

The Light Car and Cyclecar

Founded 1912

The only Small Car Journal



Vol. XXI No 547.
Friday, May 18, 1923
*Registered at the GPO
as a Newspaper*



ON AULTNAHARIE.

A glimpse of desolate splendour, typical of the country traversed by the "Six Days" Competitors. This hill proved to be one of the most severe in the Trial, and accounted for several failures. See illustrated and graphic report within.

SPENCER MOULTON CORD TYRES

Every Journey a Joy

THE Spencer Moulton Cord Tyre has leapt into favour with motorists everywhere. Its Dumb-bell Tread means greater tractive effect, higher engine and brake power, and the most effective precaution against skidding yet achieved.

IN the Spencer Moulton Cord Tyre the new cord principle is backed by the best British tyre manufacture—and there is no higher standard in the world.

Geo. Spencer Moulton & Co.,
Ltd and Wood-Milne, Ltd.

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

Wires: "Spemoul, Parl, London."
"Wudmiln, Parl, London."
Phone: Victoria 9576

SWIFT

OVER 50 MILES PER GALLON!

REMARKABLE economy as well as high efficiency is an outstanding attribute of the 10 h.p. Swift. Our claim, based on carefully kept records, that in ordinary touring conditions a petrol mileage of 45 to 50 is obtained, is borne out time and again by the experience of owners.

Here is a typical example:—

“I am glad to say that I am pleased with your Car, and at Easter I had a very successful run from South Wales to Buckinghamshire, during which I must have covered more than 50 miles to the gallon as the following experience will show:—

“I filled the tank up to the neck at Amersham; after which I ran down to Denham Woods and thence across country to Burnham Beeches, returning via Beaconsfield, Amersham, Chesham, Berkhamstead, Aylesbury, Thame, Oxford, Whitney, Cheltenham. At Cheltenham I took in two gallons which filled the tank to the neck. I think you will find the distance covered is close on 110 miles.

H.H.W., Cardiff.”

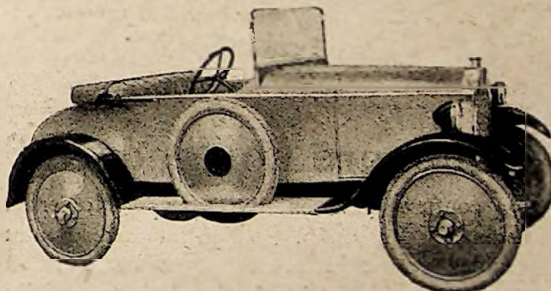
Every 10 h.p. Swift does 45-50 m.p.g.—never less, often more. Speed up to 53 miles an hour. Wonderful on hills. Steady and comfortable on all roads.

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

2-SEATER with Dickey (as illustrated) or

£275

“CHUMMY” Model (Accommodating 2 Adults and 2 Children).



Send for full details of this remarkable car and name of nearest agent to:

BRITISH MOTOR TRADING CORPORATION, LIMITED,
132-135, Long Acre, London. W.C.2.

Manufacturers:

SWIFT OF COVENTRY, LIMITED, COVENTRY.

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



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.



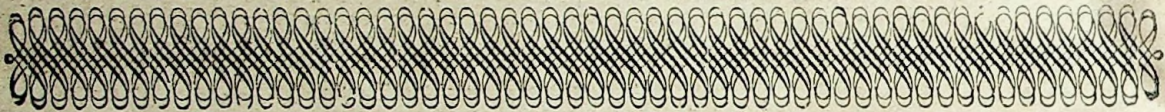
LOOK for the name plate, "Sankey Patent," stamped on every genuine Sankey all-steel Wheel. It ensures satisfaction and safety. Welded unbreakably together from only two complete sections—that is the secret of Sankey supremacy.

SANKEY

PATENT
ALL-STEEL

wheels

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

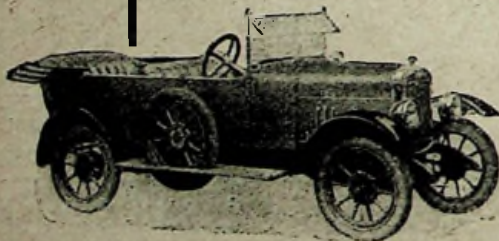


Every part is accessible

There are no "gadgets"

to confuse one on the *proved* McKenzie engine. Its clean, straightforward layout enables any adjustment to be made in a fraction of the time involved on a less carefully planned engine. This workmanlike spirit is evident throughout the whole car, which has proved its sturdy worth in all the most important trials of recent years.

The Proved Light Car



The three models are
 10.5 h.p. All-Weather Two-Seater ... £368
 10.5 h.p. All-Weather Four-Seater ... £395
 10.5 h.p. Coupé £425
 All Models are fitted with Electric Lighting and Starting.

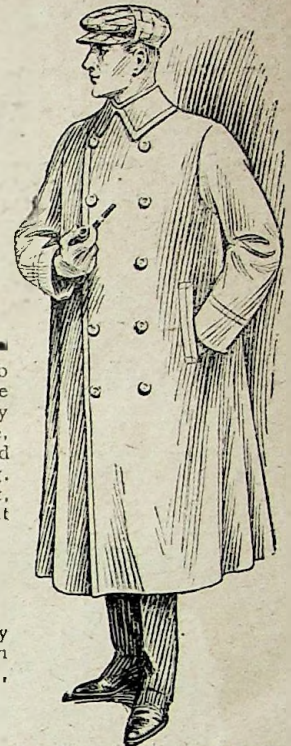
Fully illustrated catalogues post free from
MCKENZIE MOTORS LTD.,
 BATH PASSAGE, BIRMINGHAM.
Established 1913

H.P.

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

It Will PAY You to Come to BENETFINKS

for all Your Requirements. Satisfaction Guaranteed!



EXTRAORDINARY OFFER OF FILES.

1 dozen assorted files in various cuts and shapes as illustration. Length 6 in. to 12 in. British made cast steel (seconds), and thoroughly hardened.

Per box of 1 doz. **5/-** Post 1/-.

Ditto, 4 to 6 in. assorted, per box of 1 doz. **3/9** Post 9d.

BENETFINKS PETROL POURER

Use a petrol pourer and discard the clumsy funnel. Made of solid brass with fine wire gauze filter. Fits any can. Price **3/9** Post 4d.

OBSERVATION MIRRORS.

Flat bevelled glass. Adjustable to any angle. Plate fitting for dashboard or clip fitting for screen. Finished Black, Brass or Nickel, 4 1/2 in. Price **10/9** 5 1/2 in. Post Free. **12/6**

DUST COVERS.

Type D 1, in Striped Cotton Ticking, strong and serviceable. Size **28/9**, 15x9ft. Size **34/9**, 18x12ft. Size **47/6**, 12x9ft.

Type II 12, Waterproof Aeroplane Fabric double strength. Will withstand any rain. Size **37/6**, 15x9ft. Size **45/-**, 12x9ft. Size **55/-**, 18x12ft. Size **67/6**, 15x12ft. Post Free.

FIT A "GLAROSCOPE"

and Minimise Danger from Headlight Glare! Clips on to any windscreen. The scientifically tinted celluloid of the "Glaroscope" completely subdues the glare of oncoming headlights, or from the sun. Price **2/6** Post 4d.

DUST COATS.

Made in Drab Crash, double breasted. Very strong and durable, and will withstand continual washing. A smart looking coat, with half-belt at back. Price **11/6** Post Free.

Men's Waterproof DRIVING CAPS.

Well made in Fawn Paramatta, with full ear and neck protection. Price **8/6** Each Post Free.

TWEED CAPS

with adjustable flap to fasten on top when not in use. Price **6/6** Post Free.

TAN LEATHER HELMETS.

Lined fleece and trimmed in fine quality fur. Rolled earguards. An exceptionally good, warm helmet at a competitive price. **12/6** Post free.

LEATHER WAISTCOATS.

Splendidly made from selected Tan coloured skins. Button to neck, for wearing under any coat. Impervious to wind and rain. Exceptional value. Each **21/-** Post Free.

Please give chest measurement over waistcoat when ordering.

SPECIAL VALUE IN GLOVES.

"ASBESTOL" SHORT DRIVING GLOVES.

In Tan, Willow or Reindeer finish, unlined. Per Pair **16/6**

"ASBESTOL" GAUNTLET GLOVES.

Tan reindeer finish, with large gauntlet and fastener. Price **16/6**

TAN HORSEHIDE GLOVES.

Ideal for driving wear. With short gauntlet. Per pair **10/6** All above sent Post Free

BENETFINK & Co., Ltd.,
Cheapside, London, E. C. 2

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.

Another Big Advantage of the



Cyclecar

STANDARD MODEL
Air-cooled,
£155 - 0 - 0

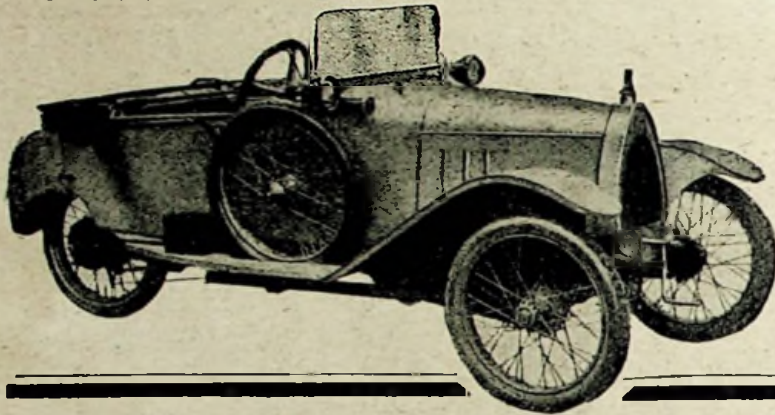
DE LUXE MODEL
Water-cooled,
£165 - 10 - 0

SPORTS MODEL
Water-cooled, 60 m.p.h.,
£175 - 0 - 0

Thompson Bros. (Bilston), Ltd.
Bradley Engineering Works, Bilston.
Phone: No. 10 Bilston. Wires: "Thompson Bros., Bilston."

London Agents:

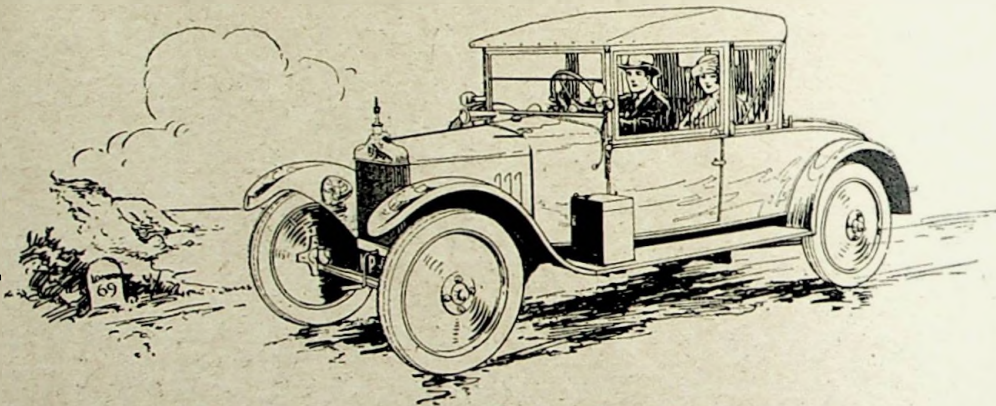
Godfreys, 208, Great Portland Street, W.1.
Selfridge & Co., Ltd., Oxford Street, W.1.
F. J. Youngs, 2, 3 and 5, The Parade, Kilburn, N.W. 6
The address of agent in your district on request.



ALL WHEELS are quickly detachable and interchangeable and thus you can ensure even wear of all tyres. It is a simple matter, too, to keep the best tread on the rear wheel, and secure immunity from skids, whilst a tyre that has outrun its useful life on the back wheel will give many hundred miles service on the front.

Just another example of that thoroughness and care in design which have gained for the T.B. the leadership in the cycle car class.

"Count them on the Road"



The NEW Little "Standard"

A LITTLE Car with lots of room, lots of comfort, and lots of power. Eleven h.p.; weighs less than 14 cwt.; four-foot track; 8 ft. 9 in. wheelbase; unusually roomy bodywork; comfort, steadiness and exceptional equipment; stormproof hood and side curtains; electric starting and lighting (5 lamps); 710 x 90 cord tyres, and speedometer. Being a "Standard," its reliability may be taken for granted.

The local "Standard" Agent will give you full details.

Note the price. For the Two-Seater (R.A.C. rating 11.4 h.p.)—with double dickey seat—it is only

£250

The Standard Motor Co., Ltd., Coventry.
London Showrooms: 19, Pall Mall, S.W.1.

The All British
Standard

Light 2 and 4-Seaters: 11 h.p.

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

Success

EALING AND DISTRICT M.C.C.'S LONDON—HOLYHEAD TRIAL

(April 27th—28th, 1923).

2 LAGONDAS ENTERED

AND WERE AWARDED

1 GOLD MEDAL

1 SILVER MEDAL

The fine performance of the two Lagondas entered in this trial is yet another striking example of the thorough efficiency and hill-climbing capability of this famous light car.

11 H.P.

Lagonda

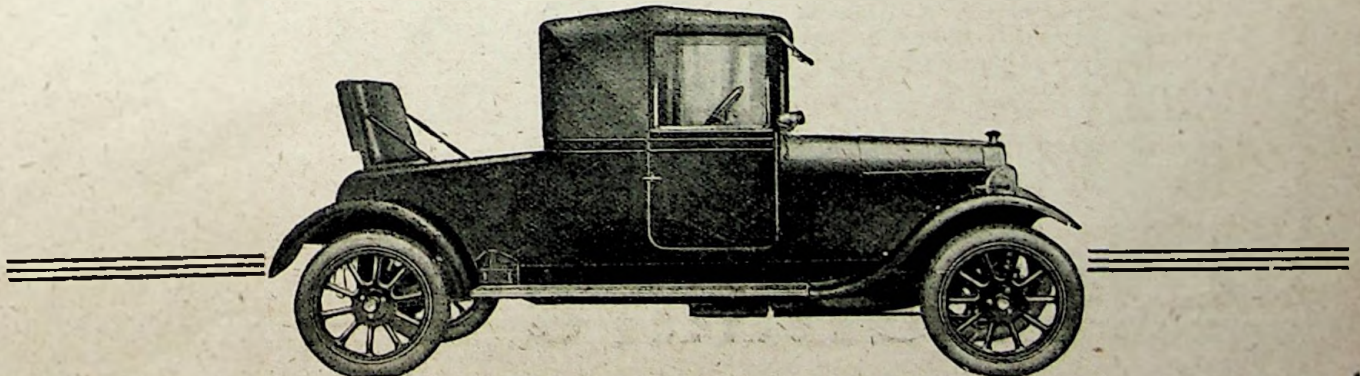
THE ALL-BRITISH LIGHT CAR.

Coupe "M" Model with double dicky seat, fitted with 2 doors, C.A.V. lighting and starting, 5 lamps, electric horn, clock, speedometer, spring gaiters, spare wheel and tyre and tools ... **£340**

OTHER MODELS FROM £275

Full particulars from—

LAGONDA, LIMITED,
195, Hammersmith Rd., LONDON, W. 6.
Telephones Hammersmith 573.
Telegrams "Lagonly, Hammer, London."
Head Office and Works - STAINES.



TO THE READER.—By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motorist.

We are Sole Agents for the

"DERBY"

for London and portions of Middlesex, Essex and Herts.

Sub-Agents wanted. Good Deliveries.

A. S. C.

Automobile Service Company.
166, Great Portland St., London - - - W.1
Telephone 6620.

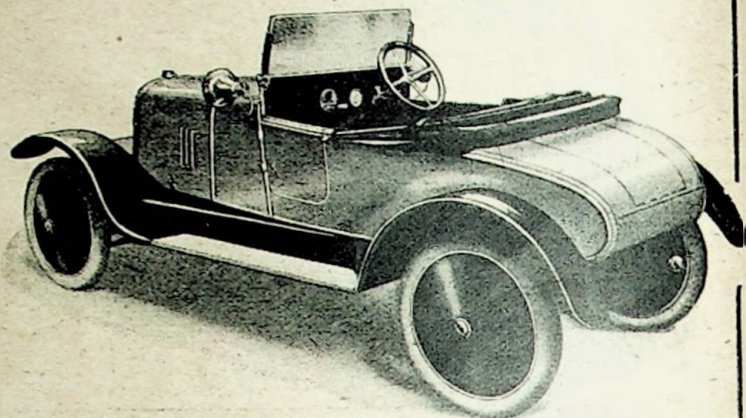
9 h.p. 4-cylinder Chapuis-Dornier Engine, Dynamo-Lighting and Starting, Speedometer, Dickey,

£220.

Sports Model **£275.**

CALL AND INSPECT AT ANY TIME.

Deferred Payments. Part Exchanges.



Derby Standard Model - **£220.**



Jowett, 2-Seater, **£220**

2-Seater - **£220**

4-Seater - **£245**

Self-Starter **£15** extra.
Dickey-Seat **£5** extra.

ALL MODELS in stock for Immediate Delivery.

Trial runs at any time. Deferred Payments. Part Exchanges.

WE ARE THE OFFICIAL **"JOWETT"**

AGENTS for W.1 DISTRICT. We always have for sale a good selection of second-hand cars which we have taken in part exchange for new ones.

A. S. C.

Automobile Service Company.
166, Great Portland St., London - - - W.1
Telephone 6620.

Spring Motoring

Just as Spring sunshine and pure air create new joy and vigour, so Pratt's Perfection Spirit infuses sweetest running and liveliest action into your engine.

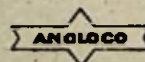
Pratt's in your tank ensures a cool engine, better mileage, maximum power. This is due to the high volatility of

PRATT'S

The best that Motorists can buy.

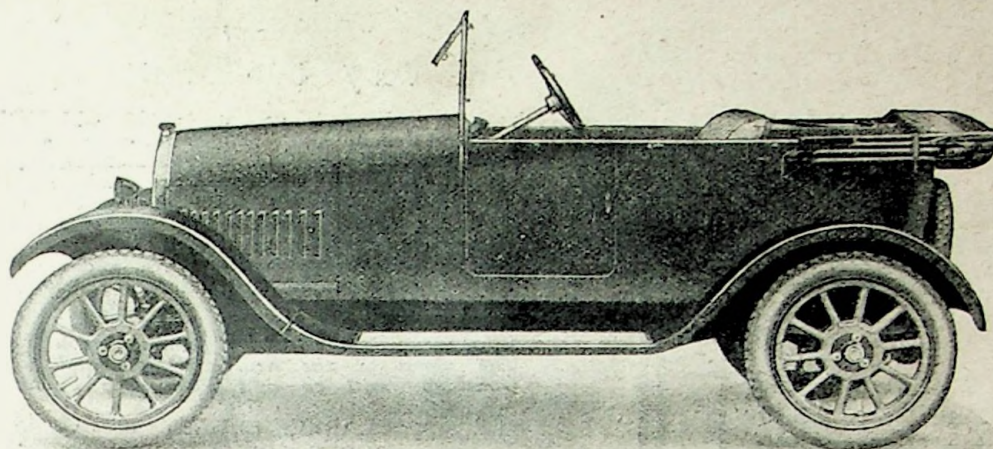


From the Golden Pump or the Sealed Green Can.



ANGLO-AMERICAN OIL CO., LTD., 36, Queen Anne's Gate, London, S.W.1

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



"It leaves nothing to be desired in the way of design, quality or finish."—H. VERNON HUNT in "Daily Express."

The Car for a Holiday Tour.

This delightful little car is, to the most minute detail, a miniature of the higher-powered Humber models. It cannot be bettered in the Light Car class for Holiday motoring. Every well-known Humber feature is embodied in its construction. 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.

ABRIDGED SPECIFICATION.—8 h.p. 4-Cylinder Thermo-Syphon Water-cooled Engine, 56 m/m bore x 100 m/m stroke. Wheelbase 7 ft. 10½ in. Ground clearance 8 in. Petrol capacity 6 galls. Petrol supplied to Cox-Atmos Carburettor by gravity from tank under dash. Wheels: Detachable steel-fitted Dunlop 700 x 80 cord tyres. Control levers on top of steering wheel. Three speeds and reverse. "Live" Rear Axle. Spiral bevel gearing. Steering: Worm and wheel type. Brakes: External contracting steel band type lined Ferodo. Springs: Semi-elliptic to rear, Quarter-elliptic to front. Lucas Lighting and Starting. Lucas Bulb Horn under bonnet. Spare Wheel with tyre. Complete set of Tools (wheel tools under bonnet), Speedometer, Windscreen Wiper, and All-weather equipment.

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.



10.5 h.p. Two-Seater
De Luxe £350
10.5 h.p. Coupe, £450

as illustrated, with leather hood,
"V" windscreen, glass windows,
upholstered in Bedford cord.

Both models fitted with Lucas Lighting
and Starting Sets.

Always reliable, easy to drive
and very comfortable——

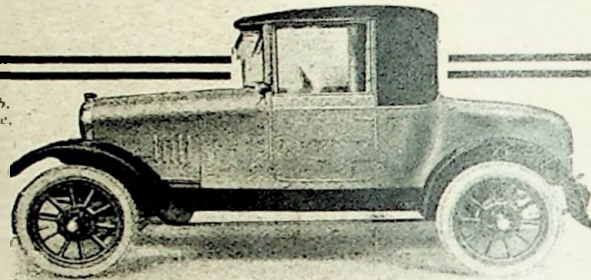
This is a Doctor's verdict on the CLULEY after 12 months' daily and nightly service in all weathers. The CLULEY is "always reliable" because it is made throughout at our own works under strict supervision, and because every detail is an example of simple sturdiness. The flexibility of the engine and the unusual road-holding qualities of the car invest it with a charm of its own to drive, and the luxurious upholstery and ample leg room reduce driving fatigue to a minimum.

Why not try the CLULEY yourself upon the road? The name of the nearest Agent and Illustrated Catalogue will be sent Post Free upon request.

CLARKE, CLULEY & CO.,
GLOBE WORKS, COVENTRY.

Established 1891.

10.5 h.p.
Coupe.



H P

ANNOUNCEMENT

A limited number only of
Brand New 1923 BLERIOT-WHIPPET 2-SEATER CARS (Not Shop-Soiled)
Carrying Makers' Full Guarantee.

SPECIFICATION:

8 h.p. Blackburne twin-cylinder engine, automatic lubrication, hand starter operated from driver's seat, electric lighting, perfected chain and belt transmission, five detachable and interchangeable wire wheels, adjustable screen, hood, lamp, mechanical horn, tools, spare petrol tin and carrier.

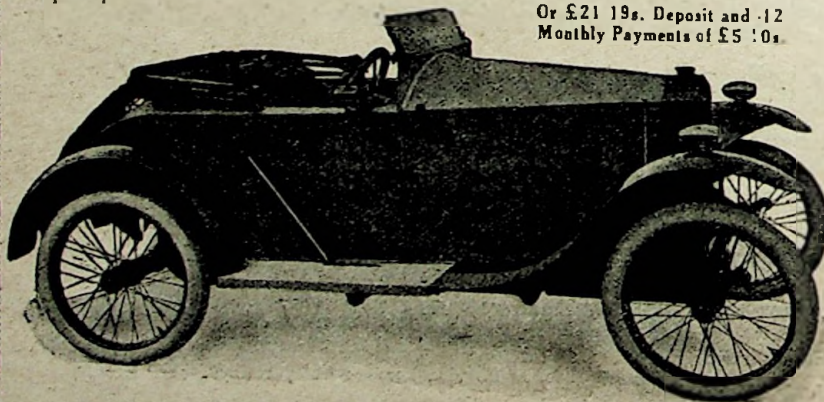
79

GUINEAS

Or £21 19s. Deposit and 12
Monthly Payments of £5 10s.

Any make of
Car or Motor-
cycle taken in
Exchange.

Trade inquiries solicited.




Write, phone or call—

Short & Glass, Ltd.
362, 487, 489, 491 and 493,
Upper Richmond Road,
East Sheen, London, S.W. 14

Phones: Richmond 2362 and 2163.

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



The Key to Success
Deferred Payments

WOULD-BE motor owners are often prevented from clinching the purchase of a car by the difficulty of finding the initial cost. Many are ready to become purchasers on the basis of a straightforward deferred payment arrangement. Garage proprietors who take the precaution of coming to an understanding with the Industrial Guarantee Corporation are able to offer such favourable terms and such unimpeachable security that a sale, otherwise problematical, can often be completed to the satisfaction of both parties.

By offering deferred payment terms you will *increase your sales*, because these are the terms on which the bulk of present day motor sales are effected.

You will *avoid selling risks* because we take over the risks involved in all the loans we make.

You will *secure prompt settlements* because we pay immediately in full for each car sold. No guarantees are required from dealers.

FOR STOCK. Under our stocking plan you can obtain the latest model of any type of car upon payment of approximately 25% of the cost of the car to you.

FOR CASH SALES. If your customer desires to buy on deferred payment terms we will accept all responsibility, provide the capital, and you can deliver the car at approximately 25% of the cost of the car to your customer.

INSURANCE COMMISSION PAID. TRANSACTIONS QUICKLY COMPLETED.

Write to-day for full particulars.

The Industrial Guarantee Corporation Ltd.

130/134, Great Portland Street, London, W.1.

Telephones: Museum 7355 & 7723.

Langham 2848.

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.

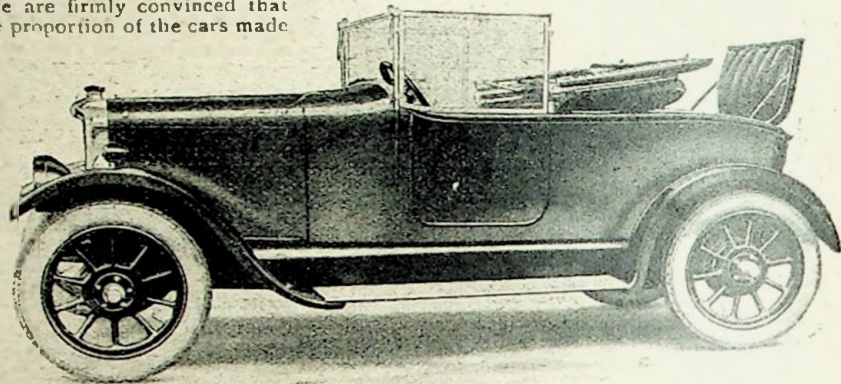
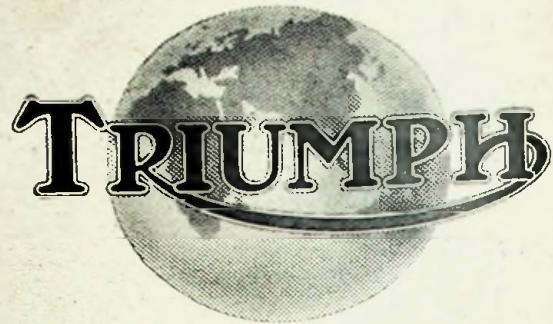
A CAR WORTHY OF ITS NAME

"The Motor News" pays tribute to the Triumph 10-20 h.p. Car, a production of established quality.

"What could be more natural than to presume that Triumph owners should "jump" from the motor bicycle, which has proved itself worthy of its name, to the new light car bearing the same maker's imprint. . . . Motorists as a class are very conservative. When they get satisfaction they hold on to their favourite make like a limpet to the rock, and do not forget to tell their friends about it. . . . It will thus be seen that the Triumph motor bicycle must become the stepping-stone to "higher and better things." Now the new 10 h.p. Triumph Car provides Triumph enthusiasts who desire to graduate to the motor car a "higher and better thing," turned out under the same close scrutiny and the same careful supervision as their first love. We are firmly convinced that this class alone will absorb a large proportion of the cars made in the new Triumph factory."

The many interesting details of the Triumph car are dealt with fully in the Company's catalogue, which will be sent post free on request.

TRIUMPH
MOTOR Co., Ltd.,
COVENTRY.



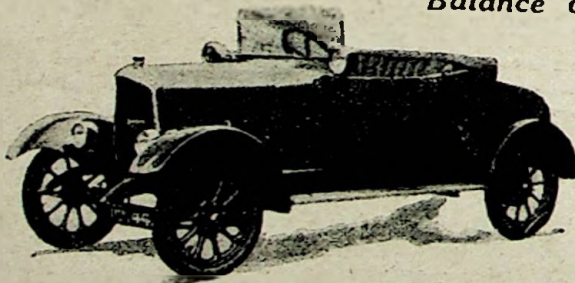
£30 will secure delivery of either a

:: 9.5 H.P. ::
HAMPTON

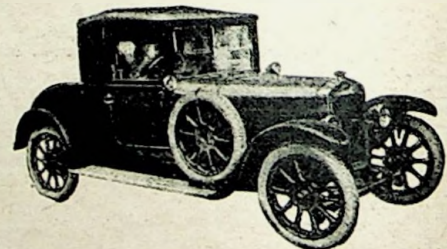
or an

:: 8-18 H.P. ::
CROUCH

Balance out of income.



Specialists
in
**CROUCH,
HAMPTON
and
BUGATTI
Cars.**



PERSONAL ATTENTION.

Write NOW for particulars and trial to the London and District Agents:

WILLING SERVICE.

Your old car accepted as deposit, and balance out of income.

B. S. MARSHALL, Limited,

Mayfair 5906-7.

17a, Hanover Square, W.1

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



Think of what this roadside tragedy would mean to you. Stranded—miles from shelter—a weary trudge along that lonely road—haunting regrets at the loss of a fine car, that friend of many journeys. And then the futile thought, "If I'd only bought Pyrene yesterday." Now, Sir :-

Is this going to be the end of Your Car?



Height 14 in.
Diameter 3 in.
Weight 6 lbs.

PETROL burns with such alarming rapidity that you may have to stand helplessly and watch it destroy your car, unless you take the precaution of having efficient protection on the spot. With the Pyrene Fire Extinguisher you can put out the blaze before any damage is done, and drive on as though nothing had happened.

The Pyrene Fire Extinguisher is the only one that combines the following outstanding advantages:—Instant action, continuous jet, operates with any side up and at any angle, scientifically extinguishes petrol flames, non-conductor of electricity, non-damaging, non-corrosive, needs no periodical re-charging, easy to operate, always ready, made to resist wear, and give long service.

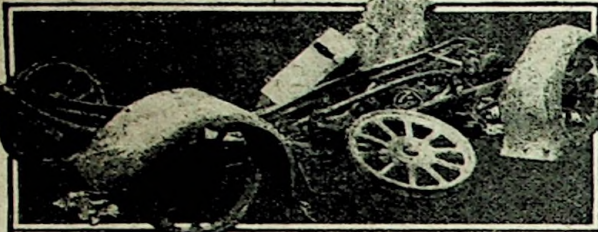
To secure these features **IT MUST BE PYRENE.** Get it from your Garage or Store **TO-DAY.**

Write for free Illustrated Folder: "Some Cars it would have Saved."

THE PYRENE COMPANY LTD., 9, Grosvenor Gardens, LONDON, S.W.1.
 Telegrams—"Pyrenextin, Sowest, London."
 BRANCHES: Manchester—10 Corporation Street. Sheffield—212, West Street. Telephone—Victoria 8592 (4 lines). Glasgow—45, Hope Street.

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 only Jowett out of commission!



THE illustration shows a 1923 Jowett, which was left at a garage at which a fire broke out. So intense was the heat that not a scrap of aluminium was left on the engine, gearbox or back axle. Notice the masses of molten aluminium under the chassis.

OUR RECORD BROKEN

IT has been our proud boast that every Jowett Car manufactured since 1906 is still running. Our RECORD is broken by an unforeseen accident, but NOT OUR REPUTATION! With this one exception our claim still holds good, and the Jowett you buy to-day will serve you for many years without once "letting you down." In addition to its high efficiency and great reliability the Jowett is an economy car. It carries you 40 miles to a gallon of spirit, 7,500 miles to a gallon of oil, and averages 10,000 miles for a set of tyres. The total running cost of a Jowett Four-Seater is less than 1d. per car mile.

7 h.p. Two-Seater £220

Complete with all-weather curtains, solid nickel radiator and full equipment. Dicky Seat £5 extra

7 h.p. Four-Seater £245

Full particulars and illustrated catalogue post-free from Dept. F.

JOWETT CARS, LTD.
IDLE - BRADFORD.

Agents wanted—A few territories still open.

The Jowett

"The little engine with the big pull"

HAMPTON JUNIOR 9-21 h.p.

Before deciding on your new car, ask to see the parts that count. Inspect the engine, gearbox, rear axle, frame, springs, lighting and starting sets. Ask what material is used in the construction and then compare with the "Wonderful Hampton." All our cars are built on Big Car lines and the materials used throughout is of "Air Board Specification."

Our cars are fitted with 4-speed gearbox, right-hand control, full floating rear axle, with differential, spiral bevel and 10in. brakes, lighting and starting sets, real leather upholstery and all nickel finish.

THE IDEAL LADIES' CAR.

QUALITY WILL TELL.

2-Seater - - £295

All-Weather

2-Seater Coupe £350

Double Dickey Seat

Chummy - - £325

4-Seats

Trial runs can be arranged at any of our Agents.

May we send you further particulars?

Inspection of our works invited.

LONDON AGENT:—

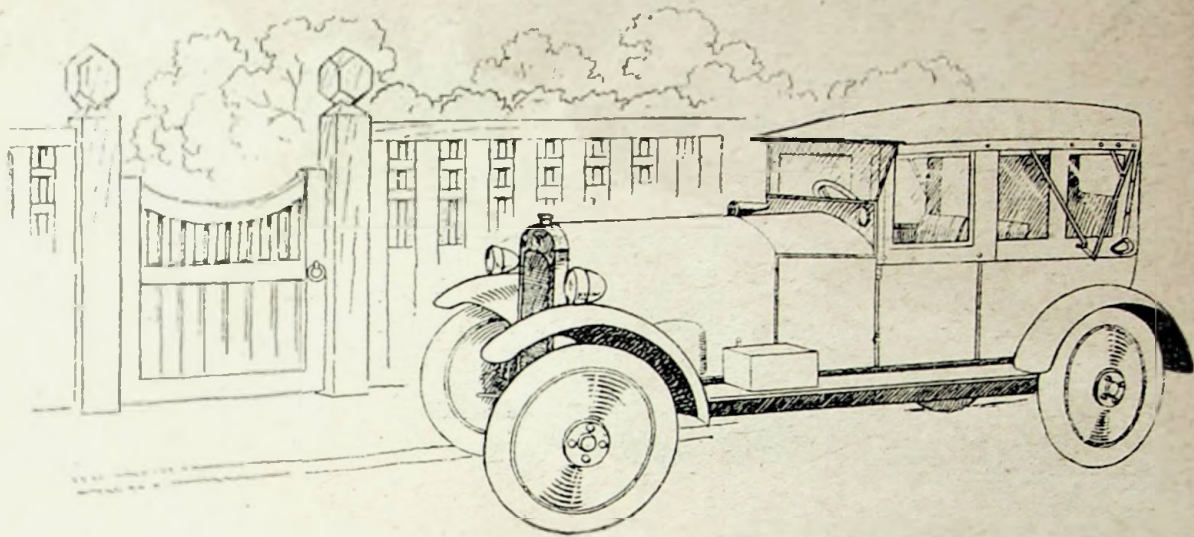
B. S. Marshall, 17a, Hanover Square, W.1

HAMPTON ENGINEERING Co. (1920) Ltd., STROUD, GLOS.

Telephone: 271-2.

Telegrams: "Widawak."

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



The mark of discrimination

No other car combines the qualities of comfort, appearance, reliability and price so completely as The Ariel Nine. Just so no other car so indisputably stamps its owner as a man of insight and discrimination.

Keeping in mind the price of £215, consider this specification:—

Water-cooled horizontally opposed twin-cylinder engine. Three-speed gearbox. Silent spiral bevel drive and differential. Lucas dynamo lighting set. Dunlop tyres and wheels. De Luxe 3-4 seater body, complete with all-weather equipment.

Consider, too, the brilliant performances of The Ariel Nine in recent trials.

SCOTTISH SIX DAYS' TRIAL.

The ARIEL NINE, driven by K. W. B. Sanderson, won SILVER CUP.

THE ARIEL NINE

Send for art catalogue.

ARIEL WORKS, LTD., 3, Bournbrook, BIRMINGHAM.

London Agents: Ariel Motors and General Repairs, Ltd., 320-2, Camberwell New Road, S.E. 5.
Also Sole Distributing Agents for Kent, Surrey, and Sussex.



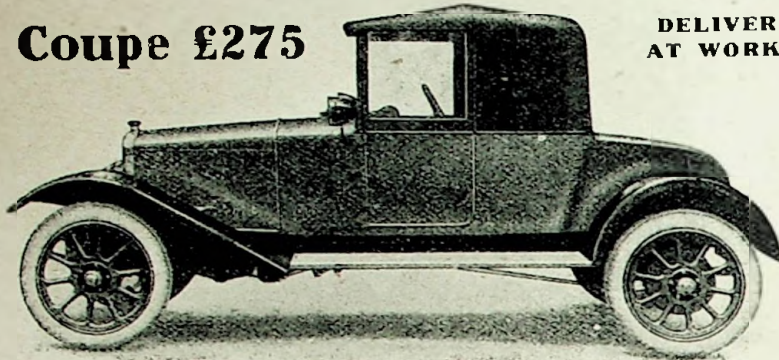
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ALBATROS MOTORS

10 H.P., 4 Cyls., WATER-COOLED.

Coupe £275



DELIVERY AT WORKS

Electric lighting, self-starter, 3 speeds and reverse, spare wheel, cord tyres, differential in back axle, clock, speedometer, upholstery in Bedford cord or leather. Painted to choice.

- UTILITY**—2-seater, hood, screen, spare wheel and tyre, electric lighting, horn, tools **£200**
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 - CHUMMY**—3-4-seater, equipment as Special **£240**
 - FAMILY**—4-seater, equipment as Special, 3-door body **£265**
- DELIVERY AT WORKS, COVENTRY.

Sales and Export
69, Gt Queen St., Kingsway, London, W.C.2

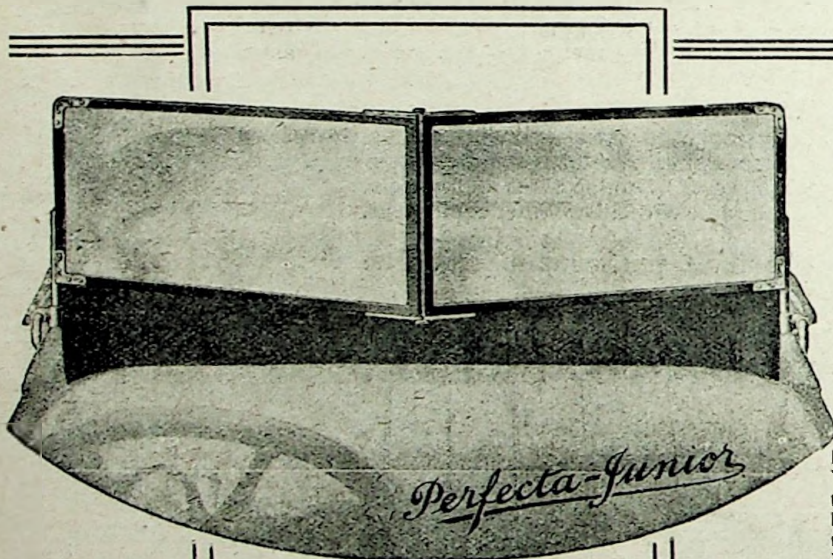
Telephone:—Gerrard 6543.

WORKS—CROFT ROAD, COVENTRY.

Telephone: 951 Coventry

AGENTS:

LONDON: Cecil Motor Co., Vivian & Garrell, Vinyard Motor Co., A. T. Maynard, W. J. Towler, BRISTOL: Cater Motor Co.,
 CARDIFF: Albany Motor Co., SHREWSBURY: Shrewsbury Garage, MANCHESTER: L. P. Harvey & Co., LIVERPOOL: Gibbald's
 Motor Co., Ltd., SHEFFIELD: Yorkshire Motor Car Co., LEEDS: Hinchcliffes (Leas) Ltd., HULL: Hobb Ellis, LEICESTER: White
 Motor Co., Ltd., NOTTINGHAM: Trent Bridge Motor Co., CARLISLE: The Motor House, COVENTRY: Victoria Garage and
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The "Perfecta Junior" Rear Screen

Here is a screen eminently suitable for YOUR light car, of better quality than contemporary screens at a similar cost, and backed by the experience and reputation of the Makers of the renowned "Perfecta" Extending Rear Screens.

It is a high-class unbreakable screen, with polished ebony finish frames and worthy of any make of car. It is fitted in 10-15 minutes to either bevelled or straight-edged bodies; perfectly rigid, free from "creep," allows of easy exit and entrance and is without doubt the finest value in Light-car equipment.

Write for descriptive list.

Supplied complete with twill apron and leather cloth carrying wallet and obtainable in either Nickel or Oxidised finish.

Total weight under 12 lbs., and particularly suitable for Austin "7," Clyno 8 h.p., Rover 2-4 seater, Swift "10," and similar light cars.

£6-15-0

THE PERFECTA SCREEN COMPANY,
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 Telephone _____ VICTORIA 7473.

Why is the Press so enthusiastic about the "GWYNNE EIGHT"?

THE following are but a few of the many comments which have been made on the "Gwynne Eight" by the leading papers:

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"One of the busiest and most fascinating little engines I have handled this year . . . a miniature in every detail of a big power unit."

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"The most remarkable little power unit I have ever sat behind."

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"The 'Gwynne Eight' is very great credit to our British Light Car achievements."

"Light Car and Cyclecar."

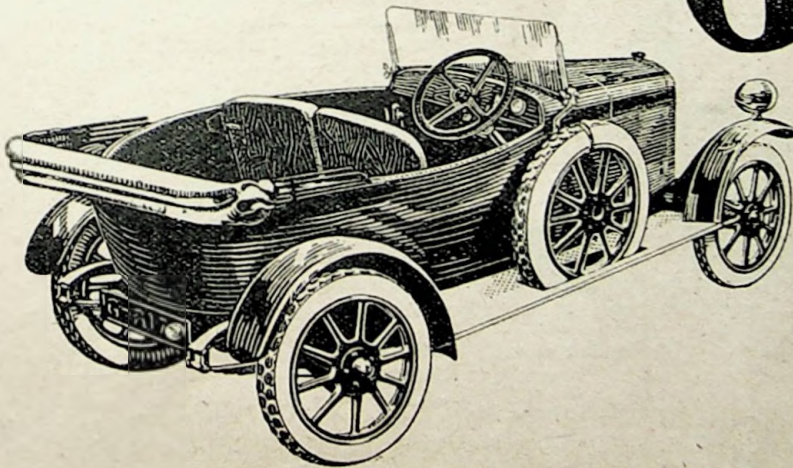
"In summing up, we have no hesitation in saying that, in all-round value for money, the 'Gwynne Eight' has few rivals in the small car market."

"Tatler."

"Considering the very low cost, the 'Gwynne Eight' is a perfect little marvel."

Almost every journal of standing has commented in equally favourable terms on the "Gwynne Eight." All owners and over 300 motor engineers throughout the country are equally enthusiastic. May we send you a copy of our illustrated Catalogue "I," and the name of our nearest agent, who will give you a trial run without obligation . . . we are sure it will make you equally enthusiastic.

From
198 Guineas
Complete.



GWYNNE 8

(Made by Gwynnes.)

Sole Concessionaires:

THE SERVICE MOTOR
COMPANY, LIMITED.

94, Great Portland Street,
LONDON : : : W.1.

And 300 Agents throughout the Country.

Phone—
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"Serautco, Phone, London."

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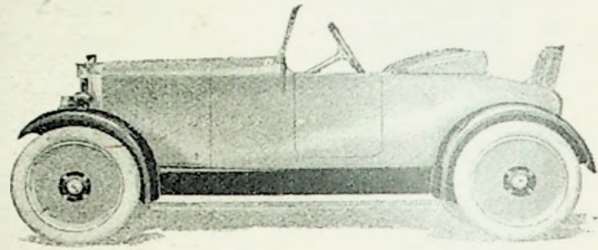
High Quality at Low Cost

BEARING in mind its superb design, workmanship and finish, backed by a quarter of a century's experience of the finest engineering practice, the 8.9 h.p. Lea Francis represents remarkable value for money. It is a high efficiency, high-grade light car, smooth, silent and supremely comfortable. Test it on the road and see how charmed you will be with its speed, comfort and ease of control.

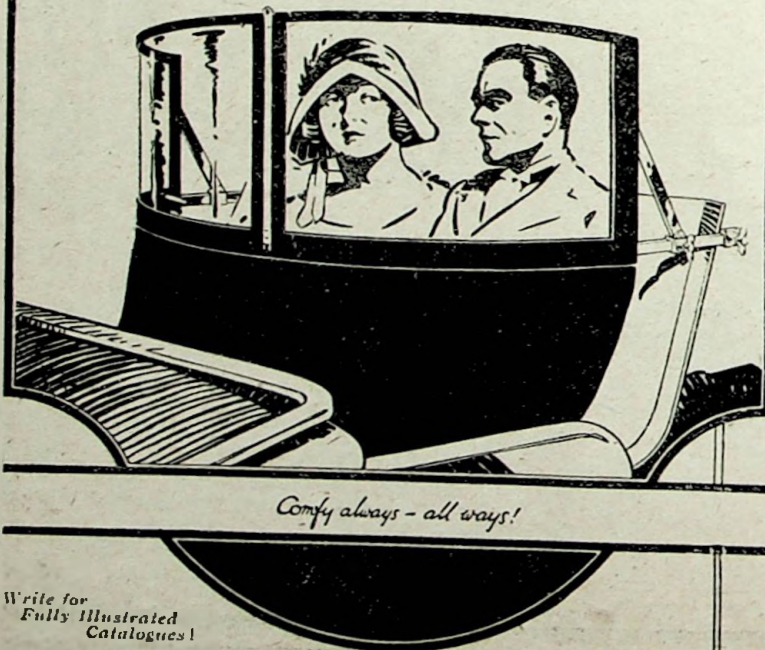
The LEA-FRANCIS 8.9

- 8.9 h.p. Two-Seater with dickey seat (as illustrated) - - - £235
 8.9 h.p. Occasional Four-Seater £235
 8.9 h.p. Two-Seater Coupe - - £295
 Self-Starter £15 extra.

LEA & FRANCIS LTD.,
 120, Great Portland Street, London, W.1.
 Works: Lower Ford Street, Coventry.
 Telephone: Langham 1530 l. Telegrams: "Rusorncy, Weado, London."



EASTING DICKEY SEAT SCREEN



Write for
Fully Illustrated
Catalogues!

Making your Dickey-seat of real use

HERE is comfort! and it is lasting comfort, too! it is the curved encircling formation of the screen that ensures it. A mechanic's job, rigid and strong, adjustable to varying angles and positions to give protection in any weather conditions, Wind, Rain, Dust or Cold. It is hinged at the centre to facilitate stowing away when Dickey-seat is not in use, and can be fitted by the car owner without in any way disturbing the upholstery.

NOTE THESE EXCLUSIVE FEATURES!

The bowed formation minimises wind resistance; extends around the side of the passengers and dispenses with extra side-wings. Gives clear vision in all directions, prevents children falling out of the Dickey seat. Forms a hood for wet weather. Folds away when not in use, and the apron attached provides reliable protection to the panels. Easily fitted by the owner-driver without disturbing the upholstery.

NOTE THE PRICE—Screen complete £5-5-0.

We are also specialists in Rear screens, Side screens and all-weather equipment. Write for lists.

EASTING WINDSCREENS, LTD.
 132, Steelhouse Lane, BIRMINGHAM.
 London Office:—21, Finsbury Square, E.C.

No freak gears on

The
Jowett

"The little engine with the big pull."

4·5, 7·4, and 14·7 to 1, not 20 to 1.

Major Johnstone wins
GOLD MEDAL in
Scottish Six Days Trial for

Third Successive Year

using positively standard chassis.
We make no other—nor need.
The Jowett will go anywhere
at less cost, first and last.

