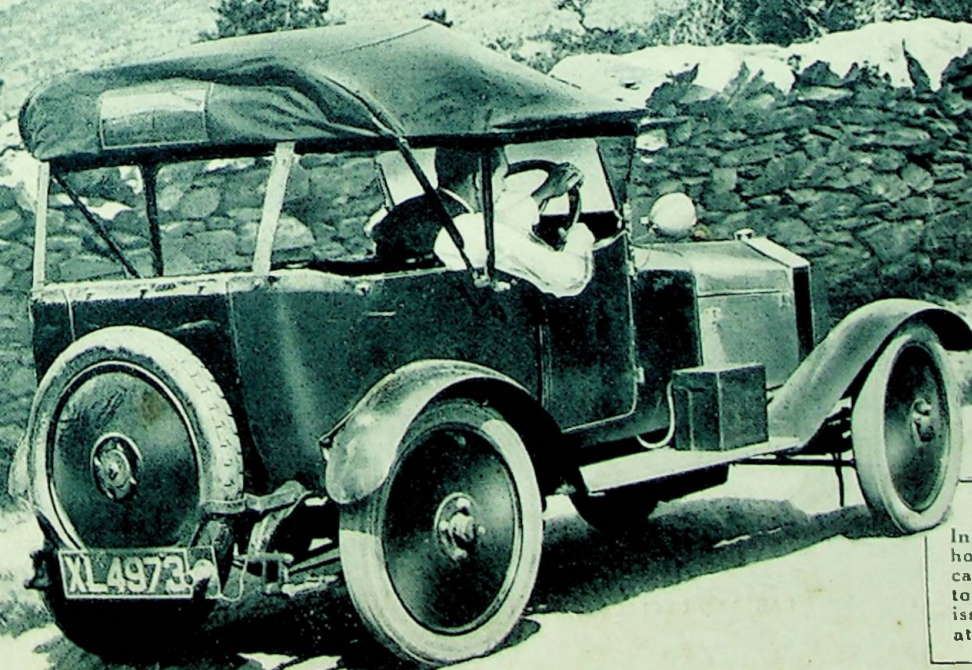


*addyman.*  
The  
**Light Car**  
and  
**Cyclecar**

*Founded 1913*  
The only Small Car Journal

3<sup>D</sup>

Vol. XXIV No. 608  
Friday July 18 1924  
*Registered at the GPO  
as a Newspaper*



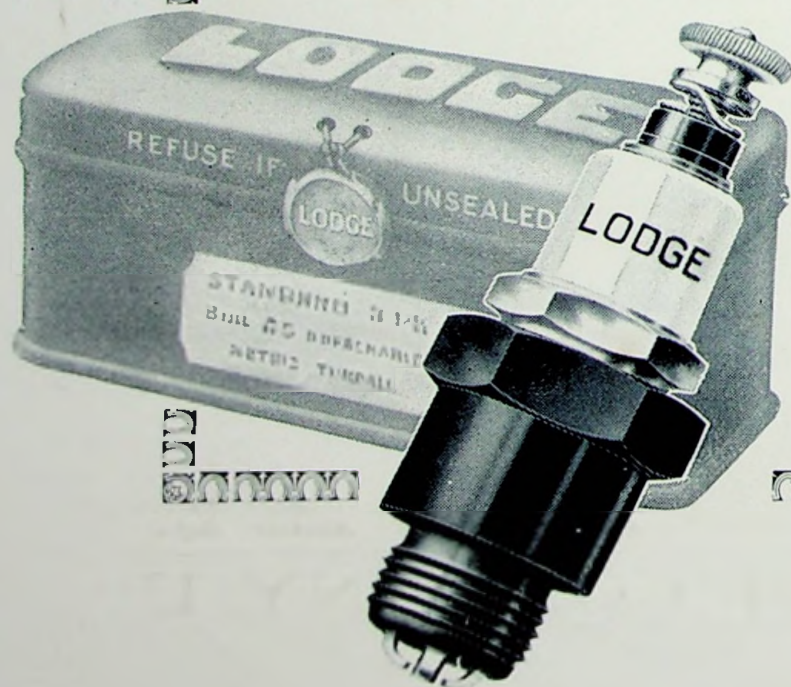
**FOR SULTRY DAYS.**

In very hot weather it often pays to keep the hood erected, especially if the back portion can be rolled up to allow a draught of cool air to pass through the car. An article in this issue deals with the question of keeping cool at the wheel.

