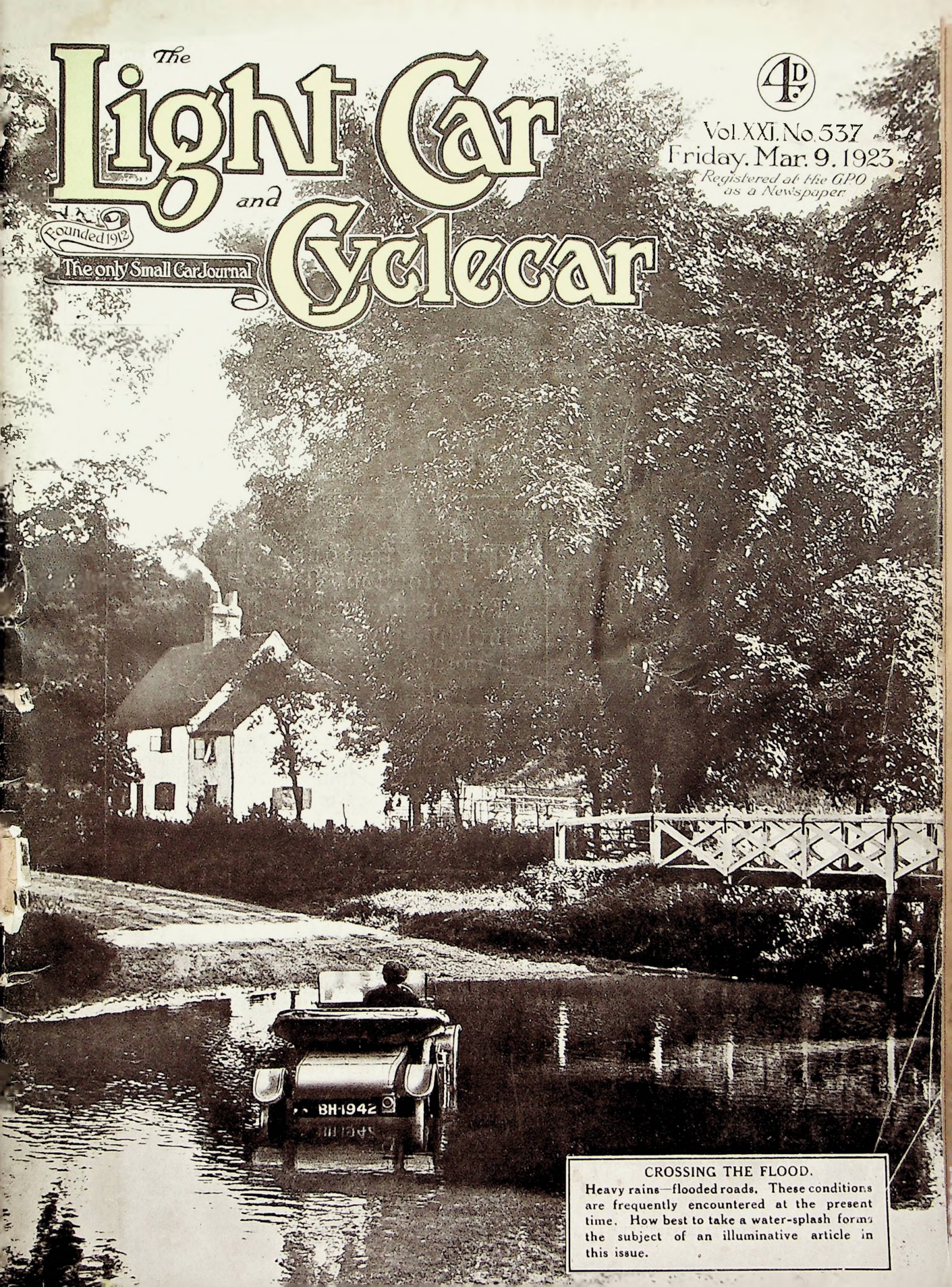
The Light Car and Cyclecar

Founded 1912

The only Small Car Journal



Vol. XXI, No. 537
Friday, Mar. 9, 1923
Registered at the GPO
as a Newspaper



CROSSING THE FLOOD.

Heavy rains—flooded roads. These conditions are frequently encountered at the present time. How best to take a water-splash forms the subject of an illuminative article in this issue.

Full Size and
Better than
Ever.



THE famous Spencer Moulton Three-Ribbed Tyre is now made full size in multiple-ply Cord Fabric with a notable increase in tensile strength.

Its hard-wearing and non-skid qualities need no emphasizing, for the name Spencer Moulton has always been associated with the best tyres that British skill can produce. Our name on the tyre guarantees Quality and Service.

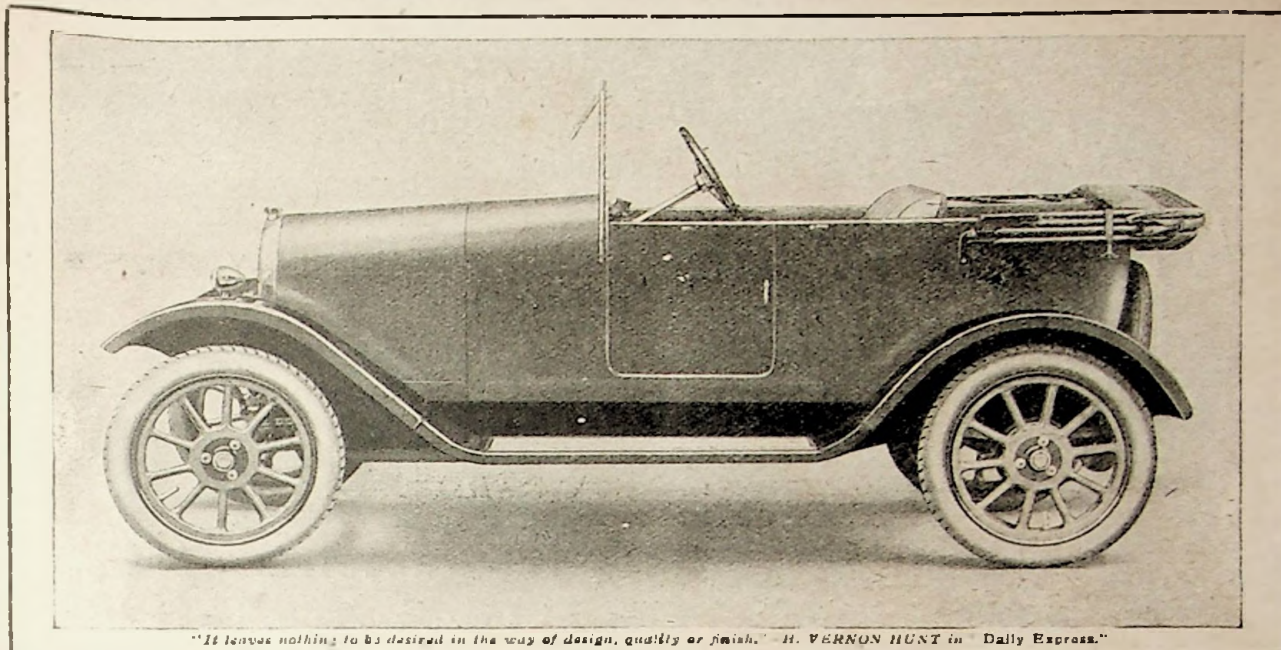
SPENCER MOULTON

THREE RIBBED CORD TYRES

GEO. SPENCER MOULTON & CO., LTD.,
and WOOD-MILNE, LTD.

Head Office—Sales Dept.: 3, Central Buildings,
Westminster, S.W.1.

Wires: "Spenmoul, Parl, London." "Wudmiln, Parl, London."
Telephone: Victoria 9676.



A HUMBER CAR IN MINIATURE.

The 8 h.p. Humber here illustrated sets a high standard in the Light Car class, and an inspection of its high-grade qualities will enable one to realise why this model created such a stir at the recent Olympia Exhibition, and subsequently at the Scottish Show in Glasgow.

Every well-known Humber feature is embodied in its construction. The 8 h.p. water-cooled engine has four cylinders and is identical in design and working principle with the 11.4 h.p. and 15.9 h.p. models. Control is simple and accessibility has been most carefully studied.

Seating accommodation is for two, and a detachable seat in the back accommodates two children, or the space may be used for luggage.

A self-starter is incorporated, five car lamps are fitted, and the Humber All-Weather Equipment, which is standardised, enables this charming model to be converted in a few seconds into a cosy weather-proof vehicle. Ready for the road, £275.

Send for illustrated and descriptive pamphlet.

Humber

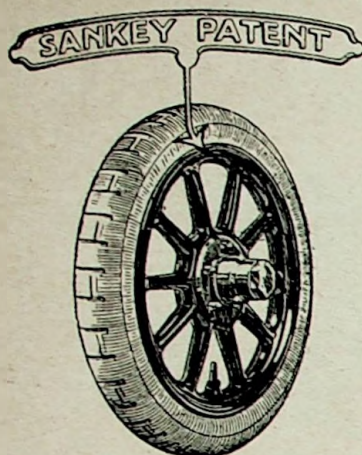
HUMBER LIMITED, COVENTRY.

LONDON—City Showrooms: 32, Holborn Viaduct, E.C.1. West End Showrooms and Export Department: Humber House, 94, New Bond Street, W.1.
 Repair Works and Service Depot: Canterbury Road, Kilburn, N.W.6.
 Dealers everywhere.

**TO THE
 READER**

*By mentioning "The Light Car and Cyclecar" when corresponding with advertisers,
 you will be working for the cause of the new motoring.*

A1



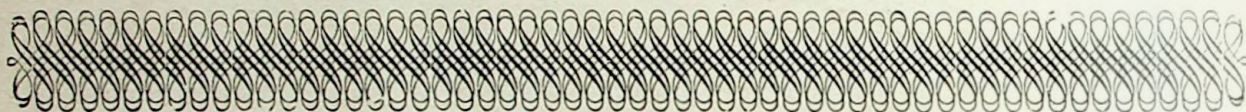
LOOK for the name plate, "Sankey L Patent," stamped on every genuine Sankey all-steel Wheel. It ensures satisfaction and safety. Welded unbreakably together from only two complete sections—that is the secret of Sankey supremacy.

SANKEY

ALL-STEEL

wheels

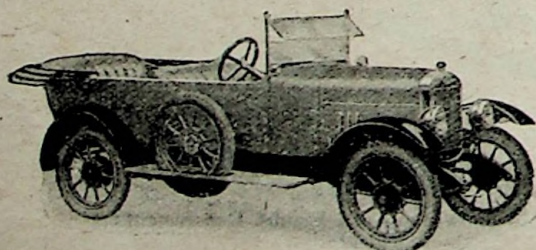
JOSEPH SANKEY & SONS, LTD., HADLEY CASTLE WORKS, WELLINGTON, SHROPSHIRE.



The Proved Light Car

The Proved Light Car

for Value,
Reliability and Performance



CONSTANT successes in reliability trials in all parts of the country have proved conclusively to the man who takes an interest in the performance of light cars, that the McKenzie is a car thoroughly reliable in design and performance, essentially a *proved Car*. Combined with this reliability the McKenzie offers beauty of outline and comfort which makes it particularly attractive to the owner-driver. Yet another outstanding feature of the *proved McKenzie* is the extreme accessibility of all vital parts. This renders the minor adjustments, which enthusiasts like to make, a matter of minutes compared with hours on a less carefully designed car. Every feature conducive to pleasurable motoring is embodied in the McKenzie.

A full list of Recent Successes in Reliability Trials would require a page to themselves, but here are three.

December 26, 1922. LONDON-EXETER.

Two Cars entered. Awarded one Gold and one Silver Medal.

June 2, 1922. M.C.C. LONDON TO EDINBURGH.

Three Cars entered. Three Gold Medals.

June 10, 1922. J.C.G. LONDON TO MANCHESTER.

One Car entered. One Gold Medal.

Write for fully illustrated catalogue descriptive of all models, and name of nearest Agent, who will show you what the McKenzie will do on the road.

MCKENZIE MOTORS LIMITED,
Bath Passage, Birmingham.

Established 1913.

£395

£368

£425

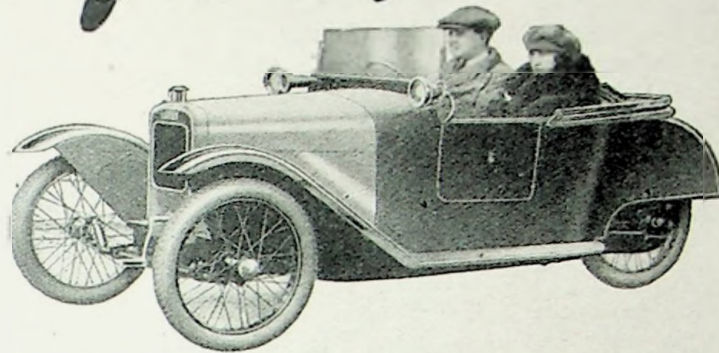
10.5 h.p. All-weather
Four-seater.

10.5 h.p. All-weather
Two-seater.

10.5 h.p. Coupe.

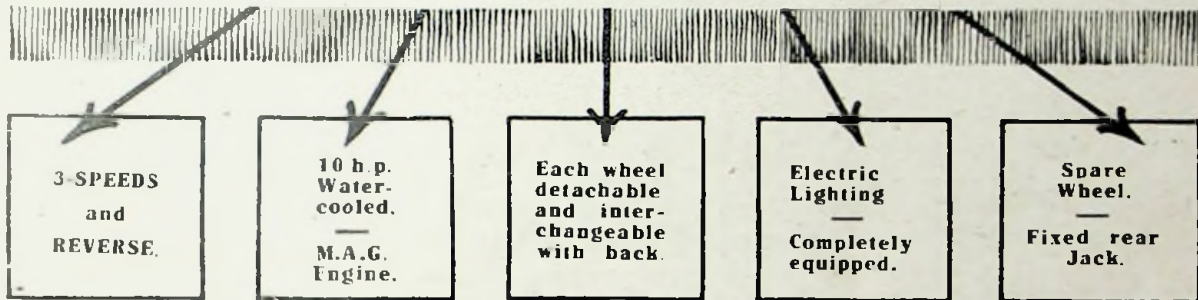
Electric Lighting and Starter to all Models.

A perfect Sports Car



No Extras
to purchase!

TAX
ONLY
£4



Now reduced from £230 to £195

A Three-wheel Car with all the comfort, speed and power of the big car, but with greater economy. Large production has enabled us to materially reduce the price of the



NEW-HUDSON

Light Car - £195

—the light Car that has set up a new standard in three-wheel design.

Here are some of its points:

GOOD CLEARANCE, low centre of gravity and splendid balance.
THE BACK WHEEL can be removed in 5 minutes without the grimy business of removing the chain.
A QUALITY PRODUCTION. You have only to see the New-Hudson to appreciate this.
SMARTNESS OF APPEARANCE. Gleaming aluminium bonnet, body in royal blue, beautifully

upholstered, mahogany instrument board, with plated switches, etc.
COMPLETENESS OF OUTFIT. Screen, Hood, Tool-Locker, Luggage Grid, Three Electric Lamps, Horn, Spare Wheel, Tools, Foot Pump, Front Wheel, Jack, etc.
PERFORMANCE ON THE ROAD. Thoroughly reliable in every way and built for hard service. Takes hills on top where other cars have to change down.

NEW-HUDSON, LTD., St. George's Works - Birmingham.

LONDON: Paskell's, 45 Gray's Inn Road, W.C. Telephone—Cent. 11571
 114, Moorgate Street, E.C.
 LIVERPOOL: Colmore Depot, 21, Paradise Street.
 MANCHESTER: Hillsons, Ltd., 205, Deansgate.
 GLASGOW: Rosaleigh, Ltd., 252, Great Western Road.
 BIRMINGHAM: Lean's, 40, Paradise Street.
 NEWCASTLE: Travers, Ltd., 77, Pilgrim Street.
 LEEDS: A. I. Greenwood, 30-41, Gillyford Street.
 LEICESTER: Colmore Depot, 93, High Street.

Send a post card to-night for our illustrated Car Brochure and then arrange with nearest Agent for a Trial Run.

TO THE READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

M.G.P./52

With Easter 'in the offing'

and "summer time" not far distant, thoughts turn naturally to the open air. The family man, particularly, is contemplating the purchase of a car for the health and happiness of wife and kiddies.

The finest car for his purpose—the greatest value of them all—is the famous Hands 4-seater, a strong, light, marvellously economical car. Initial cost is smaller than that of many cars possessing nothing like its merit; running works out at only about 2d. a mile. Let us send you full particulars.

G. W. HANDS MOTOR Co.
Lion Works, Barn Street, Birmingham.
Sole Distributing Agents for London and Kent: **THE CECIL MOTOR CO.**,
69, Gt. Queen Street, Kingsway, W.C.2

2-seater (10-20 h.p.)

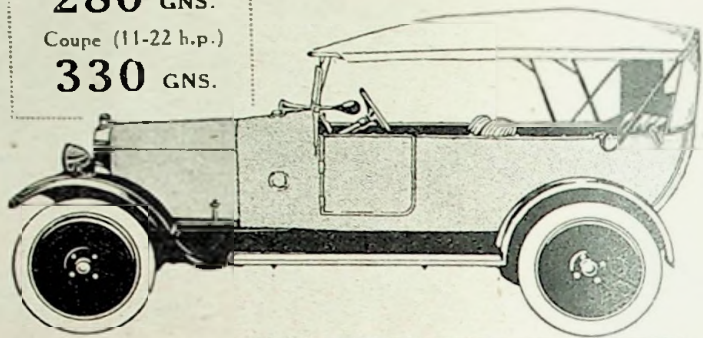
260 GNS.

4-seater (as sketch)

280 GNS.

Coupe (11-22 h.p.)

330 GNS.



HANDS

Have YOUR Car Like a Mirror by Using **LION POLISH** for Motor Bodies

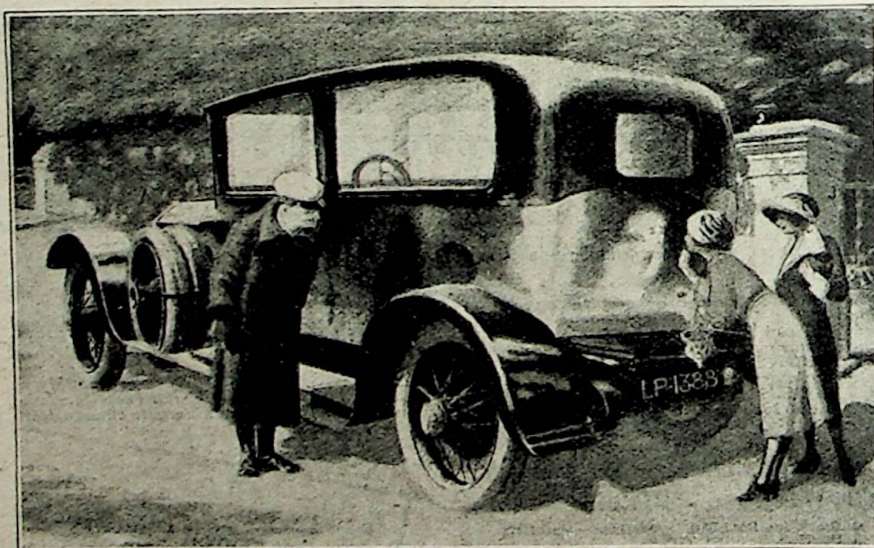
A New Preparation Giving Exceptional Gloss.

Protects the Paint and Varnish.

Saves Labour in Washing, Sponging, and Leathering.

8 oz. Tins,

2/6



Does not Smear.

Prevents Spotting from Wet.

A Film of "LION" over Your Brass or Nickel Parts will Keep them Perpetually Bright.

16 oz. Tins,

3/9

THE LION POLISH MIRROR.

Order through your Agent or DIRECT from:—

Liberal Terms to the Trade.

LION POLISH CO., Mildmay Avenue, London, N.1.

SINGER



THE grotesque appearance which many motorists assume during the Winter in their endeavours to protect themselves adequately from the weather whilst motoring is entirely unnecessary with the new SINGER Models. With the hood up and the side screens in position, the car provides all the advantages of a permanently enclosed model, whilst with the hood down the rigid side screens provide complete protection from draught and side winds. If desired the rear side screens can be adjusted to form a V shaped rear screen.

Add these latest improvements to the existing reputation for reliability and service which the SINGER has held since 1912, and you get a car which should recommend itself to all discerning motorists who have the experience to appreciate those points which differentiate between the ordinary run of good cars and the SINGER.

The Coventry Premier 10 h.p. Car

now manufactured by the Singer Company is the same engine, chassis, and body as the famous Singer "Ten," but without Electric Starter, Side Curtains, and certain refinements which account for the difference in the price.

1923 PRICES

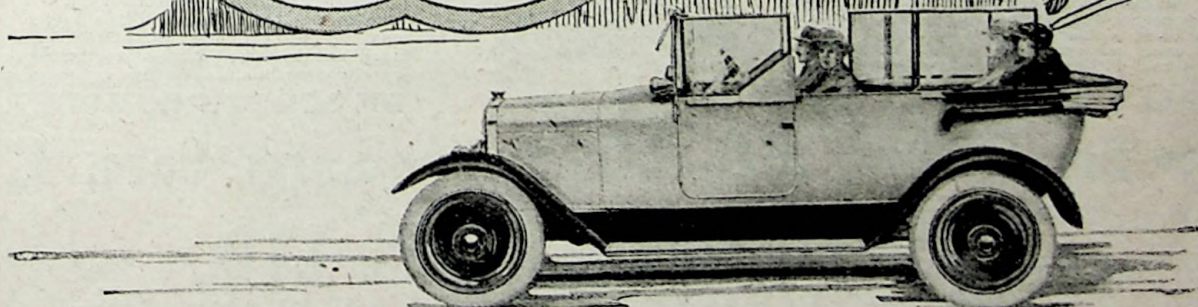
10 h.p. SINGER All-Weather Two & Four-Seaters, 280 Gns.
 10 h.p. COVENTRY-PREMIER Two & Four-Seaters, 230 Gns.
 All the above cars have Dunlop Tyres and Rotax Equipment.

Illustrated Catalogues and full particulars sent with pleasure.

SINGER & CO., LTD., COVENTRY.

London Showrooms 17, Holborn Viaduct, E.C.1.
 London Service Depot: York Works, Brewery Road, Holloway, N.

The Car illustrated is the SINGER 10 h.p. Four-Seater.



H.P.

TO THE READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers you will be working for the cause of the new motoring.

The Jowett

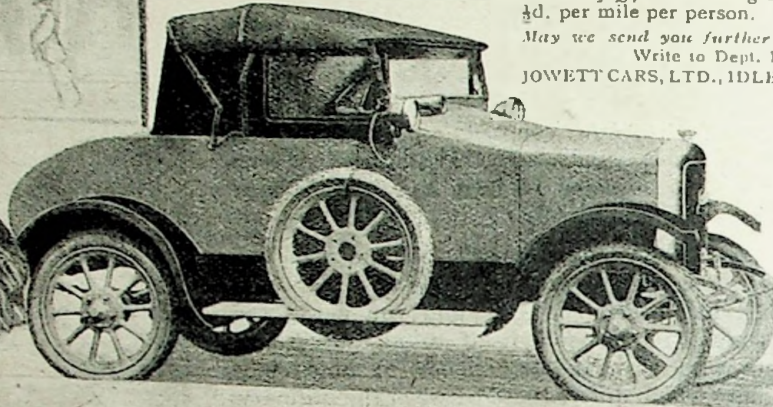
"The little engine with the big pull"



Blow! Blow!! Blow!!!
What matter if your car is a Jowett?

YOU can drive any distance in the worst weather without feeling a drop of rain or draught. Hood and side-screens keep out the elements. Shopping or social calls may be continued regardless of the weather, and at less than one-eighth of taxi fare. The Jowett Two-Seater at £220 and the Four-Seater at £245 provide the solution to economical motoring. Upholstered in real leather, plenty of room, such little things as speedometer, glove and newspaper rack, etc., are all to be found in the Jowett. Tax only £7. Running cost less than ½d. per mile per person.

May we send you further particulars?
Write to Dept. F.
JOWETT CARS, LTD., 1DLE, BRADFORD



U.P.

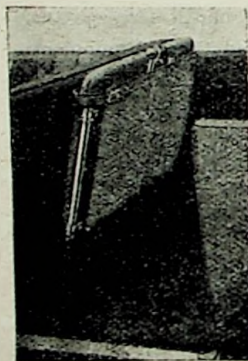
THE EASTING "THREE PANEL" EXTENDING REAR SCREEN for CARS

The Screen that encircles the rear passengers—minimises wind resistance—and can be fitted by the owner-driver in a few minutes—Write for full details.

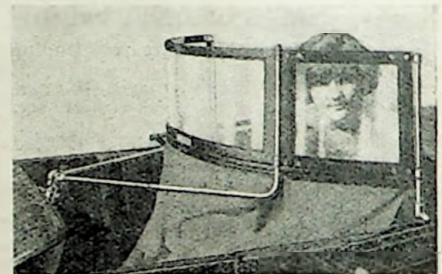


The Screen being supported at three points eliminates oscillation and prevents undue strain on any part of the bodywork. It permits quick, easy entry or exit, and when not in use folds away perfectly flat. Weight of Screen Apron and Fittings does not exceed 20 lb.

SCREEN BEING ERECTED



STOWED AWAY



Its semi-circular design reduces wind resistance to the minimum, whilst affording the maximum protection without extra side wings. It will not decrease the speed or increase the petrol consumption of the lowest powered car.

THE SCREEN COMPLETE

For Small Cars, £8-10s. For Large Cars, £9

EASTING WINDSCREENS, LTD.,

132, STEELHOUSE LANE, BIRMINGHAM,
and 24, FINSBURY SQUARE, LONDON, E.C.

A6

**HELP THE
MOVEMENT**

by letting advertisers know that their advertisements

in "The Light Car and Cyclecar" interest you.

SWIFT

The Light Car for the Family Man

THE new 10 h.p. SWIFT with "CHUMMY" body has no equal as a light car for the family man. It is a combination of efficiency and convenience. Consider what it can do—over 50 m.p.h. at a petrol consumption of 45 m.p.g., climb any hill it is put to, and run with all the sweetness and comfort of a car twice its size. And being made by Swifts, with an industry-old reputation for unfailing reliability, it will easily outlast any other car in its own power category.

4-CYLINDER WATER-COOLED ENGINE, SELF-STARTER AND ELECTRIC LIGHTING, UPHOLSTERED in REAL LEATHER.

Write for name of nearest agent or send for art catalogue to
BRITISH MOTOR TRADING CORPORATION, LTD.,
 132-135, Long Acre, London, W.C.2.

2-SEATER
 with
 Dickey,
 or

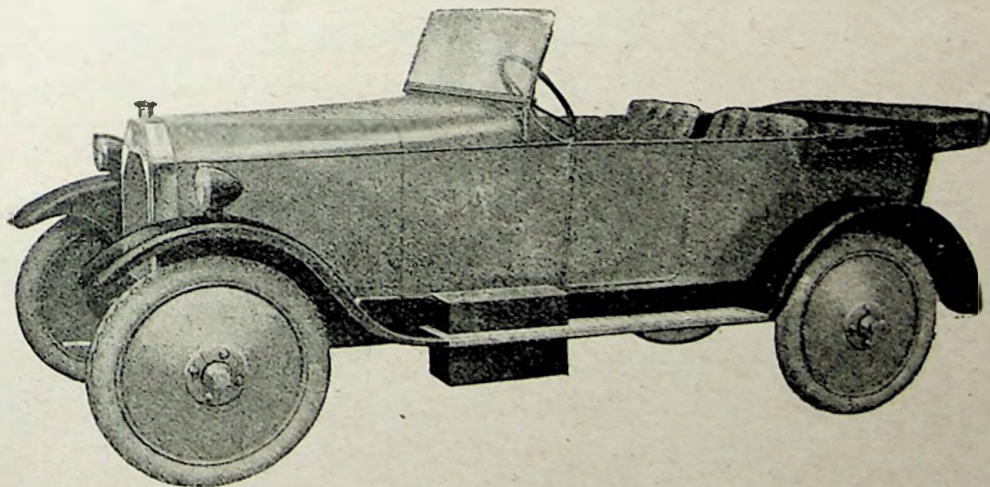
£275
 TAX £9

"CHUMMY" Model
 (Accommodating 2 Adults
 and 2 Children.)

Manufacturers:

SWIFT OF COVENTRY LTD., COVENTRY

Irish Depot: 15-17, South King Street, Dublin.



NOW IS THE TIME TO HAVE YOUR

CAR RENOVATED BY THE MAKERS.



TO THE READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

B1

*The Light Cars with
the Big Car Feeling.*

BELSIZE

BRADSHAW MODEL

9 H.P. OIL-COOLED.

For roomy comfort, easy steering and road holding the Belsize-Bradshaw feels like a high-powered car.

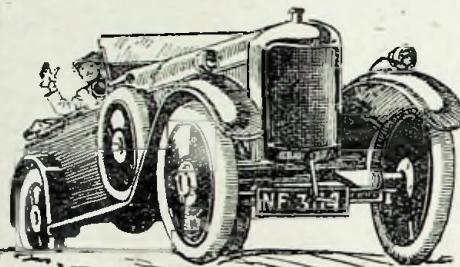
Economy and silent running, the un-failing reliability of the engine, and the excellence of the springing are other noticeable features.

BELSIZE MOTORS LTD., CLAYTON, MANCHESTER.

London: The Belsize London Agency, Ltd.
2-3, Duke St., St. James's, S.W. 1



Write for Catalogue and name of nearest agent, and arrange for a trial run.



PRICES.

TWO-THREE SEATER CAR , complete with hood, screen, side curtains, dynamo lighting set, spare wheel and tyre, and tool kit.	£210
Dickey Seat, if ordered with car, 25 extra.	
FOUR-SEATER CAR , as above.	£235
TWO-THREE SEATER COUPE , with dickey seat.	£260
12-volt self-starter, if ordered with car, extra £16.	
Speedometer, if ordered with car, extra £5.	

The
Superlative
Car.

Hampton

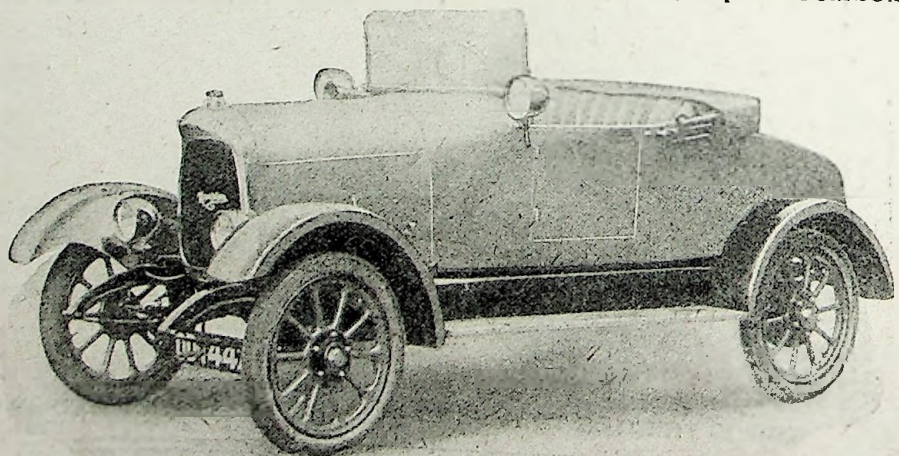
CARS

THE WONDER CAR OF 1923.

9-21 h.p., Overhead Valves, Self-starter, 4-speed Gearbox.

PRICES:

- 2-seater Double Dickey **£295**
- Chummy 4-seater ... **£325**
- Coupe Double Dickey **£325**



HAMPTON
Engineering
Co. (1920), Ltd.,
Stroud—Glos.

Phone: STROUD 271-272.
Grams: "WIDAWAK, Stroud."

B2 **HELP THE MOVEMENT**

by letting advertisers know that their advertisements in "The Light Car and Cyclecar" interest you.

The light car of the year

IT is impossible to buy a better car than the Straker-Squire no matter how much you pay. Amongst light cars there is nothing approaching the new 10-12 h.p. Straker-Squire for efficiency, comfort and value.

It is unquestionably the most remarkable light car of the year, and to adequately appreciate its worth a personal test is necessary. Consider these special features and write for details without delay.

SOME SPECIAL FEATURES.

Super-efficient O.H.V. engine. Five 760 x 90 wheels and tyres. Lighting and starting set. Four-speed gearbox, right-hand change. Magneto ignition. Five lamps. Spring gaiters. Speedometer, clock, 2 horns. Petrol and oil pressure gauges. Ex-a-gun system of chassis lubrication. Four-seater, 4 door body, all-weather curtains. All the refinement and comfort of a large car at light car cost.

10-12 h.p. 2 or 4-seater

£400

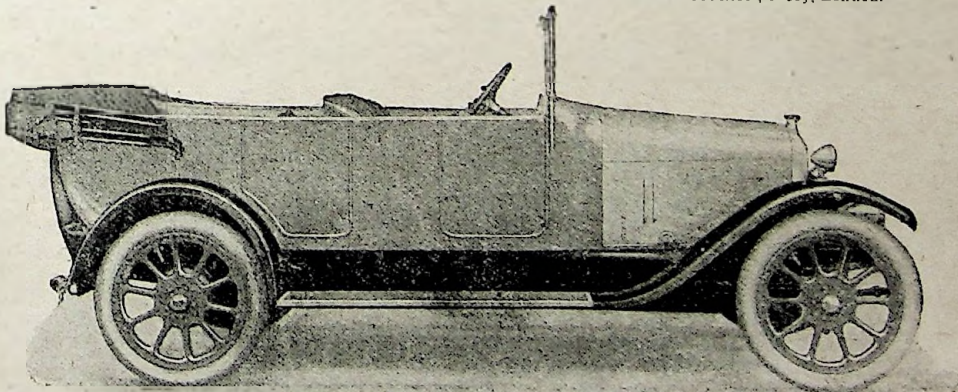
Straker Squire

Agents are requested to write for particulars of territory vacant.

STRAKER - SQUIRE LTD.,
Angel Road, Edmonton, London, N.18

Telephone:
Tottenham 2393.
Sales Department
Telephone:
Gerrard 8336-7.

Telegrams:
"Rhomboid", Tottenham, London."
60, Haymarket, S.W.1.
Telegrams:
"Woodshorl, Piccy, London."



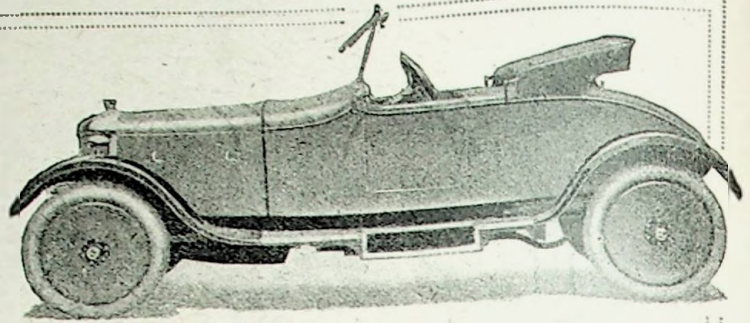
**TO THE
READER**

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers,
you will be working for the cause of the new motoring.

REDUCTION of £70
IN THE PRICE OF THE 12 h.p.
Empire Model A-C

£395 REDUCED TO £325

For ease in handling in traffic,
 Low Petrol Consumption,
 Reliability and Artistic
 Appearance, this car stands in a class by itself. Call to-day for a trial run.

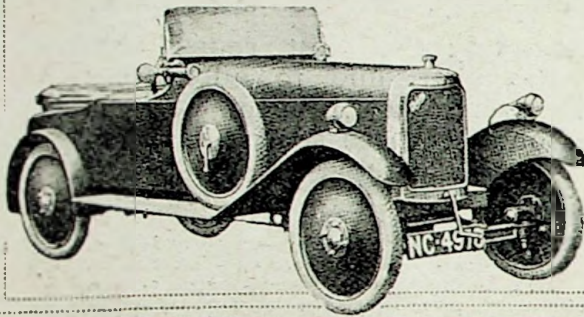


DEFERRED TERMS.

Cars and Motorcycles taken in Part Exchange.

9 h.p. Belsize-Bradshaw

The Oil-Cooled Car of
 Superlative Merit.



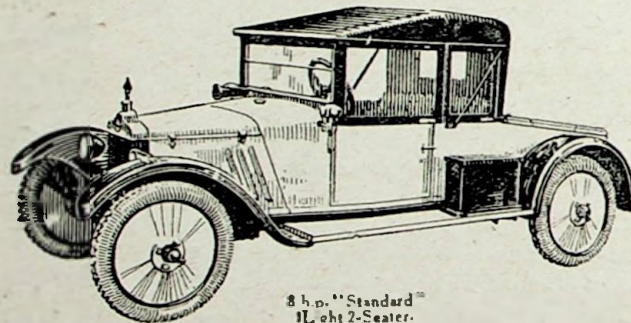
Two-Seater	£210
Four-Seater	£235
Coupe Model	£260

Our Expert Staff of Demonstrators are always at your service to give advice and assistance.

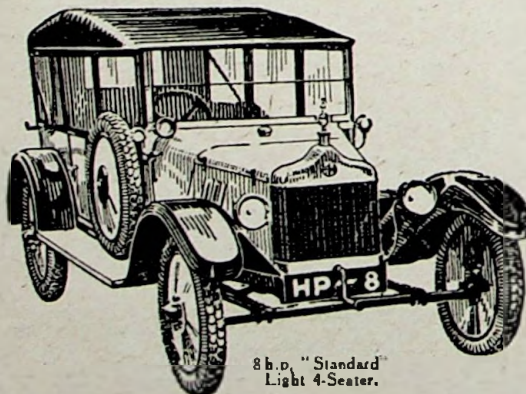
GORDON WATNEY & Co., Ltd.

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

'Phone—Mayfair 2965-2966. 'Grams—"Gordowatno, Phone, London."



8 h.p. "Standard"
 Light 2-Seater.



8 h.p. "Standard"
 Light 4-Seater.

The All British
Standard

Light 2 & 4-Seaters: 8 h.p.

THE 8 h.p. "Standard"
 Light Cars are easy to manage. They run lightly and at small cost. Climb well and have ample speed for ordinary use. Roomy, comfortable, and weatherproof. Plenty of luggage room.

A "Standard" owner writes: "Ease of control, comfort, accessibility, quiet and even running, and the extreme simplicity unite to make the 'Standard' absolutely the best in every way."

8 h.p. (Rating 9.5 h.p.), 2 or 4-Seater, £275

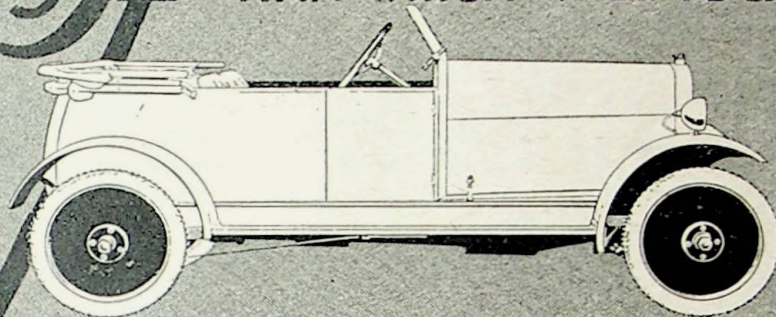
Send for Particulars.
 The Standard Motor Co., Ltd., Coventry
 London Showrooms: 49, Pall Mall, S.W.1

"COUNT · THEM · ON · THE · ROAD."

B4

HELP THE MOVEMENT by letting advertisers know that their advertisements in "The Light Car and Cyclecar" interest you.

If YOU'RE A "ONE CAR"
MAN WHICH WILL YOU DO



BUY A FOUR-SEATER
WHICH WILL COST YOU
TWICE AS MUCH AND
WHICH 80% OF YOUR TIME
YOU'LL DRIVE WITH TWO
SEATS EMPTY OR A —

Rhode Occasional Four

These are economical days—they've got to be! When the RHODE is available, to buy a car at twice its price because you won't submit your passengers to the unprotected discomfort of the "Dickey" is NOT economy. Neither is it economy to "wait," because the RHODE is a "gilt-edged security" yielding generous dividends in health and pleasure. The role of the RHODE is to make motoring an economical possibility for those who, without it, would wait wearily for better times. Note the following:—

It costs only £235—Tax is only £10—it will do 45 m.p.h. whenever and as long as you desire that speed—its petrol consumption is 45 m.p.g.—Oil 1,200 m.p.g.—and it will run 8,000 miles on a single set of tyres. Carefully analysed that means motoring for two at 1d. per mile, and whenever extra passengers present themselves you can offer them a really comfortable seat actually in the body of the car and all under the hood.

LATEST SUCCESS.

Colmore Cup Trial.
AWARDED
P. J. EVANS CUP for Best
Cyclecar & Car performance.
Also 2 GOLD MEDALS.

Don't wait for better times. Invest in a RHODE now. We'll send you Catalogue and address of nearest Agent who will demonstrate upon request.

RHODE MOTOR CO.,
Rhode Works, BIRMINGHAM.
TYSELEY.

LONDON:—Meber & Meber,
144, Great Portland Street, W.

"by road on a Rhode this Easter."

The

DEEMSTER

THE LITTLE CAR OF LION HEART

PRICE
300
GUINEAS

An All-British 11.9 h.p. Light Car

Models on view in London at

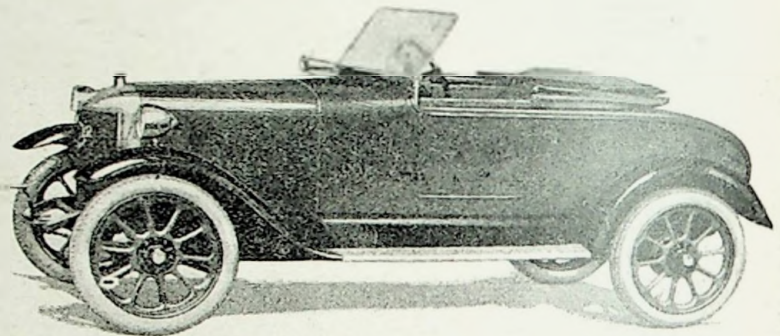
AUTOVEYORS, Ltd. 84, Victoria Street, S.W.1
CAITHNESS & Co., Ltd., 65, Great Portland Street, W.1
WARE & DE FREVILLE, Ltd., 288, Regent Street, W.1
W. G. NICHOLL 50, Whitcomb Street, W.C.2

or at the

DEEMSTER SHOW ROOM
Victoria Rd., Acton, W.3

Nearest Station: WILLESDEN JUNCTION

A trial will be a revelation to you and places you under no obligation.

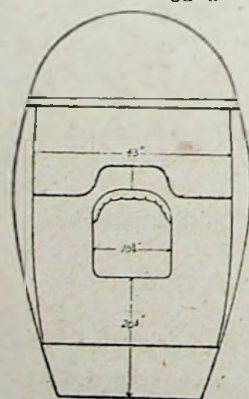


Deferred payments arranged.

The ECONOMIC Car for Business Purposes

YOU make more calls and sell more goods if you travel by road in a "Stoneleigh." You can carry yourself and up to 4 cwt. of luggage at under 1½d. per mile — less than railway fare. No trains to catch. You lose no time. You profit in pocket — and in health. And at the week-end you replace the back seat and share your joys with the wife and youngsters. No trouble to clean. Can be kept in an open shed.

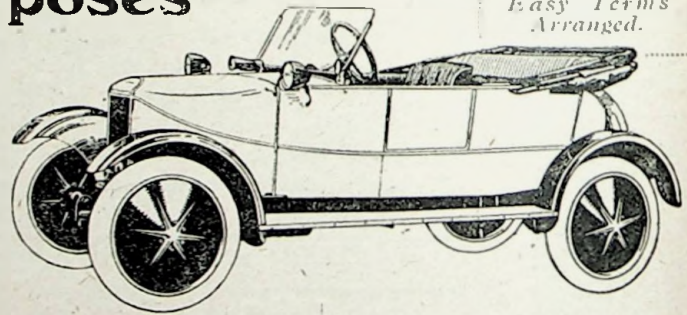
Back seats can be taken out and space used for luggage.



Plan view of Body.

Write for Pamphlet D and ask us to give you a Demonstration Run. You incur no cost.

Price
£185
with Hood, Screen, and Dynamo Electric Lighting.
Easy Terms Arranged.



The Stoneleigh

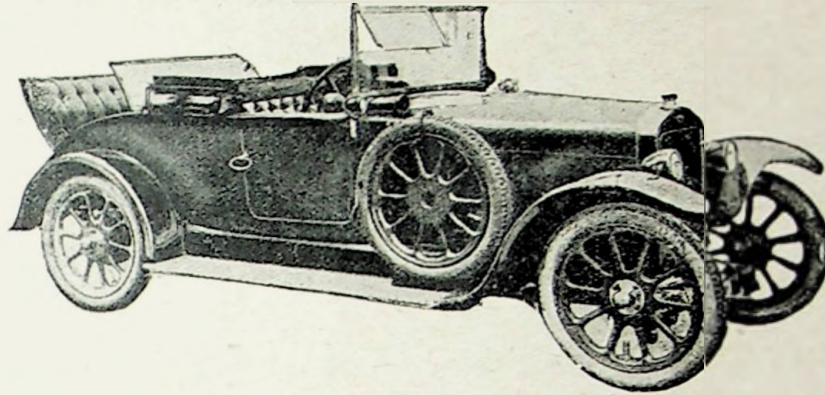
3 SEATED UTILITY CAR

9 h.p.

STONELEIGH MOTORS LIMITED.
Branch of ARMSTRONG SIDDELEY MOTORS LTD.
PARKSIDE, COVENTRY.
London:—75, Marylebone Lane, Wigmore Street, W.1.

CROUCH

BUILT BY ENTHUSIASTS FOR ENTHUSIASTS



8 H.P.

£245

Engine—Crouch, water-cooled with detachable combustion head. **Lubrication**—Pump, automatic. **Transmission**—Crouch, cone clutch (very smooth in action), propeller shaft with two universal joints between engine and gearbox. **Body**—All-weather, with double divided screen and spacious dickey seat to carry Two adults comfortably. (Door either side.) **Dynamo Lighting Set**. **Wheels and Tyres**—Detachable steel wheels, fitted with 700 x 80 tyres.

10 H.P.

£275

Engine—Crouch, 4-cyl., water-cooled, detachable combustion head. **Lubrication**—Pump, automatic. **Transmission**—Crouch, cone clutch (very smooth in action), propeller shaft with two universal joints between engine and gearbox. **Body**—All-weather, with double divided screen and spacious dickey seat to carry Two adults comfortably. (Door either side.) **Equipment**—Lighting and Starting complete.

12 H.P.

£335

Engine—(British Anzani). 4-cyl., water-cooled with detachable combustion head. **Lubrication**—Pump, automatic. **Transmission**—Crouch, cone clutch (very smooth in action), propeller shaft with two universal joints between engine and gearbox. **Body**—All-weather, with double divided screen and spacious dickey seat to carry Two adults comfortably. (Door either side.) **Equipment**—Lighting and Starting with five lamps.

.....
 BUY A COMFORTABLE CROUCH FOR A CHANGEABLE CLIMATE.

ASK YOUR AGENT FOR A RUN.

When in London call upon B. S. MARSHALL, LTD., 17a, Hanover Square.

CROUCH MOTORS LTD., Tower Works, COVENTRY

TO THE
 READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers,
 you will be working for the cause of the new motoring.

Pronounced "BRYCO"

BRICO

TRADE MARK

Overhaul your Engine before the Spring—

To obtain maximum generation of power from your engine, a new set of BRICO Piston Rings should be fitted once a year—that is a rule that results in economy. Prepare for the coming season NOW, any Dealer can supply you with a set from stock.

To feel the thrill of added power in your engine, to feel it respond to the slightest acceleration, to know that it is working its hardest—that every ounce of power is yours to make use of, that will be your pleasure—if you equip your engine with BRICO Piston Rings, because they are the finest piston rings made, and keep a close, tight fit between the piston and the cylinder wall, giving the highest compression and engine efficiency. With BRICO Piston Rings in your engine, the entire force of the explosion is converted into driving power and all waste is eliminated. If you want to get the most out of your engine

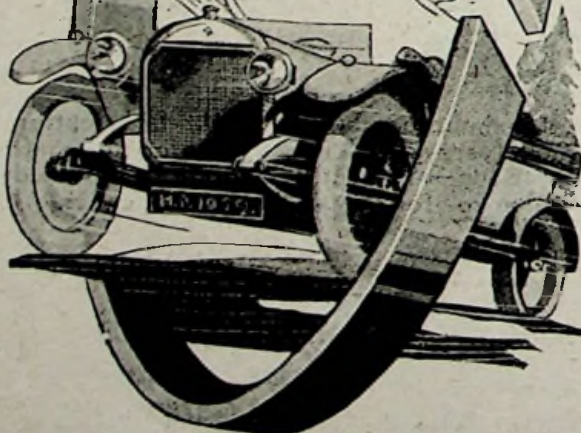
FIT BRICO RINGS NOW

There's a BRICO Ring for every Engine in stock at all Dealers, Agents and Garages. Let BRICO Rings "glaze up" your Engine.

Don't just ask for — Ask for a BRICO a Piston Ring — and get the BEST

The BRITISH PISTON RING CO., LTD.
COVENTRY.

The
POWER
IS IN THE
PISTON
RING



And why shouldn't you ?

You know jolly well—don't you?—how fond you are of crawling from under the car looking like a lump of mud!

And why shouldn't you? What on earth's the fun of repairing the "Universal" if you can't look as if you'd done it?

But when that happy feeling fades—reach for KIT hand soap.

Here's why it must be KIT—a little KIT spreads wonderfully, and with just a little rub completely covers the hands. It cleanses thoroughly. It leaves the hands feeling clean as well as looking clean.

The tin is just the right size and just the right shape for packing. And you don't need a spanner, a chisel, and a temper to open it; the lid comes off at the first time of asking.

Price 6d. per Tin.

KIT

the speed soap

is IT

LEVER BROTHERS LIMITED, PORT SUNLIGHT.

K.T.A.—45



H P

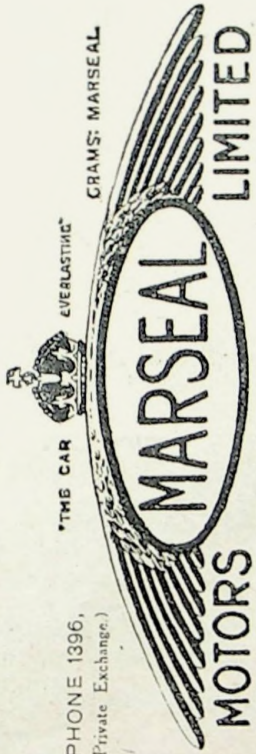
HELP THE MOVEMENT

by letting advertisers know that their advertisements

in "The Light Car and Cyclecar" interest you.

The CAR that
HOLDS THE
RECORD FOR
SIMMS HILL.

PHONE 1396,
(Private Exchange.)

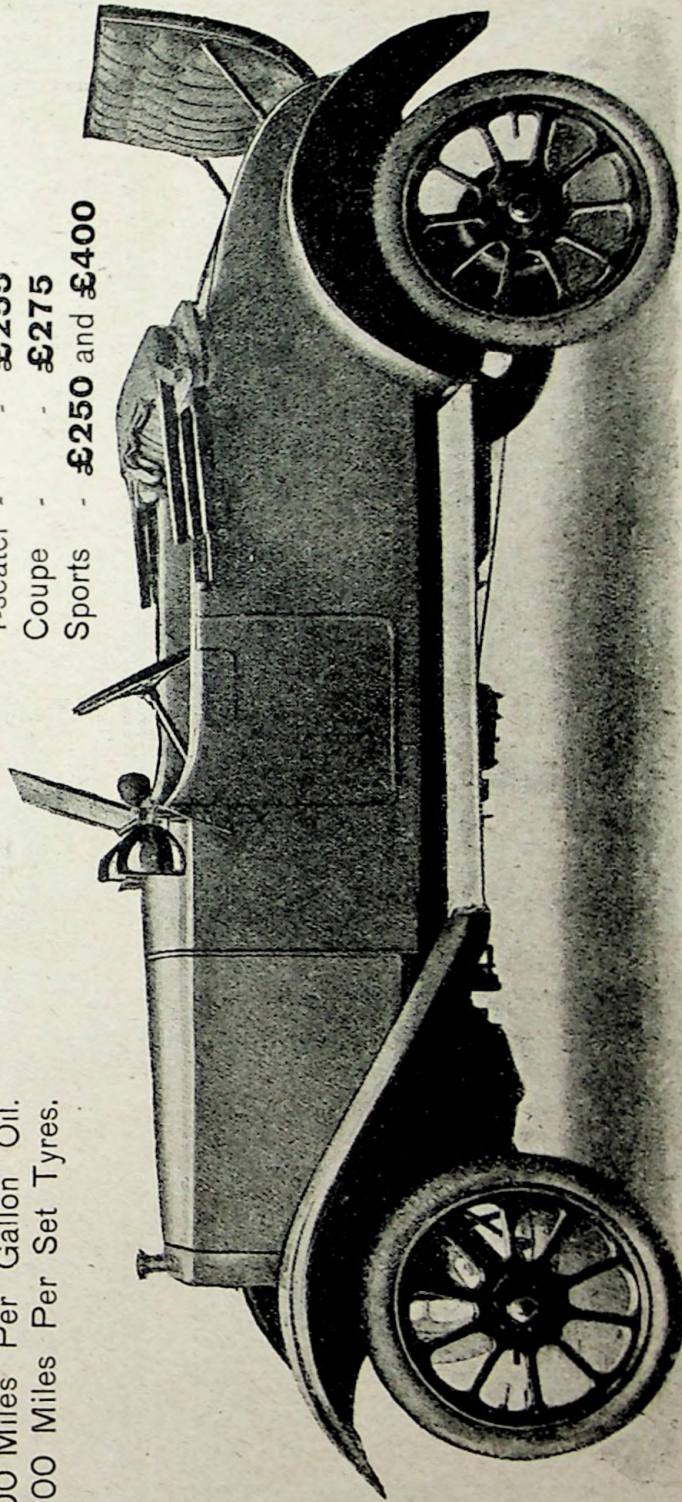


ATLANTIC WORKS,
COVENTRY.

4-cyl., Water-cooled, 3 Speeds and Reverse, Spiral Bevel Rear Axle, Magneto, Electric Lighting and Starting
45-60 Miles Per Gallon.
2,000 Miles Per Gallon Oil.
10,000 Miles Per Set Tyres.

Tax £10. 5-50 m.p.h. Dickey £10 extra.
4-seater - £255
Coupe - £275
Sports - £250 and £400

£215
—COMPLETE—



9/26 h.p. MARSEAL
Polished Aluminium or Marseal Blue.

TO THE
READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring. By



**"CHEMICO"
SPECIALITIES**
FOR
CYCLES & MOTORS

**"CHEMICO"
HAND SOAP**
4d. & 7½d. per tin.

Gets the GREASE off!
Gets the GRIME out!!
Leaves the hands clean,
soft, white and comfort-
able. Thorough but gentle.