*See page 12 for descriptions and
prices of Two and Four-Seaters.*

JOWETT CARS LTD., IDLE, BRADFORD.

Are you Buying? Then Look Here.

Example of buying a Car through Lamb's Ltd.

Singer	£250 0 0
Less deposit	62 10 0
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Plus 5% extra for terms	9 7 6
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Payable in 12 monthly instalments of	£16 8 2.
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CARS.

RHODE, £235 cash, or £58 15s. 0d. down and 12 payments of £15 8s. 6d.
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TRADE SUPPLIED.

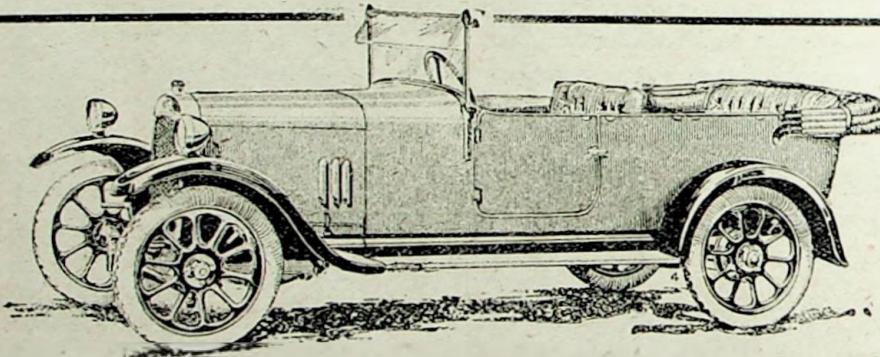
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50, High Road.
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New premises 16,000 sq. ft.
Opposite Roe Street Station.
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LONDON-HOLYHEAD TRIAL



MAUDE'S CHALLENGE SHIELD

—Premier Award
for the Trial—
AWARDED TO
J. COCKER
on his



THE proof of the pudding is in the eating, and the proof of a car and of the claims that are made for it is its actual performance.

Clyno claims have once again been justified and another success has been added to the Clyno's growing list.

FAMILY MODEL,
Four-seater, complete
with Electric Starter— **£255**

Additional Models:

Standard 2-seater	£275
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De Luxe 2-seater, All-weather	£298
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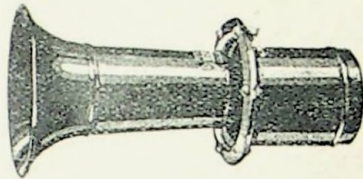
The Clyno Engineering Co. (1922), Ltd.
Pelham Street - - - - - Wolverhampton.
Phone: Wolverhampton 992. Wires: "Clyno, Wolverhampton."

London Showrooms:
AUTOCARS, LTD., 15, Woodstock St., W.1. Phone: Mayfair 2631



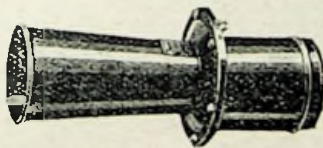
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SPARTON SUPREMACY



MODEL A.B.

Demonstrations at
our Showroom:
The Algraphone
Salon,
25-26, Savile
Row, Regent St.,
London, W.1.
Phone: Regent 1075.



MODEL A.J.

Alfred Graham & Co.

St. Andrew's Works, Crofton Park,
London, S.E.4.

Telephone: Sydenham 2820-1-2. Telegrams: "Navalhadar, Catgreen, London."

THE acknowledged supremacy of the SPARTON MOTOR-DRIVEN HORN has been attained in no hurried and slipshod manner. Rather, it is the outcome of 15 years' experience and constant experimenting in the manufacture of Motor-Driven Warning Signals.

The output in America is 4,000 per day, and SPARTON HORNS are standard equipment on more than 60 of the World's Best Cars. These huge American production figures perhaps convey little to the British mind, but one inference can certainly be drawn from them. It is, that no firm could manufacture so many horns for so long a period without discovering everything that is to be known about Warning Signal Production.

For the British Market SPARTON HORNS are manufactured by Alfred Graham and Company of London—the patentees for over 25 years of the Loud Speaking Naval Telephone, the Amplion Wireless Loud Speaker and other "Sound" devices.

Special features of

SPARTON MOTOR-DRIVEN HORNS

which will appeal to all motorists are:—

Low Current Consumption.

Only 2 amps are consumed on a 12-volt circuit.

Effective Note.

Spartons have a loud penetrating note—easily heard above the rattle of a lorry or traction engine—yet at the same time it is neither raucous nor screechy.

Accessibility.

If desired, the whole motor can easily be exposed to view, and all ordinary adjustments can be carried out with no other tool than an ordinary coin.

THE Stoneleigh

THREE SEATER

9 h.p.

After 12,000 Miles

"After about 12,000 miles I really must let you know how my 'Stoneleigh' is behaving.

"During the whole of the time I have owned it, I have never had five minutes' trouble. I use it every week, from Monday to Friday inclusive, and do 40 to 60 miles per day.

"It has been the means of enlarging my ground, and of extending my business—I could not now afford to be without it.

"If you have any hesitating buyers, you are quite at liberty to refer them to me, and I will, if necessary, show them my Car." H.C.

Scottish 6 Days, 1923

Premier Award

The Silver Cup

won by D. S. Alexander on a 9 h.p. 3-seated Stoneleigh—the only car of this make entered.

The Stoneleigh which achieved this success, in what has been described by "The Light Car and Cyclecar" as "one of the most searching tests ever devised by man and made more severe by the elements," was **standard in every particular.**

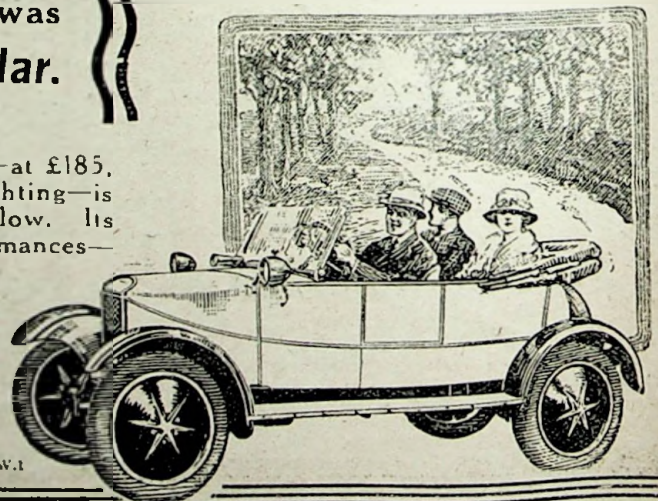
As value for money, the Stoneleigh 3-seater—at £185, complete with hood, screen, and electric lighting—is unsurpassed, and its running costs are very low. Its Reliability is proved by its public performances—made with a full load of three.

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

You can have a Trial Run without charge or obligation.
Write for Pamphlet D.
STONELEIGH MOTORS LTD.
(Branch of Armstrong Siddeley Motors Ltd.)
PARKSIDE, COVENTRY.
London: 28, Marylebone Lane, Wigmore St. W.1

PREVIOUS SUCCESSES :

- Scottish Six-Days - 1922 1 Gold Medal.
- London to Exeter - 1922 2 Gold Medals
- Colmore Cup Trial - 1923 1 Gilt Centre Medal.
- Economy Trial - 1923 2 Gold Medals
- Two-Days Highland Easter Trial, 1923 { 3 Cars entered, each secured a first class award.
- London-Land's End Run - 1923 1 Bronze Medal.



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



Another One added

to that record list of awards gained by **G.W.K.** cars in Reliability Trials since 1912.

In the Scottish Six Days held last week the only G.W.K. entered came through with flying colours, gaining a Silver Medal. The performance put up by this car, under the worst conditions that can be had in

these Islands, *by an absolutely*

Standard car is indicative of

what you may obtain by

purchasing an exact

duplicate for that

modest sum of

200

Gns.

**DE LUXE
MODELS.**

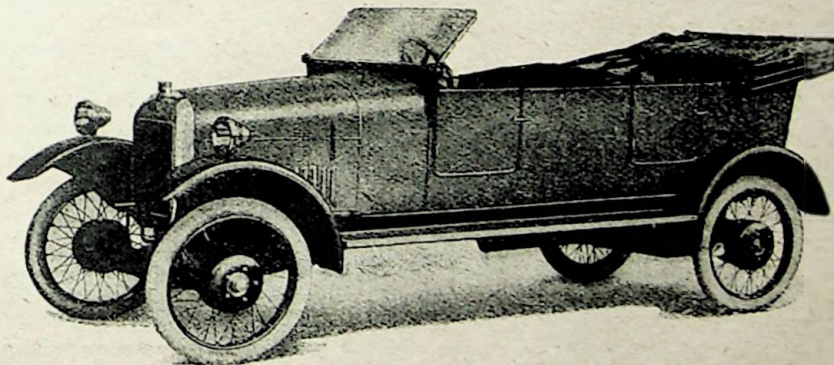
2-seater,
230 Gns.

4-seater,
255 Gns.

**STANDARD
MODELS.**

2-seater,
200 Gns.

4-seater,
225 Gns.



London Agents:

W. G. NICHOLL, Ltd.
50-54, Whitcomb St.,
W.C.2.

MANN, EGERTON,
379, Euston Rd., N.W.1

G.W.K., LTD.

Successors to G.W.K. (1919), Ltd.,

CORDWALLES WORKS,
MAIDENHEAD.

Fuller particulars
readily posted upon
application to the
Agents, or—
G.W.K., LTD.

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.



Where there's a wheel —

—there's a way of getting dirty—a thousand and one ways of grinding oil and grease and mud and filings and plain dirt into the pores of the skin.

But if there's a tin of KIT handy there's not the slightest need to worry about grime, for KIT whisks the blackest hand clean almost in the twinkling of an eye. KIT is the Speed Soap—the handy-to-pack and handy-to-use Soap—the out-with-the-tin-and-off-with-the-dirt Soap!

And the way the lid lifts off the tin at once will save you many minutes on the road. The whole scheme is planned for Speed.

6d PER TIN

KIT the speed soap

is IT

LEVER BROTHERS LIMITED. PORT SUNLIGHT.
KT. 11-45

POWER, SPEED AND ECONOMY—



Something more than ordinary engine efficiency can be obtained by application of the authoritative information contained in

"The Manual of Motor Mechanics"

Dealing with the functional working of the internal-combustion engine in a simple and interesting manner, it also gives complete and practical information on the secrets of engine tuning, and the tuning of carburettors of all makes and for any purpose.

2/9

NET.

3/- post free direct from the Publishers.

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

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

Wholesale Agents:
E. J. LARBY, LTD., 30, Paternoster Row, E.C.4.

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"The 1923 Scottish 6 Days
 will go down in Automobile
 history as one of the most
 searching tests ever devised
 by man and to
any who get through the
greatest glory will be due."

—The Light Car and Cyclecar.

Well, look what the Rhode did.

read on—

THE COAN "CONE" STEPMAT

THE MOTOR MAT THAT MATTERS

THE ORIGINAL and ONLY STEPMAT OF ITS KIND PATENTED
(No. 157802)

Larger Size 18½ x 8½ 28/6



Smaller Size 16½ x 6 23/6

CAST ALUMINIUM NUMBER PLATES



Regulation Size — Silver Polished Numerals — Black Ground

Write for Booklets and terms.



R. W. COAN

The Aluminium Foundries,



219, Goswell Road, London, E.C.1.

Telephone No.:
Clerkenwell 4466 (4 lines)

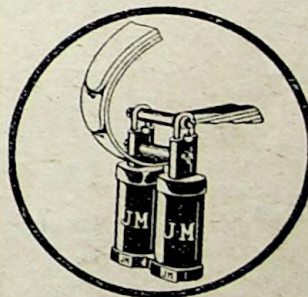
Telegrams:
"Krankases, Barb. London"

**"They are very satisfactory
and no car is complete
without them."**

(J.W. McHenry of Fareham.)

A CUSTOMER'S OPINION OF

J.M. SHOCK ABSORBERS



They cost
£7 : 10 : 0

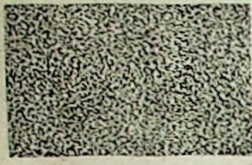
per pair for light cars.
Send for fullest parti-
culars, stating make
of car, year, and h.p.
J.M.s make rough roads
feel smooth.

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

You may send particulars of J.M.s suitable for my car
(make).....(year).....(h.p.).....
Name.....
Address.....

Or enclose card.

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advertisers, you will be working for the cause of the new motoring.



Scottish Rhode

(the Car that wins all the Prizes)



Those "extra horses"

THOSE extra horses, which escape the Treasury formula, also elude many a speed lover, yet they make all the difference between a really sporting car and an ordinary touring model. If you have a G.N.

fit Overhead Valves

(FRAZER NASH SYSTEM)

The conversion may be made by your local agent or at our works. Price for all the necessary parts includes cylinder heads, overhead valve and rocker gear, with special system of wick lubrication, tappet rods and adjustable tappet heads, special induction pipe, exhaust bends, etc. **£30**

Without induction and exhaust pipes (on 1920 and 1923 only) **£24 15s.**

Suitable for all models, from 1920 to 1923.

Further particulars on application.

FRAZER NASH, LTD.,

102, LONDON ROAD,
KINGSTON-ON-THAMES.

G.N. Spares and Repairs

An Illustrated Catalogue of the Frazer Nash Sporting Model will be sent on request.



Six Days

2 entered —
 1 Silver Cup
 1 Gold Medal
 — “the greatest glory!”



H
A
N
D
S

Your best £220 worth

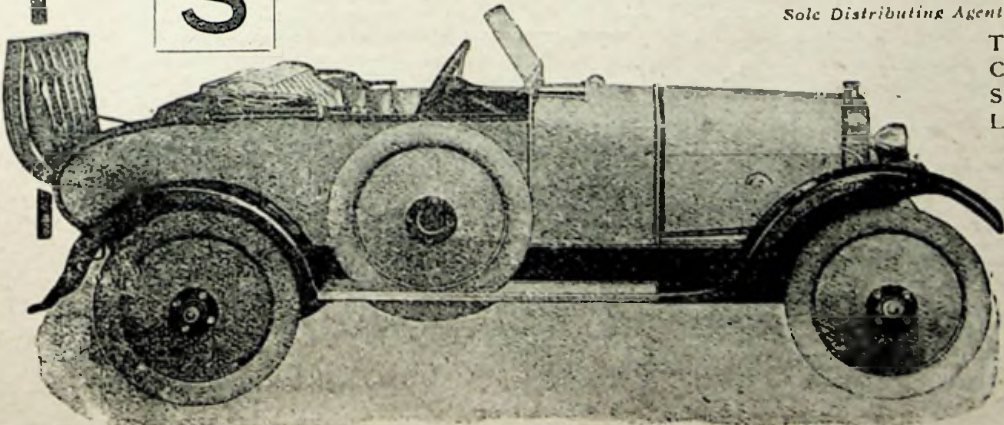
judged by any standard you may choose—is the Hands Light Car. Knowing its capabilities, the excellence of its design, and its superlative finish, we invite any and every comparative test, content that you will ultimately agree that there can be no finer value. Its performance has vindicated our claims, as your satisfaction will justify your choice. Let your car for 1923 be a Hands and enjoy care-free economical motoring.

2-Seater de Luxe £250 4-Seater £270 Coupe £320

G. W. HANDS MOTOR CO., Lion Works, Barn St., BIRMINGHAM.

Sole Distributing Agents for London & Kent:—

The CECIL MOTOR
 CO., 69, Gt. Queen
 Street, Kingsway,
 LONDON—W.C. 2.



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 result announced on the preceding pages follows a record of

10 Trophies

and over

50 Gold Medals

in the Classic Trials of the past 2 years.

*And the Rhode will serve you just as well
and costs you only **£235!***

Ask us to arrange demonstration run.

RHODE MOTOR CO., RHODE WORKS, TYSELEY, B'HAM.

London Mebes & Mebes, 144, Great Portland Street, W.

for Your Car

— or for use in the garage

you could not have a better range of spanners than this handy, compact B.S.A. set. In a strong wooten box with steel partitions, the spanners do not rattle and are easily removed and replaced.

They last a lifetime, being made from steel drop-forgings, hardened and tempered.

The finish is black enamel with polished cheeks.

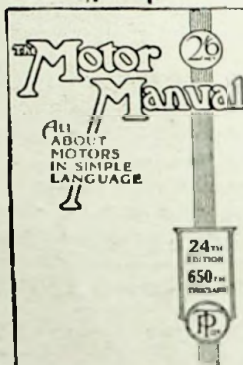
B.S.A.

Set of 5 Spanners in box, 12/6

All standard sizes of Nuts from $\frac{1}{8}$ " to $\frac{1}{2}$ " are covered by this set.
Full particulars from
Burton Griffiths & Co.,
Ltd., 70, Vauxhall Bridge
Road, London, S.W.1.



Made by
B.S.A. Tools, Ltd.
Sparkbrook,
Birmingham.



The Standard Work on Motors and Motoring.

Carefully revised, with many additions, including a re-written section on the taxation, registration and licensing regulations which have recently come into force, and new illustrations, it is a complete and up-to-date guide. 238 pages. 266 illustrations.

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

Wholesale Agents
E. J. LARBY, Ltd., 50, Paternoster Row,
London, E.C.1.

PRICE
2/6
NET.

Obtainable
from all book-
sellers or from
the Publishers
2/10
Post free.

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

Judging Car Values

If you're wise, you'll do more than ask the price and inspect the vehicle—

You'll learn something more about it, and you'll see that its ability to serve is demonstrated.

Price and appearance are not the "be-all and end-all" of car-buying—there's after-cost and service.

There are many light cars being offered you to-day that are just light cars, with no special claim to your attention—they're all more or less the same, and their sponsors, in order to keep sales from sagging, in desperation already talk of price reduction.

The

Rhode Occasional Four

is not one of the supernumeraries of the Motor Stage—it has a "speaking" part—it fills a role that is its own and which no other car can fill—

It was originally designed to promote the economy of Motoring—to provide the man who wanted a vehicle, for both family and business use, with a really smart two-seater, adaptable, without that horrible contraption the dickey seat, to family requirements.

On these lines it came and—conquered!

It has been freely copied, but that is the sincerest form of flattery, *and no copy can possess value of the original.*

At all times, since its introduction, it has been priced at really reasonable figures—it is still so priced, and at

£235 ready for the Road

with a running cost of but a fraction over one ld. per mile it is incomparable as an economic proposition.

The Rhode's petrol and oil consumption are respectively 45 and 1,200 m.p.g., tyre life 8,000 miles to the set, tax only £10, and—

It will take you anywhere and everywhere you wish to go, at any speed up to 45-50 m.p.h.

And we ask you, is there another light car, with or without these merits, with such a prize-winning record—

8 Trophies and over 50 Gold Medals

in the classic trials of the past two years?

Consider service and after-cost, in judging car values, and let us demonstrate both in the ALL-BRITISH RHODE.

A line and we will arrange for our nearest agent to supply all the proof you need.

RHODE MOTOR CO.

Rhode Works,
Tyseley,
Birmingham.

London - MEBES & MEBES, 144, Great Portland Street.

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.

GRAND PRIX DES CYCLECARS
AT MONZA, ITALY,
 on April 29th, 1923.

WON BY CAPT. A. WAITE ON A
7 h.p. "AUSTIN" FITTED WITH

"K.L.G."
P L U G S



EALING & DISTRICT MOTOR CYCLING
CLUB MEETING AT BROOKLANDS

EVERY RACE WON ON

"K.L.G."
P L U G S

Including the Impromptu Handicap, in which
Touring Cars and Motorcycles Competed.

"All were available—K.L.G. were chosen."

Sole Manufacturers:

THE ROBINHOOD ENGINEERING WORKS LTD
 PUTNEY VALE LONDON, S.W. 15

Sole Exporters:

S. SMITH & SONS (M.A.), Ltd., Cricklewood Works, N.W. 2.



WILL IT EVER COME? — A charming photograph, breathing the long-lost atmosphere of a real English summer. The scene is the entrance to Henbury Court, which lies just off the Bristol to Avonmouth low-level road. The car is a two-cylinder Douglas.

Notes, News and Gossip of the Week.

Threepence.

The price of *The Light Car and Cyclecar* will be threepence commencing with the issue Friday, June 1st, 1923.

As it is Wrote.

In a North-country garage that specializes in decarbonizing engines by the oxygen cleaning process there appears the sign, "Mr. Motorist, about that decarbonizing. Have you sprung clean?"

Whitsun Holiday Maps.

Showing good, bad, and indifferent roads, the Automobile Association has issued its usual sheet of local maps for the benefit of the Whitsuntide tourist. The following sections are dealt with:—Midland, Home, North-Western, Eastern and North-Eastern counties, South Wales and Scotland.

Three Motoring Periods.

On the Wednesday evening of last week Mr. Claude Fletcher entertained listeners-in of the London Station, 2 L.O., to a short talk on three periods of motoring, the second of which dealt with progress made between 1900 and 1920.

No. 547. Vol. XXI.

LIGHTING-UP TIMES

for Saturday, May 19th, 1923.

London ...	9.18	Edinburgh ...	9.52
Newcastle..	9.40	Liverpool ...	9.39
Birmingham	9.30	Bristol ...	9.28
Dublin ...	10.18		

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

MOON.—First quarter, 23rd.

Will Last Ten Years.

It is estimated that the newly surfaced road from Brampton Hut to Norman Cross, on the North Road, will last at least ten years before any extensive repairs have to be effected. The foundation is formed of concrete 6 ins. thick, upon which is laid and rolled 2½ ins. of asphalt. The surface is flanked on each side by a diminutive concrete retaining wall, approximately 4 ins. thick by 1 ft. deep. It has taken since Christmas to complete the southern six-mile stretch. The surface is "non-skid."

A Better Road.

The road up the Old Wyche at Malvern has been widened by the cutting away of the bank, which has made it much safer than before.

A Warning.

We are informed by the A.A. that a man, posing as a motorcyclist whose machine has been wrecked by an accident, and who states that he is a member of the A.A., is stopping cars proceeding to London via the East Coast road from Scotland, and on the plea that he has only a few shillings in his pocket is endeavouring to obtain lifts along the road.

A Unique Cover Picture.

The grandeur of Scotland is adequately portrayed in our front-cover picture this week, which shows the precipitous rise from the village of Aultnaharie. The photograph shows the brothers Alexander—one on a Stoneleigh Utility car, and the other on a motorcycle—competing side by side in the most strenuous trial of the year. A continuation of last week's graphic report will be found in this issue.

The A.-C. Clovelly Climb.

A Royal Automobile Club Certificate of Performance has been issued in respect to the six A.C. cars which recently made successful ascents of the High Street, Clovelly, Devon. The weight of the heaviest car unladen was 23½ cwt. Five passengers were carried and the bottom-gear ratio was 14.2 to 1.

Latest R.A.C. Permits.

In addition to lists already given, the Royal Automobile Club has issued permits in connection with the following meetings:—May 10th, Westmorland Motor Club's Speed Trials; May 13th, Bucks County Motor Club's Guy Verdon Cup Trial; May 24th, Norfolk M.C. and L.C.C.'s Hill-climb; May 26th, Middlesex County Automobile Club's Hill-climb.

Helsingfors-Stockholm Race.

A car race, intended chiefly as a driving test, will take place on a course from Helsingfors via Torneaa and Ulaparanda to Stockholm, a total distance of 2,300 kilometres, starting from Helsingfors on July 4th. Entries addressed to Kungliga Automobilklubben, Stockholm, and Finlands Automobilklubb, Helsingfors, will be accepted up to June 9th, with belated entries up to June 20th.

Brick Roads Soon?

British bricks for British roads may soon be a slogan if certain experimental sections in which bricks have been used as the road surface prove satisfactory. America already boasts of many hundreds of miles of brick roads, and an effort is being made, particularly by Berry Hill Collieries, Ltd., Stoke-on-Trent, to popularize what may prove to be a very fine system of constructing modern highways.

Motorists. go Warily!

Motorists who are westward bound should show every consideration for the horses going to and coming from the meet of the staghounds in the Minehead district of Somerset. Not only should the speed of the car be reduced to a walking pace, but as much room as possible should be given the horses. It should be remembered that these animals are likely to "play up" more in the morning, when they are fresh, than after the meet, when they are tired.

LIGHT CAR ICATURES.



Capt. J. V. CARDEN
(A Pioneer Amongst Small Car Designers.)

Of simplicity Carden's the king.
The car for the Million's the thing'
'Twould not be surprising
If he were devising
A monocoque worked by a spring.

Saltburn Speed Trials.

As already announced, the speed trials organized by the Yorkshire Automobile Club will take place on Saturday, June 16th, the venue being the sands between Saltburn and Marske-by-the-Sea. The meeting is confined to cars of all capacities, and is divided into closed and open events. Numerous trophies are offered and an excellent day's sport should mature, as racing will commence about 10 a.m., tide permitting. The club's headquarters will be the Alexandra Hotel, Saltburn, and applications for accommodation should be made direct to the manageress. Other hotels at Saltburn are the "Zetland" and the "Queen." The hon. secretary of the meeting is Mr. Norman D. Vine, Pearl Chambers, East Parade, Leeds.

G.N. Makes Fastest Time.

A correction issued by the North-West London Motor Club shows that G. L. Hawkins (G.N.) made fastest car time of the day in the recent Dartmoor Hill-climb held by this club.

1,100 c.c. and 1,500 c.c. Classes in the Air.

A well-known aeroplane engine designer suggests that 750 c.c. is too small an engine limit for safe flying of light-weight aeroplanes. Instead, he suggests 1,100 c.c. for single-seaters and 1,500 c.c. for two-seaters, this classification already being in force for cyclecars and light cars.

A Bad Blind-spot.

That the police or town council take steps to remove the fences, so as to give a clear view of the traffic along the road, was the suggestion of the coroner inquiring into an accident at Birkenhead, at the junction of Upton Road, Boundary Road, and Bidston Road. The police pointed out that there were two blind spots at this particular point, as a wooden fence obstructed the view.

Cheaper Postage.

As from Monday last cheaper postage rates came into operation, the following being the more important figures to remember:—Letters up to 2 oz., 1d.; each additional 2 oz. or fraction thereof, ½d. Printed papers: For each 2 oz. or fraction thereof up to a maximum of 2 lb., ½d.; but after 4.80 p.m. in London and corresponding times elsewhere the minimum rate of postage for printed papers intended for despatch by the night mail is 1d. Newspapers: For every copy not exceeding 6 oz. in weight, 1d.; for each additional 6 oz. or fraction thereof, ½d. A newspaper weighing not more than 2 oz. will be transmissible at the printed paper rate of ½d.

A Compression Knock.

An engine was knocking badly on one cylinder while long bench tested, the systematic shorting of the plugs eventually revealing the back cylinder as the cause of the trouble. The engine was stopped and the rear plug removed, its place being taken by a compression indicator. When the engine was restarted and the gauge adjusted it showed the compression in this cylinder to be 120 lb. per sq. in. A similar routine was repeated on the next two cylinders, the compressions of which were 108 lb. and 103 lb. In the high-compression cylinder the plug was pre-igniting and causing the uncomfortable and very audible knock.

Sand Racing at Skegness.

The Skegness Advancement Association is displaying very commendable enterprise in connection with the motor races to be held on its foreshore on May 31st to June 2nd next. There are nine events in all for cars on the first two days, the first prize in each of which will be a silver cup value either 5, 7 or 10 guineas. The committee has fixed four events, which it hopes will appeal to just the average sporting amateur who desires an opportunity of finding out of what speed his car is really capable. These are for touring cars up to 1,100, 1,500, 3,000, and 4,000 cubic centimetres, and entry is restricted to members of recognized automobile clubs.

There are also five open events for four-wheeled cars, including one for cars of unlimited cubic capacity.



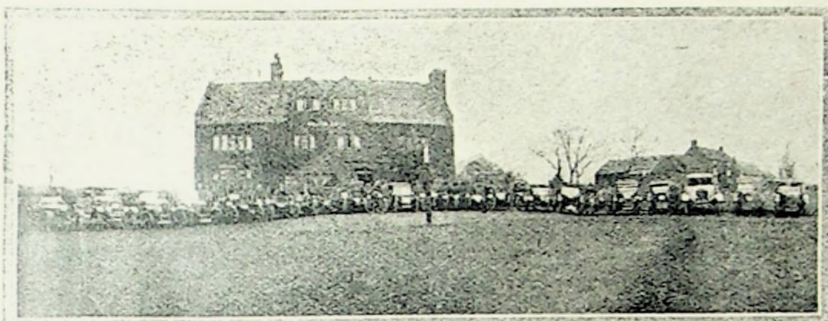
TAKING THE CORNER—
A little picture of a self-explanatory nature.

Change of Address.

The Moto-cyelo Club de France notifies us that the address of this institution has been altered to 210 ter, Boulevard Péroire, Paris, XVIIe.

Roads to Nowhere.

On numerous occasions when on tours of exploration we have taken to that which has appeared to be a perfectly good through road, only to be faced with some such polite notice as "No thoroughfare" or "No road—private." Would it not be possible to arrange such notices nearer the junction with the main road, so that one does not have to risk being "bogged" when reversing? The only

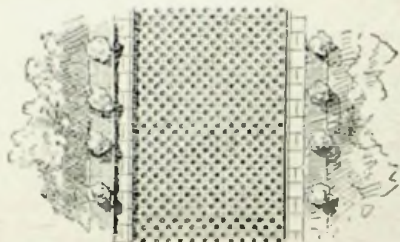


A BIG RALLY. — The parade of cars at Mallyan Hotel, Goathland, the luncheon check in the Scarborough and District M.C. reliability trial.

alternative is to reverse for a quarter of a mile or so.

The Competition Passenger.

Although there may be dozens of enthusiasts who, whilst not being in a position to compete in a trial, would gladly accept the passenger's seat, it is not always possible for the competitor to get into touch with would-be companions. It would be a good idea if all such enthusiasts would make a point of acquainting a marshal of their desire, when a list of available passengers might be presented to competitors who were seeking a companion. We believe something of the kind was done at the start of the London-Holyhead trial.



An illustrative section of the new non-skid roads described in our last issue. This type of surface is becoming general on trunk routes.

The Phonic Chronometer.

We learn that the Auto-Cycle Union has placed an order for a phonic chronometer timing apparatus, and, if forthcoming tests prove satisfactory, arrangements will be made for loaning the apparatus to clubs for speed events at a small inclusive fee. The device consists of an electrical clock controlled by a tuning fork, which vibrates constantly.

Another New Hill.

A new hill is being "discovered" by the Ogston Motor Co., Ltd., which concerns is constructing a test gradient in the grounds of the Deemster works. When finished, the maximum gradient will be 1 in 2½.

Raw Metal Prices Increased.

The price of aluminium has recently increased 25 per cent., and the cost of raw steel also shows an upward tendency. It is stated that the cost of the former metal has increased owing to the fact that war stocks have been liquidated, and there is a heavy demand in America and Germany.

Rubber Slump.

The price of rubber at Colombo last week dropped from 1s. 3d. to 1s. 1d. per lb., and Reuter's Trade Service states that the tendency in the Antwerp rubber market is weak. It is doubtful whether tyres will be affected, as cotton is quite as important as rubber in their construction.

THE PRICE OF
"The Light Car and Cyclecar"
WILL BE THREEPENCE
Commencing with the Issue Dated
FRIDAY, JUNE 1st, 1923.

The Low-Hilger Audiometer.

Readers who study acoustics will be interested to know that the Low-Hilger audiometer is now being marketed by the Low Engineering Co., Ltd., 92a, High Street, Kensington, London, W. 8, from whom all details concerning prices, etc., can be obtained.

All-weather Equipment.

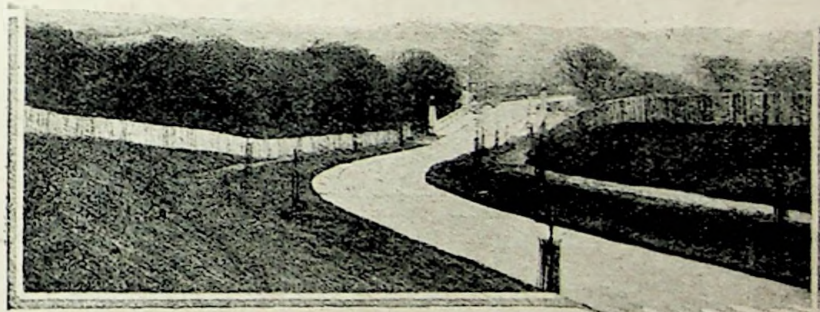
However efficient the all-weather equipment of the car may be when in position, it is very essential that the "loose pieces" should "fall" into place. We were caught in a heavy storm over the week-end, but a quarter of an hour did not suffice to get the side screens, etc., in position.

I.A.E. Meetings.

Next session's meetings of the Institution of Automobile Engineers will start at 6.30 p.m. instead of 8 p.m., light refreshments being provided at 6 p.m. for the benefit of those who require them. It is hoped that this will give an opportunity to members who live at a distance to attend the meetings and still have plenty of time to catch their last trains home.

Tests of Air-cooling.

In a booklet which has been issued recently by the Rover Co., Ltd., of Coventry, some interesting experiences in connection with the use of 8 h.p. Rovers in tropical countries are quoted. Some of these extracts are taken from letters received from India and Africa, the majority of the writers laying emphasis on the absence of overheating troubles. Despite many difficulties there



IMPROVEMENT AT HASTINGS. — A portion of the new St. Helen's Road, which is about 1½ miles long, built near Hastings to lessen the congestion of traffic.

New and Better Roads.

In connection with the Commercial Vehicle Exhibition, which will be held at Olympia, November 22nd to December 1st, the S.M.M. and T. are incorporating a section wherein all road plant, machinery, and materials will be exhibited. All motorists are interested in road development, and will appreciate this section, which should prove extremely enlightening on a process not generally understood by road users of all classes.

is a big overseas market for the small air-cooled car.

Eric-Campbell Reductions.

Considerable reductions have taken place in the prices of the 10-22 h.p. Eric-Campbell car. The popular model is now priced at 233 guineas, complete with electric starter and lighting; the everyman's model and the de luxe all-weather selling for 205 guineas and 285 guineas respectively. All models are fitted with electric lighting.

BIG BROOKLANDS MEETING ON WHIT-MONDAY.

Full List of Entries Under 1,500 c.c.

A VERY fine entry has been received for the Brooklands Automobile Racing Club's Whit-Monday meeting. The first race is timed to take place at 1 p.m., and there will be the usual short and long handicaps, the Whitsun Private Competitors' Handicap, and the Whitsun Small Car Handicap.

One of the most interesting cars of the meeting will be Capt. A. Waite's Austin Seven, which sprang into fame only a few weeks ago, has added to its laurels by its success on the Monza track, and now appears as one of the hot-stuff racers with which backers and bookmakers will have to deal. Capt. Waite has also entered one of the larger Austins, and it will be interesting to compare their performances.

Amongst the smaller cars are a four-cylinder Gwynne entered by Mr. E. A. D. Eldridge, well known as the intrepid driver of last year's Isotta Fraschini and this year's big Fiat, the Bleriot Whippet, still in the capable hands of Capt. L. F. Peaty, Gordon England's Austin Seven, the new Deemster racer, Nash's four-cylinder Frazer Nash, and Samuelson's F.S.

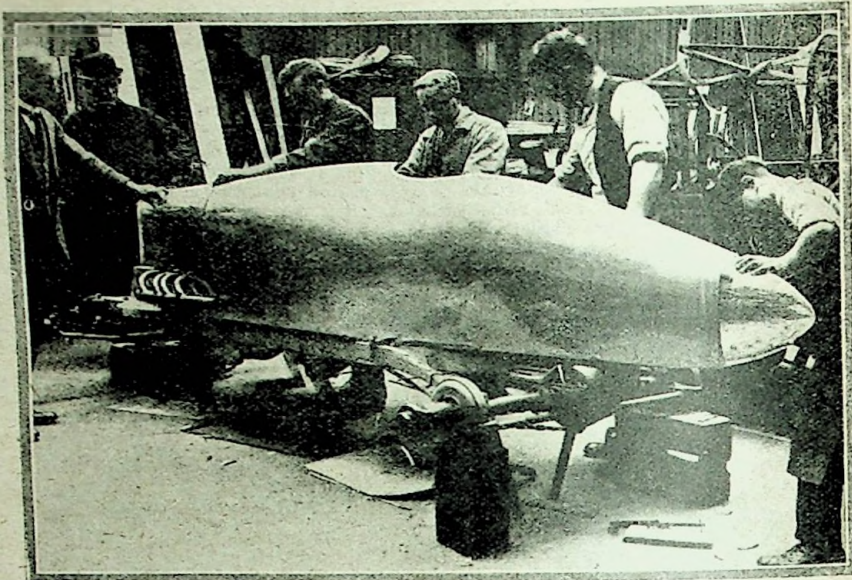
In addition, the following names figure in the entries, a full list of which is given below:—Crouch, Derby, Amilecar, Aston-Martin, Wolseley, A.-C., Marseal, Mathis, and Bugatti.

The following are the entries under 1,500 c.c. only:—

THE SHORT HANDICAPS (each about 5½ miles).

The following entries to be allocated by the handicappers to four races:—

Capt. A. G. Miller, 4-cyl. Wolseley; Capt. A. G. Miller, 4-cyl. Wolseley; Capt. W. Barnato, 4-cyl. Wolseley (two entries); Major F. B. Halford, 4-cyl. Aston-Martin; Mr. C. F. Temple, 4-cyl. Morstan; Capt. A. Frazer Nash, 2-cyl. Frazer Nash; Mr. S. F. Edge, 4-cyl. A.-C.; Mr. B. S. Marshall, 4-cyl. Bugatti; Mr. J. D. Barclay, 8-cyl. Ballot; Mr. H. J. Mason, 4-cyl. Mathis; Mr. A. E. Moss, 4-cyl. Crouch; Capt. A. Waite, 4-



A RACER IN THE MAKING.—The Deemster which will be driven by Kaye Don receiving finishing touches early this week at Acton.

4-cyl. Austin; Mr. W. H. Elee, 4-cyl. Bugatti; Mr. W. G. Barlow, 4-cyl. Aston-Martin, Reserves; Mr. F. H. B. Samuelson, 4-cyl. F.S.; Mr. E. C. Gordon England, 4-cyl. Austin; Mr. D. M. K. Marendaz, 4-cyl. Marseal; Mr. Ian Parker, 4-cyl. Crouch; Mr. E. L. Meeson, 4-cyl. A.-C.

THE LONG HANDICAPS (each about 8½ miles).

The following entries to be allocated by the handicappers to four handicap races:—

Capt. A. G. Miller, 4-cyl. Wolseley; Capt. A. G. Miller, 4-cyl. Wolseley; Capt. W. Barnato, 4-cyl. Wolseley; Mr. E. A. D. Eldridge, 4-cyl. Gwynne; Mr. Ian Parker, 4-cyl. Crouch; Major F. B. Halford, 4-cyl. Aston-Martin; Capt. A. Frazer Nash, 4-cyl. Frazer Nash; Mr. S. F. Edge, 4-cyl. A.-C.; Mr. B. S. Marshall, 4-cyl. Bugatti; Mr. Colin Stuart, 2-cyl. Crouch; Mr. H. J. Mason, 4-cyl. Mathis; Mr. A. E. Moss, 4-cyl. Crouch; Capt. A. Waite, 4-cyl. Austin; Mr. W. H. Elee, 4-cyl. Bugatti; Mr. W. G. Barlow, 4-cyl. Aston-Martin; Capt. J. C. Douglas, 4-cyl. Aston-Martin; Mr. G. E. T. Eyston,

4-cyl. Aston-Martin; Mr. E. C. Gordon England, 4-cyl. Austin; Mr. D. M. K. Marendaz, 4-cyl. Marseal; Mr. Kaye Don, 4-cyl. Deemster; Mr. E. L. Meeson, 4-cyl. A.-C.

THE WHITSUN PRIVATE COMPETITORS' HANDICAP (about 5½ miles).

Capt. W. Barnato, 4-cyl. Wolseley; Mr. Colin Stuart, 2-cyl. Crouch; Capt. J. C. Douglas, 4-cyl. Aston-Martin; Mr. G. E. T. Eyston, 4-cyl. Aston-Martin; Mr. T. G. Lindsay, 4-cyl. Amilecar; Mr. T. Heaton, 4-cyl. Derby; Mr. P. Thornton, 2-cyl. Crouch; Mr. P. H. B. Samuelson, 4-cyl. F.S.

THE WHITSUN SMALL CAR HANDICAP (about 5½ miles).

Mr. E. A. D. Eldridge, 4-cyl. Gwynne; Capt. A. Frazer Nash, 4-cyl. Frazer Nash; Mr. Colin Stuart, 2-cyl. Crouch; Mr. Eric Longdon, 4-cyl. Eric-Longdon; Capt. A. Waite, 4-cyl. Austin; Capt. L. F. Peaty, 2-cyl. Bleriot-Whippet; Mr. E. C. Gordon England, 4-cyl. Austin; Mr. P. H. B. Samuelson, 4-cyl. F.S.

LONDON-EDINBURGH RUN APPROVED.—LAST MINUTE ENTRIES.

TONIGHT, at 7 p.m., the first official car will leave Wrotham Park, near Barnet, at the head of the procession of motorcyclists and cars northward bound on the M.C.C.'s annual London to Edinburgh run. Competitors will assemble for the start in Wrotham Park, on the Earl of Strafford's estate, entering by Kitts End Lodge gates, a quarter of a mile north-west of Hadley Highstone and one mile north of Barnet on the old road from Hadley to South Mimms. They will leave by the small gate joining the Great North Road, and will make direct for Potters Bar.

No little interest will attach to the first part of the run in view of the fact that competitors will probably be the first motorists to test en masse the newly laid road from Brampton Hut to Norman Cross. We recently toured over the section that has been completed, and it is now a very fine highway.

The principal points passed en route will be Hatfield, Biggleswade, Grantham, Doncaster, Ilkley, Kirkstone Pass, Patterdale, Carlisle, and Roman Bridge. The final check will be taken, as in past years, at Waverley Market-house door,

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the first official car being due to arrive at 7.10 p.m. to-morrow, Saturday, May 19th.

We have received the following notice from the Trials Secretary of the Motor Cycling Club, Ltd.:—As a result of a conference, the R.A.C. has given its approval to the London-Edinburgh run of the Motor Cycling Club, and it will be held under the regulations already published, with the addition of the R.A.C. closed competition rule relating to appeals to the stewards of the R.A.C. The consequential action of other bodies will be modified accordingly.

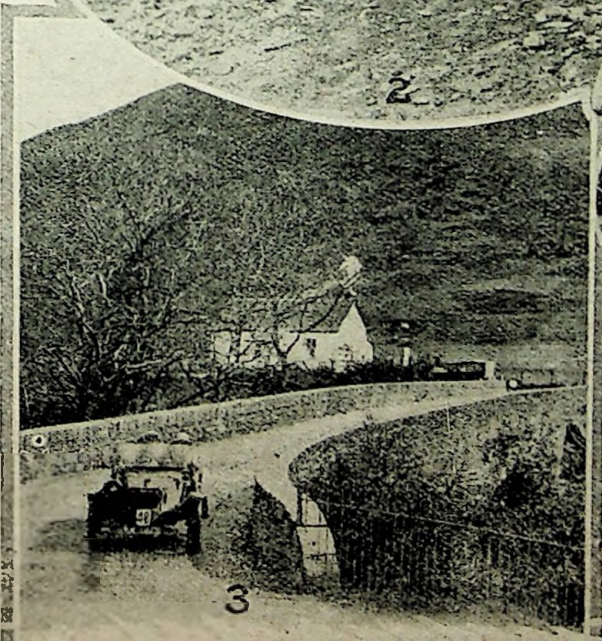
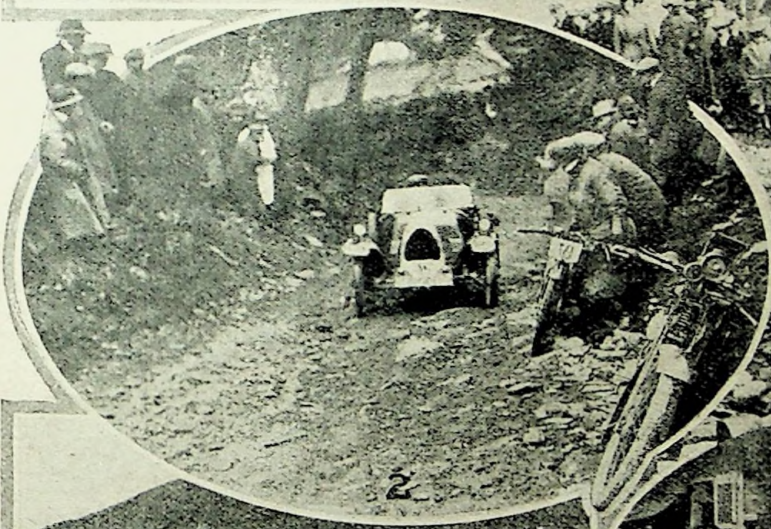
The following entries have been received in addition to those published in our previous issue. They are numbered consecutively from 310 onwards, the last man's number, therefore, being 355:—J. Van Hooydonk (12 h.p. Phoenix), H. G. Bell (10 h.p. F.N.), C. J. Myson (11.9 h.p. Calcott), J. F. Deverill (8 h.p. Gwynne), F. A. Houghton (8 h.p. Tamplin), W. H. Gardner (12 h.p. A.B.C.), T. A. Dennis (12 h.p. A.-C.), A. F. Elliott (12 h.p. A.B.C.), L. Bennett (8 h.p. Rover), W. G. Bennett (8 h.p. Rover), W. Gethin (8 h.p. Rover),

W. H. Oates (11.9 h.p. Lagonda), J. H. Arthur (11.9 h.p. Lagonda), F. King (11.9 h.p. Lagonda), T. A. McKenzie (10.5 h.p. McKenzie), L. Rose (10.20 h.p. Hands), H. G. Hewens (11.9 h.p. Morris-Cowley), C. A. Chaplain (12 h.p. A.B.C.), A. H. Jones (12 h.p. A.B.C.), V. A. Bruce (12 h.p. A.-C.), S. C. H. Davis (11 h.p. Riley), D. J. Cutler (8 h.p. Rover), W. H. Chadwick (8 h.p. Rover), F. Stych (8 h.p. Rover), W. A. Schenke (10.12 h.p. Straker-Squire), J. A. Brown (12 h.p. Alvis), C. W. Mosey (11.9 h.p. Albert), F. J. McKenzie (10 h.p. Swift), H. Collyer (10 h.p. Swift), E. A. Magee (12 h.p. A.B.C.), J. C. Stafford (12 h.p. A.B.C.), B. M. Healey (12 h.p. A.B.C.), H. Goodwin (11.9 h.p. Bean), S. Griffiths (11.9 h.p. Bean), E. Brockbank (8.9 h.p. Stonelough), V. Loyd (12.20 h.p. Loyd-Lord), C. A. Hall (12.20 h.p. Loyd-Lord), F. R. G. Spinks (9.5 h.p. Salmson), O. Wilson-Jones (9.5 h.p. Salmson), R. J. Parsons (9 h.p. Ariel), F. J. Watson (9 h.p. Ariel), F. E. Jones (9 h.p. Ariel), J. Falahee (12 h.p. A.B.C.), W. B. Webb (8.9 h.p. Webb), J. Cocker (10.8 h.p. Clyno), and W. M. Beard (9 h.p. Ariel). There are in all 118 car entries.

TESTS AND TRIALS TO IMPROVE THE BREED.

Current Events Pictorially Portrayed.

As the competition season follows its busy course, so does the knowledge obtained by manufacturers and owners submitting their productions to searching practical tests grow in volume and value. The scenes depicted herewith are a representative selection taken



during recent trials and races in England, Scotland, and France. (1) Shows the starter giving the "go" to a G.N. in the Ealing Club's race meeting at Brooklands. (2) Illustrates a T.B. passing a "failed" motorcycle in the Trial organized by the Northern Centre of the A.-C.U. Photographs 3, 4, and 5 respectively show F. G. Boddington (Morgan), a Salmson, and R. O. Harper (Harper Runabout) on the Scottish Six Days' Trials route. (6) Shows a Senechal winning the class for 750 c.c. cyclecars in the Grand Prix des Motocycléttes recently held in France.