# See that every **LODGE** **PLUG**

you buy is packed in a sealed metal box.

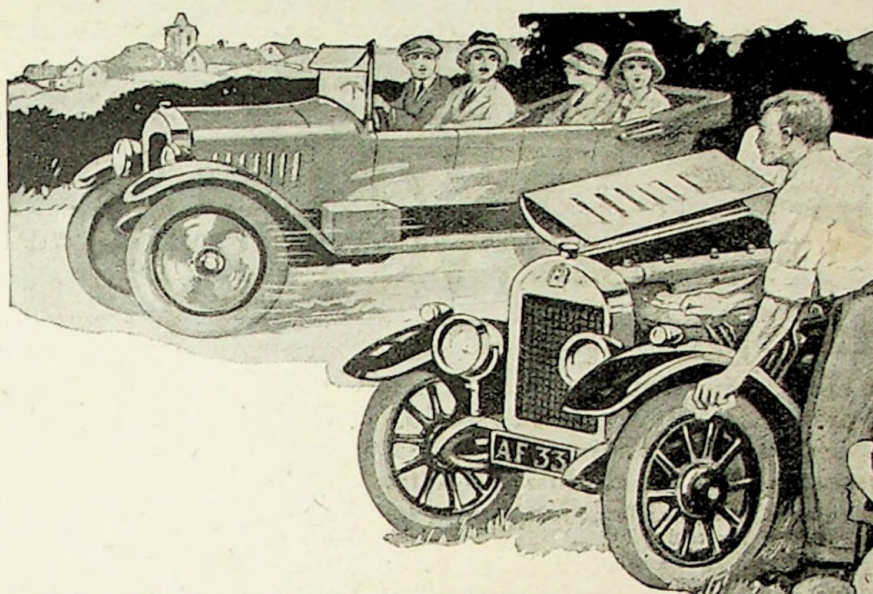
- ¶ The name "Lodge" is registered all over the civilised world, and, therefore, you can be sure what you are getting is a genuine Lodge plug when so branded.
- ¶ But be careful also to see that it is packed in a metal box (as illustrated), sealed with a lead seal bearing the name "Lodge." This is important, because there are a good many war surplus Lodge plugs about (in cardboard boxes), which, made from six to nine years ago for special aeroplane engines, are now obsolete, and are not really suitable for either car or motorcycle engines.
- ¶ War surplus Lodge aero plugs are being advertised very cheap by all sorts of dealers outside the motor trade. The correct patterns of Lodge plugs, recommended for cars and motorcycles and packed in their sealed metal boxes, are stocked by all regular dealers in high-class motor accessories.



*Every part of every model  
of the Lodge plug is of  
British manufacture.*

**LODGE PLUGS LTD. RUGBY.**

The Lodge standard plug (C3)  
price 5/- each  
(5/6 in Irish Free State)  
is packed in a sealed red metal box



## Oil + Dust + Fuel + Water = ?

Look out for this mixture in your crank case

GOOD oil stays good a long time. But present-day fuel is less volatile than that formerly sold. It is more apt to be drawn in liquid form into the combustion chambers. From there it leaks past the piston rings into the crank case. This thins out the oil. As mileage mounts up, this oil and fuel mixture is often further adulterated. Carbon is added. Road dust enters through the carburettor. Water and rust may also be present.

Then what?