**"CHEMICO"
CAR POLISH
GREASE and TAR
REMOVER**



CLEANSSES, POLISHES AND PRESERVES THE COACHWORK OF THE CAR AS NO OTHER PREPARATION CAN.
All the original lustre restored. All the grease and dirt banished, and a hard, clean, mirror-like surface, which can easily be kept clean, is assured.
Cannot scratch or injure the enamel.
2/-, 3/9, 7/- per bottle.

**"CHEMICO"
PATCHES**

Reveal their many good points out on the road under test. Their **RELIABILITY** has been their greatest **ADVERTISEMENT.**

CARBIDE

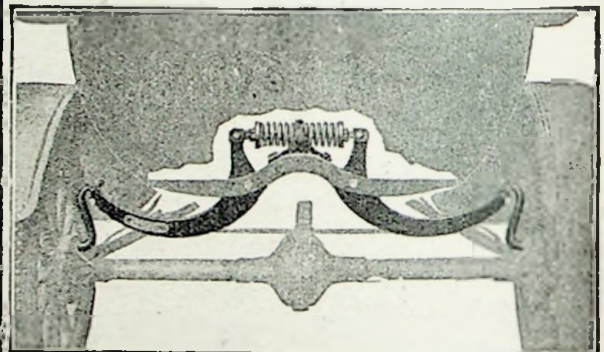
**"CHEMICO"
"G. B." BRAND** PURE, RELIABLE, ECONOMICAL and always the same.

.. THE ..
COUNTY
CHEMICAL
.. & LTD. ..
CHEMICO
WORKS
BIRMINGHAM

Advantages of the Marvellous A.F.S. Suspension.

THE marvellous A.F.S. Suspension is indeed "A revolution and a revelation" in motor car springing. Briefly its advantages are as follow:—

1. Shocks and bumps eliminated; recoil slow and slight.
2. No body roll even when turning corners at speed.
3. **Risk of side slip greatly reduced.** Better control of steering.
4. Holds the road steadily at all speeds.
5. Considerably reduced tyre wear.
6. **Extremely simple; practically unbreakable.**
7. Unsprung weight reduced.
8. Moving parts adequately lubricated and out of reach of dust and wet.
9. **Higher speed with greater safety.**
10. Make solid tyres ride like pneumatics.
11. No need for shock absorbers, gaiters or other auxiliary devices, necessary with even the best of laminated springs.
12. **Motoring in a cheap light car made as comfortable and easy as in the heaviest and most expensive.**



Price of complete set for front £15
and rear

THE WONDERFUL A.F.S. SUSPENSION

Send for illustrated folder describing the marvellous A.F.S. Suspension. Trial runs arranged.

A.F.S. DEVELOPMENT LTD.,
13-14, Basinghall Street, London, E.C.2.

Telephone: London Wall 6744.
Telegrams: Ruthallion Stock London.



THE CLYNO LIGHT CAR

£255 WITH SELF-STARTER.

THE NEW CLYNO FAMILY MODEL

meets the demand of thousands of Light Car buyers, because

IT IS THE FINEST VALUE OBTAINABLE

ITS ROAD CAPABILITIES WERE PROVED in the WORCESTER CLUB'S TRIAL.
RESULT (1500 c.c. CLASS).

CLYNO — 1st
CLYNO — 2nd

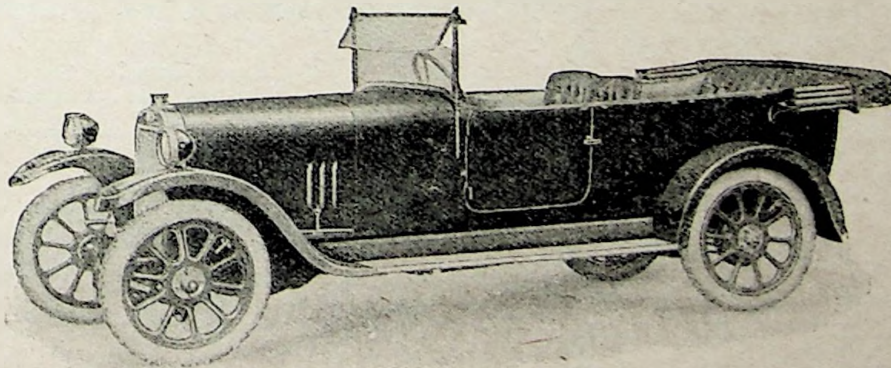
10.8 FOUR CYL. MAG. IGNITION.
3 SPEEDS AND REVERSE.
LIGHTING AND STARTER.

£255

FOUR-SEATER BODY.
FULLY EQUIPPED.
HIGHEST CLASS FINISH.

ADDITIONAL MODELS:

STANDARD Two-seater	-	£275	with starter.
STANDARD Four-seater	-	£285	" "
DE LUXE Two-seater All-weather	-	£298	completely equipped
DE LUXE Four-seater All-weather	-	£325	" "



MODELS ON VIEW AT THE LONDON SHOWROOMS, AUTOCARS LTD., 15, WOODSTOCK ST.

Phone: 2631 MAYFAIR.

Full Particulars on request from

The CLYNO ENGINEERING Co. (1922), Pelham St., WOLVERHAMPTON

Telegrams: "CLYNO, WOLVERHAMPTON."

Phone: 992 WOLVERHAMPTON.

TO THE READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.



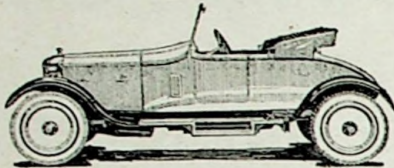
ASTONISHING REDUCTIONS
of the
World's Best Light Car.

EMPIRE MODEL

£325

Dynamo Lighting, Self-Starter,
Double Dickey

or **£100** Down and **18** monthly
instalments of **£13 9s.**



YOUR PRESENT CAR IN PART EXCHANGE.

*Immediate Delivery Now, but Early Application
is advised as the Demand will be Enormous.*

Phone: 2450, 2451.
Grams: Track, Croydon.

Allen-Bennett
Motor Company Limited

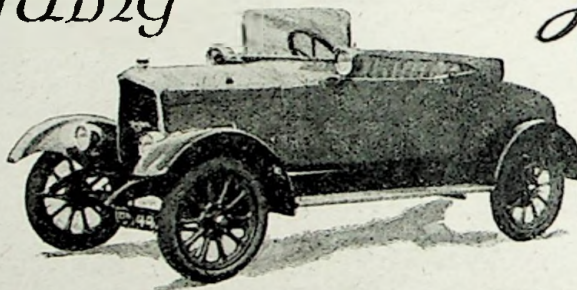
Open Saturdays
until 7 p.m.



9, 10, 11, Royal Parade, West Croydon.

The Intriguing

Hampton



Agents for
**CROUCH
BUGATTI
WOLSELEY
A-C**



Specification.

Engins.—9/21 h.p. Tax £10. Overhead valves. Detachable cylinder heads.
Petrol consumption 45/50 m.p.g.
Gearbox.—4 speeds forward and reverse. Right-hand control.
Transmission.—Full floating spiral bevel-driven rear axle.
Wheels.—Sankey steel detachable. 1 spare with tyre 700 X 60.
Equipment.—Dynamo lighting and silent self-starting.
Coachwork.—Wandsome 2-seater body trimmed in real leather and beautifully
coach painted. All metal parts heavily nickelled, choice of blue or grey
colour. Hoed, with side curtains which open and close with the doors.

Price 2-seater
£295

Price 4-seater
"Chummy" body
£325

Price Coupe
£350

B.S. Marshall LTD.

17a, Hanover Square, W.1.
TELEPHONE. MAYFAIR 59067

HAVE YOU A LIGHT CAR YOU WISH TO SELL, OR DO YOU WISH TO PURCHASE ONE ?

Part Exchanges are arranged and a refund is made should the transaction result in a larger profit than our commission ratio.

If you sell or purchase through us you will appreciate the manner in which we conduct our business. Strong, unsolicited testimony published in our Prospectus shows a wide and lasting appreciation of our efforts to please both Buyer and Seller.

For List of Cars offered see—
"Daily Telegraph," "Times,"
"Evening News," etc.

Visit our Showrooms—only
3 minutes of Big Ben—or send
for Prospectus and Sales
Catalogue.

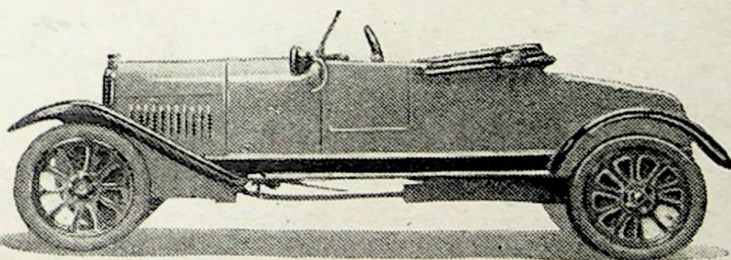
**AUCTION SALES
EVERY THURSDAY,
2.30 p.m.**

**PRIVATE
TREATY SALES
and TRIAL RUNS
DAILY.**

**AUTO AUCTIONS,
Ltd., 3, Earl Street,
Horseferry Rd., S.W.1**

Phone—Victoria 5100. 'Grams—' Autocast, Seward, London."

Within 3 minutes of Big Ben



Price
177
Guineas

Friction Discs supplied for G.W.K. and other makes of friction-driven cars.

CONDENSED SPECIFICATION.

4-cyl. 10 h.p. Water-cooled.	Tyres: 700 x 80 mm.
Friction Disc Transmission,	Spare Wheel and Tyre.
4 speeds and reverse.	Full Equipment.
Dynamo Electric Lighting.	Dickey Seat.
Wheels: Pressed Steel.	

Other Models and Prices :

	Gns.
Two-Seater	245
Four-Seater	250
Coupe	295

**"UNIT"
SERVICE
CAR**

**With 10 h.p. 4 - Cyl.
Water-Cooled Engine.**

Send to-day for full particulars of this wonderful value in Light Cars.

ROTARY UNITS, LTD., Wooburn Green, Bucks.

'Grams: "Rotary, Wooburn Green." 'Phone: Bourne End 123.

**TO THE
READER**

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers,
you will be working for the cause of the new motoring.

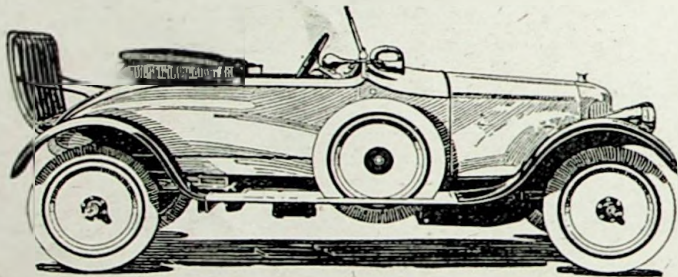
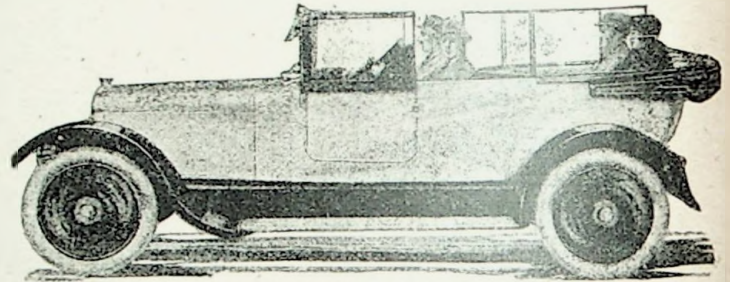
BUY YOUR



10 h.p., 2 or 4 seater - - 230 Guineas
De Luxe All Weather Models,
 complete with self-starter,
 speedometer, electric and
 bulb horns - - - 280 Guineas

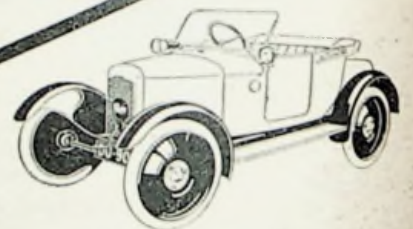
Tremendous Price Reductions.

12 h.p., 4 cyl., Empire 2-seater £325
 12 h.p., 4 cyl., Royal 2-seater £395
 12 h.p., 4 cyl., Royal 4-seater £415



Empire Model - £325

*We are the largest Singer Buyers
 in London and can offer
 Immediate Deliveries
 — at Present. —*



FROM STOCK.

8 h.p. STANDARD, 2-seater £180-0s.
 8 h.p. " with dickey £182-10s.
 8 h.p. STANDARD, 4-seater £190-0s.
 DE LUXE MODELS, Extra £20-0s.



*Trial run with
 pleasure.*



NOTE.

*We will accept
 your present Car
 or Motorcycle in Part
 Payment and the Balance can
 be paid by Instalments if desired.*

The NEWNHAM

CAR FROM

Country Clients.

For the benefit of clients residing in the country who wish to exchange their present cars or motorcycles for new or other second-hand models, we are prepared to make a **DEFINITE ALLOWANCE OFFER** by post on receipt of full particulars of vehicle to be exchanged and type required.

DELIVERY and COLLECTION will be arranged by us.

We are also Contracting Agents for Calthorpe, Coventry Premier, Jowett, Wolseley, etc., and can offer Excellent Delivery.



Bargains

in

Second-hand Cars

ALL READY FOR EASTER.

A.B.C., 1922, Sports model, like new, many extras ... £170
 A.V., 1922, very special, 2-seater, dyn. lighting, detachable wheels £125
CALTHORPE, 1923, 10 h.p., 2-seater, 4-speed, speedo., as new £260
CALTHORPE, 1916, 10 h.p., 2-str., coupe, starter and lighting, taxed £135
CALCOTT, bel., 1917, 10 h.p., 2-seater, starter and lighting, taxed £135
CASTLE THREE, 1922, dynamo lighting, spare wheel, perfect ... £110
CASTLE THREE, 1921, similar to above, taxed for year ... £100

COVENTRY PREMIER, late 1922, 2-seater, with dickey, starter and lighting ... £165
COVENTRY PREMIER, 1921, 2-seater, with dickey, spare wheel, dynamo lighting ... £105
G.W.K., 1920, 10 h.p., 2-seater, with dickey, dynamo lighting, spare rim ... £110
LE ZEBRE, 1921, 2-seater, with dickey, dynamo lighting & starting £140
MATHIS, 8-9 h.p., 1921, 2-seater, coupe, starter and lighting, perfect ... £155

MORGAN, 1921, very special de luxe (full particulars on request) ... £120
MORGAN, 1920, Grand Prix, w.c., M.A.G., fish tail, fine condition... £95
PHOENIX, 1920-21, 11.9 h.p., 3-seater, starter and lighting, repainted ... £185
PHOENIX, 1914, 11.9 h.p., 3-seater, 6 wheels, repainted ... £105
ROVER, 1923, 8 h.p., 4-seater, de luxe, taxed for 1923. As new ... £195
SINGER, 1916, 10 h.p., 2-seater, spare wheel, etc. ... £70

Full List of over 30 Second-hand Cars sent free on request. Second-hand for Second-hand if desired.

Delivery anywhere in the United Kingdom.

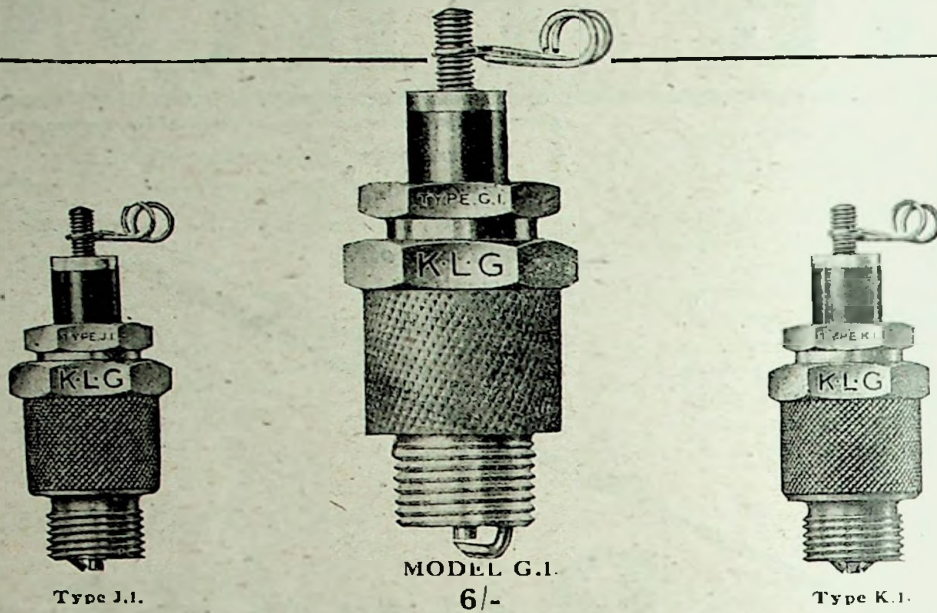
MOTOR

COMPANY,
 223 & 245, Hammersmith Rd.,
 LONDON, W.6.

WITH 1325 and 80.

TO THE READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.



THERE is a "K.L.G." Plug to suit each type of motor vehicle, the larger illustration above being the famous Model G.1 for engines taking a metric thread. The other two models possess the same characteristics, the only difference being in the formation of the sparking points. The design and construction of these plugs are unique and incorporate the following features:

- A.—The plug-body and gland nut, which constitute the permanent portions of the plug, are treated by a special process before assembling, which render them rust-proof and absolutely obviates the not infrequent trouble caused by the plug "seizing" in the cylinder.
- B.—The central electrode and insulation can be readily removed from the plug by unscrewing the gland nut without the necessity of removing the plug-body from the engine cylinder. This renders possible the inspection and thorough cleansing of the insulation.
- C.—Complete "centres" for renewals can be supplied and carried as spares. With ordinary care the original plug-body and gland nut should last almost indefinitely.

Plugs of this type are standardised in the following cars:—

A.C.	G.1.	G.N.	G.1.
Argyll	G.1.	Hampton	G.1.
Armstrong Siddeley	G.2.	Hillman	H.S.1.
Arrrol-Johnston	G.1.	Morris-Cowley	G.2.
Beardmore	G.1.	Riley	G.1.
Bentley	J.1.	Sunbeam	J.1.
B.S.A.	G.1.	Talbot-Darracq	J.6.
Clement-Talbot	K.6.	Vulcan	G.1.

Sole Manufacturers:

The ROBINHOOD ENGINEERING WORKS, Ltd., Putney Vale, London, S.W.15

Telephones—Putney 2132/3.

Sole Export Agents—Messrs. S. SMITH & SONS (M.A.), LTD., Cricklewood Works, N.W.2.





BREASTING' THE SUMMIT.—The severity of a gradient is seldom correctly portrayed by the camera, but in this snap of Beacon Hill, which was included in the Midland Car Club's trial last Saturday, the tilted car very strikingly emphasizes the steepness of the ascent.

Notes, News and Gossip of the Week.

Bright Competition Outlook.

Judging by the number of inquiries we have received for a complete list of club programmes with the addresses of the secretaries, it would seem that 1923 is going to be a record year in the competition world.

Water Losses.

In too many reliability trials competitors are still allowed to refill their radiators with water at the luncheon stop. The modern light car should be capable of doing at least a full day's journey without requiring this kind of attention.

A Guide to 1923 Models.

A compact guide to the larger cars, and a further special feature dealing with the wide range of 1923 small cars are contained in The New Car and Empire Buyers' Number of *The Motor*, which will be on sale on Tuesday next, March 13th.

"Trade Within the Empire" is also an article of extreme interest, whilst the following are features which will be appreciated by motorists of every class:—"Buying a New Car," "Buying Second-hand," "Buying a Car in Instalments," "Taxation and Registration," "Insurance," "1923 Car Design."

No. 537. Vol. XXI.

LIGHTING-UP TIMES

for Saturday, March 10th, 1923.

London ..	6.22	Edinburgh ...	6.13
Newcastle..	6.11	Liverpool ...	6.17
Birmingham	6.25	Bristol ...	6.32
Dublin ..	7.0		

Lighting-up time in Ireland is one hour after sunset and in Scotland half an hour after sunset.

Moon.—Last quarter 9th.

Midland Car Club's Co-operative Tour.

The advantage of knowing beforehand down to a few shillings what a Whitsuntide tour will cost is fairly obvious, but, so far as we are aware, the Midland Car Club is the first organization to plan a tour on these lines. For the sum of £3 7s. 6d. per head members are covered as far as hotels, meals, garage, and tips are concerned from Saturday evening to the following Tuesday morning, in addition to which a breakdown car, in charge of two experienced mechanics, will follow the last car of the party, and do all that is required in the case of need.

G.W.K., Ltd.

We hear that G.W.K. (1919), Ltd., Cordwalles Works, Maidenhead, have been purchased by the former founder-member of the original company—Mr. A. G. Grice.

Sold by Crashing.

A brand-new car being delivered to an agent in Sunderland got out of control when descending a snow-covered bank up North, and running off the road completely overturned. A farmer, on whose property it landed, was so impressed by the manner in which the chassis had withstood the crash, that he ordered a duplicate on the spot!

A Warning.

The Brighton police are warning to the task of trapping unwary motorists. Activity is chiefly noticeable at the Preston Road end of the town. Recently two motorists were each fined £7 10s. for exceeding 30 m.p.h. The magistrates have threatened to suspend licences in cases where excessive speed is proved. London motorists are cautioned strictly to observe the speed limits in the Royal Parks, and to make sure also that the exhaust is free from smoke.

For Theatre-goers.

To the list of garages which specially cater for theatre-goers by car, which was published in a recent issue, must soon be added the late Poland Street Workhouse, which is being converted to a West End garage. During the war hundreds of Belgian refugees sought refuge in the building.

The Simms Hill Film

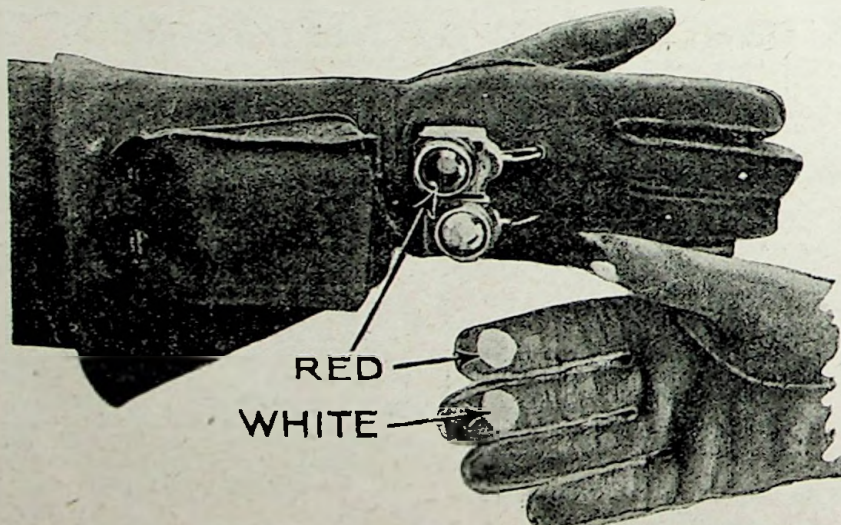
The film taken by the Topical Budget of *The Light Car and Cyclecar* rally at Simms Hill was shown during the first three evenings of this week at all the leading theatres, and we are informed that it will carry on in other theatres for about six weeks. Readers should make a point of seeing the vivid portrayal of the exciting scenes witnessed on this now famous gradient.

A Rover Appointment.

Mr. Harry Smith, who for many years has acted as managing director to the Rover Co., Ltd., has relinquished his position in order that he may be relieved of some of his responsibilities. He remains an ordinary director of the company, and his place has been taken by Mr. J. K. Starley, already well known by his connection with the company and also as chairman of the Motor Cycling Club.

The Gauntlite Glove.

In a recent issue we published the first details of a new illuminated glove designed primarily for night signalling. We have now examined and tested the latest product, which is known as the Gauntlite glove. The original design has been altered slightly, the right-hand glove incorporating one red and one white bulb only. The former is used for signalling to overtaking traffic, the latter as an inspection dash or map-reading lamp. Excellent quality



THE GAUNTLITE.

Owing to its practical nature and novelty, the illuminated Gauntlite glove, of which this is the latest example, is becoming universally popular.

chamois leather gauntlet gloves are provided with the outfit, which, in addition, of course, includes contacts, dry cell, lamps, and neat nickel-plated lamp-holder. The pair of gloves sells for 35s. 6d. (when ordering state size required). They are made by R. Barton Adamson and Co., Enfield Highway, Middlesex.

B18

LIGHT CAR-ICATURES.



THE HON. SIR A. STANLEY,
G.B.E., C.B.

(President of the Junior Car Club,
Chairman of the Royal Automobile
Club, late President of the Board
of Trade.)

Though not at all fond of the lime-light,
Rather signing his efforts "Anon."
He works hard in the cause
Of the Twins and Small Fours
(Chorus, please. "On, Stanley,
on!").

Novel Sidescreens.

We understand that the novel sidescreens illustrated and described in our issue dated February 23rd were made for a customer of C. W. Denkin and Co., Ltd., by the Elite Motor Depot, 22, Johnson Street, Liverpool.

From Cars to Tobacco.

M. André Citroën, the maker of one of the most popular French light cars, will shortly take over the State tobacco monopoly including matches. Presumably M. Citroën agrees that change of work is as good as play.

The London-Birmingham Road.

It is announced that there is a scheme on foot for the construction of a new motor road between London and Birmingham. The route will be as straight as is practicable and will pass through Aylesbury. It is stated that £6,500,000 will be required to carry out the undertaking. We should imagine that such a route would be of immense value to the users of commercial transport, but we are inclined to be a little sceptical when the sponsors of the scheme state that average speeds of upwards of 50 m.p.h. will be possible. We doubt if there are very many touring cars made to day that would have trouble-free lives were they called upon to average 50 m.p.h. for two hours on end every day of the week. Additionally, such a road would not appeal strongly to the tourist.

Reductions in A.-C. Prices.

Considerable reductions have taken place in the prices of A.-C. cars, it now being possible to purchase the Empire model two-seater with diekey seat, variable sloping windscreen, and patent hood at £325. With a double glass windscreen and any-weather hood the price is £345. The four-cylinder Royal A.-C. two-seater with any-weather hood is £395, the corresponding four-seater £415, the coupé £475, the three-quarter coupé £575, and another model with a permanently closed body is listed at £625, or as a four-seater saloon at £675. The 60 m.p.h. sports model has been reduced to £500, the 75 m.p.h. sports model is £650, the difference between these two cars representing the cost of £10 per increase of 1 m.p.h., and the A.-C. single-seater racer is listed at £1,000.

Colmore Cup Trial Results.

The P. J. Evans trophy for the best performance of a cyclecar was awarded to H. B. Denley, who drove a Rhode

Gold Medal Winners

H. F. S. Morgan (Morgan).
H. A. Hill (Rhode).
F. S. Spouse (T.B.).
J. W. Meredith (T.B.).
E. Sidwell (Huylla-Thomas).
H. H. Norris (Rhode).
W. V. Weston (T.B.).
N. Norris (Morgan).

Centre Medal Winners.

W. G. Bennett (Rover).
R. G. Spikins (Salmon).
C. M. O'Connor (Rover).

Silver Medal Winners.

W. A. Carr (Morgan).
G. Goodall (Morgan).
F. Begley (Austin Seven).
A. J. Dixon (Singer).
B. W. Harcourt (Austin Seven).
B. H. Davenport (G.N.).
F. W. Mead (Rhode).
E. G. Bromhead (Gwynne).
D. H. V. Smith (Stoneleigh).

Bronze Medal Winners.

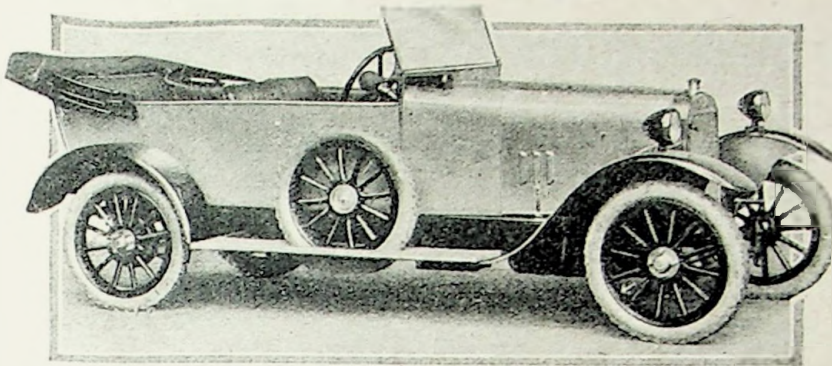
E. Arthur (T.B.).
V. W. Haden (T.B.).
W. Bicknell (Coventry-Premier).

No Awards were Gained by:-

J. H. Pedley (T.B.).
H. Heath (Austin Seven).
T. P. Manifold (Talbot).
F. Hallam (Rhode).
A. W. Brittain (B.S.A.).

This Year's Show.

This year's Motor Show at Olympia, which will be held all under one roof, as the new hall is now finished, will take place from November 1st to the 10th. The Paris Motor Show for cars, motorcycles, and cycles opens on October 4th and closes on the 14th.



AN INEXPENSIVE FOUR-SEATER. — The latest Cynoa production, a commodious four-seater. Fully equipped it sells for £255.

Kent Hill-climb.

There is a special class for light cars in the combined Kent motor clubs' hill-climb, which is to be held on Good Friday, March 30th. The venue is in the vicinity of Maidstone. The organizers are the West Kent M.C., the trials secretary being Mr. A. E. Jessop, 91, Park End, Bromley, Kent.

Brooklands.

The fixture list of the Brooklands Automobile Racing Club has now been issued, the following dates having been fixed for B.A.R.C. open meetings:—Easter Monday, April 2nd; Whit Monday, May 21st; Saturday, June 23rd; Bank Holiday, August 6th, and Saturday, September 15th. The charge for admission at these meetings is 5s.; transfer to paddock, 10s.; cars alongside track, 10s.; and garage, 5s. The usual charge for admission at other meetings is 3s.; cars alongside track, 5s.; garage, 2s. 6d. On non-race days the charge for admission is 2s. and for cars 3s. Members of the public who wish to test their cars on the track on weekdays are charged 10s. per car per day, which includes the use of the test hill.

Legislation on Cyclists' Rear Lights.

Motorists generally will be relieved to learn that members of Parliament are continuing to call the attention of the Government to the danger of accidents, especially on dark nights, through cyclists riding without rear lights. In the House of Commons on Friday last, Sir Ellis Hume-Williams asked the Parliamentary Secretary to the Ministry of Transport whether his attention had been called to the large number of accidents caused, both to motorists and cyclists, by the practice, which is now legal, of cyclists riding at night with neither light nor disc at the rear of their bicycles; and whether he could state if the Government proposed to introduce legislation with the object of remedying the danger.

Col. Wilfrid Ashley, in reply, referred Sir Ellis Hume-Williams to an answer given on February 19th to a question by Mr. Hill. On that occasion Col. Ashley stated that the introduction of a Bill to deal with lights on vehicles, based on the reports of the Departmental Committee on Lights on Vehicles, was under consideration, and the House would have the usual opportunities for discussion of such a measure if introduced.

Alcohol in France.

In order further to encourage the use of home-produced spirit, the alcohol that is obtainable from the vineyards of France will, we understand, be legalized to be used as a motor spirit in that

ASK FOR IT—

Our **SPECIAL SPRING NUMBER**, greatly enlarged, with special articles and copious illustrations, should not be missed. It will be bound in a more than usually attractive coloured cover and will be dated **MARCH 16th.**

—NEXT FRIDAY.

country. There is no doubt that during the next five years considerable progress will be seen in this direction, for it has been proved beyond doubt that this spirit is suitable for use in internal-combustion engines, and, in fact, it possesses several outstanding advantages which commend its use.

Entries for the General Efficiency Trial.

Particular interest attaches itself to the General Efficiency Trial to be held by the Junior Car Club on Saturday, March 17th, by reason of the number of new small cars that have been entered. As will be judged from the attached list of entries, the result of Class 1 will be of particular value to prospective purchasers of light cars. The trial starts at 9 a.m. at the Petrol Filling Station, Kingston Vale, and the first car arrives at Brooklands Track at 10.15 a.m., where the various interesting tests of hill-climbing ability, speed, suspension, etc., etc., will be carried out. Spectators can obtain lunch and tea at Brooklands, where a very instructive day will be spent. There are two ladies entered. All the cars are of strictly standard type.

- Class 1.—Two-seaters. Engine limit 1,000 c.c.**
 7 h.p. Austin (E. C. Gordon-England).
 8 h.p. Gwynne (D. Chinery).
 8 h.p. Morgan (E. B. Ware).
 8 h.p. Tamplin (E. A. Houghton).
 8.9 h.p. F.3, (F. H. B. Samuelson).
 8 h.p. Talbot (W. Douglas Hawkes).
 8 h.p. Talbot (C. J. Randall).
 8 h.p. Gwynne (J. Deverill).
 8 h.p. Rover (C. M. O'Connor).
 8 h.p. Rover (W. G. Bennett).

- Class 2.—Two-seaters. Engine limit 1,100 c.c.**
 9 h.p. Eric-Longden (C. Neville Green).
 8 h.p. G.N. (N. Black).
 8 h.p. G.N. (C. Finch).

Class 3.—Touring two-seaters. Engine limit 1,500 c.c.

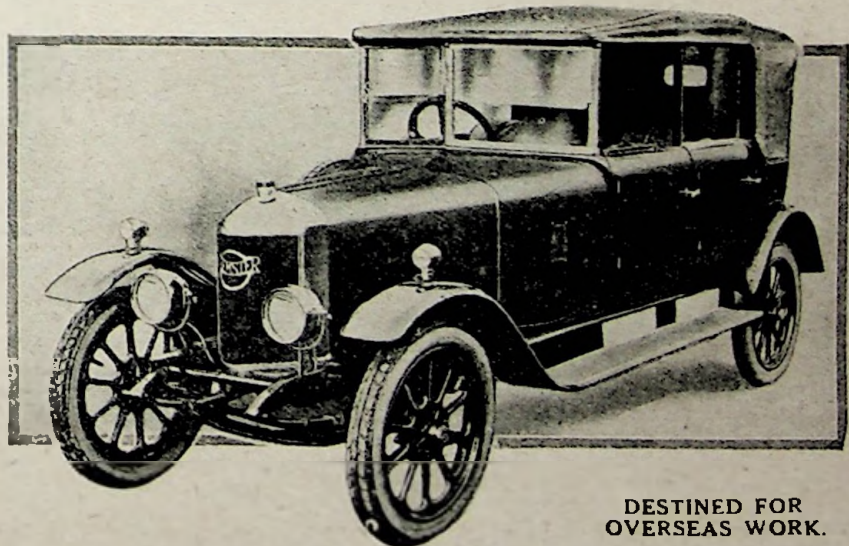
- 9-26 h.p. Marseal (A. F. Caswell).
 9-25 h.p. Marseal (R. Don).
 10.8 h.p. Surrey (A. W. Knight).
 11.9 h.p. Lagonia (W. H. Ostel).
 12 h.p. A.C. (W. G. Brownart).
 10 h.p. Mercury (Miss T. Nicol).
 10 h.p. Mercury (A. A. Orleat).
 10.5 h.p. McKenzie (G. F. Dawson).
 11 h.p. Waverley (R. G. McVicar).
 11 h.p. Eric-Longden (Eric Longden).

Class 4.—Touring Four-seaters. Engine limit 1,500 c.c.

- 10.8 h.p. Surrey (S. Watson).
 12 h.p. Palladium (H. J. Smallwood).
 10 h.p. B.S.A. (A. W. Brittain).
 10.8 h.p. Clyno (J. Cocker).
 11 h.p. Riley (V. G. Wallagrove).
 11.9 h.p. Horstman (Miss W. M. Fink).
 11 h.p. Cooper (S. H. Newsome).

Class 5.—Sporting cars. Engine limit 1,500 c.c.

- 10-35 h.p. Marseal (D. M. K. Marendaz).
 8.7 h.p. G.N. (A. Frazer Nash).
 12 h.p. A.C. (J. A. Joycel).
 12 h.p. Crouch (A. E. Moss).
 9 h.p. Derby (T. Heaton).
 10.5 h.p. Calthorpe (P. A. Denny).
 10-30 h.p. Enfield-Allday (J. T. Chance).



DESTINED FOR OVERSEAS WORK.

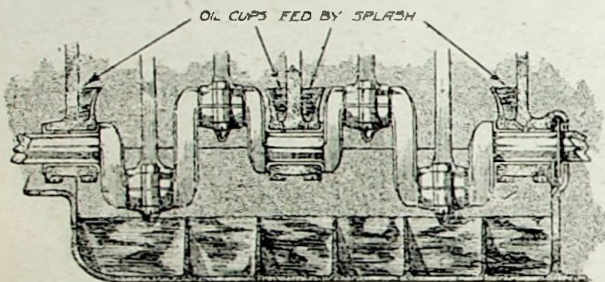
A very fine four-seater Deemster cabriolet which has just been shipped a oad. This model sells complete for £525.

THE WORKINGS OF THE LUBRICATION SYSTEM.

How Engines are Oiled Internally.
"Wet" and "Dry" Sump Systems.

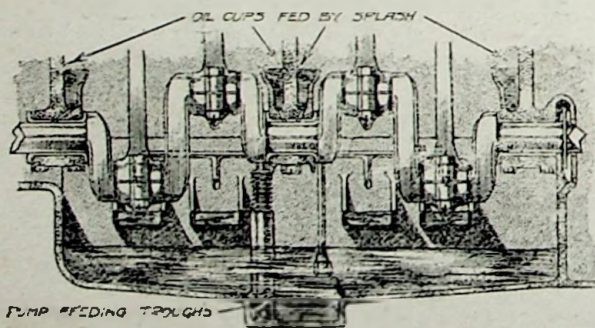
A LADY motorist of our acquaintance recently referred to the mechanism that was revealed when she lifted the bonnet of her car as a metal box with a wheel at one end. We do not wish to suggest that all our readers are so blissfully ignorant of the eternal economy of their power units as was the person in question, but to a large number the methods employed to lubricate the engine internally are wrapped in mystery.

Presuming, therefore, that the existence of a crankshaft, pistons, connecting rods, and camshaft are realized and their locations can be fairly accurately visualized (if they cannot, reference to past numbers of *The Light Car and Cyclecar*, in which excellent sectional drawings of engines of all types have appeared, will provide guidance), we can explain the more common methods by which an engine is oiled.



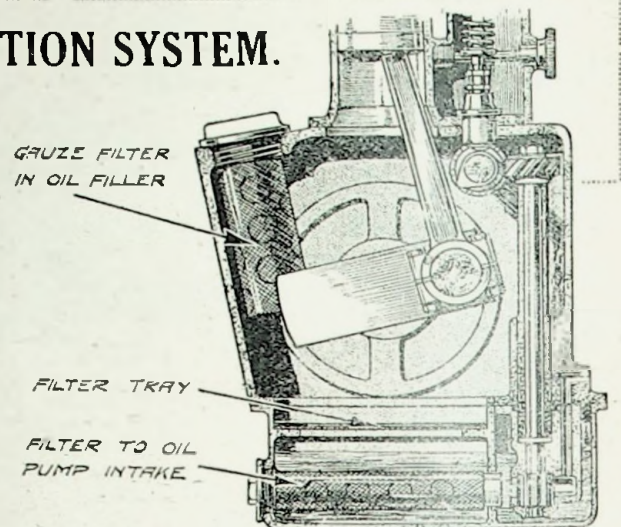
The simplest type of engine oiling: splash feed with a "wet" sump and no pump.

When lubricant is poured in through the filler, it runs to the bottom of the crankcase into what is commonly known as a sump, which is another word for container, and the level of oil in this sump, as indicated by a dipper rod, is usually taken as an indication as to whether more oil is required or whether there is a sufficient quantity in use. Considerable misapprehension exists as to how this oil finds its way to the various working parts, a not unusual mistake being that the big-ends dip into it as they revolve, and thus splash it about on to the cylinder



The pump and splash system. The troughs only are fed by the pump.

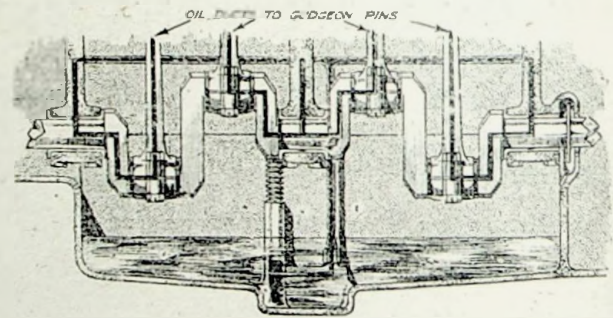
walls and the interior of the engine. This would be a workable method were it not for the fact that the cars some times run uphill and sometimes down, and owners do not always take care to see that there is a precise amount of lubricant in their sumps. A difference of a quarter of an inch in the level of oil in the sump with such a system would be all that is



Where filters may be found in a representative type of light car engine. They should be cleaned every 3,000 miles.

necessary to make the difference between serious over-oiling and starvation.

Therefore, some other method has to be incorporated to keep the level of the oil fairly constant, and this is effected by means of placing troughs underneath the big-ends, and into which the big-ends dip as they revolve. These troughs are kept supplied with oil by means of a low-pressure pump, which takes lubricant through a filter out of the sump and pours it into the troughs. The splashing which results lubricates the cylinder walls, and pockets are formed above each main crankshaft bearing, into



Direct or forced oil feed. All the bearings are supplied under pressure.

which oil trickles, collects, and is then led away through small passages to the bearing surfaces. This is what is known as the pump and splash system, and is perhaps the simplest efficient type.

A development of this is a system whereby a pump which delivers its oil at a slightly higher pressure, and feeds direct to the main bearings, is utilized, as is shown in the above sketch. Then comes the full forced-feed system, in which the pump feeds direct to the main crankshaft bearings and, through passages drilled in the metal of the shaft, supplies oil to the big-ends. Passages are also provided in the connecting rods to lead lubricant from the big-ends to the gudgeon pins, and the cylinder walls are lubricated with surplus that is flung out as the engine revolves. This is the most positive system, but is naturally the most expensive to construct.

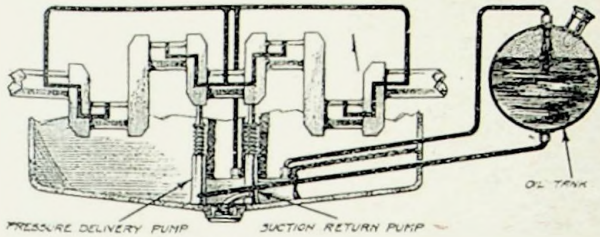
Most modern light car engines have the combined pump and splash system incorporating troughs underneath the big-ends.

It will be observed from the illustrations published herewith that the level of oil in these troughs

LUBRICATION SYSTEMS (contd.).

does not vary greatly whether the car be travelling up or down hill—that is, whether the engine be tilted or not—whereas, were an ordinary sump employed, the effective level would change every time the engine were altered horizontally, which would result in the same cylinders being choked with oil and the other ones starved.

All the systems that have so far been discussed



A diagrammatic representation of the "dry" sump system. Note the two pumps.

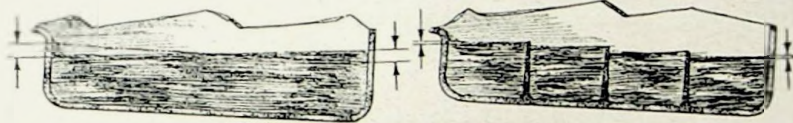
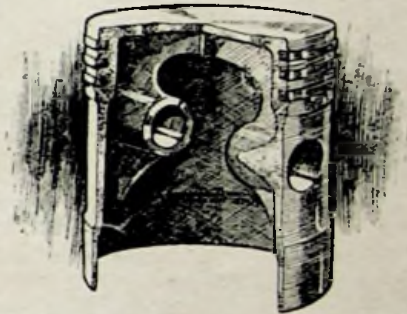
work on what is known as the "wet" sump principle, in which all the oil in circulation is contained in the sump. On very high efficiency engines this is undesirable, owing to the fact that the lubricant does not get sufficient opportunity to cool, and so the "dry" sump system is employed. With this method two oil pumps are introduced, one of which exhausts the oil that drains into the engine sump into a tank conveniently situated on some other part of the car, while a high-pressure pump draws lubricant out of this tank and circulates it on the full forced-feed system to the various parts of the engine, pipes being

high-pressure system must be allowed to warm up properly before it is given anything like full load, otherwise the oil will not circulate through the small orifices owing to it being too thick, and thus trouble will result. Therefore, any owner-driver of a car of which the oil-gauge normally points to, say, 30 lb. per sq. in. should take care that he does not race his engine immediately he starts it from cold, and he should always keep a watchful eye on the oil indicator.

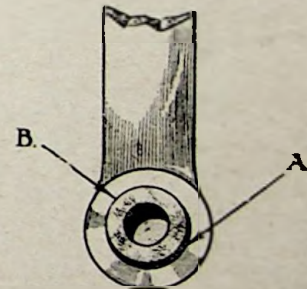
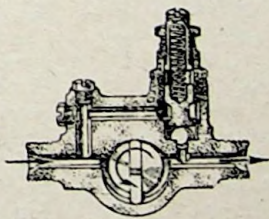
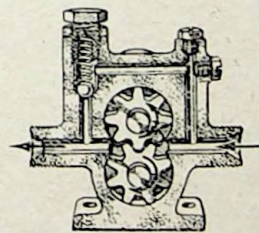
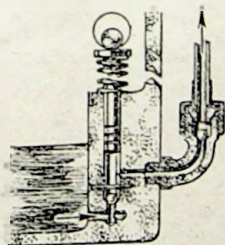
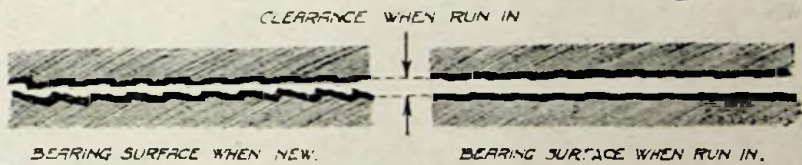
Some doubt used to exist as to whether it was better to have a definite oil-pressure gauge mounted on the dash instead of merely a pressure indicator. There is little to choose between the two, for the pressure indicators are usually arranged so that they give ample warning when the supply is failing, although this present writer, as a practical motorist, normally prefers a gauge suitably graduated and which gives a definite reading.

The filtration of the oil which is put into the engine is very important, for no pump can be expected to work properly if the passages through which it takes and delivers oil are in any way choked up. It may take an extra four or five minutes to get the oil to go through the filter provided, but it is well worth spending this time, rather than to pay out a great deal of money, on engine repairs. Likewise, the brand of oil should not be mixed, for mineral and vegetable oils do not work together into a homo-

A piston with scraper ring and return holes.



(Above) Showing the corrective effect on level of baffles in the sump. (Right) A much enlarged illustration of bearing surfaces before and after an engine has been run in. It explains why new engines are stiff.



(Left) Three different types of oil pump—plunger, gear, and rotary vane. On the right is shown why oil is better than grease for chassis lubrication. Grease collects in the worn space, whereas oil will spread.

taken off to supply the various parts. This system is usually only found on racing cars and aero engines, for it makes for longevity and maximum efficiency. It also enables engines to be run on full throttle for hours on end without any possibility of bearings giving out.

A great deal of discussion has taken place at various times on the question as to whether it is preferable for an engine to be fed on a high or low-pressure oiling system. Each has its advantages, but from the point of view of the owner-driver it must be considered that an engine which is oiled on the

generous compound. The oil in a new engine should frequently be changed, for the running-in process impairs its quality.

Some motorists wonder why certain grades of engines require different types of oil. When a power unit is designed it is constructed with a view to its running efficiently on one particular brand, and the size of the oil passages, their location, etc., etc., are all worked out carefully with respect to the fluidity of the particular lubricant recommended. Therefore, the makers' recommendation can generally be accepted as being right.



A Critical Causerie of Light Car Comment.

Relative to Racing.

FROM the point of view of the man in the street, for whom, incidentally, these pages are particularly intended, the decision of manufacturers to set their faces against road races for cars during the current year is of more than a little interest. It means, for one thing, that there is going to be a certain amount of stagnation in the design of automobiles. In other words, we have arrived now at a state of affairs when the touring speed of standard productions appears to be satisfactory to their respective purchasers, and the competition that is now taking place between manufacturers is not so much on a basis of chassis performance—in which may be included speed, reliability, and so forth—as on the question of price and quality of finish.

People who are buying light cars to-day are not purchasing them because they form part of the equipment for the pursuit of a fascinating hobby; they buy them for sheer utilitarian purposes and they want to obtain a satisfactory article at as low a cost as possible.

Public Confidence Lost.

CAR racing has probably lost a great deal of its advertising value in view of the fact that in the past most races have been won by cars that bear absolutely no resemblance to models that the public can buy and which, incidentally, are far too expensive to be put into production as standard types. After all, when a specially built racing car runs in France under one name and races in Great Britain under the aegis of another concern the public cannot have much confidence in the results attained and claimed. And incidents such as this have been only too common. Cessation from racing for the British industry leads to two results—one is stagnation in super-efficient design and the other is a tendency towards the production of cheaper standard cars, this latter coming about by reason of the fact that all racing expenses eventually have to be borne by the purchasers of stock cars from the same factory. Brooklands, of course, is different, for the whole racing is done on a handicap basis, and the results have little or no bearing on the actual speed of any car. Races are won on the track by improving upon the performances put up at previous meetings. Therefore, everybody should score at least one win per season.

B22

Theory v. Practice Again.

THE competition driver and the designer were discussing gear ratios in the drawing office, the practical driver advocating that 16 to 1 was too high a ratio for him to restart on Gamble's Lane. The technical expert differed and the car went out with a 16 to 1 bottom. Result—failure to restart and loss of prestige for the car. Luckily, the designer has learnt his lesson and in the next event a 20 to 1 gear will be fitted.

Now John Willy may consider that it is asking too much for a small car to restart on 1 in 5, but he should remember that in trials of this kind the car is not only driven by an expert, but is also probably specially tuned. Consequently, for a trials car to restart on 1 in 5 is about equivalent to expecting John Willy's car to repeat the performance on 1 in 8, for John Willy is clumsy with his clutch and brake and has not de-cooked his engine, adjusted his valves, or cleaned out the carburetter for the last 5,000 miles.

Road Speed Revs. and Ratios.

I RECENTLY compared the performance of 1921 and 1923 models of the same makes and general layout, and found that although the top-gear ratio of the 1923 four-speeder was rather lower than the top gear of the '21 three-speed car, its all-round performance on top was, if anything, rather better. Questioning the designer revealed the fact that the top gear had been reduced merely as a sop to the anti-gear-change public, while maximum speed had not been sacrificed, as an extra 500 r.p.m. had been extracted from the engine. Naturally, the improved four-speeder was the more pleasant car to handle.

Real Reliability.

SOME little time ago I wrote that I was carrying out a little test of my own with a view to obtaining some idea of how long one could run a light car without opening the bonnet. In terms of time, this worked out eventually at three weeks, when the sump had to be replenished with oil, the car in question having a thirst for lubricant and only doing 500 miles per gallon.

This mileage represents the distance covered in the three weeks. The test was thus spoiled, but had the oil filler been accessible without opening the bonnet the test would still be continuing, for no other part

RICH MIXTURE (contd.).

of the engine has required adjustment—and this after 2,000 miles. My point that it is possible to obtain a carburation arrangement that eliminates the necessity for opening the engine covering and "flooding" when starting from dead cold has been satisfactorily borne out.

Wanted: A Cross Light.

ON three occasions during a recent hundred-mile night journey I could have employed a cross light with some sort of lamp that throws an oblique beam with advantage. The first instance occurred when meeting a lorry and trailers, for I found it difficult to decide when it was safe to regain the centre of the road, as the length of the trailers was hidden in darkness. The second occasion was when the car was enveloped in fog. A cross lamp would then have been used to indicate the off bank, whilst the third and constantly recurring need for such a device was encountered when attempting to read milestones at speed.

Too Much Oil.

A HABIT I contracted during my single gear motor-cycling days was that of over-oiling—and I believe it is a fault that is common. Most of us slop an extra quart of oil into the sump for luck when filling up, and feel happy when we have a blue-tinged exhaust astern, the only pang of regret being that we are bringing decarbonizing day round sooner than would properly be the case. Lately I have come to the conclusion that over-oiling causes appreciable loss

of power, especially in winter, when the lubricant remains thick for long periods. The other day I "tested" for speed with a full and a half-empty sump. There was a difference of 3 m.p.h. around the mile-a-minute gait in favour of my newly-formed less-oil-and-more-power conviction. Of course, the idea must not be carried to extremes, but that most of us waste good money on excess lubricant there seems little doubt.

The Crock.

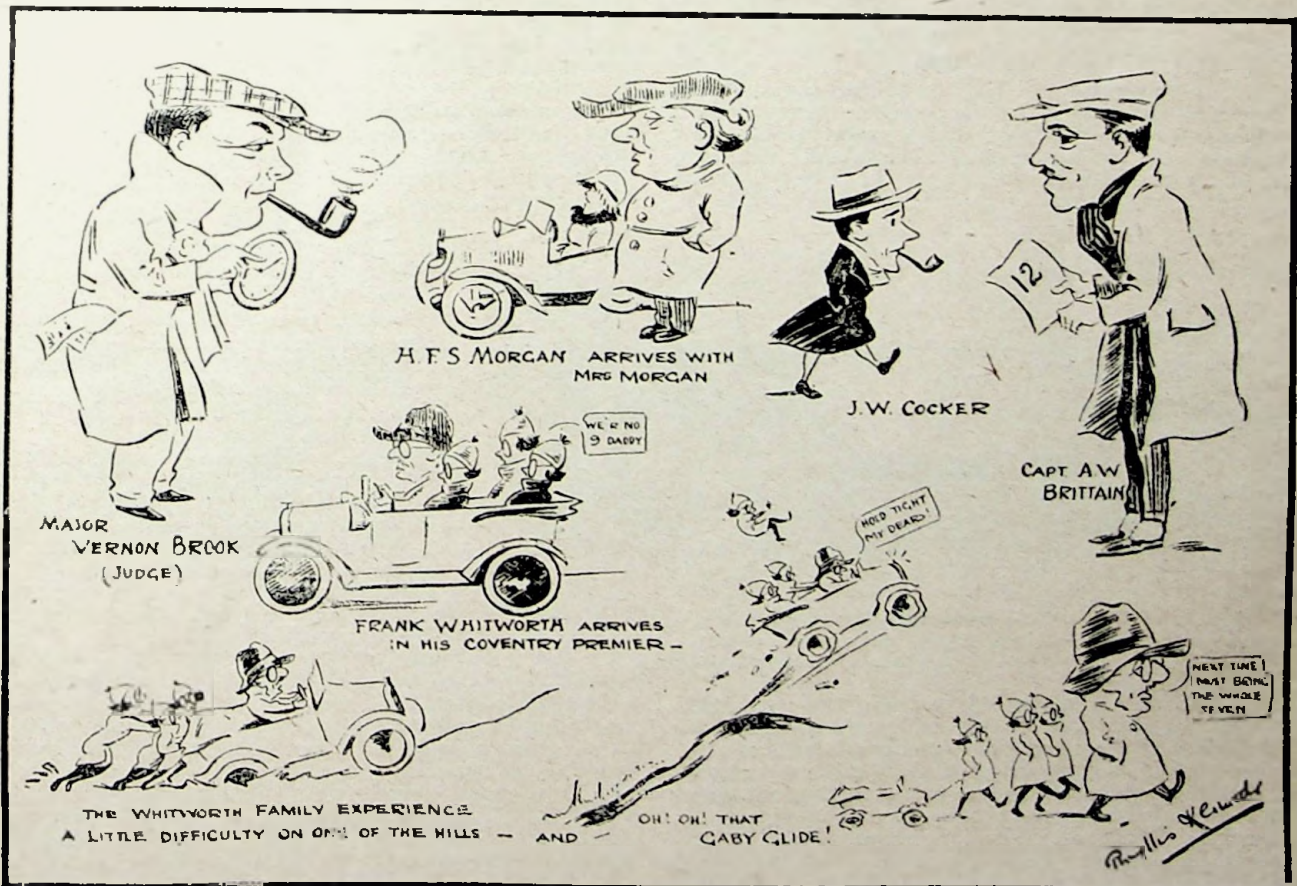
It is an ancient monocoar,
It climbeth one in three;
With its long, grey nose and wobbling wheels,
It puts the wind up me!
(The village blacksmith built it
Neath the spreading chestnut tree.)