A Critical Causerie of Light Car Comment.

The Leaky Petrol Can.

NOTICING that the spare two-gallon can of petrol which I always carry in the tool locker of my car was leaking, slightly at the seam, I decided to use it forthwith, but previous to putting the petrol into the tank I took the trouble of measuring the contents. The seal was broken and the spirit just filled a one-gallon measure. Now, this is rather an alarming state of affairs, and as I have often been asked whether adequate safeguards against leakage are taken by the petrol distributing companies themselves I recently took the trouble to go into the



AS OTHERS — SEE US. — The committee of most clubs ordinarily seem to be very decent fellows, but—

methods employed by Shell Mex, Ltd., to discover how the subject was tackled. The following information, therefore, should be of interest, especially as in the majority of cases I believe it is supposed that the cans are merely returned to the depot, filled up, sealed, and sent out again.

Exhaustive Tests.

TO begin with, each can is thoroughly cleaned out by means of a petrol spray. It is then placed on the test bench and is connected to a nozzle, whereby the pressure within is raised by 4 lb. Immediately it is transferred to a water tank, where it is tested for leaks in a manner similar to that adopted with inner tubes. If defective it is thrown on one side, if O.K. it is taken to the filling table, where proper measuring machines, duly inspected and stamped by the Weights and Measures Department, allow exactly two gallons—no more and no less

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—to be injected into each can. The stopper is then screwed down, a new washer having been introduced if necessary, and the final test applied. This consists of the sides of the can being pressed in by the operator, a careful watch being instituted for leaks, not only at the seams, but at the cap itself.

Rough Treatment.

IT is common knowledge that petrol cans have a pretty rough time of it in the average garage, and after the exhaustive tests carried out by the distributing company, it seems incredible that any part of the blame arising as the result of a leaky can could be attributed thereto. Is there any reason why the proprietor of every garage should not insist upon a useful Tommy bar being hung in a convenient posi-



—in the eyes of the competitor, when mapping out a trials route, they must be perfect demons.

tion and used for no other purpose than to unscrew obstinate stoppers? As it is, the base of one can usually serves to unscrew the cap of another, and the rough jarring which the can receives usually starts all the mischief.

Information Plates.

THE average instrument board is generally embellished with a more or less elaborate plate carrying the maker's or agent's name and address and a figure purporting to be the series number of the car. In the case of the small maker who is just starting business the first car may bear the number 100, 1,000 or 10,000, just to impress the uninitiated

RICH MIXTURE (contd.).

It is seldom, however, that full use is made of the plate. I would suggest that the following items should be included:—Car, chassis, and engine numbers; date of manufacture, h.p. rating, bore, stroke and cubic capacity; gear ratios, track and wheelbase. This information would be of value throughout the car's life both in this country and on the Continent.

The 750 c.c. Class.

IT seems a pity that the Junior Car Club could not have included a class for cars of 750 c.c. in its next 200-Mile Race. On the Continent this class of car is already recognized, and there are quite a number of light cars, such as the Peugeot and Benjamin, which are fitted with engines of this size and proving practical propositions. In this country the Austin Seven is the best-known example, and will probably be found to be the forerunner of several similar types before the year is out.

Elusive Engine Bumps.

ALTHOUGH it is seldom that an engine which develops a bump at low speeds ever gets into the hands of the public, two cases of this kind have recently been brought to my attention. The first occurred in a six-cylinder, but successively defied all efforts at capture despite the fact that cylinders and pistons were changed and the crankshaft rebedded. This same engine was then laid on one side as a mystery, but was used later in a car that successfully completed a 10,000-15,000-mile trial under official observation, for, despite its bump at low speeds, it

developed plenty of power and was perfectly reliable.

The second case occurred in a new model which was introduced a year or two ago. All kinds of experiments were tried, but the bump still remained at low speeds. In one particular car a head which was suspected of causing the bump was removed and fitted on another engine which did not bump even with the new head fitted. Meantime, the first engine with a new design of head continued to bump quite merrily. When a new design was introduced the bump disappeared, why, no one seemed to know. Later on another model produced by the same concern was similarly infected, and research is again in progress with a view to discovering the cause.

Learning to Drive.

TWO middle-aged ladies of my acquaintance are learning to drive light cars. Both are desperately nervous, although one had already graduated on a highly dangerous motor scooter of uncertain ancestry. They do not make much progress partly because of their nervousness and partly because their lessons, instead of taking place twice daily, are far too widely spaced. Teaching a pupil to drive a car is just like teaching anything else. The instruction should be practically continuous and yet not extended enough to tire the pupil. By this method any woman should learn to drive a car tolerably well in a week. Some of the younger generation take to the road without any instruction, one lady of my acquaintance having disappeared with a car and returned home quite safely, having taught herself all the intricacies of gear changing and reversing in the meantime. S.S.



**REAL
HILLS.**

The southerner can have but little conception of the steepness of some of Scotland's "main road" hills, but this photograph of A. W. Brittain's sturdy B.S.A. on Kirk Wynd, near Langholm, provides a striking impression of what proved to be one of the "easiest" hills in the recent Scottish Six Days' Trials. The event is fully described on other pages.

*A Venue Worth Visiting.***THE OLD CAPITAL
OF ENGLAND.**

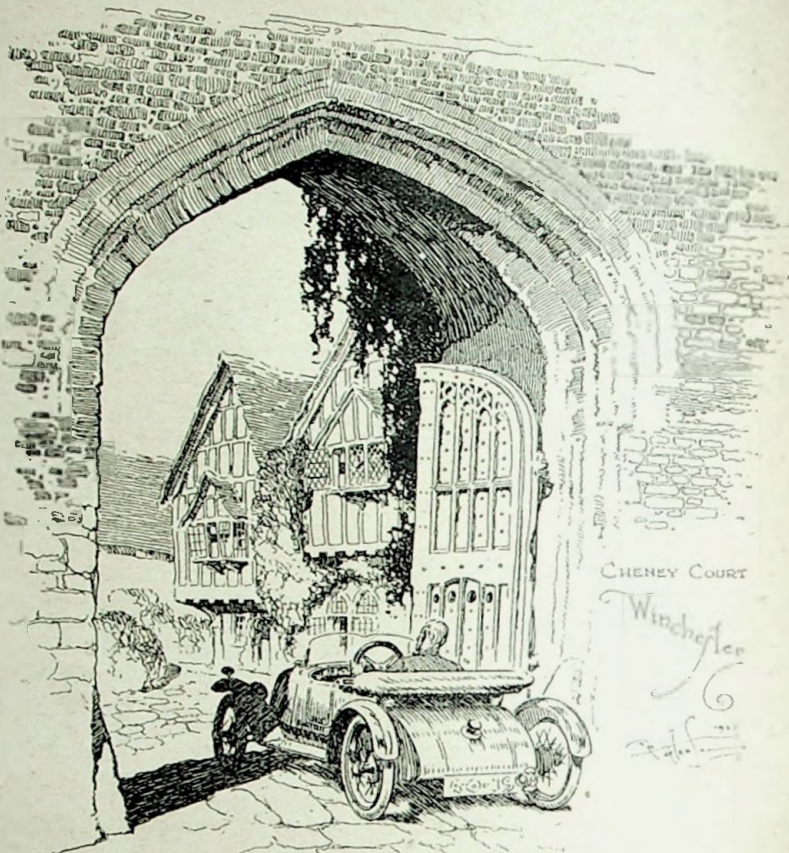
WINCHESTER, known by the Saxons as Winton-cæster, was at one time the capital of England, and still stands out prominently as a city of great historical interest. Dating back to about A.D. 519, it grew very rapidly in importance until it became the centre from which Alfred the Great ruled the country from 871 to the time of his death in 901.

Over 20 years ago it was decided to commemorate Alfred's intimate connection with the town by erecting a very fine bronze statue, which now stands in Northgate and was the work of Hamo Thornycroft. Another very fine example of the sculptor's art is the bronze statue of Queen Victoria by Alfred Gilbert, R.A., in the County Hall.

Winchester Cathedral claims the distinction of being the largest and certainly one of the most beautiful in England. Like many other fine English edifices, it is the work of several generations, the present structure being far more pretentious than the original one founded in the first instance by Birinus, A.D. 635.

Viewed from the south and embracing the ancient deanery with its triple-arched entrance, it stands in a setting comparable with any other view in England.

Behind the Cathedral is Winchester College, which owes its origin to William of Wykeham and now ranks as one of the great English schools. It is well worthy of a visit as many of the old buildings are still in existence, such as the great Gate House, the fine old Chapel, class-rooms, and the Buttery. Crumbling walls forming the centre of attractive public gardens are all that is left of Wolvesey Castle, the seat of the Bishops at the eastern end of the City.



Winchester is characterized by one of the most picturesque high streets in Great Britain. A prominent building is the old Guildhall. This adjoins some ancient houses which appear to lean somewhat dangerously over the pavement.

Winchester is on the main London-Southampton road, 62½ miles from the Metropolis.

*A Hint Worth Knowing.***TO ELIMINATE DRUMMING NOISES.**

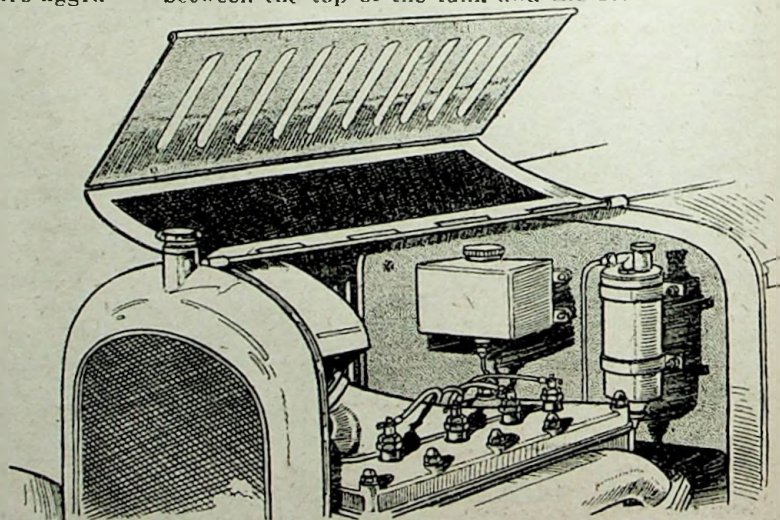
FEW things are more irritating on an otherwise quiet-running car than the offensive accompaniment produced by the drumming of the bonnet, scuttle, or petrol tank, and the conditions are aggravated if the body be constructed of a thin material such as aluminium.

The drumming is caused usually by periodic vibration which is more noticeable at certain engine speeds than others, and to eliminate it steps must be taken to damp out the vibrations which take place in the metal sheets. An effective cure for the bonnet, for instance, is to glue-on the inside, of course—thin American cloth. This adds very little weight to the bonnet and produces just that cushioning effect which is necessary to deaden the sound.

Another cure is either to glue or screw into position very thin wooden battens, but this is a fairly elaborate undertaking and the first-named system will be found easier and quite as satisfactory.

The note emitted by a petrol tank depends not only on engine r.p.m., but on the amount of fuel contained within the receptacle. Thus, a tank which is full to the brim often is not so noisy as one only half full, whilst, strangely enough,

it is often found that when nearly all the petrol has been used the drumming is not pronounced. It can also be cured partially by packing cotton waste between the top of the tank and the scuttle.



QUIETENING THE BONNET.

A suggested method, by fixing thin sheets of cloth to the inside pads.

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 6001 (seven lines).
Telegrams—"Pressimus Holb., London."

MIDLAND OFFICES:

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

Phone—Central 6914. 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.

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Topics of the Day

The Emancipation of the Two-cylinder Small Car.

FOR some considerable time past doubts have been expressed in certain quarters regarding the suitability of the two-cylinder air-cooled engine as a power unit for serviceable small cars. We have never shared this view ourselves, for we held firm to the belief that the then existing defects of the type would ultimately be overcome, and as definite proof that the simplest kind of engine is in every way suitable for dealing with difficult conditions we have only to turn to the results of the strenuous Scottish Six Days' Trials, a full report of which appears in this issue.

At the outset it must be made clear that the difficulties imposed by the route chosen for that event were calculated to find out the weak spots in that most versatile of all automobiles—the solo motorcycle. That the percentage of success obtained by the twin-cylinder economy cars is appreciably higher than that registered by motorcycles is a striking tribute to the design of the modern small car generally, and of greater importance also is it in view of the fact that the regulations of the event imposed a necessity for a definite maintenance of tune and was not merely a short trial that required but a temporary spasm of efficiency. The test hill that was tackled at the end of 1,000 miles of gruelling roads demanded as much engine power as did any of the other observed gradients, and the way in which the air-cooled two-cylinder engines showed that they were every whit as powerful as they were at the start puts the final seal on the reliability of the modern simple type of power unit.

Great Improvement in Tyres.

WE personally believe that the 1923 Scottish Six Days' Trial is the most severe event—for man or machine—that has so far ever been held, and the ability even to finish in such a searching test is worthy of more honour than is the winning of a premier award in certain other so-called tests. One of the most noticeable features of the trial was the excellent way in which the tyres stood up to their work. In past years punctures and bursts have been responsible for the loss of many marks in similar events, but the fact that such defects were noticeably few and far between is another proof of progress in the direction of economy.

Home-produced Motor Fuel.

WHEN the price of petrol shows any signs of increase there are usually loud cries made for the development of home-produced spirit, and we feel that greater prominence should be given to the fact that it is now possible to obtain motor spirit that is made in this country at a price competitive with that of petrol.

Lower Running Costs Possible. Known as Discol, and made by the Distillers Co., Ltd., of Kinnaird House, Pall Mall, London, and purchasable in bulk at 1s. 9d. per gallon, this fuel has an alcoholic base, but also contains certain ingredients that counteract the shortcomings of an all-alcohol fuel. That is to say, it does not make an engine difficult to start, and it has no deleterious effect on the tank or petrol pipe systems. It is practically colourless.

For use in small cars it is particularly well adapted, for it entirely eliminates pinking, and, in fact, it gives better results when used in an engine having a high ratio of compression than would otherwise be the case. We have personally tested the fuel in our staff cars, and hope in the near future to publish some striking data relative to the reduction in running costs that it affords. At present Discol is not so readily obtainable as is petrol, but the small amount of trouble involved is repaid two-fold. This British fuel makes for greater economy of operation, and its purchase assists in the furtherance of a home industry.

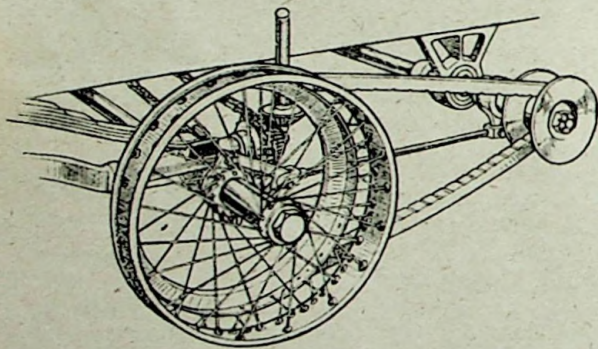
TRANSMISSION SYSTEMS FOR THE SIMPLE CYCLECAR

The Relative Claims of Belt, Chain, and Differential-less Bevel Gear.

THE recent article in this journal which forecasted a probable return very shortly to the simple cyclecar has aroused wide-spread interest, and, although it is somewhat redundant, the writer considers that it will not be out of place to review one of the most important points in the whole specification, that is, the types of final drive to be adopted.

Modern Requirements.

There is a great deal more in this question than is at first apparent. Were the issue confined strictly to a means of providing the transference of power to the rear wheels in a car running on a dry, well-surfaced, and level road, it would require little discussion, for systems which are practically unworkable



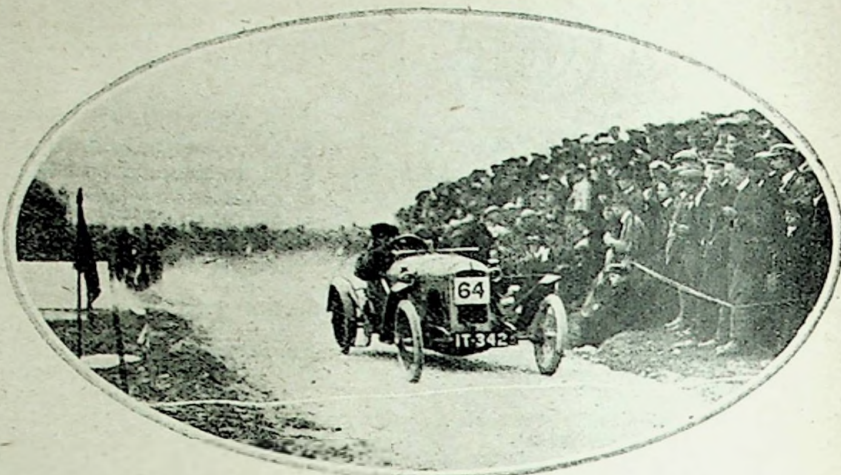
A simple type of variable belt drive as applied to a cyclecar. The revival of this system is doubtful.

under other conditions, but often are designed only with such conditions in view, undoubtedly would be ideal with regard to both first cost and efficiency. Unfortunately, the hopes of many inventors must be dashed to the ground, for the lay-out of the future cyclecar will demand something that is capable of standing up to ultra-severe conditions such as those experienced on a trial like the Scottish Six Days; in fact, this may be said to represent the foundation upon which all designs should be built, and it will be seen at once that what might be suitable for conditions on the level would be totally inadequate on Aultnaharie or Applecross.

From the point of view of cheapness of construction the belt is probably supreme, and, where twin belts can be used, the efficiency of this drive is, generally speaking, considerably more than doubled.

It is doubtful, however, whether the variable pulley will again find favour, and it must be remembered that in the days when it enjoyed comparative success,

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STILL SCORING.

A famous twin-cylinder air-cooled belt-driven cyclecar, the G.N. "Bluebottle," making a fast ascent at a hill-climb. Note the trimness of the offside belt.

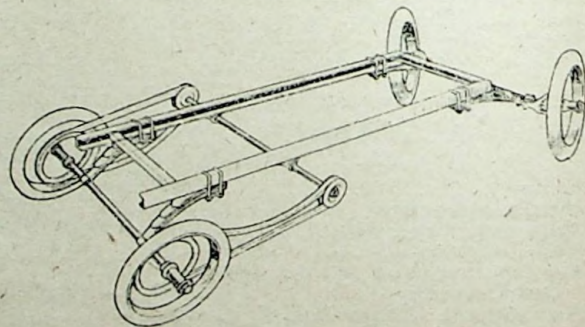
such gruelling hills as those mentioned above were not in the reckoning. Any manufacturer who is bold enough to adopt this system will probably have to specify that his car is designed for ordinary touring conditions and not for Scottish Six Days!

Twin Belts.

With regard to twin belts running over fixed pulleys, however, there is a great deal to be said, and, for the benefit of those who may have lost sight of their remarkable efficiency, it should be pointed out that there is at least one car—H. R. Godfrey's famous belt-driven G.N.—which is still performing in an exemplary fashion in the hands of its new owner, Norman Black, who recently succeeded in putting up fastest time of the day at an Eastern County hill-climb.

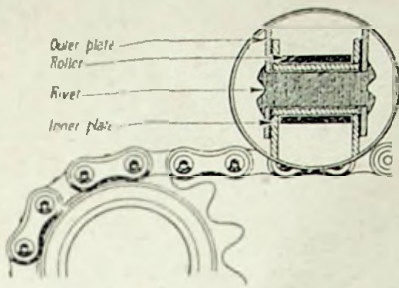
Somewhat interesting data have been obtained from the use of this car. For instance, it has been found that, whereas 70 m.p.h. is attainable, above this speed centrifugal force becomes so great as to expand the belt excessively and prevent it bedding properly between the flanges of the pulleys. Naturally, the increased stress set up is also likely to break the belt fasteners.

A car that will attain 70 m.p.h., however, offers



An automatic differential action is provided by twin driving belts and floating rear wheels.

little ground for criticism, and should be capable of everything that the private owner desires. It would not be handicapped on a stiff hill, and, with regard to another bugbear of belt drive which is often mentioned, namely, the probability of slip in a long



Chain drive in detail, showing how the links are assembled and joined by rivets.

that they ever encounter one or that they would not go out of their way in order to evade one?

Finally, one must mention the velvety action of belts which provides just that degree of slip necessary to enable the engine to take up its load evenly and without snatch, and the fact that they also give a natural differential action when used in pairs.

Next in order of simplicity come chains, and these undoubtedly will figure most prominently on the future simple cyclecars. Much has been done since they were used in 1912 to eliminate troubles to which they were then prone; it is essential, for instance, that sprockets should be truly lined up, teeth accurately cut, and suitable means provided for tensioning.

Most of the troubles which arose were due to the difficulty of carrying out the last-named operation, the chains being run too slack and inevitably mounting the sprockets.

The writer has proved by his own experience that 18,000 miles is by no means the maximum distance which may be covered on a single set of chains, and during that distance the only attention they received was the occasional application of oil; the necessity for removing them every few hundred miles, cleaning them, boiling them, and generally putting them through a process reminiscent of a laundry being now entirely unnecessary.

Bevel Drive Practicable.

The criticism that chains are noisy is unfounded. Under the worst conditions they emit a "whirr" which is no louder than the noise caused by the running of bevel gearing, and one is not too optimistic in forecasting that chain transmission will soon be regarded as being equally reliable as the enclosed bevel. In these circumstances the further criticism that they are "dirty" cannot be levelled against them, for enclosed tooth gearing is certainly not any cleaner.

Although it is getting away somewhat from the simple idea in view, the claims of final bevel drive without differential cannot be disregarded. The present-day Morgan employs both chain and bevel gearing; and, as history shows, without any loss of efficiency; but the consideration of bevels at once introduces another factor—namely, the case with which a gearbox is incorporated in this system.

Its inclusion in the specification of the small, simple car of the future would be a step in the wrong direction, for it must be remembered that the whole idea is to cater for the one-time motorecyclist who is

water-splash, twin belts should most certainly see the car through.

Once again on land, they will quickly dry and their former efficiency be restored. En passant, one might mention that the water-splash is falling into disfavour. How many ordinary tourists can say

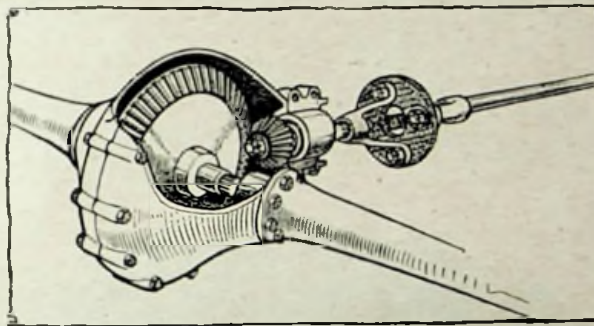
looking out for something equally reliable, more weatherproof, and more comfortable, but constructed basically on the ideas with which he is familiar.

The choice, therefore, rests between belts and chains, and it is to be expected that a number of new ways of utilizing these mediums will make their appearance. Developments probably will take place in connection with the front-wheel-driven car, which in itself opens up a wide field for inventive geniuses.

Front Wheel Drive.

This subject has already been ventilated in the pages of *The Light Car and Cyclecar*, several practicable and novel suggestions being put forward. The easiest method probably is to drive direct by means of short propeller shafts set crossways in the frame and located in front of the engine. Four universal joints are necessary, however, and the arrangement is, therefore, open to objection on the score of complication, loss of efficiency, and the increased chances of mechanical trouble.

A very attractive manner suggests itself, but the writer cannot claim to have gone into it thoroughly

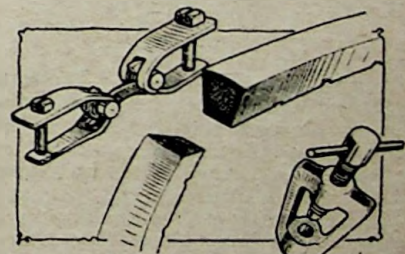


A step beyond the chain. Bevel drive without differential gear has been proved to be a success.

with a view to ascertaining whether it would involve too much detail. It consists in driving from a two-speed countershaft by chain to a sprocket running concentrically with a front tubular axle of generous dimensions, the sprocket actually being mounted on a driving shaft housed within the axle. The wheels, obviously, could not be driven direct, and a simple form of bevel gearing would be essential at each outer end of the driving shaft. Perhaps readers of this journal have already schemed a possible way of carrying out this

system, in which case rough drawings would be welcomed.

One system of front-wheel drive, at any rate, has been adopted and rendered a commercial success. It figures on the Bramham three-wheeled cyclecar, and employs a belt—an ideal arrangement which might easily be adapted to the front wheels of a four-wheeled car. The Bramham is a very ingenious machine, and warrants careful examination by those who take an interest in the transmission systems of small cars.



A contrast to chain drive. The sketch shows the simplicity of the fastener, also a belt punch for boring the necessary holes in the belt. Obviously there is nothing elaborate in this form of drive.

It should be mentioned that the Bramham system is equally suitable for final drive by chain, and this seems a more satisfactory method, when it is remembered that there is, in this case, only a single driving wheel situated at the front.

The question of the type of final drive to be incorporated in the small car of the future warrants a full discussion and readers' opinions are cordially invited

ENGINE POWER OR GEAR RATIO ?

Results of an Interesting Experiment on a 9.5 h.p. All-weather Rhode.

A FACTOR which has a most important bearing on the general performance of a car, a bearing which is of far greater significance than is generally imagined, is the reduction ratio between the propeller shaft and axle shaft, i.e., the top-gear ratio where direct drive is obtained on this gear.

The average owner-driver judges the capabilities of his own mount, or any other which he is privileged to drive, almost entirely by its top-gear performance; the lower gears are regarded merely as means to an end.

Thus it is that many a good car has been put down as "a bit sluggish in acceleration and on hills," when, in point of fact, the high, final reduction was preventing the engine from giving off its best.

At the outset, it must be realized that an internal-combustion engine develops its maximum power at a known number of r.p.m. Thus, if an extreme case be taken, in which a heavy touring car is fitted with a 2-1 top-gear ratio, it is conceivable that the engine would never revolve fast enough to develop this power: in fact, at a touring speed of, say, 35 m.p.h., it would be very far below it. Directly the easiest acclivity was approached, the speed would fall off rapidly and a change down would be essential. Let it be assumed for the sake of argument that the second-gear ratio is abnormally high, say, 6 to 1.

With the gear lever in the second notch and plenty of throttle, the car would bound forward, the engine revs. mounting until the peak of the curve, representing on paper the maximum power output, was reached. In this particular case it is more than probable that, on the level, a higher speed would be attained in second gear than in first.

With an ever watchful eye on improving an already excellent top-gear performance, the manufacturers of the 9.5 h.p. Rhode have recently constructed a back axle assembly giving a slightly lower ratio, and, through the instrumentality of Messrs. Mebes and Mebes, 144, Great Portland Street, London, we were recently privileged to form our own conclusions, comparing the new axle with the standard type.

Comparison of Gear Ratios.

The following are the actual figures as supplied by the manufacturers, from which it will be seen that the alteration is slight: Experimental axle—top gear, 4.5; second gear, 7.89; third gear 14.7 Existing models—top gear 4.2; second gear, 7.3; bottom gear, 13.6.

The experimental axle had been fitted for our benefit on an all-weather model, and, incidentally, our week-end test gave us the opportunity of testing out this type in the worst possible weather that one might be expected to encounter, including severe

hail and snow-storms. Of the car itself more anon. The general running of the 9.5 h.p. Rhode with standard gear is too well-known to need detailed comment. It is undoubtedly a fine performer in any gear, especially when the not unusual load of four adults is carried. We have tested several of this type under varying conditions and, as can be gleaned from reports which have appeared in this journal, we have never had cause to criticise their hill-climbing abilities on top or all-out speed on the level. Nevertheless, we are only stating the fact when we say that, with the experimental axle the car is so materially improved as to lead one to suppose that a more powerful engine has been installed.

Carrying a Full Load.

With the idea of embarking on a perfectly fair test we carried three adults and a child, which is the recognized maximum load of the car, and traversed country representing main roads over which any motorist might be expected to tour. The most noticeable feature of the car's running was the fine pick-up from slow running on top gear coupled with the reserve of power noticeable on hills.

Both Clay and Chalk hills, near Watford, were ascended at speed, the more severe of the two, however, calling for a change into second within 50 yards of the summit. The car probably would have "chugged" over in top, but the climb was concluded at a much faster road speed in second.

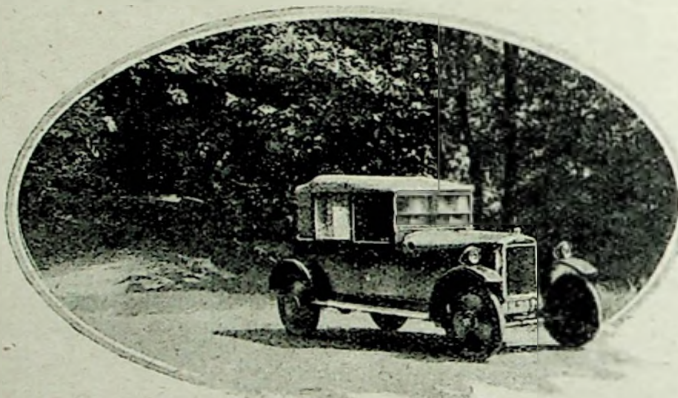
On certain other main-road hills of more moderate gradients the speedometer showed a reading at least 5 m.p.h. higher than that recorded with the standard axle, and even then there was power to spare. On the level 45 m.p.h. was attained without any difficulty, only the nature of the road surface, which caused uncomfortable spring oscillations, preventing a higher m.p.h., from which it will be

observed that the lower-gear ratio in no way affects the road speed.

The Rhode engine is essentially a high-revving unit, and 50 m.p.h. for a standard model but with experimental axle would be easily possible. We learn with interest that this back-axle ratio will probably be adopted as standard in the near future.

With regard to the all-weather equipment, this includes double-panel windscreen with separate upper panels for driver and front passenger, double tip-up front seats and four celluloid side screens which can be erected in a few moments.

This model, which is equipped with an electric starter, sells for £280, complete, or without starter at £265, but it is interesting to note that it contains several fittings which will henceforth be standard on Rhode cars, viz., clock, speedometer, spring gaiters, and grease-gun lubrication.



The 9.5 h.p. All-weather Rhode upon which the interesting experiment described herewith was carried out. Note the complete protection against the weather which is afforded.

WORK OF THE PRIVATE BUILDER.

A Practical Cyclecar which Took
:: :: Four Months to Build. :: ::

KNOWING the amount of interest taken by readers of *The Light Car and Cyclecar* in privately built machines, I thought that perhaps a description of my efforts might inspire other enthusiastic home constructors.

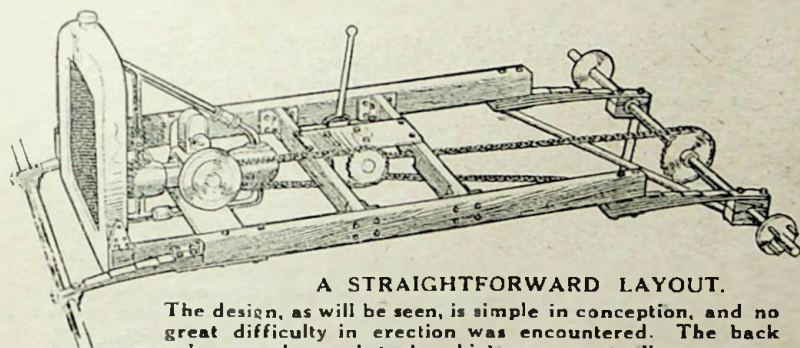
The machine here described took about four months to build, the work being carried out during a slack period of business, when it was possible to give it undivided attention.

Dealing first with the main frame, this is very substantial and is built up of two lengths of $\frac{1}{2}$ -in. by 2-in. ash for the side members, with three cross-members of the same section. From the drawing of the chassis it will be seen that two of these cross-members serve as a mounting for the gearbox, which is secured at four points thereon.

Motorcycle Components.

The engine, which is an 8 h.p. horizontally opposed water-cooled Douglas, is secured to $\frac{1}{4}$ -in. boiler plating, which, in its turn, is bolted on each side to the main members of the frame. The gearbox is a three-speed component, which had previously done duty in a motorcycle, the drive to it from the engine being by chain. A chain is used for the final drive from the gearbox to the back axle, on which a large chain sprocket is mounted practically in its centre.

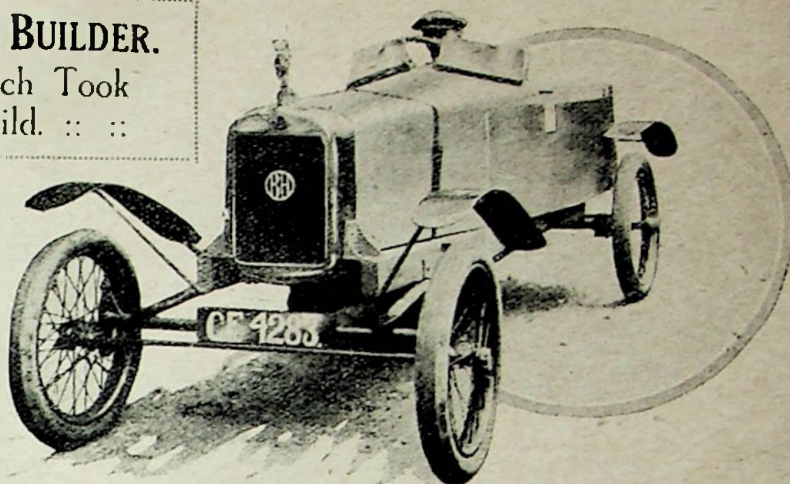
It might be mentioned that the back axle presented the greatest difficulties in building, but was eventu-



A STRAIGHTFORWARD LAYOUT.

The design, as will be seen, is simple in conception, and no great difficulty in erection was encountered. The back axle proved an obstacle which was eventually overcome. The simple method of bracing the back axle to give lateral stability will be noted.

ally constructed in the following manner. The axle shaft is of $1\frac{1}{2}$ -in. diameter steel, flanges to take the wheels being keyed and brazed on at each end; four pegs were fitted into each flange, corresponding holes being drilled in the rear wheel hubs to accommodate them. The ends of the axle shaft were suitably tapered to receive the hubs, and as these are self-contained, a very simple method of providing for detachable wheels resulted. Two large ball races were next obtained, the inner housing being suitably ground out to fit the axle shaft; two oak blocks were made after the manner of a split journal bearing and bolted directly to the main leaf of the rear spring. To give lateral stability at the rear, two $1\frac{1}{4}$ -in. by $\frac{1}{2}$ -in. steel stays were fitted, one from the off side spring mounting to the near-side axle mounting, and the other from the near-side spring mounting to the off-side axle mounting. To prevent lateral movement



SPEEDY LINES.

With more generous mud wings this home-built cyclecar would present an entirely orthodox appearance. It represents a meritorious single-handed effort.

of the axle two collars were pinned to the axle shaft hard up to the ball bearings, a suitable adapter being pinned and keyed on to the axle shaft to take the chain sprocket. This design of back axle has proved perfectly satisfactory in practice and has the merit of being quite simple to construct and light in weight. Quarter-elliptic springs are used both back and front for the suspension, those at the rear being anchored directly to the side members, whilst those in front are bolted to angle iron accommodated in a cut-away portion towards the forward end of the main chassis members. It will be noticed that both sets of springs are arranged parallel with the side members.

The clutch withdrawal is pedal-operated through a cable, the control of the hand brake being on the right-hand side of the body. Owing to the fact that the engine has been fitted with a heavier flywheel it runs very smoothly indeed. It is lubricated by means of a hand-operated pump drawing its supply from a tank fitted under the driver's seat, a four-gallon petrol tank being accommodated under the dash. No effort was made to build up the front axle, this component, complete with steering gear, being purchased.

Details of the Body.

Although the body is comfortable and has a sporting appearance, it was found very simple to construct: the sides consist of two pieces of three-ply wood suitably bent to shape and braced where found necessary. The top of the boot is built up of medium-weight sheet iron. The bonnet, which is 4 ft. long, and the scuttle were fashioned out of aluminium sheet, mahogany being used for the dashboard. Apart from the aluminium used in the body the finish is in grey with black wings. A smart appearance is given to the front of the machine by the radiator, originally used on a Calthorpe light car.

On test it was found that the springing was so light that the steering was almost uncontrollable, but an extra leaf in each spring cured this trouble immediately. Entirely apart from the pleasure which is derived in building one's own machine there is an added fascination in driving a home-built production. Providing the components do not fail in their duty there is little chance of being let down, as the knowledge of construction which one possesses will always see one through.

B. H.
n20

LIGHT CARS IN THE SCOTTISH SIX DAYS' TRIALS



With a surface typical of many miles of the route—the Ordequish watersplash. The car is an Ariel "Nine."

Remarkable Performances of Modern Economy Types in the Severest Trial of the Year. Success of Air-cooled Engines.

TAKE two London-Exeters and the steepest portion of Simms Hill, flavour with four days of Swedish Winter trials and a dash of Arctic conditions, give a top-dressing of any well-known chassis-breaking competition. mix thoroughly, season with good-fellowship, and serve out in portions of 200 miles a day for a week and you have the Scottish Six Days' Trials—a toothsome dish for the heartiest motorist and one that presents much stimulating food for thought.

Viewed from any angle, the event organized by the Edinburgh and District

Motor Club, held last week in the Highlands and the Lowlands, was a most interesting event. As the club says in its official report, "the climatic conditions were extremely adverse, each day severe weather being encountered. The roads, which in normal condition are quite good, were, owing to the wet, in many cases almost impassable." From this much may be deduced by the cognoscenti. The E. and D.M.C. have a reputation for picking out the most severe roads their native country can afford, and, as

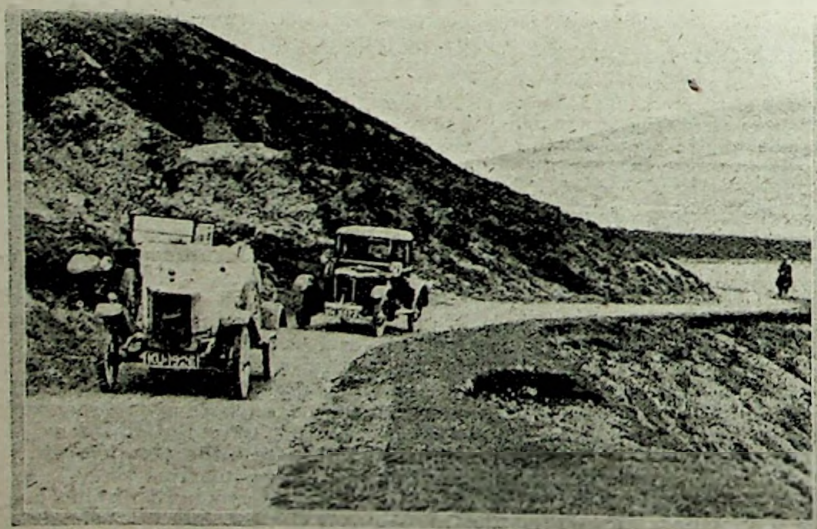
we indicated in a report of the first three days' run, exclusively published in the last issue of this journal, severe blizzards, freezing cold and heavy rain made the event one of the most difficult ever organized. Even if a car that was certain of covering the whole of the route had been placed at the disposal of a competitor he would have had his work cut out to gain the premier award. The performances of the economy types entered, therefore, are all the more praiseworthy, and those which have successfully come through the event deserve the full confidence of the buying public and the warmest approbation.

Terrible Weather.

We do not propose now to deal with the trial day by day. We personally covered the whole of the route, and on every day the weather conditions were such as would make any normal motorist stay shivering by his fireside. The route condenses the wear and tear normally experienced in 10,000 miles into the actual thousand covered; in other words, a mile of the Scottish Trial route took as much out of the engine, chassis, and driver as would ten miles of a normal touring road.

The entries comprised six Rovers, two B.S.A.s, two Rhodes, the first of the sports model Jowetts, a single McKenzie, a Salmson, Clyno, 8 h.p. Talbot, Chenard-Walcker, three Ariels, four Morgans, an Albatross, one of the new Stoneleighs, a Gwynne Eight, and a couple of game little Harper Runabouts.

We may as well deal with the failures first. Two of the Ariels retired through accidents; one driven by N. Downie crashed into a non-competing car in a rainstorm in the Pass of Glercoe on the first day; the other failed to make a turn on the descent of Tornapress Hill,



In moorland wilds. Major Johnston's Jowett and L. N. Bennett's Rover coupe on one of the typically desolate stretches of the route.

THE SCOTTISH TRIALS

crashed through a stone wall and down a precipice; its driver, S. E. Bradshaw, sustained a fracture and the passenger had his hand badly hurt, but both are progressing well. The Salmson retired on Wednesday, due to a stone damaging its radiator. The Chenard-Walcker was put out of the running on the second day with magneto trouble. J. R. Page's 8 h.p. Talbot retired on the third day with brake trouble; he had also shed a headlamp.

The Three-wheelers.

Three Morgans were outed; of these J. R. S. Wickham's retired on the Thursday with a fractured frame, W. Carr's sustained timing gear trouble in its Anzani engine on the same day, while F. G. Boddington was forced to become a non-starter on the Friday, due to rheumatism promulgated by the wet weather experienced. The Albatross, a neat little aluminium-bodied two-seater fitted with a Coventry-Climax engine, retired on Thursday with a completely broken front spring, the near-side rear mudguard missing, and, as the club say in their official report, other various causes; while J. M. Inglis, who was driving the 8 h.p. Gwynne, had to admit defeat but 250 yards from the finishing post, his Bosch magneto having given up the ghost.

A Strenuous Event.

Consideration of the above gives a clear indication of the nature of the event and throws into greater prominence the honour due to those who finished, let alone those who won premier awards, for all the cars that retired are generally recognized as being useful performers on ordinary roads in the hands of private owners.

Monday, the first day, was one of the most trying that we personally have ever experienced. Starting from Perth in bright sunshine, the once-famous test hill of Amulree was encountered within 40

leigh, that he consistently made clean changes between first and second when the steeper portions of the freak gradients had been overcome. The rutted surface of Kenmore was



ON KIRK WYND.

Where an enthusiastic crowd of spectators had assembled. K. B. Sinderson's Ariel, the survivor of the team, climbs well with a passenger over the rear wheels.

miles. Its ascent was easy, merely an appetizing cocktail before the real business on hand. The Rovers, B.S.A.s, and the Stoneleigh climbed most of it on second gear. The gear ratios used on these cars, incidentally, are interesting. The Rovers and the B.S.A.s had ratios of 6, 12, and 20, while the reductions of the Stoneleigh were 4½, 9½, and 21 to 1. It says much for the driving of D. S. Alexander, who was handling the Stone-

well chosen to limber up any chassis parts that might tend to become loose later on. The ascent of Mamore Avenue, near Kinlochleven, was easy, but the colonial section that led therefrom to Fort William was perfectly ghastly; huge boulders, deep watersplashes, slimy grass surfaces, and heaps of raw stones had to be negotiated in the blinding rain, and that not one of the light cars gave trouble on this section is a striking



A WELCOME RESPITE.

In the Scottish Six Days' all replenishments of fuel had to be carried out in running time, and the petrol companies placed lorries just before the checking points to enable competitors to fill up their tanks. On the left is J. M. Inglis's Gwynne Eight —its battered mud wings were caused by loose Parsons chains.



V. G. Walsgrove on the sports model Riley was consistently fast and spectacular on hills. Above he is seen slewing round the slimy hair-pin bend on Ordequish (1 in 5), encountered on Thursday morning.

tribute. In the afternoon the climb of Glendoe was taken, but it failed to cause loss of marks, although immediately after it Inglis's Gwynne experienced a little trouble with its magneto driving gear. All the starters, with the exception of N. Downie, reached Strathpeffer after 206 of the worst miles ever selected.

An Instructive Hill.

The climbs up Aultnaharie on the second day were very instructive. The competitors were sent down the hill on to the border of the loch before lunch, their engines, some of them well filled with oil through being used as brakes on the descent, were given 12 hours to cool off, and the trying climb with its hair-pin turns of 1 in 4 and its two-mile pull over a loose, rutted surface on which chains were practically essential, showed up neatly the respective merits of air and water cooling. R. G. Jackson's 10 h.p. G.W.K. failed, as did the 8 h.p. Talbot, probably because its carburation system had not been properly warmed up. The Albatross came to a standstill through lack of power, but the Rovers, B.S.A.s, and the Stoneleigh all made clean climbs, while a masterly piece of

THE "SIX DAYS" IN PICTURES.

The sight of the climb up the seven-mile drag of Tornapinn on the Wednesday was almost weird. Approaching the hill one saw two good snow-capped mountains, which rose almost vertically from the shore, their tops and the further stretch of the valley shrouded in white mist, and as drivers first of all gave full throttle on top gear,



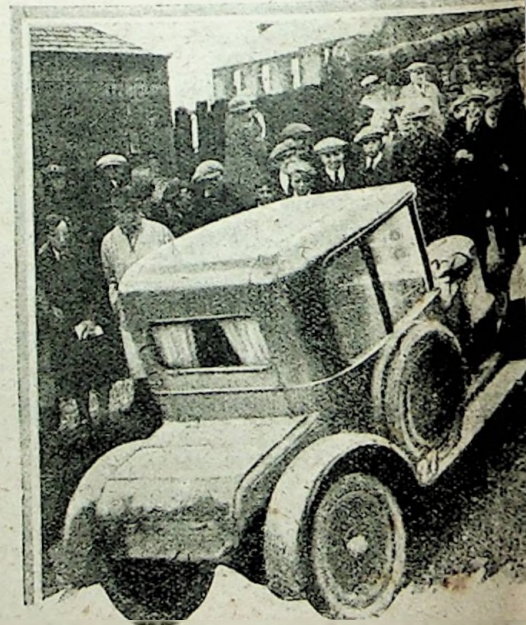
Graham's Harper Runabout in the thick snow at the top of the Devil's Elbow.

changed into second, quickly discovered that they had little power in hand even on full throttle, and then dropped into a still lower gear, even when two miles from the summit, they encountered first rain, then hail, and then half-frozen snow that, wind-driven, cut into the skin and made negotiation of the three acute and slime-surfaced bends that were en-



Extended exhaust pipes on Wickham's Morgan in view of watersplashes.

driving was given by W. Carr on his Anzani-Morgan. Major Johnstone's Jowett failed through lack of power, caused either because of a choked jet or through being too cool, and whereas one of the remaining Ariels failed, that driven by Sanderson roared up noisily, apparently with plenty of power in hand.



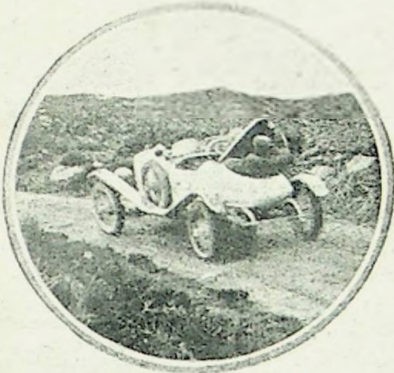
A FINE PERFORMANCE.

One of the most meritorious trials was that given by [name] seen climbing the 1 in 3 [name] of the onlookers.

Striking Scenes in the Strenuous Scottish Trials.

countered at the top a desperately difficult matter.