- (1) Premature wear of cylinders, pistons, piston rings, crank shaft, connecting rod and gudgeon pin bearings and possibly bearing trouble.
- (2) An incomplete piston ring seal with consequent loss of compression and power.
- (3) Fouled sparking plugs.
- (4) Considerably increased carbon formation.
- (5) Direct waste of fuel.

The quality of Gargoyle Mobiloil enables it to withstand remarkably well the cutting effect of present-day fuel. The body of the grade specified for your car provides a piston ring

seal which further ensures you against leakage of fuel into the crank case.

But even with this scientific and economical lubrication all used oil should be drawn off *regularly* and replaced with fresh oil. It will pay you to-day to begin to use the right oil—in the right way.

If your car is not listed in the partial Chart shown here consult the complete Chart of Recommendations at your dealer's, or send for our booklet "Correct Lubrication" which includes the complete Chart of Recommendations, together with information of an instructive character for the car owner.



# Mobiloil

Make the Chart your Guide

HEAD OFFICE: Caxton House, S.W. 1  
WORKS: Birkenhead and Wandsworth

BRANCH OFFICES: Belfast, Bristol, Dublin, Liverpool, Newcastle-on-Tyne, Birmingham, Cardiff, Glasgow, Manchester, Sheffield

## VACUUM OIL COMPANY, LTD

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

A1

### Chart of Recommendations MOTOR CARS

PART II

The correct grade of Gargoyle Mobiloil for engine lubrication at motor cars are given in the Chart below.

*Don't say "Give me a gallon of 'A' or 'BB'." Demand Gargoyle Mobiloil "A" or Gargoyle Mobiloil "BB," or whichever grade is specified for your car in the Chart of Recommendations.*

*Where adverse conditions of temperature and water are met when cold temperatures may be expected, the Chart of Recommendations is a guide only. The use of Automobile Lubricants is a matter of judgment. The use of Automobile Lubricants is a matter of judgment.*