The engine rocks, the engine knocks
And races when it's free;
And it is clear the timing gear
Is loose as it can be;
And I can feel the steering wheel
Has shifted from its key.

With deep disgust I note the rust;
Its rattles drive me mad.
The dear old thing's tied up with string,
It's junk! And yet, by Gad!
When cars of class on hills I pass
I can't help feeling glad.

For, after all, my income small
Precludes a wider choice.
If, like a lord, I could afford
A sumptuous Rolls-Royce,
I'd miss that thrill of conscious skill
That makes my heart rejoice.

S.S.



IN THE MIDLAND ECONOMY TRIAL.

Our artist gives a few lightning impressions of men, passengers, machines and conditions. The trial is fully described elsewhere in this issue.



NEGOTIATING FLOODS

How Best to Get Through Water-splashes—Precautions Against, and Remedies For, Troubles That Arise.

ACCORDING to meteorological statistics last month was an exceptionally wet period in this England of ours, and as a result thereof it is by no means an infrequent occurrence for the tourist to-day to encounter water-splashes that are anything between 6 ins. and 2 ft. deep. When these are met on unknown roads they present a pretty problem for elucidation. The driver can either take his fate into his hands and plunge into the water, or he may more cautiously decide to circumnavigate the obstacle,

feature where it stretches over the flooded portion of the road.

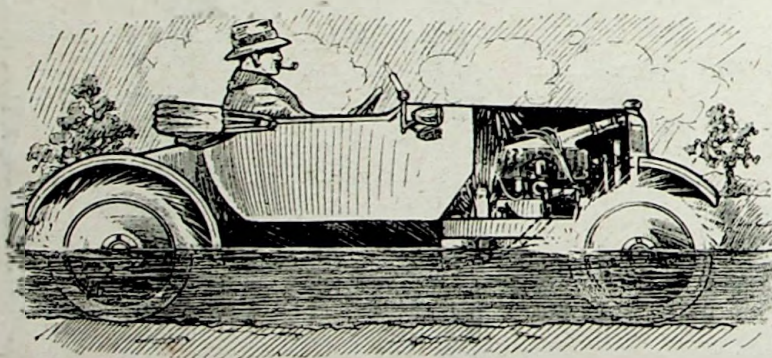
For instance, most country roads are lined by a grass kerb about 9 ins. high. If the total length of the flood is, say, 50 yards and the top of this grass bank disappears for only five yards, it can be taken for granted that about 12 ins. will be the maximum depth. A light car should be able to travel quite comfortably through a foot of water if it is driven in a proper manner.

All the best trials nowadays include some form of water-splash, and the photographs that are reproduced of competitors taking these obstacles at speed are rather misleading to the general public, for the essential in negotiating any flooded stretch of road is that it should be taken slowly.

If a rifle be fired into a barrel of water at 100 yards range it will be found that a thickness of about 3 ft. of water practically stops the bullet. Similarly, rain can very badly chip the hard wooden propeller of an aeroplane, and from some points of view, therefore, common or garden water must be regarded as very hard material. Anyone who has seen a fireman's hose smashing thick panes of glass in a building can easily realize this fact. The speed of the water in such a hose is probably not

much more than 44 ft. per second, which is equivalent to 30 miles an hour, and very serious damage can be done to a car if it be driven into a 6-in. water-splash at this speed. It would, in fact, be quite easy to bend the front axle by charging a water-splash really fast, and only recently we observed a front number-plate that had been flattened backwards round the front axle to which it was attached through its being pushed into a flood at about 20 m.p.h.

A driver's desire should be not to get through the flood as quickly as possible, but to take it as safely



**MORE
HASTE, Etc.**

The flywheel will probably churn water on to the plugs if any attempt at speedy negotiation of water-splashes be attempted.

doubt arising in his mind as to whether the time wasted on the latter course counterbalances the possibility of the flood being easily fordable.

Naturally, the first thing to do when encountering a section of flooded road is to determine the depth of the water. This is not always an easy matter, especially if the flood be long; but normally some indication can be obtained by comparing the height of certain features of the hedgerows above the surface of the road and then noting whether the water level comes above or below a continuation of the same

NEGOTIATING FLOODS (contd.).

as possible, and even if the speed be reduced sufficiently low to prevent any trouble arising through concussion, there is another fact to consider, which is that internal-combustion engines do not work well when they are wet. Usually one of the lowest parts of a car is its flywheel, and, unfortunately, most modern cars have teeth cut in the periphery of their flywheels to accommodate the pinion of the starter motor. As a result, it can be taken for granted that the flywheel will dip well into the water of a flood that is easily negotiable, and if the engine be revolving at all fast it will spray water up and under the bonnet, where some of it, settling on the mica or porcelain insulation of the plugs, will short-circuit the ignition current and will cause the engine to come to an ignominious stop. This is another reason why "more haste less speed" is a very true saying.

When There is No Choice.

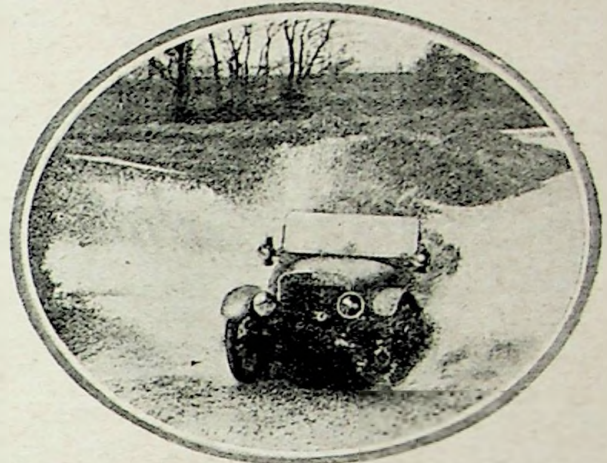
It often happens that it is more or less imperative for a car to be driven over a stretch of flooded road, and, providing the flood is not more than 18 ins. in depth, it usually can be regarded as being just negotiable.

There are one or two other precautions to take which will make all the difference between success and failure. The parts of the engine most susceptible to water are the ignition and the carburetter. It is, therefore, a good plan to smear grease, or, failing that, oil around the outsides of the two ends of the magneto so that an effective seal for the working parts is obtained. Usually it is not possible for the carburetter to be treated in the same manner, and so a piece of stout cardboard folded so that it forms a large inverted arch underneath the air intake will probably prevent water from being drawn into the induction pipe, and a piece of ordinary newspaper wired loosely on to the top of the float chamber will prevent water getting into the jets via the air vent which is fitted on the top of the fuel container of every carburetter.

Then comes the question of driving methods. It is no use having an engine that will run satisfactorily with certain parts of it submerged if the transmission

of water getting on to them and thus they will remain dry and transmit the full power of the engine even when the lower half of the flywheel is submerged.

Therefore, the proper tactics to adopt are (1) keep to the centre of the road so as to make best use of the camber ridge; (2) engage bottom gear about ten yards before the car approaches the flood; (3) let in the clutch and on no account touch the clutch pedal

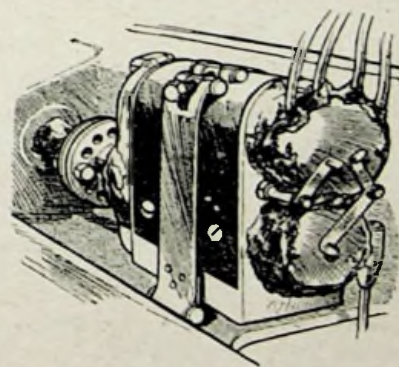
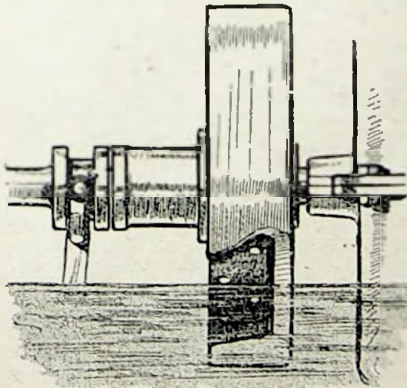


How not to do it - a spectacular but not an advisable method.

while the car is going through the water. Even if the flood seems simple of negotiation it is very unwise to attempt to change gear to enable the road speed to be improved without increasing the revs. of the engine.

The spark should be fairly fully advanced so that a greater strength of current from the magneto is obtainable, which will assist to prevent misfiring should water find its way on to any of the ignition leads.

After the flood has been negotiated there are still one or two points to be borne in mind if trouble is to be avoided altogether. Rapid cooling of the engine sump and crankcase affects the lubrication



On the left is shown that water cannot affect a clutch if it be left "in" or engaged, and the centre illustration shows a magneto made watertight with grease. The right-hand illustration shows a simple method of drying plugs and jets.

goes out of order, and here again we have to deal with the fact that the flywheel is one of the lowest parts of the car, for in it are usually incorporated the clutch mechanisms. Those of us who are old motorecyclists know the tribulations we used to experience with belt drive in wet weather, when water formed an excellent lubricant between a rubber belt and a metal pulley, allowing the engine to race madly without doing any useful work. Water on the friction surfaces of any clutch will render it inoperative in a similar manner, but in the case of the clutch we have an effective palliative, for if the surfaces be left in firm contact all the time there is no possibility

system by lowering the temperature of the heated oil, and it is, therefore, unwise to give an engine full throttle immediately after a flood has been traversed, for it reduces the lubricating conditions to a state similar to that in which they are found when the engine is first started up on a cold morning. An engine that has had its sump immersed for, say, ten minutes should be treated carefully for the next quarter of an hour. By not running the engine fast immediately after it has been through a flood, moreover, any possibility of water that has adhered to the moving parts, but has not previously been thrown off, reaching susceptible portions is prevented.

*A Venue Worth Visiting.***THE LAND OF LAKES.**

ALTHOUGH the Emerald Isle is at present in a state of unrest, the ruling conditions in many parts of the country are of a peaceful nature, and enjoyable runs with an object can be taken.

One of Ireland's premier attractions is the Lake District, of which Killarney may be said to be the headquarters. There is no doubt that this town, in itself commonplace and uninteresting, has prospered mainly through the vast army of tourists which annually pays tribute to the wonderful lakes.

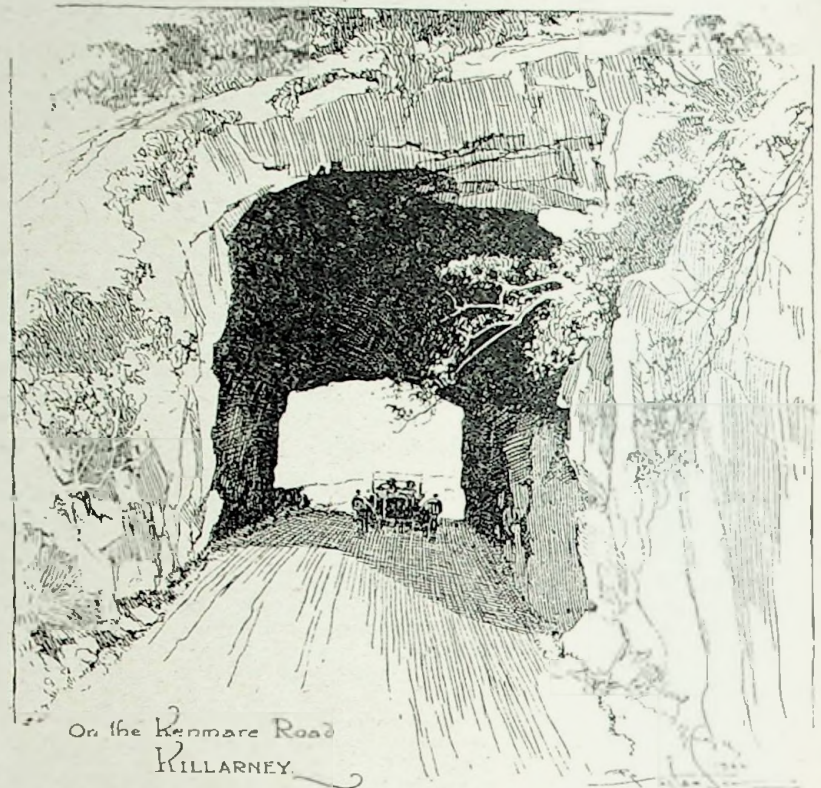
The beautiful grounds attached to the country house of the Earl of Kenmare, the principal landlord, are worthy of a visit, and a small charge is made for admission. Ross Castle is also a point of interest, standing like a sentinel at the end of a peninsula which juts out on to one of the biggest lakes—Lough Leane.

Incidentally, Lough Leane, or the Lower Lake, as it is often called, boasts of no fewer than 33 islands, of which Innisfallen has an acreage of 21.

The fanciful names given to the rocks, which lend a picturesque touch to the whole of the Lake District, are indeed interesting. Thus we have O'Donoghue's "Prison Table," "Library," and "Pigeon House."

In the immediate vicinity are Muckross Abbey, now the property of Mr. Rose Vincent, and the Upper Lake, the most beautiful of all.

Interesting excursions by road are as many as they



are varied, and no matter in what direction the tourist turns, he will find something to engross him. Our sketch depicts a unique rock-hewn tunnel on the road to Kenmare, 20 miles distant. Killarney is 166 miles from Dublin, 20 from Tralee, and 31 from Macroom.

*A Hint Worth Knowing.***EXTRA-AIR VALVE AND CONTROL FOR A ROVER EIGHT.**

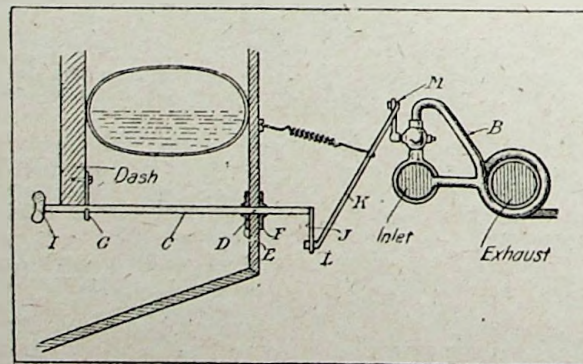
AN extra air valve, with dash control, for a Rover Eight can be made and fitted in the following manner:—The inlet pipe is first drilled and a compression tap soldered in; this is found to be quite satisfactory in practice, as the manifold never gets hot enough to melt the solder. A copper pipe (B) $\frac{1}{4}$ -in. internal diameter is coiled round the exhaust pipe about four times, and one open end sweated into the mouth of the compression tap. This completes the valve itself.

The control consists of a $\frac{1}{4}$ -in. brass tube (C) passing through the front part of the dash at D, which must be drilled to receive it. The easiest way of assembling is as follows:—Solder a washer (E) on the tube, pass the tube through the dash, and fix a similar washer (F). These washers prevent the control moving endways. At G a bearing is formed by bending a small piece of spoke round the tube, an eyelet being formed so that the bearing may be screwed to the dash proper. A plated wing-nut is soldered to the end of the tube at I to effect a neat finish.

At the front end of the control a small arm (J), the same length as the lever on

the compression tap, is sweated on and drilled at one end to take the connecting rod (K). This consists of another short length of spoke, fitted with the head facing the front at L and the tail bent at right angles, to pass through the hole in the compression tap at M. A light spring is fixed to the rod (K) and to the front of the dash, to prevent the control moving from any fixed position. If the brass tube is fixed fairly tightly in the bearing at the back and front, the tap will stay open in any position. After much experimenting, the place shown for the compression tap has been found to be the best. If the throttle be left in the tick-over position and the valve be opened, the engine will speed up slightly, so one need have no fear of stopping the engine when de-clutching for traffic, etc., should the valve be inadvertently left open.

The complete fitment costs very little to make, as most of the parts used in its construction may usually be found lying dormant in the bottom of the odds and ends box, merely waiting to be assembled, as is shown by the foregoing. Any convenient method of control can be adopted, but that shown is as good as any. J.H.W.H.



Details of the extra-air valve here described. The lettering is referred to in the text.

The Light Car and Cyclecar

Conducted by EDMUND DANGERFIELD.
 TEMPLE PRESS LIMITED
 Proprietors of "THE MOTOR," "MOTOR CYCLING."
 7-15, Rosebery Avenue, London, E.C.1.

Telephone—Clerkenwell 6000 (seven lines).
 Telegrams—"Pressimus Holb., London."

MIDLAND OFFICES:

Birmingham:—16, Bennett's Hill, corner New Street.

Phone—Central 6014. Grams—"Presswork, Birmingham"

Coventry:—6, Warwick Row.

Phone—Coventry 1775. Grams—"Presswork, Coventry."

NORTHERN OFFICES:

196, Deansgate, Manchester.

Telephone—Central 2467. Telegrams—"Presswork, Manchester."

Letters.

EDITORIAL Communications should be addressed to The Editor, "The Light Car and Cyclecar," 7, 9, 11, 13 and 15, Rosebery Avenue, London, E.C. 1. Letters relating to ADVERTISEMENT and PUBLISHING Departments should be addressed to The Manager.

ADVERTISEMENT COPY, Blocks, &c., should come to hand by Tuesday morning to ensure careful attention and allow time to submit proofs, except when an earlier time is specified.

Subscriptions.

"The Light Car and Cyclecar" will be mailed regularly at the following rates:—

	12 ms.	6 ms.	3 ms.
United Kingdom	21s. 6d.	10s. 9d.	5s. 6d.
Canada	21s. 6d.	10s. 9d.	5s. 6d.
Elsewhere	24s. 0d.	12s. 0d.	6s. 0d.

Single copies 4d., post free 5d.

Subscriptions should be addressed to the Manager.

The

LIGHT CAR & CYCLECAR

was founded in 1912 to cater for the needs of users and potential purchasers of various new types of cyclecars and light cars, and it has consistently encouraged the development of this new motoring movement for over ten years.

The journal is published every Friday. There should be no difficulty in obtaining a copy at any bookstall or newsagent, as arrangements have been made to ensure a regular supply. Should any difficulty be experienced, we should be greatly obliged to receive the name and address of the reader's newsagent.

CONTENTS.

	PAGE
News	419
Lubrication Systems	
Explained	422
Rich Mixture	424
Negotiating Floods	426
Venue Worth Visiting	428
Give the Driver His Due	430
Traffic Chaos Appalling	431
Club News	432
The Events of the Week	433
Twin or Four?	436
The Unconventional	
View point	438
A New Carburetter	440
Spice of Novelty	441
Our Readers' Opinions	442

Topics of the Day

The Future of Road Racing in England.

AS a result of the decision of the R.A.C. to withhold a permit from the Junior Car Club for the organization of a Production Type Tourist Trophy race in the Isle of Man, we recently circularized British manufacturers of light cars with a view to obtaining their direct opinions on this and similar projects. It is impossible for us to publish the replies in full, but they contain a wealth of interesting matter and in the main show that the R.A.C. was upholding the desire of the industry by their refusal to grant a permit for a race this year. In the majority of cases manufacturers state quite frankly that they do not want any expensive events organized during the present season. Their aim and object is to produce their cars at as low a cost as is possible—a fact which will probably be appreciated by the buying public when they realize that the incidence of the expenses incurred in entering a car for any race eventually goes on to the price of the production models that are sold through the usual channels.

This view, of course, is not universal. Taking the broad aspect, it can be said that those concerns which have attained an established position in the industry are not desirous of races being organized. On the other hand, those manufacturers who are comparative newcomers in several cases express their willingness to compete in speed events, on the grounds that they desire to prove that their productions are as good as any others.

From this aspect, therefore, it is most desirable that competitions should continue to be held. On the other hand, it would seem that little support would be forthcoming for a really serious undertaking in view of the expense entailed. The attitude of Continental manufacturers to this question is worthy of note. They appear to be exceptionally keen on entering their cars in an English production type T.T., which shows that they place confidence in their machines and are desirous of obtaining publicity in this country. This is a matter which deserves the earnest consideration of all British manufacturers. So long as motoring continues to contain a sporting element, those cars which enter for and compete in road races will always receive a certain amount of beneficial publicity, and this is true in no matter what country the actual race may be held. With the general improvement of trade that is apparently now in progress it would seem likely that there is a possibility of road racing being revived during 1924. The motto for the present year, however, seems to be: "Concentration on lowering production car prices, with little or no alteration in design."

Average Speeds Again.

WHILE on the subject of speed performances it is apt for us to comment on the question of average road speeds, which is again creating interest in our correspondence columns. This is a matter of more importance than might appear at first sight, for when the owner of a small car reads about extraordinary performances put up on cars similar to that which he or she owns, it is only natural that the assumption should be made that either the performance of the car or the methods of driving are at fault. In the past we have endeavoured fully to ventilate the subject of average speeds, and have pointed out repeatedly that, although some of the extraordinary claims made may be perfectly accurate, the performances to which they refer were put up under very extraordinary conditions.

Generally speaking, if the owner of a 1,500 c.c. two-seater light car can cover 30 miles consistently in each hour on a main open road, he has nothing about which to complain and has every reason for satisfaction. Twenty-five miles in the hour is a more usual average, even under very favourable conditions.

GIVE THE DRIVER HIS DUE. :: ::

The Troubles of Reckless Pedestrianism. Wanted—
— a Fairer Hearing for Motorists. The "Safety-
First" Principle From All Aspects.

AUTOMOBILISM to-day has attained a degree of national importance when a definite revision of the manner in which those who drive cars of any types are regarded by the public is needed. For years past it has been customary for the blame of all road accidents to be attached morally and subconsciously, if not legally, to the driver of the faster-moving vehicle. Motoring has been looked upon for too long as the "sport of the idle rich."

Commercial progress of motor transport, both for passengers and for goods, has rendered it iniquitous that drivers of self-propelled vehicles should in any way be regarded as being always responsible for the accidents in which they become involved. "Had not cars been invented," shouts the tub-thumping orator, "the thousands of lives that are lost through motor accidents would have been saved. The motorist must be to blame." Obviously, this is the wrong way to look at things.

Motoring Not a Sport.

Motoring to-day is in no sense a sport or a pastime; it is essentially nationalized and is just as much a public means of conveyance as is the railway train or the ocean-going liner.

When a cow strays on to the permanent way and is mutilated by a mile-a-minute express no one blames the driver of the train; yet let an inebriated pedestrian wander uncertainly across the path of a light car that is being driven at 18 m.p.h. on a wet suburban road. The surface invokes a skid and involves an accident when the brakes are sharply applied in an endeavour to prevent total catastrophe. It is then the motorist who is to blame, so far as the public is concerned. In fairness, this attitude is wrong. A very large percentage of those who drive modern automobiles do so as a means of livelihood.

From the Light Car Aspect.

From the point of view of the light car owner, and, therefore, from that of *The Light Car and Cyclecar*, this particular aspect does not assume a very large importance, although it must not be forgotten that in England to-day there are very large numbers of small-type automobiles that are used by doctors, commercial travellers, and others in the ordinary pursuit of their business. For that matter, it can justly be said that 80 per cent. of the motoring that is done between Monday morning and Friday night in this country is commercial motoring. As a nation we are too busy to spend large portions of our time pleasure driving, and the sooner it is realized that motoring is a business asset in our national life the better will it be for all concerned.

Naturally, there are offenders to be found among motorists, but the percentage of careless pedestrians is probably higher than is the proportion of careless or inconsiderate drivers, as a review of educational and social status will prove.

The "safety first" principle, so far as motorists are concerned, requires approaching from a new angle. It is the practice of pedestrians in this country to assume that they have perfect right of way and that they possess some intangible prerogative

over other road users. Maybe this is the outcome of inborn practice, for, naturally, walking is the oldest form of travel, and in the mediæval period it was only necessary to get out of the way of horses, owing to the fact that horse traffic has always been, and is now to some extent, uncontrollable—certainly it is not controllable to the degree of nicety with which an automobile can be handled.

The number of people who walk the streets with utter unconcern is a great deal too high, and, nationally, we are sadly behind in this respect.

Rapid movement is the soul of progress. Automobilmism tends towards speeding up all forms of transport, and, therefore, it widens our scope of national progress and development. Anything that hinders this progress is nationally to be deplored. Careless pedestrianism makes for retardation of motoring development, particularly when it concerns with the supposition that the driver of a vehicle is responsible for all accidents in which he becomes involved.

Care in Comparison.

As a striking proof of these statements one need only drive down a busy thoroughfare, such as one of London's main arteries, say, during a busy shopping period, and immediately afterwards endeavour to walk along the footpath of the same thoroughfare. Whereas one can drive down in perfect safety and without being troubled by other users of automobiles, it is very unlikely that one would be able to walk along the same thoroughfare without being inconvenienced by pedestrians who do not look where they are going and whose preoccupation tends to make them pursue erratic courses.

In France and America pedestrian traffic is strictly controlled, and foot passengers are not allowed to cross main thoroughfares, except at stated points. Why should this not be so in England? Time and time again in city streets we have not only had persons walking directly into the proper path of the car that we have been driving—giving us cause to brake hurriedly or swerve to avoid collision—but *actually—not merely once—we have had persons walk into our stationary car at a cross-road!* Under similar conditions, had it so chanced that the car had been moving, the pedestrian would certainly have been knocked down, and then there would by no means have been so much certainty that the blame was entirely on his or her side.

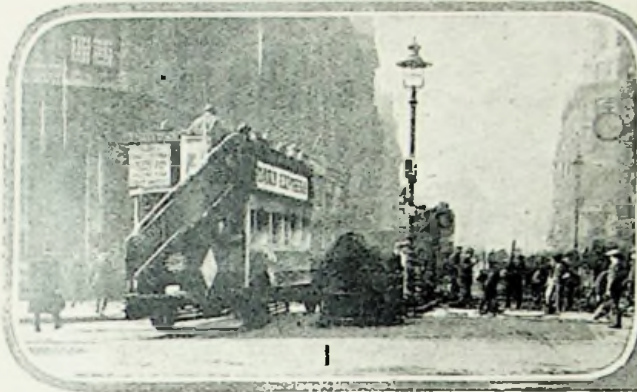
The Broad Angle.

It must not be imagined that we wish light car drivers to be regarded as the rulers of the road, but what is wanted is a fairer hearing for motorists and an end put to the idea that all users of automobiles are, *ipso facto*, always to blame whenever they become involved in an accident.

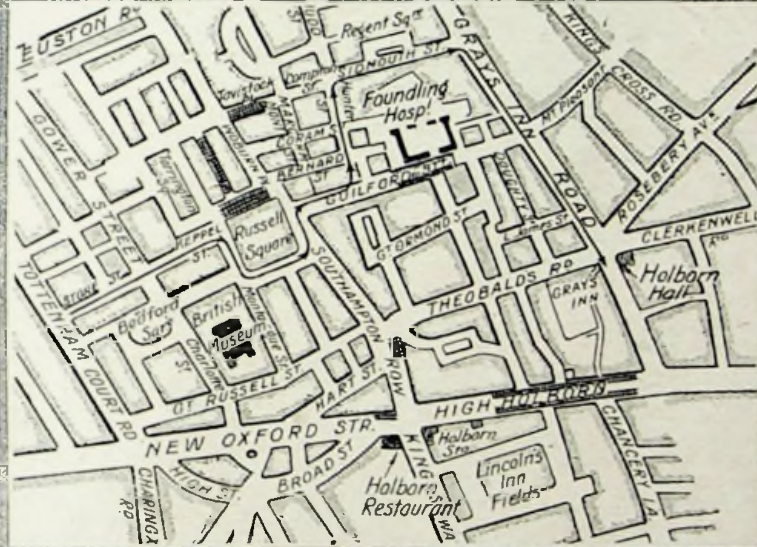
Legislation may be necessary to attain this end. Considering that England is supposed to be a free country, there are laws enough to control our daily movements, but those who are interested in motoring and whose businesses are either connected with, or are helped along by, automobilism will, we feel sure, heartily concur with the above expressed sentiments—that the motorist is not only to blame.

TRAFFIC CHAOS APPALLING.

Extensive Repairs to London's Streets Cause Great Congestion.



Much inconvenience is caused to London traffic by the extensive road repairing operations now in progress. A popular and much frequented back-way route through to the City from the West End is now rendered impassable, long detours being found necessary if one is to avoid the main congested traffic arteries. Practically all the roads of any importance between



Tottenham Court Road and Gray's Inn Road are closed—a state of affairs which appears to show a want of foresight on the part of the road repairing authorities. To add to the general confusion, all traffic which would normally proceed along High Holborn is now diverted via Theobald's Road, owing to the reconstruction of the surface of the former thoroughfare.



(1) Considerable congestion is caused owing to half the roadway at High Holborn being closed. Traffic from the west is diverted via Hart Street. (2) The scene that the lower end of Holborn now presents. (3 and 4) A portion of the inconvenienced traffic in Holborn and Gray's Inn

Road respectively. (5) The extensive repairs in hand in Guilford Street. The shaded portions of the map in the centre show the chief roads which are now closed. An alternative route from the west to the city, which avoids all the main roads, is shown by the arrowed line.

CLUB NEWS FROM ALL QUARTERS.

J.C.C.'s Opening Run—Essex Hill-climb—Two-day Highland Trial.

J.C.C. Opening Rally.

Burford Bridge Hotel, Dorking, as usual, will be the venue for the Junior Car Club's opening rally of the season, which takes place to-morrow, March 10th. There will be a Thé Dan-sant and a wireless demonstration from radio-equipped cars.

Run to Letchworth.

On Saturday last the North London Motor Cycling Club held its opening run, the venue being Letchworth Hall Hotel. There was a good muster, including light cars and cyclecars, the owners of which are well catered for by this club. The next event—a speed trial over a half-mile course in a private park, within 15 miles of the club's headquarters—will take place on March 17th.

Dance at Southampton.

A supper dance, in which prizes will be given for fancy dress, has been arranged by the South-Western Centre of the Junior Car Club. It will take place on March 14th at the South-Western Hotel, Southampton, commencing at 7.30 p.m. The provisional fixture list of this Centre includes a half-day reliability trial (April 14th), Dean Hill-climb (June 3rd), and the Southampton Exeter reliability trial (September 8th). Other events will be announced as they fall due.

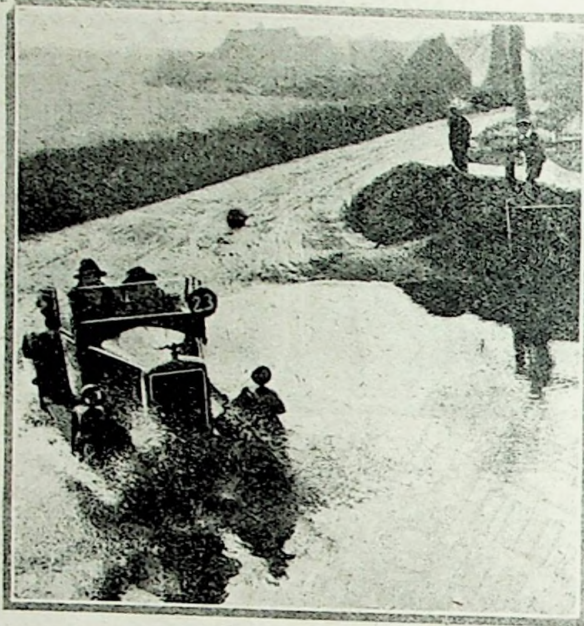
For the Mellano Cup

Three-wheeled cyclecars and four-wheeled light cars and cyclecars are eligible to compete for the Mellano 100-guinea challenge trophy, which is the premier award offered in the One-day Reliability Trial organized by the Surbiton Motor Club, and taking place on Saturday, March 17th. The start will be from the Talbot Hotel, Ripley, at 10 a.m., and a route of approximately 100 miles in length will be covered. The trials hon. sec. and organizer is Mr. R. G. Spikins, The Broadway, West Ealing, London, W. 13.

No Monotonous Repetition.

A change has been made in the organization of the Essex open hill-climb, which takes place at the usual secret venue, patronized by this club on March 24th. Instead of each car being allowed a multiplicity of runs up and down the hill, according to the particular classes in which it is eligible, only two runs per car will be permitted, which will thus remedy the state of affairs on which we have previously commented and which becomes so monotonous to spectators. Entries for the event close on March 15th, and already sufficient have been received to show that this hill-climb will be one of the best supported and most important of the year.

B30



THE UBIQUITOUS SPLASH. — No trial is complete without it—few drivers happy until they are safely across!

Light Cars Barred

In a 20-mile night trial and lamp test held over a Cudham course on February 24th the promoters, the West Kent M.C., barred light cars from taking part, as they feared they would block the narrow tracks. As several spills occurred and some of the solo motorcyclists lost themselves, it was perhaps as well. The trial started from and finished at the Crown Inn, Keston.

Subscription Reduced.

At a special general meeting of the Disabled Drivers' Motor Club it was decided that the financial position of the club justified the reduction of the subscription and entrance fees for 1923 to 10s. and 5s. each respectively. An interesting programme has been fixed up for the coming season, beginning on April 7th with a rally at Combo Bank, Sanbridge, near Sevenoaks. Particulars of other events may be obtained from the hon. secretary, Mr. L. L. Maxwell, 48, Grosvenor Square, London, W. 1.

Costume Revel.

The Wallington Motor Club will hold a "Costume Revel" at the Public Hall, Carshalton, on Friday, March 16th, Miss Hilda Cowham, the well-known artiste, will judge the costumes, for which there will be prizes. The Allan-Taylor Cup Trial will take place on Saturday, March 10th, starting from the Greyhound Hotel, Carshalton, at 2.30 p.m. Besides the Allan-Taylor Cup there are three silver cups to be won outright. This event is only open to amateurs.

Wallington Club's Trial.

To-morrow, Saturday, March 10th, the Wallington Motor Club will organize a non-stop reliability trial for amateurs only, the course being approximately 45 miles in length. The start will be from the headquarters of the club, the Greyhound Hotel, Carshalton, at 2.30 p.m.

Italian Grand Prix.

The forthcoming Italian Grand Prix for cyclecars will take place at the Monza track, near Milan, on April 29th, and the following are the rules and regulations:—There are three classes, these being (1) for cyclecars having a capacity of 750 c.c., maximum weight 359 kilos.; (2) capacity of 1,100 c.c., maximum weight 350 kilos.; and (3) capacity of 800 c.c., maximum weight 450 kilos. The prizes in each class will be—First, 5,000 lire; second, 3,000 lire; third, 1,500 lire; fourth, 1,000 lire; and fifth and sixth, 500 lire. The course consists of 50 laps of the Monza circuit (approximately 300 kiloms.). The entry fee is 300 lire per car, 500 lire for two cars, and 750 lire for three. Entries close on March 15th, the address of the organizers being S.I.A.S., 16, Via Niesola, Milan.

A Busy Season.

The following is a list of the principal events to be held by the Sheffield and Hallamshire M.C. and L.C.C. during the season. It should be pointed out that they include only those fixtures of interest to light car owners:—March 18th, opening run (Eyam, Highcliffe Hill); May 19th-20th, Sheffield-Ilm-stanton-Sheffield, 24-hour reliability trial; July 28th-29th, Sheffield-Holyhead-Sheffield (24-hour reliability trial); December 26th, Boxing Day reliability trial. On August 18th the Yorkshire Centre A.C.U. will hold a speed event at Sheffield, the Sheffield and Hallamshire Club being responsible for the organization.

Two-day Highland Trial.

The Scottish Western M.C., Ltd., Two Days' Highland Trial takes place on Saturday, March 31st, and Monday, April 2nd.

The route will be through the mountains of Argyllshire, and the Sunday will be spent at Oban.

This year the club are making an effort to secure a large car entry, and a very fine challenge trophy is being offered for the best performance in the car class.

There is, at present, every prospect of this year's event being the largest the club have ever run, and even now, before the entry forms are out, the trials secretary has received a good entry.

WEEK-END EVENTS IN DETAIL.



IMPORTANT PRELIMINARIES. — Competitors in the Midland Car Club's Economy Trial applying for numbers and route cards at Henley-in-Arden, the starting point.

SMALL CARS IN THE ECONOMY TRIAL.

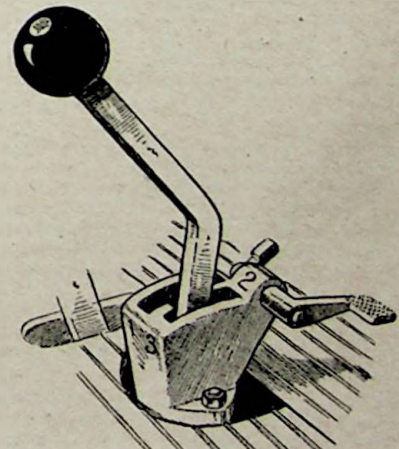
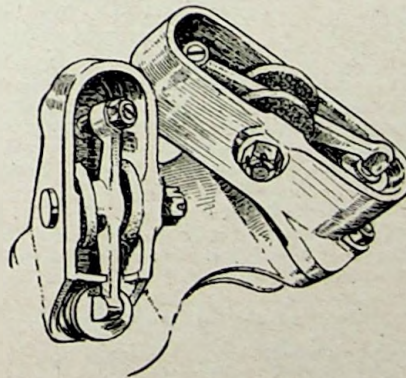
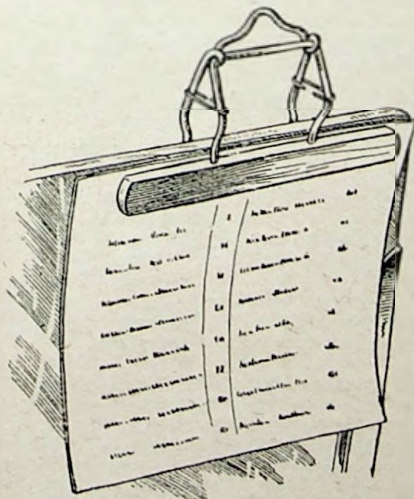
NEARLY three dozen light cars, none of which cost more than £350, took part in the Midland Car Club's trial last Saturday. The course chosen varied from first-rate main roads to extremely narrow, greasy and rutty farm lanes, which generally included a stiff hill, such as the ordinary tourist would probably go miles round in order to avoid. Under these conditions the small cars put up an extremely creditable show, and, despite traffic blocks on

the narrow lanes, managed to maintain their average of 20 miles per hour.

Two circuits, starting and finishing at Henley-in-Arden, completed the course. Soon after leaving Henley a very greasy hill had to be tackled, but as most of the competitors ran on Parsons chains,

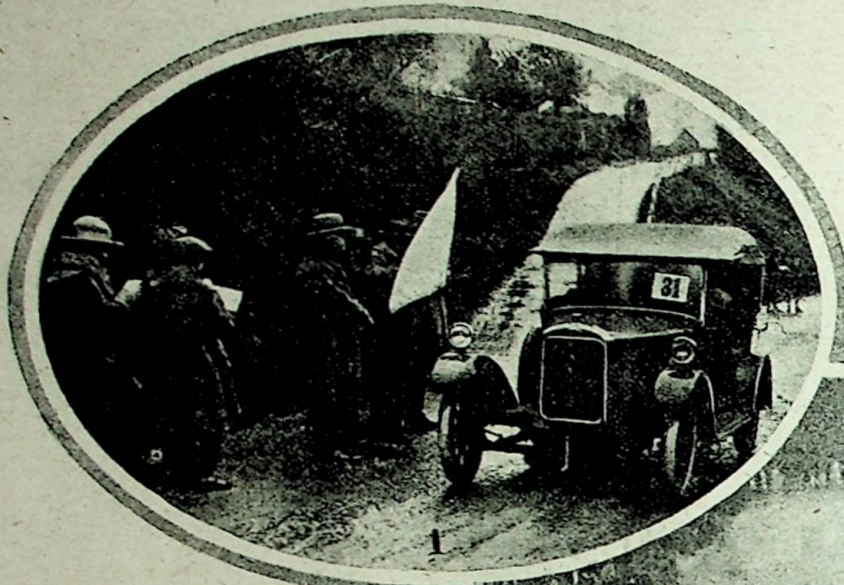
this caused little trouble. Morgan and others were delayed, owing to meeting several horsemen on the way to a local meet, an indication of the narrowness of the track being evident from the fact that there was not room for the Morgan and the horse side by side in the lane. The last to start was Marendaz (Marseal), but, although he arrived very late, he managed to make up for his lost time.

There was nothing of a very startling note, other than occasional traffic blocks in the narrow lanes, until Hagley Wood



THREE INTERESTING "GADGETS."

(Left) How one competitor in the Economy Trial improvised a card holder from a trousers stretcher. (Above) The felt washers on the rocker arm pivots of Capt. Brittain's B.S.A. (Right) The toe-operated reverse catch on the 8.9 Bayliss-Thomas.



Hill was reached. On the lower slopes the grease was so deep that it almost touched some of the brake drums, so that it was not surprising that Frank Whitworth (Coventry-Premier) stuck, and had to call upon his three daughters to assist him to get out of the bog. Most of the other cars climbed extraordinarily well, Austins, Morgans, Rhodes, Bayliss-Thomases, and Stoneleighs climbing the long drag without any signs of fatigue. Another car to show up well was Cocker's Clyno. Gravel Pit Hill, a short 1 in 6 rise, caused no trouble, nor did the well known Gaby Glide Hill, which was so narrow that a non-competing car removed part of its running board on the bank. The hill was very rutty and terminated in a gradient of about 1 in 6, but the performances were again universally good. The Gwynne Eight, B.S.A., Coventry-Premier, Calthorpes, Marseal, and A.B.C., among others, went up well, the drivers of most of these cars having taken the precaution to fit their Parsons.

The Acceleration Test.

The same circuit was followed after lunch, and included acceleration and stopping and restarting tests at Romsley. The best performances in the acceleration test were made by the following:—

	secs
Morgan (8 h.p. Morgan) ...	11½
Marendaz (9.26 h.p. Marseal) ...	11½
Caswell (9.26 h.p. Marseal) ...	11½
Goodwin (11.9 h.p. Bean) ...	12
Brittain (9.9 h.p. B.S.A.) ...	12¼
Watson (8 h.p. Gwynne) ...	12¼
Walker (10.8 h.p. Bayliss-Thomas) ...	12½
Meredith (8 h.p. T.B.) ...	12½
Cocker (10.8 h.p. Clyno) ...	12¾
Norris (9.5 h.p. Rhode) ...	13

Most of the cars made good restarts, but Chippendale (8 h.p. Morgan) was slow, Loveday (8.9 h.p. Bayliss-Thomas) missed his gear, and Clifford (7.8 h.p. Austin) slipped back a bit, and was boiling.

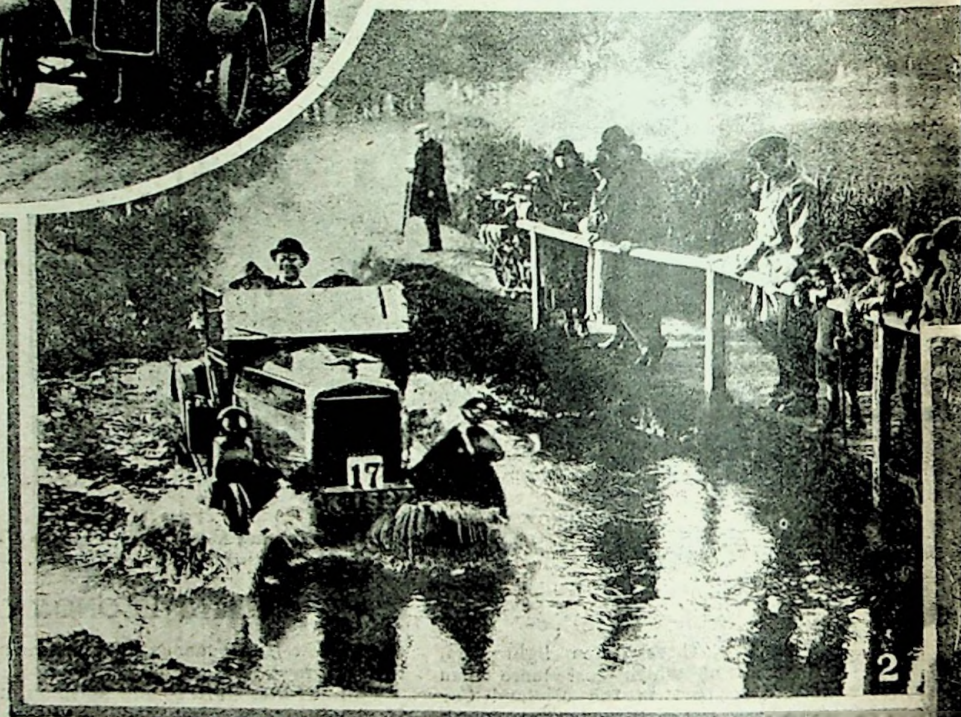
Incidents in the afternoon were few. Miss Bishop (9.5 h.p. Rhode) failed through a temporary seize on the first hill, while Hawkins (8.9 h.p. Bayliss-Thomas) failed on Hagley Wood, and Watson (Gwynne) and Heath (Austin) failed to start on the afternoon's run,

B32

WEEK-END — The 'Varsity. D EVENTS (Contd.). Ascent of

Mr. H. F. S. Morgan reckons to use one Parsons chain in each trial, in which Colonial sections occur.

A local man, near Hagley Wood Hill, after encountering several cars, stated that there would be "a deuce of a row" as the hounds were meeting nearby.



TOPICAL SNAPS. — (1) The Midland Car Club's Economy Trial. J. Cocker (Clyno) in the stopping and restarting test on Romsley Hill. (2) Alan Hill (Rhode) negotiates the water-splash near Shere in the Longman Cup Trial. Note the obvious enjoyment of the third passenger.

the last-named being reported to have experienced big-end trouble at Bromsgrove. Brockbank (Stoneleigh) was another unfortunate, as he was crashed by a non-competitor and broke his front axle.

Observations.

Frank Whitworth, Junr., drove one of the new-painted Stoneleighs, which was finished red, and looked very smart. A choice of unpainted aluminium, red or two shades of grey is now available.

One competitor, who was pulled up in a narrow lane, and saw that a non-competing car was going to run him down, had the presence of mind to take off his brakes, and thereby possibly saved his life.

The official numbers in the correct order of starting looked very nice painted on the road, but why were they facing in the opposite direction to that in which the trial started?

There was another meet near Henley, where many of the horsemen apologized for getting in the way of the cars on the narrow lanes!

The "diffless" cars showed up well on the greasy hills, Rhodes and Stoneleighs, the latter without chains, climbing without wheel spin.

A wag observed that if the habits of the dog were any criterion, the Morgans must have been very pleased with themselves on some of these lanes.

The engine of Capt. Brittain's much-travelled B.S.A. had felt washers soaked in oil on each side of the rocker arms.

A well-known trials driver, whose car often looks the worse for wear and weather, states that in his next agreement with his firm a clause may be inserted to the effect that he must get his car washed before each trial!

Duel at Aston Clinton--Successful
the Side of Ivinghoe Beacon.

**THE LONGMAN CUP TRIAL.
RHODE AGAIN SUCCESSFUL.**

The Longman Cup trial, held by the Ealing and District Motor Cycle Club on Saturday last, consisted of two circuits of a fairly severe course mapped out in the neighbourhood of Ripley and Shere, and a stiff but by no means unfair 15-in. water-splash, which caused no trouble to the cars (with the exception of a Morgan), but was the undoing of a number of motorcycle competitors, thus proving the superiority of the cyclecar.

In the stopping and restarting tests the best performance among the cars was made by W. Cooper on his 11.9 h.p. Morris-Cowley, while good shows were made by Alan Hill on his Rhode and F. R. G. Spikins on a Salmson.

The majority of the cars lost their non-stop runs through minor troubles, and in some cases through bad driving.

The Longman Cup, for the best per-

OXFORD v. CAMBRIDGE.

Aston Clinton Hill, near Tring, was the scene of an interesting Varsity duel on Saturday last, when Oxford and Cambridge contested the honours on both motorcycles and cars. The hill, which is 968 yds. in length, and which has an average gradient of 1 in 14, is ideal for both competitors and spectators. Leading off with a sharp rise of 1 in 8, the road turns sharply to the right, and then swings round in an irregular semicircle to the summit. Stationed at the first bend, one can view the complete ascent of any car from the bottom to the top.

Crowds of Spectators.

The hill-climb was well supported and exceedingly popular, if one may judge from the crowd of cars which gathered at the foot of the hill and were parked upon each side of the road for nearly a quarter of a mile. The marshalling arrangements were excellently carried out, whilst electrical timing was again used.

We recommend to the club's secretary that the light car classes should be confined to engines of 1,500 c.c. capacity, thus conforming with the general and

accepted definition of a light car. In the event under discussion the class for cars up to 1,600 c.c. did not produce one above this limit. A G.N. made fastest time of the day, but excellent ascents were also made by McNeill's A.B.C. and Walkeley's Hillman.

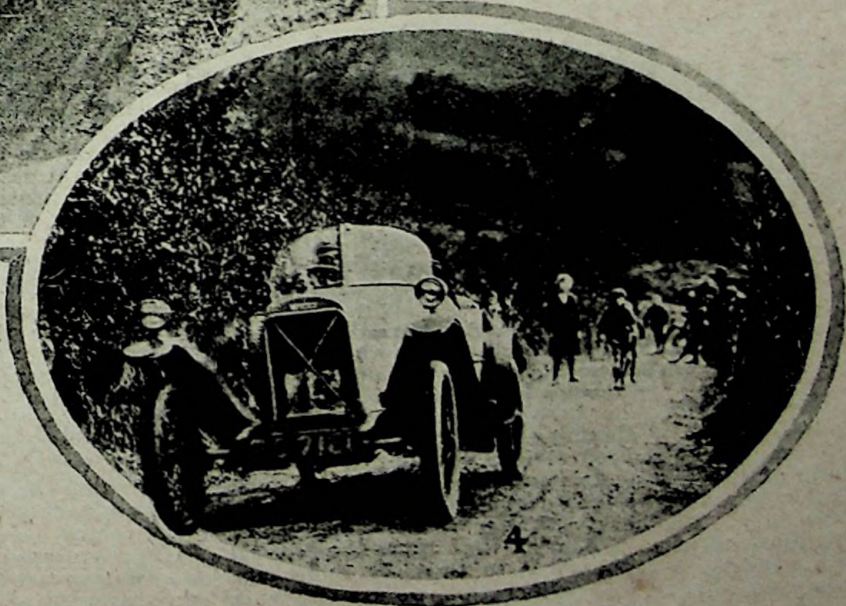
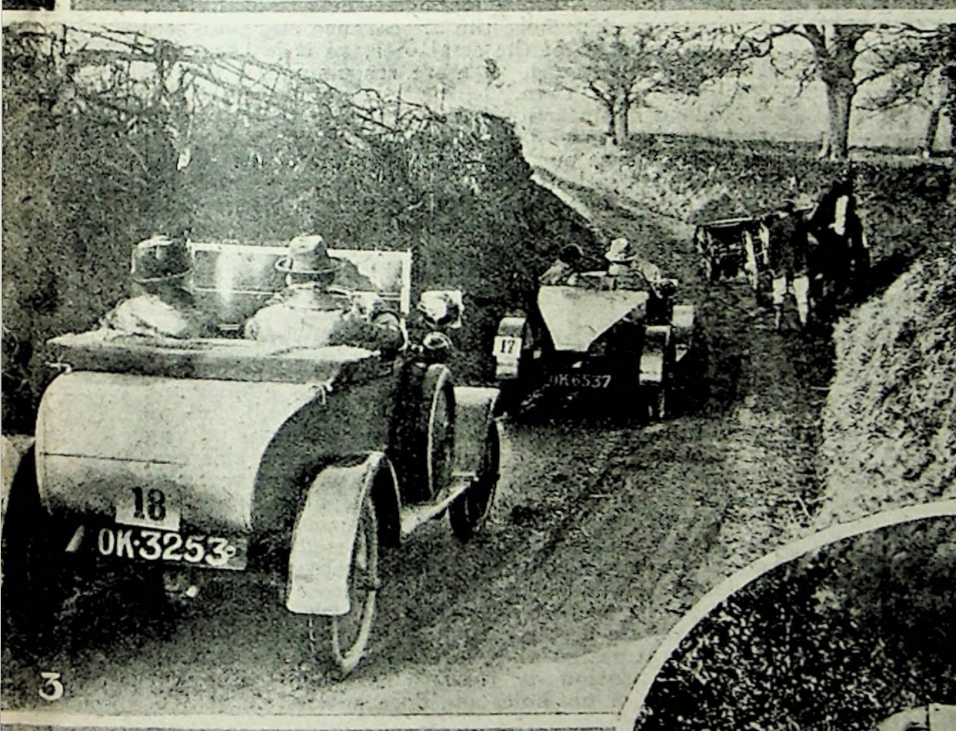
The detail results of the climb have not yet been confirmed by the organizing club.

UP THE BEACON.

The efforts of owners of light cars and motorcycles to find "new" unclimbable hills appear to have been given a stimulus by our recent successful rally at Simms Hill, Devonshire. Copp Lane, near Budleigh Salterton, is, we understand, now being given a certain amount of publicity, although, strictly speaking, this is not in any sense of the term an interesting hill, for we first "discovered" and then climbed it without chains on a Sports Model A.-C. on the day of the Simms Hill rally. According to local gossip, it had previously been climbed only by a Rolls-Royce, but apparently ours was the first light car to make the ascent. Its gradient is reputed to be 1 in 3, but our experience proves that it is in no sense a difficult climb. Nearer to London events have been happening in the motorcycle world, and on Sunday last we witnessed H. R. Harveyson succeed in climbing straight up the bluff side of Ivinghoe Beacon on a 2½ h.p. A.J.S. motorcycle which was fitted with a spiked back wheel, similar to those used on the Alvis at Simms Hill.