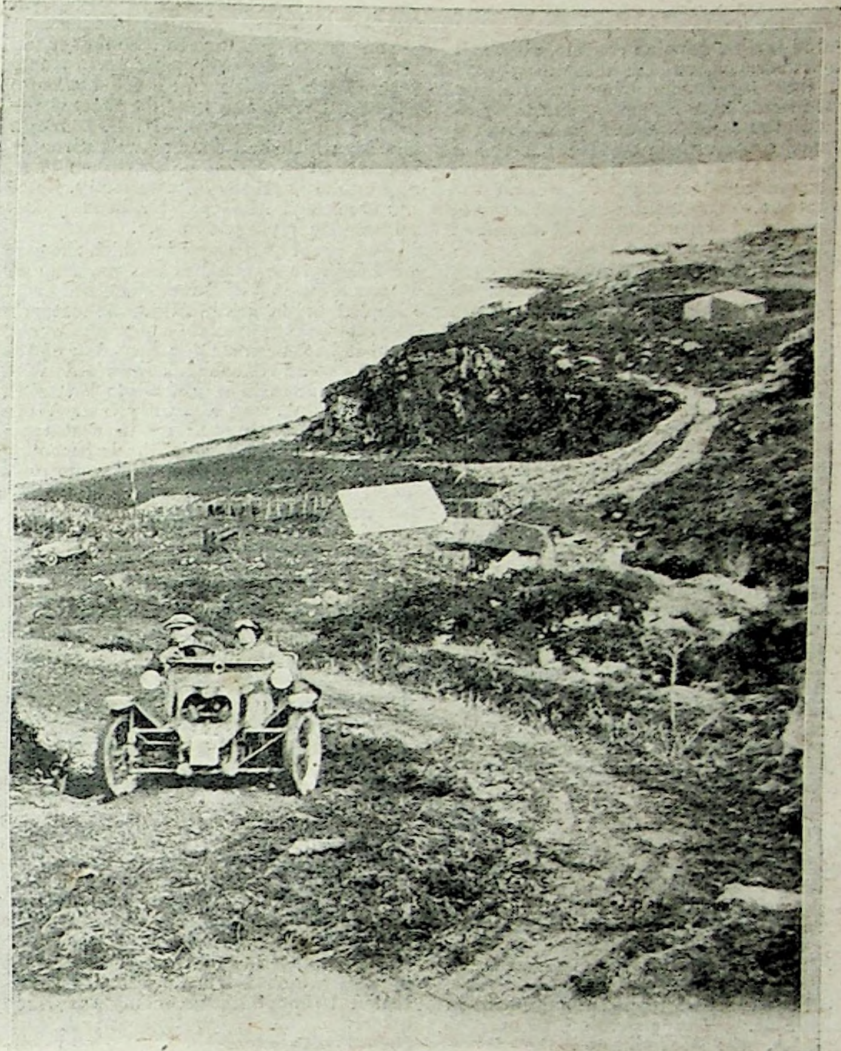
The only failure recorded on this trying gradient was that of Inglis's Gwynne Eight. Walsgrove's Riley roared up at great speed, but had to reverse on one of the bends. The McKenzie climbed sturdily, creating an excellent impression. H. B. Denley's Rhode was very



Walsgrove's passenger takes refuge in the dickey seat to increase wheel-grip on Aultnaharie.

fast, but R. G. Jackson nearly failed on the G.W.K. through taking the middle bend too fast and skidding on the slime. Cocker's Clyno boiled merrily, but seemed to have plenty of power in hand, while the little Harper Runabouts buzzed up in great style—a proof of the staying power of their 2½ h.p. engines.

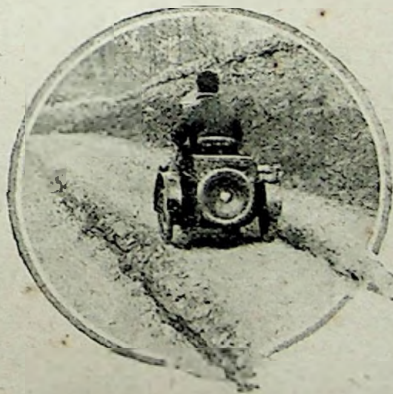
Snow continued for the return climb



An outstanding performance among the cyclecars was that of H. F. S. Morgan, who drove with caution and certainty throughout. This picture gives a good idea of Aultnaharie Hill. Note its very rough surface.



... displays of efficiency and reliability in the N. Bennett on the 8 h.p. Rover coupe (above) portion of Kirk Wynd Hill, amidst the acclamation. A frozen carburettor had earlier cost him his silver cup.



One of the Harpers dodging the deep ruts on Kenmore.

up the opposite number—Applecross—but Brooke's Albatross was the only one to fail on the gradient, and glad indeed were the drivers to get down to low level again, where rain instead of frozen snow was encountered on the long, dragging

journey eastwards to Elgin, where somewhat crowded accommodation was found for the night.

Thursday's run was almost a repetition of Monday's horror. Ordequish was the first test hill. Approached over a rocky watersplash, its gradient immediately curls left in a 1 in 5 left-hand hair-pin up the hillside, the observed section starting a few yards past the watersplash. Quickly the corner was made slimy by water carried on the wheels of the first two or three light cars and motorcycles. The Rover team took the precaution of inspecting the hill on foot beforehand, and afterwards they all made clean ascents, including the gallant little coupe. The Albatross failed through wheelspin, and Walsgrove's Riley spurned up much mud as it skidded round the corner. The Clyno and McKenzie made good ascents, although none of the cars appeared to have much wheel adhesion or steering lock in hand. Thereafter the route lay upwards on to the high moorland roads between Tomintoul and Balmoral.

The snowline reached and passed, a road inches deep in sticky mud made the going very heavy. Loch Hill, a

THE SCOTTISH TRIALS

reputed terror, gave no trouble, although it was observed, but the succeeding journey into Edinburgh over the terribly rutted roads near Balmoral, and the passage of the Devil's Elbow in a howling blizzard caused much trouble. A Rover coupe suffered carburettor freezing, and unaccountably lost engine power in the snowstorm. The trouble seemed elusive, but vanished when a different brand of petrol was put into the tank.

Wickham's Morgan broke its back forks and had to retire. W. Carr, on an Anzani-engined model, after having put up an excellent display in the rest of the trial, had had to retire before Tomintoul with engine trouble, and Boddington, on another Morgan, had suffered rheumatism, and failed to start, leaving only the veteran H. F. S. Morgan in the running. The Albatros retired with a broken front spring.

The little Harper Runabouts held gamely on, although Graham lost 61 marks on time.

Gales and Water Splashes.

Apart from the weather conditions, Friday was an easy day. So soon as the lowlands were left a raging blizzard was encountered, and after climbing Talla Llyn Hill, which was taken at speed by Walsgrove's Riley, H. B. Denley's Rhode, the McKenzie, and Cocker's Clyno, with a half-gale blowing astern, the ten miles' section of moorland road, with watersplashes every half-mile, proved a welcome respite.

Kirk Wynd Hill, near Langholm village, was the test of the afternoon. Climbing sheer out of the town, with a gradient well illustrated by our picture of the Rover coupe on the centre pages, it proved a formidable obstacle. Jackson's G.W.K. failed, and Forrester's four-seater Riley also blotted its clean sheet. Morgan's Morgan made an excellent ascent, while, surprise of surprises, the little Harpers topped the gradient in fine style. The air-cooled twins, the B.S.A.s, the Rovers, and the Stoneleigh, chugged sedately upwards, and Dumfriesshire was reached in fine weather,

with five-sixths of the trial concluded and no further withdrawals to record.

The return journey to Edinburgh on the Saturday was easy going up to where enthusiastic crowds lined the banks of Blackford Hill, and heartily cheered the drivers on their return. H. B. Denley's Rhode, which had done so well throughout the week, losing no marks on time, and climbing all the hills perfectly, failed on Blackford, the cylinder head gasket apparently giving trouble.

As a proof of the way in which the cars held their tune, this hill was particularly instructive. The Rover engines still sounded brisk, while Major Johnstone's Jowett was appreciably more powerful than it had been on the first day of the event. The Stoneleigh climbed with obvious power to spare, while Brittain's Sports B.S.A. was distinctly fast. Walsgrove's Riley charged up in that spectacular fashion for which he is becoming famous, while the McKenzie, Sanderson's Ariel and Cocker's Clyno were equally certain if less speedy.

Commencing with the Issue of
JUNE 1st., 1923, the Price of

Light Car
Cyclecar

will be **THREEPENCE.**

Undoubtedly it was a great trial, and by some miraculous piece of organization Campbell McGregor had the official results ready for distribution on the evening of the same day on which the trial concluded—a system that might well be copied by other clubs.

One point in particular the event proved, which is that the modern air-cooled twin-cylinder economy car is an utterly reliable type that can be purchased with every confidence, and, further, a close study of the awards published below gives a true indication of

comparative values. In order to obtain the premier award—the silver cup—it was necessary to lose no marks on time (reliability) and to climb all hills. To obtain a gold medal no marks on time could be lost, and a failure on one hill only was allowed. To obtain the silver medal a driver had not to lose more than 60 marks on reliability, and had to climb ten or more of the hills. Bronze medals were given to all finishers. The results are given under the makes of cars concerned:—

B.S.A., two entered.—A. W. Brittain, Silver Cup; D. S. Milne, Silver Cup, 100 per cent. success.

McKENZIE, one entered.—T. A. McKenzie, Silver Cup, 100 per cent. success.

STONELEIGH, one entered.—D. S. Alexander, Silver Cup, 100 per cent. success.

RHODE, two entered.—B. A. Hill, Silver Cup; H. B. Denley, Gold Medal.

RILEY, two entered.—V. G. Walsgrove, Silver Cup; J. Forrester, Gold Medal.

ROVER, six entered.—L. N. Bennett, Rover coupe, Silver Medal; D. J. Cutler, Silver Medal; T. K. Gethin, Silver Cup; W. G. Bennett, Silver Cup; F. Stych, Silver Cup; W. H. Chadwick, Silver Medal.

MORGAN, four entered.—H. F. S. Morgan, Silver Cup; W. A. Carr, retired, engine trouble; J. R. S. Wickham, failed on Aultnaharie, Tornapress, and Ordequish, retired, broken frame; F. G. Boddington, retired with rheumatism.

HARPER RUNABOUTS, two entered.—R. O. Harper, Silver Medal, climbed all hills; A. Graham, Bronze Medal, failed on Aultnaharie and Ordequish.

JOWETT, one entered.—J. O. Johnstone, Gold Medal, failed on Aultnaharie.

ARIEL, three entered.—K. W. B. Sanderson, Silver Cup; S. E. Bradshaw, retired, accident; N. Downie, retired, accident.

G.W.K., one entered.—R. G. Jackson, failed on Aultnaharie and Kirk Wynd, Silver Medal.

GWYNNE EIGHT, one entered.—J. M. Inglis, retired 250 yards from finish with magneto trouble, failed on Tornapress.

CLYNO, one entered.—J. Cocker, climbed all hills, lost 17 marks on time, Silver Medal.

TALBOT, SALMON, CHENARD-WALKER, and **ALBATROS**, one of each entered.—All retired.

A remarkable freedom from punctures is to be recorded, paying testimony to the quality of modern tyres. It is notable that the B.S.A.s, Rovers, Jowett, McKenzie, Harpers, Ariels, G.W.K.s, and Rileys used Dunlop cord covers, while Alan Hill's Rhode and D. S. Alexander's Stoneleigh were both using Clincher tyres. H. F. S. Morgan's Morgan used Dunlop tyres on the front and Stepney on the rear.



ASSISTANCE
IN PLENTY.

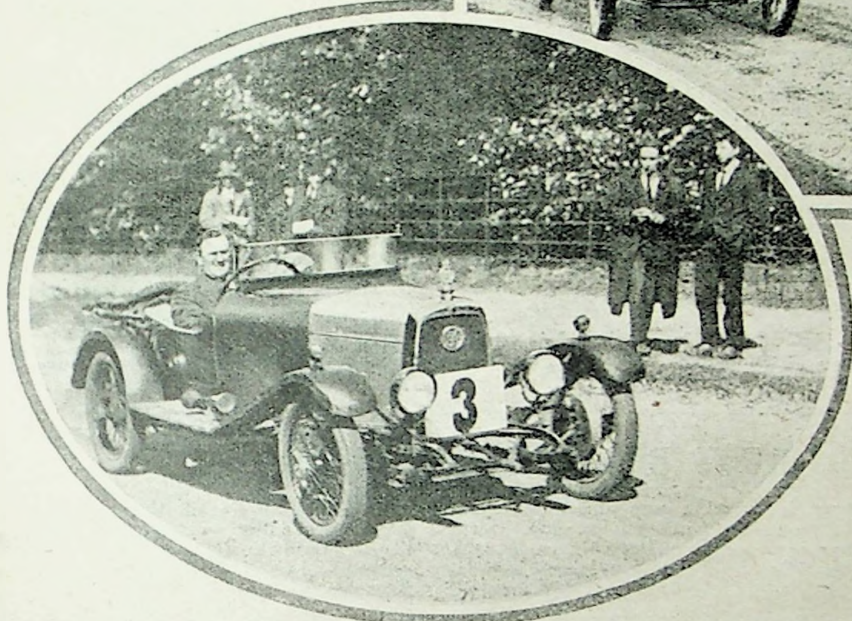
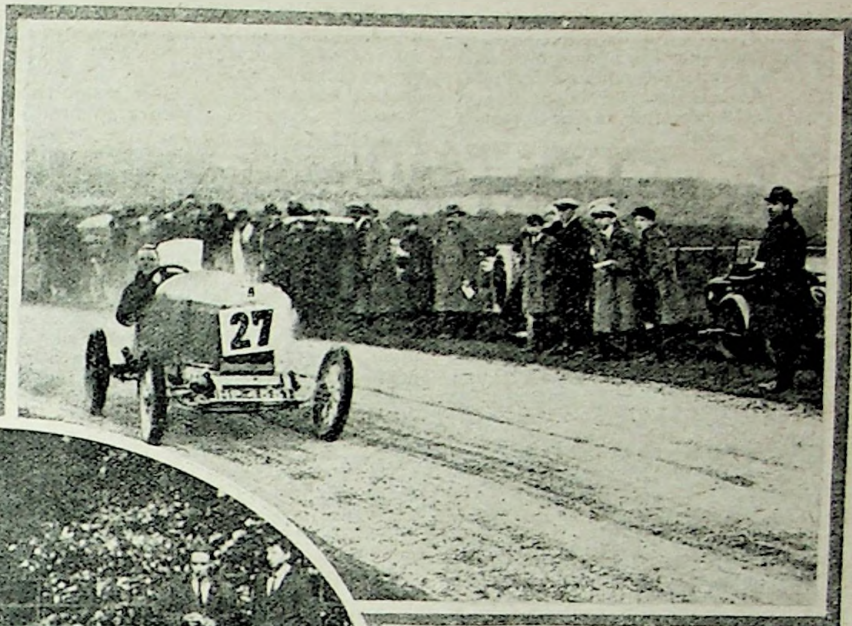
Even out in the deserted wilds of the Western Highlands enthusiastic Scottish motorists had gathered to watch the performances on the observed hills. W. G. Brookes's Albatros light car was given plenty of help when it failed on Aultnaharie.

HIGH SPEEDWORK AT ASTON HILL.

Aston-Martin's Fine Performance.—Bugatti Establishes a Record.

A NUMBER of hill-climbs have already been crowded into the competition season, short as it is at present, but none has been more productive of really fast, skilful—one might almost say, daring—driving than was seen at Aston Hill, near Tring, on the occasion of the Herts. County Automobile and Aero Club's event last Saturday.

The organization was excellent, there was no delay, and had it not been for the frequent short, sharp hailstorms the afternoon's entertainment would have been complete. A fairly big crowd remained unmoved, however, far too interested to abandon their positions, and resigned, towards the close of the afternoon, to the fact that "another little shower wouldn't do them any harm."



The afternoon was characterized by some excellent driving on the part of light-car drivers. (Above) E. R. Hall on a sporty Marseal, which was steady and fast. (Left) Lionel Martin on his touring car, which made fastest time in its class.

ance being repeated, but at a slightly faster rate, in later classes.

Spectacular Work Begins.

The ascents of A. R. Linsley (Bugatti) were uniformly good, but, like several other drivers, it appeared to onlookers that he changed up a fraction too soon after negotiating the first bend. On the second bend the front wheels dithered slightly, but the car held to a true course. Next up was Lionel Martin on his Aston-Martin touring car. With foot hard down he gave the spectators their first taste of real speed, sweeping up from the bottom to the top without a trace of sideslip or dither, as steady as the proverbial rock. M. Down was, by comparison, slow on his Sports Hillman. P. L. Densham, L. Cushman, and B. S. Marshall (Bugattis) followed, their performances being practically identical—all fast and skilful.

One viewed the ascent of the standard touring Citroen in the hands of R. St. John Brice with interest, and although it was comparatively slow its performance was extremely praiseworthy, as the car was of the ordinary touring type and had not been, to the best of our knowledge, specially hotted up for the event.

In the class for touring cars up to 3,000 c.c. Cushman's Bugatti seemed more at home, as did its driver, and on this occasion its time was very much better. Whereas Martin had made fastest time in the first class, Cushman beat him in the second class, certainly by a very narrow margin.

With class 4 (touring cars, unlimited) the interest warmed considerably, first up being Cook (Vauxhall), whose snorb

There were only six classes, of which two were confined to cars up to 1,500 c.c., the first for touring and the second for racing types. Light cars, however, were prominent in the remaining classes, and one must express unbounded admiration for the manner in which they fought for supremacy in their struggle against such old and formidable rivals as H. W. Cook's Vauxhall, which made fastest time of the day, and F. C. Clement's Bentley.

Final Ascents the Best.

Lionel Martin (Aston-Martin), Leon Cushman (Bugatti), and F. B. Halford (Aston-Martin) shared the small car honours, making fastest time in the classes for touring cars up to 1,500 c.c., touring cars up to 3,000 c.c., and racing cars up to 1,500 c.c. respectively. The majority of drivers made more than one ascent, and it was noticeable practically in each case that the last was by far the best. Each man in his turn tackled the hill in a different manner, whilst it was also noticeable that the performances of the cars themselves varied considerably.

Aston Hill leads off with a short section of 1 in 8 so far as a right-hand bend,

when the gradient eases off, enabling the cars rapidly to accelerate for a hundred yards or more to the second, left-hand sweep, upon which the fastest cornering was made, the gradient then stiffening towards the next left-hand bend, which forms the beginning of the semicircular sweep to the summit. The afternoon's entertainment was brightened considerably at the outset by a lorry, heavily laden with tree trunks, which came careering down the hill almost entirely out of control, distributing small oddments such as petrol and oilcans in its meteoric descent and scattering spectators in all directions. Fortunately, the driver obtained control before the final drop to the start, otherwise a nasty accident would have been inevitable.

Marseal's Good Climb.

A few minutes after 2 p.m. D. M. K. Marendaz set the ball rolling in class 2 for touring cars up to 1,500 c.c. With three people aboard he handled his car well, took advantage of the easing off in the gradient to gather much useful velocity, and reached the top of the hill at a good round pace, this perform-

AT ASTON HILL (contd.).

handling of the car in all speed events is already a by-word. E. Swain on a four-seater Vauxhall, however, eclipsed Cook in this class. With five up, swaying from side to side, and on the second bend narrowly averting by clever driving a sideslip clean into the hedge, he swept up to the summit. Marendaz's Marseal, Lionel Martin's Aston-Martin, and Marshall's Bugatti were no match for such truly hefty rivals.

The class for racing cars up to 1,500 c.c. produced a surprise, inasmuch as F. B. Halford's Aston-Martin (the famous "Bunny" with another engine installed) made fastest time, whereas, before the results were announced, R. Mays (Bugatti) was generally quoted as the winner of the class. Mays drove exceptionally well, even to lifting his near-side front wheel off the ground at the corner, a point which probably lost him valuable fifths of a second, as he had

to cut out in order to straighten up.

E. R. Hall's Marseal also put up a surprisingly good performance. The car was noticeably steady, and the driver held it true to its course round the bends. Cushman (Bugatti) suffered from carburettor trouble going up, and, to put the finishing touch to his tribulations, a spectator's car backed into him at the top of the hill, whilst he was waiting to descend, and bent the back axle, thus putting him out of the running for the next class.

In class 7 for racing cars up to 3,000 c.c., Hall's Marseal again distinguished itself. Marendaz on the same make of car was somewhat slower, but good; Barlow's Aston-Martin showed a fine turn of speed, and the Hodgson, driven by N. T. Beardsell, put up a really good show. Cook's Vauxhall made fastest time, but to F. C. Clement on the big Bentley went the honour of producing the biggest thrill of the afternoon by correcting an almost broadside

skid, which developed at high speed on the second bend, churning up the roadway and throwing up a tremendous barrage of dust.

In this class Mays (Bugatti) seemed to have obtained the measure of the hill. He drove with grim determination, cutting out for fractions of a second only, in order to keep his car on an even keel, and finishing his ascent in one magnificent breathless rush, his time being only two-fifths of a second slower than Clement's T.T. Bentley and constituting, we believe, a light car record for this hill.

In class 8 for racing cars unlimited, Mays's Bugatti and Hall's Marseal were the only small cars to pit their strength against their giant rivals, both making what undoubtedly was their best effort. Certainly their speed would have had to be something extremely out of the ordinary in order to keep pace with Cook and Park (Vauxhalls) and Clement's Bentley.

THE RESULTS.

Touring Cars up to 1,500 c.c.

On time.

- 1.—L. Martin (Aston-Martin), 64 1-5 secs.
- 2.—L. Cushman (Bugatti), 68 2-5 secs.
- 3.—P. L. Densham (Bugatti), 68 3-5 secs.

On formula.

Same placings as on time, the figures of merit respectively being .75, .907 and .916.

Touring Cars up to 3,000 c.c.

On time.

- 1.—L. Cushman (Bugatti), 63 2-5 secs.
- 2.—P. L. Densham (Bugatti), 70 secs.
- 3.—L. Martin (Aston-Martin), 70 2-5 secs.

On formula.

The placings were: Cushman, Martin and Densham, the figures of merit respectively being .779, .878 and .955.

Touring Cars, unlimited.

On time.

- 1.—E. Swain (Vauxhall), 50 2-5 secs.
- 2.—H. W. Cook (Vauxhall), 56 2-5 secs.
- 3.—L. Martin (Aston-Martin), 70 3-5 secs.

On formula.

The placings were: Swain, Martin and H. M. K. Marendaz (Marseal), the figures of merit respectively being .745, .885 and 1.151.

Racing Cars up to 1,500 c.c.

On time.

- 1.—Major F. B. Halford (Aston-Martin), 51 3-5 secs.
- 2.—R. Mays (Bugatti), 52 4-5 secs.
- 3.—L. Cushman (Bugatti), 54 4-5 secs.

On formula.

Same placings as on time, the figures of merit being .743, .844 and .958.

Racing Cars up to 3,000 c.c.

On time.

- 1.—H. W. Cook (T.T. Vauxhall), 46 2-5 secs.
- 2.—F. C. Clement (T.T. Bentley), 49 1-5 secs.
- 3.—R. Mays (Bugatti), 49 3-5 secs.

On formula.

The placings were: Cook, M. C. Park (Vauxhall) and Mays, the figures of merit respectively being .679, .727 and .745.

Racing Cars, unlimited.

- 1.—E. Swain (Vauxhall), 48 1-5 secs.
- 2.—M. C. Park (T.T. Vauxhall), 48 2-5 secs.
- 3.—H. W. Cook (T.T. Vauxhall), 48 2-5 secs.

On formula.

The placings were: Park, Swain and Cook, the figures of merit respectively being .6818, .6821 and .759.

Winner of the Jay Cup.

Best formula performance of the day: H. W. Cook (Vauxhall). Figure of merit .679.

Challenge Cup for Fastest Time.

E. Swain (50-98 h.p. Vauxhall), 48 1-5 secs. (This cup was won by the donor, Mr. H. W. Cook, 46 2-5 secs., but generously given to Swain, who made second fastest time.)

THE EALING CLUB'S BROOKLANDS MEETING.

DESPITE most unseasonable weather, there was a fair attendance at the Brooklands meeting organized by the Ealing and District M.C.C. last Saturday. Five out of the eight events had light car or cyclecar entries.

The first of these, a novices' handicap, was won by A. C. Maskell (10.75 Morgan-Anzani), after an exciting tussle with a 3½ h.p. N.U.T. and sidecar, at a speed of 56.34 m.p.h. The two other runners were solo motorcycles.

The three-lap handicap for cars under 1,500 c.c. brought out a very speedy-looking eight-valve Morgan-Anzani driven by W. D. Hawkes, who had considerable difficulty to get going. Once properly under way, however, his speed was terrific, but the delay during the first three-quarters of a lap put him hopelessly out of it.

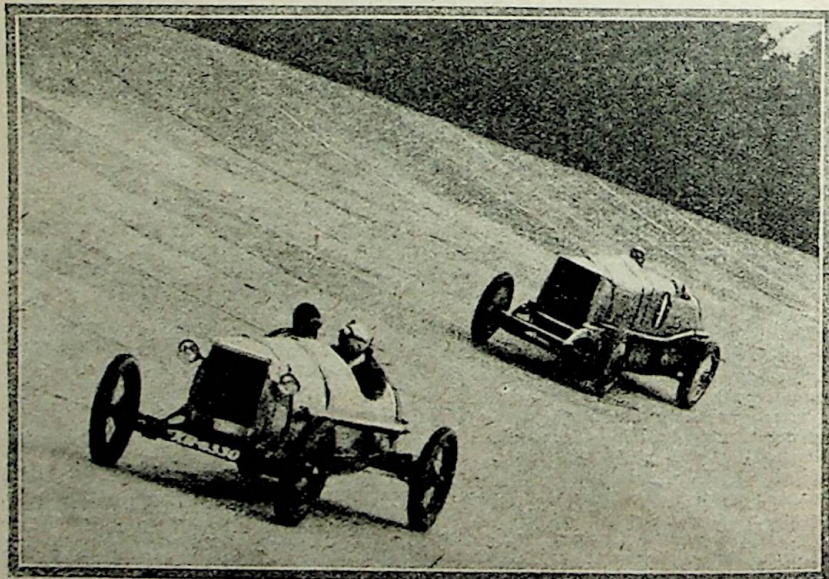
Eyston (Aston-Martin), who started from scratch, ran right through the field and finished first at a speed of 87.53 m.p.h. Newman (Wolseley) was second and Temple (Horstman) third.

In the three-lap any-capacity race, light cars were matched against J. G. P. Thomas's Leyland Eight and Le Champion's huge Isotta-Fraschini. This event proved to be a runaway win for C. F. Temple (Horstman), who led all the way. A. G. Miller and G. Newman (Wolseleys) were second and third respectively.

The last event in which light cars participated was an impromptu one-lap han-

dicap for touring cars and motorcycles ridden to the track on the day. Such diverse types as a Rolls-Royce, a Leyland Eight, an 8 h.p. motorcycle solo, and a 3½ h.p. sidecar outfit competed.

Mrs. Duller (wife of the well-known jockey) proved the winner on an Amilcar, O. M. Baldwin (Morris-Cowley) being second and G. N. Norris (8 h.p. Brough Superior motorcycle) third.



A CONTRAST IN TYPES. — J. A. Thomas's straight-eight Leyland in hot pursuit of Buchanan's Horstman.



THE AMAZING

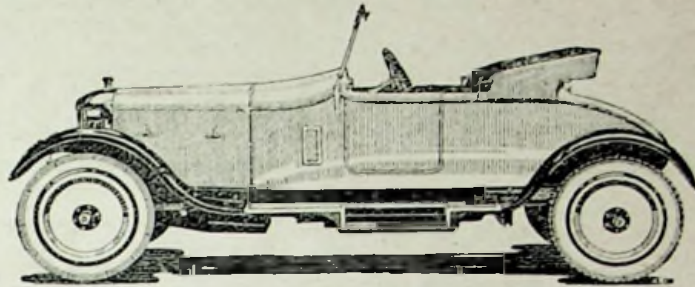
'A - C'

12 h.p. Car

"Worth more than any other."

PRICES
from
£325

Royal and Empire
Two-seater 'A-C'
Cars fitted with
Marles Steering
at an extra cost of
£10



DEEDS—NOT WORDS

Extravagant claims are easily made for any car, but it is in the proving of those claims that the "Amazing 'A-C'" stands out as the supreme light car. We have daily proofs of 'A-C' "deeds"—to the lasting satisfaction of 'A-C' owners. Here are just a few examples:—

"I have now covered over 10,000 miles without the slightest adjustment having to be made on any part of the car. . . . I would not hesitate to recommend an 'A-C' as being the most perfect car on the road to-day."

R. ALLIN, Junr., S. Wales.

"The very pinnacle of efficiency."

Mr. G. A. R. RAWLINGS, London, W.C.2.

"Nothing in the light car world to touch it."

Mr. S. LESLIE McBEAN, Sussex.

Add to these the extraordinary success of the 'A-C' on road and track, of which the long list of broken records and successful R.A.C. Tests furnish evidence. Thus does the "Amazing 'A-C'" claim and hold the leadership of light cars.

S. F. Edge

Interesting 'A-C' Booklet sent promptly on request.

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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.

Important Announcement!

MATHIS

S.A.

The well-known French Manufacturers, whose daily production capacity in their Strasbourg factory is now 50 cars a day and is being gradually raised to 100, contemplate, in view of this large increase, making new arrangements for the sale and distribution of their cars in England.

They have decided to have no more Sole Concessionaires for the whole of the United Kingdom but to split up the country in a certain number of areas, so that the local Agents should derive the full benefit of a direct connection with the factory.

The Prices range from £195 to £335

**Agents are Wanted
for all big distributing centres.**

Write at once to Messrs. MATHIS S.A., 145 and 149, Route de la Revolte, LEVALLOIS-PERRET, Seine, FRANCE, for an appointment in London with the Export Manager.

(Cable Address: Automathis, Levallois-Perret).

First-Class Traveller also required.

Don't fail to try the New and Sensational 6 Cylinders.

CLUB NEWS AND FIXTURES.

Forthcoming and Week-end Events Described.

Postponed Indefinitely.

The reliability trial organized by the Disabled Drivers' M.C., and which should have been run off on Saturday last, has now been postponed until further notice. The inclement weather and poor attendance was responsible for this decision.

Watson-Gwynne Rose Bowl.

Particular interest centres in the Sutton Coldfield and North Birmingham Automobile Club's one-day reliability trial, which takes place on Saturday, May 26th, in view of the fact that, in addition to the Vespy Cup, the Watson-Gwynne Rose Bowl will be offered for the first time.

Holme Moss Hill-climb.

Entries for the Holme Moss hill-climb which takes place on Saturday, June 9th, and is being organized by the Bradford and Huddersfield Automobile Clubs, close at 12 noon on Tuesday, June 5th. All communications should be addressed to Mr. H. B. Strang, Bradford Automobile Club, Manor Buildings, Manor Row, Bradford.

Norfolk Hill-climb.

Ringland Hill, about 7 miles from Norwich and 1 mile from Easton, is the venue for the Norfolk Motor Cycle and Light Car Club's hill-climb, which will take place on Thursday, May 24th, an alteration in date of which a note should be made. There are five classes in which light cars and cyclecars are eligible to take part. The hon. secretary for the meeting is Mr. A. H. Walker, 22, Kingsley Road, Norwich.

A North Wales Hill-climb.

An attractive hill-climb has been organized by the Chester and District Motor Cycle and Light Car Club for Whit-Monday. It will take place at Llinegar Hill, near Ffynnon-groew. The entry is open to all clubs affiliated to the Cheshire Centre of the Auto-Cycle Union, and the secretary of the meeting is Mr. H. E. Hill, 2, Nicholas Street, Chester.

Rally for Women Motorists.

As already announced, the opening rally of the Women's Motor Club will be held at the Lambert Arms Hotel, Aston Rowant, Oxon., on the London-Oxford road, 16 miles from Oxford and 41 miles from London, on Saturday, May 26th. An "appearance" competition will be held at 12 noon, followed by luncheon at the "Lambert Arms." In the afternoon a paper chase has been arranged, the start being at 2.30 and the distance approximately 25 miles. Good roads only will be included in the run. The hon. sec. is Miss W. M. Pink, Sherford Lodge, Taunton.



A WELL-SUPPORTED TRIAL. — A few of the cars which took part in the speed judging trial held by the Middlesex County A.C. parked in the grounds of the Letchworth Hall Hotel, Letchworth.

Fourth London-Manchester.

Starting as usual from the Old Salisbury Arms Hotel, Barnet, at 7 a.m., the Junior Car Club's fourth annual London-Manchester trial will be run off on Saturday, June 9th. A dinner, followed by an informal dance, will be held in conjunction with the Northern Centre at the Midland Hotel, Manchester, at 7.45 p.m., on the same day, tickets for which will be 7s. 6d.

Only One Survivor.

In the Surrey M.C. and L.C. Club's Guildford-Exeter trial there was only one survivor, viz., C. J. Feeny, on a 10 h.p. Sealbrook, and only two cars—Feeny's Sealbrook and H. H. Mallet's Rover 8—checked in at Exeter on the outward journey. Only a few cars started, however, as the entries came under the recently removed ban of the R.A.C., whereby cars over 1,100 c.c. were not permitted to enter for the event.

FORTHCOMING EVENTS. FROM MAY 18th to MAY 27th.

- May 18-19th.—M.C.C. London to Edinburgh Run.
 May 19th.—Dumfries and District M.C. and C.C.'s Social Run to View the London to Edinburgh, Worcester and District M.C.C. and Worcestershire M.C. Carnival.
 May 19th-20th.—Sheffield and Hallamshire M.C. and L.C.C. Sheffield-Hunstanton-Sheffield 24-Hour Trial.
 May 20th.—Lyons G.P. Cyclecar Race.
 May 21st (Whit-Monday).—B.A.R.C. Open Meeting, London Rally of Motorists at the London Aerodrome, Hendon, Chester and District M.C. and L.C.C. Hill-climb at Llinegar Hill, near Ffynnon-groew, North Wales, S. Midland A.C.U. Social Rally.
 May 24th.—Norfolk M.C. and L.C.C. Hill-climb at Ringland.
 May 25th.—Wallington M.C.'s Night Trial.
 May 26th.—Sutton Coldfield and North Birmingham A.C.'s Vespy Cup Trial, J.C.C. (Yorkshire Centre), Edinburgh Trial, Croydon M.C.C. Hill-climb, Kent A.C. Reliability Trial, Worcester and District M.C.C. and Worcestershire M.C. Social Run, Essex County and Southend A.C. Open and Closed Hill-climb, Wallington M.C. Hill-climb, Disabled Drivers' Club Invitation Run to Club Friends, Women's M.C. Opening Run, Middlesex County A.C. Hill-climb.
 May 27th.—Touring Car Race, Monza, Frank, Sarbiton M.C.'s Picnic, York M.C.'s Social Run, A.C.U. (Eastern Centre) Social Picnic.

Brooklands Attractions.

On Whit-Sunday, at Weybridge, there will be a cricket match between motorcyclists and car drivers at 3 o'clock. The teams will be selected from the following:—Motorcyclists: Messrs. Marchant, Pullin, Emerson, Le Vack, Remington, Temple, Riddock, O'Donovan, F. A. Longman, F. E. Longman. Car drivers: Messrs. Eldridge, Rampon, Duff, Nash, Douglas, Duller, Le Champion, Kensington Moir, Clement, Bentley, Barnato, and Hawkes.

On Sunday afternoon at the track an aeroplane will be available for passenger flights at 10s. per head. There will also be two tennis courts open for play.

Speed-judging Trial.

The Middlesex County Automobile Club's speed-judging trial on Saturday, May 12th, attracted a good entry, 25 cars leaving the starting-point at Waltham Abbey. The premier award was the Newman Trophy, to win which competitors had to cover an easy course, about 30 miles in length, at an average speed of 18 m.p.h., without the aid of time or distance-recording instruments.

The finishing point, Letchworth Hall Hotel, was reached via Roydon, Hertford, Walton, and Stevenage, the route throughout being of a give-and-take order.

Mr. R. F. Moss, driving a Warren Lambert, actually ran dead on time, the next best in the 1,500 c.c. class being J. Thornton (Riley) with an error of 59 secs. fast. H. J. Stone (Standard) ran third with a time error of 1 min. 3 secs. fast.

The London Rally at Hendon.

As already announced, the third London Rally of motorists, with which will be incorporated an aviation meeting, will take place at the London Aerodrome, Hendon, on Whit-Monday, the gates being opened at 12 noon and the proceedings starting at 2 p.m. Those who attend will be assured of an excellent afternoon's entertainment.

The 11.9 H.P. Albert on the Road

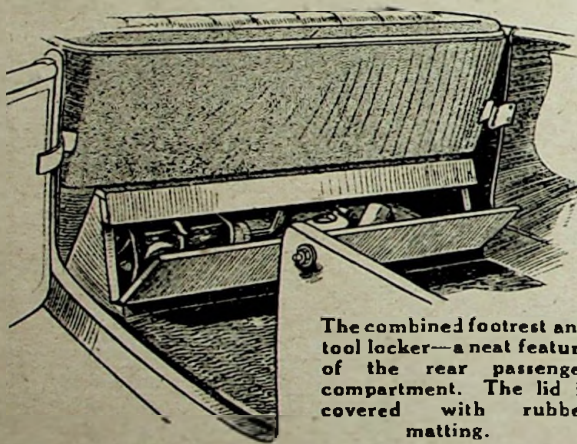
One of the Premier Luxury Light Cars on Test. 300 Miles Over Give-and-take Roads.

FOR several years past the 11.9 h.p. Albert has been regarded as one of the premier luxury vehicles coming within the 1,500 c.c. definition, and, quite apart from the exterior appearance, the fact that it is made by Gwynnes is sufficient proof not only of the soundness of the principles adopted in its design, but of the fine workmanship that has been incorporated in its construction.

Thanks to the courtesy of the Service Motor Co., Ltd., 91, Gt. Portland Street, London, W.1., we were enabled recently to subject the de luxe four-seater model to a 300-mile road test extending over a week-end. As a result we think that the car deserves a very high meed of praise, and our experiences have only served to strengthen the good opinion of this model which we previously entertained.

A 1,494 c.c. Power Unit.

Dealing first purely with the mechanical features of the car, the power unit is of the four-cylinder, water-cooled type, the bore and stroke of the cylinders being 68 mm. and 103 mm., giving a cubic capacity of 1,494 c.c. and a Treasury rating of 11.9 h.p. Overhead valves are fitted, their operation

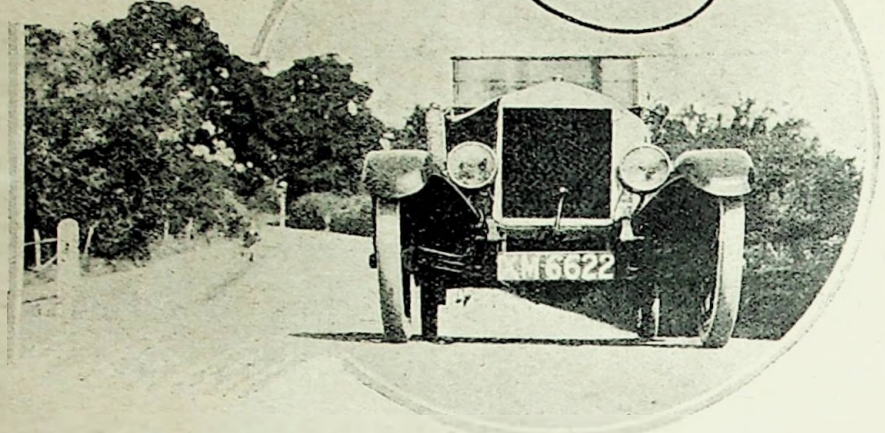


The combined footrest and tool locker—a neat feature of the rear passenger compartment. The lid is covered with rubber matting.

being effected by push rods lifted by a camshaft situated more or less in the conventional position within the crankcase.

Forced lubrication to all the principal moving parts is adopted, whilst a special lead is taken to the overhead rockers. These are enclosed in a light aluminium cover and are easily accessible, the cover being held in place by four brass nuts only. The pistons are of aluminium, the cylinder head is detachable, and the cooling by thermo-siphon.

B40



FROM AN UNUSUAL ASPECT.—A front view of the Albert topping a hump backed bridge. Note the clean and attractive lines, also the ample ground clearance.

The magneto—a Fellows—is situated on the near side of the engine, whilst on the same side, neatly mounted in a tunnel formed in the rear bearer arm, is the electric starting motor. The combined oil filler and breather is also integral with this arm. The dynamo is driven directly from the timing case on the off side of the engine. A horizontal type of Zenith carburettor supplies the mixture, the instrument being bolted direct to the detachable induction manifold.

The drive to the gearbox is taken through a single plate Ferodo-lined clutch, the former unit being of the four-speed type and providing the following useful ratios: top, 4.5 to 1; third, 6.7 to 1; second, 12 to 1; and first, 18 to 1. The final drive is by an enclosed propeller shaft to a substantial back axle incorporating differential.

Commendably Easy to Control.

Steering is by worm and wheel, the brakes are of the internal-expanding variety, incorporated with the back axle, whilst the springing is half elliptic at the front and by long multi-leaved cantilevers at the rear. The extensive equipment of the de luxe model, which sells at £395 with real leather upholstery, is a noteworthy feature. It includes a Smith clock, speedometer and oil gauge, C.A.V. lighting and starting, two side, two head and tail lamps, spare wheel, double-panel windscreen and a one-man hood with dust-proof envelope.

Although the Albert is a big member of the small car fraternity, and might, therefore, be supposed to occasion a certain amount of awkwardness in traffic-driving, it is so easily controlled that, within a few minutes of taking the driving seat, one is perfectly at home and enjoys that feeling of command over the vehicle which often is only experienced on other cars after several hours' running.

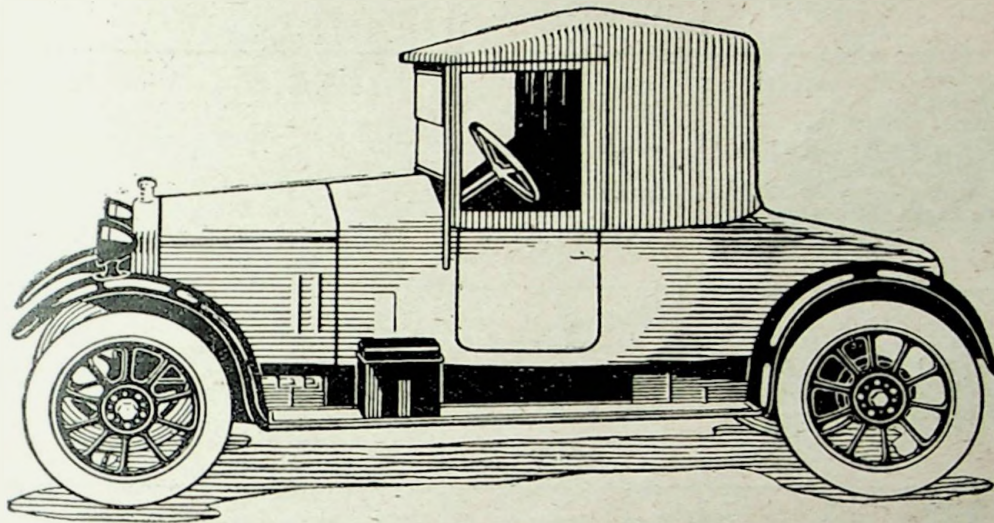
Acting on the assumption that its designer provided four speeds because he thought they were necessary, we occasionally made use of first gear during our initial run through traffic, but we speedily discovered that the useful ratio of the second gear was quite sufficient to enable the car easily to be started on the level and on moderate acclivities.

The clutch is particularly sweet acting. The foot can be withdrawn from the pedal rapidly, when the

The Wolseley

Price **£295**

STANDARD TEN.



The announcement of this new model has already led to a phenomenal demand. Motorists appreciate that **never before has a car of such high quality been offered at so low a price.**

In all main essentials, it is identical with the Wolseley Ten de luxe, world-famous for its high road efficiency and low running cost. The same wonderful system of springing is adopted. It is just as fast, has the same hill-climbing powers, and is equally economical in use. The less essential details of equipment have been simplified in order to produce the car at a really popular price, but it is in every respect complete and ready for the road.

The Equipment includes:

Folding Hood, All-weather Side Curtains, Dicky Seat, Adjustable Windscreen, Spare Wheel with Tyre on Carrier, Electric Lighting Outfit (3 lamps), Bulb Horn, Tool Kit, etc.

This model is also supplied in the well-known de Luxe form, with additional equipment. Price **£380** Immediate delivery can be given.

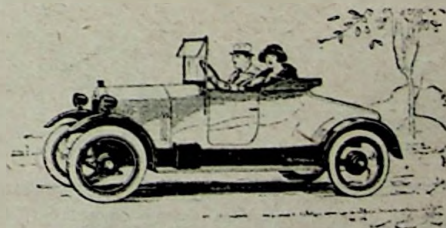
Dunlop Tyres fitted as standard.

Write us for Catalogue No. 5, post free.

WOLSELEY MOTORS LTD., Adderley Park, BIRMINGHAM

(Proprietors: Vickers Limited).

London Showrooms: **WOLSELEY HOUSE, 157, Piccadilly, W.**



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CROUCH

MODEL.

BUILT BY ENTHUSIASTS FOR ENTHUSIASTS

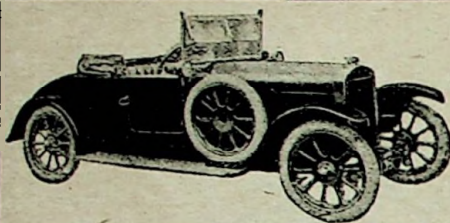
Specification



£
235
COMPLETE

8-18 h.p. Popular Two-Seater. (DICKEY SEAT.)

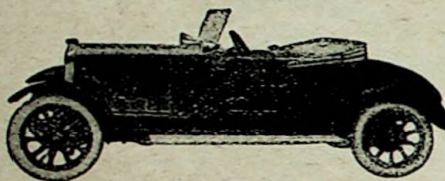
Engine.—2-Cylinder V 60° Crouch, water-cooled, with detachable combustion head.
Lubrication.—By worm-driven pump, automatic.
Transmission.—Crouch fabric-faced cone clutch, propeller shaft, with two universal joints between engine and gearbox.
Body.—Streamline, fitted with door each side and spacious dickey seat.
Wheels and Tyres.—Detachable steel wheels fitted with 700 x 80 tyres.
Dynamo Lighting Set.



£
245
COMPLETE

8-18 h.p. All-weather Two-seater. (DICKEY SEAT)

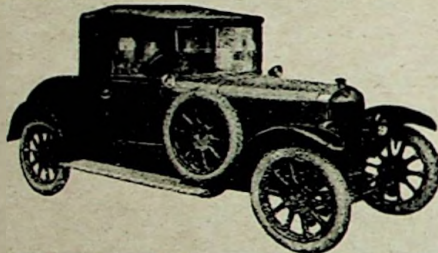
Engine.—2-Cylinder V 60° Crouch, water-cooled, with detachable combustion head.
Lubrication.—By worm-driven pump, automatic.
Transmission.—Crouch fabric-faced cone clutch, propeller shaft, with two universal joints between engine and gearbox.
Body.—Streamline, fitted with door each side and spacious dickey seat.
Wheels and Tyres.—Detachable steel wheels fitted with 700 x 80 tyres.
Dynamo Lighting Set.



£
295
COMPLETE

12-24 h.p. Popular Two-Seater. (BRITISH ANZANI ENGINE.) (DICKEY SEAT.)

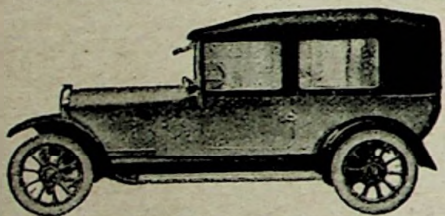
Engine.—4-Cylinder Monobloc, water-cooled, with detachable head.
Lubrication.—Automatic, by gear-driven pump.
Transmission.—Own patent fabric-faced cone clutch, with two universal joints between engine and gearbox.
Body.—Streamline, coachbuilt, with door each side.
Wheels and Tyres.—Detachable steel wheels are fitted with 700 x 80 cord tyres.
Lighting Set.—(5 lamps.)



£
335
COMPLETE

The All-weather 12-24 Two-Seater (BRITISH ANZANI ENGINE.) (DICKEY SEAT.)