NAME OF CAR	1921	1922	1923	1924
Bentley	BB	BB	BB	BB
Bugatti	BB	BB	BB	BB
Rolls Royce	BB	BB	BB	BB
Rolls Royce Phantom	BB	BB	BB	BB
Rolls Royce Phantom II	BB	BB	BB	BB
Rolls Royce Phantom III	BB	BB	BB	BB
Rolls Royce Phantom IV	BB	BB	BB	BB
Rolls Royce Phantom V	BB	BB	BB	BB
Rolls Royce Phantom VI	BB	BB	BB	BB
Rolls Royce Phantom VII	BB	BB	BB	BB
Rolls Royce Phantom VIII	BB	BB	BB	BB
Rolls Royce Phantom IX	BB	BB	BB	BB
Rolls Royce Phantom X	BB	BB	BB	BB
Rolls Royce Phantom XI	BB	BB	BB	BB
Rolls Royce Phantom XII	BB	BB	BB	BB
Rolls Royce Phantom XIII	BB	BB	BB	BB
Rolls Royce Phantom XIV	BB	BB	BB	BB
Rolls Royce Phantom XV	BB	BB	BB	BB
Rolls Royce Phantom XVI	BB	BB	BB	BB
Rolls Royce Phantom XVII	BB	BB	BB	BB
Rolls Royce Phantom XVIII	BB	BB	BB	BB
Rolls Royce Phantom XIX	BB	BB	BB	BB
Rolls Royce Phantom XX	BB	BB	BB	BB
Rolls Royce Phantom XXI	BB	BB	BB	BB
Rolls Royce Phantom XXII	BB	BB	BB	BB
Rolls Royce Phantom XXIII	BB	BB	BB	BB
Rolls Royce Phantom XXIV	BB	BB	BB	BB
Rolls Royce Phantom XXV	BB	BB	BB	BB
Rolls Royce Phantom XXVI	BB	BB	BB	BB
Rolls Royce Phantom XXVII	BB	BB	BB	BB
Rolls Royce Phantom XXVIII	BB	BB	BB	BB
Rolls Royce Phantom XXIX	BB	BB	BB	BB
Rolls Royce Phantom XXX	BB	BB	BB	BB
Rolls Royce Phantom XXXI	BB	BB	BB	BB
Rolls Royce Phantom XXXII	BB	BB	BB	BB
Rolls Royce Phantom XXXIII	BB	BB	BB	BB
Rolls Royce Phantom XXXIV	BB	BB	BB	BB
Rolls Royce Phantom XXXV	BB	BB	BB	BB
Rolls Royce Phantom XXXVI	BB	BB	BB	BB
Rolls Royce Phantom XXXVII	BB	BB	BB	BB
Rolls Royce Phantom XXXVIII	BB	BB	BB	BB
Rolls Royce Phantom XXXIX	BB	BB	BB	BB
Rolls Royce Phantom XL	BB	BB	BB	BB
Rolls Royce Phantom XLI	BB	BB	BB	BB
Rolls Royce Phantom XLII	BB	BB	BB	BB
Rolls Royce Phantom XLIII	BB	BB	BB	BB
Rolls Royce Phantom XLIV	BB	BB	BB	BB
Rolls Royce Phantom XLV	BB	BB	BB	BB
Rolls Royce Phantom XLVI	BB	BB	BB	BB
Rolls Royce Phantom XLVII	BB	BB	BB	BB
Rolls Royce Phantom XLVIII	BB	BB	BB	BB
Rolls Royce Phantom XLIX	BB	BB	BB	BB
Rolls Royce Phantom L	BB	BB	BB	BB
Rolls Royce Phantom LI	BB	BB	BB	BB
Rolls Royce Phantom LII	BB	BB	BB	BB
Rolls Royce Phantom LIII	BB	BB	BB	BB
Rolls Royce Phantom LIV	BB	BB	BB	BB
Rolls Royce Phantom LV	BB	BB	BB	BB
Rolls Royce Phantom LVI	BB	BB	BB	BB
Rolls Royce Phantom LVII	BB	BB	BB	BB
Rolls Royce Phantom LVIII	BB	BB	BB	BB
Rolls Royce Phantom LVIX	BB	BB	BB	BB
Rolls Royce Phantom LX	BB	BB	BB	BB
Rolls Royce Phantom LXI	BB	BB	BB	BB
Rolls Royce Phantom LXII	BB	BB	BB	BB
Rolls Royce Phantom LXIII	BB	BB	BB	BB
Rolls Royce Phantom LXIV	BB	BB	BB	BB
Rolls Royce Phantom LXV	BB	BB	BB	BB
Rolls Royce Phantom LXVI	BB	BB	BB	BB
Rolls Royce Phantom LXVII	BB	BB	BB	BB
Rolls Royce Phantom LXVIII	BB	BB	BB	BB
Rolls Royce Phantom LXIX	BB	BB	BB	BB
Rolls Royce Phantom LXX	BB	BB	BB	BB
Rolls Royce Phantom LXXI	BB	BB	BB	BB
Rolls Royce Phantom LXXII	BB	BB	BB	BB
Rolls Royce Phantom LXXIII	BB	BB	BB	BB