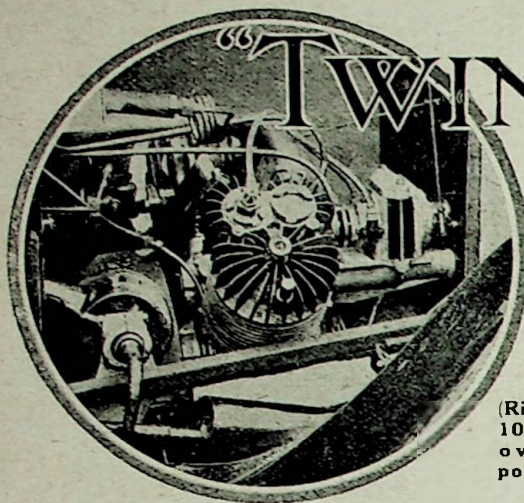
Gradient of 1 in 154.

The gradient of Ivinghoe is definitely 1 in 154, and there is, of course, no made road up the side of the Beacon. It is very doubtful if even a Citroen-Kegresse could climb this cliff, for it is almost impossible to walk up it, the gradient being actually as steep as stairs. In the meantime, other members of our staff have found a "new" hill in North Wales, which will be described and illustrated in our next ("Spring") issue, and in the summer it is probable that we shall organize a hill-climbing rally on it, similar to the Simms Hill event.



(3) Held up. Two Bayliss-Thomases driven by E. Walker and W. H. Carson are delayed in the Midland Car Trial by a horse and cart in a narrow lane. (4) Spikins on a Salmson streaking up Peaslake Hill in the Longman Cup Trial.

formance in the whole trial, was won by W. Cooper, on his Morris-Cowley. The best light car performance was made by B. Alan Hill on his Rhode. He also scored the second best performance of the day, while F. R. G. Spikins was awarded a bronze medal.

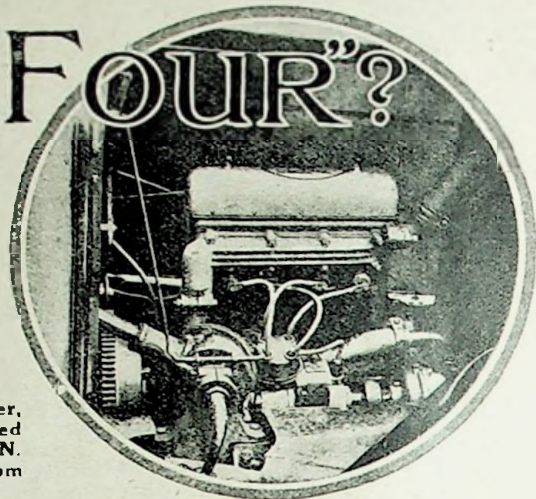


"TWIN" or "FOUR"?

A STRIKING CONTRAST.

(Left) The two-cylinder 90-degree, 1086 c.c. air-cooled G.N. engine. It is fitted with a de-by-side valves and is now noticeably silent.

(Right) The four-cylinder, 1098 c.c. water-cooled overhead-valve G.N. power-unit, viewed from the exhaust side.

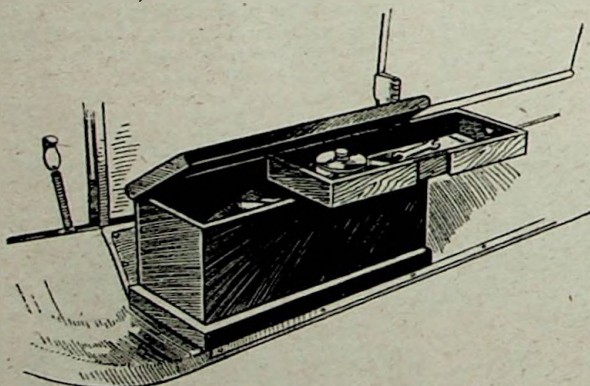


An Interesting Comparison by Road Test of 1923 G.N. Productions.

THE G.N. has always formed part of the history of the genuine, economical, small-car movement; in fact, it ranks as one of the pioneer cyclecars. Its development, therefore, is the result of first-hand experiences gained not only by many years' devotion to the design itself, but also by the efforts which have been made to meet the wishes of small-car enthusiasts.

The Two Engines.

Two specifications, differing only in that most vital factor, the power unit, form the present basis of the productions of G.N. Motors, Ltd., East Hill, Wandsworth. The one includes a side-valve, two-cylinder, air-cooled engine, the other a four-cylinder, overhead-valve water-cooled, both being inside the cyclecar limit of 1,100 c.c. That part of the specification common to each includes a new type of plate clutch, a three-speed-and-reverse constant-mesh gearbox, and final drive by helical bevel to the differential-less axle. The chassis was fully described in our issue dated October 13th, 1922.



In addition to a useful locker under the rear seat of the four-seater, a capacious chest, in which all the usual tools can be accommodated, is provided on the running board.

As a means of obtaining first-hand arguments in connection with the controversy, "twin" or "four," tests of the two models provided a unique opportunity, of which we have recently been able to take advantage. The answer, so far as our experiences go, places us in a quandary. Both types boast of all the advantages attributable to them by their supporters, and, after due deliberation, we can only sum

up the position by stating the case in the following manner:—

The "four" will do everything of which the "twin" is possible, and vice versa; but as the "four" is more easily managed—by a lady driver, for instance—has more the appearance and possesses all the qualities of the small car, as it is becoming generally recognized, then we recommend it in preference to the "twin."

Modern manufacturers must pander to the whims and fancies of the public, upon whom they rely for support; hence one's opinions must be influenced by this consideration. We repeat, however—and lay stress on the fact—that only a general efficiency trial would disclose the more efficient of the two types.

We have now to record our candid impressions of each, leaving it to the individual motorist to form his own conclusions.

Out with the Air-cooled Model.

The twin—a practically "factory new" model—was first placed at our disposal. The engine and transmission were inclined to be "tight," and we were fully alive to the fact that we were not putting it through its paces under the most favourable conditions. Nevertheless, we drove it without restraint and had no grounds for disappointment.

Our only mechanical trouble was caused by a sticking clutch pin, and, until this was eased, "slipping" was difficult and chattering, when getting away, pronounced. Considering that this represented the sum total of the trouble experienced with a brand-new vehicle on its first real road test, it speaks well for the general design and workmanship of the G.N.

The suspension is remarkably good. The car "floats" over pot-holes and does not roll or sway at speed. The seating is comfortable, with plenty of support for the legs and back, and the dickey seat has been slightly enlarged, so that a grown-up can occupy it in comfort. A refinement has been added in the shape of a narrow, hinged flap, which facilitates entrance to the dickey and which can be permanently propped up to clear the occupant's knees.

The hood provides ample headroom, and that most desirable feature, a large mica rear light, which must be quite 18 ins. long by 9 ins. deep.

To get the best out of the engine, due regard must be paid to the magneto control knob, and this might, with advantage, be placed on the off side of the steering column (as on the four-cylinder model), where it is far more easily reached.

The exhaust lifting device is a boon. On the coldest morning the engine can be unstuck without difficulty

"TWIN" OR "FOUR"? (contd.).

and started up without undue effort. When it is warm a simple, sharp pull up suffices. Oiling is, of course, by automatic drip feed, but, in addition, a hand pump is provided.

The silence of the 1923 air-cooled G.N. twin will appeal to a vast section of the motoring public, but, speaking personally, it was with a certain amount of lingering regret that we noticed the absence of that typical bark for which the G.N. was famous. Oil and fuel consumption are on a par with previous models—sufficient guarantee of economical running.

On the road the engine is smooth and vibrationless. It swallows up main-road hills and does 40 m.p.h. easily on the level. It gives one the impression that it is doing its work quietly and without fuss, but at very low speeds on top gear the snatch inseparable from two cylinders prompts extended use of the lower gear. On its bottom gear it should climb any hill that the enthusiastic tourist is likely to meet. At all times the cylinders remain cool, and preignition is absent.

The Surprising "Four."

Turning now to the four-cylinder engine, this is yet another revelation of what such a diminutive car engine is capable. It could be easily "swung" by the weakest of the weaker sex, if swinging were at any time necessary. As a matter of fact, our experiences taught us that it started more easily than the twin. Capable of surprisingly high r.p.m., its acceleration leaves nothing to be desired.

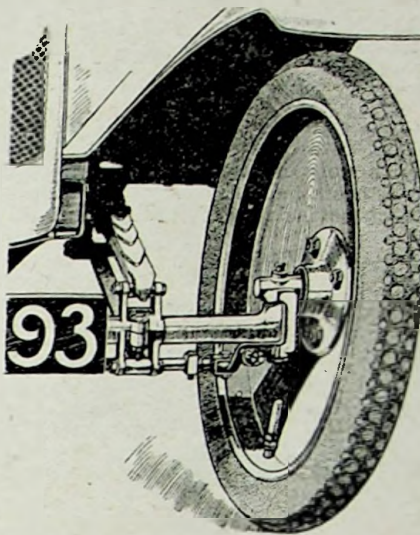
On the intermediate gear it will attain 30 m.p.h. in a matter of a few seconds, whilst the degree of flexibility it possesses is proved by the fact that we ascended to Hampstead Heath, via Fitzjohn's Avenue and Heath Street, without changing gear. In parenthesis, we would mention that "Fitzjohn's" on top is fairly good going, whereas Heath Street frequently demands a change down on cars of greater horsepower.

For a small four-cylinder job it is not unduly fussy, and its performance in traffic, assisted in no small measure by the sweetness of the clutch action, is of the top-gear order—the snatch of the twin being noticeably absent.

The oiling and cooling arrangements follow standard four-cylinder practice, and both magneto and dynamo are geared up direct. The overhead valves are enclosed by a neat,

hinged, aluminium cover, the rockers and tappets being lubricated by oil spray, which rises up and over the push-rod chamber at the side.

There is much that may be said which is applicable



An interesting feature of the 1923 models. The swivel heads are weatherproof and fitted with single ball-thrust bearings. Note the dropped steering arm and the slave leaf in the spring assembly. The Dunlop disc wheels give true centre-point steering.

to both the twin and the four-cylinder chassis. The steering is good, inasmuch as it is light and responsive, but the lock is restricted—a point which calls for immediate remedy, as it only entails an extra steering-arm movement of approximately 1/2 in.

Gear-changing is, of course, delightfully simple, but experienced drivers will double-clutch when changing down, not because it *must* be done, but because a

cleaner and dead-quiet operation results.

The brakes are beyond reproach—smooth, velvety, and sure in action, whether they be applied at 40 m.p.h. or 40 m.p.h.

The electrical equipment bears the name Millar, and includes combined head and side lights, tail light, and, on the "four," a starter. The carburetter is a Solex and the magneto an M.L.

One must comment, in passing, on the very attractive four-seater all-weather model coachwork. The interior is well upholstered with the usual types of front bucket seat, that on the passenger's side, of course, tilting up to permit of easy access to the rear seats.

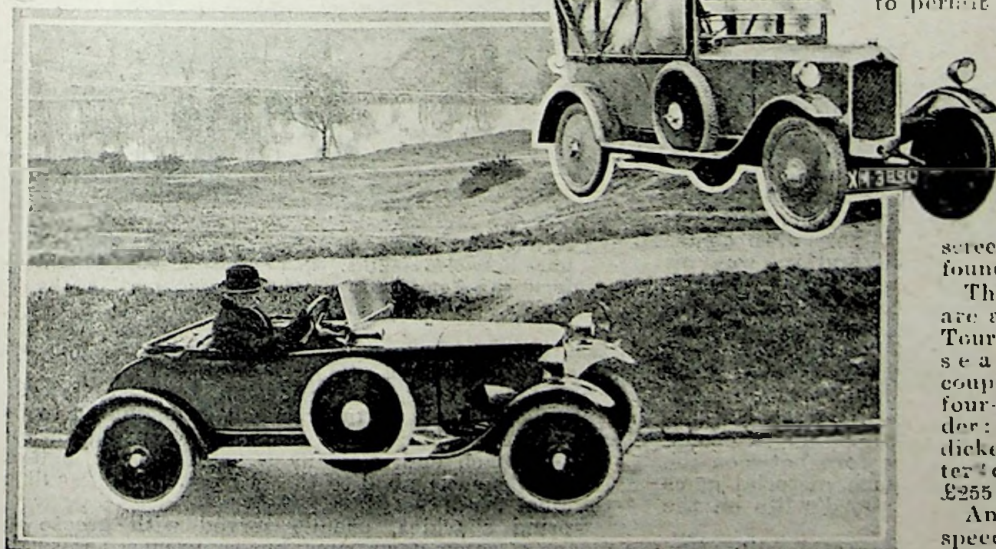
The space for the back passengers is ample, and when the side curtains are erected, the interior is very snug and cosy, the whole car forming an ideal family vehicle. The double-panel wind-

screen is a refinement seldom found on so small a car.

The prices of the two models are as follow:—Twin-cylinder: Touring model, with dickey seat, £195; three-quarter coupé, with dickey seat, £215; four-seater, £215. Four-cylinder: Touring model, with dickey seat, £235; three-quarter coupé, with dickey seat, £255; four-seater, £255.

An extra charge is made for speedometer and starter.

The traditions of G.N. cars, born more than a decade ago, are worthily upheld by the 1923 productions, which we can confidently recommend.

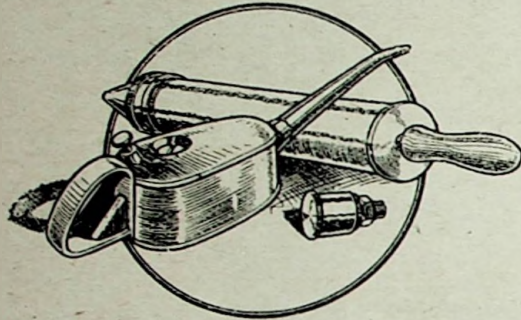


ON IMPROVED "LINES."

The 1923 G.N. body is of very pleasing and harmonious outline. The large photograph shows the two-seater air-cooled car, whilst inset is a view of the all-weather, four-cylinder four-seater.

THE UNCONVENTIONAL VIEWPOINT.

ALTHOUGH it may sound paradoxical, the perfect light car of the future will be one in the tool locker of which neither oilcan nor grease gun will be found. True, these accessories are sometimes absent even on the imperfect car of to-day; but the



The oilcan and grease gun should be accessories found only in the repair shop. Screw-down greasers should be abolished.

reason in each case is different. On the perfect car an oilcan or grease gun will be unnecessary: their presence on productions in this year of grace 1923 depends on the generosity of the manufacturer.

No doubt the perfect light car is possible—at a price—but as manufacturers cannot make a silk purse out of a sow's ear, and designs are limited by the degree to which the public is willing to subscribe to the finished product, the penurious affliction of the motoring community is really the seat of the trouble.

Meanwhile, without aiming at such giddy heights, the light car lends itself to improvements which should add little to the purchase cost but a great deal to the comfort of the owner.

For instance imagine the interest which would be created by the announcement:—

Sensation of 1924.

The 10 h.p. Reliable.
NO GREASING!! NO OILING!!!

Recalling countless miserable half-hours spent in chilly garages, oilcan in hand, his person soon bearing obvious traces of the work in progress; then the dissatisfied conclusion to which he is forced to come, namely, that most of the oil will find its way on the bearing surfaces well mixed with mud and grit, the owner-driver would greedily examine the chassis of the 10 h.p. Reliable and grudge not one whit an extra £20 on the purchase price.

From time immemorial in the history of machinery the man with the oilcan has added a picturesque touch to photographs and sketches. He is a typical engineer—the hero of our youthful days when, choosing our future career, our minds were torn between the conflicting emotions aroused by such pictorial gems and the counter attraction of a guard's life on the Flying Scotsman.

We cannot all be guards, but apparently, willy-nilly, if we drive a light car we must be "oilers." Why?

One light car of which the owner wots is turned out with excellent credentials in that it requires oiling at a minimum number of points only, once in six months. This is a step in the right direction, but it does not go

Why Not an "Oil-less" Car?

By CRITIQUE.

sufficiently far. We want a car which never requires oiling.

The idea conjures up multitudinous aspects of the question. Oil-less, or, to put it more correctly, self-oiling parts would never suffer from a lack of lubricant; requiring no attention, they could not be neglected, and, further, they could be adequately protected so that mud, grit, water, etc., were rigidly excluded.

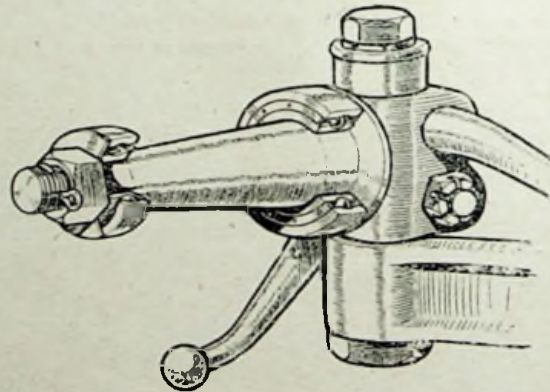
No mental effort is required to follow the reasoning that, consequently, the car, as a whole, would have a much longer life and that breakages would be far less common. More than half the wear and the majority of breakages are caused by the slow but insidious workings of rust.

A Real All-weather Car.

To make every vital part self-oiling and weather-tight is to introduce an all-weather car of a new type, one in which machinery as well as man is considered. What is good for man is also good for his machine!

Exactly where and how the treatment should begin is, of course, a problem of primary importance, but the spring gaiter immediately presents itself as an example of the type of self-oiling and weatherproofing which the writer has in mind.

Well packed with suitable grease, a reliable and well-made gaiter will last the life of the car; so will the grease within it. When the damage done to springs by rust is considered, the advantage of the gaiter is obvious, and one naturally marvels that this, at any



A front hub requires greasing on an average about once in twelve months. Ball races, therefore, should form the foundation of the moving part in the oil-less car.

rate, is not made standard on every make of car worthy of the name.

The idea is capable of extension, however, for, as a rule, the gaiter ends just when it is beginning to become useful, i.e., it stops short at the spring anchorages at each end. Many a holding-down bolt or U-clip has succumbed to the overpowering assault of the rust fend.

Spring shackles, usually served with grease by means of screw-down cups, but sometimes left to the tender mercies of the owner, might also be fed from the store of lubricant within the gaiter. The combined spring cover and oiler would at once eliminate a part of the oiling curriculum to which every motorist objects.

Some truths about the AMAZING 'A-C'

The Amazing



12 h.p. Car.
"Worth more than any other."

The most practical evidence of the wonderful every-way efficiency of the "Amazing 'A-C'" is the mass of enthusiastic praise bestowed by 'A-C' owners. Some few of the thousands of delighted opinions are quoted below. The various 12 h.p. models include types to suit every requirement, and prices range from - **£325**

The Amazing



12 h.p. Car.
"Worth more than any other."

Mr. A. Eustance says :—
"More than satisfied with the performance of the car."
A Royal 4-Seater 'A-C'

Mr. H. W. Egerton says :—
"Never had a car which has given me more pleasure and less trouble."
An Empire 'A-C'

Mrs. W. G. Smithson's opinion :—
"Best and most scientific job in the Motor Show of 1922."
A Royal 2-Seater 'A-C'

Mr. Eden Gawne's experience :—
"The acceleration is a revelation."
A Royal 2-Seater 'A-C'

Mr. S. Leslie McBean says :—
"Nothing in the light car world to touch it."
A Royal 2-Seater 'A-C'

W. W. Buxton says :—
"A wonderful and efficient little car."
A Royal 2-Seater 'A-C'

Mr. Ivan F. Heyn, in his second testimonial :—
"The handsomest light car that I have ever seen."
A Royal 2-Seater 'A-C'

Mr. W. Stuart Low says :—
"Ran a whole year without any repair."
An 'A-C' Royal Coupe.

Mr. G. A. R. Rawlings declares :—
"The very pinnacle of efficiency."
A Royal 2-Seater 'A-C'

Mr. J. Ellis Benson writes :—
"The most economical car I have ever owned."
A Clover Leaf 'A-C'

"Lightcar and Cyclecar," January 14th, 1922 :—
"Fully deserves its recognised position."

H. Vernon-Hunt in "Daily Express," December 15th, 1921, calls it :—
"An aristocrat among small cars."

AC CARS, LTD. (S. F. EDGE, Governing Director)

Sales Dept.: High Street, Thames Ditton, Surrey, England.
Phone: KINGSTON 3340 (4 lines) Works: THAMES DITTON

Service Dept.: 181, Hercules Road, Lambeth, London, S.E. 1.

Write for illustrated descriptive Booklet.

AGENTS: Ask for nearest to you.



£325!

The new price of the 'A-C' is as amazing as its performance.

You can make sure of getting one of these wonderful cars—unsurpassed for value—in good time for Easter by ordering it *now* from the leading London Agents:

Easy instalment payments, with deposit of £50
Part Exchanges arranged.

AUTOVEYORS, Ltd

The 'A-C' Service House

Showrooms - 84, Victoria Street, Westminster, S.W.1.
Service Depot - - - - 15a, Wilton Street, S.W.1.

All 'A-C' models at the new reduced prices may be seen, tried, and ordered for prompt delivery. AUTOVEYORS, LTD., are also Authorised Agents for ALL LIGHT CARS of reliable makes.



The RAPSON Showrooms: 477, Oxford St., London, W.1.

99³⁰/₅% EFFICIENCY—

THE RAPSON CORD is the only British tyre positively guaranteed to cover a *minimum* of 5,000, 7,500 or 10,000 miles according to prices paid. The Company's Auditors certify that they have examined the Company's books for the year 1922, and the records of the business' use, that, of the thousands of Cord Tyres sent out, less than one-half per cent. have been returned as having failed to complete the Company's full guaranteed mileage.



PRICES OF A FEW POPULAR LIGHT CAR SIZES.

Guaranteed Minimum Mileage 5,000.

815 x 105 - £5 3 3	710 x 90 - £3 7 0
810 x 90 - £4 5 0	28 x 3 - £2 19 6
760 x 90 - £3 18 9	26 x 3 - £2 17 6

(200 x 50)

Orders should be placed with local dealers, preferably Rapson Stockists.



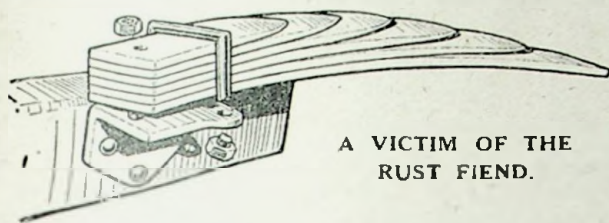
THE RAPSON FACTORY: Burlington Road, New Malden, Surrey.

B33 **HELP THE MOVEMENT**

by letting advertisers know that their advertisements in "The Light Car and Cyclecar" interest you.

THE UNCONVENTIONAL VIEWPOINT (con.)

The critic now interjects, "Ideal until you break a U-bolt or a spring. Then the ensuing mess rather robs the idea of its beauty!" The reply is that



A VICTIM OF THE RUST FIEND.

Many a U-bolt, faultless in the first instance, has succumbed to the evil effects of rust—hence the need for extending the spring gaiter as suggested.

U-bolts and springs should *not* break. Says the critic, "You cannot guarantee materials." Too true.

If materials *could* be absolutely guaranteed countless small troubles would be solved and an entirely new type of car would be evolved.

Readers will remember the disaster at Charing Cross Station years ago, when the great single span roof collapsed. Inquiries were held, experts called in, and the result—if one remembers rightly—was summed up in the two words "faulty materials"; but we do not hear of a Charing Cross roof collapsing every few days, whereas spring breakages are common. Lives are at stake, nevertheless, and if official inquiries were instituted over these frequent mishaps, broken springs would become the exception and not the rule.

The same argument applies to steering connections. "If they are enclosed in gaiters," it is argued, "the owner cannot spot a loose pin or even a broken connection." There should be no necessity for the "spotting" business. Steering connections should be absolutely dependable. If it be impossible to rely implicitly on the materials used in automobile construction, then raise the factor of safety. A $\frac{1}{2}$ -in. instead of a $\frac{3}{4}$ -in. pin, in numbers, will not add greatly to the weight of the car. Put a little bit more metal into the connections and *make sure of them.*

Awaiting the Millennium.

With springs, shackles and steering connections adequately provided for there remain few parts to create difficulty. Experience has shown that ball races well packed with grease and fitted with suitable oil-retaining washers will last indefinitely. This covers front-wheel hubs and other bearings, but why not introduce small ball races in the pedal and lever assembly? They are not *too* costly, and their number would not be legion!

There is one vital component that must be oiled at fairly frequent intervals, and that is the engine. Until we arrive at the millennium of motoring, self-lubricating engines will be unattainable; yet, before then, we may lubricate our power units via the carburetter, oil and petrol being introduced together on two-stroke engine lines.

The transmission and, more particularly, the clutch-withdrawal mechanism, remain to be dealt with. The latter might run dry, "oil-less" fibre pads of ample proportions taking the place of thrust races;

or, if heating troubles be anticipated, then the withdrawal mechanism might be housed in a "clutch fork box," which could be packed with grease, just like a gearbox or back axle.

The Annual "Oil-up."

No one but an optimist bordering on mania would suggest that a car equipped as outlined above would run for 10 years without attention, and here we come to the cream of the argument. Periodically a car goes into dock. It is nothing to be ashamed of, the significance of the borrowed metaphor should explain that. Assume that it is "docked" once every 12 months, then an accepted part of its overhaul would be the re-packing of all components throughout with grease.

Perhaps in the foregoing I have carried my dreams of an oil-less car too far. Perhaps I have over-estimated the capabilities of any manufacturer to guarantee his product against the smashes which must inevitably follow ill-usage.

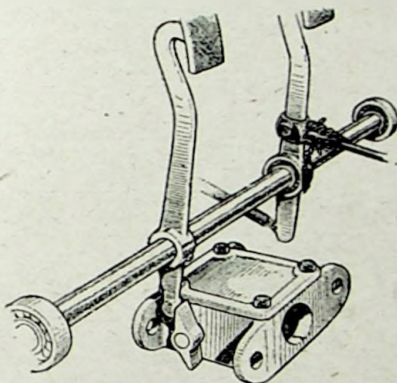
At any rate, I trust that my suggestions contain the germ of an idea which may spring into life, cast up a tender shoot, and, in time, nursed by the sunshine and rain of public opinion, become a sturdy sapling of which the world at large—and particularly small-car makers—will take notice. If so, my labour will not have been in vain, and the world may be a better place in which to live as the result of the elimination of a messy and uninteresting operation.

The Epilogue.

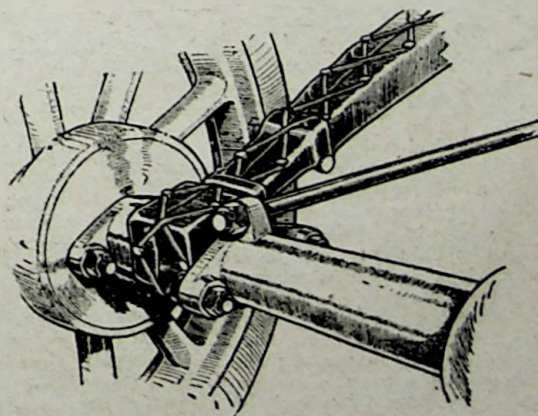
Let us suppose that the oil-less car is actually with us. What then?

Now for the epilogue. Mr. Owner-driver takes delivery of his 10 h.p. Reliable, secure in the knowledge that every moving part is well packed with lubricant. Reliable by name and in construction, it will merely ask to be filled up with petrol, engine oil, and water. Wet or fine, by night or day, it can be driven out on highway and byway, always ready for its work, without a single complaining squeak or groan.

Really, it is not so impossible as it sounds. Think it out.



We have gearboxes, why not clutchboxes, to enable the withdrawal mechanism constantly to run in grease? Note the ball races on the pedal shaft.



Prominent features of the oil-less car would be spring gaiters, enclosing not only the leaves, but their anchorage as well, in order to lubricate pads or shackles and to guard against rust. The brake mechanism would also be enclosed!

A VARIABLE-CHOKE CARBURETTER.

Latest Binks' Production Allows Sensitive Control of Mixture Strength.

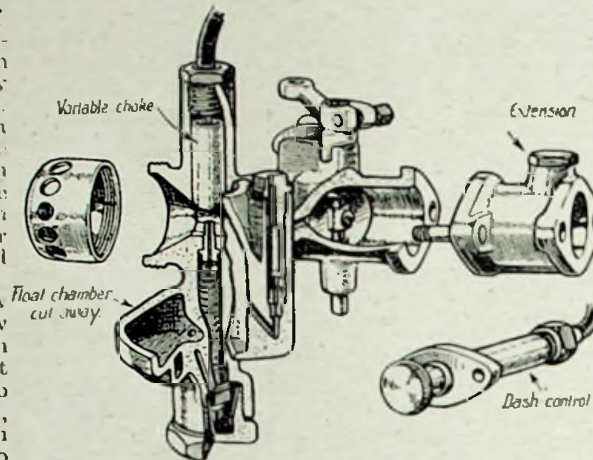
A CARBURETTER of more than ordinary interest has recently been devised and produced by Messrs. C. Binks, of Eccles. In effect, it incorporates a device by means of which the driver can vary the strength of the mixture supplied to the engine, so that he can obtain either maximum economy or maximum power at will and as occasion demands.

The construction of the new instrument is made clear by our sectional drawing, from which it will be noted that the main jet protrudes into the centre of the venturi tube, so that the petrol issuing from it is always delivering into the air stream at its point of maximum velocity. The ordinary compensation of the mixture at varying engine speeds is provided by the scroll formation. This scroll is hollow, and is provided with petrol orifices both at the top and bottom, the main supply of fuel leading into its centre from the float chamber, while "leak" holes near the bottom feed the spiral duct formed by the scroll. Suction on the main (top) jet produces variations in the supplies obtained through the centre and around the sides of the scroll, the varying proportions being determined scientifically, so that constant mixture strength is provided throughout the normal range, while sudden opening of the throttle causes a surge of fuel from the jet to provide good acceleration, this action again being controlled by a fixed air orifice communicating with the main fuel well (not shown in sketch).

Easy Starting.

There is also a separate "pilot" jet for giving an adequate mixture for starting and idling in neutral.

Thus far the instrument operates as would any fixed type of carburetter, but in the venturi or choke orifice there is placed a suitably shaped plunger, which can be raised or lowered by the driver of the car through the medium of a control on the dashboard. The effect of this plunger is to enlarge or reduce the effective size



Showing clearly the component parts of the new Binks' carburetter. The float chamber is omitted for clearness.

of the choke, which immediately induces a difference in the degree of suction exercised on the jet. Note that the amount of fuel issuing from the jet depends on the suction, and that this suction varies according to the throttle opening and engine speed, these two factors being normally compensated throughout the range.

The effect of the variable choke or plunger is to strengthen or weaken the average mixture obtained, which means that when on tour a weak mixture can be used and maximum economy obtained, or, conversely, for top-gear hill-climbing, etc., a rich mixture can be utilized with beneficial results. A point that should be quite clearly understood is that it is

not necessary to vary the dash control as the throttle is opened or shut—a decided advantage. The ordinary compensation of the mixture is unaffected, an entirely different state of affairs from that in evidence when an extra-air inlet is fitted.

Good Performance.

We have tested one of these Binks' instruments for a distance of over 1,500 miles on a staff light car fitted with an Anzani engine (four-cylinder), and have obtained excellent results. Two characteristics deserve commendation. On starting from cold the control is set to strong (i.e., the plunger is depressed and the choke area reduced), and the result is that almost full power is available from cold. There is no spluttering and no flat spot. Secondly, the top-gear pick-up of the car is appreciably improved—a useful trait when much traffic driving has to be done.

On the open road, casual use of the choke control gives a saving of three to four miles per gallon, and the combination of the above-enumerated features makes this latest Binks' production worthy of more than ordinary consideration on the part of the motorist who is keen on obtaining the best results from his car.

PARLIAMENT AND THE MOTORIST.

Car-drivers and Accidents—Passing Standing Tramcars.

A GOOD deal is heard to-day of the right of the public to use the roadway, and in some quarters there is an increasing tendency to blame the motorist when anything happens, although no one wishes to uphold the reckless driver. The question of accidents in which motorcars are involved was raised in the House of Commons at the end of last week by Sir Walter Preston. He asked the Prime Minister whether, in view of the large and increasing number of cases where foot passengers were knocked down by motorcars, and the motorcar driver does not stop and render aid, he would introduce legislation inflicting heavy penalties on any driver who, after injuring a person, endeavoured by flight to escape detection and responsibility.

Mr. Bridgeman, the Home Secretary,

B40

said he had been asked to reply to this question. "Motorcar drivers," he said, "who cause bodily harm by furious driving or other wilful misconduct or wilful negligence, may be punished with imprisonment up to two years, if they do not render themselves liable to some more serious charge. Any attempt to escape detection by flight and failure to assist the injured person would, no doubt, be taken into account by the court in passing sentence. I do not think that any special penalty for those who are guilty of such conduct is called for."

Passing Tramcars.

Mr. Ammon desired further information, and asked if the Home Secretary would consider bringing in legislation to

make it an offence to pass standing tramcars and motorcars, as had been done in the United States. Mr. Bridgeman did not think that point arose out of the original question.

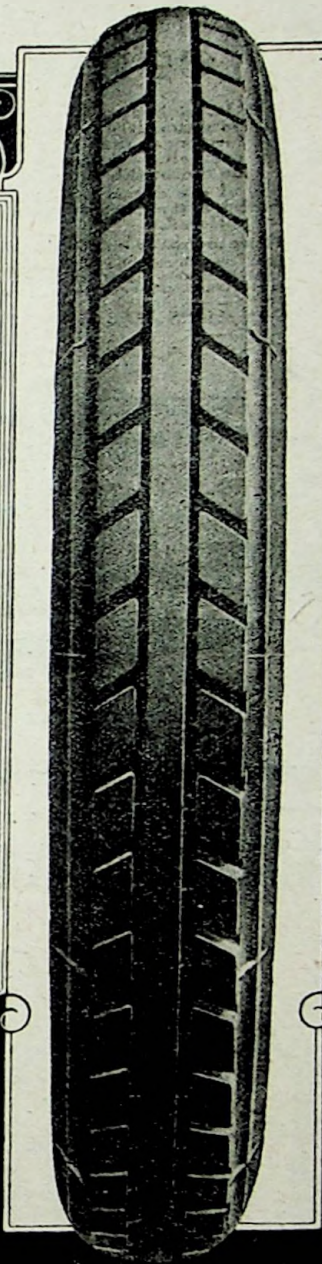
Doubt Expressed.

Major Sir George Hamilton next intervened and wished to know if the right hon. gentleman admitted that there was an increasing number of these cases, as stated in Sir Walter Preston's question? Sir Harry Draitain also asked how many cases there had been during the last 12 months. To both of these supplementary questions the Home Secretary said he would require notice before he could reply.

The matter dropped upon Sir Harry Brittain asking: Is the question true?

Buy Mileage

WHEN you buy tyres you should buy *mileage*. It is how long a tyre lasts in use that makes it cheap or dear. We aimed at longer mileage when we made the Dunlop Cord. We satisfied ourselves beyond a shadow of doubt that we had achieved this before we offered one to the public. Therefore, buy a Dunlop Cord, not as an article, but for distance to be covered in comfort and safety for a given amount of money



The Reason

THE secret of the strength of Dunlop Cord tyre construction lies in the pure rubber insulation between each layer of the fabric, and the diagonal arrangement of the layers of straight cord. By this method there is less internal stress. The tyre keeps cool. There are no danger zones. If you have been using the old-type canvas tyre, change over to Dunlop Cords, and you will do double mileage. Make the change and prove the truth of this.

The
DUNLOP
CORD

fit
DUNLOP

and be satisfied



DUNLOP RUBBER COMPANY LTD., BIRMINGHAM

The ALVIS

is far ahead of its contemporaries

IT is, we believe, the final word in automobile engineering to-day. So efficient, so economical, and capable of such superlative performance, that it is eminently desirable at any cost. At the competitive prices at which it is offered to-day, a car that should be thoroughly investigated by every owner or prospective owner. Any of our agents will be pleased to arrange a trial run, and we are confident that such a course will convince you that it is the finest value ever offered.

There are many outstanding features of an ALVIS.

Long wheelbase, semi-elliptic springing, four-speed gearbox, right hand change, silent spiral bevel axle, five detachable wheels fitted with Non-Skid Tyres, all of which combine to give the ALVIS that superiority which is admitted by the majority of the motoring public.

THE ALVIS CAR AND ENGINEERING CO., LTD., COVENTRY.

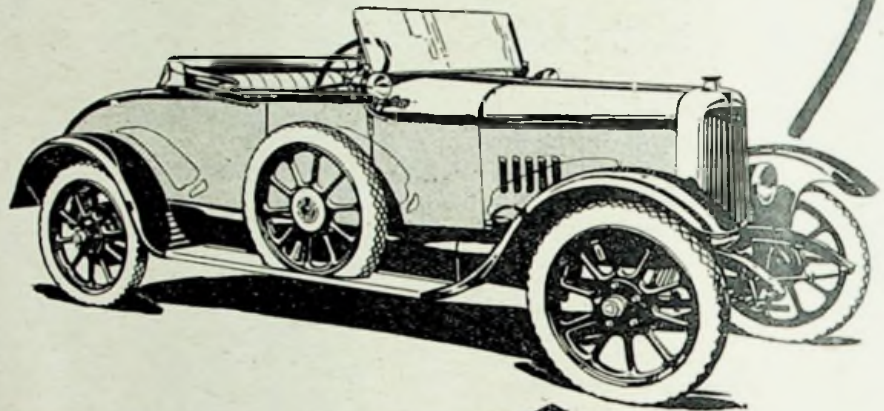
10-30 h.p. ALVIS TWO - SEATER,

with electric lighting and starting, four-speed and reverse gearbox, all-weather curtains, five steel detachable wheels and double dicky seat.

£397

FOUR - SEATER,

£430



H.P.

HEATH PLUGS ARE TOTALLY DIFFERENT

Heath Plugs are the outcome of the Inventor's twenty years' experience. Absolutely protected from oil, soot and heat. Impossible to fracture. Continuous unfailing service is absolutely assured, even under conditions where ordinary plugs fail.

UNIVERSAL MODEL

is for all car and other engines, except those *very oily and sooty*. Price 5/6. British made and practically everlasting. Try one!

SUPER OIL MODEL

For all exceptionally oily, sooty and dirty engines. Never oil up. Type No. 6. Metric Thread mm. reach. No. 7. $\frac{3}{4}$ in. Gas Taper American Fine Thread. Special Plug, $\frac{3}{4}$ in. Gas Thread. Price 5/6. Descriptive Leaflet on request.

THE T.O.M. Co. Ltd.
61-62 NEWMAN
ST. LONDON W.1.



Heath PLUGS

**CANNOT OIL-UP
WE GUARANTEE IT**

Get full particulars from your Garage or write for leaflet. You'll never go back to ordinary plugs again.

If a Heath Plug oils-up we (or your garage) will return your money without question or quibble. The fact is—you can't oil up a Heath.

Heath Plugs are fully guaranteed, and we claim are the only plugs that have kept pace with the progress of engine design. Where other plugs have remained the same, Heath Plugs have improved from year to year. Try *one* to-day.

HAVE YOU SEEN THE "PETROGRAPH?"

It shows you the exact contents in your tank on the dash without stopping the car. Costs only 70/- and saves infinite worry and inconvenience. Write for details.

T.O.M.
MOTORING-CAMPING-TOURING-EQUIPMENT LTD.
T.O.M.

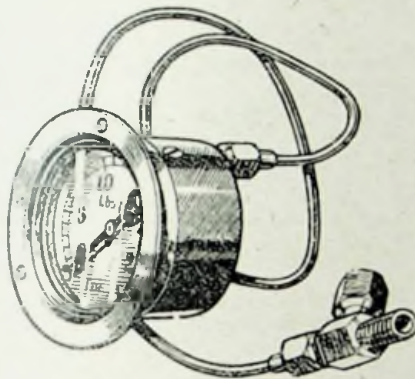
SPICE OF NOVELTY.

Some of the Latest Inventions and Novelties.

Of Interest to Rover Owners.

The correct lubrication of an engine being of vital importance, some form of circulation indicator on the dash removes much of the anxiety which is felt regarding the oil flow. The Rover Eight is not fitted with such a device, and the Viking oil pressure gauge, which is made especially for Rovers, should, therefore, commend itself to all owners of this popular car.

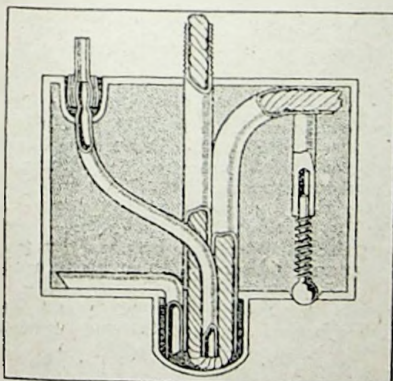
The Viking oil pressure gauge for use in conjunction with the pump and drip feed lubrication system adopted on the Rover Eight.



The hand on the gauge tells at a glance whether one or both drip feeds have ceased to function, and serves generally to indicate the state of the lubricating system. The gauge complete sells for 17s. 6d., 1s. extra being charged for packing and postage. It can be fitted by any owner-driver. The sole distributors are Ashton, Taylor and Co., 21, Roscoe Street, Liverpool.

An Ingenious Lubricator.

The Ego capillary siphonic lubricator has been introduced to take the place of the usual form of grease cup, and it can, of course, be fitted permanently to any part of a motorcar which calls for the constant attention of an oilcan. The Ego works on the wick principle, as will be gathered from the

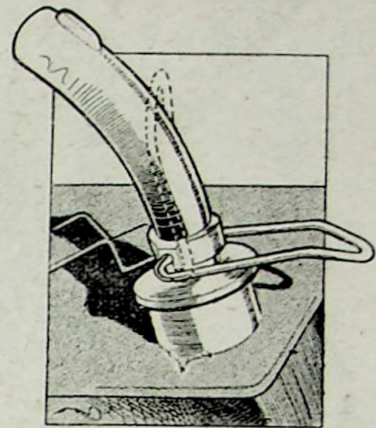


Section of the Ego automatic lubricator, which works on the wick feed system.

accompanying sectional drawing, which shows clearly the internal construction. The sample submitted will automatically lubricate the part to which it is fitted for a period of 13 weeks without replenishment. A pump is used to fill the lubricator, a spring-loaded ball valve being fitted for this purpose. It is a true economy fitting, as there is no possibility of oil being wasted, due to jolting or vibration. Mr. Herbert Gordon, of 147, Gowthorpe, Selly, Yorks., is desirous of getting into touch with anyone interested in his fitting.

Do Not Waste Petrol.

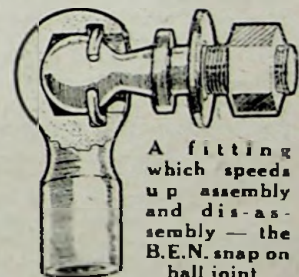
However careful one may be when transferring the contents of the petrol can into the tank, a certain quantity of spirit is spilt if a special pourer be not used. When the filling aperture is not readily accessible, it takes a few seconds to accommodate the can to the correct angle, the spirit in the meantime being distributed over the petrol tank. The Pioneer universal petrol pourer ensures that every drop of petrol in the can finds its way to the interior of the tank, and, further, it possesses the advantage of being instantly attached or detached through the medium of a lever-operated lock. When the tank is full, the flow automatically stops—another preventive against waste. This petrol pourer, which can be obtained from Fluid Pressure Pumps, Ltd., Clifton Street Works, Latimer Road, London, W. 11, is made in two patterns—bent and straight—the respective prices being 9s. 6d. and 8s. 6d.



New type of petrol pourer by Fluid Pressure Pumps, Ltd. It fits both old and new type stoppers.

An Instantly Detachable Ball Joint.

It is recognized that one of the most convenient means of connecting up control levers which are to be capable of a universal movement is through a ball joint. The ordinary type take quite an appreciable time to fit, and it is, therefore, of interest to review a type which can be fitted or detached in a fraction of a second. It is known as the B.E.N. patent snap ball joint, and the accompanying illustration shows clearly the principle on which it works. A hardened-steel retaining spring fits in a groove cut on the inside of the ball housing, and to connect up the ball portion is simply snapped into the housing, where it is securely held by the spring. Full particulars as to price and deliveries can be obtained from the B.E.N. Patents, Boar's Head Wharf, Brentford, Middlesex.



A fitting which speeds up assembly and dis-assembly—the B.E.N. snap on ball joint.

Extra Passenger Comfort.

Whilst the passenger to whom one is giving a lift is not usually fastidious, there is no reason why he or she should not ride in comfort. Saxelbys, Ltd., George Street Works, Coventry, trading as Saxesories, market a useful range of auxiliary seats, all of which are built up on the air-spring principle. Whilst their utility is unquestionable, the prices, too, are most reasonable. For instance, there is the Saxess auxiliary seat, complete with back rest and mounted on a single pillar, selling at 37s. 6d.; a stall model on the same lines, but without back rest, sells for 23s. A rather more dignified fitting is the Saxiliary, which is provided with arm and back rests. If not required for use, it can be collapsed, when it occupies a minimum amount of space. Prices range from 35s. to 50s.



OUR READERS' OPINIONS

We welcome at all times letters sent us by readers for publication in these columns, and while taking no responsibility for the opinions expressed therein, give preference to those letters which deal with subjects of general interest. No anonymous communications will be accepted, but the writer may use a *nom de plume* if desired. Letters should be as brief as possible and, preferably, typewritten. We reserve the right to make any alterations or deletions which we deem necessary.

INTERESTING DISCUSSION ON AVERAGE SPEED.

Can a Car With a Maximum of 45 m.p.h. Average 36 m.p.h. on the Road?

Averaging 36 m.p.h.

The claim to 36 miles in one hour on a Rover Eight struck me as being somewhat tall, and, like "Morganzani," I feel disinclined to accept it as a fact. Last year I took delivery of a motorcycle the maximum speed of which, in full touring trim, is rather over 55 m.p.h., and after the running-in period I gave it a test round a 10-mile circuit, which included about four miles of "all-out" road. Naturally, several slows were necessary, due to a patch of road under repair, a policeman, some farm carts, and one small village, but otherwise the machine was doing its utmost. The resulting average was between 37 m.p.h. and 38 m.p.h., which goes to show that 36 miles in one hour would require a considerably higher maximum than 45, on the road—of course assuming that some consideration is shown to other road users and the maddest risks are not taken.

May I add how much I look forward to *The Light Car and Cyclecar* every Friday, although, as yet, not a car owner.

TWO-WHEELER.

By No Means Unreasonable.

I think "Morganzani's" remarks concerning the 36 miles covered in one hour by "G.H.D." just a little drastic. In the open country it is quite possible, under favourable conditions, to average about 80 per cent. of the car's maximum speed, if that maximum speed is not unduly high, as in the case under discussion. There is a well-defined maximum average speed which applies to any car, whatever its capacity on, say, Brooklands, and this appears to the writer to be about 40 m.p.h. on English roads.

The writer has done the run between London and Bradford on many different makes of car and motorcycle, his fastest time being, curiously enough, on a 7 h.p. two-cylinder car, on October 30th last, the average speed for 224 miles, per speedometer, being 33.52 m.p.h. I drove in complete comfort with the hood and side curtains up the whole journey. Rain was encountered in about six districts and the roads were nowhere too dry.

Now, the maximum speed of this car is just about 45 m.p.h., and it is only reasonable to suppose that in at least one hour of the 6½ I did 36 miles.

I stopped 2 mins. at Doncaster (33 miles, 69 mins.) for tobacco, 74 mins. at Biggleswade for dinner, and had to pull up on a number of occasions to inquire the way when I was diverted from the North Road at three places.

In one case the detour is wide, taking in Oundle and Thrapston; hence the 224 miles instead of 204 to Piccadilly Circus, as previously checked on a number of runs on the same car.

The last two hours, approximately, were covered in the dark, as I reached Shaw and Kilburn's, in Wardour Street, at 8.35 p.m., after dropping bags at the hotel. Times: Bradford (depart), 12.35; Piccadilly (arrive), 8.30 p.m.

B44

Again, on four different journeys south, I have reached Grantham (91 miles) in five minutes under three hours (twice), eight minutes under (once), and seven minutes under (once). Bradford to Doncaster is bad, and a very high average cannot be put up, but "what you lose on the swings—"

I have, of course, come across the man who swears he can do 200 miles in five hours before breakfast, and him I relegate to the same category as a certain type of angler or golfer; and lately there has arisen a new Ananias in the wireless fan who got America on one valve—last week!

Nevertheless, it is refreshing to find "Morganzani" so modest of his capabilities (the writer does not suffer from the same excellent malady), and I think that I am safe in saying that if my car can and will do 36 miles in the hour under favourable conditions his Morgan will. Shall we try together, "Morganzani"?
H.G.M.
Bradford.

55 Maximum: 28 Average.

I thoroughly agree with the remarks expressed by "Morganzani" in his letter regarding "G.H.D.'s" average speed. It is a well-known fact that the Morgan and G.N. are two of the fastest cars in their class. My 1922 G.N. can do 55 m.p.h., but it takes me all my time to get from Banbury to Northampton, a distance of 28 miles, in the hour.
MUGLIE.

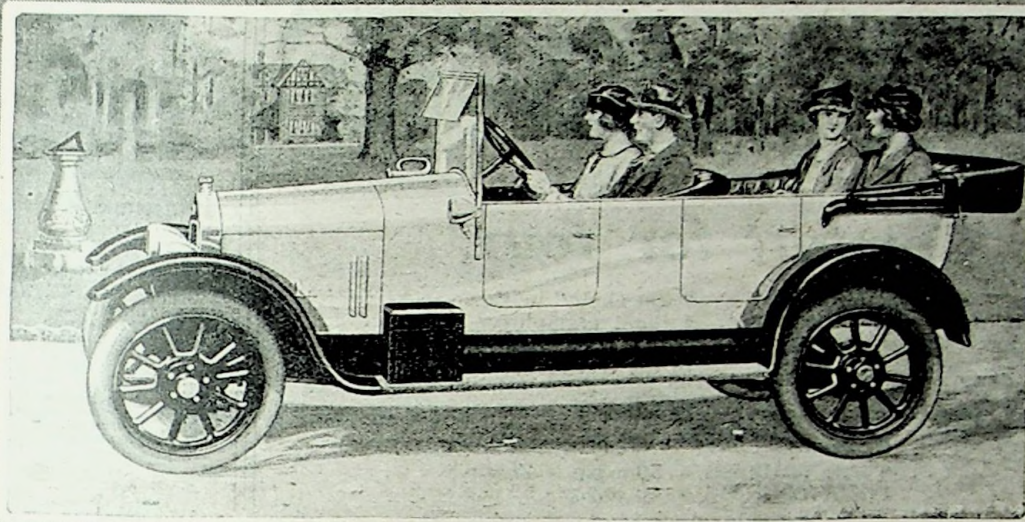
Where It Was Accomplished.

In reply to the letter signed "Morganzani" in *The Light Car and Cyclecar*, the run of 36 miles which I claim to have covered in one hour on my Rover Eight was made over a fast stretch of the Birmingham and Bristol road, and I had to pass through only two towns of any size. The day was Sunday; the time early in the morning, when there was hardly any traffic about. The time was checked not only by the dashboard clock, but also by the watches of both the driver and passenger, to make sure no mistake had been made.

In conclusion, I can only say that I have no reason for making a statement which is untrue, as, unfortunately, I have no financial interest in the company who produce such an excellent little car as the Rover Eight.
G.H.D.

* * While we do not doubt the truth of the above mentioned performance, we would state that, in our opinion, it is exceptional, and owners of similar cars must not be disappointed if their average is much lower than this. The all-important factor is the type and state of the road. Few drivers consistently average more than 30 m.p.h. on any type of car. The experience of "H.G.M.," whose letter appears on this page, goes to show that the claim of "G.H.D." is not so unreasonable as our other correspondents suggest. The question of maximum and average speeds is an interesting one, but at the same time the average speed of any car, irrespective of its maximum speed, is governed solely by the conditions obtaining.—ED.

WOLSELEY



*"The Finest Small Cars
in the World."*

THE Wolseley "TEN" and the Wolseley "SEVEN" stand without rival in the small car class. They offer an unequalled combination of luxury, efficiency and economy, and give a remarkable road performance at a low running cost. The graceful design and beautiful finish of their coachwork stamps them as cars of the highest class.

PRICES:

The Wolseley "Seven."	
Two-seater	£255
The Wolseley "Ten."	
Two-seater, <i>Specification A</i>	£380
" " <i>B</i>	£355
Four-seater, <i>Specification A</i>	£425
(as illustrated)	
Four-seater, <i>Specification B</i>	£400
Sporting Model	£610
Two-seater Coupe—	
<i>Fixed Head</i>	£550
Two-seater Coupe—	
<i>Folding Head</i>	£590

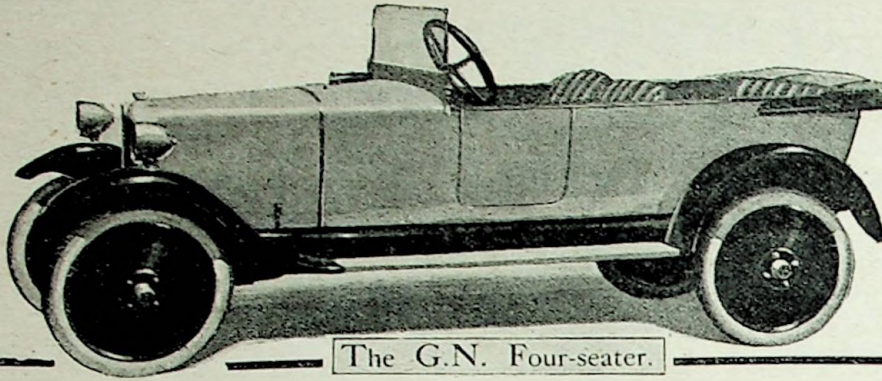
Dunlop Tyres fitted as standard.

*Write us for Catalogue No. 5,
post free.*

WOLSELEY MOTORS LTD., Adderley Park, BIRMINGHAM.
(Proprietors: Vickers Limited).
London Showrooms: **WOLSELEY HOUSE, 157, Piccadilly, W.**

**TO THE
READER**

*By mentioning "The Light Car and Cyclecar" when corresponding with advertisers,
you will be working for the cause of the new motoring.*



The G.N. Four-seater.

Comfort for four.

ROOMY and comfortable, the G.N. four-seater is practical and well thought out in every detail.

The front seats are raked to just the right angle, and sufficiently

"arm chair" in shape to be restful without cramping. The front passenger's seat tips up to give access to the rear seat; affording an ample "gangway." All the passengers have generous leg room.

Guaranteed speed and consumption:—

TWIN TOURING - 50 m.p.g. - 45 m.p.h.
 FOUR TOURING - 45 m.p.g. - 50 m.p.h.

G.N. MOTORS LTD.,
 222, Great Portland Street, LONDON, W.1.

Works and Head Office:—
 East Hill, Wandsworth, LONDON, S.W. 18.