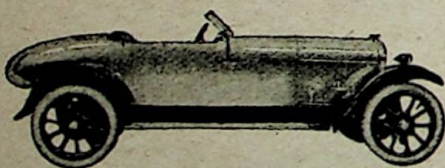
Engine.—4-Cylinder Monobloc, water-cooled, with detachable head.
Lubrication.—Automatic, by gear-driven pump.
Transmission.—Own patent fabric-faced cone clutch, with two universal joints between engine and gearbox.
Body.—Streamline, coachbuilt, with door each side.
Wheels and Tyres.—Detachable steel wheels are fitted with 700 x 80 cord tyres.
Lighting Set.—5 lamps and electric starter, 12-volt.



£
350
COMPLETE

The 12-24 h.p. Four-Seater. (BRITISH ANZANI ENGINE.)

Engine.—4-Cylinder Monobloc, water-cooled, with detachable head.
Lubrication.—Automatic, by gear-driven pump.
Transmission.—Own patent fabric-faced cone clutch, with two universal joints between engine and gearbox.
Body.—Streamline, coachbuilt, providing ample accommodation for four adult passengers. Two large doors are provided.
Wheels and Tyres.—Detachable steel wheels fitted with 700 x 80 cord tyres.
Dynamo Lighting and Starting Set.—(5 lamps, 12-volt.)



£
395
COMPLETE

The 12-24 h.p. Sports Model. (BRITISH ANZANI ENGINE.)

Engine.—4-Cylinder Monobloc, water-cooled, with detachable head.
Lubrication.—Automatic, by gear-driven pump.
Transmission.—Own patent fabric-faced cone clutch, with two universal joints between engine and gearbox.
Body.—As illustrated, polished aluminium, with light and neat sports type hood. There is ample luggage accommodation.
Wheels and Tyres.—Detachable steel wheels fitted with 700 x 80 cord tyres.
Lighting and Starting Set.—(5 lamps, 12-volt.)

ASK YOUR AGENT FOR A TRIAL RUN.

London Agents: Messrs. B. S. Marshall, Ltd., 17a, Hanover Square, W.1.

CROUCH MOTORS LTD., Tower Works, Coventry

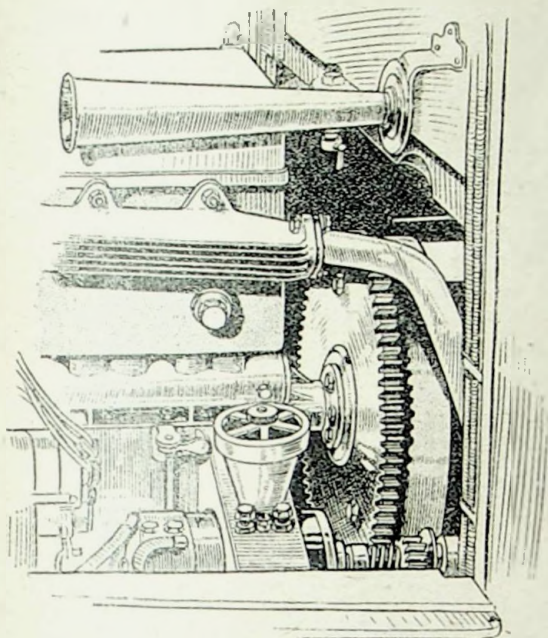
ESTABLISHED 1910.

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

ON THE ROAD WITH AN 11.9 H.P. ALBERT
(contd.).

engine gets away smoothly and positively with its load. Slipping the clutch is unnecessary, thanks to the flexibility of the engine, which enables it to pick up from 5 or 6 m.p.h. in top gear. Under these conditions traffic driving is delightful, and should a change down become necessary the central lever is so handy that the operation can be performed with a minimum of trouble.

The brake lever, however, is too far away for an



A glimpse of the engine, showing ribbed exhaust manifold, oil filler (adjacent to which is the high-level oil tap extension handle), geared flywheel, starter motor and magneto.

emergency—a point which we recommend to the designers as one which requires attention.

On the lower gears the car emits that low, pleasing hum reminiscent of much bigger cars, but when the lever has been snicked into top almost uncanny silence prevails, the only interruption being the hiss from the carburetter air intake. Rattles and squeaks are conspicuous by their absence, and the car glides along in a manner which can only be compared with that which is characteristic of the best British big car practice.

Sturdy, but Light.

Judging by its appearance, one might very easily come to the conclusion that the Albert is a heavy car—a supposition which is contradicted by an actual test on the weighbridge, which showed that, unladen, it turned the scale at 18 cwt. 1 qr. 21 lb.

Every engine has its peculiarities, and we had to cover 50 or 60 miles on the open road before we obtained the best out of the 11.9 h.p. Albert power unit.

It has an unusual characteristic, in that at 15-20 m.p.h. the accelerator pedal can be suddenly thrust out to its fullest extremity, when, without that alarming knock which might be expected, the car accelerates evenly in very much the same fashion as would a steam-engine if

the throttle were opened suddenly. Herein lies the secret of getting the best out of the Albert, which demands a wide throttle or no throttle at all.

A word as to the four-speed gearbox, or more particularly as to the arrangement of the gear notches, which should appeal greatly to the man who has stiff country to traverse under ordinary touring conditions.

The top and third gear slots, which are opposite to each other, come in for the major part of the work, but should it become necessary to negotiate a particularly stiff stretch demanding changes down to second and first, then again we have these emergency notches opposite to one another, making the operation so simple as to warrant full use being made of the gears.

Lighting and Starting.

The name C.A.V. is a sufficient guarantee as to the reliability and effectiveness of the lighting and starting systems. The engine can be started from cold on the switch without flooding or previous "unsticking," whilst the headlights throw an extremely useful yet none too dazzling beam capable of picking out the road for at least four telegraph posts ahead.

In considering a four-seater car the comfort of the rear passengers is a point deserving of investigation, and no fault can be found with the accommodation provided on the Albert. The seat itself is wide and tilted at just the right angle, whilst the well-sprung squab is of generous proportions. There is ample room for two adults and a child, whilst the rubber-covered footrest, which also acts as a capacious tool locker, gives that welcome support to the feet and legs which is so essential on a long cross-country journey.

Summing up, we have seldom had the pleasure of covering 300 miles during a week-end on a car which impressed us more favourably, and, despite its adequate passenger-carrying capacity, a comfortable touring speed of 35 m.p.h. can be maintained over give-and-take country with a petrol consumption of at least 30 m.p.g., and an oil consumption which must be somewhere in the neighbourhood of 1,100 m.p.g. to 1,300 m.p.g.

Even when fully loaded with five "up" it is a speedy hill-climber, and it gets on with its work in such an unobtrusive fashion that, were it not for the verification of the speedometer, one might easily be led to the conclusion that its speed up gradients was below the average.

It is a fine car in every sense of the word—design, construction, appearance, comfort and "handling"—and without equivocation we can assert that, as value for money, it represents an undoubted bargain.



THE USEFUL DRIVER'S DOOR.

In addition to revealing the general side appearance of the car, this photograph shows the useful door for the driver's use.



Testing out the 8 h.p. Sénéchal -

IN BRIEF.

Engine : Four-cylinder.
 Bore and stroke, 55 mm. and 95 mm.
 Unit construction.
 Three-speed gearbox.
 No differential.
 Suspension : Single transverse front,
 duplicated quarter-elliptic rear.
 Two-seater, with small dickey for child.
 Price £225. Tax £8.
 Sénéchal Cars,
 60, Conduit Street, London, W.1.

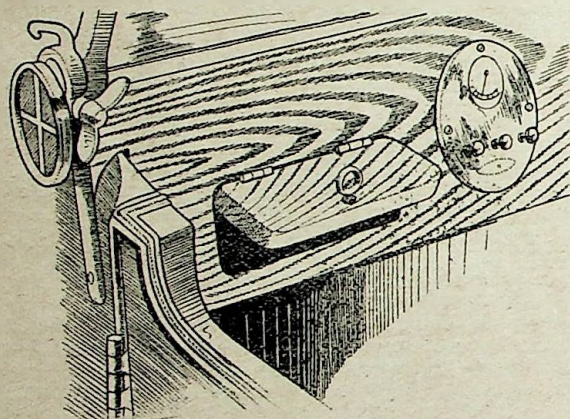
Speed and Liveliness Outstanding Features of a French Small Car.

ALTHOUGH the Sénéchal is as well known on the Continent as, say, a Rover in England, its name alone may be new to many in this country. In France this miniature car has been singularly successful, and whether the competition vehicles are standard or not, a make of car which is consistent in competition work usually has something good to offer the owner-driver.

a healthy ripple from the engine coming in response to a quarter of a turn on all occasions excepting when quite cold. In these circumstances two or three complete turns proved effective after the carburetter had been flooded.

Simplicity of the Gear Change.

A first and lasting impression which was gained of the Sénéchal was that it is "tight," by which is meant that one experiences a decided feeling of security at all speeds up to over 50 miles an hour, of which it is capable. The engine is lively to a degree and can be treated almost cruelly without audible dissension. The same remarks apply to the gearbox, which is a delight to control. Although of the orthodox sliding-pinion type it is simply waste



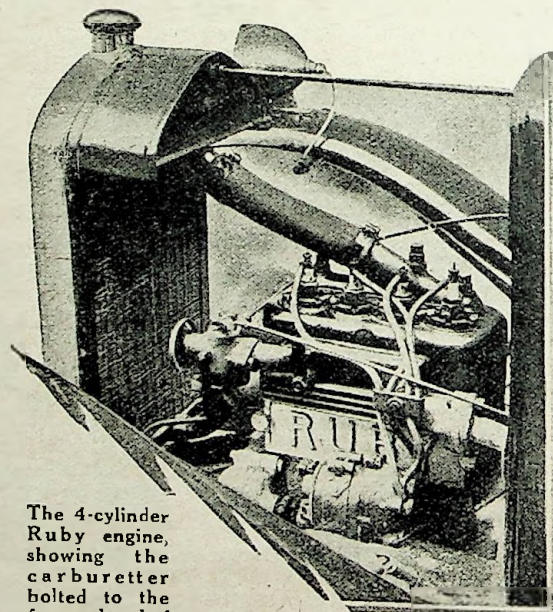
Typically French, the dash is not overburdened, but there is a useful cubby hole in which maps or other impedimenta can be carried.

The Sénéchal is one such. It is not a cyclecar, as its specification shows, but it is a small car amongst small cars, and is, in consequence, particularly handy to manipulate. The power unit, a four-cylinder water-cooled Ruby, with cylinder dimensions of 55 mm. by 95 mm., is built up in unit construction with a centrally controlled gearbox. An open propeller shaft conveys the drive to the differential-less rear axle, on which both sets of brakes are located.

A single transverse spring forms the suspension forward, whilst at the rear duplicated quarter-elliptic springs are used. Wire wheels shod with 700 mm. by 80 mm. tyres—a commendable feature—add materially to the appearance of the Sénéchal, which, with a trim little English two-seater body, bears little resemblance to the entirely French-built car of this class.

Starting up was found to be commendably easy,

B41



The 4-cylinder Ruby engine, showing the carburetter bolted to the forward end of

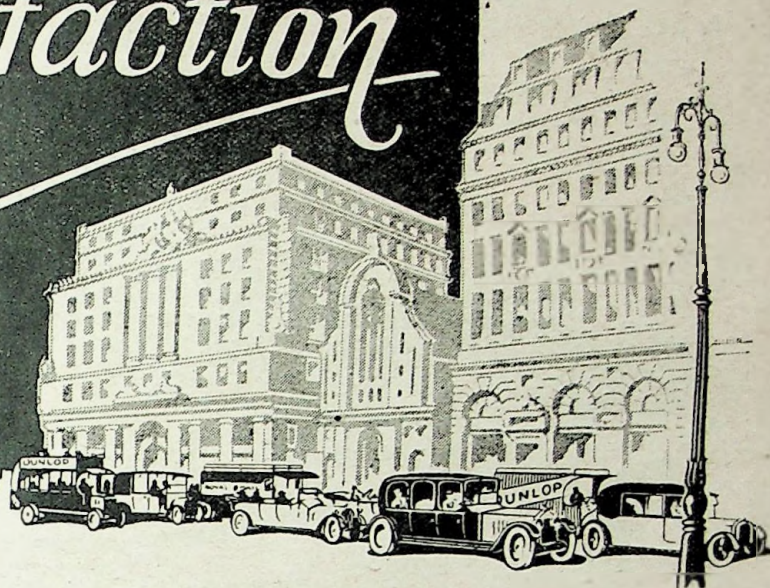
the induction manifold, the finned exhaust manifold, and the large-capacity radiator.

of time to trouble about double-clutching, even when changing down.

Being particularly lively and responsive on second

DUNLOP THE WORLDS FINEST CORD TYRE IS BRITISH MADE.

Satisfaction



TO make a tyre that *completely satisfies* the modern motorist one needs:—

EXPERIENCE.

The Dunlop Rubber Company made the first pneumatic tyre in 1888. The Dunlop Cord of 1923 is the result of the vast experience won in those intervening years.

HIGHEST QUALITY RAW MATERIAL.

The Dunlop Rubber Company grows its own rubber, weaves its own cotton, and makes its own tools and moulds. All of which helps to account for that record mileage tyre—the Dunlop Cord.

ACCURACY.

The finest accuracy must be preserved through every process of manufacture. At Fort Dunlop, where Dunlop Cords are made, every stage in the making of each tyre is checked and counter-checked. No flaw can pass this system of deadly watchfulness that is maintained. Hence their long life.

These are the features of Dunlop construction that ensure complete satisfaction, therefore

If your car has disc or wire wheels do not be inconvenienced by having valves of the wrong length. Demand from your dealer a Dunlop tube with a short valve. It will be supplied without extra cost.



fit **DUNLOP**
and **BE SATISFIED**

Wherever they sell tyres they recommend DUNLOPS.

DUNLOP RUBBER COMPANY LIMITED, BIRMINGHAM. BRANCHES THROUGHOUT THE WORLD

These Goggles saved his Sight



Many motorists have been disfigured and totally blinded by splintered glass. Be on your guard! After regrets avail nothing. Wear only Triplex goggles, and see that *all* the glass on your car is Triplex. It is the only glass in the world that is

ABSOLUTELY SAFE.

From 8/6 (Rubber Frame)

Other models from 12/6 (as illustrated).
Anti-Glare & Anti-Dazzle Tints
1/- per pair extra.

Obtainable at Opticians,
Stores, Garages, etc.

Triplex Safety Glass
CANNOT SPLINTER
1 ALBEMARLE ST. PICCADILLY LONDON, W.1.

Kennington Service.

Contractors to H.M. Government.

Read this Letter

Harrogate,
26th May, 1922.

The Triplex Safety Glass Co., Ltd.,
London, W.1.

Gentlemen,
I enclose a pair of Triplex goggles in order that you may see how efficient they were in an accident I had on Saturday last. I was flung off my motorcycle and fell with considerable force on my face. I can thank Triplex Safety Glass that I still possess my sight. With ordinary glass I must have been blinded and my face cut.

Yours faithfully,
(Signed) R. S. HEPWORTH.

RAPSON CORD TYRES

WHICH is the World's best tyre?—According to the advertisements there are dozens, but when it comes to milestones under official observation!!!

Three sets of Rapson Cord Tyres—fitted to heavy, medium and light weight cars—have completed

10,000 MILES,

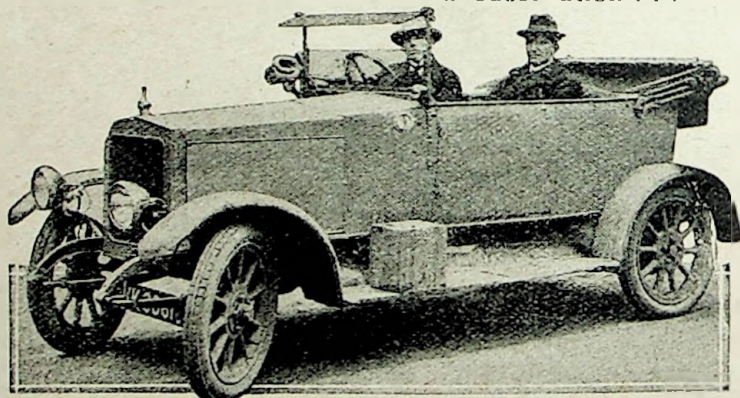
20,000 MILES

and

30,000 MILES

on the road—under the official observation of the Royal Automobile Club. In this entire mileage no tyre trouble has been experienced on any car. No other make entered for an R.A.C. official trial of tyres has ever exceeded 5,000 miles running in the history of the Club!

In so far as this advertisement refers to R.A.C. Official Trials of tyres, it has been approved by the R.A.C.



The Wonderful Westcar, which, fitted with Rapson Cord Tyres, has accomplished 10,000 miles under R.A.C. Official Observation.

Showrooms:

477, Oxford Street, London, W.1

Telegrams—"Rapson, Wesdo, London."

Telephone—Mayfair 1036-7.

RAPSON
TYRE & JACK COY. LTD

Factory:

Burlington Road, New Malden
Surrey.

Telegrams—"Rapson, New Malden."

Telephone—Malden 190-1-2.

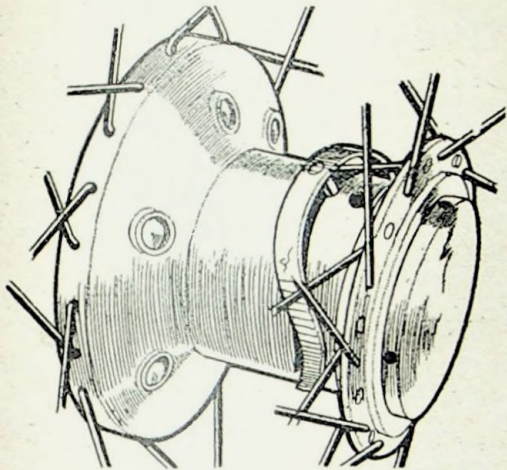
THE 8 h.p. SENECHAL ON TEST (contd.).

gear, not a moment is lost in changing up on an easing gradient; in fact, with the engine turning over at about 2,000 r.p.m. a lightning-like movement through the gate into top only reduces the engine revs.; there is not a vestige of noise. Changes down can be made with like rapidity, keeping the accelerator hard down during the operation.

Maintaining Engine Revs.

Providing the engine revs. are maintained the Senechal will burble up main-road hills such as Kingston on top, but it was found that if the conditions obtaining called for a partial release of the acceleration, second gear was demanded.

To drop into second means renewed life, for the ability of the engine to turn over, combined with a high power-weight ratio, enables a speed of at least



A spring ring with a projecting pin serves positively to lock the wheel nut, thus preventing any tendency for the nut to work loose.

35 m.p.h. to be obtained on this gear. It is difficult to name the maximum speed flat out, but this certainly exceeds 50 miles an hour. The springing being a trifle tight and the steering distinctly favourable to high speeds it is not surprising that the Senechal holds the road well. One, of course, appreciates such characteristics, but when it comes to manoeuvrability the steering is decidedly on the heavy side and calls for improvement.

Regarding the suspension, this, as mentioned above, is somewhat "snappy," but only when running light, being much easier with two passengers aboard. A little more generous upholstery would tend to improve matters from the comfort point of view.

Whilst the brakes meet all demands, it would be a decided improvement if the lever were more readily get-at-able. The action of both sets of brakes is sweet and progressive in the extreme, and on several occasions both were applied energetically under varying conditions when a dead pull up was demanded.

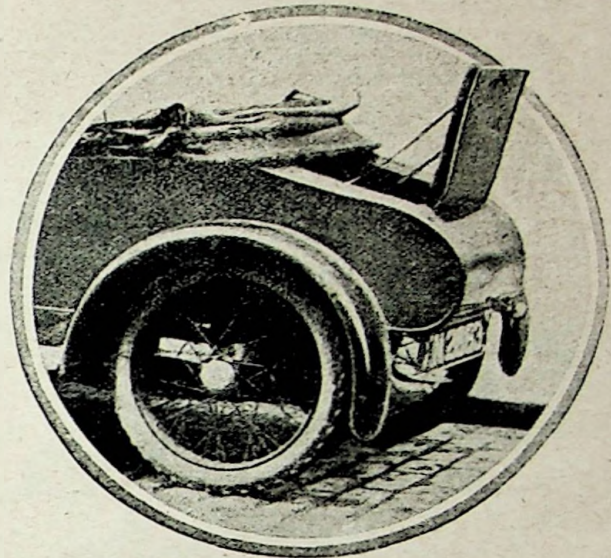
The Ruby engine was found to be powerful, quiet in running, almost perfect in balance, and flexible to a degree. The gearbox was silent on all gears, although the back axle was inclined to sing.

The Senechal is a small car which should make a distinct appeal to the motorist graduating from the ranks of the motorecyclist, for speed and general

liveliness are features to which the solo and combination owner have become endeared.

Handiness in Traffic.

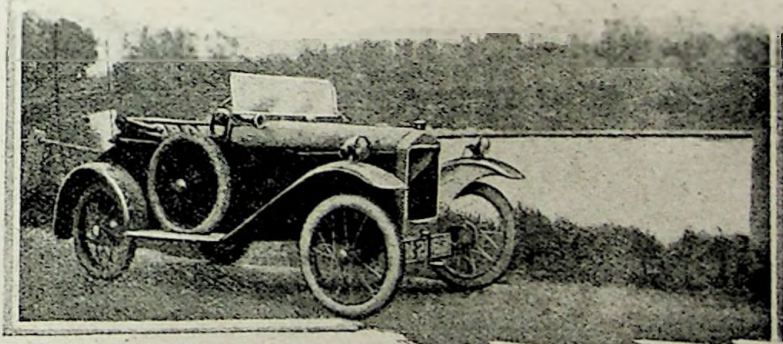
It must not be thought, however, that these qualities have been secured at the expense of tractability or docility, for the Senechal is very



Accommodation for a child is provided in the dickey seat, which is of ample proportions.

handy in traffic, although the clutch needs manipulating with discretion. Owing to the small size and disposition of the pedal it is not possible to work it with the ball of the foot, and therefore that meety of control at which one aims is rather difficult of attainment.

Withal, however, this French small car is one which is distinctly fascinating to handle, for the easy manner in which it gets over the ground needs experiencing fully to be appreciated. The price of the two-seater model under review is £225, complete with dynamo lighting. The de luxe model, the chassis of which is identical, sells for £255. In this



**BRITISH BODY—
FRENCH CHASSIS.**

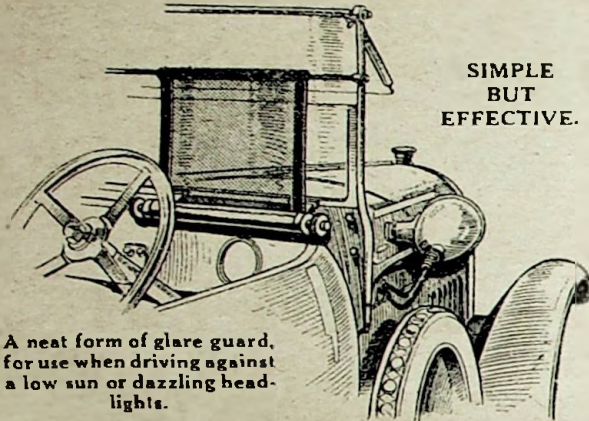
The British body on the Senechal has a trim appearance, and provides cosy seating accommodation.

case the windscreen is of the adjustable double panel type, and all-weather side curtains are included. The engine is so easy to start that the electric starter on the de luxe model is strictly for convenience, whilst the speedometer and clock are more than useful accessories. The concessionaires are Senechal Cars, 60, Conduit Street, London, W.

SPICE OF NOVELTY.

A Novel Glare Guard Screen.

With the object in view of eliminating or reducing glare from a wet road when driving against a low sun, Miss F. J. Erskine, of St. Giles' Cottage, Stamford, has recently patented a simple type of glare guard screen. The device consists of a sheet of blue celluloid wound on a spring roller, which can be raised or lowered when required, with the minimum



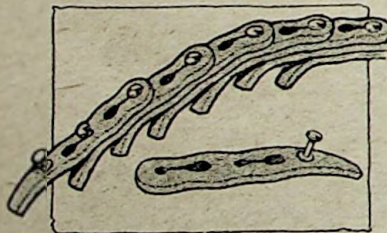
SIMPLE
BUT
EFFECTIVE.

A neat form of glare guard, for use when driving against a low sun or dazzling headlights.

of trouble. When in use, it is kept in position by means of a support running across the length of the windscreen. Although primarily designed for the above purpose, the screen proves a useful guard against headlight glare, and it could be fitted in such a position that in the ordinary course of driving it would in no way obstruct the view, whilst, when needed, the body could be slightly inclined to bring the guard into the line of vision.

Brammer Endless Belting.

The manufacturers of the Jeavon's spring gaiters—Ramsdens (Halifax), Ltd., Station Works, Halifax—are now marketing the Brammer belting, for which they are sole concessionaires. The leather used in the construction of the belt is from selected butts, split to uniform thickness and specially treated to render it unaffected by oil. Each link, which is complete with bearing pin, and is slotted, is a separate



Composed of interchangeable links, Brammer belting can be instantly adjusted by the removal or insertion of a link.

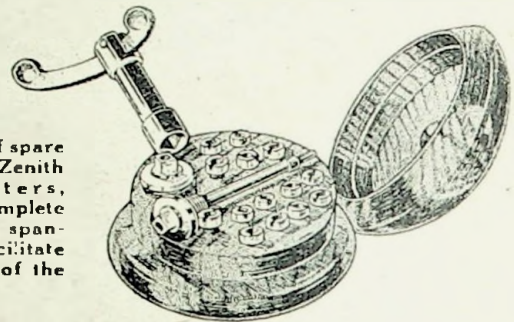
unit, uniform, and interchangeable with every other link, and is firmly attached in the belt to the two preceding and two succeeding links. Adjustment of length is a very simple matter, it being only necessary to take out or replace one of the links at any point. It is suitable for use with grooved pulleys for driving dynamos, fans, or speedometers, whilst, owing to its construction, it grips the pulley grooves when running slack, giving minimum load on bearings. The half-inch width is priced at 3s. 9d. per ft., the five-eighth-inch and three-quarter-inch selling at 4s. and 4s. 3d. per ft. respectively.

B48

Some of the Latest Inventions and Accessories.

Spares for Zenith Carburetter.

Users of Zenith carburettors will be interested to learn that Mr. Aug. E. Menuge, of Worplesdon, Surrey, has marketed a neat outfit containing a selection of Zenith jets. The jets are screwed into a small circular box, and include all the sizes that are likely to be required under different conditions. A main and compensating jet are included in the set, both of which are drilled with a fairly large hole and are threaded at the bottom to receive any of the smaller jets, which are carefully gauged and marked. For the purpose of facilitating the removal of a jet, a box spanner is supplied, and this, fitted with a slid-

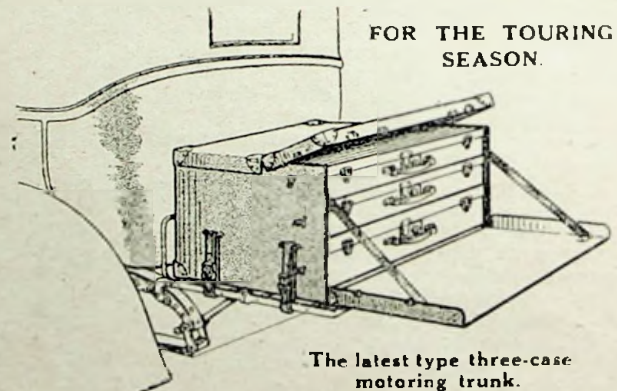


The K set of spare jets for Zenith carburettors, which is complete with a box spanner to facilitate removal of the jets.

ing type of handle, enables the operator to reach a jet under the most cramped conditions. The complete set, which is known as the K, sells for 10s., a similar set being also supplied for Solex carburettors.

Inexpensive Motor Trunks and Cases.

The Chad Valley Co., Ltd., of Harborne, Birmingham, have produced a very practical, light, and inexpensive set of motoring trunks, the price of which varies, according to size, from 5 to 8 guineas. The case is composed of an outer shell made of three-ply wood, which is covered with compressed fibre. Along



FOR THE TOURING SEASON.

The latest type three-case motoring trunk.

its bottom, battens, which are recessed transversely to coincide with the rails of the luggage grid, insulate the main case from the grid, and at the same time register its position. On each side of the exterior are clips, to which strips can be attached, these clips being located low down so as to economize the length of strap that is necessary to secure the shell to the grid. The front of the shell lets down, and discloses two, three, or four suit-cases, which are slid into position along rails on each side of the interior of the shell, where they are neatly disposed one above the other and are, of course, completely protected from dust and rain.

Consistently Successful
in the

ROVER

"The Car that set the fashion to the World"

**SCOTTISH
SIX DAYS
TRIAL**

(May 7th - 12th, 1923)

**SIX 8 h.p. ROVERS
COMPETED**
(including one coupe)

ALL FINISHED
Winning

3 Silver Cups

(Highest Award) and

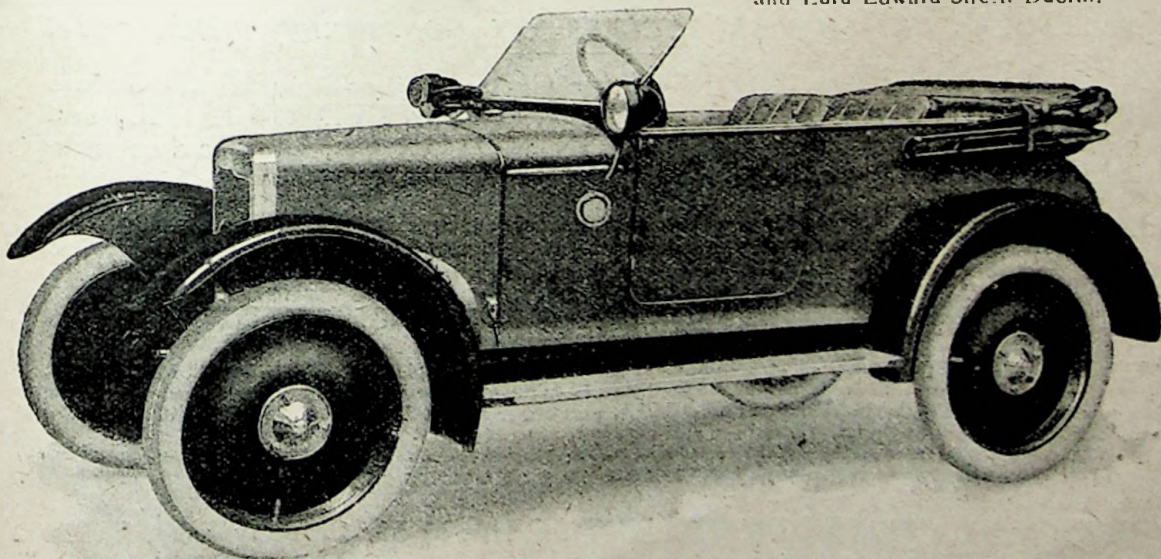
3 Silver Medals

Thus repeating their success in the 1921
Scottish Six Days, when 8 h.p. ROVERS won
**4 GOLD MEDALS AND
THE TEAM PRIZE.**

Catalogues sent free with pleasure.

THE ROVER CO., LTD., COVENTRY.
60-61, New Bond Street, London (Tel.: Mayfair 157),
and Lord Edward Street, Dublin.

8 h.p. 2-Seater
fully equipped with dynamo
electric lighting, horn, spare
wheel and tyre, hood with
all-weather side curtains.
£180
4-Seater - - £190
Coupe - - £225
Self-starter £15 extra.



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.

B49

Amazing "Solex" results!!

Read this Letter from
the Owner of a G.W.K.

Dear Sirs,—

The new Solex you have fitted to my old G.W.K., I am very pleased to say, has improved her to an incredible degree. With the old carburettor before overhaul I used to get 25 miles only, now I get from 42 to 45 in town. Last month I went to Portsmouth with three people (30 stone) up and full equipment, and used a little over a gallon and a third from Putney. By careful measurement of petrol used, and with the help of an accurate speedometer, it worked out at 55 m.p.g.

You are at liberty to make use of this letter.

I remain,
Yours faithfully,

There is a Special Solex Model for each individual make of car.

You can have the Special Solex Carburettor designed for your car fitted on 30 days FREE trial, without obligation, and even if your car is a very early model you will be surprised how much increase of power, speed and acceleration you will obtain together with more miles per gallon. Why not have a Special Solex fitted without delay? Write for particulars.

S. WOLF & CO., LTD.,
115, SOUTHWARK ST.,
LONDON, S.E.1
Coventry: 6, Warwick Row



SOLEX

THE NO-TROUBLE CARBURETTOR

SPEEDWELL

MOTOR OIL



"If only I had used Speedwell."

THE FIRST BRITISH CAR SUCCESS ON CONTINENT SINCE 1914.

THE ITALIAN GRAND PRIX for Cyclecars was won by the 7 h.p. AUSTIN, driven by Capt. A. Waite, using SPEEDWELL OIL, and the following letter from the AUSTIN MOTOR Co., Ltd., is a remarkable testimonial from both victor and vanquished.

23.4.23.
". . . . The following day, when I was looking over the engine, etc., Mr. Anzani, the designer and manufacturer of the Anzani engine, who was second in the race, was most impressed with the oil; he even went so far as to say WITH OIL SUCH AS THAT, HE THINKS HE WOULD HAVE BEATEN US."

(Signed) AUSTIN MOTOR CO., Ltd.

Arthur Waite.

This is NOT AN ISOLATED success, but one of many CONSISTENTLY OBTAINED by SPEEDWELL week in and week out. There is a moral to be drawn from the above letter. It is fairly obvious, so why not act on it? INSIST ON HAVING SPEEDWELL next time, for SPEEDWELL, SATISFACTION and SUCCESS go hand in hand.

These are the Grades to ask for—Water-cooled cars, Sans Egal Zero; Air-cooled, Sans Egal; Racing, White Ideal.

THE VERY BEST BY EVERY TEST.

Write for Pocket Lubrication Chart to—

BRITISH OIL & TURPENTINE CORPORATION, Ltd., 57-58, Chancery Lane, W.C.2.

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



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, but not abbreviated, and, preferably, typewritten. We reserve the right to make any alterations or deletions which we deem necessary.

SIMPLICITY OF CONTROL.

I read in a daily paper a few days ago that the Ford Co. was worth £107,000,000. One of the reasons why the Ford is so popular is that to change speed is so easy. Anyone can do it at the first time of asking. What

An Important Factor.

English cars are there that allow the gears to be changed at any speed—up or down hill—without the possibility of missing, even when coasting in neutral? I know of only two—i.e., the Lanchester and the G.W.K. We may dismiss the Lanchester at once as being a supercar and not likely to interest the average owner of a light car.

Since 1907 I have owned half a dozen cars of between 15 h.p. and 25 h.p., and my seventh is a 10.8 h.p. G.W.K. I live in one of the hilliest parts of West Somerset, and I am amazed at the efficiency of the disc drive. It is as reliable as any other form of transmission uphill, and gives one an extraordinary sense of security coming down, as one can always slip into a lower gear, or even reverse, without the possibility of missing. But—and there is always a but—the noise of the drive is a serious drawback. It is "unpleasant" when the hood is down; it is very unpleasant when the

hood is up, and is distinctly more so when the all-weather fittings are in position. Is there no way of getting over this trouble? I have lined all the floorboards and rear seats with thick felt, but without much success.

Have any of your readers owned or driven one of these cars with the engine and disc at the rear? I believe some two-seaters were made in that way, and it would be interesting to know if they were less noisy. My car is a four-seater, as I dislike two-seaters. (I have had two, and never want another.) I should very much like to see a four-seater G.W.K. with the engine and discs under a tail well outside the body.

It seems to me that by doing away with the long propeller shaft and keeping all the machinery behind the occupants of the car the noise would be scarcely noticeable. Another great advantage would be that when only the front seats are occupied the rear wheels would hold the road very much better. The roads in this country make driving in any car that weighs less than 30 cwt. very unpleasant. Please note, I am not an engineer and do not profess to be one.

WEST SOMERSET.

The Value of Service.

One often hears disparaging remarks to the effect that manufacturers obtain your cheque and then the service becomes a nonentity. Twelve months ago I purchased a

A Coventry Premier Owner's Experience.

Coventry-Premier from Messrs. Offord, Gloucester Road, S.W., and being very pleased with the little car and the treatment I received at the hands of the agents while taking delivery, I take the opportunity of expressing my appreciation.

After running 1,000 miles I experienced difficulty with the second gear, and on writing Messrs. Singer regarding it they sent me a new set of pinions, together with a new-type thrust race, which has made changing delightfully easy.

The other day, when returning from a long run, I noticed that oil was leaking from the back axle on the crown-wheel side. I wrote Messrs. Singer regarding this, and they replied that the leather washer in the axle was damaged and sent me, at the same time, two new ones. They made no charge and expressed their desire to be "always at your service," and this after 12 months' use certainly entitles them to their trade-mark ("The Seal of Satisfaction").

The car has done 3,000 miles and I have never been let down. The engine runs better than ever and has not been decarbonized.

Replacements, other than those mentioned, nil, with the exception of one plug (cracked). The tyres are unpunctured, and the car will take three adults anywhere. As I reside on the top of the Chilterns 690 ft. up, I have had every opportunity of giving the car a real test. I may add that I have no interest of any kind in the firm of Messrs. Singer except as a more than satisfied user of their cars.

A. J. TOMPKINS.

Why Should Prices be Fixed?

I have read the letter signed J. Stanley Woodward in your issue dated May 11th, and I did not have to read it twice to know that your correspondent is not one of the general buying public. What a suggestion, to be sure! Why should manufacturers fix a price and stand by it, although they can afford to sell cheaper? Who

would get the benefit of such an arrangement, the buying public or the manufacturers? As there is little or no chance of prices going up, the answer is pretty obvious.

How is it that we are able to buy cars at a comparatively cheap figure to-day? Simply because one manufacturer leads the way with a price reduction, and, like a prairie fire, the news spreads and every other production in the same class comes down in sympathy. Were it not for competition, the price of all commodities would be prohibitive. Surely your correspondent must realize this. Without competition trade would be dead, at least so far as British manufacturers were concerned. I for one would deplore any such conference of manufacturers as suggested, but as no business man would give the scheme a second thought there is, I think, nothing about which we need worry.

At the same time, even suggestions of this nature are dangerous, and it is the writer's confirmed opinion that any attempt to fix prices in the way suggested would result not in increased business, but in depression and stagnancy of trade. Surely the whole joy of living is the uncertainty of life, and if we knew what the morrow had in store one's incentive to live would be killed. No; let us have healthy competition, for such is the way to brisk trade and lively markets.

J.T.H.

Woking.

OUR READERS' OPINIONS (contd.).

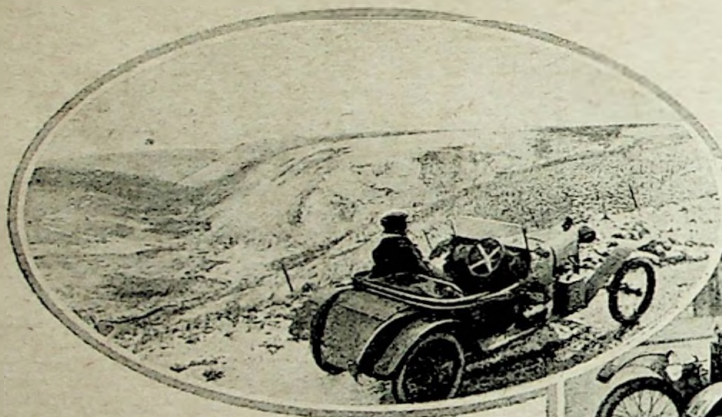
Improving the Morgan.

With reference to "Porlockian's" letter respecting the Morgan in your columns. I really must take exception to the first item which he criticises. He suggests that a three-speed gearbox should be incorporated with the present bevel gear and a single driving chain used. The Morgan is an outstanding example of a simple cyclecar that can be used at all times and can be easily adjusted by a novice. The absence of a gearbox is one of its best points, and the two chains always in position, to be used when required, is another excellent feature.

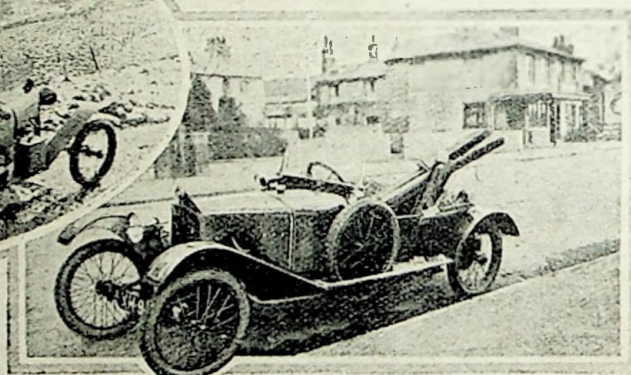
I purchased my first Morgan in 1913, and chains (like many other things) were not then so strong or so substantial as they are to-day. On this machine I put up 12,000 miles, and on more than one occasion towards the end of that mileage period I thanked my lucky "stars" that when the high-gear chain broke (and it was always this one) I simply picked it up from the road; put it into my toolbox, and ran quietly home or to a garage on the other chain. On my present machine I accidentally snapped the high-speed chain one wet day when stopped by traffic in Bath by allowing my foot to slip off the clutch pedal, and there again, while the crowd gathered round, I was able to pick up my broken chain and jog along home on the other one. I remember, in this case, my passenger was amazed to think that we could carry on without a chain.

I agree with "Porlockian" when he says that front-wheel brakes are almost an essential as a standard fitting in really hilly country.

We have just a few hills round Bath, and it is certainly far more pleasant to hum merrily up each and every one of them in a Morgan than to run down them. However, I find that, if the low speed is engaged on descending a really steep hill with the engine off, it is no trouble to run down quietly, and it cools an air-cooled engine nicely. I use my Morgan either for business or pleasure every day, winter and summer, and find an air-cooled engine does everything I want, and I have not the least trouble with it.



The photograph above shows a G.N. on the heights of Exmoor. Twenty-four hours later the G.N. was carting a heavy load of iron in a small village in Surrey.



"Porlockian" need have no fear of receiving a humiliating reply from the manufacturers; they welcome criticism from Morgan owners; at the same time, I am pleased that they stick to the policy of providing a strong, reliable, and simple cyclecar (without frills) which they are able to sell at a moderate price, and which will do everything that they claim, and more. Usual disclaimer. BUILDER.

Bath.

The Price of Service.

It would be very interesting to know what some people would really like. We were honoured with a call from a gentleman with a Morgan, the inside front wheel disc of which was loose. We supplied him with about one yard of copper wire and assisted him to fix up the disc, and for which a charge of 6d. was made. To our surprise, he grumbled; and now we wonder if it is worth while having a front-street shop to give service.

Oakham.

B52

DALE AND PARTRIDGE.

617 Miles on 15 Gallons of Fuel

I am much interested in the discussion on the efficiency of the Jowett car, as I have only recently purchased one of these excellent machines. There has been no opportunity of getting 45 m.p.h., although I have touched 38 on several occasions.

Real Economy.

There is no doubt whatever as to the economy of the car, as during the past four weeks I have run 617 miles on a consumption of 15 gallons.

Zenith carburetter, choke 15, main 60, and compensator 30. Usual disclaimer. W. WATSON.

Sheerness.

Friction Drive on Hills.

One important advantage of friction-drive which I think is not generally known is the fact that much less speed is lost when changing gear on hills than with ordinary gears. It is not necessary to declutch entirely; if the pedal be depressed slightly the fibre disc can be moved over the driving wheel while it is in actual contact, without any damage being done. This is a great advantage when ascending a hill of varying gradients.

Those who want a car for hilly districts, like the Cotswolds, will find that some such type as the G.W.K. is pre-eminent. How is it these cars are so speedy on hills? I have never seen a satisfactory answer to this question. Can your readers supply one? Is the above the one and only one?

R. G. L. MARRIOTT.

High Power-weight Ratio.

One of the most important factors which go towards giving a light car a good road performance is that of power to weight ratio. The average touring light car is light in weight when compared with cars outside the 1,500 c.c. class, but are they light enough? We do not want cars which will fall to pieces; but in most cases a considerable saving could be effected without in any way reducing the strength of the structure. Take, for instance, any sports model. Every care

Still Lighter Bodies Wanted.

FROM PLEASURE TO BUSINESS.

is taken to reduce the weight of the body, and as such cars are perhaps 20 m.p.h. faster than the standard touring production, it shows clearly that light weight is not obtained at the expense of solidity. Sports-model bodies do not break up, so why should an ultra-light touring body? If a substantial appearance is required, no doubt the body makers could introduce some trick of the trade.

The present writer is of the opinion that the performance of the average light car, as good as it is to-day, could be improved by 15 per cent. or thereabouts, if still greater attention were paid to increased power-weight ratio. H.K.

For Services Rendered.

May I, through the medium of your paper, beg to thank the owner of a 10 h.p. Swift (OH 6894) for the great courtesy and assistance rendered to me after running out of petrol near Halesowen, Birmingham, on the evening of May 1st?

B H.P. ROVER (OK 2355).

*Scottish Six Days
Reliability Trials, May 7th-12th*

The B.S.A. Ten

adds two more trophies to
its long list of successes

2 Silver Cups

A. W. Brittain.

D. S. Milne.

—the highest awards obtainable.

Illustrated booklet describing
the car and detailing its
many fine performances will
be sent post free. Write
now to Sole Distributors:

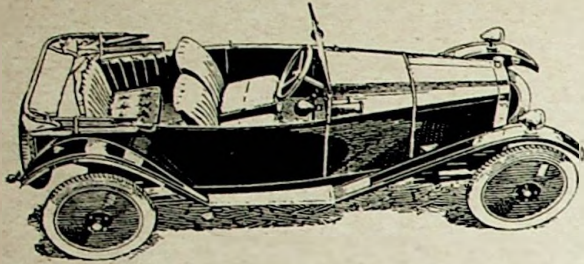
THE DAIMLER COMPANY, LTD., COVENTRY.

The Service
Company Ltd.

LONDON DISTRIBUTORS

FOR

The **WEBB**
Super Nine



4-cylinder water-cooled Alpha engine. 60 mm. x 95 mm. 1088 c.c. Tax to end of year, £5-8-0. Moss 3-speed and reverse gearbox. Moss back axle with spiral bevel drive and differential. Miller dynamo lighting. Michelin disc wheels. 700 x 80 Stepney Road Grip Tyres. Spare wheel and tyre, screen, hood, bulb horn and tools.

Chummy body, adjustable front seats. Painted dark blue with scarlet lake wheels and upholstery. Plated metal fittings.

*For the convenience of Customers
we keep open to 8 p.m. on Fridays.*

The Webb is a Light Car of handsome appearance and proved reliability. It is easy to start and drive, an excellent hill-climber, and most economical to run.

Petrol consumption ... 40.45 M.P.G.
Oil consumption ... 1,000 M.P.G.
Speed up to 45 M.P.H.

CARS IN STOCK

for

IMMEDIATE DELIVERY

Your present motorcycle or car taken in part exchange.

£220 OR

£44 deposit and twelve payments of £15-8-0 or
£44 deposit and eighteen payments of £10-11-0

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

Telegrams: "Admittedly, London." Telephone: Holborn 666

AROUND
THE TRADE.

It should be noted that the comprehensive instruction booklet on the Austin Seven is supplied free to owners of these cars. A charge of 2s. 6d. is made only to non-owners.

A practical and illustrated booklet dealing with the care and maintenance of the 10 h.p. Swift light car can be obtained by owners of these vehicles who apply to their local agents.

We understand that the parade of Bayliss-Thomas cars recently held in Kent, an illustration of which appeared in our last issue, was organized by the Rochester Auto Co., and not by the manufacturers.

David Moseley and Sons, Ltd., Chapel Field Works, Ardwick, Manchester, have recently issued an instructive folder which deals with their tyres from the point of view of the light car owner. A copy will be sent to any reader upon request.

Mr. Frank May, the authorized representative of Lagonda, Ltd., will shortly be leaving England on an extended tour through Denmark, Norway and Sweden in one of the latest model 11 h.p. Lagonda four-seater cars for the purpose of appointing agents in those countries.