Rolls Royce Phantom LXXIV	BB	BB	BB	BB
Rolls Royce Phantom LXXV	BB	BB	BB	BB
Rolls Royce Phantom LXXVI	BB	BB	BB	BB
Rolls Royce Phantom LXXVII	BB	BB	BB	BB
Rolls Royce Phantom LXXVIII	BB	BB	BB	BB
Rolls Royce Phantom LXXIX	BB	BB	BB	BB
Rolls Royce Phantom LXXX	BB	BB	BB	BB
Rolls Royce Phantom LXXXI	BB	BB	BB	BB
Rolls Royce Phantom LXXXII	BB	BB	BB	BB
Rolls Royce Phantom LXXXIII	BB	BB	BB	BB
Rolls Royce Phantom LXXXIV	BB	BB	BB	BB
Rolls Royce Phantom LXXXV	BB	BB	BB	BB
Rolls Royce Phantom LXXXVI	BB	BB	BB	BB
Rolls Royce Phantom LXXXVII	BB	BB	BB	BB
Rolls Royce Phantom LXXXVIII	BB	BB	BB	BB
Rolls Royce Phantom LXXXIX	BB	BB	BB	BB
Rolls Royce Phantom LXXXX	BB	BB	BB	BB
Rolls Royce Phantom LXXXXI	BB	BB	BB	BB
Rolls Royce Phantom LXXXXII	BB	BB	BB	BB
Rolls Royce Phantom LXXXXIII	BB	BB	BB	BB
Rolls Royce Phantom LXXXXIV	BB	BB	BB	BB
Rolls Royce Phantom LXXXXV	BB	BB	BB	BB
Rolls Royce Phantom LXXXXVI	BB	BB	BB	BB
Rolls Royce Phantom LXXXXVII	BB	BB	BB	BB
Rolls Royce Phantom LXXXXVIII	BB	BB	BB	BB
Rolls Royce Phantom LXXXXIX	BB	BB	BB	BB
Rolls Royce Phantom LXXXXX	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXI	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXII	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXIII	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXIV	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXV	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXVI	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXVII	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXVIII	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXIX	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXX	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXI	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXII	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXIII	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXIV	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXV	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXVI	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXVII	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXVIII	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXIX	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXX	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXXI	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXXII	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXXIII	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXXIV	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXXV	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXXVI	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXXVII	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXXVIII	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXXIX	BB	BB	BB	BB
Rolls Royce Phantom LXXXXXXX	BB	BB	BB	BB