SEND FOR
 The NEW G.N.
 CATALOGUE.

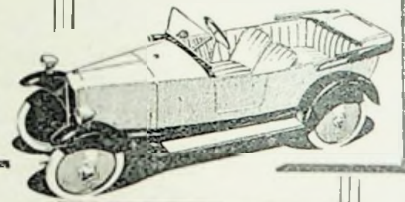
Raymond Publicity



Prices and Models.

TWIN CYLINDER:—	
"Touring" Model (with dickey seat)	£195
"Three-quarter" Coupé (with dickey seat) ..	£215
Four-seater	£215
FOUR CYLINDER:—	
"Touring" Model (with dickey seat)	£235
"Three-quarter" Coupé (with dickey seat) ..	£255
Four-seater	£255

Prices include complete equipment, spare wheel and tyre, dynamo lighting set, etc. Deferred payments arranged.



The Latest and Greatest. Colmore Cup Trial Result

Messrs. MEBES & MEBES (Est. 1893), the Original Light Car Specialists, Sole Distributors for RHODE CARS South and West of England, have pleasure in announcing that the RHODE Cars entered in the above event were successful in securing the

**EVANS TROPHY
 SOUVENIR CUP
 2 GOLD MEDALS**

The RHODE CARS Literally Swept the Board

All Models on View
 in our Showrooms.



Your Present Light
 Car in Part Exchange.



Deferred Terms
 4% on List Price.

144, GREAT PORTLAND STREET, LONDON, W.1 Telephone:
Langham 2230

OUR READERS' OPINIONS (contd.).

Driving Fatigue.

I was exceedingly pleased on reading the article on the effects of driving fatigue in your issue dated March 2nd, particularly because your contributor's experience is identical with my own. I once opened my heart to a motoring friend on this matter, and he mentioned something about more water. On a recent all-night run from the North I found myself continually running into flocks of sheep, which, of course, did not exist. On one occasion I noted a large building with a magnificent stone pillar approach, and the curious thing was that I could see the servants outside the gates. At that moment there was not a habitation or human being probably within miles. In my particular case these visitations are more in evidence as the first streak of light appears in the east.

Wimbledon.

After the Banquet.

May I express my appreciation of your contributor's excellent article on "Driving Fatigue"? My wife read it with great interest, and ventured the handsome tribute that Mr. O. C. must be a remarkably clever and ingenious man. I can recall several incidents where almost identical symptoms were experienced. Notably, on one occasion when it fell to my lot to drive some 60 miles in an extremely fatigued state after a Masonic banquet.

On that memorable run, not only were strange monsters with horns and spiked tails manifest in the roadway, but innumerable smaller beasts in great variety of shape and colour, swarmed all over the bonnet and dashboard. Almost complete collapse followed, and a policeman who eventually assisted me to my home tells me that I was in a most hysterical state, and sobbed copiously in his arms, addressing him as "Mother dear," begging him not to leave me.

I mention this incident in corroboration of the evidence of your contributor respecting the extraordinary delusions to which one is liable, when to an overwrought body and mind in the last stages of exhaustion, a still heavier burden is added.

It is very distressing, and I well remember that the after effects of terrible headache and general debility were almost intolerable.

D.B.

A Year With a Super-economy Car.

"G.L.'s" "year with a super economy car" leads him to be biased in favour of the three-wheeler. In defence of the four-wheeler, I send the following details of my experience:—In September, 1921, before the slump in prices, I purchased a second-hand 1920 model Deemster for £290; it required two new covers (£8), and new front springs (£3 2s. 6d.), which were fitted—total cost to me just over £300.

I have to use this car every day all the year round; I do not cover a big daily mileage, but the roads are bad, and the hills steep. Up to Saturday, March 3rd, I have driven this car 11,098 miles. The following are the actual running costs: Spirit (petrol then higher in price than now)—considerable amount yet in tank—302 gallons, £36 13s. 7d.; oil and Ambro-leum, £2 12s. 10s.; repairs and accessories, £10 18s. 3d.; tyres and tubes, £19 13s.

With regard to the last item, I shall not want another tyre for a very long time, as I have discovered that by using 710 mm. by 90 mm. (oversize) I get no punctures, and the pair on my driving wheels have done over 5,000, yet the tread is very little worn; as soon as I "tumbled" to this, I put the same tyre on my front wheels, where the tread is not worn at all, and I am certain that, if I transfer them after another thousand or two, I shall be able to run the same tyres all this year. I do not want to mention names, but I could give this tyre a very good advertisement.

Regarding spirit consumption—my figures include all purchased. Over a year ago I found a great many tins did not contain two gallons: also my engine is often running while I am making business calls and shopping—careless and extravagant, I admit. On straight runs I can always be sure of 40-50 m.p.g.

I have found this car such an excellent one to drive in every way, that if it were to drop to pieces to-morrow I should not regret my original outlay; but there does not appear to be the slightest chance of such an event. Until this does happen I am afraid I shall not be persuaded to make a change.

The engine has not yet been taken down; the car is a splendid hill-climber—from the point of view of "vim" there appears to be no depreciation yet.

The tax is, of course, £10. I use an old coachhouse as garage—damp and unheated—a nasty place in which to keep anything made of metal.

H. F. MOHUM.

2,000 m.p.g. of Oil.

I have been very interested to read in *The Light Car and Cyclecar* from time to time readers' experiences with economy cars, and

Real Economy.

I feel that my experiences with a car which is not very well known in London may be of interest to others. I bought my car new five months ago and have covered 3,250 miles—mostly in vile weather. Petrol consumption has averaged from 43 to 45 m.p.g., oil 2,000 m.p.g. The engine has not been touched, and I have had no trouble at all except one or two punctures in tyres that show very little sign of wear.

I frequently drive to a town 69 miles away. This journey never takes me more than 2 hrs. 50 mins., and has once been done in 2 hrs. 55 mins.

On the level a speed of 45 m.p.h. is easily reached—on a slight down gradient I have touched 50. The car is a 7 h.p. Jowett. Usual disclaimer.

F.B.B.

Number Plates on Morgans.

Hardly a week passes without reports in your columns of prosecutions for illegal number plates on Morgans. The law is, I understand, that every motor vehicle with more than two wheels, weighing more than 3 cwt., shall have car-size plates. Is this correct? If so, the same ruling would apply to 90 per cent. of motorcycles with sidecars. Why, therefore, should one class of three-wheeler be marked out for police attention, while sidecar combinations are not interfered with?

MORGANATIC.

• • Our correspondent is quite right in that 90 per cent. of sidecar combinations do not conform to the letter of the law with regard to number plates.—Ed.

B17



THE OPENING RALLY.

The animated scene at the "Old Gate House," Highgate, on the occasion of the North-west London Motor Club's opening rally on Saturday, March 3rd.

Simms Hill Rally.

With reference to your correspondent "Muglie's" remarks, we certainly agree that to climb this hill with freak gear of 20-24 to 1 is no help to prospective buyers, who can only obtain a standard car with standard gears. The Derby owned by Mr. Heaton was a standard production, untuned, with a gear ratio of 13.9 to 1, and although we did not reach the top unaided with this gear, we could easily climb the hill by fitting a lower gear, but this we would always refrain from doing, as we do not consider it is beneficial from a sales point of view.

ORTON AND Co., Ltd.,

OUR READERS' OPINIONS (contd.).

Maximum Load for Morgan.

I should be glad to hear of readers' experiences as to what weight the family model Morgan can carry without undue strain. The makers will not give any figures, quite reasonably, no doubt, for whereas a full load with a careful driver may do no damage, two-thirds of a similar load, raked along anyhow, very probably would.

The Limit of Safety.

The combined weight of my wife and myself and three children is 30½ stone. This is a normal load, and no more, I take it, than is intended. Another owner told me that sometimes he takes five men to golf in his family Morgan, without ill effect, and he is, of course, aware that he is asking for trouble.

What I wish to know is this: Can I, on occasion, carry an extra 10 stone, making 40½ stone: careful driving on good roads (nursing it when otherwise)?

C. E. JONES.

Arnccliffe, The Park, Scalby, Scarborough.

Morgan Experiences.

I am prompted by your excellent (but all too short) article, in your issue dated March 2nd, on the running of a Morgan to ask for more on similar lines. Being an impecunious and slightly decrepit one-time motorcycleist,

A Request for More.

my horizon is bounded by such type of run-about, and in particular I have been considering the 8 h.p. J.A.P.-engined Standard (and incidentally the cheapest) model, but unfortunately all detail and general information seems to apply only to the de luxe or water-cooled types, and my own experience is limited to a second or third-hand 1919 long-wheelbase machine, which did not give satisfaction.

I should be glad if one of your readers would give me the results of experience of the shorter Standard model, and refer particularly to whether it gives reasonable comfort, protection, brake efficiency, stability, when compared with any of the other Morgan models.

The Light Car and Cyclecar—the contents of which I have enjoyed for years—is the only paper which seems to give any assistance or consideration to the really poor motorist, whose requirements are only met by a vehicle of the runabout type.

GILLIE.

Petrol in Crankcase.

I, too, own a 1921 8 h.p. Rover, and have had similar experience to that recorded by "J.L.D." and Mr. A. Rowe. I do not think the Rover Co.'s explanation is correct. In my case I have carefully examined the needle valve and seat, and have found them in perfect condition on every occasion. I now invariably shut off the petrol supply,

Another Explanation.

even for stops of short duration, and have no trouble.

It might possibly be due to a cylinder being on the suction stroke at the moment of stopping. Under this condition a partial vacuum would be created in the induction pipe; and combustion space, and a flow of petrol from the tank through the carburettor might be produced, especially as the throttle being "closed," there would be a high velocity of air past the jet, due to the restricted passage through the throttle when "closed."

B.D.

The Rover Co.'s Explanation.

Replying to Mr. A. Rowe's letter in your publication of March 2nd, regarding petrol in the crankcase of a Rover, I

The Correct One

might say that the Rover Co.'s explanation is quite in order. I have had a similar experience, and would like to point out to Mr. Rowe that if his car stood on an incline he will get petrol running from the air intake, and if on a decline petrol in the engine; of course, this is providing the needle of the carburettor is not seating as the Rover Co. point out.

I am rather surprised that Mr. Rowe should doubt the Rover Co.'s explanation when a little thought would have given him the above.

Trusting my remarks may prove useful to both parties.

Lancs.

THOS. LEATHER.

* The explanation given by the Rover Co. is undoubtedly the correct one. This correspondence is now closed.—Ed.

D48

An Interesting Problem.

I am afraid I cannot agree with "S.S.'s" explanation, under "Rich Mixture," as to the cause of the unusual trouble he experienced when attempting to start his engine. In the first place, the temperature of the pistons would not be abnormally high compared with the cylinder block; at least there is no reason to suppose they were. The block would not cool so rapidly as to become stone-cold, leaving the

Another Solution.

The village of Sledmere, near Scarborough, Yorkshire, is noted for its magnificent monuments erected by Sir Mark Sykes. Above is shown the Waggoners Reserve War Memorial, an attractive example of monumental masonry.

piston really warm. As the pistons and cylinder block heat up, so will they cool, otherwise an engine would seize up after a dozen or so explosions. No; I think a more likely explanation is that after the hand brake had been applied the gear lever was inadvertently moved so as just to engage a pair of wheels. The first effort at cranking would naturally give the impression that the engine was "tight," but the crankshaft would receive just that "kick" necessary to free the gears, when the engine would then, of course, be quite free.

NON-SEIZURE.

INFORMATION WANTED.**9 h.p. Belsize-Bradshaw.**

Could any of your readers give me their experience with the 9 h.p. Belsize car, four-seater (Bradshaw model)? Any information given would be much appreciated.

ROBT. H. WAUDBY.

6, Beech Road, Bournville, Birmingham.

Austin Seven.

Can any reader give his experiences as to the capabilities and wearing qualities of the Austin Seven?

M. DOWNING.

Hillside, Windy Hall, Fishguard, Pembrokeshire.

Webb Super-Nine.

If any of your readers are driving a Webb Super-Nine light car their experience of same would greatly oblige.

The Willows,

Fairfield, Manchester.

J. A. SINCLAIR.

Reverse on A.-C. Sociable.

Would any owner of an A.-C. Sociable, fitted with a reverse gear, give particulars of this fitting, as I wish to put one on my car.

20, Victoria Street, Maidstone.

H. JACKSON.

EVERYTHING for the CAR

THERE are several distinct and positive advantages in buying from Dunhills. One is in SERVICE. We serve you as well by post as if you actually called at our Showroom. Another is RANGE OF CHOICE. Where else can you find so wide a selection of Motoring Accessories and Equipment? A glance through our Catalogue "A" is full of interest.

A further advantage is Dunhill RELIABILITY. Goods bought from us are Goods you may rely upon. You will get better service for the same money at Dunhills. May we have the pleasure of serving you?

INEXPENSIVE MASCOTS.

- "BLUE BIRD." Enamelled on white metal, 15/- each.
- "BULLDOG." Silver plated on alloy, 21/- each.
- "TOM CAT." Silver plated on black on alloy, 16/- each.
- "EAGLE." Silver plated on alloy, 18/- each.
- "SPEED NYMPH." Silver plated on alloy, 5 inches high, 21/- each; 7 inches high, 30/- each.
- "MERCURY." Silver plated on alloy, 16/- each. Packing and postage 9d. extra.

For further selection, see pages 29-32 of Motoring Accessories

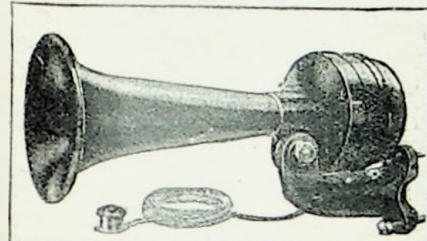
SUNBEAM PLUG TESTERS. Enable one to correctly diagnose condition of spark at plug. Also detects short circuits and leaks. Easy and simple to use. Price 8/6 each. Packing and postage 6d. extra.

- JACKS.** Strong, handy Jacks. Simple and safe. Crankshaft lift. Price 8/6 each. Packing and postage 1/6 extra.
- "S.B." QUICK FIT "MATS" at reduced prices. The one-minute detachable step mat. Neat and inexpensive. Six-point clip, or frame, is affixed to running board merely by means of two ordinary wood screws, which go through holes at the junction of the longitudinal and two cross pieces. Price complete, aluminium frame, 10/6; finished brass frame, 11/6. Small size for light cars, 8/6 each. Spare mats, without clips, 4/- each. Packing and postage 9d. extra.

- MUTAX BRUSHES.** For cleaning upholstery, etc. Back consists of reservoir for petrol, which runs down bristles and so makes dry-cleaning at home an easy, quick, and inexpensive process. Price 12/6 each. Packing and postage 1/- extra.
- EMERGENCY LAMPS.** A set of oil lamps which pack neatly and compactly into a strong wooden box and which will get you safely home in the event of any mishap to your electric lighting system. Box screws to footboard and measures only 6 1/2 in. by 8 in. by 14 in. Price 37/6 per set complete. Carriage 1/6 extra.

ATLANTIC BULB CASES. Neat and inexpensive cases for a set of spare bulbs. Light, compact and strong. To take 5 bulbs, 2/9 each. To take 3 bulbs, 2/- each. Packing and postage 9d. extra.

WEBSTER MAGNET LIGHTS. Basis consists of electro-magnet, so that lamp clings to any iron or steel surface. Ideal for after-dark repairs and adjustments. Supplied complete with 12 ft. flex. Price 15/- each. Postage 6d. extra.



"CLEAR-HOOTERS"

The quality of the note is of the Post Horn type, and is original, arresting and dominating. Made under the supervision of the inventors of one of the first and most popular of English-made Electric Horns. Clear-Hooters embrace all the advantages without defects found in many existing types. The result is a scientific instrument of perfect construction. Clear-Hooters are all British manufacture.

Model A (as illustration). Weight 3 1/2 lb. Overall measurement 12 1/2 in. Supplied complete with cable, switch, bracket and bolts, ready for fixing. Highest quality black finish or white metal. Price £3 10s. Larger Model £4 10s.



Cleaning Materials of all kinds.

- CALIRUB WASHERS.** Rubber-sponge hose, built on same principle as a fountain pen. Free flow of clean water through sponge. Grit all swilled away. No scratching. Price 10/6 each. Postage 9d. extra.
- BI-JET WASHERS.** Give soft, wetting flow or hard, intense jet at choice. Price 6/- each. Postage 6d. extra.
- CLEANING CLOTH.** In 60-yard rolls. Beautifully soft, and splendid for polishing. Price 10/- per roll. Carriage 1/6 extra.

SPONGES. De Luxe Sponges. Soft and free from all harsh spots. Largest size 15/- each. Cheaper qualities, smaller size, 2/-, 2/6, 4/-, 5/-, and 7/6 each.

CHAMOIS. Absolutely the finest leathers obtainable. About 28 in. square. Price 12/6 each. Cheaper quality, smaller sizes, 4/6, 7/6 and 10/6 each.

For further particulars of cleaning kit, see Catalogue "A."



Tool Rolls and Bags.

ROLLS as illustrated, without tools, very strong, handy and serviceable. In black coat leather, 25/- each. In hide, 17/6 each.

BAGS, made in strong and durable yet thoroughly flexible hide. Substantial fibre foundation. Black only, 10/6 each. Packing and postage 1/- extra.

Jeavons Spring Gaiters.

Fit any make of car, and fit like a glove. Will not wrinkle or bulge. Lace underneath. Oil leakage impossible. Let us know make, year, and model of your car and we will send definite quotation.



Post Orders.

We serve you as well by post as if you actually called at our Showroom. Choose from our Catalogue "A," sent post free on request.

DUNHILLS

Head Office and Post Order Department:
359-361, Euston Road, London, N.W.1.

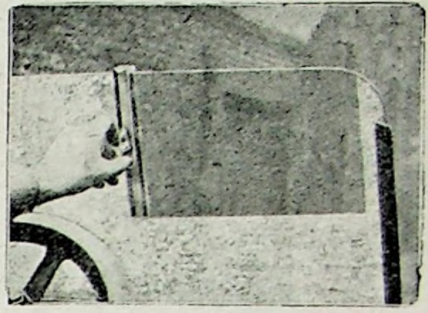
HOW TO ORDER:
Use this page as your ORDER FORM. Tear it out, write your name and address in the margin, mark X against items required, pin on cheque or postal order and post to us.

GLASGOW Branch:
72, St. Vincent Street.

West End Showrooms:
1, Conduit Street, W.1.

TO THE READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.



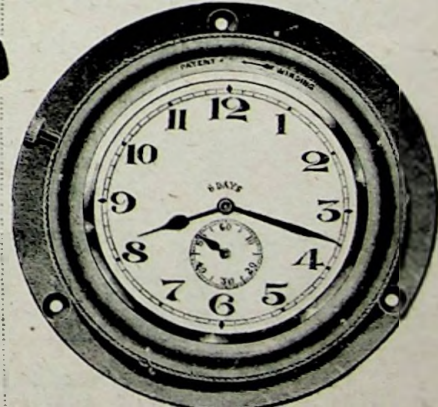
SCREEN CLEANERS.

- THE MILLS.** Consists of metal U, one arm of which is fitted with rubber squeegee. Slides along screen and keeps it free from raindrops, etc. Three models, for narrow heads, wide heads, and divided screens.
In aluminium 15/- each, in steel 7/6 each. Packing and postage 6d. extra.
- THE COWEY.** For use in wet or misty weather. Glass in front of driver easily kept clear under worst weather condition. Nickel, black, or brass. For single screens, 12/6 each. For loaded edge screens 15/- each. Packing and postage 6d. extra.
- THE MYSTIC.** A pad of chemically treated felt, guaranteed to last 12 months. Handy and convenient and always ready for use. Simply needs rubbing over the wet glass and the entire windscreen is clear of raindrops for some hours. Price 4/6 each. Postage 3d. extra.



VACUUM FLASKS.

The "Aladdin" Jar takes solids as well as liquids. Ideal for motoring. Take with you the food you like best, hot or cold, and eat when and where you choose. Four-inch opening admits food in large pieces. One-gallon size, 39/- each. Half-gallon size, 35/- each. Carriage 1/6 extra.



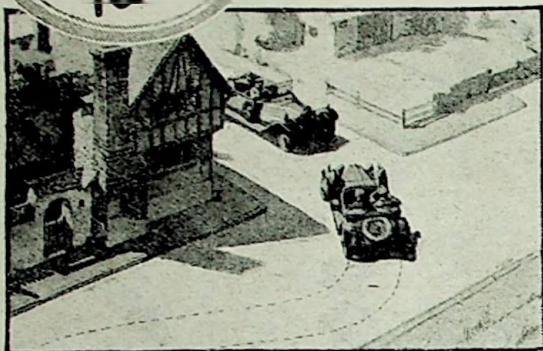
CLOCK BARGAINS.

Specialty reduced prices. Bezel-wind, flush-fitting clock, as illustrated, attractive and popular design. Brass or nickel-plated finish, 47/6 each. Better quality, with genuine OCTO 8-day movement, 58/6 each. Illingo pattern, 8-day flush-fitting clock, 45/- each.

See Catalogue "A" for particulars of other stocks.

*Prattitudes
of the
Road*

No. 7.



Cornering Care

Every careful Motorist when cornering always slows down to a speed consistent with safety—even if it necessitates changing gear—and keeps near as possible to the left-hand kerb.

Few would risk the danger shown in the diagram where, rather than slow down, the Motorist will have difficulty in avoiding a collision, will certainly strain his tyres and, if the road surface be greasy, almost inevitably skid.

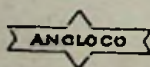
Is it worth the risk?

Look for No. 8 of the Series.

Correspondence on these interesting subjects is invited.

PRATT'S

For the better Spirit on the Road



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

1250

**HELP THE
MOVEMENT**

by letting advertisers know that their advertisements in "The Light Car and Cyclecar" interest you.

AROUND THE TRADE.

The Dunlop Rubber Co., Ltd., are adopting a new advertising slogan, which reads: "Fit Dunlop—and be Satisfied."

Those who are interested in car insurance should write to the Liverpool and London and Globe Insurance Co., Ltd., 1, Cornhill, London, E.C. 3, for a copy of their new brochure.

The G.N. which put up such a good performance at the Simms Hill-climb in the hands of H. F. Blackborow was shod on the rear wheels with 700 mm. by 80 mm. Goodyear all-weather tread cord tyres. Blackborow attributes his success partly to this fact.

W. J. Bithell, Ltd., 29-30, Charing Cross, London, S.W., have been appointed solo agents for London and district for the Westland Foundry, Yeovil, who specialize in the production of high-class castings. The Westland foundries cover approximately seven acres, and they supply many of the leading motor vehicle builders with castings.



Mr A. J. Tibbitt managing director of the National Benzole Co., Ltd.

Mr. A. J. Tibbitt, who has acted in the capacity of general manager to the National Benzole Co., Ltd., since its inauguration, has been appointed to the position of managing director.

Mr. Harry Smith has relinquished his position as managing director of the Rover Co., Ltd., as he desires to be relieved of some responsibility. Mr. Smith will still remain an ordinary director of the company. Mr. J. K. Starley being appointed to the managing directorship.

Within the last few weeks Autogears, of Hyde Park Road, Leeds, have disposed of the entire business of the manufacture of the Autogear three-wheeler. All future communications regarding this vehicle should be made to Messrs. McLysaght and Douglas, Dublin, who are the purchasers.

So as to be in a position to speed up delivery of repaired parts and, further, to give increased scope for the handling of a greater volume of work, Barimar, Ltd., have moved into larger and more commodious London premises at 14-18, Lamb's Conduit Street, Theobald's Road, London, W.C. 1.

A bulletin of interest to J.A.P. engine owners is published at irregular intervals by J. A. Prestwich and Co., Ltd., Northumberland Park, Tottenham, N. 17. It is intended to place information concerning J.A.P. engines before owners and prospective owners of these productions. Any reader applying to the above address will be forwarded a copy.

Mr. Clayton-Wright, of Desmo, Ltd., is arranging a tour throughout the country to visit the leading agents in conjunction with their representatives to show the latest range of Desmo accessories. Having recently purchased an 11 h.p. Riley for his business journey, Mr. Clayton-Wright will be pleased to show and demonstrate this machine to any traders interested if they will communicate with him at Desmo House, 264-5, Broad Street, Birmingham.

Mr. Charles Block, managing director of Bianchi Motors, Ltd., of St. James's Street, S.W., has recently had the honour conferred upon him of a knighthood of the Crown of Italy (Cavaliere) by H.M. the King of Italy.



GREASE RETAINING DUCO GAITERS

Now is the time—

just when the car is being overhauled—now is your opportunity to ensure the utmost riding comfort being enjoyed when next the car takes the road. Perpetual lubrication of the leaf-springs and their protection from dust and wet should now be made certain. Apart from the added comfort derived from flexible, easy sliding leaf springs, a great saving in upkeep costs are shown. The lubricating qualities of "Duco" Spring Gaiters are their distinguishing feature. Periodically pumped full of grease, they maintain a poultice of lubricant round the spring. Internal channels in the "Duco" Gaiters convey the grease between the laminations of the springs, providing comfortable, resilient riding over the roughest roads.

Free Booklet

A copy of the "Duco" Booklet, which fully explains the "Duco" Gaiter principle, will be sent post free to any motorist. Just fill in your name and address and post at once.

NAME.....

ADDRESS.....

Brown Brothers Limited

(with which is amalgamated Thomson & Brown Brothers, Ltd.)

Wholesale only. Head Offices and Warehouses—

GREAT EASTERN ST., LONDON, E.C.2
118, George Street, EDINBURGH

Branches—Aberdeen, Birmingham, Cardiff, Dublin, Dundee, Glasgow, Leeds, Manchester, Newcastle and Southampton.

London (West End)—Wholesale only:
1415, Upper Marylebone Street (off Gt. Portland Street), W.1.

We have fillers and measurements for numerous makes of cars, and can supply Gaiters practically by return. Order through your Garage.

Special Set for 8 h.p. Rover, 35/-

Obtainable through all Garages from 9/6 each.

The Speedy Salmson

Reduced Prices.

THE surprising demand for the new and improved 1923 Model Salmsons has made it possible to again reduce the already low price of the Salmson Car.

Although fast and lively, its luxurious upholstery and roomy bodywork make it essentially a family car.

The equipment of all these models includes—Electric Lighting Equipment, 5 Lamps, and 5 Detachable Wire Wheels and Tyres, Jack, Pump, Tools, etc.

You are welcome to a Trial run on a Salmson any time, and to test it on any hill you desire—you will not be asked to purchase; the car must sell itself to you on its merits.

Orders booked now will ensure delivery of any model before Easter.

Ask for Illustrated Descriptive Catalogue.

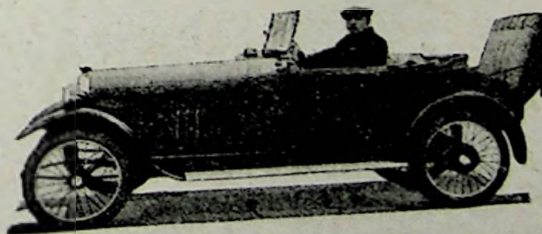
Popular Standard 2-Seater - £195

With Dickey Seat - £210

Model de Luxe 2-Seater, All-Weather Equipment, with Dickey - £225

4-Seater Model, with All-Weather Equipment - £235

Get the
Catalogue.



SALMSON CARS
(England) LTD.,
17, Buckingham Palace Rd.,
LONDON, S.W.1.

The Motor

NEW CAR and EMPIRE BUYERS' NUMBER

TUESDAY NEXT,
MARCH 13th.

ORDER NOW

Some of the Special Features:

- BUYERS' GUIDE TO 1923 CARS.
Summarised features indicating the suitability of each particular make of car, and the various models for individual needs.
- TRADE WITHIN THE EMPIRE.
- BUYING A NEW CAR. 1923 SMALL CARS.
- BUYING A CAR IN INSTALMENTS.
- BUYING SECOND-HAND. INSURANCE.
- TAXATION AND REGISTRATION.
- 1923 CAR DESIGN.

PRICE AS USUAL . . . 4^D

TEMPLE PRESS LTD.,
7-15, Rosebery Avenue,
London . . . E.C.1

Quick Fit Gaiters
PAT. 111584270

bring
SECURITY

THERE is definite feeling of security when your car is fitted with "Quickfit" gaiters. No matter the road conditions, the springs function as springs should do. Grease is kept in, grit and foreign matter kept out. A "Quickfit" Gaiter cannot gape. "Quickfit" Gaiters are fitted as standard to Rover, Swift, Standard, Alvis and Excelsior Cars.

Write Dept. 25.

W. DICKINS & CO., LTD.,
Cross Cheaping Coventry

TEL 176

Integrations
LEATHER COVENTRY

SIGN OF
BELDAM TYRES
SUPREMACY

Cash Credit or Exchange Terms.

No trouble to find the Car you want

Always a splendid show to choose from—Rover, Marseal, Bleriot, Coventry-Premier, G.N., Bayliss-Thomas, Morgan, or any other light car.

The SERVICE CO., LTD.,
273-274, HIGH HOLBORN, LONDON, W.C.1.

Morgan SERVICE DEPOT

DISTRIBUTING AGENTS.

STANDARD MODEL	a.-c.,	£128
DE LUXE	" a.-c.,	£148
"	" w.-c.,	£158
GRAND PRIX	" w.-c.,	£155
FAMILY	" a.-c.,	£153
"	" w.-c.,	£163

All Models fitted Hood, Screen, Lamps, Horn, Mats, Tools, Pump, etc., inclusive.

EASY PAYMENTS ARRANGED.

Every Spare Part in Stock

Officially Appointed Repairers by—

THE MORGAN MOTOR CO., LTD.

HOMAC'S 243, LOWER CLAPTON ROAD, N.E.
MOTOR AGENTS Phone: Dalston 2408

NEW 1923

8 h.p. ROVER 2-seater	... £180
8 h.p. ROVER 4-seater	... £190
8 h.p. ROVER Coupe	... £240
8 h.p. STANDARD 2-seater	£275

ACTUALLY IN STOCK

AT

BAMBERS

The ROVER and STANDARD SPECIALISTS.

WANTED—Your present car or motor-cycle in PART EXCHANGE for one of the above cars. HIGHEST MARKET VALUE ALLOWED.

DEFERRED PAYMENTS.

∴ Distance No Object ∴

2, EASTBANK ST., SOUTHPORT.
Phone—607.

PROTECTOR PATENT SAFETY LAMP

Approved by Leading Insurance Companies.

Accidents only extinguish the "Protector" Safety Lamp.

Kick it over—it goes out; spill a tin of petrol over it—it goes out; and it is unsoilable. Although copied the "Protector" Lamp is still the best. (Weight 3½ lb. Size 10 in. x 3½ in.) No other lighting is so safe in the Garage—and placed in the bonnet of a car overnight easy starting in the coldest weather is always assured. With the "Protector" Safety Garage Lamp, no other heating apparatus is required, and it is the only absolutely FOOLPROOF Safety Lamp on the market.

The "Protector" burns petrol at a cost of less than a penny for 24 hours with once filling. It is clean in use and free from all smell.

Giving about 1 C.P. Light—

"The "Protector" is ideal as a bedroom night light as a hurricane lamp, and is unrivalled for use in warehouse, factory, work-hop, etc.

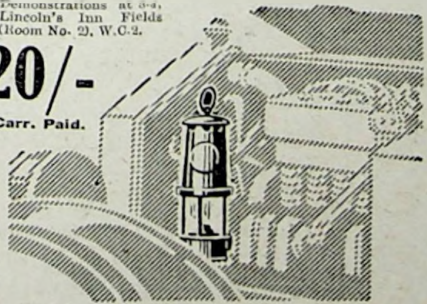
Obtainable from the Sole Makers:

THE "PROTECTOR" LAMP & LIGHTING Co., Ltd.
Dept. L.C., Eccles, near Manchester.

Demonstrations at 8-9, Lincoln's Inn Fields (Room No. 2), W.C.2.

20/-

Carr. Paid.



Place lamp in bonnet overnight and ensure immediate starting in the morning.

A Topping Repair
Every Time



MAKE the best of your tubes. Repair them now with the M "Jiffy" Vulcanizer which does the job by the genuine HF Process. No patches are used, yet for speed, simplicity, and cheapness the "Jiffy" method beats all alternatives to a frazzle.

The "Jiffy" Vulcanizer is new and extraordinarily good. You will enjoy using it. May we prove our words by sending you an outfit on FREE TRIAL.

Write to us now, mentioning "THE LIGHT CAR AND CYCLECAR."

HARVEY FROST & CO. LTD
148-150 Gt Portland St London W1



HF JIFFY
VULCANIZER & OUTFIT
32/6

TO THE
READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

LODGE

SPARK - GAP TERMINALS

have the effect of ensuring certainty of ignition even with oiled or sooted plugs.

That is the extent of the usefulness claimed for them.

Fitted in one minute simply by screwing on to cable (standard 7 mm.) in place of existing cable.

For all makes of plugs and with either coil or magneto ignition. No soldering required.

Price **1/6** each.

Of all accessory dealers and garages.



Cars in Stock

Immediate Delivery. Deferred Payments. Part Exchanges.

1923 G.N., 4-cyl., 4-seater	... £255 0
1923 G.N., 2-cyl., 2-seater	... 195 0
1923 JOWETT, 4-seater	... 245 0
1923 JOWETT, self starter, 2-str.	240 0
1923 UNIT, 4-cyl., 2-seater	... 185 17
1923 UNIT, De Luxe, 4-seater	262 10
1923 DERBY, 4-cyl., 2-seater	... 220 0
1923 TAMPLIN, 2-seater	... 136 10

A few **FRENCH SPORTS G.N. CARS**
at **£150**

Maker's six months guarantee.
Dynamolighting. Speedometers.

A. S. C.

AUTOMOBILE SERVICE COMPANY

166, Great Portland Street, London, W.1
Telephone—Museum 6626.

A DICKEY HOOD AT LAST.

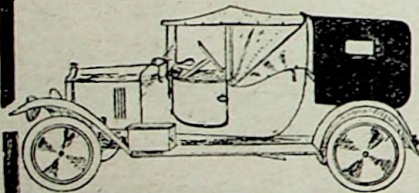
Keep your passengers dry in wet weather with the **WRYNAM'S DETACHABLE DICKEY HOOD**

(Patent applied for.)

Complete protection. Erected in less than a minute. Side and rear lights. Takes apart and folds up into small, neat case which can be stowed away anywhere. Sent post free, complete with case and all fittings, for

£5

Write now for descriptive pamphlet to the Sole Makers:



**WRYNAM'S,
ROMSEY,
HANTS.**

THE MOTOR ELECTRICAL MANUAL

1st Edition.

An authority on all electrical matters concerning the car. Clearly written and well illustrated, it forms a standard reference for all motorists. Of great value to owner-drivers in explaining the working of motor car electrical equipment. Gives instruction on keeping electrical devices in efficient working order.

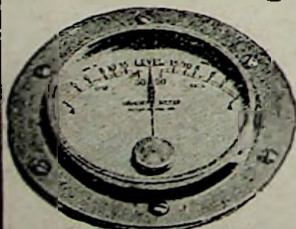
PRICE **3/- NET.**

Post free, 3/3d

TEMPLE PRESS LTD., 7-15, Roschery Avenue, London, E.C.1
Wholesale: E. J. LARBY, Ltd., 30, Paternoster Row, London, E.C.4

THE TAPLEY GRADIENT METER

The standard instrument for the measurement of the gradients of the road.



FLUSH TYPE
—as illustration—
Vertical or Sloping.
£4 : 10 : 0

STANDARD TYPE
Bracket Mounting
Brass — **£3 : 13 : 6**
Electro — **£3 : 17 : 0**

Send for illustrated booklet.

TAPLEY & CO., Totton, SOUTHAMPTON.

CELLULOID

FIRST QUALITY

TRANSPARENT

FOR HOODS, SCREENS, ETC.

Samples and prices on application.

GREENHILL & SONS, LTD.

8, Water Lane, Ludgate Hill, LONDON, E.C.4.

HELP THE MOVEMENT

by letting advertisers know that their advertisements

in "The Light Car and Cyclecar" interest you.

COANS
ORIGINAL
NUMBER
PLATES



SOLID
ALUMINIUM CASTING
REGISTERED SIZE
SILVER POLISHED
NUMERALS
BLACK GROUND
EXPRESS SERVICE

LA.9916

SEND FOR BOOKLET
ROBT. W. COAN
The ALUMINIUM FOUNDRY
219, GOSWELL ROAD
LONDON, E.C.1

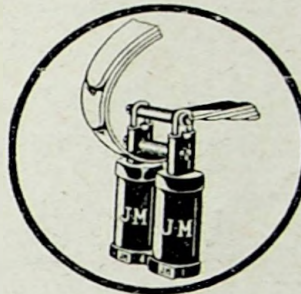
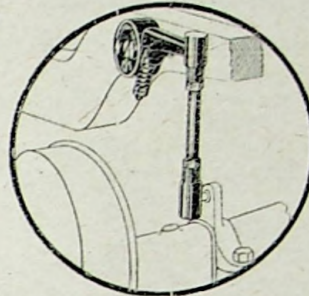
Telephone Nos.:
Clerkenwell 4100 & 4101
Telegrams: "Kranalates"
Herts, London.

COAN
CASTS
CLEAN
GRANK
CASES

Also write for Booklet on
our "COMBINE" Stop Mat
and Scraper—and

New Grade, the
"Special B," 15/- per pair.

Shock Absorbers are a Necessity.



No matter what your springing is, cantilever, full, three-quarter, semi, or quarter elliptic, there is a J.M. Shock Absorber which will immensely increase your comfort on either type, and save your car from being racketed to pieces before its time. J.M.s are low in price and do not entail any fitting charges.

J.M. SHOCK ABSORBERS

They cost
£7 : 10 : 0

per pair for light cars.
Send for fullest particulars, stating make of car, year, and h.p.
J.M.s make rough roads feel smooth.

THE STREATHAM ENGINEERING CO., LTD.,
47, Streatham Hill, London, S.W.2.

Phone: Streatham 2010.
Wandsworth

Grams: "Jayemhoka, Phone, London."

TO CYCLECAR OWNERS AND OTHERS REDUCTION IN PRICES.

A cheap, reliable and fully guaranteed LIGHTING DYNAMO is now available for your car or motorcycle. IMMEDIATE DELIVERY.

WEIGHT, 4lbs. 10 ozs.
DIMENSIONS, 6 1/2" x 2 3/4"
OUTPUT, 4 or 6 volts,
7 amps.

PRICE
£4 : 15 : 0

Including Cut-out and Fixing Cradle.



Full particulars of all
DYNAMOS and
ACCESSORIES

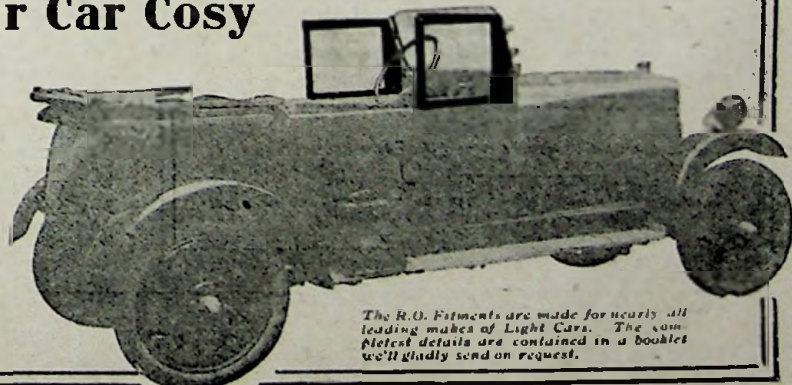
from Manufacturers:—
MOTOLITE DYNAMOS, Ltd.
Landon Road Works,
Shepherd's Bush, London, W.12.

Phone: Hammersmith 2472.

R.O. Make Your Car Cosy in Every Weather

The wonderful success of R.O. Side Screen and Coupe Fitments is due to their strength, appearance, and simplicity of fitting. R.O. Side Screens cost **£2 : 16 : 0** per pair. The complete R.O. Coupe Fitment costs **£4 : 10 : 0** to **£5 : 0 : 0**. The benefit you get makes these prices very cheap. Take advantage of it *at once*.

REC- OLDER CO., LTD.,
Clement St. Parade, Birmingham.
Phone: Central 1231. Wires: "Plato, B'ham."



The R.O. Fitments are made for nearly all leading makes of Light Cars. The complete details are contained in a booklet we'll gladly send on request.

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

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

RATES.

For advertisements in this section: 12 words, 2/- (minimum); 2d. per word after. Subject to a discount of 5 per cent. for 13 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52. Terms: Cash with order, and otherwise not.

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

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

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

All advertisement orders are subject to acceptance in writing from the Head Office.

All advertisements and contracts are accepted and made upon the express condition that "Copy" is subject to the approval of the Publishers generally, who also reserve the right to reject any advertisement, in whole or in part, referring to cars or accessories which in the opinion of the Publishers are outside the scope of the journal, and such refusal of copy shall not be a good ground for advertisers to stop a current contract, to refuse payment or to take action for breach of contract.

Advertisements received too late for insertion in the issue then closing in press will—unless accompanied by express instructions to the contrary—be inserted in the following issue. In the case of series orders, current copy will be repeated if new copy is not received at the time of closing for press.

Whilst every precaution is taken to ensure accurate printing, the Publishers will not be responsible for printers' errors, nor will they be responsible for advertisement blocks destroyed by fire or that are left in their possession for more than one year.

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made, we return the amount deposited. In either case we deduct a commission of 1 1/2 per cent. (5d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 3/4 per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

WARNING.—Acknowledgments of deposits or instructions to forward goods advertised are only written on our special headed paper, which bears a facsimile of the title of this journal. To prevent fraud, the advertiser should **ACKNOWLEDGE IMMEDIATELY** any such letter apparently coming from us, and delay forwarding the goods for a day or so should we, on receiving such an acknowledgment, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

CLOSING TIME.

Copy for, and all matter relating to, advertisements must reach the Head offices first post Tuesday, and should be addressed to **THE MANAGER, "THE LIGHT CAR AND CYCLECAR," 7-15 ROSEBERY AVENUE, LONDON, E.C. 1.** If proofs of displayed advertisements are required, copy should be forwarded in sufficient time to allow of it being submitted and returned.

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

[Addresses of Branch Offices and other Business and Editorial Notices will be found on the last page of this section.]

NOTICE.

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

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. Whether you are buying or selling an A.B.C. second hand, we would pay you to conduct the business through George England (1922) Ltd., 11 Curzon St., Mayfair, W.1. Noon but guaranteed second-hand cars are sold. Terms to sellers most reasonable. zzz 744

A.B.C. Gordon Watney and Co., Ltd., 31, Brook St., W.1 (Phone, Mayfair 2965 and 2966). West End wholesale and retail concessionaires, have several second-hand 1921 and 1922 models, carrying our guarantee, from £150. Can be purchased on the deferred payments. Cars taken in part exchange. zzz-55

A.B.C., 1922 (Regent model), dickey, lighting set, in perfect condition, £150. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 5565. 537-622

A.B.C., sports and Regent models, 1921 and 1922, choice of 4, prices from £145; extended terms from one-third down. Rev. 378-384 Euston Rd. Phone, Museum 7736. 537-794

A.B.C., exceptional 1922 sports. This car is fitted with every possible accessory, and in superb condition, £145. Exchanges. 24 Balfour Rd., North Kensington. 537-6681

A.B.C., 1921, 2-seater, with dickey, dynamo and starter, licensed till the end of March, in excellent condition, £145; exchange or hire-purchase. The Light Car Co., 351 Euston Rd., London. 537-32

A.B.C., late 1921, Surbiton model, dynamo, speedometer, double sunken dickey, side mirror, taxed till December, £155; exchange combination and cash. Hillier (Side Bell), 127 St. Mark's Rd., North Kensington. 537-4678

A.B.C., Sports, July, 1922, mileage 4,000, complete equipment, many extras, sacrifice to private owner, £155. 237 Clapham Rd., S.W. 9. 537-6691

A.B.C., 1922, special hood, screen, side wings, numerous extras, fast, just overhauled and in perfect condition, new oversize tyres, tax paid for year, owner buying larger car, £180. Jevous, The Cottage, Coppen Hill, Alvechurch, near Birmingham. 537-6918

A.B.C. 1923 sports model, fitted with extra large steering wheel, spot light, driving mirror, etc., indistinguishable from new, £145; guaranteed exchange or deferred. Edwards, 175-7 Gt. Portland St., W. 1. 537-594

A.B.C., Sports, July, 1922, licensed, insured, condition and appearance first class, £150. Garage, 12 Cornwall Terrace Mess., N.W. 1, near Baker St. Station. Phone, Langham 2933. 537-68

A.B.C., 1923, small mileage, perfect condition, guaranteed, £155. 23 Tivoli Rd., Crouch End, N. 8. 537-6643

A.B.C., late 1921, sports, full equipment, original tyres, great bargain, £125. A., 156 Ravensbury Rd., Earlsfield, London. 537-926

A.C. 1921 2-seater, all accessories, recently overhauled and repainted, condition perfect, £240. Smith Motors, Ltd., High Rd., Goswami, London. zzz-612

A.C., 11 1/2hp, 4-seater standard, new May, 1922, 3,900 miles, excellent condition, insured till May, 1923, owner returned abroad, cost £585, £400 for quick sale; seen by appointment. Birch, 15 Mount Park Ave., Preston, Lancs. 538-4551

A.C. sports model, aluminium body, guaranteed speed of 55 m.p.h., excellent condition, mileage 3,000 odd, £380 only. Box No. 1294, c/o "The Light Car and Cyclecar." 537-844

A.C., de luxe, 1921, 11 1/2hp, 2-seater, dickey, starter, etc., perfect condition throughout, as new, £245. Vivian, 33 Sponser St., Victoria, S.W. 1. 537-974

A.C. Sociable by the A.O. Co., smart little runabout, hood, screen, and fully equipped, good condition and appearance, bargain, £30, trial, 29 Allsop St., Upper Baker St., N.W. (opposite Baker St. Station). 537-d632

A.C. Sociable, 2-seater, well equipped, ready for any journey, £21. Bunting's Motor Exchange, Wealdstone, Middlesex. 537-921

ADLER, 1914 model, 2-seater, in excellent condition throughout, £85; exchange or hire-purchase. The Light Car Co., 351 Euston Rd., London, N.W. 1. 537-764

AMILCAR, 1923, new French, 8hp, 2-seater, complete equipment, list price, £240. 537-860

AMILCAR, 1923, replica of above but slightly shop-sold bargain, £167 10s.; exchanges, deferred payments. Grosvenor Motors, 27 Mount St., W. 1. zzz-860

AMILCAR, 145 guineas, list price £235, brand new, 2-seater, full electrical equipment. Short and Glass Ltd., 489-493 Upper Richmond Rd., East Sheen, S.W. 4. Phone, Richmond 2562 and 2565. 537-7

A.V. monocoar, 1922, with dickey seat, 8hp J.A.P., fully equipped, exceptionally smart, £55, or deferred payments over 18 months. Allen-Bennett Motor Co., Ltd., 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450, 2451. zzz-979

A.V., 1922, 8hp, 2-seater, Blackburne engine, 3 speed and reverse, speedometer and dynamo lighting, as new, 77 guineas, deferred payments and exchanges. Edwards and Co., 175-7, Gt. Portland St., W. 1. 537-953

A.V., very special 2-seater, dynamo lighting, spare wheel, condition as new, £125, or exchange combination and cash. Newnham, 225 Hammersmith Rd., W. 6. 537-911

A.V. A.V. Garage have the largest stock of A.V. monocoars anywhere. Specification as follows:—Dates 1919-1921, 6hp and 8hp J.A.P. engines, Thomson-Bennett magneto, Capac or Claudel single-lever carburettor, half-bearing 2-speed, single driving chain, hand and foot-brakes, 4 wheels with discs, domed mudguards, running boards, plenty of room for luggage, dickey seat, windscreen, well sprung and very sporty appearance, fully equipped, gas or electric lighting, some tax paid, all in perfect condition, prices from £30 to £50. See "Exchange." A.V. Specialist, 2a Eleanor Grove, Barnes. 537-946

BABY PEUGEOT, 2-seater, 3 speeds and reverse, fully equipped, £65. M., 89 Cromwell Rd., South Kensington, London. 537-d628

BABY PEUGEOT, 65 guineas; exchanges; de luxe 2-seater, 7hp, 4 cyl. ind. derv. gate change, spare rim, smart, any examination, trial. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 537-51

BABY PEUGEOT, smartest one in England, 4-cylinder, 3-speed, body work and tyres as new, Steppney wheel and tyre, black hood, windscreen, luggage grid, Smith's mechanical horn, Stewart trip speedometer, etc., any trial, £65 cash, or deferred. Delancey Street Garage, Camden Town, N.W. 1. 537-4621

BAYARD, 8 1/2hp, 2-seater, very good condition, £65; extended terms from one-third down. Rev. 378-384 Euston Rd. Phone, Museum 7736. 537-795

Readers are referred also to "THE MOTOR" (Tuesdays, 4d.), which contains each week many hundreds of advertisements of new and second-hand cars of all kinds.