An indication of the increasing popularity of Triplex safety glass is afforded by the information that the Underground Railways are adopting this glass for the windows of the motor



After the smash!
Although badly broken the pieces of Triplex glass still cling together.

coaches and the control trailers on the new rolling stock. Many testimonials are received by the manufacturers dealing with the efficiency of Triplex motor goggles.

A great clearance of motor accessories is being held by S. Smith and Sons (M.A.), Ltd. The majority of their lines are offered at 25 to 50 per cent. below usual prices. Readers who are interested should write to the head offices at Cricklewood Works, N.W.2, or to their address at 179 to 185, Great Portland Street, W.1. for a copy of their special sale catalogue.

The Robin Hood Engineering Works, Ltd., have been advised that Captain Arthur Waite was using K.L.G. plugs in the Austin Seven with which he won the first Italian Grand Prix for cyclecars, which was run on the Royal Monza Track on April 29th. Capt. Waite was very favourably impressed with the plugs, in view of the fact that his engine was running at very nearly 4,000 revs. for a period of approximately three hours.

Dobson and Smith, Ltd., 56, Knightsbridge, S.W.1, sole concessionaires for the Eric-Campbell car, have removed their offices and showrooms to Durdan Works, Southall, Middlesex. This step has been taken in order to obviate any delay as between works and showroom, and clients interested in this car should telephone Southall 260, when arrangements would be made for them to be met at Southall (G.W.R.) Station by a car. It is also interesting to note that the manufacturers of the Eric-Campbell car have opened a service department at their works.

Messrs. Mathis, S.A., 145 and 149, Route de la Revolte, Levallois, Penet, Seine, France, the manufacturers of Mathis cars, contemplate making new arrangements for the sale and distribution of their productions in the British Isles. They have decided not to appoint sole concessionaires for the whole of the United Kingdom, but to split up the country into a certain number of areas, so as to enable local agents to derive the full benefit of direct connection with the factory. Agents are wanted for the Midlands, Yorkshire, Kent, Wales, Scotland, Ulster and all big distributing centres.

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

WANTED

ROVER EIGHTS, MORGANS, Etc., Etc.

FULL MARKET VALUE ALLOWED IN PART EXCHANGE FOR ANY MAKE OF NEW CAR. *Here are a few suggestions from our Stock.*

ROVER.	CITROEN.	ALVIS.	A-C.
8 h.p. 2-seater £180	7.5 hp 2 str. with starter £195	10.30 h.p. 3 seater £397	12 h.p. 3 seater £325
8 h.p. Family £190	10 h.p. 4-str. ditto £245		12 h.p. Royal 3-seater £395
De Luxe Model, £20 extra. Starter, £15 extra.	11.9 h.p. 4-str. ditto £265		12 h.p. Royal 4 seater £415
MORGAN.	BELSIZE-BRADSHAW.	GWYNNE.	
Standard £128	9 h.p. 2-seater £210	8 h.p. 2 seater 198 Gns.	
Grand Prix £155	9 h.p. 4-seater £255	8 h.p. Chummy 198 Gns.	
De Luxe £148			
Family £153			

Demonstration car sent to your address with pleasure.

Allen-Bennett

Motor Company Limited

9-10-11, Royal Parade, W. Croydon

Phone: 2451.

"Grams: "Track, Croydon:"

Open Saturdays until 7.30 p.m.

Deferred Payments
over
12, 18 or 24 months
DISTANCE NO OBJECT.

DEEMSTER

THE LITTLE CAR OF LION HEART

All that could be
desired.

MATERIALS and parts are tested thoroughly before use in Deemster cars. Progressive testing at various stages and critical testing on completion is the lot of every single Deemster car. The result is that Deemsters are indeed "all that could be desired."

"The springing is ideal and the acceleration and quiet running of the engine are all that could be desired. The Deemster certainly is by far the best 'bus I have ever driven."

ROBERT E. BROWN, Jun.

12 h.p. POPULAR Model 300 Gns

THE OGSTON MOTOR CO. (1918), Ltd..

Deemster Works, Victoria Road, Acton, W.3.

(Nearest Station: Willesden Junction.)

Telephonic Nos. - Chiswick 2014-2015.

ASK FOR ADDRESS OF NEAREST AGENT.

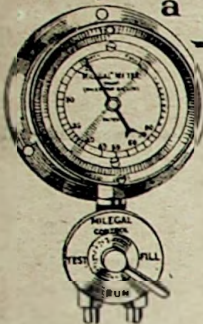


TO THE READER.—By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

Watch your Petrol Consumption



with a **MILEGAL** METER



It tells you exactly how many miles to the gallon of petrol your car is doing. With various carburettors, at different speeds, in all gears, up hills or on the flat, the exact petrol consumption may at any time be found. It enables you to test spirit, plugs, carburettor adjustments—in fact, to prove the result of any experiment and to get the best out of your engine.

The Milegal Meter adds pleasure and profit to motoring. It pays for itself in a short space of time by the economies it effects. One of many pleased users claims 33% increase in miles per gallon. It is easily fitted to the dashboard or in any other convenient place and is as handsome as well as a useful accessory. Simple in action, it has nothing to go wrong, and may be operated whilst the car is running. There is no need to stop to make the first adjustment for the test.

Made in Two Sizes.
Model B, registering from 15 to 60 m.p.h. 56/-
Model C, registering from 8 to 40 m.p.h. 70/-

Obtainable from all Garages and Dealers or direct from Dept. E.

May we send you a Catalogue?

MILEGAL METERS, Ltd., Worcester BIRMINGHAM.

Inquiries for Trade Terms and Agencies are solicited.

H.P.

the big name amongst gaiters

The life of a Car depends on the springs, protect them with **DUCO Grease retaining Leaf Spring GAITERS**

This advertisement torn out and sent to us (3d. stamp) will bring you the DUCO Booklet.

BROWN BROTHERS, LIMITED

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

GREAT EASTERN STREET, LONDON, E.C.2

118, GEORGE STREET, EDINBURGH (and Branches).

The STRICTEST oil economy—
The HIGHEST engine efficiency are positively obtained from

'NULSEC' Motoroils.

The oil that preserves working parts.

Write at once for reduced prices and our instructive Motor Literature.

The W. BLACKWELL OIL CO.,
Victoria Oil Works,
ASTON, BIRMINGHAM.

THE MOTOR SHIP

Published on the First of each Month—
One Shilling.

A High-class Monthly dealing solely with large ocean-going motor vessels, and covering every phase of motor ship and large oil-engine construction and operation. Contains regular articles on all matters concerning motor ships of interest and importance to shipowners, shipbuilders, engineers, naval architects, and all who are concerned in any way with the sea. Profusely illustrated.

SUBSCRIPTION—U.K. and Abroad, 16/-; Canada and Newfoundland, 18/6 per annum.

TEMPLE PRESS LTD., Publishers of "The Motor Boat,"
7-15, Rosebery Avenue, London, E.C.1

The Pioneer Universal PETROL POURER

No need for splashing coachwork and wasting petrol. Stops filling when nozzle touches level in tank. Never drips. Filter incorporated. Saves initial cost in first few weeks of service.

PRICE: Bent Pattern, 9/6. Straight, 8/6.

The only one on the market that fits standard can and new inside screwed can now issued, and locks instantly to any position by pulling down lever.

Fluid Pressure PUMPS

Union St. Works, Latimer Rd., London, W 11 Phone: Park 2452

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

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.

Phone: Dalston 2408

MOTOR AGENTS

VALUE for MONEY.

THE NEW 11 H.P. STANDARD

2-SEATER.

Price £250 Complete.

SPECIFICATION INCLUDES:—
All-Weather Side Curtains to open with Door, Double Dickey Seat, Self-Starter, Spring Gaiters, Speedometer, etc., etc.

VERY HIGHEST PRICES ALLOWED
for your present Car, Motorcycle, Combination, in part exchange for one of these wonderful Cars.

DISTANCE NO OBJECT.
Early Deliveries

From the Official Agents:—
BAMBERS, 2, Eastbank Street,
SOUTHPORT.

Phone 607.

Large Car Comforts
Light Car Costs
are combined in

The Westcar

(11'9 Treasury Rating. £12 Tax)

with

RELIABILITY
PERFECT CONTROL
SPEED
STABILITY
and the most perfect and complete
EQUIPMENT.

**THE STRODE GARAGE and
ELECTRICITY WORKS,
Herne Kent.**

Jackson's

IMPERVO

Puncture Seal

IS
FULLY GUARANTEED

to

Seal all Punctures up to 3/4 of an inch. Reduce risk of bursts. Keep tyres fully and correctly inflated. Preserve Rubber.



If unable to obtain locally write to
JACKSON'S
IMPERVO SALES LTD & E
48 Dover St. London W

The IMPERVO INNER TUBE is already treated with IMPERVO and is fully guaranteed against Punctures.

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.

A TOP GEAR CAR.

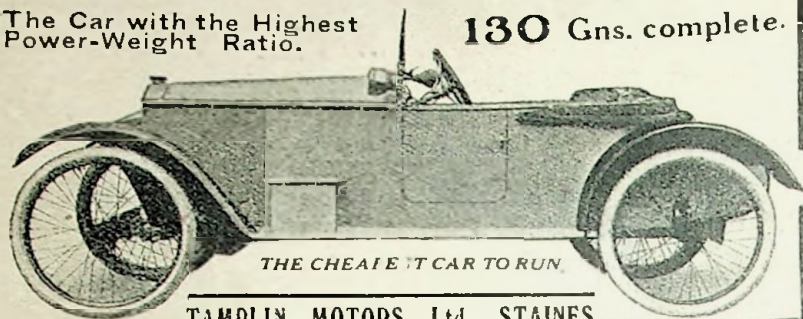
NO HARD WORK TO DRIVE.
 NO CONTINUAL GEAR CHANGING.
 Climbs Reigate Hill on Top Gear.
 Climbs Alms Hill (1 in 2'9) Two
 Up on Standard Gears.
 Climbs Brooklands Test Hill in
 18 secs.
 Consumption 70 Miles per Gallon.
 Costs $\frac{2}{3}$ d. per Mile to Run.

BLACKBURNE, J.A.P. SPORTS, M.A.G.
 or B. & H. Engines fitted to order.
 Part exchanges arranged. Now is the time
 to have your car overhauled by the makers.

"TAMPLIN"

The Car with the Highest
 Power-Weight Ratio.

130 Gns. complete.



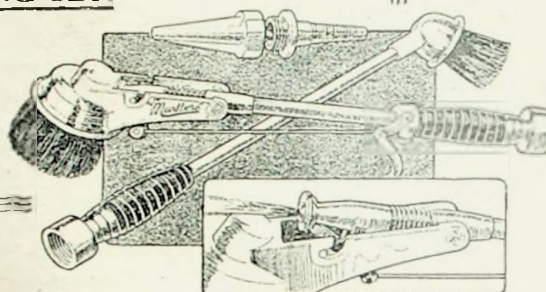
THE CHEAPEST CAR TO RUN

TAMPLIN MOTORS, Ltd., STAINES.

QUICKER, CLEANER AND MORE EFFICIENT

THE 'MARLBORO' CAR WASHING SET.

An entirely new method of car cleaning without soiling one's
 hands or clothes.
 Completely cleaning in one-sixth of the time otherwise occupied.
 Guaranteed not to scratch the varnish or damage the bodywork.
 Every set complete with an adaptor to fit $\frac{1}{2}$ in. to $\frac{3}{4}$ in. hose pipe.
 Every part of the equipment renewable.
 Indispensable to all owner-drivers.



42/-
 Complete.
 Carriage
 Paid.

Obtainable at all Garages, or direct from:-

THE MARLBORO' BRUSH CO., LTD.

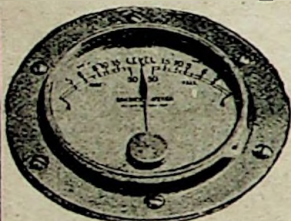
DEPT. L.C.

123, Oxford Street, and 186, Wardour Street, London, W. 1.

THE
 TAPLEY

GRADIENT METER

The standard instrument for the mea-
 surement of the gradients of the road.



FLUSH TYPE

-as illustration-
 Vertical or Slanting.
£4 : 10 : 0

STANDARD TYPE

Bracket Mounting
 Brass - **£3 : 13 : 6**
 Electro - **£3 : 17 : 0**

Send for illustrated booklet.

TAPLEY & CO., Totton, SOUTHAMPTON.

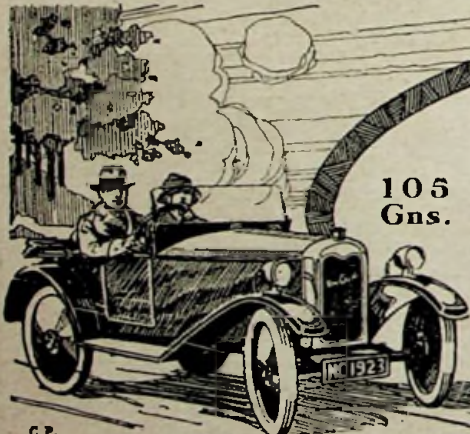
CELLULOID

FIRST QUALITY
TRANSPARENT
 FOR HOODS, SCREENS, ETC.

Samples and prices on application.

GREENHILL & SONS, LTD.

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



Pay **£11.5**

and drive away

**105
 Gns.**

The country calls you—take to the open road in a "New Carden."
 A first payment of £11 : 5 : 0 secures delivery of 2-Seater Model.
 The following are distinctive "New Carden" features: 50 m.p.g.
 Only £4 : 18 : 0 Tax, till end of year, fully equipped, ready for the road.

Write for particulars of the "Wonder Car" and
 take the first step towards trouble-free motoring.

The New Carden Light Car Co., Ltd.,
 22, Hythe Road — Willesden, N.W. 10
 Phone: W1 2022. Grams: "Arnotbarri, Phono, London"

C.P.

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

FACTS AND FIGURES

CONCERNING

Duckham's

"ADCOL" NEW PROCESS OIL.



NEW PROCESS OIL (Showing no Carbon Deposit) DECREASES CARBON DEPOSIT BY AT LEAST HALF. BEST OTHER OIL (Showing Heavy Carbon Deposit)

The above Micrographs were produced by a well-known Motor Manufacturer, whereby after 12 hours' heating at 482° F. produced Carbon in all other Oils, New Process Oil remained clear and unaffected.

ENGINE TESTS BY OTHER MAKERS SHOWED THESE RESULTS:

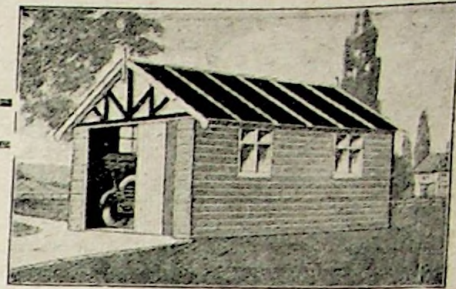
TEST No. 1. Adcol New Process Oil	1.54	grammes of deposit found.
Well-known competitive Oil	3.54	" " " "
TEST No. 2. Adcol New Process Oil	2.17	" " " "
Average of four well-known other Oils	4.27	" " " "

IT COSTS NO MORE--IT MEANS SO MUCH.

Duckham's New Process Oil already enjoys the recommendation of many well-known Car Manufacturers.

ALEXANDER DUCKHAM & CO., LTD.,
6, BROAD STREET PLACE :: LONDON, E.C.2

Oil Refiners and Consulting Chemists—The only keepers of British Grades in this Country.



£25

PER ANNUM PAID IN RENT can be **SAVED** BY OWNING YOUR OWN GARAGE.

DESIGN "R."

No. 1—12 ft. x 10 ft. x 7 ft. x 9 ft. 6 ins.	£23 18 0	£4 15 0
No. 3—16 ft. x 10 ft. x 7 ft. x 9 ft. 6 ins.	£28 12 0	£6 5 0
No. 5—18 ft. x 11 ft. x 8 ft. x 12 ft.	£32 16 7 30	
No. 7—24 ft. x 16 ft. x 8 ft. x 13 ft.	£58 8 0	£15 5 6

Carriage Paid Nearest Goods Station.

"LOCJOINT" Weatherboards 1 in. nominal thickness. Framed Windows. Best Red Ruberoid Felt battened down.

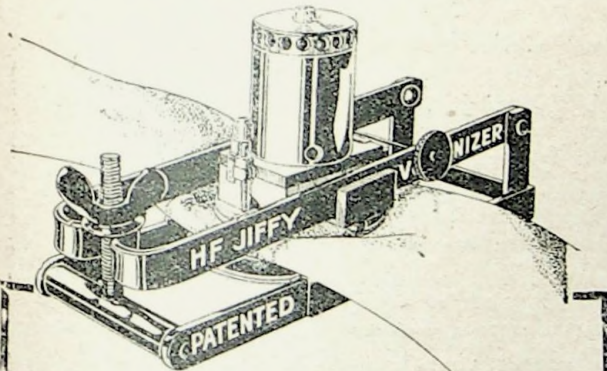
Sliding "OUT-OF-WAY DOORS" are appreciated by all users.

See Thornber's booklet on HOUSING YOUR CAR — post free.

Special Schms: to comply with FIREPROOF REGULATIONS.

THORNBER'S GARAGES ARE TENANT'S FIXTURES.

THORNBER BROS., 11, Myholmsroyd.



Patch No More

OF COURSE you don't like patching your tubes. It's not a real "job," and gives no sense of satisfaction. Vulcanizing by the HF Process is quite another story. With the newest Vulcanizer the

HF "JIFFY"

you can make perfect vulcanized repairs more quickly, easily and cheaply than by any alternative method. It's a great little worker that will delight you every time you use it. Complete Outfit, with "Pinsdo" and heat tablets, costs only ... **32/6**

Get one on Free Trial!

HARVEY FROST & Co., Ltd., 148-150, Gt. Portland St., W.1.

It might happen to you



It is remarkable what a number of people rely for their safety upon the brakes of your car.

Over other people's actions you have no control, and often, to preserve your peace of mind, apart from any other consideration, you are forced to exhibit an astonishing 'control' over your car.

If your brakes are correctly adjusted and lined with

FERODO Friction Linings, you feel that you are master of any situation.

This is because of the uniformity of Ferodo Linings. The solidly woven long staple asbestos wears down evenly, not in spots. It grips as well at the last as it did at the beginning—it never loses power. This is an important point, as brake lining which loses efficiency with wear may mean a loss of life some day.

FIT



"The Linings that make motoring SAFE."

FERODO LIMITED, CHAPEL-EN-LE-FRITH.

DEPOTS AND AGENCIES: London, Birmingham, Leeds, Manchester, Bristol, Belfast, Coventry, Newcastle, Liverpool, Llandudno, Wells, Glasgow, Carlisle and Brighton.

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.

SECOND-HAND

**AND NEW
LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE**

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

RATES.

For advertisements in this section: 12 words, 2/- (minimum); 2d. per word after. Subject to a discount of 5 per cent. for 13 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52. Terms: Cash with order, and otherwise net.

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

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

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

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 for 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 1½ per cent. (3d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ¾ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

CLOSING TIME.

Copy for, and all matter relating to, advertisements must reach the Head Office 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. Gordon Watney and Co., Ltd., 51 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. Sports, 1922, price £145; 1922 Regent model, dickey, price £157 10s.; extended terms and cars exchanged. Rev. 378-584. Easton Rd. Phone, Museum 7600. 547-208

A.B.C., 1922 model, 12hp, 2-seater, with dickey, mileage 9,000, beautiful condition, £145. 73 Popo's Avenue, Strawberry Hill. 547-b540

A.B.C., 1922, standard model, dickey, speedometer, and other extras, taxed and insured till December, fast, excellent condition, seen: London, £160. Write, Fergusson, 28 Victoria St., S.W. 1. 547-b434

A.B.C., 1922, special Sports, dickey, dynamo, first-class appearance and condition, tax paid, £145. Garage, 12 Cornwall Terrace Mews, N.W. 1 (rear Baker St. Tube Station). Phone, Langham 2935. Open Saturdays, Sundays, and Whitsun by appointment. 547-274

A.B.C., 1922, sports, run under 4,000, speedometer, tax paid, £150, combination part. Daw, 114 Brixton Hill. Phone, 1713 Brixton. 547-b605

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

A.-C. Sports model, 1923 type, in perfect condition, mileage 6,000, new second-speed pinion and new brake linings recently fitted, polished aluminium coachwork, unscratched, fully equipped as per makers' specification and with improvements, any inspection or reasonable trial at Brooklands or elsewhere, owner driven since purchase; grease-gun chassis lubrication has been fitted; in every way as good as new; price £375 for quick sale; will do from 6 to 60 m.p.h. on top, 37 m.p.h. on second; does 50 m.p.g. when averaging 25 m.p.h. Box No. 1766, c/o "The Light Car and Cyclecar." zzz-799

A.-C., 1915, 2-seater and dickey, 4-cylinder, 5 detachable wheels, very good tyres, tax paid, smart, and in first-class mechanical condition, 95 guineas. Hamilton, 69a Fertis Rd., East Dulwich. New Cross 1309. 547-477

A.-C., 1922, 2-seater and dickey, all-weather hood, self-starter and full equipment, in excellent condition throughout, price £275. Githens and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. 547-195

A.-C., supplied new by us September, 1921, at a cost of £570, all-weather Model de Luxe, 2-seater, exceptionally good condition and perfect appearance, 250 guineas. Longman Bros., 17 Bond St., Ealing. Phone, Ealing 689. 547-171

A.-C., 1922, 11.8hp, 2-seater, double dickey, starter, etc., perfect condition throughout, £265. Vivian, 33 Spenser St., Victoria St., S.W. 1. Vict. 8677. 547-307

A.-C. 1921, 11.8hp, saloon, 4-seater, starter, etc., excellent condition, £275. Vivian, 33 Spenser St., Victoria St., S.W. 1. Vict. 8677. 547-308

A.-C. 2-seater, dickey, dynamo, £140, or exchange Morgan and cash, 42 Perran Rd., Tulsa Hill. 547-b581

A.-C. 4-cylinder, new hood and side curtains, insured licensed until 1924, bargain, 75 guineas; photograph. Fred Spalding, Chelmsford. 547-b567

A.-C. 6hp 4-wheeled light car, lamps, hood, screen, painted, beautiful, ready for tour, £60, offer. 51 Byns Rd., Sydenham. 547-b607

ALVIS, 10-50hp, 1923, wide 2-seater, painted pastel blue, dynamo lighting and self-starter, all-weather hood and side curtains, opening with door, large dickey seat, 4-speed gearbox, shop-soled only, list price £337, greatly reduced price £345. Mebes and Mebes (Established 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 547-235

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

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

AMILCAR 1923 8hp 2-seater, new, £155. Hawkes, 19 Pennard Mansions, W. 12. Hammersmith 2471. zzz-57

AMILCAR, 1922, 4-cylinder, coupe, dynamo lighting, spare wheel, taxed 1923, like new, £138. Clark and Co., 7 Exhibition Rd., S.W. 7. 547-250

AUSTIN, £155 net, unused 1923, Austin 7. Owner, Secretary, Tiptree Hall, Essex. Paid £170 in April. 547-b423

A.V. MOTORS, 1 Park Rd., Teddington. Send for list of second-hand A.V. monocoars and runabouts. Prices from £35 upwards. 548-422

A.V. 1922 A.V., 2-seater, 10hp a.h.v. J.A.P. engine, 3-speed-and-reverse gearbox, dynamo lighting, hood, screen, speedometer, all accessories, £85, would consider exchange. 198 King St., Hammersmith. Telephone 2474. 547-b427

A.V. bi-car, 1921, 8hp, electric lighting, horn, splendid condition, £70. C. Mathew, Shortlands House, Shortlands, Kent. 547-b425

A.V. A.V. Garage, Eleanor Grove, White Hart Lane, Barnes, specialize in A.V. monocoars, all fully equipped and perfect running order. See "Exchange." Open till 7 week-days and 12 Sundays. Below.

A.V. A.V. Garage, have one October, 1921, A.V. 2-seater, side-by-side, 8hp, 3-speed, new tyres, discs, hood, screen, lamp, born and tax paid, £68. Exchanges. 547-243

BAUGHAN, 2-seater cyclecar with dickey, Blackburne engine, Sturmey-Archer gearbox, car practically new, dynamo lighting, painted blue, hood, screen, etc., £125. Autocars, Ltd., 15 Woodstock St., London, W. Mayfair 2631. 547-284

BAYARD, 2-seater and dickey, 9hp, 4-cylinder, good order, £45, or exchange combination. 3 Stamford Brook Rd., Hammersmith. 547-320

BAYARD, 1914, 4-cylinder, 9hp, 2-seater, perfect throughout, £50. Daw, 114 Brixton Hill. Phone 1713 Brixton. 547-b604

BELSIZE, 1923, 2-3-seater, mileage negligible, speedometer, many extras and tax paid December 31st, £175. Rawliffe Bros., 200 Gt. Portland St., W. 1. 547-285

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).

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 £150. Can be purchased on the deferred payments. Cars taken in part exchange. zzz-50

BELSIZE-BRADSHAW, 1923, dynamo lighting, starter, speedometer, dicky, dash lamp, splendid order, £165, tax. Blake, 216 Westbourne Grove, Park 3232. 547-4523

BELSIZE-BRADSHAW, 1923, 8hp, brand new, slightly shop-soiled dynamo lighting, spare wheel, side curtains, full tankers, guarantee, 170 guineas; exchange or deferred. Edwards, 175-177 Gt. Portland St., W.1. 547-301

BLERIOT-WHIPPET car, 1922, brand new, guaranteed, £82. R. B. Clark and Co., 7 Exhibition Rd., S.W. 7. 547-262

BLERIOT-WHIPPET, 1920, fully equipped, taxed and insured, original tyres on, and in good order, 60 guineas. Bunting's Motor Exchange, Wealdstone, Middlesex. 547-270

BLERIOT-WHIPPET, 8hp, brand new, slightly show-room soiled, dynamo lighting, spare wheel, spare petrol tin carrier, full tankers, guarantee, list price £155, our price 75 guineas; deferred payments or exchange. Edwards, 175-177 Gt. Portland St., W.1. 547-302

BLERIOT-WHIPPET, 1920, reverse, oversize rear tyres, spare wheel, electric lighting, £55. Smith, 33 Sydenham Hill, S.E. 26. 547-1611

BUCATTI, Le Mans, very late, 1921 or 1922, with special engine, dual ignition, condition excellent, speed 80 m.p.h., painted green and aluminium, £495. Can be tried any day near London. Dalton, 7 Upper St. Martin's Lane, W.C. 2. Regent 4224. 547-174

BUCATTI, 1921 sporting 4-seater, 16-valve engine, dynamo lighting, in exceptionally fine condition, £525; exchange or hire purchase. The Light Car Co., 351 and 410 to 414 Euston Rd., London. 547-299

BUCATTI, 1921, 16-valve, sporting 2-seater, dynamo, detachable wheels, clock, speedometer, perfect condition, bargain, £295. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 547-261

CALCOTT, 10hp, 1920, 2-seater, £165, perfect. Graham-White Co., 13 Regent St. 547-255

CALCOTT, 1921, 11.9, 2-seater, Lucas lighting, starter, double dicky, splendid order, £300. Smith and Hunter, 77 Gt. Portland St., W.1. Phone, Langham 2365. 547-231

CALCOTT, 99 guineas; exchange; 2-seater, dicky, 10hp, 4 cylinders, dynamo, 5 detachables, exceedingly smart, tax paid, any examination, trial. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 547-273

CALTHORPE, 1921, 2-seater, sports, starter and lighting, beautiful condition throughout, body mulberry, black mudguards and polished aluminium bonnet, £195, terms, exchange. Midland Garage, 303 Broad St., Birmingham. zzz-198

CALTHORPE saloon, 1922, upholstered Bedford cord, self-starter, dynamo lighting, practically new, mileage under 1,800, fully equipped, absolutely as new, £325; terms, exchange. Midland Garage, Broad St., Birmingham. zzz-197

CALTHORPE coupe, 1918, £250. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E. 1. Hop 6187 zzz-397

CALTHORPE, 1920, 2-seater, dynamo lighting, etc., ready for immediate use, £135. 3 Putney Bridge Rd., Wandsworth. Putney 2728. 547-241

CALTHORPE, 2-seater, dicky, lighting, disc wheels, £50 worth extras, practically new condition, £145, deferred terms, exchange. Keysers, 35 Holland Park Mews, London, W., near Holland Park Tube Station. Telephone, Park 2111. 547-203

CALTHORPE, 58 guineas, offers, 10hp, 2-seater, 1914-15, good running order, near offer, immediate cash. Argyle Lodge, Newton Rd., Burton-on-Trent. 547-4587

CALTHORPE, 1920, fitted with special 2-seater saloon body, repainted and in perfect mechanical order, tax paid to December 31st, £250. Ratcliffe Bros., 201 Gt. Portland St., W.1. 547-287

CALTHORPE, 72 gns.; exchange, deferred; 1914 Calthorpe 2-seater, dynamo, 5 detachables, good little car. Below.

CALTHORPE, 148 gns.; exchange, deferred payments; 1920 Calthorpe, 2-seater, dicky, lighting, starter, 5 detachables, smart, inst. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 547-277

CALTHORPE, 1922, 4-seater, dynamo and starter, in excellent condition throughout, £230; 1922 2-seater, D and S, in exceptionally good condition, £220; exchange or hire-purchase. The Light Car Co., 351, 410, 414 Euston Rd., London, N.W.1. 547-300

CALTHORPE, late 1920, 2-seater, self-starter, speedometer, clock, just been overhauled and repainted, any trial, £155. Passey, Winscombe. 547-4530

CALTHORPE, 1921, starting and lighting, 2-seater de luxe, sunken double dicky, electric horn, tax paid year, 155 gns. 13 Keudrick Mews, South Kensington Station. Kensington 7276. 547-256

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-feed 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-945

CARDEN 2-seater, 1921 model, in first-class running order, and fitted complete, price £60. F. W. Stephens, 283 Battersea Park Rd., S.W. 547-4459

CARDEN, late 1921 de luxe, drip-feed oiling, speedometer, dynamo lighting, side curtains, just overhauled, excellent condition, £60. Johnson's Garage, Hornsea, Yorkshire. 547-408

CARDEN, 1921, 2-seater, fully equipped, excellent mechanical condition and appearance, £45. Wright, 64 Sillins Avenue, Redditch. 547-4517

CARDEN, 1921, 2-seater, electric lighting, original tyres, scarcely marked, paint unscratched, £40. Bunting's Motor Exchange, Wealdstone, Middlesex. 547-271

CARDENS, 1921 models, 2-seaters, from £52; others reconditioned throughout by us, from £35; all fully equipped, exceptional bargains. Castelnau Motor Exchange, 187 Castelnau Pl., near Boisicau Arms, Dartnet. Open Sunday. 547-4357

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

CARDEN, 1921, De Luxe, 2-seater, magneto ignition, dynamo lighting, drip-feed lubrication, ammeter, speedometer, etc., inspection and trial willingly, £50. Davis, Manor Hill Farm, Johnsons Rd., High St., South, East Ham. 547-4558

CARDEN (late model), 2-3-seater, nearly new, hood, screen, lighting set, speedometer, 8-day clock, very smart, any trial, only 59 guineas; exchange, easy terms. Wandsworth Motor Exchange, Elmer St., Wandsworth (Town Station). 547-352

CARDEN, 1921, just completely overhauled and repainted, splendid little runabout, late demonstration model of agent, £50 or near offer. Cundell, Harbour, Paignton. 547-247

CITROEN coupe, 1921, 10.4hp, £275. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E. 1. Hop 6187. zzz-396

CITROEN, 1923, 11.4, English 2-seater, absolutely as new, taxed year, £270. Below.

CITROEN, 1920, 4-seater, saloon, starter, fullest equipment, trimmed Bedford cord, £225. Smith and Hunter, 77 Gt. Portland St., W.1. Phone, Langham 2365. 547-230

CLULEY, 1921 model 2-seater, dynamo lighting, in exceptionally fine condition throughout, £165; 1922 model 2-seater, brand new, shop-soiled only, £265; exchange or hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., N.W.1. 547-292

CLYNO de luxe, 2-seater, been used only for demonstration purposes, clock, speedometer, self-starter, mileage about 500, £265; a real bargain and fully guaranteed for 6 months. Autocars, Ltd., 15 Woodstock St., London, W. Mayfair 2631. 547-285

COVENTRY-PREMIER, late 1922, as brand new, speedometer, dash lamp, double dicky, side curtains, taxed December, spare wheels unused, £130. James, over Alexanders, 482 Harrow Rd., Paddington. 547-246

COVENTRY-PREMIER, 1921, dynamo lighting, 2 spare wheels and tyres, insured, and indistinguishable from new, £92 10s. Henry, 216 Portobello Rd., North Kensington. 548-6548

COVENTRY-PREMIER, 1922, 8hp, 4-wheeler, 2-seater and dicky, dynamo, speedometer, spare wheel, insured, splendid order, 115 guineas; exchange or deferred. Edwards, 175-177 Gt. Portland St., W.1. 547-306

COVENTRY-PREMIER, late 1922, double sunken dicky, dynamo lighting, spare wheel, clock and speedometer, unsoiled condition, £125; ditto, earlier 1922, £115; exchange. 24 Balil Rd., North Kensington. 547-4573

COVENTRY-PREMIER, 1922 model, electric starter, only run 1,000 miles, £155 cash, or £45 and 12 monthly payments of £8. D. and S. Autocar Co., 33 The Parade, Golders Green. Tel. Hampstead 3914. 547-327

COVENTRY-PREMIER, 1921-22, 3-wheeler, 2-seater and dicky, Drott dynamo lighting, water-cooled, 3 speeds, reverse, spare wheel, speedometer, upholstered green leather, perfect condition, a really smart little car, £100. 71 Lethair Rd., Finsbury Park. 547-4612

CROUCH, 1920, 2-3-seater, mileage 5,000, perfect condition, £70. Seen any time at 24 Canning Rd., Addiscombe, Croydon. 547-4613

CROUCH, F.O.C.H. have 1921 Crouch, completely overhauled, bargain, exchange or deferred. 5 Heath St., Hampstead (near Tube). 547-176

DEEMSTER 1920 10hp, dynamo lighting, hand starter, fully equipped, in nice order, £140. Walbro Motor Co., Salfron Walken, Essex. Phone 45. 548-470

DEEMSTER, 10hp, June, 1922, dicky, spare wheel, speedometer, aluminium number plates, just repainted eight coats, 48 m.p.h., 47 m.p.g., tax December, £225. Wilson, 19 Waverley Ave., Exeter. 547-4373

DEEMSTER, 10hp, late 1922 model, 2-seater, electric light, spare tools, etc., fully licensed and still under guarantee, £183. County Garage, Caterham Valley, Surrey. 547-4338

DEEMSTER, 2-seater, registered February, 1923, J.A.P., w.g., Lucas lighting, spare wheel and tyre, Dunlops, £100, or exchange 3-wheeler, 714 Holloway Rd., N. 19. 547-4434

ENFIELD-ALLDAY touring 4-5-seater, all-weather body, leather upholstery, excellent condition, complete with 5 wheels and tyre, 3 covers, practically new, special sports engine, Continental type, radiator fitted, 5 lamps, clock, speedometer, spot light, electric horn, etc., lighting and starting set, the whole in excellent condition, engine speedy but economical, well over 50 m.p.g., price £375. Box No. 1685, care of "The Light Car and Cyclecar." zzz-466

ERIC CAMPBELL, 1921, one owner only, aluminium body, speedometer, dynamo, bodywork, tyres, etc., as new, tax paid, guaranteed price, £130; exchange; James, over Alexanders, 482 Harrow Rd., Paddington. 547-244

GIBBONS de luxe, 1922, perfect running and condition, £50; divided payments or cash offer, 233 Fermo Park Rd., Hornsey. 547-4600

G.N. MOTORS have for disposal few good second-hand air and water-cooled models, extremely attractive prices. 222 Gt. Portland St., W.1. Phone, Museum 2271. 547-4751

G.N., 1921, good order, £58; also 1920 G.N., dynamo lighting, 6 wheels, full tax paid and insured, £65. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 547-242

G.N., 1922, De Luxe, all on, as new, £115. James, over Alexanders, 482 Harrow Rd., Paddington. 547-247

G.N., 1923, latest model, unregistered, not run 500 miles, good reason for selling, £180. Green and Harding, Swindon, Wilts. 547-4424

G.N. de luxe, dynamo lighting, £100, motorcycle part. Shand, 33 Blessington Rd., Lee, S.E. 547-4421

G.N. Speed with elegance and comfort. A very special model, the property of Capt. Trubie Moore, is for disposal, the only one of its type in existence. The car is extremely sporting in appearance, and has the capacity to support its looks by performance, being capable of over 80 m.p.h. on top gear and 62 m.p.h. on second. Quite tractable and eminently suitable for fast touring. Fullest equipment, dynamo lighting, rev. counter and speedometer, ample luggage capacity, and can be stripped for hill-climbs in 10 minutes. Owner would consider 12-40 D.F.P. 4-seater or 4-speed Hispano in part exchange. 18 St. Michaels Lane, Leeds. 548-4326

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

G.N., 1920-21, dynamo lighting, speedometer, clock, spare wheel, all tyres new, tools, etc., perfect, tax December, sacrifice £70, delivered 100 miles. 153 Fitzwilliam Rd., Rotherham. 550-b546

G.N., 1922, 2-seater touring model, dynamo lighting, oversize tyres, speedometer, recently overhauled, £155. Pildes, 145, Plymouth Grove, Manchester. 547-b541

G.N., 1922, 2-seater and dicker, dynamo lighting, spare wheel, painted electric blue, soiled only, £155; deferred payments. Parkers, Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 547-195

G.N., 1920, just overhauled and repainted, a bargain, £67 10s. cash, or £17 plus insurance, down and £4 8s. 4d. monthly. Taylors, Ltd., 52-55 Sussex Pl., S.W. 7. Phone, Kensington 7260. zzz-194

G.N., late 1922, dicker, all-weather hood, oversize tyres, dynamo lighting, excellent condition, £152 10s.; extended terms and cars exchanged. Below.

G.N., 1 1920 and 1 1921, dynamo, detachable wheels, both excellent condition, prices from £70; extended terms and cars exchanged. Roy (G.N. Agent), 378-384 Euston Rd. Phone, Museum 7600. 547-209

G.N., 1921, de luxe, splendid condition, electric lighting, speedometer, Klaxon, 5 detachable wheels, tools, etc., first £75 secures. Jackson, 245 Shaftesbury Ave., W.C. 2. Tel., Mus. 6909. 547-729

G.N. F.O.C.H. have 1922 G.N., excellent condition, licensed, bargain, 5 Heath St., Hampstead (near Tube). 547-177

G.N., model de luxe, late 1920, dynamo lighting, spare wheel on side, small dicker, mirror, petrol carrier, excellent condition and smart appearance, £75. Longman Bros., 17 Bond St., Ealing. Phone, Ealing 689. 547-170

G.N., 1921, Legere model, speedometer, dynamo lighting, perfect order, £95. Below.

G.N., 1921, standard model, dynamo lighting, speedometer, good condition, £75. Elce, Ltd., 15 Bishopsgate Ave., Camomile St., E.C. Phone, Avenue 5548. 547-259

G.N., 1921, Legere, 3-seater aluminium body, dynamo lighting, 6 oversize tyres, electric horn, spare, detachable head, valves, tools, recently overhauled, £95. 14 Milton Park, Highgate. 547-b521

G.N., late 1920, special 3-seater model, long wheelbase, oversize tyres, C.A.V. dynamo, in good order, £65. E. Gibbons, 30 Wharf Rd., City Rd., London, N.1. 547-b530

G.N., 1922, standard model, 2-seater and dicker, dynamo lighting, spare wheel, painted electric blue, perfect running order, hood, screen, run by appointment, £125. Col. Gardner, Woodham House, Byfleet. Tel., Byfleet 117. 547-b536

G.N., 1920 2-seater, dynamo lighting, fully licensed, £85 (choice of 3); exchange or hire purchase. The Light Car Co., 351, 410 to 414, Euston Rd., London, N.W.1. 547-298

G.N., 1922, insurance and tax paid to December 31st, as new, £120, Ratcliffe Bros., 200 Gt. Portland St., W.1. 547-286

G.N., 1920, electric and acetylene lighting, spare wheel, speedometer, etc., any trial, £65. Mylam, 197 London Rd., Croydon. 547-260

G.N., 1923, 2-3-seater, practically new, accessories, fast, economical, for sale first week June, going abroad, £175. Jeffery, 26 Rayleigh Rd., Wimbledon. 547-b556

G.N., 1922, Legere model, £140; 1922, all-weather model, £155; 1921, standard touring, £80. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 547-312

G.N., 1923, 4-cylinder, coupe, lighting, starting, speedometer, brand new, slightly shop soiled, makers' guarantee, list price £275, our price 205 guineas. Below.

G.N., 1923, twin-cylinder, shaft drive, 2-seater, dicker and speedometer, brand new, slightly shop soiled, makers' guarantee, list price £200, our price 155 guineas. Below.

G.N., 1922, 2-seater, dicker, dynamo lighting, spare wheel and speedometer, superb condition, year's licence, 125 guineas. Below.

G.N., 1921, fully equipped, standard specification, 85 guineas. Below.

G.N., 1920, dynamo lighting, spare wheel, speedometer, discs, licensed, excellent condition, 75 guineas; exchanges or deferred. Edwards and Co., 175-177 Gt. Portland St., W. 1. 547-303

G.N., exceptional, 1922, De Luxe, dynamo lighting, spare wheel, every possible accessory, brand-new condition, £118; exchange. 24 Balliol Rd., North Kensington. 547-b572

G.N., 1920, 8hp, 2-seater, dynamo lighting, spare wheel and tyre, overhauled and repainted, first-class condition, £80. Hewin's Garage, Taunton. 548-250

G.W.K., 1922, 2-seater de luxe, dynamo lighting, electric starter, speedometer, side screens, dicker, oversize tyres, excellent condition, £175. See below.

G.W.K., 1921, 2-seater, oil and acetylene lighting, dicker, excellent condition, £150. See below.

G.W.K., 1920, 4-seater, dynamo lighting, tax paid to end of year, sound condition, £120; cash, exchange or deferred terms. Service Co., 275 High Holborn, W.C. 1. zzz-707

G.W.K., 8hp, twin-cylinder, 2-seater with dicker, recently overhauled and repainted, excellent condition, £60. Ariel Motors, 320-2 Cambridge New Rd., S.E. 5. 547-166

G.W.K. car, 10hp, 4-seater, dynamo lighting, tyres new, £130. 7 South Gve, Highgate Village, N. 6. 547-a969

G.W.K., 1920, 10hp, 4-seater, dynamo, 6 detachables, 5 new tyres, electric horn, tax paid, many extras, £110. R.U., 371 Earlsfield Rd., Earlsfield, S.W. zzz-464

G.W.K., £95, 1917, dynamo lighting, detachable wheels, clock, 2 horns, mirror, speedometer, new hood and upholstery, tax paid and insured. 75 Kew Rd., Richmond. 547-b594

G.W.K., 1914, new Zenith, new hood, 5 wheels, 5 lamps, generator, tools, taxed June, £55. A., 86 London Rd., Bromley, Kent. 547-b532

G.W.K., 1921, 10hp, 2-seater, with dicker, dynamo lighting, etc., £120. Newham, 245 Hammersmith Rd., W. 6. 547-b515

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

G.W.K., 1920, 4-seater, fully equipped, C.A.V. dynamo lighting, speedometer, Dunlop studded tyres, spare wheel, new armoured cork disc, mileage 3,600, exceptional condition, any examination, £160. Adhwa, Graham View, Sandy Lane North, Wallington, Surrey. Phone, Wallington 1004. 547-b534

G.W.K., 1917, 2-seater, dynamo lighting, C.A.V., 5 detachable wheels, clock, speedometer, etc., in splendid condition throughout, most reliable and economical little bus, owner purchased 4-seater, £85. Tyler, 75 Kenpe Rd., Kensal Rise. 547-b543

G.W.K., 1914, 2-seater, well equipped, tax paid, reliable little "bus," £60. Bunting's Motor Exchange, Wealdstone, Middlesex. 547-275

G.W.K., 1921, 4-seater, repainted, new hood, domed wings, detachable wire wheels, dynamo lighting, 4 new tyres, tax paid December, £120. Garage, 12 Cornwall Terrace Mews, N.W.1 (rear Baker St. Tube Station). Phone, Langham 2935. Open Saturdays, Sundays, and Whittsun by appointment. 547-275

G.W.K., 2-cylinder, dicker, guaranteed perfect, £60. 289a Lea Bridge Rd., Leyton. 547-b546

G.WYNNE, 1923 (April), 8hp, all-weather chummy body, absolutely as new, accept best offer. Smith, 7 Brunswick Sq., Gloucester. 547-b531

HANDS, 1922, 10hp, 2-seater and double dicker, dynamo lighting and starting, nearly new, £165. J.E.S., 8 Courthope Rd., Hampstead, N.W.3. 547-b576

HILLMAN, 1915, 2-seater and dicker, dynamo lighting, taxed, detachable wheels, £85, or exchange combination, 5 Stamford Brook Rd., Hammersmith. 547-319

HILLMAN, 1915, 9hp coupe, with dynamo lighting, £95. Newham, 245 Hammersmith Rd., W. 6. 547-316

HILLMAN cars. Official repairers, London district, J. C. Brodie, Ltd., 94a Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 5200. All spare parts in stock. Well-equipped works. 598-b617

HILLMAN, 75 guineas, exchanges, deferred payments; 1914, 2-seater, dicker, 5 detachables, hood, screen, any examination, trial. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 547-278

HILLMAN, special sporting Quicksilver 2-seater, dynamo lighting, excellent condition, £250; 1914 model 2-seater, real good condition, £85; exchange or hire purchase. The Light Car Co., 351, 410 to 414 Euston Rd., London, N.W. 1. 547-296

HILLMAN sports, purchased 1921, complete with electrical equipment, highly polished aluminium body, and many extras, all plated finish, 7 to 70 miles on top, splendid order throughout, 5 detachable wheels and tyres, cost over £600, owner must sell, accept 195 gns. 69 St. Paul's Ave., Willesden Green, London. 547-b602

HORSTMAN, 9hp, 1916, 2-seater, dicker, lighting set, spare wheel, tools, etc., best over £110; buying larger car. Winchester, 23 Goldhurst Terrace, Hampstead. 547-b559

HORSTMAN, 1922, super sports, special show model, run less than 4,000 miles and in new condition, extremely comfortable and fast, fullest equipment; would accept 4-seater touring Horstman in part payment, 18 St. Michaels Lane, Leeds. 547-x327

HORSTMAN, 2-seater, June, 1921, splendid condition, dicker, Coventry-Simplex engine, starter, dynamo, speedometer, dashlamp, gaiters, mirror, petrol carrier, mats, etc., just fitted with 1923 all-weather equipment, including new hood, 4-panel windshield, etc., cost of £21, photo, accept £155; insured 1923; practically new tyres. Smith, R.A.F., Milton, Stevenage, Berks. 547-b420

HUMBERETTE Spare Parts Dept. Repairs, replacements, overhauls, repainting. Inquiries invited for second-hand cars.

HUMBERETTE, Humber Service Depot, Canterbury Rd., Kilburn, N.W. 6. Phone, Willesden 1298-1299. Telegrams, "Humberette, London." zzz-999

HUMBERETTE, a.-c., 1914, new bearings, tyres, equipped, good condition, £65. Henshall, 19 Greenvale Rd., Iltham. 547-b554

HUMBERETTE light car, 1916, 8.7hp, good condition, practically new tyres, just overhauled, £40. Butcher, Heybridge Basin, Maldon, Essex. 547-x345

HUMBERETTE, beautiful 2-seater, water-cooled, hood, screen, P. and H. lighting, speedometer, spare wheel, newly painted, very smart, any trial, 65 guineas; exchange motorcycle; easy terms arranged. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 547-331

HUMBERETTE, 1914, water-cooled, fully equipped, tyres, hood, side curtains, nearly new, trial run any time, £60. Fleet Rectory, Holford, Lincolnshire. 547-b577

HUMBERETTE, 39 guineas; exchanges; 2-seater, 8hp, air-cooled, with wheels, spare rim, good appearance, any examination, trial. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 547-270

HUMBERETTE, 2-seater, water-cooled engine, splendid condition, almost new tyres, 1923 tax paid, ready for the road, £60. Taylor, 131 Seven Sisters Rd., N. 7. 547-b614

JOWETT. Clients on our waiting list for second-hand Jowetts please note. 1922 De Luxe 2-seater, grey, available shortly, owner taking delivery of 4-seater Jowett, first £165 secures. Kinsey's, of Croydon, the Jowett Specialists, 350 Lower Addiscombe Rd. 547-266

KINGSBURY JUNIOR, w.-c., 1920-21, 9hp, dynamo lighting, 5 detachable disc wheels, good going order, best offer. Sweet Shop, Corner Beck St., Nottingham. 547-b584

LAGONDA. Several good second-hand cars for sale. Full particulars and prices from Lagonda, Ltd., 195 Hammersmith Rd., London, W. 6. zzz-96

LAGONDA, special offer, brand-new 1923 K model, 2-seater and dicker, starter, all-weather side curtains, full equipment, shop-soiled only, £255. Olford and Sons, Ltd., 94 Gloucester Rd., S.W. 7. zzz-221

LAGONDA, 1914, 2-seater, splendid condition, any trial, must sell, reasonable offer. 8 Bulstrode Avenue, Hounslow. 547-b344

LAGONDA, 1922, coupe, self starter, dynamo lighting, double dicker, privately owned, £285. Phone, Croydon 1931. 547-b590

LAGONDA, 1920, 11.9hp, 2-seater coupe, perfect, taxed for 1923, £145. Newham, 245 Hammersmith Rd., W. 6. 547-317

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

LAGONDA, 1922 model K, 2-seater, dickey, starter, curtains, speedometer, brand new, shop-soiled, £245. Pirkworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 547-262

LA PONETTE, 72 guineas; exchanges, deferred payments, pretty little 4-seater, 8hp, 4 cylinders, famous Chapuis-Bormer engine, gate change, hood, double screen, powerful, smart, economical. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 547-271

LITTLE MIDLAND car, new, late 1922, slightly shop-soiled, for sale, will accept £100, in perfect order. Williams and Sons, New Tredegar. 548-238

MATHIS, 1921, 8-10hp, Chummy 4-seater, 4-speed, dynamo lighting and starter, disc wheels, spare wheel, tyres practically unsoiled, hood, wind-screen, Stewart mechanical horn, speedometer, 8-day clock, etc., year's tax paid, £137 10s. Delancey St., Garage, Camden Town, N.W.1. 547-328

MATHIS, new March, 1925, 2-seater, 8hp, 4 speeds, lighting, starting, little used, £160; exchange A.C. Calcott; appointment, 5 Cumberland Gate, Kew. 547-558

MATHIS, 8hp, 1922 model, 2-seater, fitted with dynamo and starter, in real good condition, licensed until June, £145; exchange or hire purchase. The Light Car Co., 331, 410 to 414 Euston Rd., London. 547-297

MERCURY 1920 2-seater, dickey, splendid condition, dynamo lighting, £125. Sears, 14 Milverton Gdns., Seven Kings. 547-552

MORGAN Service Dept., Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 245 Lower Clapton Rd., E.5. Dalston 2408. 222-580

MORGAN specialists, James and Co. (Sheffield), Ltd., 263 Ecclesall Rd., Sheffield, Telephone, Central 2460. Good stock of spares carried. If in difficulty write us. New and second-hand machines nearly always in stock. 222-537

MORGAN, De Luxe, 1920, w.c. J.A.P., speedometer, Magdno, taxed December, insured 12 months, 80 guineas. K.J. Motors, Bromley, Phone 1727. 548-486

MORGAN, family, w.c. speedometer, spares, etc., trial afternoon, £118. 1a Redcliffe Rd., South Kensington. 547-4502

MORGAN, late 1922, air-cooled, double dickey, spare cover and tube, extra tools, taxed for year, run only 250 miles, condition as new, £120 or offer. S. A., 17 St. James Avenue, N.W. 2. 549-562

MORGAN, 1914, owner abroad, must sell, £55, real bargain. 75 High St., Hounslow, Middlesex. 547-4355

MORGAN de luxe, late 1920, J.A.P. w.c., tax paid, insurance end September, car £200, two passengers £6 weekly; impulse starter, chains and oversize Michelin Cable tyre back, as new, complete accessories, used summer only, £120. Cuckney, Finlon, Worthing. 547-4450

MORGAN, 1922, de luxe, w.c. J.A.P. engine, gas lamps, splendid mechanical order, tyres really good, tax paid 1925, £95. Garrett, Corporation Sq., Belfast. 547-5448

MORGAN, F.O.C.H. have a 1921 G.P. Morgan, luxuriously equipped, bargain, exchange or deferred. 5 Heath St., Hampstead (near Tube). 547-175

MORGAN, 1925, Grand Prix, Anzani engine, dynamo, speedometer, discs, mascot, hood envelope, petrol can carrier, tax paid for year, done under 1,000 miles, cost over £190, price £147 10s. Below.

MORGAN de luxe, 1925, M.A.G. w.c. engine, brand new, shop-soiled, in demonstration runs only, £155; extended terms and car exchanged, Below.

MORGAN de luxe, 1921, M.A.G. w.c., £110; extended terms and cars exchanged. Rey (Morgan Agent), 378-384 Euston Rd. Phone, Museum 7600. 547-210

MORGAN, 1921 de luxe, 8hp, w.c. J.A.P., done 7,000 miles just thoroughly overhauled with new valves, brake linings and clutch lining fitted, everything in perfect condition, light grey, disc wheels, aluminium dash, Stewart speedometer, Tagley gradient meter, 2 horns, toolbox on outside, new Goodrich cord front covers with Impervo, Stepper rear cover, done 2,000 with Jeff tube, 2 spare tubes, 2 spare chains and various spare parts, black hood cover, inside ratchet brake, lengthened gear lever, Jevons spring gaiters, Braddon shock absorbers, Amplokon, front and back patent jack, outside petrol tap, guaranteed perfect condition, any trial, owner buying light car, price £135 or nearest. E. Evans, 4 Prondition, Dolgelly, N. Wales. 547-6325

MORGAN, 1923, Grand Prix, delivered October, '22, 10hp, w.c., o.h.v. Anzani, special 5-lamp dynamo set, 8-in. headlamp, dash lamp, 2 horns, hood envelope, etc., done 1,000 miles, better than new, any expert examination or trial, cost £195, sell £155; or exchange Gwynne 8, 1 Drugwall Rd., E. Croydon. 547-5660

MORGAN, family, 1920, w.c. J.A.P., new condition, tyres good, owned by mechanic, 95 guineas, genuine bargain, latest improvements, trial, 10 Conroy Rd., Hornsey. 547-5557

MORGAN, special Aero model, 10hp M.A.G., Lucas lighting, 5 lamps, excellent condition, £115. Young, 496 Oxford St. W. 547-5580

MORGAN, 1920, 10hp, aluminium bonnet, tail and dash, plated dummy radiator, large steering wheel, foot accelerator, Cox carburetor, repainted, numerous extras, splendid condition and very smart appearance, £95. Willoughby, Old School, Mersham, Surrey. 547-5578

MORGAN, 1916, de luxe, J.A.P., a.c., perfect, spares, £75 or offer. H., 156 Hornsey Park Rd., Wood Green, N. 547-5598

MORGAN, G.P., w.c., 1915, engine overhauled, fully equipped, £60; after 6 p.m. 11 Albemarle Rd., Beckenham. 547-5586

MORGAN, 1921, de luxe, M.A.G. water-cooled engine, Lucas Magdno lighting, taxed and fully insured to 1924, excellent running order, new tyres, £110; several offers from £60. Bunting's Motor Exchange, Wealdstone, Middlesex. 547-272

MORGAN de luxe, 1920, a.c. M.A.G., spuds, electric lighting, £82 10s. 299a West Green Rd. (rear), N. 15. Seen 484. 547-5528

MORGAN de luxe, 1920, first registered 1921, 10hp M.A.G. w.c., 5 electric lamps, Stewart speedometer, special upholstery, Jeff unpuncturable tube in oversize tyre, new tyres, year's licence, attractive and superb condition, £85. Klingham, Little Buckland, London Rd., Maidstone. 547-5519

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

MORGAN, 1922, Grand Prix, 10hp Anzani water-cooled engine, dynamo lighting, 5 lamps, disc wheels, speedometer, small mileage, purple finish, £136. Maudes', Below

MORGAN, 1921, de luxe, speedometer, clock, tax paid, £100. Maudes', 100 Gt. Portland St., London, W. 1. 547-285

MORGAN, 1920 model de luxe 2-seater, side screens, in excellent condition throughout, £95; exchange or hire purchase. The Light Car Co., 331, 410 to 414 Euston Rd., London, N.W. 1. 547-295

MORGAN, 1922 Popular, excellent condition, little used, any trial, original tyres, foot accelerator, spring gaiters, fully equipped, tax paid, £98. 45 Upper North St., Poplar, E. 14. 547-6518

MORGAN 1922 de luxe, M.A.G., air-cooled, new 1925, very small mileage, £115. Daw, 114 Brixton Hill, Phone, 1715 Brixton. 547-6006

MORGAN 1922 de luxe, w.c. J.A.P., standard equipment, absolutely as new, tax paid, guaranteed, £125; extended payments or exchanges. Below.

MORGAN 1922 Grand Prix, w.c. M.A.G., standard equipment, front-handle starter, guaranteed, mileage approximately 1,500, tax paid, £150; extended payments or exchanges. Below.

MORGAN 1921 Grand Prix, w.c. M.A.G., dynamo lighting, speedometer, etc., fully guaranteed, excellent order, £125, tax paid; extended payments or exchanges. Homac's, Morgan Service Dept., 245 Lower Clapton Rd., N.E. Phone, Dalston 2408. 547-249

MORRIS-OXFORD, 1914, de luxe, 2-seater, C.A.V. dynamo lighting, tax paid for year, tyres good, and trial, £90. 26 Tulso Hill, Brixton, Phone, Brixton 1292. 547-238

MORRIS-OXFORD, 1914, de luxe, 2-seater, dickey seat, dynamo lighting, any trial, £75. 25 Tulso Hill, Brixton, Phone, Brixton 1292. 547-239

NEW GARDEN light car, 1925, 2-seater, 7hp, nearly brand new, specially fitted with foot accelerator, magnets switch, spare wheel and tyre, reasonable offer considered. Can be seen Neville's Garage, 32 Cromwell Mews, S. Kensington. 547-257

NEW HUDSON, 1922, 7-wheeler, 10hp, w.c. dynamo, tax, and insurance paid, only used occasionally, £150, as new. Gundle, 158 Belgrave Gate, Leicester. 547-4419

PEUGEOT (Baby), 1916, 3 speeds, dynamo lighting, hood, screen, speedometer, Stepper, spare tyre, nice condition, licensed, £60. Finch, 40 Heber Rd., Cricklewood, N.W. 2. 547-5326

PEUGEOT, 7hp, 4-cylinder, 3 speeds and reverse, English 2-seater body, hood, screen, dynamo lighting, 5 lamps, horn, speed indicator, £70, any trial. Platt, Amptill, Beds. 547-1428

PEUGEOT, Belle model, 3 speeds, exceptionally good mechanical order, £55; extended terms and cars exchanged. Rey, 378-384 Euston Rd. Phone, Museum 7600. 547-212

PEUGEOT, 1922, 7hp, 4-cylinder ultra-springing leaf-sprung body, dynamo lighting, etc., 50 m.p.h., mileage 300, any trial, cost £120, bargain at £135. The Car Purchasing Agency, Ltd., 1 Albemarle St., Piccadilly, W. Gerrard 4240. 547-264

PREMIER, 1922, 4-wheeler, dickey, dynamo, choice of 2, prices from £130; extended terms and cars exchanged. Rey (Premier Agent), 378-384, Euston Rd. Phone, Museum 7600. 547-211

RHODE, Mebes and Mebes (Est 1895), the original light car specialists, Southern distributors Rhode cars, have the following Rhode car for immediate disposal:—Rhode, 9.5hp, 1922 occasional 4-seater, grey, black wings, dynamo lighting, fully equipped, nice condition throughout, £170; deferred payments; your present car in exchange. 144 Gt. Portland St., W.1. Phone, Langham 2230. 547-530

RHODE, 9.5hp, April, 1925, occasional 4-seater, hood over all, fully equipped, self-starter, speedometer, cost £256 10s. a month ago, mileage 350 only, absolutely new, owner giving up for health reasons, will take £200, licence paid to end of year and full comprehensive insurance for a year. Box No. 1959, c/o The Light Car and Cyclecar Co. 547-5347

RICHARDSON light cars. Spare parts in stock. Richardson's, Mill Thorpe, near Sheffield. 222-275

RICHARDSON light car, 1921, 8hp, 2-seater, concealed dickey, any trial, £65. 89 Wellington Rd. N., Stockport. 547-521

RILEY, 1925, 4-seater, mileage 500, shop-soiled, dark blue, £375 Below.

RILEY, 1922 (November), 2-seater, practically unscratched, owner bought another Riley, £360. Below.

RILEY, 1922, 4-seater, mileage 5,000, owner bought 1925 model, £355. Below.

RILEY, 4-seater, 1920, being overhauled and repaired by makers, £250. All above tax paid. Lewes Motor Works, Lewes. 547-5522

RILEY used cars wanted and for sale. Lewes Motor Works, Lewes. 555-524

ROVER 8, 1921, speedometer, sound order, £115. Smith and Hume, 77 Gt. Portland St., W. Phone, Langham 2563. 547-229

ROVER, 8hp, choice of 2, 1921, £100; 1922, £125; extended terms and cars exchanged. Rey, 378-384 Euston Rd. Phone, Museum 7600. 547-215

ROVER, 8hp, 2-seater, perfect condition, 1921, £110, several extras. Grahame-White Co., Ltd., 12 Regent St. 547-256

ROVER 8, 1921, original paintwork perfect, tyres (4) new, side screen, speedo, dashlamp, several extras, £100. James, over Alexander's, 482 Harrow Rd., Paddington. 547-245

ROVER, largest stock in London, from 90 guineas, cash or deferred. Delancey St. Garage, Camden Town, N.W. 1. 547-4329

ROVER 8, 2-seater, 1925, standard model, only used four months, with tax and insurance paid 1925, plus speedometer, spare can carrier, mat, etc., cost £220, price £160, splendid condition, trial any time by appointment, no dealer's bargain, purchaser taught drive if required. Apply, Capt. H. C. Champion, 81 Oakington Manor Drive, Wembley. 547-4726

ROVER, bargain, 1923 coupe, 8hp, 2-seater, dynamo lighting, self-starter, clock, speedometer, etc., not been 150 miles, absolutely as new, £199 10s. Wilkins, Simpson, opposite Olympia, London. 547-6118

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

ROVER 8's bought for cash, best prices given. Maude's, 100 Gt. Portland St., London. 547-284

ROVER, 155 guineas, exchanges, deferred payments, late 1922 Rover, 8hp, 2-seater, small mileage, appearance and order as new, dynamo, coupe fittings, taxed, insured. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 547-279

ROVER, Cass's Motor Mart, Ltd. 1922, late type, 2-seater, dynamo lighting, taxed December, repainted, splendid condition, bargain. £120; deferred terms, exchanges. Write for list of cars. 5 Warren St., W.1. Museum 623. 547-266

ROVER 8, late 1921, 2 spare wheels, tax paid, excellent condition, £100. Moroney and Co., Ebury Place, Ebury St., Victoria. Victoria 8245. 547-261

ROVER 8, 1922, under 3,000 miles, excellent condition, electric horn, speedometer, taxed, £130. Motorist, 4 The Mansions, Mill Lane, West Hampstead. 547-b597

ROVER, 8hp, 1922, glass side screens, curtains, speedometer, dash lamp, petrol carrier, taxed for year, new condition, £150. 112 Stroud Green Rd., Finsbury Park, N.4. 547-b583

ROVER 8, late 1922, 2-seater, speedometer, original tyres, full equipment, splendid condition, £120. Aliber Garage, Thornsett Rd., Earlsfield, S.W. Phone, Latchmere 4588. 547-338

ROVER 8, 1922, standard equipment, free running order, £130. Elce, Ltd., 15 Bishopsgate Ave., Canonmile St., E.C. Phone, Avenue 5548. 547-240

ROVER EIGHT, 1922, excellent condition, speedometer, side screens, electric horn, voltmeter, oil gauge, mirror, mats, spot-light etc., taxed for year, any trial, £135, cost £240. Tippett, 26 King St., Plymouth. 547-b563

ROVER 8, 1921, dynamo, speedometer, spare wheel, year's licence, splendid condition, 105 gas; deferred payments or exchanges. Edwards, 175-177 Gt. Portland St., W.1. 547-304

ROVER, 8hp, 1922, perfect condition, small mileage, £125, week's trial if desired before purchasing, no extra charge. L. H. Pugh, 9 South Molton St., W. Mayfair 4433. zzz-534

ROVER, 1922, 8hp, in exceptionally good condition, speedometer, taxed year, guaranteed perfect, £120. Phone, Kingston 1274. 37 Arlington Rd., Surbiton. 547-b574

ROVER EIGHT, exceptional, late 1922, dynamo lighting, spare wheel, clock, speedometer, mirror, tax paid, £125; exchanges. Hillier, 127 St. Mark's Rd., North Kensington. 547-b571

ROVER 8, late 1922, almost new condition, 2,000 miles only, speedometer, clock, taxed, £135. Wood, 2 Hillfield Rd., West Hampstead. 547-b565

ROVER, 1921, 2-seater, dynamo, tax paid, £97 10s. Garage, 12 Cornwall Terrace Mews, N.W.1 (near Baker St. Tube Station). Phone, Langham 2935. Open Saturdays, Sundays, and Whiteun by appointment. 547-276

ROVER 8, 1922, de luxe model, speedometer, clock, mats, petrol carrier, electric lighting, full equipment, tax and insurance paid to December, splendid condition, £150. Bates, The Homestead, Shirley Rd., Croydon. 547-3

ROVER 8, 1922, perfect condition, practically new tyres, £120. Naphine 5 Mackeson Rd., Hampstead. 547-b529

ROVER 8, buff, licensed, splendid condition, fully equipped trial, £105. D. Haybourn, St. Clare, Summerleaze, Maidenhead. 547-b535

ROVER 8, special 1921 model, with coupe attachment fitted, repainted crimson, new hood, side windows open with door, speedometer, dynamo, perfect condition, 50 m.p.g., £97. 149 Lowther Parade, Barnes, Hammersmith 1264. 547-254

ROVER 8, 1921, 2-seater, fully licensed, insured, speedometer, mileage under 5,000, new back tyres perfect, £100. Hewin's Garage, Taunton. 548-251

SALMSON, 1922, De Luxe, excellent condition, £152. 7 Exhibition Rd., S.W. 7. 547-249

SALMSON, 9.5, 2-seater, only shop-soiled, £175 for quick sale. Grahame-White Co., 12 Regent St. 547-254

SALMSON, £195, 1923, absolutely the very latest type, with the best English model de luxe body, wide 2-seater, with double sunk dickey, dynamo, 5 lamps, 5 wheels, guaranteed for 3 months, the very latest reduced list price being £225; exchange or deferred payments considered. Graff, Hayes, Kent. Phone, Bromley 532. zzz-173

SALMSON, 1923, de luxe, double dickey, side screens, dynamo, taxed as new, £195. Below.

SALMSON, 1922, de luxe, dickey, dynamo, starter, speedometer, mileage 700, £180. Below.

SALMSON, 1922, latest model de luxe, side curtains, double dickey, dynamo, insured, taxed December, perfect throughout, £165. K.J. Motors, Bromley. Phone 1727. 549-162

SALMSON, May, 1922, de luxe, splendid condition, tax paid, £145. Phillips, 20 Wightman Rd., Harringay. 647-b523

SALMSON, 1922, sports, dynamo, well equipped, small mileage, £139. 5 Victoria Ave., Surbiton. 547-b553

SAXON, 58 guineas; exchanges, deferred payments; 11hp, 4 cylinders, 2-seater, dynamo, repainted, new hood, smart, any examination, trial. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 547-272

SCOTT-SOCIABLE, 1923 model, mileage 2,500, tyres good, spare wheel, speedometer, tip-up steering, D.L., tools, etc., £145 or near. Nicholson, Stourton Ford, Ilkley, Yorkshire. 547-b327

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., Golders Green, London, N.W. zzz-768

SINGER, 1923, 10hp, all-weather 4-seater, starter, not been 200 miles, tax paid, equal brand new and with makers' guarantee, £225. Walbro Motor Co., Saffron Walden. Phone 45. 548-471

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

SINGER, late 1919, dynamo lighting and starting, speedometer, dickey, new hood, tyres and paint good, £115, tax. Blake, 216 Westbourne Grove, Park 3932. 547-a524

SINGER, 10hp, 1923, 2-seater and double dickey, overhead-valve engine, all-weather body, speedometer, starting and lighting, discs, wheels, £250, tax. Blake, 216 Westbourne Grove. Phone, Park exchanges entertained. Blake, 216 Westbourne Grove. 547-a525

SINGER, F.O.C.H. have two Singers, 1919 and 1920, both dynamo, starters, dickey seats, condition excellent, bargains; exchange or deferred. 5 Heath St., Hampstead (near Tube). 547-178

SINGER, 10hp, 4-seater, 1923, as specification, new, bargain. Ashford, 21 Kings Rd., Westcliff-on-Sea. 549-b115

SINGERS. Wanted in part exchange for new Talbots. Highest prices allowed. Deferred payments system. Warwick Wright, Ltd., S.T.D. House, 150 New Bond St., London, W.1. Telephone, MAYfair 6504. 548-25

SINGERS, 2-seater, starter, dickey, etc., 1920, price £155 and 1921 price £150; extended terms and cars exchanged. Rey (Singer Agent), 378-384 Euston Rd. Phone, Museum 7600. 547-214

SINGER, 1923, all-weather, 2-seater, 26 St. Paul's Rd., Weston-super-Mare. 547-540

SINGER, 10hp, 2-seater, 1914-15, thoroughly overhauled, repainted at cost of £30, receipt shown, £85. James, 72 Longridge Rd., Earl's Court. 547-b545

SINGER, 2-seater, new condition throughout, unscratched, beautifully fitted out, sacrifice for immediate cash £115, call and view. 85 Penrhurst Rd., Thornton Heath, S.E. 547-b561

SINGER, 1916 model, dynamo lighting, good condition, £85, offers considered. 198 Deuwsbury Rd., Leeds. 547-b549

SINGER, 10hp, 2-seater, dynamo lighting, new Michelin cable tyres, perfect condition, as a new car, £125; exchanges, easy terms. Aliber Garage, Thornsett Rd., Earlsfield, S.W. Phone, Latchmere 4588. 547-337

SINGER, 1921, 10hp, 2-seater, starter and lighting, taxed for 1923, perfect condition, £155; 1920 ditto, £140; 1920 coupe, with starter, etc., £145. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 547-314

SINGER, late 1921, 2-seater, all-weather body, Autovac, self-starter, dickey, dynamo lighting, speedometer, repainted, tax paid year, as new, £150. 149 Lowther Parade, Barnes, Hammersmith 1743. 547-257

SINGER, 10hp, 2-seater and dickey, 1919, electric lighting and starting, spare wheel and tyre, completely overhauled, new hood, £130. Hewin's Garage, Taunton. 548-252

SINGER, 1916-17, 2-seater, dynamo, primrose, new tyres, splendid condition, £90. 94 Rutherford Rd., Balham. 547-a355

SINGER, 1919, 2-seater, dynamo and starter, tax paid, £110. Garage, 12 Cornwall Terrace Mews, N.W.1 (near Baker St. Tube Station). Phone, Langham 2935. Open Saturdays, Sundays, and Whiteun by appointment. 547-277

STANDARD, 9.5hp, 2-seater and dickey, 1915, £125. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E.1. Hop 6187. zzz-395

STANDARD, 1915, 9.5hp, 2-seater, dynamo lighting, speedometer, detachable wheels, smart and reliable, 120 guineas. Hamilton, 69a Ferris Rd., East Dulwich. New Cross 1509. 547-a478

STANDARD, 1920, 9.5hp, 2-seater, dickey, long chassis, starter, lighting, fully equipped, £185; extended terms and cars exchanged. Rey (Standard Agent), 378-384 Euston Rd. Phone, Museum 7600. 547-215

STANDARD, Cass's Motor Mart, Ltd. 1915 9.5hp 2-seater and dickey, starter, dynamo, 5 wheels and tyres, taxed to June, splendid condition, 120 guineas; deferred terms; exchanges; write for list of cars. 5 Warren St., W.1. Museum 623. 547-268

STANDARD, 9.5hp, 2-seater, all-weather, long wheelbase, 1920-21, starter, lighting, dickey, licensed 1923, excellent condition, tyres like new, £175. Saxby, 7 Victoria Rd., Guildford. Phone 505. 547-265

STANDARD, 1923 model, 4-seater, all-weather type, in perfect condition, licensed to December. This car is a real bargain and almost indistinguishable from new, price £220. Autocare, Ltd., 15 Woodstock St., London, W. Mayfair 2631. 547-285

STANDARD 9.5hp 2-seater, 1918 engine, perfect condition, £75 or offer. 43 Green Lane, Pease, S.E. 20. 549-a354

STANDARD 1920 9.5hp, blue all-weather, dickey, starter, thoroughly overhauled, repainted, new hood, remarkable value, any trial, £190. Vandervell, 199 Piccadilly, Gerrard 562. 547-269

STANDARD 1914 9.5hp, 2-seater and dickey, good condition, £85. Elce, Ltd., 15 Bishopsgate Ave., Canonmile St., E.C. Phone, Avenue 5548. 547-241

STELLITE 10hp 2-seater, in perfect condition, £120. Smith Motors Ltd., High Rd., Goodmayes, London. zzz-317

STELLITE, 1920, 2-seater, dickey, dynamo lighting, fully equipped, owner-driven, perfect condition, £130, Plastowe, 63 South Rd., Southall, Middlesex. 547-b323

STELLITE, 4-seater, about 1919, in a new condition, £68. 64 Church St., Edgware Rd. 547-b533

STELLITE 1916 2-seater, dickey, dynamo lighting, tools, tax paid, perfect condition, £95. 4 Harrington Gdns., South Kensington. 6342 Kensington. 547-329

STELLITE light car, overhauled, painted, £80, exchange motorcycle, cash adjustment, 40 Replingham Rd., Southfields, Wandsworth. Putney 1694. 547-b616

SWIFT coupe, 1915, 10hp, 4-cylinder, dynamo lighting, detachable wheels and spare, speedometer, etc., excellent mechanical order, £97 10s. Owen, 94b High Rd., East Finchley. 547-b435

SWIFT, 1920, 10hp, 2-seater, dickey, speedometer, bargain, £145. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2363. 547-228

SWIFT, 1921, 2-seater, dynamo lighting, etc., very good order throughout, £155. 5 Putney Bridge Rd., Wandsworth. 547-240

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- SWIFT**, 7.9, staggered 2-seater, excellent condition, property of engineer, spare wheel, etc., any trial, owner buying new car, £65. Quant. Llanaway Rd., Gollalming. 547-1544
- SWIFT**, £55; exchanges, deferred payments. Swift famous staggered seat, 2-seater model, 7.9hp, wire wheels, hood, screen, smart. Sealbridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 547-274
- SWIFT** 1916 10hp 2-seater, dicky, dynamo, tax paid year, 100 guineas. 13 Kendrick Mews, South Kensington Station. Kensington 7276.
- SWIFT** 1915 10hp 2-seater, complete with dynamo lighting set, fitted with dicky and, recently repainted in splendid condition. £115. Herbert Robinson, Ltd., Cambridge. 547-355
- SWIFT**, 98 guineas, coupe and dicky, royal blue, 10hp, 4-cylinder, dynamo lighting, spare wheel, speedometer, very fully equipped, private owner. 10 Rover Ter., Richmond. 547-1595
- TALBOT**, 1923, 10.25hp, 4-seater, lighting, starter, tax paid for year, condition as new, £550. Below.
- TALBOT**, 1922, 8-18hp, 2-seater de luxe, lighting, starter, tax paid for year, perfect order throughout, £240. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham, 2363. 547-232
- TALBOT**, 8-18hp, 1922, 2-seater, dicky, starter, curtains, clock, speedometer, small mileage, year's tax, perfect, £235. Pickworth and Hill, 107 Gt. Portland St., W. 1. Langham 1998. 547-265
- TALBOT**, 1923, 8 de luxe, 2-seater and dicky, starter and lighting, unsoiled condition, £230; exchange. Hillier, 127 St. Mark's Rd., North Kensington. 547-b569
- TALBOT**, 1923, 8 coupe, every possible fitment, run only few miles, taxed for year, cost £400, sacrifice £285; exchange. Hillier, 127 St. Mark's Rd., North Kensington. 547-b570
- TALBOT-DARRACQ**. The Light Car Co. offer a (shop-sold) 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. 547-294
- TAMPLIN**, 1920, 8hp, air-cooled, 2-seater Tamplin, good order, £45. Gray's, Ltd., Gaddford, Phone 357. zzz-164
- TAMPLIN**, 1920, 8hp, 3-speed, 2-seater, lamps, hood, screen, perfect order, £55. 24 Meador Grove, White Hart Lane, Barnes. 547-245
- TAMPLIN**, 1921, in good order throughout, tyres good, property of officer now in Cologne, must sell, £45 or near offer. Caudell, Harbour, Paignton. 547-246
- T.B.**, 8hp, water-cooled I.A.P., 1921 (November), spare wheel and tyre, speedo, moon, horn, lamps, excellent running condition, £110. 3 Tudor Mansions, Goslar Grs., West Hampstead. 547-b524
- UNIT**, April, 1922, ideal car for lady driver, exceptionally attractive touring car, thoroughly tested out and reliable, 4-cylinder water-cooled engine, disc drive and final spur gearing, 2-seater aluminium body, red wings and wheels, nickel-plated radiator and fittings, Brook electric lighting, tools and spares, speedy hill-climber, 45 m.p.h. on the level, trial run, inspection of photo., £200, or near offer. "Phone, Clerkenwell 6000, E.L.P., care of "The Light Car and Cyclecar," 7-15 Rosbery Ave., London, E.C.1. zzz-148
- UNIT**, 1921, 8hp, 2-seater, as new, only used 6 months, very last, 100 guineas. Hamilton, 69a Ferris Rd., East Dulwich, New Cross 1309. 547-a479
- UNIT**, June, 1922, 10hp, 4-cylinder, 2-seater, dicky, exceptional condition, 5 new tyres, speedometer, etc., taxed, £140 or offer. Box No. 1958, care of "The Light Car and Cyclecar." 547-b538
- UNIT**, 1921, 8hp, 2-seater with dicky, dynamo lighting, taxed for year, perfect throughout, £90. Newnham, 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1525. 547-518
- WOLSELEY**, 10hp, 2-seater, 1922 model, in practically new condition, £275. On view 12 Regent St. Phone, 829 Regent. Grahame-White Co. 547-255
- WOLSELEYS**, current models for hire without drivers. L. H. Pugh, 9 South Molton St., W. 1. Mayfair 4435. zzz-429
- WOLSELEY**, Surrey Motors, Ltd., 10hp 2-seater 1921, in excellent condition throughout, £235; also 15hp and 20hp models. Sutton, Surrey. Phone, Sutton 1000. 547-168
- WOLSELEY**, 7hp, condition as new, small mileage, clock, speedometer, gears, licensed December, £175. Blower, The Grange, Belvedere, Kent. Phone, Erith 132. 547-b551
- WOLSELEY**, 1923, 10hp, de luxe 2-seater, dicky, starter, clock, speedometer, all-weather fitments, licensed, indistinguishable from new throughout, 305 guineas; exchanges or deferred. Edwards, 175-177 Gt. Portland St., W. 1. 547-305
- WOLSELEY-STELLITE**, first-class order mechanically and body, new tyres, many extras, with tax to end of year, £100. W.B.G. and E. Co., 202 Westminster Bridge Rd. Hop. 6187. zzz-497
- LE ZEBRE** 1921 8hp 2-seater, starter, dynamo lighting, etc., year's tax, £95. Vivian, 33 Spenser St., Victoria St., S.W. 1. 547-309
- LE ZEBRE**, 1921, 4-cylinder, 10hp, 2-seater, double dicky, dynamo, spare wheel, £110 cash, or exchange, tax paid. Daw, 114 Brixton Hill. Phone, 1715 Brixton. 547-b603

SPARE PARTS FOR LIGHT CARS.

- K.J. (KINGSBURY-JUNIOR)** spares in stock. The Kennedy Motor Co., Ltd., Shettleston, Glasgow. Telegrams, "Minervany," Glasgow. Telephone, 220 Shettleston. 563-159
- MERRALL-BROWN** spares and repairs. Merrall-Brown, 28 Chorley Old Rd., Bolton. 551-539
- 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 55. zzz-599
- RICHARDSON** light cars. Having purchased from the Receiver all the jigs, gauges, and patterns, the Richardson car designer and manufacturer can still supply any part from stock. Richardson, Midlthorpe, near Sheffield. zzz-56
- RICHARDSON**. All owners should have one of my adaptable spanners for wheel adjustments, 5s. 6d. each, post paid; all spares in stock for immediate delivery; cork friction rings reduced in price. Arthur Franks, Motor Engineer, 34 Lenton St., Sheffield. 547-218
- 8hp ROVER** spares. Practically every part in stock; immediate delivery. Kava, 8-10 Bond St., Ealing. 550-186

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.** Martin Walter, Ltd., Folkestone, sole agents for Kent, offer immediate delivery; 4-seater £245, 2-seater £225; hire-purchase or exchange 550-1546
- A.C.** Carthmore and Co., Ltd., for A.C.s. Quick deliveries and the best service after purchase. Deferred payments and part exchanges. Write to us if you are a buyer or a seller of an A.C. 65 Gt. Portland St., W.1. Tel., Langham 2172. 547-196
- A.C.** Birkenhead Motor Works, 54 Duke St., A.C. agents, immediate delivery, and 6 Hardman St., Liverpool. 562-809
- A.C.** (Surrey) Globe Auto Service, Portsmouth Rd., authorized agents. Models stocked from £325; exchanges; Kingston 1591. 547-222
- 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. 547-226
- AMILCAR** specialist and distributor, North and East Riding Yorkshire, 8 Glover, North St., Ripon. Phone 172. 554-472
- 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. 550-519
- ARIEL** "Nine," the £215 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, Hornsey 2917. Jones Garage, Broadway, Muswell Hill, N.10. zzz-24
- ARIEL** 9, £215; immediate deliveries. Your car or motorcycle part payment; extended payment terms. Driving taught. Agents wanted. Distributors, Ariel Motors and General Repairs, Ltd. Ariel spares stocked. Service Depot, 320-2 Cauburwell New Rd., S.E. 5. zzz-165
- ARIEL**. Come and try the wonderful Ariel 9, with Chummy body, £215; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London, N.W. 1. 547-293
- ARIEL** 9, de luxe specification and finish, 3-seater, all-weather equipment, £215, equally cheap to maintain, actually in stock. Mandes, 100 Paris St., Exeter. The Norwich Garage, Norwich; and 100 Gt. Portland St., London. 547-282
- AUSTIN**. You can now see and try the new Austin Seven at our Show-room. 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, Hford 1082. zzz-452
- AUSTIN**. Stretton and Smith for 7hp Austins. Earliest deliveries. Deferred payments. 12 Woodstock St., Oxford St., London. zzz-930
- AUSTIN** 7hp, £165; orders now accepted for early delivery. Ratcliffe Bros., 200 Gt. Portland St., W. 554-167
- AUSTIN** new 7hp model £165; place your order now for early delivery. Exchanges, deferred payments. Parker's, 246-52 Deansgate, Manchester; also Bradshawgate, Bolton. 547-190
- AUSTIN**. Survey Motors, Ltd. 7hp 2-seater, £165, for early delivery; demonstrations arranged. Sutton, Surrey. Phone, Sutton 1000. 547-169
- AUSTIN** 7, brand new, in stock for immediate delivery, £165, plus delivery. Hovan's Garage, Taunton. 548-253
- BAYLISS-THOMAS** cars in Brighton at Welford's, St. James St., Brighton, authorized main agents for the district. 548-499
- BAYLISS-THOMAS**. Authorized agents, London, South of Thames and 25 miles radius. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E.1. Hop 6187. zzz-398
- BAYLISS-THOMAS**. All 1923 models in stock, 10.5hp, 2-seater with dicky, £295; 10hp, 4-seater, £320; 8.9hp Junior, £240; exchanges or extended terms. Mann and Orerton's, Ltd., 10 Lower Grosvenor Pl., S.W. 1. Tel., Victoria 4634. 548-322
- BELSIZE-BRADSHAW**. 9hp, dynamo lighting, £210, speedometer 5 extra. Immediate delivery from the authorized agents, Harris Garage, Slough. Phone 88. zzz-656
- 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, £255. 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-d312
- BELSIZE-BRADSHAW**, £210 cash, or £42 8s. deposit and 11 payments of £16, less rebate. Service Company, 273-4 High Holborn, W.C.1. zzz-290
- BELSIZE-BRADSHAW**, £210. C. A. Britten and Co., sole distributing agents for Liverpool, St. Helens and districts; early delivery. 31 Islington, Liverpool. Phone, 1329 North. zzz-225
- 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, Hammersmith 621. 558-1972
- BELSIZE-BRADSHAW**, 9hp coupe, £260, 4-seater £255, 2-3-seater £210, all in stock, deferred payments arranged, exchanges. J. D. Paterson and Co., Barbould St., Warrington. Phone 545. 585-968
- BELSIZE-BRADSHAW**, 9hp, oil-cooled, 2-3-seater, immediate delivery from stock, £210. C. W. and J. Mason, Ltd., 3 St. Luke's Place, (top of Bold St.), Liverpool. Royal 3511. 550-236

NEW LIGHT CARS AND CYCLECARS
(continued).

BELSIZE-BRADSHAW, 9hp, immediate delivery, £50 down, balance 12 monthly instalments. East Lancashire Motors, Ltd., 19 Railway Rd., Blackburn. zzz-472

BELSIZE-BRADSHAW, 1925, unused, dicky, speedometer, lighting and starter, £215. Write, Jones, 99 Lisson Grove, N.W. 1. 547-6553

BELSIZE-BRADSHAW, 9hp, 1925, starter, speedometer and dicky £235, from stock. Morris, 159, Finchley Rd. 547-167

BELSIZE-BRADSHAW, 1925 models, new, in stock; exchanges, deferred, £210. Clark and Co., 7 Exhibition Rd., S.W. 7. 547-251

BELSIZE-BRADSHAW 2-seater, with 9hp oil-cooled engine, £210; exceptional value. Autoveyors, Ltd., 84 Victoria St., S.W. 1. 547-293

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 stock of spare parts. 2 Parade, Leamington Spa. Tel. 115. 568-422

B.S.A. 10 Popular model, £205. Where can you find its equal? See and try it at Mylam's, 197 London Rd., Croydon. Phone, Thornton Heath 1273. zzz-651

B.S.A. from stock, delivery on £50 down, balance 12 monthly instalments. East Lancashire Motors, Ltd., 19 Railway Rd., Blackburn. zzz-473

BUCKINGHAM, 10hp. The value for money light car. Call and see the latest model 2-seater, with double dicky, 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

CALCOTT, 10hp, all-weather, 1925 models, £325. Immediate delivery; motorcycles in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W.1. zzz-704

CALCOTT, Smith and Hunter, authorized agents, delivery from stock: 2-seater all-weather, £325. 77 Gt. Portland St., W. Phone, Langham 2363. 547-225

CALCOTT. Buy a thoroughbred, especially at the new price of £295. Crow Bros., Guildford. 548-262

CALTHORPE, Croydon agents for Calthorpe cars. Immediate delivery from stock of all models, with efficient service to follow; deferred payments and exchanges arranged. Moore's, Presto Motor Works, Ltd., North End, Croydon. Phone 2624. zzz-500

CALTHORPE, Lankester Engineering Co., Kingston, Surrey agents for Calthorpe cars. Sub-agents; wanted where not already represented in county. Liberal terms, prompt deliveries. zzz-663

CALTHORPE, Birkenhead Motor Works, 54 Duke St., Calthorpe agents. Immediate delivery new models. And o Hardman St., Liverpool. 562-870

CALTHORPE, 1925, 2-seater, 250 guineas; exchanges; deferred payments. Halifax Motor Exchange, Horton St., Halifax. zzz-46

CALTHORPE, 2 or 4-seaters, from stock, immediate delivery, £68 down, balance 12 monthly instalments. East Lancashire Motors, Ltd., 19 Railway Rd., Blackburn. zzz-474

CALTHORPE, Smith and Hunter, authorized agents. All models in stock: Popular model, 260 guineas; semi-coupe all-weather, 300 guineas; de luxe, 4-seater, 315 guineas. 77 Gt. Portland St., W. Phone, Langham 2363. 547-227

CALTHORPE, Smith and Hunter, authorized agents. All models in stock. 77 Gt. Portland St., W. Phone, Langham 2363. 547-225

CALTHORPE SERVICE DEPOTS, 200 Deansgate, Manchester.

CALTHORPE 10-15 standard 2-seater, 260 guineas. In stock at Colmore Depot.

CALTHORPE standard 2-seater, without self-starter, 250 guineas. In stock at Colmore Depot.

CALTHORPE standard 4-seater, 270 guineas. In stock at Colmore Depot.

CALTHORPE 10-15 de luxe 2-seater, 300 guineas. In stock at Colmore Depot.

CALTHORPE 10-15 de luxe 4-seater, 315 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 Bright St.

LIVERPOOL: 24 Paradise St.

LEICESTER: 62 High St.

MANCHESTER: 200 Deansgate. Distributors for Lancashire. zzz-259

CALTHORPE 2-seater and 4-seater cars in stock. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus. Regent 986. 547-259

CITROEN for reliability.

CITROEN for hard work and hard wear.

CITROEN for economy combined with power and ample body space.

CITROEN cars complete from £195; immediate deliveries.

CITROEN service and satisfaction. Exchanges and deferred payments arranged. The Leighton Garage, Princess Mews, Belaire Crescent, Hampstead. Phone, Hampstead 1365. 551-14

CITROEN, 7.5hp, 2-seater, dynamo lighting, self-starter, £195. Immediate delivery from the authorized agent, Harris, Garage, Slough. Phone 88. zzz-680

CITROENS, 1923, with English bodywork. All models from Jackson's Garage, Guildford. Phone 545. zzz-709

CITROEN, 2 or 4-seaters, from stock, delivery on £40 down, balance 12 monthly instalments; privacy. East Lancashire Motors, Ltd., 19 Railway Rd., Blackburn. zzz-475

CITROENS, Calhoun and Co., Ltd., for Citroens, 7.5hp 2-seater and 11.4hp 4-seater in stock for immediate delivery. Early delivery of other models. Best price allowed for your present car in part exchange. Deferred terms. 65, Gt. Portland St., W. 1. Tel., Langham 2172. 547-197

CLULEY, 1923. Immediate delivery from the authorized agents, Jackson's Garage, Guildford. Phone 545. zzz-706

NEW LIGHT CARS AND CYCLECARS
(continued).

CLYNO. For power, comfort, finish and reliability. 2 and 4-seater models in stock. Authorized agent, Saxon Jeffries, 253 Deansgate, and 27 Lower Mosley St., Manchester. Phone, 4978 Central. See also Jewett, Singer and Coventry-Premier columns. 560-160

CLYNO Popular 4-seater model, with starter, £255, complete, immediate delivery, trial runs arranged. Official Service Agents, Repairs and Spare Part Stockists, Kays, 8-10 Bond St., Ealing. 556-66

CLYNO, 2 or 4-seaters, from stock, delivery £50 down, balance 12 monthly payments; do your business with a reliable firm. East Lancashire Motors, Ltd., 19 Railway Rd., Blackburn. zzz-476

COVENTRY-PREMIER. Immediate delivery. £210.

COVENTRY-PREMIER. West Bros.

COVENTRY-PREMIER. Authorized agents, 42 Cranbrook Rd., Ilford. Deferred payments. Telephone, Ilford 740. 556-196

COVENTRY-PREMIER. Godfrey's are authorized agents. 1923, 10hp, 4-cylinder, 2 or 4-seater, 250 guineas; immediate delivery; gradual payments, exchanges. 208 Gt. Portland St., London, W. Phone, 1300 Langham. zzz-355

COVENTRY-PREMIER, 1923, 4-cylinder, 2 and 4-seaters, 250 guineas, in stock. Authorized agent, Saxon Jeffries, 253 Deansgate, and 27 Lower Mosley St., Manchester. Tel., 4978 Central. See also Singer and Jewett columns. 560-0972

COVENTRY-PREMIER. Ernest Grimaldi, Ltd., authorized agents, 1923 models, 2 and 4-seater, 4-cylinder, £210; part exchanges, deferred payments. 87 Gt. Portland St., W. 1. Tel., Langham 2985. zzz-493

COVENTRY-PREMIER 10hp 1923 cars, 2 or 4-seater models, reduced price £210, immediate delivery; free tuition, exchanges, deferred payments. Eagles and Co., 275 High St., Acton, London. zzz-70

COVENTRY-PREMIER, 1923, 2 or 4-seater, reduced to £210; exchanges; deferred payments. Halifax Motor Exchange, Horton St., Halifax. zzz-47

COVENTRY-PREMIER. H. B. Cook, Ltd., largest contractors Great Britain, have 2 and 4-seater models for immediate delivery at new reduced price, £210, or by unique credit system £50 down, delivery; accommodation charge only 2% per cent; exchanges; arranged trade enquiries invited. 202 Gt. Portland St., W. 1. Langham 1726. zzz-182

COVENTRY-PREMIER, £210; motorcycles taken in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-358

COVENTRY-PREMIER, 2 and 4-seaters in stock. £50 down, balance 12 monthly instalments; no inquiries made; simple method privately arranged. East Lancashire Motors, Ltd., 19 Railway Rd., Blackburn. zzz-477

COVENTRY-PREMIER F.O.C.H. for immediate delivery. Cash, exchange or deferred. Tuition free and service after sale. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 547-181

COVENTRY-PREMIER, 1923, 2 and 4-seater models in stock. £210; exchanges, deferred payments. Parker's, Bradshawgate, Bolton. 547-189

COVENTRY-PREMIER, 1923 models, 2 and 4-seaters, £210; deferred payments if desired. Kingsway Motor Co., Waldorf House, Aldwych, Regent 691. 547-280

CROUCHES, 1922, new, unsurpassed performance, 200 guineas, originally £285. Brooklands, Ecclesall, Sheffield. 547-521

DEEMSTER. A full range of models on view at the Deemster Showrooms, Victoria Rd., Acton, W. 3. Nearest station Willenden Junction. Phone, Chiswick 2044. Ask for the name of our nearest agent. zzz-786

DEEMSTER, Nicholls for Deemsters.