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

BAYLISS-THOMAS, 2-seater car, late 1922, 10.8hp, all-weather body, roomy dicky seat, 2 spare wheels, 710 by 90 Dunlop cord tyres, Lucas lighting and starting, electric and bulb horns, Cowey speedometer and clock, electric light inside car, everything in absolute perfect condition. Apply: Secretary, A.J.S., Grassley House, Penn Rd., Wolverhampton. 538-787

BELSIZE BRADSHAW, Gordon Watney and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2965 and 2966), the West End wholesale concessionaires, have several second-hand 1922 models, carrying our guarantee, from £175. Can be purchased on the deferred payments. Cars taken in part exchange. zzz-56

BELSIZE BRADSHAW, 9hp, 4-seater, hood and screen, colour grey, upholstery blue, metal fittings, wheels and tyres standard, dynamo lighting, with head and tail lamps, horn and tools, splendid condition, bargain price, £210; in London. Write: Box No. 411, care of "The Light Car and Cyclecar." zzz-3

BELSIZE BRADSHAW, 9hp model, 4-seater, self-starter, speedometer, shop-soiled, only used 600 miles. £215. Course, 20 Bromham Rd., Bedford. 537-158

BELSIZE BRADSHAW, 1923, bought in February, 3-seater model, perfect, unscratched, £180. Write: 46 Clare Ave., Hoole, Chester. 537-4532

BELSIZE BRADSHAW, 1922, 9hp, 2-seater, shop-soiled, £185. Harris Garage, Slough. 537-785

BELSIZE BRADSHAW, 1923, 2-seater, and dicky, dynamo lighting, self-starter, clock, speedometer, side screens, licensed, 2 weeks old, 195 guineas. Home. 537-559

BELSIZE BRADSHAW, 1922, dynamo lighting, speedometer, etc., licensed, superb condition, 155 guineas; exchanges or deferred. Edwards, 175-7, Gt. Portland St., W.1. 537-959

BLACK PRINCE, June 1922, 2-seater, Beardmore 2-stroke engine, belt drive, electric light, owner bought larger car, perfect condition. L. S. Robinson, Quarter, 100a Harrow Rd., N.W.10. 537-4639

BLERIOT WHIPPET, 1923, shaft-driven model 3-seater demonstration car, makers' full guarantee, special price. Lloyd and Stacey, 537-b612

BLERIOT WHIPPET, purchased new last January, perfect condition, spare wheel, tax paid for year, £125 or close offer. Elmwood, Rothsay Ave., Chesham. 537-4573

BLERIOT WHIPPET, 1921, 2-seater, excellent condition, almost as new, sacrifice. £80. Miss Ebben, 76 Gordon Hill, Enfield, Middlesex. 537-4516

BLERIOT WHIPPET, F.O.C.H. have 1921 Bleriot Whippet, dynamo, reverse, bargain; exchange or deferred. 5 Heath St., Hampstead (near Tube). 537-773

BLERIOT WHIPPET, delivered February, 1922, electric lighting, emergency ray lighting set, spare belt, wheel and tyre and 2 extra tubes, tax paid December, 1923, just repainted grey and black, £85. 81 Vicarage Rd., Leyton. 537-4625

BLERIOT WHIPPET, 1921, special Sports body, reverse, dynamo, electric horn, spare wheel, speedometer, perfect condition, 68 guineas. 5 Perth Rd., Boreham. 537-4620

BLERIOT WHIPPET, 1921, handle starter, reverse gear, electric lighting, licensed, spare wheel, perfect condition, 65 guineas; exchanges or deferred. Edwards, 175-7 Gt. Portland St., W.1. 537-967

BLERIOT WHIPPET, 1920, 2-seater, in very good order. £55. Newnham, 225 Hammersmith Rd., W.6. 537-912

BLERIOT WHIPPET, 1920, overhauled February, repainted, reupholstered, new hood, electric lighting and spot light, seat starter, extra-air control, petrol can and carrier, Klaxon and bulb horns, detachable wheels, guaranteed perfect, insured and taxed, 60 gns. or offer. Theobald, 82a London Rd., Forest Hill, S.E. 537-4655

BLERIOT WHIPPET, 1921, 8hp, overhauled, splendid condition, electric lighting and oil, spare wheel, tyres unpruned, speedometer, tools, spares, £70 or offer. Clapham, 66 Wembdon Rd., Bridgwater, Somerset. 537-4652

BLERIOT WHIPPET, 1921, electric, speedometer, £55; cash or deferred; exchanges. Raitton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 537-937

B.S.A.s
Wanted. Exchange your old B.S.A. for a New 8hp Talbot. Liberal allowances. Our hire purchase scheme is unique; it is arranged to suit your convenience. Trial runs.
Warwick Wright, Ltd. (Sole Distributors in the London Area), S.T.D. House, 150 New Bond St., London, W.1. Telephone, Mayfair 6504. 537-863

B.S.A., 10hp, as new, £10 worth accessories over and above standard equipment, self-starter, tax fully paid, £245. Baxter, The Bloemhous, Burgess Hill, Sussex. 537-992

BUCKINGHAM, 1922 model, 2-seater, dynamo lighting, real good condition throughout, £85; exchange or hire-purchase. The Light Car Co., 331 Euston Rd., N.W.1. 537-39

BUCKINGHAM, 1922, cloverleaf, 3-seater, absolutely new, list £185, our price £120, cash or deferred; exchanges. Raitton, Cobham and Co., 21 Blackfriars St., Manchester. 537-928

BUCATTI, 1921, 16-valve, sporting 2-seater, dynamo, detachable wheels, clock, speedometer, perfect condition, bargain, £335. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 537-964

CALCOTTS
Wanted. Exchange your old Calcotts for a New 8hp Talbot. Liberal allowances. Our hire purchase scheme is unique; it is arranged to suit your convenience. Trial runs.
Warwick Wright, Ltd. (Sole Distributors in the London Area), S.T.D. House, 150 New Bond St., London, W.1. Telephone, Mayfair 6504. 537-866

CALCOTT, 1922, 10hp, 2-seater, dicky, as new, mileage 1,300, £215. Storer and Tait, 20 Bourdon St., Bond St., W.1. Mayfair 625. 537-43

CALTHORPE, special, fast, recently overhauled by makers, aluminium pistons, 1. and 3. 6 wheels with v.g. tyres, special streamlined body, 2 seats and dicky, hood, screen, lamps, side curtains, tax, £220. Buyers' Agents, 170 Piccadilly, Regent 5448. zzz-989

CALTHORPE coupe, 1923 car, done few demonstrations and practically unblemished, bargain, £385. Smith and Hunter, 77 Gt. Portland St., W. Thone, Langham 2363. 537-819

CALTHORPE, 10hp, 2-seater, dicky, dynamo lighting, detachable wheels, good order, smart, £125, exchanges. 7 Victoria Rd., Guildford. 537-887

CALTHORPE, 1922, De Luxe, as new, 2-seater, double dicky, starter and lighting, side screens, taxed, £210; exchanges. James, c/o Brightmore, 482 Harrow Rd., Paddington. 537-18

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

CALTHORPE, 99 guineas, exchanges, deferred payments; 1914-15, 4-seater, double screen, 5 detachables, one-man hood, electric lamps, smart, Seabridge, 35 Hansler Rd., East Dulwich. Telephone, Sydenham 2452. 537-43

CALTHORPE, 1921, 2-seater, dynamo and starter, in really excellent condition, £185; 1920 model, 4-seater, dynamo and starter, in real good order, £145; exchange or hire-purchase. The Light Car Co., 331 Euston Rd., London, N.W.1. 537-27

CALTHORPE 1923 10hp 2-seater with dicky, 4-speed gearbox, speedometer, perfect condition, £265. Newnham, 225 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 537-906

CALTHORPE, 1915, 2-seater, electric, £80; 1919 sports 4-seater, as new, £165; cash or deferred; exchanges. Raitton, Cobham and Co., 21 Blackfriars St., Manchester. 537-931

CARDEN, 1921, 2-seater, accessories, not done 900 miles, privately owned, any particulars, any trial on application; no dealers need apply. 47 Gns. Staplyton, Wobingworth, Newton Heath, Manchester. 537-4525

CARDEN cyclecar, 1921, 2-seater, hood, screen, electric lighting, accessories, capital condition, 49 guineas. Heybourn, Grand Garage, Maidenhead. 538-d519

CARDEN, 37 guineas; exchanges or deferred payments; 1921 Carden 2-seater, hood, screen, lamps, any examination, trial. Seabridge 35 Hansler Rd., East Dulwich. Sydenham 2452. 537-37

CARDEN, late 1921, perfect, electric light, easy starter, trial run given, bargain, £40. W. Woollatt, Oakhurst, Kennington, Ashford, Kent. 537-4628

CARDEN, 1921 model, almost new condition, price £55, exchange or hire-purchase. The Light Car Co., 331 Euston Rd., London, N.W.1. 537-31

CARDEN, 1921, dynamo, de luxe model, £55; cash or deferred; exchanges. Raitton, Cobham and Co., 21 Blackfriars St., Manchester. 537-933

CARDEN Official Repair Depot.
We have taken over the whole of the repairs and sale of spare parts from the Carden Engineering Co. Many great improvements to Carden cars. Leaf springing, sight-leed lubrication, side curtains, domed mudguards, hood covers. Send for full particulars to the New Carden Light Car Co., Ltd., 22 Hythe Rd., Willesden, N.W.10. Phone, Willesden 2297. zzz-943

CARDENS (5), 1920-21, beautiful 2-seaters, 7hp, twin, lighting set, hood, screen, everything fitted, from 39 guineas to 59 guineas; motor-cycles part exchange; easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 537-995

CASTLE THREE, 1921 model, first used September, 1922, tax paid, perfect, must sell, sacrifice, £90. 52 Sidbury, Worcester. 537-4566

CHARRON, 1921, cloverleaf 3-seater, 9hp, spare wheel, dynamo lighting and starting, clock, mirror, speedometer, faultless appearance and condition, £170. Bunting, Wealdstone, Middlesex. 537-920

CHARRONETTE, 8-10hp, very nice 2-seater, detachable wheels, dynamo lighting, etc., in new condition and a splendid bargain, £97 10s. Cummings, 101 Fulham Rd., London, S.W.3. 537-630

CHARRONETTE, Cass's Motor Mart, Ltd. 1921 8.9hp, Mathis chassis, starter, dynamo lighting, 5 wheels, bargain, 150 guineas; deferred terms, exchanged. 5 Warren St., W.1. Museum 623. 537-914

CITROEN, coupe, 10.4hp, order as good as new, a most complete car, price £275. Westminster Bridge G. and E. Co., 202 Westminster Bridge Rd. Hop 6187. zzz-364

CITROEN, 1922 (late), 4-seater, superb condition, with rear screen and extras, £215; deferred payments accepted. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2363. 537-824

CITROEN, 10hp, 4-seater, starter, lighting, new tyres, tax paid, excellent condition, £150, exchanges. 7 Victoria Rd., Guildford. 537-888

CLULEY 1921-2 2-seater, Lucas starter, lighting, double dicky, excellent condition, all-weather side curtains, £255; terms; exchanges. Midland Garage, Broad St., Birmingham. zzz-279

COVENTRY-PREMIER, 1922, speedometer, double dicky, cord tyres and other extras, excellent condition, mileage 5,000, £145. R. J. Barlee, L.R.C.P. and S.L., 19 John St., Hull. 537-883

COVENTRY-PREMIER, F.O.C.H. have Coventry-Premier 3-wheeler, dynamo, bargain; exchange or deferred. 5 Heath St., Hampstead (near Tube). 537-774

COVENTRY-PREMIER, 1921, 4-wheeler, dynamo lighting, new condition, original tyres, £130; deferred payments. Parker's, Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 537-812

COVENTRY-PREMIER, 1922, only showroom-soiled, £175 cash or £43 15s. down and 12 payments of £11 9s. 6d.; motorcycles accepted as deposits; 1923 2 and 4-seater models in stock. Lamb's, Ltd., New premises opposite Hoo St. Station (16,000 sq. ft.), Walthamstow; 50 High Rd., Wood Green, N.22; 387 Easton Rd., London, N.W.1. 537-855

COVENTRY-PREMIER, late 1922, 4-wheeler, dynamo lighting, spare wheel, double dicky, taxed, superb condition, £135, another £125. Exchanges. 24 Balliol Rd., North Kensington. 537-4684

COVENTRY-PREMIER, 1922 (Sept.), dynamo, spare wheel, double dicky, speedometer, taxed, £135, or exchange combination and cash. Hillier (Side Bell), 127 St. Mark's Rd., North Kensington. 537-4676

COVENTRY-PREMIER, 1922 model, shop soiled only, dynamo lighting, absolutely as new throughout, £150; exchange or hire-purchase. The Light Car Co., 331 Euston Rd., London, N.W.1. 537-28

COVENTRY-PREMIER, 1922, 4-wheeler, dicky seat, excellent condition, owner-driven, £145. 135 Bury St. Edmonton. 537-4610

COVENTRY-PREMIER, 1922, 8hp, 4-wheeler, double dicky, unsold condition, fully equipped, including electric horn, mirror, mats and insurance, £150. Advertiser, 63 Woodland Gardens, Muswell Hill, N.10. 537-4634

CROUCH, 1922, 8-18hp models; 2 only slightly used examples now available, £160 and £175, specification in both cases to standard, including all-weather curtains; full particulars with pleasure. The Layton Garage, Crouch Specialists, 30 Holywell St., Oxford. 537-877

CROUCH, F.O.C.H. have a 1921 Crouch, completely overhauled, bargain. Exchange or deferred. 5 Heath St., Hampstead (near Tube). 537-772

CROUCH, 1923, 8-18hp, 2-seater, double dicky, side curtains, Royal blue, shop soiled only, to clear, £195. The Regent Garage, Leamington Spa, Tel. 406. 537-881

CROUCH 1922 model de luxe 2-seater with double dicky seat, dynamo lighting, detachable wheels, excellent condition throughout, £125; exchange or hire-purchase. The Light Car Co., 331 Euston Rd., N.W.1. 537-40

CROUCH, 1922, 8-18hp, 2-seater, with double dicky, in first-rate condition and well equipped, any examination, £185. 15 Derby Rd., Caversham, Reading. 637-4609

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- CROUCH** 1920 2-3-seater, excellent mechanical condition, good tyres, trial, £65. Bristow, 7 Gainsborough Rd., Ipswich. 537-4635
- CROUCH**, 1922, absolutely new, list £235, our price £185; cash or deferred; exchanges. Railton, Cobham and Co., 21 Blackfriars St., Manchester. 537-950
- DEEMSTER** Two demonstration model Deemsters for immediate disposal, both late 1922, 10hp, 2-seater, fully insured, £230; 12hp 2-seater, licensed to end of year, £265; both as new. County Garage, Caterham Valley, Surrey. Phone, Caterham 191. 539-856
- DEEMSTER**, 1920, low mileage, splendid condition, recently overhauled, 3 new tyres, seen any time, £175. Hamilton Motor and Cycle Works, Sidcup, Kent. 539-4520
- DOUGLAS**, 1921 model, 10hp, in splendid order, to immediate purchaser will accept the low figure of £100; great opportunity. Cummings, 101 Fulham Rd., London, S.W.3. 537-629
- DOUGLAS** 1920, 10hp, dynamo and starter, cost £500, accept 128 guineas. Short and Glass, Ltd., 362 Upper Richmond Rd., East Sheen, S.W.14. Phone, Richmond 2362-3. 537-9
- ERIC CAMPBELL**, all-aluminium, fully equipped, excellent condition, £145; extended terms from one-tenth down. Rey, 378-384 Euston Rd. Phone, Museum 7736. 537-796
- ERIC-CAMPBELL**, late 1921, dynamo, speedometer, clock, all-aluminium body, spare wheel, etc., cost over £300, accept £145 or exchange combination and cash. Hillier (Side Bell), 127 St. Mark's Rd., North Kensington. 537-4677
- G.N.**, 1921, 2-seater, with many special fittings. In exceptional condition throughout, £110, or deferred payments over 18 months. Allen-Bennett Motor Co., Ltd., 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. zzz-976
- G.N.**, 1920, dynamo, splendid condition, £90 cash, or £18 16s deposit and 11 payments of £6 16s, less rebate. Service Co., 273 High Holborn, W.C. 1. zzz-112
- G.N.**, 1920, de luxe model, dynamo lighting, spare wheel, new Michelin cable tyres, speedometer, shock absorbers, tax paid, exceptionally good condition, £100. Gibbs, Fawcett St., York. 537-568
- G.N.**, March, 1922, dynamo lighting, dicker seat, 5 detachable wheels, oversize tyres, overhauled, £117 or offer. Foucar, 18 Marlborough Rd., Banbury. 539-4567
- G.N.**, late 1920, electric lighting, speedometer, lately repainted and overhauled, special engine, aluminium pistons, 1923 heads and Zenith carburettor; 2 new tyres, fast, fine condition, any evening, £80. Catesby, 77 Coldharbour Lane, Hayes, Middlesex. 538-4565
- G.N.**, 1921, dynamo lighting, spare wheel, original tyres and paint, any trial, £76. Surgery, 21b Portobello Rd., North Kensington. 537-4577
- G.N.**, 1921½, mechanically faultless, overhauled February, mileage 3,865, new rear tyres, discs, hair strangler, spares, trial, taxed, £105. Vicar, St. Andrew's Vicarage, Hoyaland, Barnsley. 538-4576
- G.N.**, 1920, dynamo lighting, speedometer, excellent condition, like new, any trial, £78. Amica, Lynn Rd., Wisbech. 537-4561
- G.N.**, £120, or deferred terms, or good motorcycle part payment, 1922 (late) G.N. model de luxe, dynamo lighting, dicker, hood, screen, speedometer, 5 detachable wheels, oversize Michelin cable on rear, like new; deliver 100 miles. Graf, Hayes, Kent. Phone, Bromley 532. 537-5569
- G.N.**, 1921, as new, £115 cash or £28 15s down and 12 payments of £7 11s; also a 1922 £137 10s cash or £34 7s 6d down and 12 payments of £9 0s 6d; motorcycles accepted as deposits; immediate delivery of 1923 models. Lamb's, Ltd., 387 Euston Rd., London, N.W.1; 50 High Rd., Wood Green, N.22; new premises opposite Hoe St. Station (16,000 sq. ft.), Walthamstow. 537-852
- G.N.**, 1922, dicker, electric lighting, horn, side curtains, adjustable jet, other extras, Ripston, Dunlop, Avon tyres, 3 spares, tools, complete, £140 or highest. E. Winstan Manor, Sutton Sothney, Hants. 537-4542
- G.N.**, 1922, special Legero chassis and engine, fitted with special aluminium touring body, with dicker seat, oversize tyres, aluminium disc wheels, speedometer, sports Capac carburettor, mahogany toolbox on running board, purchased new in November, 1922, mileage 1,200, indistinguishable from new, fully guaranteed, £155. Ratcliffe Bros., 200 Gt. Portland St., W. 537-829
- G.N.**, second-hand, 1921, perfect order, £85. Ratcliffe Bros., 200 Gt. Portland St. W. 1. 537-830
- G.N.**, 1922, 2-seater and dicker, dynamo lighting, spare wheel, painted electric blue, mileage 300, soiled only, £155, deferred payments. Parker's, Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 537-811
- G.N.**, 1921, dynamo, excellent condition, £87 10s; extended terms from one-tenth down. Below.
- G.N.**, 1920, specially long chassis, 3-seater, dynamo, clock, speedometer, 2 spare wheels, exceptionally good condition, £95; extended terms from one-tenth down. Rey, G.N. agent, 378-384 Euston Rd. Phone, Museum 7736. 537-797
- G.N.**, exceptional 1921 de luxe, dynamo lighting, spare wheel, taxed, every conceivable accessory, unsold condition, £80. Exchanges, 24 Halliwell Rd., North Kensington. 537-4685
- G.N.**, 1920, de luxe, spare wheel, speedometer, taxed for year, fine condition, £67. Exchanges, 24 Halliwell Rd., North Kensington. 537-4683
- G.N.**, 1922, 2-seater, in excellent condition, £125; 1921 ditto, £85; exchange or hire purchase. The Light Car Co., 331 Euston Rd., London, N.W. 1. 537-35
- G.N.**, 1922, touring, blue, dynamo lighting, 5 wheels, dicker, hood, screen, horn, tools, spares, shock absorbers, mileage 4,000, licensed, insured, condition excellent, £130. Heatn, 14 St. Andrew's Rd., Enfield. 537-4670
- G.N.**, good second-hand models in stock, for cash or extended payments. Godfrey and Earl, Vehicle Works, Vale of Health, Hampstead, N.W.3. Telephone, Hampstead 5287. 537-4660
- G.N.**, late 1921, de luxe dynamo, spare wheel, spot lamp, taxed, speedometer, etc., £85, or exchange combination and cash. Hillier (Side Bell), 127 St. Mark's Rd., North Kensington. 537-4679
- G.N.**, 72 guineas, exchanges. 1921, 2-seater, dynamo electric horn, clock, speedometer, fast, any examination. Seabridge, 35 Hanale Rd., East Dulwich, Sydenham 2452. 537-55
- G.N.**, 1922, brand new, slightly shop soiled, speedometer, oversize tyres, dicker, 147 guineas. Below.
- G.N.**, 1922, dynamo lighting, speedometer, spare wheel, licensed, exceptional condition, 125 guineas. Below.
- G.N.**, 1922, all-weather coupe model, with dicker, dynamo lighting, speedometer, clock, discs, indistinguishable from new throughout, 145 guineas; exchanges or deferred. Edwards, 176-7 Gt. Portland St., W. 1. 537-960

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- G.N.**, 1921, fully equipped, electric lamps, horn, spot lamps, discs, £80, more particulars. Mitchell, Brockholes, Huddersfield. 537-4624
- G.N.**, 1920, dynamo, spare wheel, excellent condition, £77 10s. Storor and Tait, 20 Bourne St., Bond St., W. 1. Mayfair 625. 537-44
- G.N.**, 1922, Legero model, aluminium body, insured, licensed, equipped, £135. Garage, 12 Cornwall Terrace Mews, N.W.1 (rear Baker St. Station). Phone, Langham 2935. 537-69
- G.N.**, Cass's Motor Mart, Ltd., 1921, 10hp, dynamo lighting, tax paid to December, very fine condition, bargain, £95. Below.
- G.N.**, 1921, 10hp, splendid condition, bargain, £80; deferred terms from one-tenth down; exchanges. 5 Warren St., W. 1. Museum 625. 537-915
- G.N.**, 1920 (July), excellent condition, carefully handled, battery lighting, covers good, many spares, £75. Shirley, 124-127 Minorities, E. 1. 537-4656
- G.N.**, 1921 model, purchased October, 1920, tyres excellent condition, electric and acetylene light, in splendid running order, original owner, £87, 11 Brambledown Rd., Wallington. 537-4658
- G.N.**, 1921, dynamo, disc wheels, perfect; cash or deferred; exchanges. Railton, Cobham and Co., 21 Blackfriars St., Manchester. 537-934
- G.W.K.**, 2-seater and dicker, 4-cylinder engine, Rotax lighting and lamps, done only 2,683 miles, in first-class order, £165. Westminster Bridge Garage, Ltd., 202 Westminster Bridge Rd. Hop. 6187. zzz-566
- G.W.K.** 9hp 2-seater, overhauled, repainted blue wire wheels, lamps, etc., a bargain, £50. Exchanges. Hearn Bros., 94 Brixton Hill, S.W. 2. 537-4645
- G.W.K.**, 1916, dynamo lighting, detachable wheels, laid by 3 years, £85, offers, exchange. Taylor, Broadway, Hounslow. 537-4571
- G.W.K.**, 1920, 2-seater, dicker seat, dynamo lighting, perfect order; cash offers or exchange for solo, combination or Morgan; cash arrangement, 52 Sidbury, Worcester. 537-4567
- G.W.K.**, 1921, 4-seater, many extras, perfect mechanically and body, £120. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 7563. 537-826
- G.W.K.**, 1917, 9hp, 2-3-seater, dynamo lighting, 5 lamps, 5 Dunlops, nearly new, detachables, speedometer, clock, several extra fittings, sound condition, running order, £75 or near. Cocks' Garage, Southaling Station (District). 537-4664
- G.W.K.**, 1921, 2-seater, dicker, starting and lighting, 2 spare wheels, tax paid for 1923, exceptional bargain, £125. J. Smith and Co., Motor Agents, Ltd., 62-54 Hampstead Rd., N.W. 1. Tel., Museum 3299. 537-13
- G.W.K.**, 10hp, 1921 model, 2-seater, in excellent condition throughout, price £120, exchange or hire-purchase. The Light Car Co., 331 Euston Rd., N.W. 1. 537-449
- G.W.K.**, 1919, 2-cylinder, engine overhauled, tax paid for year, £75; also a 1914, £60. Harris, 510 Richmond Rd., Twickenham, Richmond 1888. 537-4605
- G.W.K.**, Cass's Motor Mart, Ltd., 1920, 10hp, 4-seater, dynamo lighting, excellent condition, £105; deferred terms from one-tenth down; exchanges. 5 Warren St., W. 1. Museum 623. 537-916
- G.W.K.**, 4-seater, 1920, dynamo, repainted, overhauled, new hood, £120; cash or deferred; exchanges. Railton, Cobham and Co., 21 Blackfriars St., Manchester. 537-929
- G.W.K.**, 1920, 10hp, 4-seater, 4 cylinders, dynamo, detachables, exceptional order and condition, one owner, smart and reliable, £125. Exchanges. Boon and Porter, Ltd., 159-161 Castelnau, S.W. 15. 537-942
- G.W.K.**, 1914, beautiful order throughout, sound, fast, fully equipped, 50 guineas. 45 Turnham Green Terrace (near Station), W. 4. 537-997
- G.W.K.**, exceptional opportunity. Short and Glass, Ltd., have the following all fitted with dynamo lighting, 5 detachable wheels and in new condition and order, having only been used for demonstration; 1920 G.W.K., 2-seater and dicker, 45 guineas; 1921 G.W.K., 2-seater and dicker, 105 guineas; 1922 G.W.K., 2-seater and dicker, 120 guineas. Write, phone, or call, 362 Upper Richmond Rd., East Sheen, S.W. 14. Phone, Richmond 2362 and 2363. 537-6
- HAMPTON**, £195, 1921, 2-seater, double dicker, starter, lighting, condition equal to new; terms; exchanges. Midland Garage, Broad St., Birmingham. zzz-280
- HANDS**, 1922, 2-seater, double dicker, dynamo and starter, etc., as new, £175. Spurling, 8 Courthope Rd., Hampstead, N.W.3. 537-4665
- HILLMAN** cars. Official repairers, London district, Chester Motor Co., Ltd., 94a Cheyne Walk, Chelsea, London, S.W. 10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 546-412
- HILLMAN** 1921 model sports 2-seater, dynamo lighting, exceedingly nice condition, £250; exchange or hire-purchase. The Light Car Co., 331 Euston Rd., N.W. 1. 537-38
- HILLMAN**, 1914, with dicker, 10hp, 4-cylinder, 5 wheels, sound, repainted, new hood, £75. 43 Turnham Green Terrace (near Station), W. 4. 537-995
- HORSTMAN**, 1921, 2-seater, dicker, new condition, fully equipped and taxed, £150, dynamo, etc.; exchange. James, c/o Bradmores, 482 Harrow Rd., Paddington. 537-16
- HUMBERETTE** Spare Parts Dept. Repairs, replacements, overhauls, repainting. Inquiries invited for second-hand cars. 537-999
- HUMBERETTE**, Humber Service Depot Canterbury Rd., Kilburn, N.W. 5. Phone, Willesden 1298-1299. Telegrams, "Humberette, London." zzz-999
- HUMBERETTE**, 1914, water-cooled, 2-seater, overhauled, licence, trial, bargain, 4 Eastern Terrace, Southsea. 537-9366
- HUMBERETTE**, 1914-15, 2-seater, 8-10hp water-cooled engine, fully equipped with lamps, horn, speedometer, etc., everything in splendid condition, the whole car has been very carefully used, any examination and trial welcomed, bargain, 48 guineas. J. W. Whistock, New St., Woodbridge, Suffolk. 537-4653
- HUMBERETTE** 1914 model 2-seater, real good order throughout, £45; exchange or hire-purchase. The Light Car Co., 331 Euston Rd., London, N.W. 1. 537-42
- HUMBERETTE**, 39 guineas; exchanges, 2-seater, 8hp, air-cooled, wire wheels, spare rim, good appearance, any examination, trial. Seabridge, 35 Hanale Rd., East Dulwich, Sydenham 2452. 537-56
- HUMBERETTES**, Choice of 2, a-o., £50; w-c., £60; cash or deferred; exchanges. Railton, Cobham and Co., 21 Blackfriars St., Manchester. 537-932
- INVICTA**, 2-seater, water-cooled, 7-9 twin J.A.P. engine, Bosch magneto, wants slight repair, bargain £20. Woodward, Unwin Rd., Peckham, S.E. 537-4202
- JOWETT**, 1922 model, 2-seater de luxe, dicker seat, small mileage, privately owned, £185 or near offer. Gibbs, Fawcett St., York. 639-874

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

JOWETT. At last we can offer a few second-hand Jowetts! Present owners taking delivery of new 4-seaters. Write for particulars at once. Also 1923 2-seater with dickey, used for demonstrations only, better than new, £210. Kinney and Co., Ltd. 350 Lower Addiscombe Rd., Croydon. Phone 1129. zzz-19

JOWETT, 1922, De Luxe, 2-seater, dickey, dynamo, excellent condition, £185. 244 Old Christchurch Rd., Bournemouth. 637-884

KEVAH, 1922, 2-seater, 7-hp, V twin, water cooled, shaft transmission, reverse dickey, speedometer, spare wheel, hood, side curtains, horn, seat £275, accept £125, offers, exchange, trial. E. J. Radcliffe, Burgess, Poolebridge. 537-4512

LAGONDA. Several good second-hand cars for sale. Full particulars and prices from Lagonda, Ltd., 195 Hammersmith Rd., London, W. 6. zzz-96

LAGONDAS. Wanted. Exchange your old Lagonda for a new 8hp Talbot. Liberal allowances. Our hire-purchase scheme is unique; it is arranged to suit your convenience; trial runs. Warwick Wright, Ltd. (sole distributors in the London area), 6, T.D. House, 350 New Bond St., London, W.1. Telephone, Mayfair 6564. 537-866

LAGONDA, 1922, 2-seater model, with double dickey, dynamo lighting and starting, clock, speedometer, etc., small mileage, condition as new, £215, particulars with pressure. The Layton Garages, 30 Holywell St., Oxford. 537-880

LAGONDA, 1914, dynamo, new tyres, £75; cash or deferred; exchanges. Rattus, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 537-956

LITTLE MIDLAND car electric light, grey colour, new 1922, not been used, £150 or nearest offer. Box No. 1,000, care of "The Light Car and Cyclecar." 537-603

L.S.D., 1922, £105, as now, or £26 5s. down and 12 payments of £17 10s. with option of discount; motorcycles accepted as deposits. Lamb's, Ltd., 387 Euston Rd., London, N.W.1; 50 High Rd., Wood Green, N.22; now premises opposite 1100 St. Station (16,000 sq. ft.), Walthamstow. 537-851

MARSEAL 1922 10hp 2-seater, dickey, all-aluminium body, dynamo lighting, disc wheels with spare in new condition in every respect, mileage under 1,200, £170, or deferred payments over 18 months. Allen-Bennett Motor Co., Ltd., 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2430-2451. zzz-975

MARSEAL light car, 10hp, 2-seater, electric lighting, complete, new, but shop soiled, £190. Turnhill, North Peterborough. 537-d651

MATHIS, 1923, 2-seater, new, but shop soiled, £225. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2363. 537-821

MATHIS 8hp 1922 2-seater, dynamo and starter, run 500 miles only, exceptionally good condition £185; exchange or hire-purchase. The Light Car Co., 551 Euston Rd., N.W. 1. 537-57

MCKENZIE 10hp 1920 2-seater, dynamo lighting, etc., engine just overhauled, bargain, £125. Vivian, 55 Spenser St., Victoria St., S.W. 1. 537-976

MERCURY, £200, exceptional bargain, 1921, 2-seater, sunk dickey, 10hp, dynamo lighting (Smith's), electric horn, Lucas gaiters, splendid condition, trial run given, owner purchasing coupe sole reason for sale. Bought, Hillersdon, East-Molesey. 537-d527

MERCURY, 129 guineas, exceptional bargain; exchanges, deferred payments 1920 Mercury, 2-seater, sunk dickey, 10hp, 4 cylinders, gate change, dynamo, clock, speedometer, 5 detachables, smart, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 537-49

METEORITE, 155 guineas, exchanges, exceptionally smart 1919-20 2-seater, dickey, dynamo, 11hp, 4 cylinders, 5 detachables, silent, flexible, fast. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 537-50

MORGAN Service Depot. Officially appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Hama's, 245 Lower Clapton Rd., E. 5. Dalston 2408. zzz-580

MORGAN specialiste, James and Co. (Sheffield), Ltd., 265 Ecclesall Rd., Sheffield, Telephone, Central 2460. Good stock of spares carried. If in difficulty wire us. New and second-hand machines nearly always in stock. zzz-337

MORGAN, Dan Guy, Weymouth, main Dorset agent. Trade supplied. Spares in stock; exchanges and deferred payments. 544-454

MORGAN, 1920, de luxe, water-cooled M.A.G., many extras, and in excellent condition, £105. Gray's, Ltd., Guildford. Phone 337. zzz-706

MORGANS, £55 to £175, new and second-hand; exchanges or deferred. Cleveland Garage, Ackworth, Pontefract. 640-c224

MORGANS. Hall, official agent, service depot, spare part stockist. Second-hand Morgans always in stock. 91 St. Peter's St., St. Albans. zzz-214

MORGAN, 1922, Grand Prix, M.A.G. engine, dynamo lighting, overhauled, repainted, new hood, perfect and equal to new, price £145. Potter's Motor Agency, Grove House Lane, Claypit Lane, Leeds. Phone 22578. 538-c848

MORGAN, 1923, Grand Prix, Anzani engine, Lucas dynamo lighting, disc wheels, nickel fittings and special handle starter, polished nuvo, lined black and white, will run 50 miles, unscratched and indistinguishable from new, far too fast for late owner, offered at £15 under list price, which includes tax until the end of the year. Motorcycle in part exchange and deferred payments over 18 months. Allen-Bennett Motor Co., Ltd., 9, 10, 11 Royal Parade, West Croydon. Phone 2450-2451. "Grams," Track, Croydon. zzz-872

MORGAN 1921 de luxe, M.A.G., fully equipped, in new condition, £105; motorcycle in part exchange; deferred payments over 18 months. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. Phone 2450-2451. "Grams," Track, Croydon. zzz-873

MORGAN, 1921, G.P., M.A.G., water-cooled, Lucas dynamo lighting, speedometer, clock, discs, spotlight, etc., year's licence paid, fast and in good order, overhauled and repainted, very desirable example. £115. The Layton Garages, 30 Holywell St., Oxford. 537-879

MORGAN de luxe, w.c., 1921, electric lighting, speedometer, clock, Binks, footboards, fitted special coupe black leatherette hood, side curtains, envelope, Otto side screens, splendid condition, £125, cost £284. Atkinson, 306 Uxbridge Rd., W. 537-d572

MORGAN, 1920 Grand Prix, w.c. J.A.P. engine, grand condition, just repainted, many new parts, speedometer, Lowe generator, spares, 95 guineas or nearest. Capt. Strutt, Wadhurst, Sussex. 537-d563

MORGAN, family model, £167 10s. cash or £39 7s. 6d. down and 12 payments of £10 5s. 9d.; motorcycles accepted as deposits; 1923 models in stock. Lamb's, Ltd., 387 Euston Rd., London, N.W.1; 50 High Rd., Wood Green, N.22; now premises opposite 1100 St. Station (16,000 sq. ft.), Walthamstow. 537-855

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

MORGANS, choice of 5, extended terms from one-tenth down. Reg. Morgan agent, 378-384 Euston Rd., Phone, Museum 7736. 537-798

MORGAN, F.G.C.H. have 1921 G.P. Morgan, luxuriously equipped, bargain; exchange or deferred. 5 Heath St., Hampstead near Tube. 537-771

MORGAN, Grand Prix, J.A.P. water-cooled, lamps, recently overhauled and repainted, equal in condition to many 1921 models, £90. Below

MORGAN, 1919, Grand Prix, J.A.P. water-cooled, hood, wind-screen, discs, £100. Below

MORGAN, 1922, Grand Prix, M.A.G., speedometer, discs, £130, tax paid. Below.

MORGAN, 1921, de luxe, speedometer, clock, tax paid, £125. Below.

MORGAN, 1920, de luxe, J.A.P. water-cooled, hood, windscreen, Rotax dynamo lighting, speedometer, £100. Mauds' Motor Mart, 100 Gt. Portland St., London, W. 537-973

MORGAN, late 1921, Grand Prix, Lucas dynamo, electric horn, Binks, w.c. M.A.G. engine, speedometer, luxurious outfit at rear, £110, nearest. James, c/o Bradmores 482, Harrow Rd., Paddington. 537-17

MORGAN, 1921, G.P., M.A.G., Lucas dynamo lighting, head and side dimming, speedometer, discs, lockers, last sound order, any expert examination, nearest £115. Rigby, 25 Chestnut Gardens, W. 8. Phone, 3564 Western. 537-1617

MORGAN 1921 de luxe, water-cooled, sports M.A.G., dynamo lighting, hood, screen, etc., £115. 1 Ombersley Rd., Worcester. 537-1607

MORGAN, 1915, 8hp J.A.P. engine, tax paid for 1923, very good order, £48. Newham, 223 Hammersmith Rd., W. 6. 537-910

MORGAN, 1922, Grand Prix, special o.h.v. J.A.P., speedometer, discs, all in new condition, £128. 7 Exhibition Rd. S.W. 7. 537-951

MORGAN 1920 de luxe, water-cooled J.A.P. dynamo lighting, taxed 1923, speedometer, splendidly fitted up, excellent condition, £20. K.J. Motors, Bromley. Phone 1727. 539-945

MORGAN, 1918 model, acro, Grand Prix M.A.G. engine, electric lighting, just been overhauled, repainted and fitted with new tyres all round, also new hood and side curtains, price £80. Can be inspected any time at 209 Bristol Rd., Birmingham. 538-d654

MORGAN, 1919, a.c., recently repainted, accessories, excellent condition, D.A. cylinder, £75. Carpenter, Waterworks House, Frimley Green, Surrey. 537-d646

MORGAN, Grand Prix, 1915 J.A.P., discs, equipped, bargain, 60 guineas. Owen, 59a Scholfield Rd., Holloway. 537-d637

MORGAN, 10hp M.A.G., 1919 de luxe, just overhauled, fully equipped, £100 or near offer. Smith and Willis, Basingstoke. 537-d635

MORGAN, Grand Prix, J.A.P., 1920, in new condition, standard equipment and extras, a superb bus, highest cash offer or exchange with a G.N., dickey essential. Weybourne Cottage, Farnham. 537-d414

MORGAN, Grand Prix, 1918 J.A.P., recently overhauled and repainted, extra running boards, spare tyre carrier, electric lighting, speedometer, practically new tyres, tax paid, any trial, £85. White, Hale, 101 Talford Rd., Peckham, S.E. 637-d612

MORGAN, 1920, air-cooled, equipped, £75. 6 Rastell Ave., near Streatham Hill Station. 537-d608

MORGAN, 1915, Grand Prix, J.A.P. water-cooled, refitted with 1922 parts, dynamo lighting and paraffin, new Capac carburettor, aluminium dash, open exhaust, hood, windscreen, new chains, 2 spare chains, 2 tyres and tubes, 1 new, bargain first offer over £50. M., 19 Barons Court Rd., West Kensington. 538-915

MORGAN, 1915, G.P., w.c., J.A.P., completely overhauled, many new parts, fully guaranteed, £80, fully equipped. Below.

MORGAN, special G.P., fitted "200-mile" body, special cyclecar, 10-12hp, o.h.v. J.A.P., exceptionally fast, new tyres, £136; this is an exceptional machine, and affords an excellent opportunity to anyone desirous of acquiring a really hot-stuff Morgan at a low figure. Below.

MORGAN, 1922, Grand Prix, w.c. M.A.G., fully equipped and tax paid, original tyres, unscratched, perfect condition, mileage 2,000 only, guaranteed faultless, £130. Below.

MORGAN, 1917, sporting model, 10hp, a.c. M.A.G., fully equipped, now being overhauled in our works, fully guaranteed, £75. Hama's, Morgan Service Depot, 245 Lower Clapton Rd., N.E. Dalston 2408. 537-990

MORGAN, G.P., 1914, not used since being thoroughly overhauled, faultless condition, £75. Bunting's Motor Exchange, Wealdstone. 537-924

MORGAN, 1920, de luxe, water-cooled M.A.G. engine, Lucas dynamo lighting, running and appearance like new, £100; several others, £50, £70, £90, £120. Bunting's Motor Exchange, Wealdstone, Middlesex. 537-922

MORGAN, 1921, family model, w.c., Lucas dynamo M.A.G., speedometer, tax paid, mileage 3,000, condition as new, 110 guineas; exchanges. Aliber Garage, Thornsett Rd., Earlsfield, London. Phone, Latchmere 4338. 537-925

MORRIS-OXFORD, 1914, de luxe 2-seater, sports body, hood, small dickey, 5 lamps, £85. 15 Leyborne Park, Kew. 537-c821

MORRIS-OXFORD, dynamo lighting, 5 wheels, new tyres new hood, polished, re-scratched, sound, 100 guineas. 43 Turnham Green Terrace (near Station), W. 4. 537-998

NEW HUDSON, 1922, only showroom soiled, £175 cash or £43 15s. down and 12 payments of £11 9s. 9d.; motorcycles accepted as deposits. Lamb's, Ltd., 387 Euston Rd., London, N.W.1; 50 High Rd., Wood Green, N.22; now premises opposite 1100 St. Station (16,000 sq. ft.), Walthamstow. 537-854

PEUGEOT Quad, March, 1922, good condition, spare wheel, etc., £120. Bradford, Optician, High Rd., Kilburn. 537-d629

PHENIX 1920-21 11.9hp 3-seater, with starter and lighting, perfect condition throughout and repainted, £185. Newham, 223 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 537-907

PHENIX 1914 11.9hp 3-seater, 6 detachable wheels, repainted, perfect condition, £110, or exchange combination. Newham, 223 Hammersmith Rd., W. 6. 537-908

PREMIER, 1922, 4-wheeler, dickey, dynamo, excellent condition, £130. extended terms from one-tenth down. Reg. Premier agent, 378-384 Euston Rd. Phone, Museum 7736. 537-199

RHODE 1922 2-4-seater, tip-up seats, in very nice condition, £145. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2363. 537-823

RHODE, 9.5hp, 4-seater, August, 1922, done 3,800 miles, side curtains, speedometer, 2 horns, gaiters, extra air, 4 new cord tyres, faultless, any trial, £180 or offer. Heath, Reeded Bar, Babraham, Cambridge. 537-d630

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

RHODE all-weather saloon, 1923, royal blue, dynamo lighting and self-starter, 5 lamps, speedometer, clock, dash lamp, tool locker on running board, grease-gun system, aluminium numbers, tax paid, only done 300 miles, cost 2 weeks ago £310, bargain at £285. Mebes and Mebes (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 537-895

RICHARDSON, 1921 model 8hp, 2-seater, with dickey, thoroughly overhauled and repainted, £75; guaranteed order. Lloyd and Stacey, Lewes. 537-6611

RICHARDSON, 8hp, 2-seater, electric light, speeds, Dunlop tyres, hood, screen, splendid order, £60. Beattie, 14 Abington Park Crescent, Northampton. 637-2123

RICHARDSON 8hp 2-seater, electric light, speeds, Magnum tyres, hood, screen, etc., good order, £50. Westminster Bridge G. and E. Co., 202 Westminster Bridge Rd., Hop 6187. zzz-567

RICHARDSON light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. 537-4570

RILEY, 1922 model, 4-seater, complete with self-starter, dynamo lighting, 5 lamps, spare wheel and tyre, usual tools, hood and side curtains excellent condition, nice steering, very flexible and easy in traffic, in tip-top condition throughout, price £325 spot cash. Box No. 9282, c/o. "The Light Car and Cyclecar." zzz-663

RILEY service depot. Guaranteed 1922 second-hand models from £325. Lewes Motor Works, Lewes. 542-425

RILEY, 1922, all-weather, 4-seater, starting, lighting, £350. 244 Old Christchurch Rd., Bourne-mouth. 537-885

ROVER 8, 1922, maker's specification, mileage under 1,500, as new in every respect, £140, motorcycle in part exchange and deferred payments over 18 months. Allen-Bennett Motor Co., Ltd., 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. zzz-974

ROVER 8, 1921, £100, very fine condition. On view, 97 Curtain Rd., E.C. 2. 537-4517

ROVER 8hp de luxe, 1922, speedometer and clock, £145. Ratcliffe Bros., 200 Gt. Portland St., W. 1. 537-831

ROVER 8, 1921, speedometer, absolutely sound, £100. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2363. 537-820

ROVER 8s, choice of 3, 1921 and 1922, prices from £100; extended terms from one-tenth down. Rey (Rover Agent), 378-384 Euston Rd. Phone, Museum 7756. 537-800

ROVER, 8hp, 1921, good condition throughout, R.O. coupe fitment, speedometer, clock, small Klaxon, 3 new tyres, dynamo lighting, low mileage, licensed for year, £130. Palka, Langley Park Rd., Sutton, Surrey. 537-419

ROVER 8, 1922, beautiful condition, £120. 24 Balliol Rd., North Kensington. 537-6682

ROVER, 8hp, 1921 model, 2-seater, excellent condition, £95; exchange or hire-purchase. Below.

ROVER, 8hp, brand new 1922 model 2-seater, £165; exchange or hire-purchase. The Light Car Co., 331 Euston Rd., N.W. 1. 537-366

ROVER, 8hp, 1922, fully equipped, splendid condition, £135, offer. 112 Stroud Green Rd., Finchbury Park, N. 4. 537-d662

ROVER, 8hp, May, 1922, side curtains, mirror, speedometer, impulse starter, screen wiper, spare valves, tools, excellent condition, mileage 5,200, any trial, £135. Ball, 95 Napier Rd., Gillingham, Kent. Phone, Gillingham 45. 539-4661

ROVER, Largest stock in London, from 90 guineas, cash or deferred. Delancey Street Garage, Camden Town, N.W. 1. 537-d622

ROVER, 8hp, 1922, very little used, many extras, £135. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 537-967

ROVER, 1921, in excellent condition, repainted, £115. Elce, Ltd., 13-16 Bishopsgate Avenue, Camomile St., E.C. Phone, Avenue 5548. 537-962

ROVER 8, 1923, 4 seater, licensed, absolutely as new, 165 gns. Below.

ROVER 8, 1923, 2-seater, standard specification, indistinguishable from new, licensed, 155 gns. Exchanges or deferred. Edwards, 175-7 Gt. Portland St., W. 1. 537-955

ROVER, 8hp, purchased new May, 1922, every possible accessory, including dickey seat, unsoiled condition, guaranteed perfect, £150. 20 Woodville Rd., Leytonstone, E. 11. 537-d615

ROVER 8, 1921, coach painted, many extras, £115; cash or deferred; exchanges. Railton, Cobham and Co., 21 Blackfriars St., Manchester. 537-938

SALMON, 9.5, new February, 1923, Model de Luxe, English-built body, all-weather type, with dickey, saxo blue, black wings, sports chassis, French type suspension, wheelbase 8 ft. 6 ins., special engine, aluminium pistons, fitted with Ribault speedometer and taxed (£10) for 1923, owner buying another Salmon with more seating, price £225. Car, c/o. Ewell Motors, Ewell, Surrey. 537-d626

SALMON 1922 de luxe, excellent condition, £152. 7 Exhibition Rd. S.W. 7. 537-949

SALMON 1922 de luxe, side curtains, self-starter, speedometer, perfect condition, £180. Below.

SALMON, 1922, latest all-weather de luxe, speedometer, tyres unmarked, as new throughout, taxed 1923, £175. K.J. Motors, Bromley. Phone 1727. 539-944

SAXON, 2-seater, 4-cylinder, water-cooled, electric and oil lighting, accessories; would consider motorcycle and cash; sell £55 cash. Satchwell, Littlecot, Windsor Rd., Slough. 537-d674

SAXON, 10hp, 4-cylinder, 2-speed and reverse, in good order, tax paid, £38 10s. Elco, Ltd., 13-16 Bishopsgate Avenue, Camomile St., E.C. Phone, Avenue 5548. 537-961

SCOTT Sociable, 1922-1923, bought November, mileage 1,500 miles, 1923 improvements, new condition, tyres unscratched, still under guarantee, buying car, any trial, £140. Rector, Farningley, Doncaster. 537-d627

SHORT-ASHBY, 1922, 8hp, 4-cylinder water-cooled, 2-seater and dickey, friction drive, hood and screen, Lucas dynamo lighting, spare wheel. This is the actual model exhibited at Olympia last November. Dark blue body with aluminium bonnet. An ideal no-trouble car. Trial run can be arranged in London. What offers? Major, 18 Russell Gdns., Golden's Green, London, N.W. zzz-768

SILVER HAWK, 1921, 10hp, full electrical equipment, 2-seater and dickey, 125 guineas. Short and Glass, Ltd., 362 Upper Richmond Rd., East Sheen, S.W. 14. Phone, Richmond 2362-3. 537-10

SINGER, 1919, 2-seater, dickey, dynamo lighting, self-starter, overhauled and repainted, exceptional condition, £155, or deferred payments over 18 months. Allen-Bennett Motor Co., Ltd., 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon, 2450-2451. zzz-977

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SINGER, 1916, 10hp, dynamo lighting, in splendid condition, £85. 11 Gloucester St., Oxford. zzz-551

SINGER, 1920 model, delivered March, 1921, coupe, lighting and starting, painted dark red, grey Bedford cord upholstery, in superb condition, £185. W. M. Bailey, 85 Gt. Portland St. 537-579

SINGER, 1914, 10hp, 2-seater and dickey, detachable wheels, side curtains, speedometer, etc., exceptional condition, £78; extended payments arranged. Hamilton, 69a Ferris Rd., East Dulwich. Phone New Cross 1309. Before 7. 537-d11

SINGER 10hp 1913 2-seater, electric side and tail, acetylene headlamps, entirely new back axle, beautiful condition throughout, £55. Stubbs' Garages, Ltd., Loughborough. 537-d518

SINGER, 1921 and 1920, 2-seaters, starter, lighting, full equipment, excellent condition, prices from £145; extended terms from one-tenth down. Below.

SINGER, 1922, 2-seater, brand new, full equipment, 12 months' free insurance, maker's price £340, our price £260; extended terms from one-tenth down. Rey (Singer Agent), 378-384 Euston Rd. Phone, Museum 7756. 537-802

SINGER, F.O.C.H. have 2 Singers, 1919 and 1920, both dynamo, starters, dickey seats, condition excellent, bargain; exchange or deferred, 5 Heath St., Hampstead (near Tube). 537-775

SINGER, 1920, 10hp 2-seater and dickey, detachable wheels, electric starter, lighting and horn, excellent condition, new accumulators, £160; exchanges, deferred payments. Hearn Bros., 94 Brixton Hill, S.W. Phone, Brixton 2888. 538-843

SINGER, 10hp, Mebes and Mebes (Established 1893), The Original Light Car Specialists, have one of these high-class light cars to offer from stock, 1921 manufacture, 2-seater, grey, Rotax dynamo lighting and self-starter, speedometer, clock, extra air mirror, tool-box, petrol can and carrier, dickey seat, stigmat, bargain at £160. 144 Gt. Portland St., W. 1. Phone, Langham 2230. 537-896

SINGER, 1919, dynamo, starter, watch, speedometer, mileage 4,000, privately owned, mechanically and appearance perfect, £110. Luna Motor Co., Dulham Mews, Hampstead. Phone 4608. 537-d680

SINGER 1920 model, 2-seater, dynamo and starter, excellent condition, £160; ditto, sports model, £130; 1920 coupe, dynamo and starter, £160. The Light Car Co., 331 Euston Rd., London, N.W. 1. 537-35

SINGER, 10hp, 2-seater, dynamo, starter, all accessories, good condition, £75. 191 Amburst Rd., Hackney. 537-d625

SINGER, 1922, 10hp, 2-seater, all-weather coupe, dynamo lighting, starter, licensed, indistinguishable from new, 215 gns; exchanges or deferred. Edwards, 175-7 Gt. Portland St., W. 1. 537-956

SINGER, 2-seater, dynamo, dickey, nickel fittings, tax paid, really good order, £105. Garage, 12 Cornwall Terrace Mews, N.W. 1 (rear Baker St. Station). Phone, Langham 2933. 537-70

SINGER, Cass's Motor Mart, Ltd. 1921 coupe, starter, dynamo, run 4,000 miles, indistinguishable from new, bargain, £216; deferred terms from one-tenth down; exchanges. 5 Warren St., W. 1. Museum 623. 537-917

SINGER, 1917, dynamo, perfect, £100; cash or deferred; exchanges. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 537-955

STANDARD, 2-seater and dickey, 1914, 9.5hp, lighting and starting, 5 lamps, many extras everything, including tyres, in good order, £125. Westminster Bridge G. and E. Co., 202 Westminster Bridge Rd. Hop 6187. zzz-568

STANDARD, 9.5hp, 1919-20 all-weather, 2-seater and dickey, electric lighting and starter, clock, speedometer, mirror, new Dunlop cord tyres, 3 spare tyres, in exceptionally good order, £210. Gibbs, Fawcett St., York. 537-569

STANDARDS.
Wanted. Exchange your old Standard for a new 8hp Talbot. Liberal allowances. Our hire purchase scheme is unique; it is arranged to suit your convenience. Trial runs.
Warwick Wright, Ltd. (sole distributors in the London area), S.T.D. House, 150 New Bond St., London, W. 1. Telephone, Mayfair 6504. 537-864

STANDARD, 2-seater, dickey, 9.5hp, all-weather, 1920, long wheelbase, starter, lighting, excellent condition, exchanges, £175. 7 Victoria Rd., Guildford. 537-886

STANDARD, 1920, all-weather 2-seater, starter, lighting, dickey, etc., private owner, condition as new, £210. Vivian, 33 Spenser St., Victoria St., S.W. 1. 537-975

STANDARD, 9.5hp, 1920, long wheelbase, all-weather 2-seater, dynamo and starter, £185; 1913-14 9.5hp 2-seater, £75; exchange or hire purchase. The Light Car Co., 331 Euston Rd., London, N.W. 1. 537-34

STELLITE 10hp 2-seater, in perfect condition, £120. Smith Motors, Ltd., High Rd., Goodmayes, London. zzz-317

STELLITE, 1920, dickey, dynamo, exceptional nice condition, £160; extended terms from one-tenth down. Rey, 378-384 Euston Rd. Phone, Museum 7756. 537-801

STELLITE 1914 9.5hp 2-seater with dickey, in quite good condition, fully equipped with lamps, horn, speedometer, etc., tax paid, 2 new tyres, 5 detachables, expert examination invited, £68, really cheap. F. C. Lingley, New St., Woodbridge, Suffolk. 537-d554

STELLITE, 10hp, 1914, 2-seater with dickey, good hill-climber, £65. Main, 36 Parade, Leamington. 628-d557

STELLITE, 1920, 10hp, 2-seater, grey, green upholstery, engine just overhauled, dynamo lighting, speedometer, mileage 12,000, first-class condition, and a bargain, £135. The Regent Garage, Leamington Spa, Tol. 406. 537-882

STELLITE 1921 4-seater, lighting set, perfect condition, privately owned, no agents, price £210. Hales, 16 Bourdon St., Berkeley Sq., W. 1. 537-d644

STELLITE 2-seater, 1914, overhauled, repainted, £80, or exchange motorcycle and cash. 40 Replingham, Southfields, S.W. 18. Putney 1694. 537-d642

STELLITE, 1920, No. 1809, dickey, dynamo, fully equipped, owner-driven since new, £180, close offer. 63 South Rd., Southall, Middlesex. 537-d640

STELLITE, 2-seater, dickey, 1914 model, £75. Garage, 12 Cornwall Terrace Mews, N.W. 1 (rear Baker St. Station). Phone, Langham 2933. 537-71

STELLITE, Cass's Motor Mart, Ltd. 1914, just overhauled, repainted grey dickey, 5 wheels, bargain, 108 guineas; deferred terms from one-tenth down; exchanges. 5 Warren St., W. 1. Museum 623. 537-918

STELLITE, 1915, 2-seater and dickey, 3-speed, Lucas dynamo lighting, detachable wheels, fully equipped, perfect condition, tax paid, £110. 2 Grenville Place, South Kensington. 2946 Western. 537-986

SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued)

SWIFT, 2-seater double dickey, 1921, starter, lighting, excellent condition, £195; terms, exchanges. Midland Garage, Broad St., Birmingham. zzz-278

SWIFT, 7hp, 1914 cyclecar, good condition, repainted grey. £65. Main, 36 Parade, Leamington. 538-4554

SWIFT 10hp 1920 model 2-seater, dynamo and starter, excellent condition, £150; exchange or hire-purchase. The Light Car Co., 331 Euston Rd., London, N.W. 1. 537-41

SWIFT, 1912, 2-seater, £30; nearest. 50 Clementson Rd., Sheffield. 537-4673

SWIFT, 52 guineas; exchanges, 2-seater, 9hp, 2 cylinders, 5 detachables, hood, screen, lamps, pulls well, any examination and trial. Scarborough, 35 Hanslar Rd., East Dulwich, Sydenham 2452. 537-54

SWIFT, 1914, 7-hp, staggered 2-seater, chassis frame, last, sound, reliable, smart, £47 10s. 45 Turnham Green Terrace (near Station), W. 4. 537-996

TALBOT, 8hp, 1922, dynamo, self-starter, shop-solled only, £275. Hodgson's Garage, Northumberland St., Newcastle-upon-Tyne. 539-4545

TALBOT, 8hp, 1922, starter, dickey, all-weather curtains, clock, speedometer, £250. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 537-965

TALBOT late 1922 8hp 2-seater de luxe, sunken dickey, dynamo lighting, self-starter, many extras, small mileage, as new throughout, £255. 85 Peshurst Rd., Thornton Heath. Phone, Thornton Heath 1572. 537-4606

TALBOT DARRACQ, 1922, 8hp, 2-seater, complete with dynamo lighting set, special all-weather hood and side curtains, detachable wheels, etc., only run small mileage and in first-class condition, tax paid, price 190 guineas. Caithness and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. 537-835

TALBOT DARRACQ. The Light Car Co. offer a (shop-oiled) 2-seater Talbot-Darracq, fitted with dynamo and starter, in perfect order, £265; exchange or hire purchase. The Light Car Co., 331 Euston Rd., London. 537-26

TAMPLIN 1921 2-seater, fully equipped, in exceptional condition, £55, or deferred payments over 18 months. Allen-Bennett Motor Co., Ltd., 9, 10, 11 Royal Parade, West Croymond. Phone, Croymond 2450-2451. zzz-978

TAMPLIN 1923 side-by-side demonstrator, with shock absorber, as new, 115 guineas; new tandem model, 95 guineas; 1921 tandem, £50; Tamplins exchanged. Tamplin Motors, Ltd., Staines. Phone 139. 537-5535

TAMPLIN, 1921, J.A.P., low mileage, discs, horn, speedometer, electric lighting, screen, hood, tools, spares, fast, economical, good condition throughout, £50 or reasonable offer. Apply, Chesney's Garage, West Horsley, Surrey. 537-4649

T.B. clover-leaf standard model, water-cooled engine, with many extras, including dynamo electric lighting, tax fully paid, great sacrifice; this car is not sold; price complete £165 owner purchasing 4-seater car. Apply, Hutton's, Motor Engineers, Swindon. 537-835

T.B. 3-seater de luxe, practically new, cost £232, offers. 196 Fendal Rd., Swindon. 537-4650

UNIT, April, 1922, mileage 8,000, an exceptionally attractive sporting or touring car with 4-cylinder water-cooled Coventry-Climax engine, friction gearbox and final drive by enclosed spur gearing, 2-seater body in aluminium, red wings and wheels, nickel-plated radiator and fittings, looks as good as new, 5 good Kemplish 705 mm. by 80 mm. tyres, Brink electric lighting, trial run, inspection or photo, willingly, £200 or rear offer. F.J.F., co. "The Light Car and Cyclecar," 7-15 Rosebery Ave., E.C. 1. zzz-295

UNIT, 1921, 9hp, 2-seater, as new, only used 6 months, very fast, £105; extended payments arranged, Hamilton, 69a Ferris Rd., East Dulwich. Phone, New Cross 1509. Before 7. 537-410

WARREN-LAMBERT, 1914, twin water-cooled Bloomfield, 3 and reverse, hood, screen, lamps, speedometer, etc., good order, needs adjusting. £59. Owen, 69a Scholfield Rd., Holloway. 537-4636

WOLSELEY 10hp 2-seater, painted grey and upholstered green, used few demonstration runs only, mileage 800, equipped several extras and special fittings, indistinguishable from new, £355. Weybridge Automobiles, Ltd., Weybridge. Phone 236. 537-832

WOLSELEY 10 1922 (June) coupe, absolutely as new, owner will accept nearest offer to £375. Agents, Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2363. 537-825

WOLSELEY, 7hp, 1923 model, starter, all-weather curtains, double screen, practically new, £255. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 537-966

LE ZEBRE, a snip, excellent 2-seater (English body) and dickey, dynamo, starter, speedometer and numerous accessories, small mileage, as new, £140, cost double, cash or deferred payments. Write, call or phone, Western Motor Works, Perry St., Chislehurst, Kent. Phone, Sidcup 160. zzz-377

ZEBRE, 1921, English body, 2-seater, double dickey, side screens, spring gaiters, tax paid to end of year, recently completely overhauled, practically new Michelin tyres (unpunctured), price £155; seen by appointment. Davenport and Ashford, 13 Little James St., W.C. 1. 538-788

LE ZEBRE, £135; self-starter, 1921 (late), cost £345, 4-cylinder, 4 speeds, special wide 2-seater, wide double dickey, double screen, hood, speedometer, dynamo lighting, 5 lamps, 5 detachable wheels, taxed 12 months, as new, trial. Phone, 2068 Lee Green, Steving, 9 Pattenden Rd., Catford, S.E. 6. 537-4676

LE ZEBRE, 2-seater, 8hp, electric lighting and starting, 1921, 4-speed, perfect order, £130. 24 Greenhill Rd., Harrow. 658-4672

ZEBRE, Special offer, 4 1921 Zebre cars, almost new, Sports models and Standard, 4-cylinder, 8hp, self-starter, double dickey, £140. Denman Motor Agency, 4 Donnan Place, Piccadilly Circus. Regent 986. 537-47

SPARE PARTS FOR LIGHT CARS.