Deliveries from stock 10 and 12hp models, cash or terms; genuine after sale service given; inspection invited. W. G. Nicholl, Ltd., 50-4 Whitcomb St., Leicester Square, London, W.C. 2. Telephone, Regent 3116-7. zzz-858

DEEMSTER, 1923 model; exchanges; deferred payments. Halifax Motor Exchange, Horton St., Halifax. zzz-48

DEEMSTERS, shop soiled, £20 off list. Debnam, Atherstone Mews, Cromwell Rd., S.W. Kensington 2917. 552-802

DEEMSTER, 10hp; immediate delivery. W. Edwards, Taunton. 549-405

DEEMSTER, Autoveyors, Ltd., are authorized agents for this very attractive and efficient light car. Models for immediate delivery. 84 Victoria St., S.W. 1. 547-290

DEEMSTER, bargain, shop-soiled, 10hp 2-seater, in stock, self-starter and dicky, £275; easy terms arranged. Autoveyors, Ltd., 84 Victoria St., S.W. 1. 547-291

DERBY cars. 8.3 4-cylinder water-cooled engine, 2-seater and dicky. Standard, £220; de luxe, £245; Sports, £275. Trial runs. Tele. Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-638

ERIC CAMPBELL, F. G. Smith Motors, Ltd., The Essex County Agents, High Rd., Goodmayes, can give immediate delivery of these speedy, smart and comfortable 2-seaters from stock. Cars, complete with dynamo lighting set, detachable wheels and full equipment, £300; with starter, £315. Phone, Ilford 1082. zzz-377

ERIC LONGDEN, Mann and Handover, sole concessionaires for London and Some Counties for Eric Longden cars. Two-seater sports touring, 9.8 4-cylinder Alpha engine, all-aluminium body, dynamo lighting, hood, screen, spare wheel, tyre and tube, consumption 50 miles per gallon, 70 miles per hour, 265 guineas; deferred payments; delivery 14 days. 116 Gt. Portland St. Museum 2878. zzz-814

GIBBONS, from £80, list free, payments. Chadwell Heath, Essex. Phone, Ilford 145. 557-789

G.N. We are authorized agents. Immediate delivery; exchanges; deferred payments. Tel., Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-967

G.N. The Motor Marketing Co. offer immediate delivery of 1923 models, cash, exchange, deferred, to suit clients. Wantage Rd., Reading. zzz-347

G.N. light cars, £195 and £235. Wiltshire Agent and Service Depot, Longman, Fisherton St., Salisbury. 558-6125

G.N. authorized agents; quickest delivery. Windsor Castle Garage, 417a Brighton Rd., Croydon. zzz-857

G.N.S. twin fours, for Whitsun tide; 4-seater twin, £215. Brooklands, Ecclesall, Sheffield. 547-522

G.N. light cars. Sussex and service agents. The Eastgate Garage and Works, Lewes. 559-693

G.N. Reys, authorized agents for G.N. cars; extended terms and cars exchanged. A. P. Rey, 378-584 Custon Rd. Phone, Museum 7600. 547-204

NEW LIGHT CARS AND CYCLECARS

(continued).

G.N. Autoveyors, Ltd. can offer immediate delivery of this well-tried light car and arrange deferred payments to suit the customer. Authorized Agents, 84 Victoria St., S.W. 1. 547-289

G.N. Motors can arrange exchanges with old model G.N.s for 1923 4-cylinders. Apply, 222 Gt. Portland St., W. 1. 'Phone, Museum 2271. 560-5527

GOSFORD. Coventry's newest car, £110. 2-seater, complete, 8hp 3 speeds, all-chain, battery lighting, deferred payments. Gosford Engineering, Ltd., Coventry. 548-493

GRAHAME-WHITE. £75; new, 2-seater, simple and strong; deferred terms, £10 per month, includes tax and insurance; no deposit. Show-rooms, 12 Regent St., W. 549-163

G.W.K. agents, Bournemouth district, all models in stock. Field's Garage, Parkstone, Dorset. 658-4557

GWYNNE 8, in stock, immediate delivery. District agents, Bromley Auto-car Co., Bromley Hill, Bromley. zzz-284

GWYNNE. Stretton and Smith for Gwynne Eight, £207 18s.; immediate delivery from stock; easiest of easy payments. 12 Woodstock St., Oxford St., London. zzz-407

GWYNNE Eight, 2-3-seater, 198 guineas cash, or £43 deposit and 11 payments of £15 13s. 6d., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-809

GWYNNE. 8hp, 4-cylinder, 2-3-seater, 198 gas.; immediate delivery; call and have a trial run. Ratcliffe Bros., 200 Gt. Portland St., W. 1. 654-168

GWYNNE 8. Gwynne 8 Gwynne 8. In stock, 198 guineas. Buy your car from the Gwynne agency, D. Chinery, Olympia Motor Co., 1 Ham-mermith Rd., Kensington. 'Phone, Western 4140. zzz-928

GWYNNE. 8, 2-3-seater, from stock, £45 down, balance 12 payments, done privately ourselves, no third parties. East Lancashire Motors, Ltd., 19 Railway Rd., Blackburn. zzz-478

GWYNNE Eight 3-seater, Chummy model, in stock for immediate delivery; exchange or easy payment arranged. City Motor Co. (Oxford), Ltd., Oxford. zzz-436

GWYNNE 8. Light cars in stock, cloverleaf and wide 2-seater bodies, C.A.V. lighting, £208, with starter, £218 10s.; best value obtainable. Donnan Motor Agency, 4 Bennan Place, Piccadilly Circus, W. 1. Regent 986. 547-258

HANDS. Mann and Handover, authorized agents for Hands cars; 2-seater, dynamo lighting, self-starter, double dickey, speedometer, and clock, upholstered in real leather, £250; deferred payments or part exchange with pleasure; demonstration any time. Immediate delivery. Museum 2878. zzz-704

HANDS. Sales and service, immediate deliveries: 2-seater £250, 4-seater, £270, coupe, £320, 2-seater utility model £220; deferred terms arranged. Sole London and Kent Distributors, Cecil Motor Co., 69 Gt. Queen St., Kingway, W.C. 2. 'Phone, Regent 1207. zzz-936

HANDS. Official agents, immediate delivery, 2-seater utility model, £220; 2-seater standard, £250; 4-seater, £270 coupe, £320. Terms arranged; can supply anywhere United Kingdom. Wright's, 98 High St., Hornsey, N. 8. Hornsey 495. 554-57

HANDS. 2 or 4-seater or coupe from stock, £60 down, balance 12 payments. East Lancashire Motors, Ltd., 19 Railway Rd., Blackburn. zzz-479

HANDS shop-soiled 2-seater, complete with self-starter and dickey, £250; easy terms arranged. Autoveyors, Ltd., 84 Victoria St., S.W. 1. 547-288

HORSTMAN, latest 11.9 Anzani-engined models.

HORSTMAN, the car which looks and runs like a £600 car, but costs—below.

HORSTMAN coupe, £399.

HORSTMAN 4-seater, £357.

HORSTMAN 2-seater, £336.

HORSTMAN special super sports model, £500.

HORSTMANS do over 50 miles per hour and 40 miles per gallon. We are the sole London agents for the new models; exchanges and deferred terms a speciality. Edwards and Parry, Horstman Service Depot, 4 Blenheim St., New Bond St., W. 1. Mayfair 2666. zzz-834

HUMBER. Lankester Engineering Co., Kingston, Surbiton, and Esher, sole district agents for Humber cars. Earliest delivery of new 8hp model. zzz-664

HUMBER. Cass's Motor Mart, Ltd., 1923 8hp 2-seater, in stock, £275; deferred terms, exchanges. 243 Brompton Rd., S.W. 3. Kensington 2194. 547-265

JOWETT cars in Brighton at Welford's, St. James St., authorized main agents for the district. 548-498

JOWETT. Jones Garage for this famous car. All models, demonstrations given. 2-seater, water-cooled, £220. Motorcycles taken in exchange. Broadway, Muswell Hill, N. 10. zzz-638

JOWETT, 1923 models in stock: 2-seater, £220; 2-seater with dickey, £225; 4-seater with long chassis, £245; self-starter £15 extra to all models. The car of proved reliability. Distributing agents for Lancashire, Saxon, Jefferis, 255 Deansgate, and 27 Lower Mosley St., Manchester. 'Phone, 4978 Central. 555-4974

JOWETT. Main agents for W. 1 district. Immediate delivery, exchanges; deferred payments; all-weather 2-seater, £225; 4-seater, £245. Tel., Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-968

JOWETT. Authorized agents London south of Thames and major portion Kent, Surrey and Sussex. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E. 1. Hop 6187. zzz-359

JOWETT 2-seater, for immediate delivery. Holloway's, 57 East St., Chichester. zzz-683

JOWETT agents for past 5 seasons, Bournemouth district, Dorset, I.O.W. Imperial Motor Works, 244 Old Christchurch Rd., Bournemouth. zzz-217

JOWETT, immediate delivery, £225 model. W. Edwards, Taunton. 549-404

JOWETT. Reliability again! London-Holyhead, 334 miles, including the roughest mountain tracks in Wales. Mr. John R. Kinsey wins gold medal on absolutely standard 2-seater—the same as you can buy from Kinsey's of Croydon, the Jowett specialists. 'Phone 1129. zzz-88

NEW LIGHT CARS AND CYCLECARS

(continued).

JOWETT F.O.C.U., being main agents for the famous Jowett car, offer best deliveries, 2 and 4-seaters actually in stock, tax £7. Tuition free and service after sale. Very easy payments; cash or exchange. Trade also supplied. 5 Heath St., Hampstead (near Tube). 'Phone, Hamstead 3752. 547-179

JOWETT, 4-seater, ready for immediate delivery. Dall, Agent, Harrow-in-Furness. 547-5388

JOWETT. Kinsey's, of Croydon, for Jowetta. A number of 2 and 4-seaters and light van all actually in stock; a few deliveries can still be given before Whitsuntide; no matter what car you may be considering, have a trial run in a Jowett first. 'Phone, 1129. John R. Kinsey and Co., Ltd., 350-352 Lower Addiscombe Rd., Croydon. Open throughout the holidays. 547-267

LAGONOAS. Cash or deferred payments. Write, F. G. Smith Motors, Ltd., High Rd., Goodmayes. zzz-514

LAGONDA 1923 models; exchanges; deferred payments. Halifax Motor Exchange, Horton St., Halifax. zzz-49

LAGONDA, 2 or 4-seaters or coupe, the Gold Medal car; £60 down and 12 payments. East Lancashire Motors, Ltd., 19 Railway Rd., Blackburn. zzz-480

LAGONDA. F.O.C.H., main agents. Trial runs daily. Immediate delivery. Cash, exchange or deferred. Tuition free and service after sale. Trade also supplied. 5 Heath St., Hampstead (near Tube). 'Phone, Hampstead 3752. 547-182

LAGONDA. Mobes and Mobes (Established 1893), The Original Light Car Specialists, West End agents for this superlative production, have all models on view, including the coupe 4-seater and K model, and for immediate delivery. Your present Lagonda or other light car in part exchange, and balance spread over period of 12 or 18 months. Before placing your order elsewhere, get into touch with us first. It will pay you. 144 Gt. Portland St., W. 1. 'Phone, Langham 2230. 547-233

LAGONDA, special offer, brand-new 1923 K model 2-seater and dickey, starter, all-weather side curtains, full equipment, shop-soiled only, £255. Offord and Sons, Ltd., 94 Gloucester Rd., S.W. 7. zzz-220

MARSEAL coupe, now ready for immediate delivery, £275. Holloways, Shoreham-by-Sea, near Brighton. zzz-976

MARSEAL. Sole agents for this wonderful car in Croydon, South London and surrounding districts, Quick Service Motor Co., 123 Church St., Croydon. 'Phone, Croydon 2000. 547-413

MARSEAL. All models in stock from £215, with self-starter. Luffa Barn Garage, Ipswich. 536-4126

MARSEAL. 2-seater, £215; 9.8hp, 4-cylinder, water-cooled. Hoopers, Slater St., Liverpool. 569-1971

MARSEAL, 1923 models, 9.8hp, 4-cylinder, Universal model, £199 10s.; 2-seater, £215; 4-seater, £255; coupe, £275; deferred payments arranged. Dundas Garage, Jeamond Rd., Newcastle-on-Tyne. 567-4973

MARSEAL cars. 2-seater with dickey, L. and S., £225; sports, £250; 4-seater, £255. Marseal Service Depot, Morony and Co., Stanley Place, Ebury St., Victoria, Victoria 8245. 547-260

MATHIS. Debnam Motors, Atherstone Mews, Cromwell Rd., S.W. Kensington 2917. zzz-900

MATHIS. Smith and Hunter, authorized agents. New models for immediate delivery; 2-seaters from £197 10s.; second-hand cars always available. 77 Gt. Portland St., W. 'Phone, Langham 2365. 547-224

MORGANS. Allen-Bennett Motor Co., Ltd., sole Surrey agents. Earliest delivery of all models; second-hand Morgans always in stock. We specialize in these wonderful machines; repairs executed by Morgan experts; all spares in stock; cash or extended payments. 9-11, Royal Parade, London Rd., W. Croydon. 'Phone, Croydon 2430. 'Grams, "Track, Croydon." zzz-606

MORGANS. Immediate delivery, all models and spares; exchanges. Chaston, Blackwood, Mon. Tel. 66. zzz-358

MORGANS. Barker's Motors, official Morgan agents and service depot. Delivery of all models; cash or deferred payments; spare parts, repairs, etc. 194 Haltham High Rd., S.W. 12. 'Phone, Latchmere 4341. 'Grams, "Pushfully, Bal, London." zzz-716

MORGANS! Morgans!!! Morgans!!! Immediate delivery from stock of Standard Grand Prix, and De Luxe models, trade supplied. Alexander's, 113-115 Lothian Rd., Edinburgh. 547-231

MORGANS. Hall, official agent, service depot, spare part stocks; early delivery De Luxe, £148; Grand Prix, £155. 91 St. Peter's St., St. Albans. zzz-213

MORGAN, 1925 Standard Popular, £128 cash, or £26 10s. deposit and 11 payments of £9 14s., less rebate. Other models on similar terms. Service Co., 273-4 High Holborn, W.C. 1. zzz-183

MORGANS. 1923 models for early delivery, your second-hand motorcycle taken as part payment; should extended payment be required, your old machine treated as first payment down, remainder in equal monthly payments. Standard air-cooled 8hp J.A.P. or 10hp Blackburn engine £218 de luxe £148, family £153, Grand Prix, with 8hp J.A.P. or 10hp Blackburn engine £156, de luxe water-cooled £158, family water-cooled £163. M.A.G. water-cooled engine, £5 extra; Anzani water-cooled overhead valve engine with aluminium pistons and oil pump, £5 extra; tuition free. 'Phone, Central 5168. Wauchops's, 9 Shoe Lane, Fleet St., London. zzz-683

MORGAN, 1923 models from stock; exchanges; deferred payments. Halifax Motor Exchange, Horton St., Halifax. zzz-50

MORGAN. Rey's, authorized agents for Morgan cars; extended terms and cars exchanged. A. P. Rey, 378-384 Euston Rd. 'Phone, Museum 7600. 547-206

MORGANS. 1925 models actually in stock. Deferred payments, one-quarter down, balance 12 months. Below.

MORGANS in stock for immediate delivery; De Luxe, Grand Prix, and Popular models. Below.

MORGANS. As one of the largest agents for these cars, we give immediate deliveries, best exchange allowances. Trade supplied. Below.

MORGANS. Maudes', 100 Gt. Portland St., London; Paris St., Exeter; The Norwich Garage, Norwich; also Walsall Garage, Walsall. 547-280

NEW LIGHT CARS AND CYCLECARS

(continued).

- MORGANS.** Brand-new de luxe, w.c. J.A.P., dynamo lighting, £158; also 10hp Grand Prix with w.c. Anzani engine, purple finish, dynamo lighting, £170 in stock exchanges. Walbro Motor Co., Salford, Walsden, Essex. Phone 45.
- MORGAN** de luxe, J.A.P., £155, free delivery anywhere. Peel, Charlton Ave., Weston-super-Mare. 547-6542
- PALLADIUM.** Ernest Grimaldi, Ltd., authorized agents. 1923 models from £260; part exchange, deferred payments. 87 Gt. Portland St., W. 1. Tel., Langham 2985. zzz-491
- PALLADIUM** Light Twelve. Standard 2 and 4-seater, 365 and 375 guineas; de luxe 2 and 4-seaters, 428 guineas; coupe and all-weather models by quotation; 100 per cent. efficiency. London-Land's, Ltd., London-Exeter Trials, 1 car entered, 1 gold medal. The 4-seater that is really a 4-seater de luxe; specification includes 4-cylinder engine (69 by 100), 4-speed gearbox, side change, 760 tyres, spiral bevel axle, luxurious coachwork with high finish, double-folding screen, self-raising hood, plated fittings, elaborate equipment, silent, fast and economical. Call at works and inspect production and models. Palladium Autocars, Ltd., Felsham Rd., Putney, S.W. 15. Phone, Putney 2440. 547-864
- RHODE.** Immediate delivery offered of 1923 Rhode all-weather saloon, 4 seats, price £265 complete. Sole district agent, A. J. Rice, 153 London Rd., Brighton. Write for catalogue. zzz-824
- RHODE.** 2-4-seater or coupe; this famous car, £60 down, balance 12 payments. East Lancashire Motors, Ltd., 19 Railway Rd., Blackburn. zzz-481
- RHODE** cars for immediate delivery; exchanges or easy payments arranged. P. W. Surplice, Poole Hill, Bournemouth. Phone 1795. 559-463
- RHODE,** 9.5hp. Mcbes and Mcbes (Established 1893). The Original Light Car Specialists, sole Southern distributors, have pleasure in announcing that all models in future will be fully equipped ready for immediate use, including speedometer, clock, spring gaiters, and now represent the finest value for money offered on the present-day market, coupled with reliability, flexibility, speed and hill-climbing. All models on view from £235. Place your order at once to save delay in delivery; deferred payments arranged; your present car in exchange. 144 Gt. Portland St., W. 1. Phone, Langham 2230. 547-234
- RILEY** depot. New cars stocked, second-hands wanted. Lewes Motor Works, Lewes. 555-525
- RILEY.** 11.9, the class car, 2 or 4-seater, all-weather £100 down, balance 12 payments. East Lancashire Motors, Ltd., 19 Railway Rd., Blackburn. zzz-484
- RILEY.** Immediate delivery of sports model, £495, and all-weather 4-seater, £430. Authorized West End agents, Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 547-264
- ROVER** cars. All models in stock.
- ROVER** 2-seater, £180; 4-seater, £190.
- ROVER** coupe, £240.
- ROVERS.** Cash, easy payments or exchanges. S. G. Cummings, Rover agent, 101 Fulham Rd., London, S.W. 3. zzz-345
- ROVERS,** 1923. Immediate delivery of all models. Jackson's Garage, Guildford. Phone 345. zzz-707
- ROVER,** 1923 models for immediate delivery at the reduced prices: 2-seater standard, brown finish, £180; 2-seater model de luxe, any colour, £200; 8hp 4-seater, standard brown finish, £190; 8hp 4-seater model de luxe, any colour, £210; self-starter on any model £15 extra. Extended payments spread over 18 months. Your motorcycle accepted as first payment. Demonstration car sent to your address with pleasure. Catalogue post free on request. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, London Rd., West Croydon. Phone, Croydon 2450-51. zzz-741
- ROVER,** 8hp, 2-seater, £180; 4-seater, £190. The North Wales Motor Exchange, Wrexham. Phone 285. Can give immediate delivery. zzz-990
- ROVER,** 8hp, 1923 models in stock; cash, exchange or deferred payments; motorcycles taken in part payment; free tuition; demonstrations daily. Phone, Horsey 2917. Jones Garage, Broadway, Muswell Hill, N. 10. zzz-25
- ROVER,** 8hp. Authorized agents. Cash or deferred payments. Taylor's, 52 Sussex Place, S.W. 7. Phone, Kensington 7260. zzz-570
- ROVER,** 8hp. Fowler and Bridgen, authorized Rover agents, 130 Euston Rd., King's Cross. Museum 4827. zzz-439
- ROVER.** Godfrey's are authorized agents. Immediate delivery of all 1923 models. Gradual payments, exchanges free tuition. 208 Gt. Portland St., London, W. Phone, 1300 Langham. zzz-334
- ROVER,** 8hp, 2 and 4-seaters, in stock, from £180; deferred payments arranged. Onord and Sons, Ltd., 94 Gloucester Rd., S.W. 7. zzz-157
- ROVER,** 1923. 4-seater, £190, in stock, cash or deferred payment. Bound's Garage, 223 High Rd., Kilburn. zzz-392
- ROVER,** £180 cash, or £38 14s deposit and 11 payments of £13 10s, less rebate; other models similar terms. Service Co., 273-4 High Holborn, W.C. 1. zzz-896
- ROVER** 8 cars. Cash or deferred payments. Write, F. G. Smith Motors, Ltd., High Rd., Goodmayes. Phone, Ilford 1082. zzz-515
- ROVER** authorized agents. 8hp 2-seater, £180 cash, or £36 deposit and 12 monthly payments of £12 12s.; 8hp 4-seater, £190; 8hp 2-seater with dickey, £182 10s. Also de luxe models on similar terms. Wm. Whitely, Ltd., Queen's Rd., W. 2. zzz-28
- ROVER** 1923 cars, 8hp, 2-seater, £180 cash, or £45 down and 12 monthly instalments of £11 16s. 3d.; other models on similar terms; free tuition, prompt delivery; motorcycles taken in part payment. Official agent, Eagles and Co., 275 High St., Acton, London. zzz-126
- ROVER** 8hp cars for immediate delivery. Standard 2-seater, £180; 4-seater, £190. Deferred payments if desired. Your motorcycle or car taken in part payment. Official Agents and Spare Part Stockists, Kays, 8-10 Bond St., Ealing. 550-185
- ROVER.** Ariel Motors and General Repairs, Ltd., deliver 8hp models from stock; extended payments arranged; second-hand cars taken part payment. 320-2 Camberwell New Rd., S.E. 5. zzz-493

NEW LIGHT CARS AND CYCLECARS

(continued).

- ROVERS,** 1923 models, immediate delivery. Motorcycles, combinations taken in part payment and treated as first payment down, remainder in equal monthly payments. 2-seater standard, brown finish, £180; 2-seater model de luxe, any colour, £200; 8hp 4-seater standard, brown finish, £190; 8hp 4-seater model de luxe, any colour, £210; self-starter on any model £15 extra; tuition free; delivery Rovers works or London. Write for list. Phone, Central 5168. Wanchappa, 9 Shou Lane, Fleet St., London, E.C. zzz-682
- ROVER.** Barclay and Wyso always have 1923 Rover 8 cars in stock for immediate delivery; standard £180, de luxe £200, chimney 4-seater £190; second-hand 8hp Rovers bought for cash. 157a Gt. Portland St., Langham 2806. zzz-359
- ROVER** cars. 8hp, all models from stock; 2-seater, £180; 2-4-seater, £190; 2-seater model de luxe, £200; 2-4-seater ditto, £210; self-starter £15 extra to all models. Jarvis, Ltd., 205 Edgware Rd., London. Tel., 2512 Padd. 569-769
- ROVER,** 8hp, £180; 4-seater model, £190; 4-seater De Luxe model, £210; 2-seater De Luxe, £200. Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-539
- ROVER,** 2-4-seater, £40 down. East Lancashire Motors, Ltd., 19 Railway Rd., Blackburn. zzz-482
- ROVER,** brand new, 8hp, 4-seater, £190, in stock. Walbro Motor Co., Salford, Walden. Phone 45. 548-469
- ROVER.** F.O.C.H. for immediate delivery. Tuition free and service after sale; cash, exchange, deferred. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 547-180
- ROVER.** Rey's, authorized agents for Rover cars; extended terms and cars exchanged. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7600. 547-207
- ROVER,** 1923, 8hp, brand new and guaranteed, £165, slightly shop-soiled only. Barnett, Pembroke and Slater, Ltd., 38, Knightsbridge, S.W. 1. 547-202
- ROVER** 1923 8hp 2-seater standard model, in stock, £180; deferred payments and demonstrations. Autoveyors, Ltd., Authorized Agents, 84 Victoria St., S.W. 1. 547-287
- SALMSON.** The Motor Marketing Co., distributors for Berkshire, offer immediate delivery all 1923 models, cash, exchange, deferred, to suit clients. Wantage Rd., Reading. zzz-346
- SALMSON,** 1923. Percy H. Smallbone, Ltd., can supply 2-seater, with dickey and all-weather equipments, 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. zzz-415
- SALMSON.** K.J. Motors, Bromley, sole concessionaries for Kent and Surrey, can give immediate delivery of new models. Cash, exchange, deferred. Bromley 1727. zzz-689
- SALMSON,** 1923, fitted with 4-seater body, all-weather equipment, coachwork by Littlewood, of Bromley, 5 detachable wheels, 710 by 85 tyres, Duellier lighting set, plated radiator and fittings, delivery from stock, price £235. Motor Marketing Co., Wantage Rd., Reading. zzz-591
- SALMSON.** Smith and Hunter, authorized agents; immediate delivery 2-seater with double dickey and all-weather side curtains, £225. 77 Gt. Portland St., W. Phone, Langham 2366. 547-226
- SALMSON.** Ariel Motors and General Repairs, Ltd., deliver 10hp models from stock; extended payments arranged. 320-2 Camberwell New Rd., London, S.E. 5. zzz-165
- SINGERS,** 1923. At new reduced price, £250. In stock, immediate delivery, latest models, just arrived, both 2 and 4-seaters, £250 cash, or easiest of easy payments; your old Singer or any motorcycle or car in part exchange. We specialize in exchanges and allow low prices; exchanges and easy payments arranged anywhere, distance no object. Also Coventry-Premiers, 2 and 4-seaters, in stock, just arrived, at new reduced price, £210. Trade supplied. Wilkins, Simpson, opposite Olympia, London. Telephone, Hammermith 238. 547-1117
- SINGERS,** 1923. All models for quick delivery. Jackson's Garage, Guildford, official agents. Phone 345. zzz-708
- SINGER.** Birkenhead Motor Works, 54 Duke St., Singer agents. Immediate delivery new models. And 6 Hardman St., Liverpool. 562-871
- SINGER,** 1923, all-weather models, 2 and 4-seater models, 280 guineas. In stock. Authorized agent, Saxon Jeffries, 253 Deansgate and 27 Lower Mosley St., Manchester. Phone, 4978 Central. 550-973
- SINGER.** Shipside, Daybrook, Nottingham, for immediate delivery of all models Singer and Coventry-Premier cars; exchanges and deferred payments arranged. 551-412
- SINGER.** Ernest Grimaldi, Ltd., authorized agents. 1923 models, 2 and 4-seaters, £260; part exchanges, deferred payments. 87 Gt. Portland St., W. 1. Tel., Langham 2985. zzz-492
- SINGER,** £250. Authorized agents, West Bros., Cranbrook Rd., Ilford. See Coventry-Premier advertisement. 556-195
- SINGER,** 1923, 2 or 4-seater, reduced to £250. Halifax Motor Exchange, Horton St., Halifax. zzz-51
- SINGER** 10hp 1923 all-weather cars, 2 or 4-seater models, reduced price £250; immediate delivery; free tuition; exchanges; deferred payments. Eagles and Co., 275 High St., Acton, London. zzz-69
- SINGER.** H. B. Cook, Ltd., largest contractors Great Britain, have 2 and 4-seater models for immediate delivery at new reduced price, £210 and £250, or by unique credit system £50 secure delivery; accommodation charge only 2 1/2 per cent.; exchanges arranged; trade enquiries invited. 202 Gt. Portland St., W. 1. Langham 1726. zzz-183
- SINGER,** 10hp. Immediate delivery, £250 cash, or £64 1s. 3d. down and 12 monthly payments of £15 5s. 8d. Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-337
- SINGER,** 2 or 4-seater, best value in small cars, £60 down. East Lancashire Motors, Ltd., 19 Railway Rd., Blackburn. zzz-483
- SINGER.** Ariel Motors and General Repairs, Ltd., can give immediate delivery of 10hp 4-seaters, £250; extended payments arranged. 320-2 Camberwell New Rd., S.E. 5. zzz-421
- SINGER.** F.O.C.H., the agents. Immediate delivery. Cash, exchange or deferred. Tuition free and service after sale. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 547-183
- SINGER.** Rey's, authorized agents for Singer and Premier cars; extended terms and cars exchanged. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7600. 547-205

NEW LIGHT CARS AND CYCLECARS

(continued).

SINGERS. Reduced price, £250, 2 and 4-seaters, complete with all-weather equipment, dynamo lighting and self-starter, immediate delivery; deferred terms and part exchanges. Faithness and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. 547-198

SINGER. 1923 10hp 2 and 4-seater models in stock, £250; exchanges; deferred payments. Parker's, Bradshawgate, Bolton. 547-188

SINGER and Coventry-Premier 1923 models for immediate delivery from stock, price £250 and £210; 2 or 4-seaters; best prices allowed on second-hand cars or motorcycles in part payment; a definite allowance offer will be made for your present machine on receipt of full particulars; delivery arranged anywhere. Newham Motor Co., 223 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 547-310

SINGER shop-soiled 10hp model in stock, £275. Deferred payments as desired. Genuine bargain. Autoveyors, Ltd., 84 Victoria St., S. W. 1. 547-294

SINGER, 1923, 4-seater, immediate and free delivery. Peel, Charlton Ave., Weston-super-Mare. 547-b541

STANDARD. Immediate delivery of the new 8hp model, £275. Harris's Garage, Slough. Phone 88. zzz-464

STANDARD cars, 11hp, 2-seater, £250; and 4-seaters. Tamplin's Showrooms, 12 King St., Twickenham. Phone, Richmond 96. 547-273

STANDARD. Ariel Motors and General Repairs, Ltd. give earliest deliveries 11hp models; extended payments arranged. 320-2 Camberwell New Rd., London, S.E. 5. zzz-164

STANDARDS. Faithness and Co., Ltd. authorized agents for Standards; early delivery of the new 11.4hp model, price £250, one available for delivery this month; part exchanges and deferred payments arranged. 65 Gt. Portland St., W. 1. Tel., Langham 2172. 547-199

STONELEIGH, perfect 3-seater, £185, immediate delivery. County Garage, Caterham Valley, Surrey. 549-d313

STONELEIGH, 1923 models; exchanges; deferred payments. Halifax Motor Exchange, Horton St., Halifax. zzz-52

STONELEIGH cars at Maudslayi. Best deliveries. Best terms and best service. Maudslayi, 100 Gt. Portland St., London; Norwich Garage, Norwich; Walsall Garage, Walsall; and Paris St., Exeter. 547-281

STRAKER-SQUIRE. Ernest Grimaldi, Ltd. authorized agents. 1923 10hp models from £400; part exchanges, deferred payments. 87 Gt. Portland St., Tel., Langham 2985. zzz-494

SWIFT. Canadian agents for Swift cars. Immediate delivery of all models, with efficient service to follow; deferred payments and exchanges arranged. Moore's Presto Motor Works, North End, Croydon. Phone, 2624. zzz-195

TALBOT. Warsick Wright, Ltd., sole distributors in the London area for Talbot cars. All models stocked. Immediate delivery. Trial runs arranged with pleasure. Old cars and motorcycles accepted in part payment. Warsick Wright, Ltd., S.T.D. House, 150 New Bond St., London, W. 1. Telephone, Mayfair 6504. 548-25

TALBOT. Smith and Hunter, authorized agents, can supply from stock Standard 2-seater, £295; de luxe model, £350; coupe, £395; 4-seater, 10-23, £575; deferred terms. 77 Gt. Portland St., W. Phone, Langham 2365. 547-222

TALBOT, in stock, 2-seater de luxe, £520; 8hp coupe, £395; exchanges; deferred payments. Parker's, 246-52, Deansgate, Manchester; also Bradshawgate, Bolton. 547-191

TALBOT, in stock for immediate delivery, 10hp, 4-seater, 1923 model, £375. D. and S. Autocar Co., 33 The Parade, Golders Green, Tel., Hampstead 3914. 547-325

TALBOT-DARRACO. H. B. Cook, Ltd., largest contractors Southern England, have 8hp models for immediate delivery, £275, or by unique credit system £50 down secures delivery; exchanges arranged trade enquiries invited. 202 Gt. Portland St., W. 1. Langham 1726. zzz-284

TALBOT-DARRACO, 8hp, 4-seater, £275, immediate delivery. Baker and Co., Dorking. Phone, 122. 547-295

TAMPLIN 2-seaters, 130 guineas. Immediate delivery. 12 King St., Twickenham. Phone, 96 Richmond. 547-274

T.B., 3-wheeler, standard model, £185; de luxe, £165 10s.; sports, £175. Earliest deliveries from Godfrey's, Ltd., 208 Gt. Portland St., London, W. Phone, 1300 Langham. zzz-556

T.B. 3-wheeler. Car comfort at motorcycling cost. Prices from £155. Surrey agents, Mylam and Co., 197 London Rd., Croydon. Phone, Thornton Heath 1273. zzz-652

WOLSELEY 7 cars. Cash or deferred payments. Write, F. G. Smith Motors, Ltd., High Rd., Godmays. Phone, Ilford 1082. zzz-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. zzz-94

WOLSELEY, 7hp, 2-seater, in stock, £199 cash, or deferred payment. Bound's Garage, 223 High Rd., Kilburn. zzz-393

WOLSELEY cars. Immediate delivery 7hp 2-seater, £199; de luxe, £229; 10hp 2-seater, £295; de luxe, £380. Tamplin's Showrooms, 12 King St., Twickenham. Phone, Richmond 96. 547-272

WOLSELEY, in stock, 7hp, 1923 model, £199; deferred terms arranged if required. D. and S. Autocar Co., 33 The Parade, Golders Green, Tel., Hampstead 3914. 547-326

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F.O.C.H. for reliable new and second-hand cars at bargain prices. Exchanges 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. 577-791

MISCELLANEOUS LIGHT CARS AND CYCLECARS.

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A.C. and Crouch cars, also Morgans; cash, deferred, exchange. Cleveland Garage, Ackworth. 555-h908

LATE 1921 2-seater, 8hp, electric light, 60 m.p.g., tyres almost new, spare wheel, tax paid year, £90, near offer. Edwards, Fire Station, East Ham. 547-b520

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. Museum 3081. 547-291

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TO the trade.

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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 exchanges and hire-purchase transactions negotiated. Phone, Gorrard 1960 and 8 Molesey. zzz-787

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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

K.J. MOTORS, Bromley, will be pleased to take your light car or combination in part exchange for 1923 Salmons or other car; deferred payments. Phone 1727. zzz-690

HALIFAX. 1923 Coventry-Premier, Singer, and Calthorpe light cars, reduced prices; liberal exchange allowances; deferred payments. Halifax Motor Exchange, Horton St., Halifax. zzz-65

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ARIEL MOTORS and GENERAL REPAIRS, LTD. will take your car or motorcycle in part payment for any make. 320-2 Camberwell New Rd., S.E. 5. zzz-283

1923 2-SEATER A.V. and 1922 4-cylinder F.N. combination, sell or exchange. 102 Noel St., Nottingham. 547-b431

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EXCHANGES. New and second-hand cars. Your old car, piano, discarded jewellery, or any property taken in exchange or part payment; deferred payments also arranged. Agents for Swifts, A.B.C., Wolseley, Standards, Rovers, etc. The Ormond Motor Co., Ormond Yard, Jermyn St., London, S.W.1. Phone, Regent 4164. 547-296

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PIANOS, cars and motorcycles taken in exchange for new and second-hand cars; deferred payments. Seabridge, 35 Hansler Rd., East Dulwich. Hours 9-6; no Sunday business. Phone, Sydenham 2452. 547-275

THE LIGHT CAR CO. will exchange your car. 351, 410-414 Euston Rd., London, Tel., Museum 3081. 547-289

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RILEY runabout, 6hp, w.c., new body, fully equipped, licensed for combination. 116 Church Rd., Northwood. 547-b555

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MISCELLANEOUS (continued).

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MATS, coco-fibre, in stock, immediate delivery, guaranteed fit for Morris-Cowley, Hillman, A.C., Calcutt, Humber, Calbsorpe, 8 hp. Rover, Fiat, Coventry-Premier, 25s. 6d.; running boards to match, 12 by 7, 2s. 6d.; with nickel-plated tray 10s. 6d.; 15 by 9, 3s. 6d., with nickel-plated tray 12s. 6d.; special mat from own template, 24 hours, 4s. 9d. ft. Herbert Robinson, Ltd., Cambridge. 547-356

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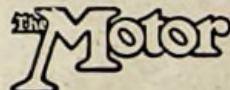
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One Quart Tin 4/6; Half Gallon Tin 8/-; One Gallon Tin 15/-
Sprayers (which last a lifetime), 4/6 each.

"KARSPRAY" is sold in quart, half gallon and gallon tins, and a quart is sufficient for 30 cleanings. If you cannot obtain from your local agent, send for full details to

KARSPRAY COMPANY, HORSFORTH, Near LEEDS.

A GOOD CAR IS WORTH A GOOD DUST COVER.

DUST spoils the appearance of your car, it gives you unnecessary work and expense. Why not use

'HAWSER' DUST PROOF MOTOR COVERS.

They cannot Scratch the Paintwork.

We append list of stock sizes and prices. We will make any special size wanted. As a guide the 144 x 112 in. at **27/-** is the size for ROVER "8."

144 x 112 in.	27/-	141 x 140 in.	34/-
198 x 112 in.	35/-	198 x 140 in.	44/6
234 x 112 in.	41/-	234 x 140 in.	50/6

TERMS—Cash with Order.

Motor traders should write for trade prices. All made of highest grade dust-free material (best cotton yarn) with bright stripes and of superior appearance.

SAMPLES of MATERIAL FREE.

THOMAS CARTMAN,
15, George Street, MANCHESTER.
Phone: 5185 Central.

STARTLING REDUCTIONS!

SINGER, COVENTRY-PREMIER,

2 or 4-Seater, 2 or 4-Seater,
£250 from 280 gns. **£210** from 230 gns.

EXCHANGES.

Deferred Payments.



PARKER'S
Wholesale and Retail Distributors. **BOLTON, Bradshawgate.** Tel.: 1348.

TO THE TRADE.
A few important Territories in Lancashire are still available. Communicate immediately.

Godfrey's Ltd

208, Gt. Portland Street,
LONDON, W.1.

Phone: LANGHAM 1300 (2 Lines)

Let GODFREY'S supply you with a Car and ensure personal attention to the smallest detail. Any Catalogue on Request.

ROVER CAR, 8 h.p., 2-Seater	£ 180
4-Seater	£ 190
COVENTRY - PREMIER, 10 h.p., 4-Seater	£ 210
T.B., 8-10 h.p., 3-Wheeler	£ 155

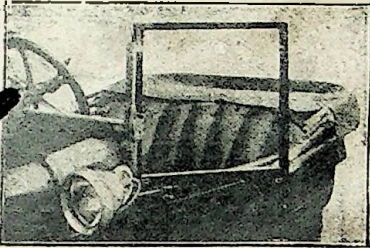
TRIAL RUNS.
DEFERRED PAYMENTS.
EXCHANGES.

IMMEDIATE DELIVERIES. FREE TUITION IF REQUIRED.



ORTO SIDE SCREENS

For Motorcars, v.N. and other Light Cars.



Walnut frames, triple glass or celluloid, plastic fittings, adjustable to any position, easily fixed, price 32/6 each. Triplic Glass - 24/- extra. Complete Conno Sets of 2 Side Screens and 2 Side Curtains, 24.

ATKINSON'S, 306, Uxbridge Rd., Shepherd's Bush, W.1

"DUBBEL" ALUMINIUM.

CLEANS AND POLISHES

Special Grade "A" for motors and all highly burnished surfaces, is supplied by Garages, Ironmongers, etc., or sample, post free, 1/2 from the DUBEL CO., RODLEY, NEAR LEEDS

ROVER OWNERS DRIVE IN COMFORT

Try a "TE DEUM" Accelerator Pedal Extension which is appreciated by Hundreds of Rover drivers.

From your nearest garage or - SPEART Bros., 163, Albert Road Peckham, London S.E.1. (7 days approx. with cash.)



Set for ROVER 8 h.p. Car

Made of Solid Leather.

33/- Post Free

Fits the Spring accurately.

J. WITHERS & SON, LTD.
Dept. 55, Wisemore Street, WALSALL.

GODDARD'S LTD.

BUILD MOTOR HOUSES TO SUIT EVERYBODY.

Well seasoned 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.

Disc wheels shabby?

Smarten them up in half-an-hour with "ATLAS RUSKILLA" Preservative. "It kills the rust." Durable, elastic, and quick drying.

In 1- and 3- tins from Garages, &c., or (if unobtainable locally) post paid direct from

ATLAS PRESERVATIVE CO., LTD.
LONDON - S.E.8.

The "DIXON" HAND JET CONTROL

Type "B" for

COX ATOMS, CAPAC, FORD, HOLLEY, KINGSTON, and other Carburettors having an Overhead Adjustable Jet Needle.

No. 5 Lever shown with flat clip for side of body. Can also be supplied with clip for steering column.

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 - DIXON-BATE, Dee Banks, Chester Trade Inquiries Invited.

Cylinders Reground

and new pistons complete

Laystall

EWER ST. SOUTHWARK, S.E.1

Immediate Delivery of 1923 Models.

MORGAN. ROVER. G.N.

for Cash, Exchange, or Instalments.

Phone: Avenue 3548.
Grams: "Elceemeyca," Stock, London.

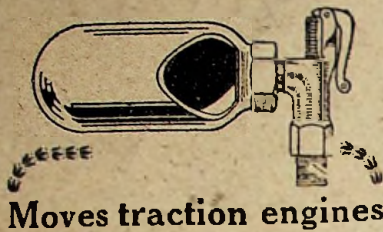
ELCE & CO

LIMITED

13, 15, 16, Bishopsgate Ave., Camomile Street, LONDON, E.C.3.

WANTED your Second-hand Machine in EXCHANGE for 1923 MORGAN. Highest possible prices allowed for late type vehicles, balance in Cash or Terms. We are the leading Morgan Agents and can quote keen allowances.

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Moves traction engines

A trial will prove that the most effective road-clearer is a



(Registered)

Its loud, penetrating, pulsating note is heard above all other noises, yet it can be modulated to suit all purposes.

It is a simple, valve-operated whistle, which is screwed into valve cap or compression tap hole, cannot get out of order, costs nothing to maintain, and will outlast a car.

Including adaptor for compression tap hole and steering column clip **21/-** Post Free in Gt. Britain

With adaptor for engines without valve cap or compression tap, 24/-

14 days' free trial

Money returned if not approved.



203, Above Bar, Southampton.

Between you and tyre trouble

EVERY Tyre Valve should have its valve cap. Dirt and oil—which prevents the "inside" from functioning properly—cannot get into the valve when it is protected by the "Schrader Universal" Tyre Valve Cap.

It seals in the air independently of the "inside." Always keep a box of Schrader Valve Caps in your Tool Kit. 1/2 per box of five from all good dealers.



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.

INSTRUCTIONS for amateurs to enamel a car



A COPY of our new leaflet, entitled "Instructions for Amateurs to Enamel a Car with Robbialac," will gladly be sent to those giving the name of their nearest accessory dealer. Write to the Sole Inventors of Robbialac, Warton Road, Stratford, London, E. 15.



Sold by all Dealers.



Does your car need a new hood?

Don't buy one. Just give it a coat of Accordian overnight and take it out smart, waterproof, and ready for use in the morning.

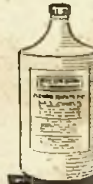
ACCORDIAN FLEXIBLE CANVAS PAINT

will add years to the life of a canvas hood. You can apply it yourself—it's quite simple. Made in five colours: Buff, Khaki, Brown, Grey and Black.

1/2 gallon (for 2-3 seater) ... 9/6
1/2 gallon (for 4-5 seater) ... 19/-

From Garages, Dealers or the Sole Manufacturers: The Avondale Manufacturing Co. (Dept. 3), Avondale Works - Chippenham, Wilts.

Write for free booklets

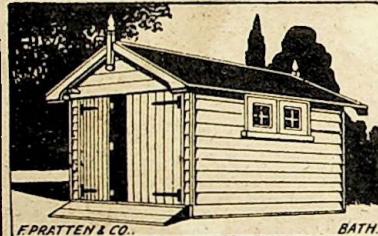


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will make old leather and imitation leather hoods and upholstery look like new.

No. 1 size (for hood and upholstery of 2-3 seater) ... 9/6
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YOUR GARAGE AT HOME



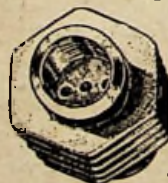
F. PRATTEN & CO. BATH.
Length. Width. Price.
11ft. 7ft. 6in. £12 4 0
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Carriage Paid.
Out-of-the-way doors, £2 ex.
Send for No. 34 Catalogue of Garages, Buildings, Greenhouses, Summer Houses, etc., etc.
F. PRATTEN & CO., Midsomer Norton, nr. BATH.

A splendidly built garage of artistic appearance; outside walls of moulded rustic slated boards; absolutely weatherproof.

Read "THE MOTOR,"
Every Tuesday. Price Fourpence.

ROVER OWNERS! USE PLUG PROTECTORS

Made of high-grade alloy. Prevents oiling up the plugs, keeps them cool and eliminates drying up. The plugs last indefinitely with this device. Will suit any engine. Price 3/6



W. G. CORAM,
Patented Motor Fittings,
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"A REAL LIVE MOTORISTS' MEDIUM"

"Dear Sirs,
"Please cancel after this week's issue my small advert. running in your Miscellaneous Column.

"Although such a small space, it has brought me within a few weeks many hundreds of replies, and I have sent my leather coats to all corners of the British Isles besides several Continental orders.

"I am more than pleased with your paper as a real live motorists' medium."

Extract from letter dated April 10th, 1923, from Mr. H. J. Beach, Ladies' and Gentlemen's Tailor, of Southsea, to "The Light Car and Cyclecar."



FOR EVERY CLASS OF MOTORING GOODS

"The Motor for the million."



Off to the Play

It is an easy journey into town for a "show" when one owns an Austin Seven, and a stormy night does not keep one at home. There is no rush before the end for the last train or bus with its crowd, but a delightful cosy drive home—all for no more than tram fare.

"The Motor for the Million," depicting the car for business use, and week-end jaunts with the children.

AUSTIN MOTOR CO., LIMITED,
Near BIRMINGHAM.
Oxford Street, W.1 (near Marble Arch).

**Austin
Seven**



The 750 c.c. class in the international cyclecar race held over the Monza circuit (Milan) on April 29th, was won by the Austin Seven (747.6 c.c.) at a speed of 90 kilometres per hour. The best lap speed was 103 k.p.h.

Features :

- 4-cylinder engine.
- Water-cooled.
- Detachable head.
- Automatic lubrication.
- Three-speed gearbox.
- Bevel drive.
- Differential.
- Brakes on all wheels.

Equipment :

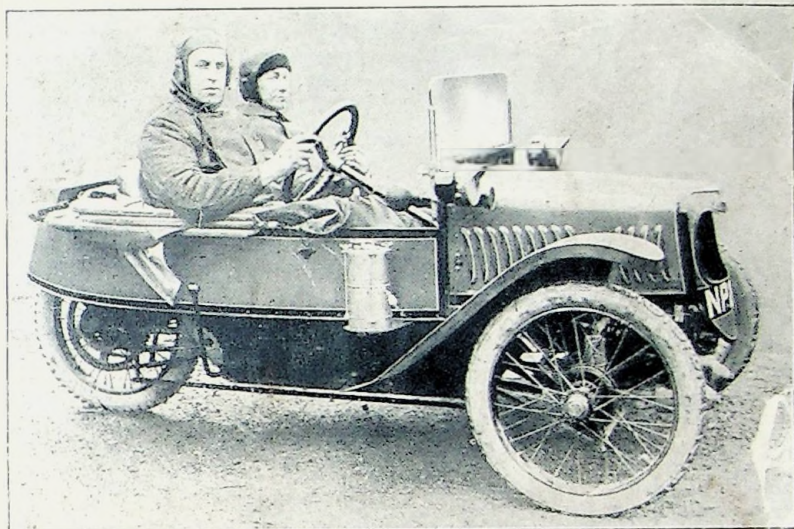
- Electric lighting.
- Electric horn.
- Hood & double screen.
- Side curtains.
- Spare wheel and tyre.

PRICE AT WORKS:

£165

If you want Sport and Efficiency
 ride a *Morgan Runabout.*

Prices
 from
 £128



Tax
 £4

The following are the latest unrivalled successes of the Marvellous Morgan.

Westall Cup

Premier award in the J.C.C. General Efficiency Trial open to all Light Cars and Cyclecars under 1,500 c.c. Cars similar in every respect to the winner of this trophy (including front wheel brakes) can be purchased for £140.

Watsonian Cup

and 3 Gold Medals for best team performance of any kind of motor car in the
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For fastest time of any Light Car or Cyclecar under 1,100 c.c. in the West

7 Gold Medals in the London-Land

These successes were achieved on standard machines by
 Drivers—Messrs. Carr, Goodall, Hall, Holmes, Julian, M
 Prentice, Sawtell and Ware.

MORGAN MOTOR CO., Ltd.