CALCOTT spares and repairs. All Calcott spare parts in stock for immediate delivery. Trade supplied. All kinds of Calcott repairs, small or large. Complete overhauls. Authorized direct agents for Calcott cars. Trade supplied. Calcott Service Depot, Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 537-4580

HUMBERETTE spares. Crown wheels, pinions, balance boxes. Wandsworth Motor Exchange, Ebner St., Wandsworth. 540-90

MERRALL-BROWN spares and repairs. Merrall-Brown, 28 Chesley Old Rd., Bolton. 538-517

MORGAN spares. The Stevenage Motor Co., Ltd., Stevenage, Herts., can supply from stock all spares at makers' list price, plus carriage. Repairs and overhauls carried out by experts. Write, wire or phone your requirements. Prompt attention given. Phone, Stevenage 63. zzz-599

SPARE PARTS FOR LIGHT CARS
(continued).

RICHARDSON light car spare parts can now be obtained from Arthur Franks, 34 Lenton St., Sheffield. (Late Manager.) 540-895

8hp ROVER spares. Practically every part in stock; immediate delivery. Keys, 8-10 Bond St., Ealing. 537-361

ROVER spares. We carry a £3,000 stock of Rover parts. Correspondence invited on all matters pertaining to Rover cars. John Pollitt and Son (successors to the Rover Co., Ltd.), Renshaw St., Liverpool. 537-184

SINGER, new spares: Crown wheel, £3; bevel pinion, £2; differential case half, £2; silencer, 12s. 6d.; shock absorbers, pair, £2 10s.; gears, etc., 50 per cent. Singers' Hat, Green, Westbury Lane, Buckhurst Hill, Essex. 538-215

NEW LIGHT CARS AND CYCLECARS

A.B.C. Gordon Watney and Co., Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2965 and 2966), The Wholesale and Retail Concessionaires, can give immediate delivery of the 1923 types at further reduced prices: sports model, £225; standard model, £240; 4-seater, £265; deferred payments arranged and cars taken in part exchange. zzz-378

A.B.C. George England (1922), Ltd., 11 Curzon St., Mayfair, W. 1 (Phone, Grosvenor 2191), have fully-equipped A.B.C. repair works, stocks of spares, and are experts in tuning; sports model, £225; Regent model, £240; special featherweight 4-seater; super sports model, aluminium body, to specification. Write for gadget list. Deferred payments or exchange. zzz-816

A.C. Caithness and Co., Ltd. (late Alfred Watson), for quick deliveries of A.C.s and the best service after purchase. New prices and models: Empire 2-seater, £325. Empire 2-seater, all-weather, £345. Royal 2-seater, £395; 4-seater, £415. 6-cylinder models from £590. Deferred payments. Part exchanges. Caithness and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. Telegrams, "Caithness, Wendo, London." 537-856

A.C. (Surbiton) Globe Auto Service, Portsmouth Rd., authorized agents. Models stocked from £395; exchanges. Kingston 1591. 547-222

A.C. In stock, Empire 1923 model, 2-seater, £325; deferred terms. Official agents, Olford and Sons, Ltd., 94 Gloucester Rd., S.W. 7 zzz-578

A.C. Birkenhead Motor Works, 54 Duke St., A.C. agents, immediate delivery, and 6 Hardman St., Liverpool. 562-869

A.C. Autoveyors, Ltd., 84 Victoria St., S.W. 1.

A.C. Leading London agents and concessionaires Surrey. Trade enquiries invited. All models in stock at new reduced prices. Autoveyors, Ltd.

A.C. Empire 2-seater model, all colours, £325. Autoveyors, Ltd.

A.C. Royal 2-seater all-weather models, £395. Autoveyors, Ltd.

A.C. Royal 4-seater all-weather models, £415. Autoveyors, Ltd.

A.C. Royal coupe, any colour, £475. Autoveyors, Ltd.

A.C. Autoveyors, Ltd., can supply any of the above cars on deferred payments. Only a small deposit required. 84 Victoria St., S.W. 1. 537-977

A.C. 1923 models for delivery from stock at the new reduced prices. Empire model, 2-seater, £325; 4-seater, Royal, £415; 2-seater Royal, £395; 6-cylinder models from £590. Cash, exchange, or deferred payments. Newham Motor Co., 225 and 245 Hammersmith Rd., London, W. 6. Phone, Hammersmith 1325. 537-901

ALVIS. Official Agents, Mebes and Mebes (Est. 1893), The Original Light Car Specialists, sole distributors South Bucks and London agents, can offer immediate delivery of all models, including the 10-30hp, which are on view in their showrooms, price from £597. Your present light car in exchange. Deferred payments over 12 or 18 months to suit client's pocket. 144 Gt. Portland St., W. 1. Phone, Langham 2230. 537-891

AMILCAR specialist and distributor, North and East Riding Yorkshire, S. Glover, North St., Ripon. Phone 172. 554-472

AMILCAR, 8hp, brand new, shop soiled, 2-seater, standard specification, 165 guineas; exchanges or deferred. Edwards, 175-7 Gt. Portland St., W. 1. 537-958

AMILCAR, 145 guineas, list price £235, brand new, 2-seater, full electrical equipment. Short and Glass, Ltd., 485-493 Upper Richmond Rd., East Sheen, S.W. 14. Phone, Richmond 2362 and 2365. 537-8

ARIEL "Nine," the £235 all-weather car with the thousand-guinea personality, water-cooled, right-hand change, long wheelbase, 3-4-seater, single-shell body, adjustable seats; have a trial run or free tuition without obligation; cash, exchange or deferred payments. Phone, Mornsey 2917. Jones Garage, Broadway, Muswell Hill N. 10. zzz-24

ARIEL, the new 9hp water-cooled 3-4-seater, price £235, is the nicest light car on the market, a combination of speed, reliability, and elegance. Particulars from Fred Speakman, Ariel Garage Harpurhey, Manchester. 560-519

ARIEL Nine, water-cooled, 3-seater, £235, in stock. A smart roomy light car. Please call and have trial run. Ariel Motors and General Repairs, Ltd., 320-2 Camberwell New Rd., S.E. 5. 537-899

AUSTIN. You can now see and try the new Austin Seven at our Showrooms. The price is £165, and there is a great demand. Book your order now for earliest deliveries, which can be obtained from F. G. Smith Motors, Ltd., High Rd., Goodmayes. Phone, Ilford 1082. zzz-452

AUSTIN 7hp. Can give prompt delivery. Write for specification. George England (1922), Ltd., 11 Curzon St., Mayfair, W. 1. zzz-817

AUSTIN, Stretton and Smith for 7hp Austins. Earliest deliveries. Deferred payments. 12 Woodstock St., Oxford St., London. zzz-930

AUSTIN, 7hp model, early deliveries. Official agents, Motoria, Regent's Parade, Tally-ho, Finchley. 542-994

AUSTIN, new 7hp model, £165; place your order now for early delivery; exchanges, deferred payments. Parker's, 246-52 Deansgate, Manchester; also Bradshawgate, Bolton. 537-808

BAYLISS-THOMAS. The Westminster Bridge Co., Ltd., have opened new showrooms at 202 and 204 Westminster Bridge Rd., near the New County Hall. We are distributing agents for Bayliss-Thomas in all London south of the Thames and 25 miles radius. We have always several of each model in stock. Deferred terms and exchanges. Demonstrations with pleasure. Service station and works opposite. zzz-99

BAYLISS-THOMAS, Junior, £260 cash, or £54 16s. deposit and 11 payments of £19 12s., less rebate. Service Co., 273-4 High Holborn, W. 1. zzz-408

BAYLISS-THOMAS cars in Brighton at Welford's, St. James St., Brighton, authorized main agents for the district. 548-499

BAYLISS-THOMAS. All 1923 models in stock: 10.5hp 2-seater, with dickey, £295; 10hp, 4-seater, £320; 8.9hp Junior, £260; exchanges or extended terms. Mann and Overton's, Ltd., 10 Lower Grosvenor Pl., S.W. 1. Tel., Victoria 4634. 537-67

NEW LIGHT CARS AND CYCLECARS (continued).

BELSIZE-BRADSHAW, 9hp dynamo lighting, £210, speedometer & extra. Immediate delivery from the authorized agents, Harris Garage, Slough. Phone 88. zzz-658

BELSIZE-BRADSHAW, 9hp, £210; also supplied on our payment out of income system. Send for particulars, Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-705

BELSIZE-BRADSHAW, Gordon Watney and Co., Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2965 and 2966), the wholesale and retail concessionaires, can give immediate delivery of the 1923 types at reduced prices. Standard 2-seater, complete, £210; and Standard 4-seater, complete, £235. Cars on show and demonstrations given. Deferred payments arranged and cars taken in part exchange. zzz-54

BELSIZE-BRADSHAW, 9hp, oil-cooled 2-3-seater, delivery from stock, County Garage, Caterham Valley, Surrey. 549-4512

BELSIZE-BRADSHAW, £210 cash, or £42 8s. deposit and 11 payments of £16, less rebate. Service Company, 27-3-4 High Holborn, W.C. 1. zzz-290

BELSIZE-BRADSHAW, £210. O. A. Britten and Co., sole distributing agents for Liverpool, St. Helens and districts; early delivery. 51 Innington, Liverpool. Phone, 1329 North. zzz-225

BELSIZE-BRADSHAW, 9hp, oil-cooled, 2-3-seater. Immediate delivery from stock, £210. C. W. and J. Mason, Ltd., 5 St. Luke Place (top of Bold St.), Liverpool. Royal 5311. 537-4841

BELSIZE-BRADSHAW, with 9hp oil-cooled engine 2-3-seaters, £210; 4-seaters, £235; 2-3-seater coupe, £260; immediate delivery. Tom Norton, Ltd., Charles St., Cardiff. 544-9775

BELSIZE-BRADSHAW. Willmott's can give immediate delivery of Belsize-Bradshaw 4-seater, £235; 2-seater, £210; coupe, £260. £18 extra to any model for self-starter and speedometer. We will take your car in part payment or supply on deferred terms. Trial runs any time, anywhere. Percy Rd., Uxbridge Rd., Shepherd's Bush, W. 12. Phone, Hammermith 621. 558-a972

BELSIZE-BRADSHAW 9hp coupe, £260, 4-seater £235, 2-3-seater £210, all in stock, deferred payments arranged, exchanges J. D. Paterson and Co., Barbauld St., Warrington. Phone 545. 585-968

BELSIZE-BRADSHAW, 1923, brand new, tax paid, £195, getting larger car. Box No. 1232, e.o. "The Light Car and Cyclecar." 537-567

BELSIZE-BRADSHAW, 9hp, oil-cooled, detachable wheels, dynamo lighting, hood, side curtains, fully equipped, £210, starter £15 extra; prompt delivery. Telford Garage, District Agents, 47 Streatham Hill, S.W. 2. zzz-784

BELSIZE-BRADSHAW, 2-seater with 9hp oil-cooled engine, £210; exceptional value. Autoveyors, Ltd., 84 Victoria St., S.W. 1. 537-984

BLERIOT-WHIPPET, £155 cash, or £72 10s. deposit and 11 payments of £11 14s., less rebate. Service Co., 275-4 High Holborn, W.C. 1. zzz-409

B.S.A. Leamington Automobile Co., Ltd., appointed special agents for B.S.A. cars. Display of latest models on view at our showrooms. Delivery anywhere. Complete repair depots and stocks of spare parts. 2 Parade, Leamington Spa. Tel. 113. 542-810

B.S.A., 10hp. Before deciding on your light car try this masterpiece at Mylam's, 197 London Rd., Croydon. Phone, Thornton Heath 1273. zzz-220

BUCKINGHAM, 10hp. The value for money light car. Call and see the latest model 2-seater, with double dickey, price £185. Book your order now for early delivery with the Lancaster Motor Co., 158 Norwood Rd., West Norwood, S.E. 27. Phone, Streatham 2541. zzz-721

BUCKINGHAM, £185 cash, or £38 8s. deposit and 11 payments of £14, less rebate. Service Co., 275-4 High Holborn, W.C. 1. zzz-529

BUCKINGHAM. Mebes and Mebes, (Est. 1893). The Original Light Car Specialists, sole district agents, can offer immediate delivery of this famous all-British light car from stock, at list price £185; your present car in exchange; deferred payments 4 per cent. 144 Gt. Portland St., W. 1. Phone, Langham 2230. 537-892

CALCOTT, 10hp, all-weather, 1923 models, £325, immediate delivery; motorcycles in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-704

CALCOTT new 10hp 2-seater, dickey seat, self-starter, etc., new 1922 car offered as slightly shop-soiled to clear, £300; convenient easy payments. Harrods Motor Sales Dept., 118 Brompton Rd., London. 537-768

CALCOTT. Smith and Hunter, authorized agents, can give earliest delivery of all models; special 2-seater all-weather, £325. 77 Gt. Portland St., W. Phone, Langham 2363. 537-816

CALCOTTS, 1923 10.5hp models, brand new, just arrived, cash or easiest of easy payments. Your old Calcott or any motorcycle or car taken in part payment for a new Calcott. We specialize in exchanges and all best prices. Direct authorized agents. Wilkins, Simpson, opposite Olympia, London. Phone, Hammermith 238. 537-4381

CALCOTT 1923 10.5hp, just arrived, £325, finished grey; also one finished-crimson-lake; inspection invited of this very smart model; cash, easy payments or exchanges; exchanges arranged anywhere, distance no object. Wilkins, Simpson, opposite Olympia, London. Phone, Hammermith 238. 537-4382

CALCOTT, 11.9hp, 1923, fitted with handsome all-weather 4-seated body by Charlesworth, sliding front seats, Royal blue, blue leather upholstery, frameless windows, Lucas dynamo lighting and self-starter, speedometer and clock; the whole car has been lavishly fitted irrespective of cost, list price £625, bargain at £495. Mebes and Mebes (Established 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 537-894

CALTHORPE. All models, including new all-weather, in stock. Deferred payments. Your old car taken. Mann, Ekerton and Co., Ltd., 379-381 Euston Rd., N.W. 1, and Norwich. Sole distributors for London and the Home Counties. Calthorpe Service Depot, 1a High Rd., Kilburn. zzz-530

CALTHORPE. Croydon agents for Calthorpe cars. Immediate delivery from stock of all models, with efficient service to follow. Moore's, Presto Motor Works, Ltd., North End, Croydon. Phone 2624. 565-117

CALTHORPE SERVICE DEPOTS. 200 Beansgate, Manchester.

CALTHORPE 10-15 standard 2-seater, 285 guineas. In stock at Colmore Depot.

CALTHORPE 10-15 de luxe 2-seater, 325 guineas. In stock at Colmore Depot.

CALTHORPE 10-15 de luxe 4-seater, 340 guineas. In stock at Colmore Depot.

CALTHORPE 12-20 2 or 4-seater, 410 guineas. Early delivery from Colmore Depot.

CALTHORPE cars are always available from Colmore Depot, for cash, exchanges or easy terms.

BIRMINGHAM: 49 John Brighi St.

LIVERPOOL: 24 Paradise St.

MANCHESTER: 62 High St.

LANCHESTER: 200 Deansgate. Distributors for Lancashire. zzz-654

NEW LIGHT CARS AND CYCLECARS (continued).

CALTHORPE, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-524

CALTHORPE. Lankester Engineering Co., Kingston, Surrey agents for Calthorpe cars. Sub-agents wanted where not already represented in county. Liberal terms, prompt deliveries. zzz-665

CALTHORPE. Smith and Hunter, authorized agents, have all models in stock; standard 2-seater, 285 guineas; 10.5hp de luxe model, all-weather, 325 guineas; all-weather 4-seater, 340 guineas; coupe, 400 guineas; deferred payments. 77 Gt. Portland St., W. 1. Phone, Langham 2563. 537-814

CALTHORPE. Birkenhead Motor Works, 54 Duke St., Calthorpe agent. Immediate delivery new models, and 6 Hardman St., Liverpool. 562-870

CALTHORPE 2-seater and 4-seater cars in stock. Denman Motor Agency, 4 Dorsman Place, Piccadilly Circus. Regent 986. 537-46

CITROEN. 7.5hp, 10hp, 11.4hp.

CITROEN. The Leighton Garage.

CITROEN. Earliest delivery of all 1923 models

CITROEN. Personal service at any time a feature. Deferred payments arranged a speciality.

CITROEN. Satisfaction guaranteed. We are genuine authorized agents. Telephone, Hampstead 1365. Princess Mews, Belsize Cres., Hampstead. 551-653

CITROENS, 1923, with English bodywork. All models from Jackson's Garage, Guildford. Phone 345. zzz-709

CITROEN, 7.5hp, 2-seater, dynamo lighting, self-starter, £195. Immediate delivery from the authorized agent, Harris, Garage, Slough. Phone 88. zzz-680

CITROEN.

CITROEN. See W. H. Jones,

CITROEN specialist.

CITROEN. For all new models. Any second-hand cars taken in part payment; deferred terms arranged; also trade inquiries invited. 2 Williams Mews, Devonshire St., W. 1. Mayfair 901. 544-476

CITROEN. Caithness and Co., Ltd., for the latest Citroen models. Quick deliveries and the best service after purchase. Deferred payments and part exchanges. 65 Gt. Portland St., W. 1. Tel., Langham 2172. 537-837

CULEY, 1923. Immediate delivery from the authorized agents, Jackson's Garage, Guildford. Phone 345. zzz-706

CULEY. "The Cream of Coventry's Light Cars." 2-seater with double dickey, 11 and S. £350; 2-seater coupe, V front, with double dickey seat, 11 and S., beautiful carriage, £430; exchange or hire purchase. The Light Car Co., 331 Euston Rd., London. 537-30

CLYNO. "The Light Car Supreme." 11hp 4-cylinder, water-cooled, dynamo lighting, 2-seater with double dickey, detachable wheels, complete, £265; cash or deferred payments. Official Service Agents and Spare Part Stockists, Knvs, 8-10 Bond St., Ealing. 537-360

CLYNO, latest family model 4-seater with starting, lighting, detachable wheels and spare, 4-cylinder water-cooled 10.8hp, painted grey, polished aluminium, bonnet, black wings, £255. Inspection and trial by appointment by London and Home County representatives, Autocars, Ltd., 15 Woodstock St. (next Bond St.), London. Telephone, Mayfair 2651. 537-5

CLYNO, 10.8hp, 2-seater and double dickey, starter, complete, £275; also 4-seater family, complete, £255. J. Hobden and Sons, 149 St. James's St., Burnley. Tel. 488. 537-1

COVENTRY-PREMIER. Immediate delivery.

COVENTRY-PREMIER. West Bros.

COVENTRY-PREMIER. Authorized agents, 42 Cranbrook Rd., Ilford. Deferred payments. Telephone, Ilford 740. 556-196

COVENTRY-PREMIER, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-525

COVENTRY-PREMIER, 1923 models, in stock, 230 guineas; motorcycles taken in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-703

COVENTRY-PREMIER, 10hp, 1923 model, 4-cylinder, overhead valves, just delivered, 230 guineas; deferred terms and exchanges arranged. Eagles and Co., 275 High St., Acton, London. zzz-229

COVENTRY-PREMIER. Godfrey's are authorized agents. 1923, 10hp, 4-cylinder, 2 or 4 seater, 230 guineas; immediate delivery; gradual payments, exchanges. 203 Gt. Portland St., London, W. Phone, 1300 Langham. zzz-355

COVENTRY-PREMIER, 1923, 4-cylinder, 2 and 4-seaters, 230 guineas, in stock. Authorized agent, Saxon Jeffries, 253 Deansgate and 27 Lower Mosley St., Manchester. Tel., 4978 Central. See also Singer and Jewett columns. 537-478

COVENTRY-PREMIER. H. B. Cook, Ltd., largest contractors London and Southern England, now exhibiting new 10hp models, 250 gns.; unique credit system, £22 cash secures delivery; exchange. 202 Gt. Portland St., W. 1. Langham 1726. zzz-647

COVENTRY-PREMIER, 230 gns. cash or £50 8s. deposit and 11 payments of £18 5s., less rebate. Service Co., 275-4 High Holborn, W.C. 1. zzz-530

COVENTRY-PREMIER. Dan Guy, Weymouth, main Dorset agent. Trade supplied. New 4-seater, 230 guineas, in stock; exchange and easy payments arranged. 544-465

COVENTRY-PREMIER. Ernest Grimaldt, Ltd., authorized agents, 1923 models, 2 and 4-seater, 4-cylinder, 230 guineas; part exchanges, deferred payments. 87 Gt. Portland St., W. 1. Tel., Langham 2983. zzz-493

COVENTRY-PREMIER. F.O.C.H. for immediate delivery. Cash, exchange or deferred. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 537-778

COVENTRY-PREMIER 1923 2 and 4-seater models in stock, 230 guineas; exchanges, deferred payments. Parker's, Bradshawgate, Bolton. 537-807

COVENTRY-PREMIER, 1923, in stock 2 or 4-seater, just arrived, 230 guineas cash, or easiest of easy payments; any motorcycle or car taken in part exchange; best price allowed; exchanges arranged anywhere; distance no object. Wilkins, Simpson, opposite Olympia, London. Phone, Hammermith 238. 537-4385

COVENTRY-PREMIER, 2 and 4-seaters, in stock, from 230 gns. cash or £60 7s. 6d. down and 12 payments of £15 17s. with option of discount. Liberal exchanges. Lamb's Ltd., 387 Euston Rd., London, N.W. 1; 60 High Rd., Wood Green, N.22. New premises opposite Hoo St. Station (16,000 square feet), Walthamstow. 537-846

NEW LIGHT CARS AND CYCLECARS

(continued).

ROVER, 1922, 8hp, 2-seater, Standard model, all-weather, side curtains fitted to bring up to date, never been run, list price £180, will accept £165. The Regent Garage, Leamington Spa. Tel. 406. 537-885

ROVER, F.O.C.H. for immediate delivery. Cash, exchange, deferred 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 537-777

ROVER, Reys, authorized agents for Rover cars; exchanges and extended payments arranged. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7736. 537-795

ROVER 8. Smith and Hunter can deliver from stock, £180; deferred payments. 77 Gt. Portland St., W. Phone, Langham 2363. 537-818

ROVER, 8hp, all 1923 models in stock for immediate delivery: 2-seater standard, £180; 4-seater standard, £190; 2-seater model de luxe, £200; 4-seater model de luxe, £210; 2-seater coupe, complete with dynamo lighting, self-starter, clock, speedometer, etc., £240; 2-seater standard, with dickey, as supplied by the Rover Co., £162 10s. Inspection invited. Latest of easy payments. Exchanges arranged anywhere; distance no object. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 537-4383

ROVER, 1923 coupe, 8hp, 2-seater, dynamo lighting, self-starter, clock, speedometer, etc., £240 cash or easiest of easy payments; any motorcycle or car in part exchange; exchanges arranged anywhere; distance no object. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 537-4388

ROVER 1923 8hp 2-seater standard model, in stock, £180; deferred payments and demonstrations. Autoveyors, Ltd., Authorized Agents, 84 Victoria St., S.W. 1. 537-978

SALMON, The Motor Marketing Co., distributors for Berkshire, offer immediate delivery all 1923 models, cash, exchange, deferred, to suit clients. Wantage Rd., Reading. 222-546

SALMON, 1923, Percy H. Smallbone, Ltd., can supply 2-seater, with dickey and all-weather equipment, London coachwork (limited number only for disposal), £210; 4-seater model, with all-weather equipment, best value in the market, £235. Catalogues free. 499 Oxford Rd. Reading. Phone 1117. 222-415

SALMON, K.J. Motors, Bromley, sole concessionaires for Kent and Surrey, can give immediate delivery of new models. Cash, exchange, deferred. Bromley 1727. 222-689

SALMON, Smith and Hunter, authorized agents. New models for immediate delivery. 2-seater with double dickey and all-weather side curtains to front and dickey, £225. 77 Gt. Portland St., W. Phone, Langham 2363. 537-817

SENECHAL, 8hp, 4-cylinder, 235 guineas. Immediate delivery. Deferred payments. Ladbroke Garage, Southam. 544-1544

SINGER, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. 222-528

SINGERS, 1923. All models for quick delivery. Jackson's Garage, Guildford, official agents. Phone 345. 222-708

SINGER, 1923, all-weather models, 2 and 4 seater models, 280 guineas. In stock. Authorized agent, Saxon Jefferys, 253 Deansgate and 27 Lower Mosley St., Manchester. Phone, 4978 Central. 537-439

SINGER, H. B. Cook, Ltd., largest contractors London and Southern England, now exhibiting new 10hp models, 230 gns. and 280 gns.; unique credit system, £27 cash secures delivery; exchanges. 202 Gt. Portland St., W. 1. Langham 1726. 222-648

SINGER and Coventry-Premier, 1923, latest 2 and 4-seaters, from stock, 280 guineas and 250 guineas. Wrexham Motor Co., 39 Chester St., Wrexham. 545-189

SINGER, Authorized agents, West Bros., Cranbrook Rd., Ilford. See Coventry-Premier advertisement. 556-195

SINGER and Coventry-Premier cars in stock, from 230 guineas; best allowance on second-hand cars in part payment; deferred terms. Eagles and Co., 275 High St., Acton, London. 222-127

SINGER, Ernest Grimaldi, Ltd., authorized agents. 1923 models, 2 and 4-seaters, 280 guineas; part exchanges, deferred payments. 87 Gt. Portland St., W. 1. Tel., Langham 2983. 222-492

SINGER, Birkenhead Motor Works, 54 Dnko St., Singer agents. Immediate delivery new models. And 6 Hardman St., Liverpool. 562-871

SINGER, Caithness and Co., Ltd., for the latest Singer models. Quick deliveries and the best service after purchase. Deferred payments and part exchanges. 65 Gt. Portland St., W. 1. Tel., Langham 2172. 537-838

SINGER, F.O.C.H., the agents, immediate delivery; cash, exchanges, deferred. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 537-780

SINGER, Reys, authorized agents for Singer and Premier cars; exchanges and extended payments arranged from one-tenth down. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7736. 537-791

SINGER 1923 10hp 2 and 4-seater models in stock, 280 guineas; exchanges, deferred payments. Parker's, Bradshawgate, Bolton. 537-806

SINGERS, 1923. Both 2 and 4-seaters, just arrived, 280 guineas, cash or easiest of easy payments; your old Singer or any car or motorcycle in part exchange; we specialize in exchanges and allow best prices; exchanges arranged anywhere; distance no object. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 537-4384

SINGER, shop-soiled 10hp model in stock, £275. Deferred payments as desired. Genuine bargain. Autoveyors, Ltd., 84 Victoria St., S.W. 1. 537-985

SINGER 1923 models for immediate delivery, 2 or 4-seaters, 280 gns. Best possible allowance made on second-hand cars or motorcycles in part payment. Deferred terms if desired. Newnham Motor Co., 223 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 537-902

STANDARD, immediate delivery of the new 8hp model, £275. Harris's Garage, Slough. Phone 88. 222-464

STANDARD 8hp 1923 2-seater with dickey, starter, and all-weather side curtains, brand new, £275, ready to drive away. City Car Agency's Showrooms, 34 Queen St., Cheapside, E.C. 4. 222-15

STANDARD, Caithness and Co., Ltd., for the latest 8hp Standard models. Quick deliveries and the best service after purchase. Deferred payments and part exchanges. 65 Gt. Portland St., W. 1. Tel., Langham 2172. 537-839

STONELEIGH, 1923 models, from £185; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. 222-529

STONELEIGH, perfect 3-seater, £186, immediate delivery. County Garage, Caterham Valley, Surrey. 549-4313

STONELEIGH utility car, seats 3 adults and child, brand new, slightly soiled, list £186, accept £165. Crow Bros., Guildford. 537-64

NEW LIGHT CARS AND CYCLECARS

(continued).

STRAKER-SQUIRE, Ernest Grimaldi, Ltd., authorized agents. 1923 10hp models from £400; part exchanges, deferred payments. 87 Gt. Portland St., Tel., Langham 2983. 222-404

TALBOT cars, Mobs and Mobs (Established 1893), The Original Light Car Specialists, authorized agents, can offer from stock all models of the 8hp and 10-23hp models; without doubt one of the finest all-British light cars built to-day; your present car in part exchange; deferred payments at 4 per cent. 144 Gt. Portland St., W. 1. Phone, Langham 2230. 537-893

TALBOT, Warwick Wright, Ltd. Sole London distributors of Talbots. Before you decide on a new car come and inspect the wonderful little 8hp Talbot at our showrooms. We shall be pleased to give you a trial run; your old car or motorcycle accepted in part exchange; our hire-purchase scheme is unique, it is arranged to suit your convenience. Warwick Wright, Ltd., M.T.D. House, 160 New Bond St., London, W. 1. Telephone, Mayfair 6504. 537-861

TALBOT, In stock, 2-seater de luxe, £320; 8hp coupe, £395; exchanges; deferred payments. Parker's, 246-52 Deansgate, Manchester; also Bradshawgate, Bolton. 537-809

TALBOT, Smith and Hunter authorized agents, can supply from stock standard 2-seater, £295; de luxe model, £320, coupe, £395; 4-seater, 10-23, £375; catalogues and demonstrations with pleasure; deferred terms. 77 Gt. Portland St., W. Phone, Langham 2363. 537-813

TALBOT, 1923, 8-18hp, 2-seater, de luxe, in-stock; exchanges or deferred payments. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 537-969

TALBOT-DARRACQ, H. B. Cook, Ltd., largest contractors, give immediate delivery 8hp models, £275; unique credit system, £25 cash, secures delivery. 202 Gt. Portland St., W. 1. Langham 1726. 222-649

TALBOT-DARRACQ, 8hp, 4-seater, £275, immediate delivery. Baker and Co., Dorking. Phone 122. 537-62

T.B., 3-wheeler, standard model, £155; de luxe £165 10s.; sports, £175. Earliest deliveries from Godfrey's, Ltd., 208 Gt. Portland St., London, W. Phone, 1300 Langham. 222-356

T.B., 3-wheeler, earliest deliveries from the Surrey agents, demonstration at any time, price from £156. Mylam and Co., 197 London Rd., Croydon. Phone, Thornton Heath 1275. 222-221

UNIT, We are authorized agents. Immediate delivery; exchanges; deferred payments; prices from 177 guineas. Tele., Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. 222-969

UNIT, service model, 177 guineas cash, or £38 16s. deposit and 11 payments of £14 1s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. 222-412

WEBB, super 9, tonring and all-weather models from stock; exchanges. Chaston, Blackwood, Mon. Tel. 66. 544-476

WOLSELEY, 7hp, 2-seater, in stock, £255, cash or deferred payment. Bound's Garage, 223 High Rd., Kilburn. 222-393

WOLSELEY 7 cars. Cash or deferred payments. Write, F. G. Smith Motors, Ltd., High Rd., Goodmayes. Phone, Ilford 1082. 222-316

WOLSELEY, Weybridge Automobiles, Ltd., have an extensive selection of new and second-hand current Wolseley light cars at bargain prices; deferred payments and exchanges arranged. Wolseley Specialists, York Rd., Weybridge. Phone 236. 222-94

WOLSELEY, new, 10hp, 2-seater and dickey seat, all-weather fittings, self-starter, etc., to makers' specification, in stock for immediate delivery, £380; convenient easy payments. Harrod Motor Sales Dept., 118 Brompton Rd., London. 537-769

WOLSELEY, in stock 1923 7hp 2-seater £255, cash or deferred. D. and S. Autocar Co., 35 The Parade, Golders Green. 537-952

WOLSELEY, all 1923 models supplied. Second-hand cars or motorcycles accepted at full market valuation in part payment. Deferred terms if desired. Newnham Motor Co., 223 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 537-909

LE ZEBRE, Autoveyors, Ltd., have a large consignment of these famous cars; 2-seater models from £200 cash; deferred payments arranged. 84 Victoria St., S.W. 1. 537-983

MISCELLANEOUS LIGHT CARS AND CYCLECARS.

F.O.C.H. for reliable new and second-hand cars at bargain prices. Exchange and deferred payments arranged. Our name implies our business methods. Fair Offer Car House, 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. Hours 9-7, including Saturdays. 537-791

CROUCH, A.C., or any make of car; cash, deferred or exchange. Cleveland Garage, Ackworth, Pontefract. 537-225

LADY DRIVERS, An exceptionally attractive little 2-seater car is for sale second-hand; ideal for the woman-driver; 4-cylinder engine, starts easily; gear change silent and certain by friction discs, dynamo lighting, tools, etc., £200. Send p.c. for details and photograph. Box No. 1173, c/o "The Light Car and Cyclecar." 222-296

IF wishing to buy, sell, or exchange a 3 or 4-w. car, consult us. We guarantee to do your business to your entire satisfaction; distance no material. Hunting's, Wealdstone, Middlesex. 222-688

LIGHT car chassis, used for demonstration only, 11hp Alpha engine, 5 and reverse gearbox, differential back axle, thermo-siphon and fan, dynamo lighting, 5 lamps, all ready for body mounting, footboards, mudguards and bonnet fitted, for quick disposal, cheap; further particulars and photograph by request. Bellhouse, 88 Killinghall Rd., Bradford. 637-4668

THE LIGHT CAR CO. would like you to see their stock or write for list of cars for economical motoring; exchange or hire-purchase on any make of new or second-hand car. The Light Car Co., 351 Euston Rd., N.W. Phone, Museum 3081. 537-25

MISCELLANEOUS NEW CARS.

JOWETTS and Bayliss-Thomas's always available for demonstrations at Welbords, Brighton, main agents for the district. 548-500

A WELL-KNOWN London firm has for disposal a brand-new chassis of a very interesting design. The chassis, which is complete with tyres and ready for the road, is fitted with a new 90-degree 10hp M.A.G. water-cooled engine, and, in addition to an entirely new type of suspension, it embodies a system of front-wheel drive, in conjunction with a clutch and 3-speed gearbox, which has proved itself, under test, to be most satisfactory. The chassis was constructed regardless of cost, but it has been decided to dispose of it, together with all the blue prints and drawings concerned, for the first reasonable offer. Reply to Box No. 1293, c/o "The Light Car and Cyclecar." 537-842

THE BEST BARGAINS

in second-hand light cars and cyclecars are offered in these pages.

CARS FOR HIRE.

DRIVE yourself. 2 or 4-seaters available for hire. A. P. Roy, 378-384 Euston Rd. Phone, Museum 7735.
DRIVE yourself. 1922 Wolseleys, Standards, Morris-Oxfords, Calcotta, Rovers, 2 and 4-seaters; reasonable tariff, any period, perfect service. inspection invited. L. H. Pugh, 9 South Molton St., W. Mayfair 4435. zzz-789

AGENCIES.

TO AGENTS. 12-20hp Turner, 4-seat, £357; coupe, £395; all-weather (Gwynne), £450; distributing rights still open certain districts; no contracts or deposits required. Turner's Motors, Wolverhampton. zzz-29
SINGER and Coventry-Premier cars.
TO the trade.
IMPORTANT territories in Lancashire available for 1923 season. Parker's, Distributors, Bradshawgate, Bolton. Tel. 1548. 537-810

BALL AND ROLLER BEARINGS.

UNIVERSAL BALL BEARING REPAIR and MANUFACTURING CO., 111 The Grove, Hammersmith, make, supply or repair ball and roller bearings. Established 1907. 562-558

BODIES.

TWO new coupe bodies and one 4-seater, ready for mounting to 10hp Wolseley chassis; mounted and finished or as they stand. F. Burtenshaw, Ltd., Bell St., Reigate. Phone 225. zzz-963
WE are specialists in all kinds of bodies for any type chassis. Send us your inquiries. Clients waited on with design and specification. Reliance Motor Works, Ltd., 41 St. Peter's Sq., W. Hammersmith 740. 545-970
LIGHT car and cyclecar bodies, complete hood, windscreen, upholstered foxine, first-class coach painting, £30. Phone, Brixton 1585. Robini Manufacturing Co. (Established 1899), 1 and 3 Tulso Hill, Brixton, S.W. 2. 537-854

CONSULTING ENGINEERS.

HUGH P. MCCONNELL, M.S.A.E., A.M.I.A.E., 199 Piccadilly, London, examines cars for clients and reports on condition and value; unbiased opinion on new and second-hand cars, 21 years' practical experience; part exchange and hire-purchase transactions negotiated. Phone, Gerrard zzz-787
1960 and 8 Molesey.

DYNAMOS.

LUCAS or Rotax 6 or 12-volt aero dynamos, with auto-cutout, 2 1/2 in. pulley, new and tested, ex-Government, £5 10s. with 6-in. pulley, 6-ft. Whittle belt and base plate, £4 10s.; new 6-volt 30-amp. battery, £2 2s. Whittle belt, 1 1/2 ft.; 6-in. split pulley, 8s. 6d.; pair torpedo wing lamps, 8s.; electric horns, 10s. Leslie Dixon and Co., 9 Colonial Avenue, Minors, E. 1, near Aldgate Station, Met. Railway. zzz-928
BROTT, type C4, lighting and starting set, complete with all fittings and 5 brass lamps, brand new bargain, £20. Mebes and Mebes (Established 1893), 144 Gt. Portland St., W. 1. Phone, Langham 2250. 637-898

ENGINES.

ALPHA light car engine; three types: 9hp twin cylinder, 1.099 c.c.; 9hp 4-cylinder, 1.088 c.c.; 11hp 4-cylinder, 1.330 c.c. Write for particulars and prices to Johnson, Hurley and Martin, Ltd., Coventry. zzz-765
DORMAN, new, 10hp, £45; new Coventry-Simplex, 10.5, mod. 012, £55; new 2-cylinder Dorman, £25; 7-9-Renault, £20. Wortham-Blake and Co., Waltham Cross. 638-875

EXCHANGES.

WE shall be pleased to hear from owners of second-hand cars who wish to exchange for new cars with cash adjustment; best prices allowed. Vivian Hardie and Lane, Ltd., 23 and 24 Woodstock St. (off Bloisheim St.), New Bond St., W. 1. zzz-599
ANY light car, motorcycle or combination wanted in part payment of new Wolseley, Calthorpe, Standard, Fiat, and Humber by the authorized District Agents for these makes. Liberal allowances by Lankester Engineering Co., 39 Eden St., Kingston. zzz-571
HALIFAX, 1923 Coventry-Premier, Calthorpe, Deemster, Lagonda, Singer and Stoneleigh light cars. Liberal allowances for light cars, Morgans, and sidecar combinations. Halifax Motor Exchange, Horton St., Halifax. zzz-530
YOUR present motorcycle or light car taken in exchange for any make of new car, balance payable in cash or in 18 monthly instalments. Top market prices given, distance no object. May we have particulars of the car you have for disposal? Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. zzz-984
PIANOS and Player-pianos for sale, or offered and accepted in exchange for light cars, cash either way, distance immaterial. Bunting's Motor Exchange, Wealdstone, Middlesex. zzz-649
EXCHANGE brand-new 1923 10hp Coventry-Premier, 4-seater, 250 guineas, for 8hp Rover, or combination and cash. Eagles and Co., 275 High St., Acton, London. Phone, Chiswick 555. zzz-128
K.J. MOTORS, Bromley, will be pleased to take your light car or combination in part exchange for 1923 Salinson or other car; deferred payments. Phone 1727. zzz-690
LAMB'S, LTD. It pays to inquire of us before exchanging your car. Crouch, Rover, Morgan, Coventry-Premier, G.N., actually in stock. Lamb's, Ltd., 387 Euston Rd., London, N.W. 1; 60 High Rd., Wood Green, N. 22; new premises, opposite Hoe St. Station (10,000 square feet), Walthamstow. 537-849

CAITHNESS and CO., LTD.
BEST prices allowed for your present car in part payment for a new A.C., Citroën, Singer, Standard, etc. If you are contemplating the purchase of a new car, send us your requirements: our proposition is sure to interest you. 65 Gt. Portland St., W. 1. Tel., Langham 2172. 537-840
PRIVATE owner will exchange 1920 4 1/2hp Jansen combination, excellent machine, and cash for G.P. Morgan or G.N., not earlier than 1920. Wilson, 50 Wyatt Park Rd., Streatham Hill, S.W. 2. 537-650
NEW 7hp Wolseley, will exchange for late Stellite and cash. Bouda Garage, 223 High Rd., Kilburn, N.W. 537-767
F.O.C.H., the exchange specialists. Highest prices allowed; cash adjustment either way; deferred payments arranged. Large selection of all makes cars, combinations and solos, new and second-hand. Fair Offer Car House, 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. Hours 9-7, including Saturdays. 537-783

EXCHANGES (continued).

RICHARDSON. 2-seater, dickey, 1920, perfect condition. £95, or exchange for good combination. Griffiths, Fountain, White Hart St., High Wycombe. 537-4511
COVENTRY-PREMIER, 1922, as now, 4-wheeler, 2-seater, dynamo lighting, spare wheel, £175, offers, exchange. 97 Nightingale Rd., Wood Green. 538-4513
EXCHANGE brand-new 1923 Rover, 8hp, £180, or 4-seater, £190, for motorcycle or combination, or car, and cash. Wilkins, Simpson, opposite Olympia, London, Telephone, Hammersmith 258. 537-4586
EXCHANGES. Your present motorcycle or car taken in part exchange for any make of new car. Very best prices allowed. Let us know your exact requirements and, upon full particulars of your second-hand motorcycle or car, we can make you a definite offer. Arrangements made anywhere; distance no object. Immediate attention to all postal inquiries. Satisfaction guaranteed. Call, write or phone. Any make supplied. Authorized agents for Caloot, Coventry-Premier, Rover, Singer, Swift, Standard, Humber, Lea-Francis, Wolseley, Deomster, etc. Let us quote you for any make of car. Established over 30 years. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 258. 537-4587
EXCHANGE, nearly new 1923 Morris-Cowley 2-seater for late model Morgan de Luxe and cash, or would sell Midlands. Box No. 1306, c/o "The Light Car and Cyclecar." 537-4668
WHY not have the car you really want? We will accept second-hand cars in part payment for a new model; any make supplied for cash or easy terms. Send particulars of your requirements. Herbert Robinson, Ltd., Regent St., Cambridge. 537-60
PIANOS, cars and motorcycles taken in exchange for new and second-hand cars; deferred payments. Seabridge, 35 Hauser Rd., East Dulwich, Hours, 9-6; no Sunday business. Phone, Sydenham 2452. 537-52
THE LIGHT CAR CO. will exchange your car. 531-410-414 Euston Rd., London. Tel., Museum 3081. 537-23
LAURENCE-JACKSON, 1920, 2-seater, well-equipped, detachable wheels, just like new, £60 or exchange with 3-wheeler or motorcycle. Bunting's Motor Exchange, Wealdstone, Middlesex. 537-925
A-C. late 1920, 11.9hp, excellent order, exchange, preference Rover 8 and cash. Rossie, Gloucester Rd., Kingston Hill. 537-4655
EXCHANGE, A.V. monocoers for any make of motorcycle or combination; call with your reports and inspect our stock. A.V. Specialist, 2a Eleanor Grove, Barnes. 537-948
1914 LAGONDA, 2-seater and dickey, new tyres and paint, fully equipped, spare wheel, perfect, and £50 for similar type, later makes. Dynamo lighting. 8 Jesmond Ave., Wembley Hill. 537-4651
EXCHANGES. If you wish to exchange your present car or motorcycle for a new or other second-hand model kindly write us. We are able to offer exceptionally good prices for second-hand machines in part payment for new models, and will make a definite allowance offer by return providing that full particulars are given. Our list of over 30 second-hand cars will be sent free on request. Deferred payments if desired. Almost any new make supplied. Newham Motor Co., 225 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 537-905
EXCHANGE a brand new 8hp Rover car for a combination or second-hand car and cash. Newham, 225 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 537-904
WANTED a late model Matchless, A.J.S., Enfield or similar combination in exchange or part exchange for an excellent light car. Full particulars or on request. Newham, 225 Hammersmith Rd., W. 6. 537-905
SEE adverts Buckingham, G.W.K., Crouch, Calthorpe, Humberettes, Carden, G.N., Rover 8, Singer, Lagonda, Blieret-Whippet; cash or deferred. Ratton, Cobham and Co., Ltd. 21 Blackfriars St. Manchester. 537-939
BOON and PORTER, LTD. are able to offer exceptionally liberal prices for small cars in part exchange for any of the following: Rover, Wolseley 10hp, Standard 8hp, Talbot 8 and 10hp models, Boon and Porter, Ltd., 159-161 Castelnau, S.W.15. Hammersmith 1177. 537-941

EXPERIMENTAL ENGINEERS.

LEOPOLD WARD, B.Sc., A.C.G.I., Harmond Pl., Chalk Farm, N.W. 1. My workshop, engineering works, drawing office, and laboratory are devoted entirely to experimental work. Write for free booklet. Phone, Hampstead 7559. 537-972

EXTENDED PAYMENTS.

NO DEPOSIT required. Our unique system of deferred payments enables you to purchase a car without paying a deposit; 4 per cent. interest only. Practically any make supplied. Henly and Co., 91 Gt. Portland St., W Langham 1926. zzz-971
GORDON WATNEY and CO., LTD., 31 Brook St. (Phone, Mayfair 2956), can supply any make of cars on easy terms to suit customers means; 4 per cent. interest, no guarantors; cars delivered immediately on payment of first deposit. zzz-813
18 MONTHLY instalments to complete the purchase of any make of car. May we forward you full particulars of our unique system. Full service after purchase, practically any make of car supplied. Your present one in part exchange. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. zzz-985
TRADE financed for deferred payments. Send for particulars. H. A. Saunders, 31 Parade, Golders Green. 550-338
COOK, LTD., deferred payment specialists, deliver any car selected within 24 hours, absolute privacy; no references required; accommodation change from 2 1/2 per cent. With quarter cash down or delivery given on first monthly payment only. Showrooms, 202 Gt. Portland St., W. 1. Langham 1726. zzz-650
LIGHT cars by most leading makers can be supplied on favourable terms and early delivery given. Seivica Co., 273-4 High Holborn, W. C. 1. zzz-979
CAR PURCHASING AGENCY are now in a position to purchase almost any car you desire on practically your own terms. Apply, Car Purchasing Agency, 1 Albemarle St., Piccadilly. Phone, Gerrard 4240. zzz-333
TRADE financed for deferred payments. Send for particulars. H. A. Saunders, 14 New St., Birmingham. zzz-185
F.O.C.H. supply any car on exceptionally easy terms, used vehicles taken in part payment. Small percentages, strict confidence. Fair Offer Car House, 5 Heath St., Hampstead (near Tube). 537-782
LAMB'S, LTD. Buy your car from us and get a liberal option of discount if your account is paid in 2, 3, 4, 6 or 9 months; your old car accepted as deposit. Crouch, Rover, Morgan, Coventry-Premier, G.N., actually in stock. Lamb's, Ltd., 387 Euston Rd., London, N.W. 1; 60 High Rd., Wood Green, N. 22; new premises, opposite Hoe St. Station (10,000 square feet), Walthamstow. 537-850

PRIVATE OWNER AND TRADER

alike recognise the value of these pages for the disposal of their goods.

EXTENDED PAYMENTS (continued).

IN your own interests send us your inquiries. For new cars our terms cannot be beaten. Apply, Car Purchasing Agency, Ltd., 1 Albemarle St., Piccadilly. 'Phone, Gerrard 4240. zzz-899

WARWICK WRIGHT, LTD.

OUR hire-purchase scheme is unique; it is arranged to suit your convenience; no guarantors needed. Call and inspect the 8hp Talbot; ask for a trial run. Your present car or motorcycle taken in part payment if you wish.

WARWICK WRIGHT, LTD., S.T.D. House, 150 New Bond St., London, W.1. Telephone, Mayfair 6504. 537-862

CAITHNESS and CO., LTD., for

DEFERRED terms. Transactions carried through expeditiously and in the strictest privacy. Car can be delivered same day if required. Charges from 2½ per cent, deposit one-quarter. Any make supplied. Latest models A.C., Citroën, Singer and Standard for immediate delivery. 65 Gt. Portland St., W.1. Tel. Langham 2172. 537-841

HERBERT ROBINSON, LTD., Green St., Cambridge, will supply any make of light car on easy terms at the lowest possible price obtainable anywhere. Catalogues and full particulars by post. 537-59

NEW and second-hand cars; deferred payments; exchanges. Scabridge, 35 Manser Rd., East Dulwich. 'Phone, Sydenham 2452. 537-53

THE LIGHT CAR CO. supply cars on terms to suit your convenience. 351 Euston Rd., London, N.W.1. 537-24

GARAGES.

CHARING CROSS GARAGE, Villiers St., Strand, have room for over 100 cars, also a limited number of lock-ups. Full particulars on application. 641-c831

HOODS AND SCREENS.

STOCKPORT GARAGE CO., manufacturers of hoods, screens, all-weather curtains; hoods re-covered. Parsonage St., Wellington Rd., Stockport. zzz-32

HOODS for 8hp Rover, 1920-1 models, 50s. each net; side curtains and side wings, 50s. per set net. Coventry Equipments, Ltd., Clarendon St., Coventry. 543-430

HOODS re-covered same day; low prices consistent with best workmanship; all-weather sets, side screen, curtains, envelopes, black and khaki materials supplied. Painting, trimming, repairs. W. J. C. Motors (near of Hastings), 84 High St., Putney, S.W. 'Phone, Putney 2988. zzz-222

2-SEATER hoods re-covered, best heavy twill, 45s.; highest grade new 2-seaters, £4. Curtains, envelopes, windscreens. Henry Jones, 778 High Rd., Tottenham. zzz-977

SIDE screens for light cars. Bayliss-Thomas, Rhode, Swift, £2 2s. pair; Riley touring, £2 10s.; all-weather sets supplied or repaired; black envelopes from 15s. 6d.; hood re-coverers. Divall Hoods and Screens, Rugeley. 538-b132

TODD and CO., established 11 years. Hoods, re-covers, materials supplied. Duncan St., Islington. 'Phone, North 249. zzz-131

TODD and CO. are specializing in side windshields for all cars. Above. 545-649

300 BRAND-NEW windscreens, complete with fittings, all nickel finish, suit practically any light car, list price £4 4s., our price 20s.

SIX only, brand-new light car hoods, 35s. each; second-hand, 15s. and 20s. each.

MARBLE ARCH MOTOR EXCHANGE, 135 Edgware Rd., W.2. 'Phone, Padd. 789. Grams, "Archmotex, Padd., London." 538-3517

WREN re-covers hoods and car upholstery at competitive prices. 29 Candon Mews, Candon Rd., London. 537-72

30 HOODS to dispose, low price, various sizes; good width, length; also stock of covers to back on; 8,000 yards of khaki waterproof, various lengths; state length required; material 74 ins. wide. Dawson, 166 Brightwell Ave., Westcliff-on-Sea. 537-d667

INSURANCE.

"**PREMIER**" is the motorist's best insurance policy; reasonable rates, prompt service. Premier Motor Policies, Ltd., Globe House, Sherborne Lane, King William St., E.C.4. 538-1622

DARWIN CLAYTON, Don't insure without inquiring our rate. 'Phone, City 8547, or write, 91 Cannon St., E.C.4. 547-b328

MORGAN, G.N. Rover, £6; others at advantageous rates. Ernest Barr, 40 Chancery Lane, W.C.2. 'Phone, Holborn 328. zzz-646

AUSTIN, THRELFALL and CO., LTD., 22 Henrietta St., Strand, W.C.2. Low comprehensive rates quoted for insurance on light cars with Lloyd's and selected companies. Telephone, Gerrard 7121. 540-97

LLOYD'S car and cycle policies. Lowest premiums. Consult Nicholson's, Lloyd's Insurance Brokers, 3 Lombard Court, E.C.3. 559-b253

"**MINIMUM COST**" motor policies in many cases save 50 per cent. Special scheme for owner-drivers. Write for particulars to Leslie Parsons and Co. (Dept. L), 108 Victoria St., S.W.1. 'Phone, Victoria 34 (2 lines). 547-a860

COMPLETE protection and experienced claims service at economical premiums. H. D. Smith and Co., Ltd., 3 St. James's Square, Manchester. 'Phone, City 5121. 547-c347

MAGNETOS AND MAGNETO REPAIRERS.

ANY 4-cylinder magneto repaired, no matter what condition, provided complete, for 50s.; 24-hour service. Kay's, Electrical Dept., 8-10 Bond St., Faling, W. zzz-270

ASSOCIATED MOTOR UNITS. IF it's repairs to magnetos and dynamos, go to Associated Motor Units for skilled workmanship and prompt delivery. All repairs guaranteed 12 months. Only address, 30-31 Mortimer Market (turning between Thompson's, dispens., Tottenham Court Rd., W.C.1. 'Phone, Museum 2180) Grams, "Assomotund, Epsford, London." 880-710

RELIANCE MAGNETO REPAIRING CO., established 1914, for repairs of every description to all types of magnetos. The most up-to-date factory in London. Armature winding done on premises. No fancy prices, but first-grade work and a 12 months' guarantee to back it up. Reliance Magneto Repairing Co., 283 St. John St., London, E.C.1. 'Phone, Clerkenwell 4290. 545-185

FREE. Every owner of a motorcar, van or lorry should write for Magneto's magnetos price list and repair list. Simply write a postcard. "Repair list B."

MAGDYNAVO ENGINEERING CO., LTD., 28 Bateman's Row, E.C.3. 'Phone, London Wall 4570 (1 min. from Brown Bros.). 537-20

MISCELLANEOUS.

AIRMEN'S, motorists' brand-new leather double-breasted long tan belted coats, heavily lined, £4, postage 1s. 6d.; apronal with pleasure; ladies' and gent's. Bleach, Tailor, Marmion Rd., Southsea. zzz-977

NUMBER plates, cast, aluminium, raised polished letters, black background, 14s. 6d. per pair, delivered. H. J. Barlow and Co., Wednesbury. zzz-135

DASH switchboards, 4 way, with ammeter, 20s.; with ammeter and voltmeter, 35s. each net. Leslie Dixon and Co. (Dept. H), 9 Colonial Ave., Minories, E. 1. zzz-367

GEARS and berels in stock for practically all makes of cars prior to 1919. Quotation by return. The best work at extremely low prices. Streatham Engineering Co., Ltd., 47 Streatham Hill, London, S.W. 2. zzz-972

ALUMINIUM number plates, best quality, embossed, any number within 24 hours, post free 15s. 6d. per pair. Freeman, Oakes and Co., Ltd., Devonshire St., Sheffield. zzz-307

AXLES, front and rear, gearboxes, steering, for high-grade cars, singly or quantities. Turner's, Lever St., Wolverhampton. zzz-227

MOSS BROS., of Notting Hill Gate and Kilburn, hold the largest selection of new and second-hand clothing in London. We specialize in dinner and dress suits, which we sell from 60s. to 120s., and can fit any figure from stock. Large variety of lounge suits from 35s. to 90s. Riding, walking, and golfing breeches, 15s. to 40s. Special purchase of leather motor coats, all-wool fleeco-lined, 65s. Golfing suits, 50s. to 90s. Spring overcoats, 40s. to 80s. Huge stock of blue and lawn trench coats, 20s. to 65s. Black jackets and vests, 32s. 6d. to 65s. Worsted trousers, 12s. 6d. to 32s. 6d. Morning coats, 25s. to 65s. Sports jackets, 12s. 6d. to 40s. Flannel trousers, 8s. 6d. to 30s. If unable to call, we will send catalogue and self-measurement form on application. All goods sent on sale or return. Money returned in full if goods not approved. Good gent's clothing bought; best prices given. Moss Bros., "The Clothiers," 83-5 High St., Notting Hill Gate, W. 11 ('Phone, Park 4817); and 224 High Rd., Kilburn, N.W.6. 542-859

MORGAN owners. Write us. Our improvements will interest you. E. Jackson and Sons, St. Clement's Rd., Roscombe, Hants. 546-0736

OFFICERS' triple proof trench coats (4 coats in 1), lined through fleeco, interlined with olaklin and detachable fleeco lining, 55s. each; officers' all-wool Bedford cord riding breeches, faced knees, strapped buckskin (full cut), 27s. 6d. pair; Sidedo driving coats (new) teddy-bear lined, interlined olaklin, with fur collar, 50s. each; leather driving gloves, 3s. 6d. per pair; all goods guaranteed; all sizes in stock; money refunded immediately if goods are not satisfactory. Call or forward remittance and size to E. Davis and Co., 12 High St., Putney, S.W.15. 522-162

TIME SHEETS for immediate use supplied from stock, 8d. per 100, 6d. per 1,000. Copyright forms, ruled and printed, for daily, weekly and foreman's time sheets; also workmen's time sheets and pay sheets. Showing where employed on outdoor work, travelling and other expenses. Variations of work form; material sheets, and all engineering work; specimens free of charge and post free. J. C. King, Ltd., 42 Goswell Rd., London, E.C. 540-184

MORGAN owners. Price list of 5 second jack, special back number plate, legal size, and Morgan accessories sent on request; all spare parts in stock at makers' price. 91 St. Peter's St., St. Albans. zzz-215

TORPEDO pattern electric lamps, set of 3, complete with holders, half cost, 15s.; headlamps to match, 40s. pair.

ACCUMULATORS, all sizes in stock; send for list. The Essex Accumulator Co., Ltd., 499 Grove Green Rd., E. 11. zzz-233

SPEEDOMETERS. New Smith's, W.D., flush or bracket, non-trip models, with complete cardan shaft fittings, for all light cars; brass or nickel finish, 55s., guaranteed. Large selection of second-hand models from 40s. J. W. Robins, Speedometer Specialist, 97 Latchmere Rd., Clapham Junction. zzz-294

SINGLE and twin-cylinder magnetos, world's finest manufacture. £3 each. Claude-Hobson and Steeles carburetors, suitable for 10-12hp engines. 50s. each; special prices for quantities. Commercial Hierrz, Larches St., Sparkbrook, Birmingham. 559-319

COCO mats in stock for most modern light cars, 3s. per square foot overall. Send particulars of car or pattern to C. Smith and Co. Glassford, Sutherland. 547-c227

300 WATERPROOF M.T. sheepskin-lined motor drivers' coats, 12s. each; waterproof overall suits, 8s.; oilskin jackets or trousers, 5s.; cartilage pad. Welton's, Fratton, Portsmouth. 537-c833

TUBULAR chassis, axles, differential, wheels, gears, steering, for builders. Hurt, South Darley, Matlock. 537-4321

JACKS for Morgans, 6 ins., hundreds sold, 4s. 6d., post. Henry Stephens, Stonehouse, Gloucestershire. 537-3529

LAMPS 200, electric headlamps, brand new, all-black finish. 9-in. front, standard fitting, adjustable focus, complete with 6v. bulb and adapter, 25s. pair, actual value, 63s.

MECHANICAL horns, brass front, brand new, 7s. 6d. each; tyre pumps, 4s. 6d. each.

MARBLE ARCH MOTOR EXCHANGE, 135 Edgware Road, W.2. 'Phone, Padd. 789. Grams, "Archmotex, Padd., London." 538-3518

SPEEDOMETERS by Smith's. Flush or bracket type, cardan shaft fittings, everything complete, new goods, 50s.; postage, 1s. 6d. Griffin.

RUNNING board tyre inflators, compact, powerful labour savers, usually quiet, limited supply, 6s. 6d.; foot pumps, detachable handle, folding koolpico, 4s. 6d. Griffin.

ELECTRIC side lamps, 9s. pair; head, 9-in., 25s. pair; rear, 4s.; wing head, 17s. 6d. pair. Griffin.

MASCOTS. Beautifully executed bronze model, nickel finish, "Sea Nymph," 6-in., 15s. (list 42s.). Griffin.

BUSCH plugs, German reparation stock, sealed sample case containing 4, 5s.; trade discounts; also boxed singly, 1s. 6d. Griffin.

RADIATOR lamps, automatic lighters, 6s. 6d. Anticipate Match Irons, Stocks and dies, 14, 16, 18, appropriate taps, 12s. 6d. high-speed drill, 3s. 6d. dozen, assorted; high-speed emery grinder, 12s. 6d. Griffin.

ELECTRIC horns, 43s. models 13s.; mechanical, 10s.; Junior Hoos Ornithion, 17s. 6d.; Apollo, 17s. 6d. Griffin.

DYNAMOS Continental manufacture, 12-volt, 6-amp, neat, compact design, 60s. each. Rate of exchange opportunity. Griffin.

ABOVE goods guaranteed new. Approval against cash. Postages extra, indispensable. Trade discounts. Griffin and Son, 97 Angel Rd., Milton, S.W.9. 537-d657

MISCELLANEOUS (continued).

NUMBER plates, best cast aluminium finish, raised polished letters and border, post paid, 14s. 6d. per pair. Wortham-Blake and Co., Waltham Cross. 538-876

SHIPPEY'S decarbonizer removes carbon from cylinder, piston, valves, 2s. 9d. Shippey Bros., 41 Finsbury Sq., E.C.2. 537-4562

DOMED wings from 35s. set; discs, 5s.; A.V.s, Hummerettes, Morgans, Rovers, Tamplins in stock. Dolman's, Elleray Rd., Teddington. 537-4690

MATS, cocoa fibre, in stock, immediate delivery, guaranteed fit, for Hillman, A.C., Calcot, Humber, Calthorpe, 8hp Rover, Fiat, Citroen, Coventry-Premier, 25s. 6d.; running board mats to match, 12 by 7, 2s. 6d.; 15 by 9, 3s. 6d.; special mats from own template, 24 hours. 29s. 6d. Herbert Robinson, Ltd., Green St., Cambridge. 537-58

SMITH carburetter, latest Rover model, used 100 miles only; 2 Rover bennet sides, as new; what offers? Mobbs, Sunnyside, London. 537-6069

LIGHT car chassis, part assembled, 10hp Lagonda engine, w.c., o.h.v. gearbox, 2-speed, reverse, sell separately; what offers? 111 Korbey St., Poplar. 537-4615

CLEANING. Buy direct. 1 chamols leather, superfine finish, 22' by 21' 1 chamols, wool skin, 30 by 18; 2 large motor sponges; 1 chamols polishing pad; 3 chamols mops, lot 10s.; carriage paid. Tyneside Chamols and Sponge Co., 114 Glenhoun Rd., Newcastle-on-Tyne. 537-x1

ACCUMULATORS, new, best British make, guaranteed, for cars or wireless. 4-volt 60-amp. 19s. 6d. maker's price 35s. 6d.; 80-amp. 24s. (usual 42s.); 100-amps, 27s. (usual 48s. 6d.); 6-volt 60-amp. 29s. 6d. (usual 53s. 5d.); 6-volt 120-amp. in tank box, £3 (usual £5 10s.); few 6 and 12-volt lighting and starting batteries, about half makers' prices. Smyth, Ltd., 53 Museum St., W.C.1. 537-988

ELECTRIC lamps (soiled only), 7-in. Merlot headlights, 55s. pair (makers' price £4 19s.); 3/4-in. ditto, £3 (makers' price £4 5); side lamps, 14s. pair; tail lamps, 7s. 6d. and 9s. 6d.; several lighting sets, complete with O.A.V. and P. and H. dynamos, etc., at very low prices. Smyth. See below.

LAMPS (new), 6-in. acetylene headlights, 38s. 6d. pair (makers' price £5 3s.); generators, 25s.; oil side amps, 21s. 6d. pair; oil tail lamps, 6s. 9d.; mechanical horns (new), 8s. 6d. (usual 25s.). H. Smyth, Ltd., 53 Museum St., W.C.1. 'Phone, Gerrard 9153. T.A. "Nativities, London." All goods on approval, carriage extra. 537-989

PATENTS.

PATENTS and specialties for the motor industry manufactured and placed on the market on the most equitable terms. Particulars from Box No. 952, c/o "The Light Car and Cyclecar." 537-183

PATENT AGENTS.

PATENTS and trade marks. Advice and handbook free. B. T. King, Registered Patent Agent, 146a Queen Victoria St., London. zzz-43

FREE. 100-page patent guide, post 6d. The Consulting Patent Agency, 255 (H) Gray's Inn Rd., London. 537-492

RADIATORS.

RADIATORS, wings, bonnets, tanks made and repaired. Work collected and delivered. Polished aluminium bonnets, 52s. 6d.; send old bonnet as pattern. Discs, per wheel, iron 12s. 6d., aluminium 16s.; send wheel. J. and D. Rogers, 40 Linhope St., Upper Park Place, Upper Baker St. N.W. 1. Padd. 2854. 542-418

REPAIR specialists, guarantee high-class finish at low costs. Radiators supplied. John Lancaster and Co., 151 Wardour St., W. 1. 537-21

REPAIRERS.

MAUDES' MOTOR MART are equipped at all their depots for repairs and overhauls. Estimates free. Insurance work a speciality. 100 Gt. Portland St., London; Paris St., Exeter; Walsall Garage, Walsall; and Norwich Garage, Norwich. zzz-369

THE PYCHLEY AUTOCAR CO., LTD., have special facilities for repairs (mechanical and coachwork) to the leading makes of light cars—stockists for standard car spares. Works—42a Walmer Rd., North Kensington. W. 10. zzz-816

LAMPS, radiators repaired; stove enamelling and plating. Autolamps, Bennett St., Tottenham Court Rd. zzz-177

PREPARE your car for spring. General overhauls and repairs, coach-painting (light cars from £8), body and hood repairs; R.A.C. repairers; cars collected. Hearn Bros., 94 Brixton Hill, S.W. 2. 'Phone, Brixton 2888. 541-667

G.N. Repairs and overhauls to chain-driven models under the supervision of J. R. Godfrey. Spares and special fittings. Moderate charges. Godfrey and Earl, Vitessse Works, Vale of Health, Hampstead, N.W. 3. Telephone, 3287 Hampstead. 537-4589

LAMP repairs and plating, highest-class work only. Smyth, Ltd., 63 Museum St., W.C.1. 537-987

SITUATIONS VACANT.

TRAVELLERS required, energetic and capable men with life connection amongst corporations, engineering and motor works and large garages, for a unique selling line without competition. Liberal commission and expenses paid. Write Box No. 1295, c/o "The Light Car and Cyclecar." 537-867

REPRESENTATIVES required throughout the United Kingdom, preferably with own motorcar, for quick selling line. Write, Box No. 1295, c/o "The Light Car and Cyclecar." 537-868

SITUATIONS WANTED.

ADVERTISER desires post with progressive firm who would appreciate services motor engineer, 12 years' experience and wide knowledge all types light cars, has ideas and initiative, good education and address; excellent references. Box No. 1292, c/o "The Light Car and Cyclecar." 539-4515

TUITION.

THE BRITISH SCHOOL OF MOTORING, LTD., is indispensable to motor users. Special facilities for training car owners in essential knowledge of correct and economic running of cars. Largest and most comfortable instruction works. Lowest fees. Call or write, free prospectus. B.S.M., 5 Coventry St., Piccadilly Circus, W. zzz-936

CENTRAL MOTOR INSTITUTE, LTD., run entirely by disabled officers; open 9 a.m. to 9 p.m. for classes and private lessons. Apply for latest prospectus. 112a-118a Finchley Rd., N.W. 3 (Finchley Rd. Station, Met. Rly.) 'Phone, Hampstead 1014 and 1015. Recommended by the Automobile Association. 550-416

GENTLEMAN gives lessons on his 2 private cars, any time, 7s., testamonials. Mayfair 4288. Vernon Nash, 16a Alisop Pl., Baker St. Station. zzz-69

PRIVATE OWNER AND TRADER alike recognise the value of these pages for the disposal of their goods.

TYRES AND TUBES

700 by 80 covers, all makes, £2 5s. each; 700 by 85 covers, £2 5s. each; 710 by 90 covers, £2 5s. each; 760 by 90 covers, £2 10s. each. Other sizes pro rata. The General Motor and Tyre Co., 81 Queen St., Hammersmith, W. 6. zzz-242

A.V. and Carden owners. What you have been waiting for:—

26-in. by 2 1/2-in. fitting Michelin-Bergougnan chrome leather steel-studded covers. 18s. 6d. each, net blemished, not clearance, not old stock. Makin and Harrison, 456 Chiswick High Rd., London. 'Phone, Chiswick 558. zzz-495

RETREADING. Send your tyres for retreading or repairs to The Invenite Rubber Co., Gravesend, Kent, Tyre Specialists. Mileage guaranteed. 583-422

GOODRICH safety tread, 27 by 3 1/2 (oversize 26 by 3), 30s.; 28 by 3, 30s.; 29 by 3 1/2 (oversize 28 by 3), 32s. 6d.; Dunlop steel-stud, 700 by 85, 32s. 6d. Broadway Motor Co., 998 Garratt Lane, Tooting. 537-c362

BULL'S, the light car tyre and accessory specialists. Large stocks, Michelin, Dunlop, Beldam, Rapson, etc. Prices right.

BULL'S. 650 by 65 Goodyear Cord, 39s. 6d.; Goodrich Safety or Beldam Bulldog, 29s. 6d.; tubes, 6s. 9d.; also 550 by 65 Pirelli Extra Forte, 43s. 9d.; Burnett Dauntless, 38s. 6d.; tubes, 7s. 9d.

BULL'S. 700 by 80 Steppey Roadgrip, 45s.; Beldam Roadgrip, 39s. 6d.; Beldam Bulldog, 32s. 6d.; Spencer-Moulton, 3-rib, 35s.; tubes, 6s. 9d.

BULL'S. 700 by 85 Steppey Roadgrip, 47s. 6d.; Beldam Bulldog, 37s. 6d.; Burnett combination, 37s. 6d.; tubes, 6s. 9d.; also 710 by 90 Palmer Cord, 35s.; Spencer-Moulton, rubber n.s., 39s. 6d.; Goodyear All-weather, 42s. 6d.; Beldam Bulldog, 32s. 6d.; tubes, 8s.

BULL'S. 760 by 90 Miller rubber n.s. 47s. 6d.; Avon heavy Duroolith, 49s. 6d.; Beldam Bulldog, 37s. 6d.; ditto, extra heavy 45s.; tubes, 8s. 6d.; 765 by 105 Miller rubber n.s., 55s.; ditto Beldam, 46s.; tubes, 10s. 6d.

BULL'S. 28 by 3 Goodyear All-weather, 37s. 6d.; tubes, 7s. 3d.

BULL'S. Second-hand covers, all sizes, from 20s.; motorcycle covers from 15s.

BULL'S. All above new, blemished only, 7 days' approval against remittance, carriage paid. Bull's Rubber Co., Ltd., 3 Upper St. Martin's Lane, London, W.C. 2 (next door to Aldridge's). 'Phone, Gerrard 1347. zzz-534

50 ONLY 700 by 85 Dunlop steel-studded covers, brand new, guaranteed perfect, in makers' wrapping, 27s. 6d. each, carriage extra.

MARBLE ARCH MOTOR EXCHANGE, 135 Edgware Rd., W.2 'Phone, Padd. 789. Grams, "Archmotor, Padd, London." 538-d519

LIVERPOOL motorists will save money by buying brand-new tyres and tubes at bargain prices from Pearson Tyre House, 52 Cable St., Liverpool. Large stocks. Inspection invited. 841-4564

ECONOMIC TYRE CO. The following blemished covers sent carriage paid, first passenger train, on 7 days' approval against remittance:—

ECONOMIC. 550 by 65 (Baby Peugeot, Temperino, etc.) Pirelli Extra Heavy (new), 43s. 9d.; 650 by 65 Goodrich Safety, 30s.; Michelin Universal, 39s. 3d.

ECONOMIC. 700 by 80 Beldam V grooved, 39s. 6d.; Goodyear All-weather, 44s. 6d.; 710 by 90 Goodyear All-weather, 42s. 6d.; Beldam Bulldog, 32s. 6d.

ECONOMIC. 760 by 90 Goodrich Safety, 52s. 6d.; Beldam Bulldog, 37s. 6d.; 765 by 105 Goodrich Safety, 62s. 6d.; Beldam Bulldog, 45s.

ECONOMIC. 28 by 3 Olincher Dreadnought, 35s.; Goodyear All-weather, 39s. 6d.; Firestone Extra Heavy, 37s. 6d.

ECONOMIC TYRE CO., 314 New Cross Rd., S.E. 14. 'Phone, New Cross 1393. Price list on application. 537-66

WIRELESS APPARATUS.

WIRELESS. Portable 5-valve set, 2 H.F., detector 2 I.F., with frame aerial and loud speaker, as made for the R.A.F., ideal for broadcasting, just the set for motorist, demonstrated any evening. £35. Joseph Elliott Rd., Bromley, Kent. 537-d610

WANTED—Cars.

H. F. EDWARDS and CO.

175-7 GREAT PORTLAND ST., W., are cash buyers of any make of light car, especially G.N.s and Morgans. Highest prices given. Distance no object. Call, write or 'phone, Mayfair 4027. 566-660

CASH on sight for cars, light cars and cyclecars, any make, age or condition. Write 'phone or call. Short and Glass, Ltd., 485-493 Upper Richmond Rd., East Sheen, S.W. 14. 'Phone, Richmond 2562 and 2563. zzz-522

SELL your car for cash and obtain the highest value from George Newman and Co., the largest automobile buyers in the United Kingdom, 319-321 Euston Rd., London, N.W. 1. 'Phone, Museum 1568 and 1569 and 6675. zzz-520

5 PER CENT. commission only charged to sell your car. No need to pay more. Top prices obtained. Send your car to our showrooms on main London-Brighton road, and in finest position. Photos, with pleasure on request. Telford Garage, 47 Streatham Hill, S.W. 2. zzz-487

H. O'HACAN and CO., 3 Conduit St., Regent St., W. 1 (Mayfair 343), will purchase for cash any modern light car; highest prices given. zzz-931

WANTED, Morgans and Rover Eights for spot cash. Collier's Motorics, Horton St., Halifax. zzz-532

WANTED, Morgans, especially water-cooled, and Rover Eights, very best prices paid, must be in sound condition. Maudes', 100 Gt. Portland St., London, W. 1. zzz-368

HALIFAX. Wanted, 50 Morgans in exchange for 1923 Calthorpe, Coventry-Premier, Decmster, Lagonda, Singer and Stoneleigh light cars. Keen quotations. Halifax Motor Exchange, Horton St., Halifax. zzz-531

BEFORE advertising for cars, 'phone or write to us for our comprehensive list of cars of every description in all parts of the country, all privately owned. The Car Purchasing Agency, 1 Albemarle St., Piccadilly. 'Phone, Gerrard 4240. zzz-332

SECRETAN and MALLETT, LTD., want Humbers, A.C., G.N., Rover, Calcot, Hillman, Morris, Standard, Swift or any other make, cash on sight; exchange or easy payments. 149 Lowther Parade, Barrow. Hammeremith 1743. zzz-868

WANTED—Cars—(continued)

MORGAN wanted for cash; no fancy price. Burrows, Butcher, **Acton, W. 1.** 537-4226
Poultreaf.

WANTED, light car, not earlier 1914, 10 or 12hp; also Morgan, 1920-21. Midland Garage, 303 Broad St., Birmingham. zzz-281

100 LIGHT cars wanted; spot cash offered; exceptionally favourable terms for inclusion weekly auction if offer not accepted. Palmer's Garage, Tooting, London. zzz-411

WANTED, de Luxe Morgan, Rover, G.N. or good light car; spot cash. Mosedale, The Market Pl., West Kilburn, N.W.6. 537-d27

WANTED, at once, several high-class light cars at market value. Any well-known make entertained from 1920 upwards. Send fullest particulars and chassis number, together with lowest cash price. Representative sent to any part of the country if car offered is interesting. Offer your light car to the Original Light Car Specialists, who are experts, and know the true value. Mebes and Mebes (Est. 1895), 144 Gt. Portland St., W. 1. Phone, Langham 2250 537-857

ANY well-known make of light car, very generous allowances against new cars offered. Lamb's, Ltd, 387 Euston Rd., London, N.W.1; 50 High Rd., Wood Green, N.22; new premises opposite Hoes St. Station (16,000 sq. ft.), Walthamstow. 537-848

CARS bought for cash; best prices paid. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7756. 537-805

SECOND-HAND 4-seater de Luxe 1925 G.W.K. or Standard 8hp. 15 Thornbury Avenue, Isleworth. 537-4530

F.O.C.H. pay highest possible prices for modern second-hand cars on sight. Exchange a speciality. Fair Offer Car House, 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 537-781

WANTED, second-hand 8hp Rover, in any condition, in exchange for a new 1925 model 8hp Rover, or any other 1925 car and cash; exchange arranged anywhere; distance no object. Wilkins, Simpson, opposite Olympia, London. 537-4589

3-WHEELER or cyclecar, not earlier 1920, no fancy prices. Ralph, 63 Bathurst Mews, W. 2. 537-4687

CHAIN-DRIVE G.N., any condition, cheap for cash. Box No. 1505, c/o "The Light Car and Cyclecar." 537-4658

WANTED, Morgan or small 2-seater, immediately, cash. 7 Cowdrey Rd., Wimbledon. 537-4665

WE are immediate cash buyers of our car; highest prices; distance no object; send full particulars, chassis number, etc. J. Smith and Co., Motor Agents, Ltd, 52-54 Hampstead Rd., N.W. 1. Tel., Museum 5938. 537-14

MORGAN, De Luxe, w.c. J.A.P., not earlier 1918. Particulars, price, letters only, 25 Durham Rd., Holloway. 537-4692

G.N. wanted, cheap for cash, not earlier 1920. Pullin, Warren, Northolt Junction, Middlesex. 537-4619

WANTED, 1922 A.C., Rover 8, Talbot 8, or Wolseley 10. Box No. 1103, c/o "The Light Car and Cyclecar." 537-971

WANTED at once, 1922 Rover Eights, also modern light 2 and 4-seaters. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998 537-970

THE LIGHT CAR CO. will buy your car. 331-414 Euston Rd., London. Tel., Museum 3081. 537-22

BEBE PEUGEOT wanted, not older than 1914-15, one with dicky seat or locker preferred, must be in good condition and complete with lamps, etc. Price and particulars to MacSorley, Saracen's Head, Beaconsfield, Bucks. 537-4603

WANTED, light car, 1920-22, any popular make. State lowest price, etc., Box No. 1,178, c/o "The Light Car and Cyclecar." 537-61

WANTED, light car, reasonable, spot cash waiting. 3 Stamford Brook Rd., Hammersmith. 537-66

CASS'S MOTOR MART, LTD., purchase and supply all leading makes of new and used light cars, arrange exchanges, deferred terms, immediate delivery, no guarantors, highest prices paid; send fullest particulars; distance no object. 5 Warren St., W. 1 (Museum 625), or 243 Bromp-ton Rd., N.W.5 (Kensington 2194). 537-919

ROVER 8, Coventry-Premier, Morgans, Calthorpes, or any make. Distance no object. Cash on sight. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 537-940

WANTED, 1922 or 1923 8hp Rover. Full particulars lowest for cash. Herring, Lavant St., Petersfield. 537-d616

WANTED, Morgan, late model; fullest particulars, date. 102 Westwood Rd., Earlsdon, Coventry. 537-d641

WANTED, Singer, Standard, Calthorpe, Rover or similar late model. 69 St. Paul's Ave., Willesden Green, London. 537-d645

WANTED, any make of motorcycle in exchange for A.V. monocoers. A.V. Specialist, 2a Eleanor Grove, Barnes. 537-947

MORGAN, 1922 Anzani engine, dynamo lighting, moderate, cash down or exchange 1921 Triumph combination and cash. Hillyard, 85 Sutherland Ave., Maida Vale, W.9. 537-d648

WANTED—Cars—(continued)

WANTED, second-hand light car of any popular make, 3 or 4-seater, must be in good condition. Owner, 86 Spa Rd., Weymouth. 537-d602

2-SEATER, late model, new condition, aluminium body preferred. 206 Cavendish Rd., Balham. 537-4725

WANTED, 1922 Rover 8, must be reasonable. 143 Ravensbury Rd., Parslofield, London. 537-927

MORGAN or Coventry-Premier. Send particulars, price, 1 Ebner St., Wandsworth, London. 537-994

PALMER'S GARAGE, Tooting. The pre-eminent place for disposing of cars and motorcycles.

PALMER'S GARAGE, Tooting, will make you a cash offer at sight.

PALMER'S GARAGE, Tooting. You will be sure of a good cheque if you sell your car or machine at Palmer's Garage.

PALMER'S GARAGE, Tooting. Thousands of men have sold their cars and machines here.

PALMER'S GARAGE, Tooting. No garage charge is incurred until seven days' notice is given.

PALMER'S GARAGE, Tooting, will collect cars and machines from any London railway station. The auction sale is held every Thursday, commencing 2 p.m.

PALMER'S GARAGE, Tooting. If cash offer not accepted machine can be included in auction sale held every Thursday.

PALMER'S GARAGE, Tooting. You fix the price and we do the rest.

PALMER'S GARAGE, Tooting. Terms:—Selling commission 7½ per cent., not chargeable unless machine is sold. If no sale a original auction fee is charged. For motorcycles 20s., motorcycles under £50 value 5s.; ditto over £50 value 10s. When we effect a sale these charges are cancelled and commission charged.

PALMER'S GARAGE, Tooting. Catalogue free. Telephone, 208 Street-ham. Telegrams, "Palmer's Garage, Tooting." 337-4

WANTED—Miscellaneous

WANTED, engine for Hillman car, 9hp (1914); must be in perfect condition and cheap. Gill, Elm Bank, Cleckheaton. 537-d524

EDITORIAL AND BUSINESS NOTICES.

THE LIGHT CAR AND CYCLECAR is published in London every Friday morning.

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

Midland Office: 16, Bennett's Hill (corner New Street), Birmingham. Telephone: Central 6014. Telegrams, "Presswork, Birmingham."

6, Warwick Row, Coventry. Telephone: Coventry 1775. Telegrams: "Presswork, Coventry."

Northern Office: 196, Deansgate, Manchester. Telephone: Central 2467. Telegrams: "Presswork, Manchester."

EDITORIAL.—All Editorial communications and copy must be addressed to "The Editor," and must reach this office not later than first post Tuesday morning. Drawings or MSS which are not considered suitable will be returned if stamps are enclosed, but the Editor does not hold himself responsible for safe keeping or safe return of anything submitted for his consideration.

Accounts for contributions should be sent in, immediately after publication, addressed to "The Manager." Payment will be made during the month following publication. All drawings and other contributions paid for and published in this journal are the copyright of the publishers, from whom alone authority to republish or reproduce can be obtained.

SUBSCRIPTION.—THE LIGHT CAR AND CYCLECAR will be mailed regularly at the following rates:—

	12 ms.	6 ms.	3 ms.
United Kingdom and Canada	21s. 6d.	10s. 9d.	5s. 6d.
Abroad	24s. 6d.	12s. 0d.	6s. 0d.

REMITTANCES.—Postal orders, cheques, etc., should be crossed and made payable to "Temple Press Limited." All letters regarding subscriptions, advertisements and other business matters must be addressed to "The Manager."

(Other Business Notices will be found on the first page of this section.)

THE MOTOR MANUAL

NEW EDITION

2/6 NET.

JUST OUT

THOROUGHLY REVISED.
 NEW FEATURES.
 NEW ILLUSTRATIONS.

Obtainable from all booksellers or direct from the Publishers, 2/10 post free.

TEMPLE PRESS LTD.

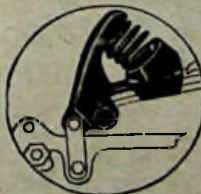
7-15, Rosebery Avenue, London, E.C.1



8 h.p. ROVER Owners
 DRIVE IN COMFORT.

Rest your leg by fitting a "T.R.E.U.M." pedal to your existing accelerator. Anyone can fit it in one minute. Comfort for ever.

SPRATT BROS., 103, Albert Rd., Peckham, London, S.E.15 (7 days approx. with cash).



MORGAN

Shock Absorbers.
 For rear wheel. Smooths out the potholes. Reduces tyre wear and the tendency to skid. Improves steering and holds the road.

35/- post Direct or free through Agent. **THE BRADDOCK WIG CO., 23, Durban Rd., Cape Hill, Smethwick 11 STAFFS.**

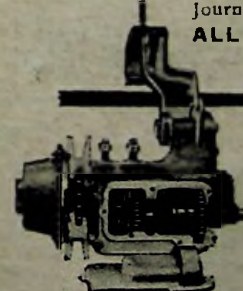
JUCKES' PATENT

Gear Boxes, Clutches, and Starters are indestructible and frictionless. Ball journals to all bearings.

ALL Gears constant mesh. Chain, Belt or Shaft Drive Models, 3 or 4 speeds, or 3 speeds and reverse up to 8-10 h.p.

Foremost in 1910 and leading ever since.

Efficient Motor & Engineering Co., 315, Bilston Road, Wolverhampton.



Stamps for lists.

Please mention paper

JULIANS

DELIVERY FROM STOCK.

MORGAN De Luxe, Blackburne, Water-cooled, Dynamo Lighting ... **£168**

EXCHANGES.

84, BROAD STREET,

READING

'Phone—1024.

"The City Depot for Value"

ELCE & CO

LIMITED

13, 15, 16, Bishopsgate Avenue,
Camomile Street, London, E.C.3

'Phone: Avenue 5548.

'Grams: "Elcemotocyclo-Stock, London."

All Models of Morgan, Rover, and G.N. Cars in Stock for Exchange and/or Easy Payments; Cash.

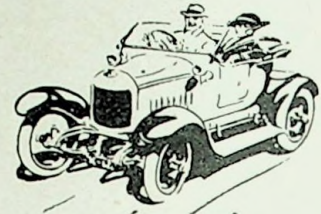
MORGAN RUNABOUTS now £128 to £168

WANTED Second-hand MORGANS, ROVERS, or G.N. for CASH. Highest prices offered.

RENEWALS AND SPARES FOR MORGANS.
To MORGAN OWNERS. Important Notice. Please write for SPECIAL SPARE PARTS LIST. We carry an enormous Stock of Parts for early and latest Models. Delivery per return.

INSTRUCTIONS

for amateurs to enamel a car



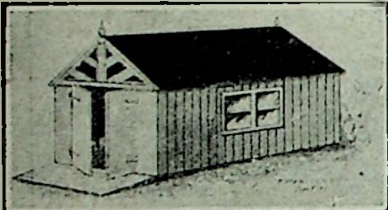
A COPY of the leaflet under above title will gladly be forwarded to those who intend to seize the opportunity of winter Car Renovation.

Give name of nearest accessory dealer and write to the Sole Inventors of Robbialac,
WARTON RD., STRATFORD, LONDON, E.15.



Sold by all Dealers.

YOUR GARAGE AT HOME
Cost saved in one season.

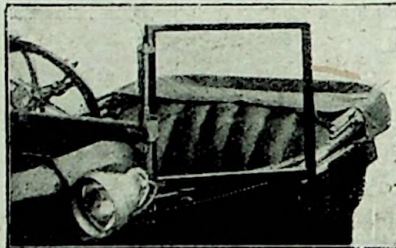


Size.	Long.	Wide.	Price.
11ft. 0in.	7ft. 6in.		£11 12 6
12ft. 6in.	8ft. 0in.		13 10 0
16ft. 6in.	8ft. 6in.		19 0 0

Carriage Paid.
Send for our No. 32 Catalogue of 84 pages, illustrating Garages, Huncalows, Buildings, Greenhouses, etc.
F. PRATTEN & CO., Midsomer Norton, nr. BATH.

ORTO SIDE SCREENS

For Morgans, G.N. and other Light Cars.



Walnut frames fitted glass or celluloid, plated fittings, adjustable to any position, easily fixed, price 32/6 each. Triplox Glass 25/- extra. Complete Coupe Sets of 2 Side Screens and 2 Side Curtains, 24.

ATKINSON'S, 306, Uxbridge Rd., Shepherd's Bush, W.12.

RUSKILL

the ideal covering for protecting car wings, disc wheels, rims, brake drums, underframes, etc. "It kills the rust," and preserves the metal. Does not chip or crack.

In 1/- and 3/- tins from Garages, etc., or if unobtainable locally post paid direct from

ATLAS PRESERVATIVE CO., LTD.
LONDON—S.E.8.

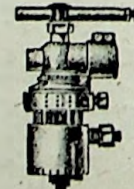


Set for **ROVER** 8 h.p. Car

33/- Post Free

Fits the Spring accurately.

J. WITHERS & SON, LTD.,
(Dept. 55) Wisemore Street, WALSALL.



THE **Owers Auto-Carburettor**
(Pat. No. 158501)

Will increase the power, flexibility and economy of your car or motorcycle. Designed scientifically and practically to give the utmost efficiency and reliability. It is unequalled and unique.

Price - £6 - 10 - 0

J. C. OWERS,
Calthorpe Road, BANBURY

*Hung Doors Beat
Swung Doors*

and you Save SPACE and MONEY. Operates flat-to-wall, silent, and never squeaks.

COBURN

STEEL TRACK

Most efficient device patented for hanging doors any weight. Rust and damp-proof. Hinges door up to 115 lbs. Comprises Trusses, Track, Brackets and Channel. All-British.
Write for free list ET.281/2
Parker, Winder & Ashurst, Ltd.
Engineers, Birmingham, and
40, Craven St., Strand, London

SPECIAL OFFER

LARGE QUANTITY 8" & 10" ROLLED "D" SEC. WINGS

At great reduction, while the supply lasts.

FURTHER REDUCTION of 15% off my 1922 Catalogue.

JOSEPH R. BRAMAH, 127, DEVONSHIRE STREET, SHEFFIELD.



"D" Section

PRIVATE OWNER AND TRADER

alike recognise the value of these pages for the disposal of their goods.

Godfrey's Ltd

208, Gt. Portland Street,
LONDON, W.1.

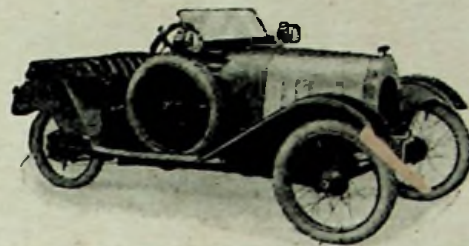
Phone: LANGHAM 1300 (2 lines)

TO BE OR NOT TO BE

Does not long remain a question for the discerning buyer who carefully studies the distinctive features of the T.B. 3-Wheeler.

The Standard Engine fitted is the 85 x 85 J.A.P. or 10 h.p. BLACKBURNE at option. Alternately customers can have the choice of the ANZANI or the MAG. Engine at small extra cost. Engine and gearbox are one unit.

There is shaft transmission;
Final Drive is direct by bevel gears;
All wheels are detachable and interchangeable;
Steering column is adjustable;
There are no belts nor chains to need frequent adjustments.



£155

10 h.p. T.B. 3-Wheeler.

Standard Model, Air-Cooled - - £155 0
Standard Model, Water-Cooled - £165 10
Sports Model, Water-Cooled - - £175 0



T.B. Models can be seen at Godfrey's, the London Agents—May we send you descriptive Catalogue?

Price Reduced.

Quick Fit Gaiters

Pat. No 15157/20

Set for Rover 8 h.p. Car

Perfect fitting.

35/- Post free

Best Quality Leather.

W. DICKINS & CO., LTD.,
Cross Cheeping, COVENTRY

AUSTIN,
A.C.,
AMILCAR,
STONELEIGH,
BELSIZE,
JOWETT,
CLULEY,
STANDARD,
SINGER,
WOLSELEY.
Early Delivery.

Pay out of Income
and have full use of
machine during period
of payment.

May we send
you
Catalogue of
any of
these Cars.

Deferred Payments on any
Car or Motorcycle 5%
extra. Period 12 months.

Your own Car
or Motorcycle
taken in
Exchange.

WHY WALK?

Call or Write
Us.

MITCHELL'S GARAGE, ROUNDHAY ROAD, LEEDS.

Telephone: Chap. 362.



FLEXEKAS

The price of Flexekas is now reduced to 1/6 each, except the No. 1 double volute pattern.

Obtainable from your dealer or direct.
CLIFFORD PRESSLAND, A.M.I.E.E.
Engineer, Hampton-on-Thames.

Cylinders Reground
and new pistons complete

Laystall

EWER ST.
SOUTHWARK, S.E.1



MAKERS:
The M.L.
Magnetos
Manufacture
Ltd. Coventry
Inquiries
205, 206,
207, 208,
209, 210,
211, 212,
213, 214,
215, 216,
217, 218,
219, 220,
221, 222,
223, 224,
225, 226,
227, 228,
229, 230,
231, 232,
233, 234,
235, 236,
237, 238,
239, 240,
241, 242,
243, 244,
245, 246,
247, 248,
249, 250,
251, 252,
253, 254,
255, 256,
257, 258,
259, 260,
261, 262,
263, 264,
265, 266,
267, 268,
269, 270,
271, 272,
273, 274,
275, 276,
277, 278,
279, 280,
281, 282,
283, 284,
285, 286,
287, 288,
289, 290,
291, 292,
293, 294,
295, 296,
297, 298,
299, 300,
301, 302,
303, 304,
305, 306,
307, 308,
309, 310,
311, 312,
313, 314,
315, 316,
317, 318,
319, 320,
321, 322,
323, 324,
325, 326,
327, 328,
329, 330,
331, 332,
333, 334,
335, 336,
337, 338,
339, 340,
341, 342,
343, 344,
345, 346,
347, 348,
349, 350,
351, 352,
353, 354,
355, 356,
357, 358,
359, 360,
361, 362,
363, 364,
365, 366,
367, 368,
369, 370,
371, 372,
373, 374,
375, 376,
377, 378,
379, 380,
381, 382,
383, 384,
385, 386,
387, 388,
389, 390,
391, 392,
393, 394,
395, 396,
397, 398,
399, 400,
401, 402,
403, 404,
405, 406,
407, 408,
409, 410,
411, 412,
413, 414,
415, 416,
417, 418,
419, 420,
421, 422,
423, 424,
425, 426,
427, 428,
429, 430,
431, 432,
433, 434,
435, 436,
437, 438,
439, 440,
441, 442,
443, 444,
445, 446,
447, 448,
449, 450,
451, 452,
453, 454,
455, 456,
457, 458,
459, 460,
461, 462,
463, 464,
465, 466,
467, 468,
469, 470,
471, 472,
473, 474,
475, 476,
477, 478,
479, 480,
481, 482,
483, 484,
485, 486,
487, 488,
489, 490,
491, 492,
493, 494,
495, 496,
497, 498,
499, 500,
501, 502,
503, 504,
505, 506,
507, 508,
509, 510,
511, 512,
513, 514,
515, 516,
517, 518,
519, 520,
521, 522,
523, 524,
525, 526,
527, 528,
529, 530,
531, 532,
533, 534,
535, 536,
537, 538,
539, 540,
541, 542,
543, 544,
545, 546,
547, 548,
549, 550,
551, 552,
553, 554,
555, 556,
557, 558,
559, 560,
561, 562,
563, 564,
565, 566,
567, 568,
569, 570,
571, 572,
573, 574,
575, 576,
577, 578,
579, 580,
581, 582,
583, 584,
585, 586,
587, 588,
589, 590,
591, 592,
593, 594,
595, 596,
597, 598,
599, 600,
601, 602,
603, 604,
605, 606,
607, 608,
609, 610,
611, 612,
613, 614,
615, 616,
617, 618,
619, 620,
621, 622,
623, 624,
625, 626,
627, 628,
629, 630,
631, 632,
633, 634,
635, 636,
637, 638,
639, 640,
641, 642,
643, 644,
645, 646,
647, 648,
649, 650,
651, 652,
653, 654,
655, 656,
657, 658,
659, 660,
661, 662,
663, 664,
665, 666,
667, 668,
669, 670,
671, 672,
673, 674,
675, 676,
677, 678,
679, 680,
681, 682,
683, 684,
685, 686,
687, 688,
689, 690,
691, 692,
693, 694,
695, 696,
697, 698,
699, 700,
701, 702,
703, 704,
705, 706,
707, 708,
709, 710,
711, 712,
713, 714,
715, 716,
717, 718,
719, 720,
721, 722,
723, 724,
725, 726,
727, 728,
729, 730,
731, 732,
733, 734,
735, 736,
737, 738,
739, 740,
741, 742,
743, 744,
745, 746,
747, 748,
749, 750,
751, 752,
753, 754,
755, 756,
757, 758,
759, 760,
761, 762,
763, 764,
765, 766,
767, 768,
769, 770,
771, 772,
773, 774,
775, 776,
777, 778,
779, 780,
781, 782,
783, 784,
785, 786,
787, 788,
789, 790,
791, 792,
793, 794,
795, 796,
797, 798,
799, 800,
801, 802,
803, 804,
805, 806,
807, 808,
809, 810,
811, 812,
813, 814,
815, 816,
817, 818,
819, 820,
821, 822,
823, 824,
825, 826,
827, 828,
829, 830,
831, 832,
833, 834,
835, 836,
837, 838,
839, 840,
841, 842,
843, 844,
845, 846,
847, 848,
849, 850,
851, 852,
853, 854,
855, 856,
857, 858,
859, 860,
861, 862,
863, 864,
865, 866,
867, 868,
869, 870,
871, 872,
873, 874,
875, 876,
877, 878,
879, 880,
881, 882,
883, 884,
885, 886,
887, 888,
889, 890,
891, 892,
893, 894,
895, 896,
897, 898,
899, 900,
901, 902,
903, 904,
905, 906,
907, 908,
909, 910,
911, 912,
913, 914,
915, 916,
917, 918,
919, 920,
921, 922,
923, 924,
925, 926,
927, 928,
929, 930,
931, 932,
933, 934,
935, 936,
937, 938,
939, 940,
941, 942,
943, 944,
945, 946,
947, 948,
949, 950,
951, 952,
953, 954,
955, 956,
957, 958,
959, 960,
961, 962,
963, 964,
965, 966,
967, 968,
969, 970,
971, 972,
973, 974,
975, 976,
977, 978,
979, 980,
981, 982,
983, 984,
985, 986,
987, 988,
989, 990,
991, 992,
993, 994,
995, 996,
997, 998,
999, 1000

GODDARD'S LTD.

BUILD MOTOR HOUSES
TO SUIT EVERYBODY.

Well reasoned timber and best workmanship only. Made in sections to bolt together, and sent carriage paid from

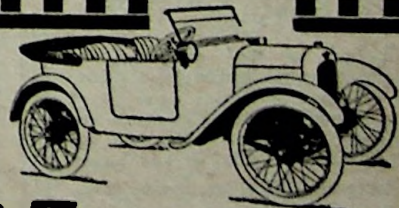
£10 - 10 - 0



Send for
Illustrated
Catalogue.
Post free.

Crown Works, Vicarage Lane, Ilford.

The Austin Seven



£165 Complete.

EXCHANGES. DEFERRED PAYMENTS. PLACE YOUR ORDER NOW!
EARLY DELIVERY.

"THE MOTOR FOR THE MILLION"—AND
THE AGENTS TO SUPPLY THEM ARE—

PARKER'S Bradshawgate, BOLTON
Telephone—1548.

THE BEST
BARGAINS

in second-hand light cars and cyclecars are offered in these pages.

Petrol O.K.? Oil O.K.? Tyre Pressures O.K.?

DON'T start out without making sure your tyres are hard enough—but not too hard. The one sure way of telling is to use a "Schrader Universal" Tyre Pressure Gauge.

It gets value for money from your tyres and greater riding comfort, because tyres correctly inflated don't wear out so soon and they prevent road shocks reaching you.

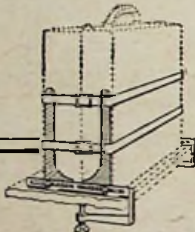
PRICES: Standard pattern for use on "Schrader" Valves, 5/10; with bent neck, 6/10. With detachable footing adapting Gauge for other Valves, 6/2 and (bent neck) 7/3. Fits in your waistcoat pocket.

Patented in U.K., U.S.A., and Foreign Countries.

A. SCHRADER'S SON, Inc., British Factory: Victoria Road, Willesden Junction, London, N.W.10. Manufacturers of the "Schrader Universal" Tyre Valve.



Be sure it's a "Schrader"—Look for the name.



To carry luggage
Why not use the stepboards? They are strong and there is plenty of room.

Laurel Step Board

Luggage Carriers.
(M. & U. Patent).

Well-made of steel stampings and pressings—not castings. Adjustable to suit length and thickness of bag or parcel. Light, strong, secure, detachable—no permanent attachment. Folds into box 10 x 4 1/2 x 2 in. Carried in tool locker. Including two 6-foot best quality straps.

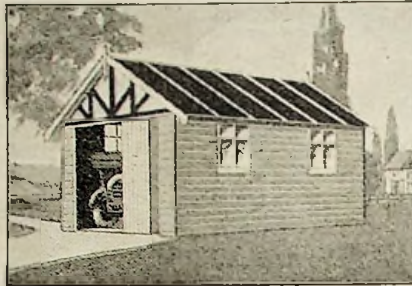
Tinned ... 27/6 Carriage paid
Nickelled 35/- in Gt. Britain.
Money returned if not approved.

Munn & Underwood Ltd

203, Above Bar.
Southampton

THORNBUR'S GARAGES

Beautiful Design and Construction.



Built from 1 in. Rebated and Grooved Weatherboards, 3 in. x 2 in. framework, all planned selected timber.

	Length.	Width.	Eaves.	Ridges.	
No. 1	12 x 10	7 x 9 1/2			£23 18 0
No. 3	16 x 10	7 x 9 1/2			£28 12 0
No. 5	18 x 11	8 x 12			£38 16
No. 7	24 x 16	8 x 13			£58 8 0

Carriage paid England and Wales.

Special Feature: Sliding Out-of-way Doors.

Thorner's Garages are all sold in complete sections, there is no boarding sent loose. Erection is simple.

A great range of sizes and prices are shown in Thorner's Catalogue, also a detailed description of their new Rebated and Grooved Weatherboards. Every Motor Buyer should have a free copy. A visit to Thorner's modern works is a convincing argument.

THORNER BROS., 11, MYTHOLMROYD YORKS.

Phone: 47 Luddenden Foot.

The "DIXON" HAND JET CONTROL

Type "B" for

COX ATMOS, CAPAC, FORD, HOLLEY, KINGSTON, and other Carburettors and other Overhead Adjustable Jet Needle.



No. 5 Lever, shown fitted with flat plate for flush mounting on dashboard.

Maximum Economy. Easier Starting. Full Power with a Cold Engine. Mixture can be weakened or enriched as desired. The ONLY control on which the jet may be completely closed and throttle used as air brake when descending hills.

Fully Guaranteed.

Note Reduced PRICE 35/- Complete.

Several types of lever supplied to suit either steering column, side of body, or flush fitting for dashboard. Write for leaflet.

Manufactured solely by—
B. DIXON-BATE,
Dee Banks, Chester
Trade Inquiries Invited.

IS YOUR CAR NOISY?

Do you ride in fear of the police?

Would you like a quickly attachable or detachable silencer, which is very effective, but does not interfere with the efficiency of the engine? If so, send for an E.W.L. Fish Tail Exhaust Cast. It is made in Aluminium and will considerably enhance the appearance of your car. Price 9d. 8/6 Leadet free on request. extra.

E.W.L. ACCESSORIES CO.
93a, Upton Lane, Forest Gate, London, E.7.



"DUBBEL"
CLEANS AND POLISHES
ALUMINIUM.
Special Grade "A" for motors and all highly burnished surfaces, is supplied by Garages, Ironmongers, etc., or sample, post free, 1/2 from the
DUBBEL CO., RODLEY, NEAR LEEDS

Imitation Leather made as good as new



With a paint brush and a jar of Accordian Leather Paint you can make the hood or upholstery of your car look like new, whether it be leather or imitation leather

ACCORDIAN FLEXIBLE LEATHER PAINT

will renovate and protect the material, making it pliant and waterproof with a brilliant black finish.

No. 1 size (for hood and upholstery of 2-3 seater car) ... 9/6
No. 2 size (for hood and upholstery of 4-5 seater car) ... 19/-

From Garages, Dealers or the Sole Manufacturers: **The Avondale Manufacturing Co. (Dept. 3), Avondale Works - Chippenham, Wilts.**

Write for free booklets.

ACCORDIAN FLEXIBLE CANVAS PAINT

makes old canvas hoods like new and renders them thoroughly waterproof. Buff, Khaki, Brown, Grey, or Black.

1 gallon (2-3 seater) ... 9/6
1 gallon (4-5 seater) ... 19/-

The Light Car and Cyclecar

Mr. J. Campbell, of 244, Earl's Court Road, S.W.5, dealer in Light Car Components, writing on January 29th, says:

"I should like to add that I have found your paper the best advertising medium for this class of goods."

AN ADVERTISEMENT IN "THE LIGHT CAR AND CYCLECAR" IS A DIRECT APPEAL TO ENTHUSIASTIC FOLLOWERS OF THE SMALL CAR MOVEMENT.

The only Small Car Journal



“Smart and Early”

as the saying goes. When a man makes a business call on the Austin Seven, he is always both smart and early, and it is the early bird which gets the worm, in business as elsewhere. On this small car, executive and traveller can save much time at very small expense, cover a much bigger field than is possible by any other means, and keep appointments punctually. No man of affairs can afford to be without a car, and the Austin Seven gives the cheapest travel possible—as cheap as tram and bus—yet travel at your own command.

Features :

4-cylinder engine.
Water-cooled.
Detachable head.
Automatic lubrication.
Three-speed gearbox.
Bevel drive.
Differential.
Brakes on all wheels

Equipment:

Electric lighting.
Electric horn.
Hood and double screen.
Side curtains.
Spare wheel and tyre.

PRICE AT WORKS:

£ 165

The
Austin
Seven



Write for “The Motor for the Million,” depicting the car for shopping, business use, and week-end jaunts with the children.

THE AUSTIN MOTOR CO., LTD.,
Longbridge—Near BIRMINGHAM.
London: 479-483, Oxford St., W.1 (near Marble Arch).



"Truth" is distinguished for its outspoken comment and balanced judgment on men and affairs. While never fearing to denounce humbug and to criticize fearlessly the false and meretricious, neither has it hesitated to accord due recognition to merit wherever it might be found.

"Due recognition"

The 12 h.p. A.B.C. Light Car.

The Americans are giving serious attention to air-cooling just now, and one of the surprises of the New York show was the new four-cylinder air-cooled Chevrolet. In this country little has been done to develop such units, but we have our two-cylinder air-cooled light cars, which are in a very advanced stage of perfection. I was reminded of this when recently I carried out a trial of the popular 12-h.p. A.B.C. The machine placed at my disposal by the British Motor Trading Corporation, 132, Long Acre, W.C., was one of the trio which secured the highest award—a gold medal in each case—in the arduous London-Exeter-London trial, and was, therefore, standard in all respects. The car runs with surprising smoothness, and, though the chassis weighs but 8½ cwt., it holds the road at high speeds without any effort on the part of the driver. The steering is as light as a feather, and practically self-adjusting when turning corners, and so responsive that the steering-wheel is as easily held at 50 as at 20 miles per hour. The A.B.C., I soon discovered, is a very fast car, and I found that I could keep up with the large cars, and maintain a high average speed without forcing the engine. At 40 m.p.h. the engine runs without any perceptible effort, and there were certain slopes that I surmounted at that speed. All ordinary hills were climbed at 30 to 36 miles per hour, and on the level my best speed was just over 52, and 56 on a slightly down grade. There were no opportunities to improve on these figures, though I am sure the speed might have been pushed up to a mile a minute. I mention this, not with a view to encouraging high-speed driving, but to show what the little car is capable of doing. The engine is one that you simply cannot overheat, and consequently there is no loss of power. And, of course the immense advantage of air-cooling is that there is no water to freeze in winter or boil in summer. There are four speeds, but nearly all the driving is done on top gear. Of interest are the reduced prices of these cars, the standard two-seater being listed at £225, the three-seater with stream-line body at £240, and the four-seater at £265. The prices include hood, screen, electric-lighting outfit, extra wheel and tyre, speedometer, tool-kit, etc.. £20 extra being charged for the electrical starter.

"TRUTH" FEB 14 1923

N.B.—The A.B.C. Car Book WILL INTEREST YOU: your card attached to this page will bring same by return.

SALES ORGANIZATION:

British Motor Trading Corpn., Ltd.,
132-135, LONG ACRE, LONDON, W.C.2.

SERVICE DEPOTS: LONDON, MANCHESTER, BIRMINGHAM, GLASGOW.

MANUFACTURED BY A.B.C. MOTORS (1920) Ltd., Walton-on-Thames.

Agents in All Principal Centres.