#### GEAR BOX and BACK AXLE

Correct Lubrication recommendations are shown on the complete Chart exhibited in all garages

#### Remember:

Ask for Gargoyle Mobiloil by the full title. It is not sufficient to say, "Give me a gallon of 'A' or 'BB'." Demand Gargoyle Mobiloil "A" or Gargoyle Mobiloil "BB," or whichever grade is specified for your car in the Chart of Recommendations.



## Forget your Springs

after you have Wefco Spring Covers fitted. These covers keep the springs in their original condition—soundless and sound. No other spring cover but WEFKO possesses all these exclusive points:

Interlocking joint and invisible lacing. An underlying tongue delaying water percolation.

The lubricant gun which ensures simple and speedy maintenance.

Oil retaining fabric which positively prevents the oil being absorbed by the leather.

Terminal flanges retaining grease and excluding dirt.

Always neat—never unsightly because there are no hooks, eyes, or numerous straps to tear out or collect dirt.

Excellent quality of leather, will outlast the life of the car.

*All covers are specially blocked to the spring shape.*

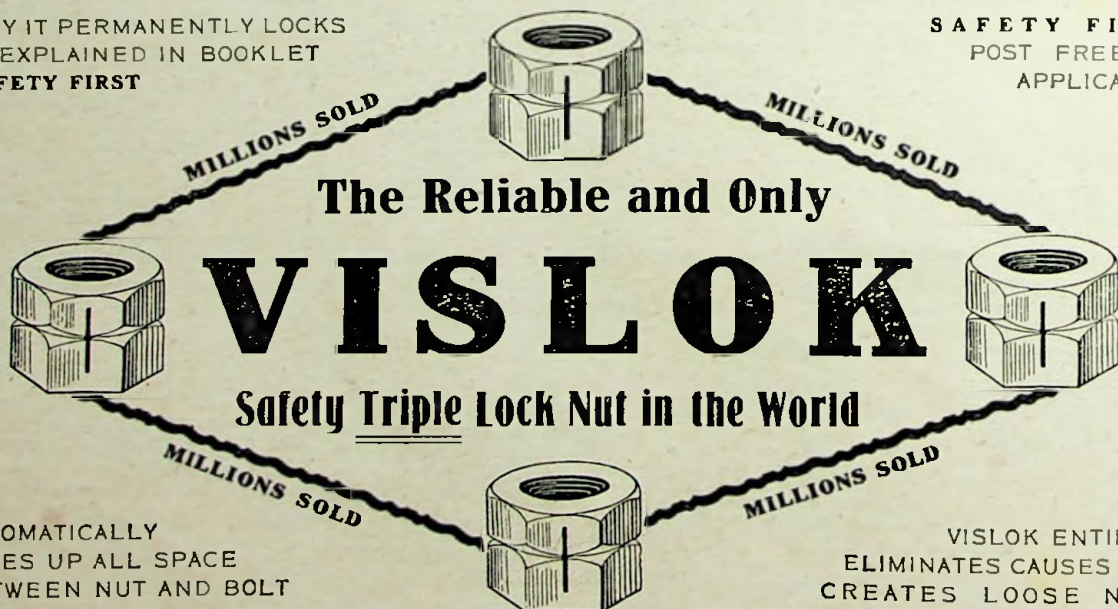
Patents and Manufacturers:  
**WILCOT (Parent) CO., LTD.**  
 FACTORY - FISHPONDS BRISTOL.  
 London Office: 26 and 27, Avenue Chamber.  
 Southampton Row, W.C.1.

## Vislok is the only Patented Lock Nut that has Succeeded.

Because it is Scientifically correct in Principle and based on sound mechanical practice. It automatically makes THREE SEPARATE but SIMULTANEOUS INTERDEPENDENT LOCKS by the ONE LOCKING MOVEMENT OF SPANNER. Vislok has been for Eight years in practical use.

WHY IT PERMANENTLY LOCKS  
IS EXPLAINED IN BOOKLET  
**SAFETY FIRST**

**SAFETY FIRST**  
POST FREE ON  
APPLICATION



**The Reliable and Only**

# VISLOK

**Safety Triple Lock Nut in the World**

AUTOMATICALLY  
TAKES UP ALL SPACE  
BETWEEN NUT AND BOLT

VISLOK ENTIRELY  
ELIMINATES CAUSES THAT  
CREATES LOOSE NUTS

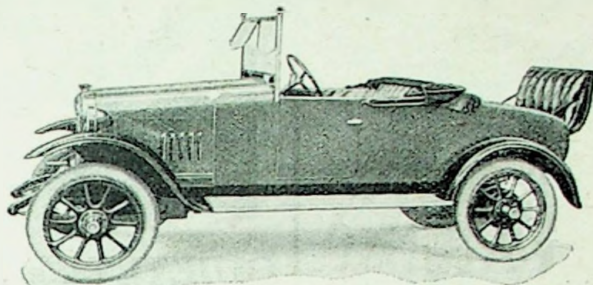
Sold by all Ironmongers  
and Garages.

Patented in Chief Countries of the World.

Made in Sizes from  
 $\frac{1}{4}$  in. to 4 inches.

"Safety First" Booklet post  
free, apply to VISLOK Ltd.  
Salisbury Sq. London, E.C.4

# NO REDUCTION IN PRICE OR QUALITY.

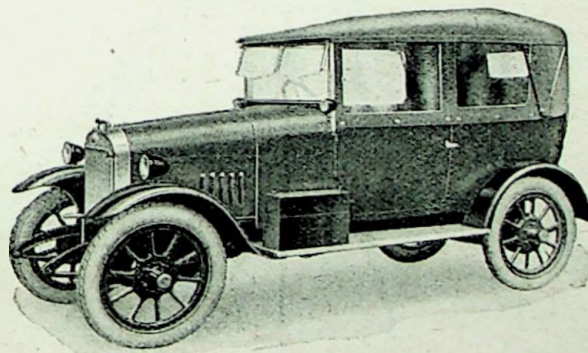


## "BETTER THAN MOST"

embodies in three words the reasons for the popularity of the CLULEY Car. CLULEY owners will elaborate this statement with enthusiasm. One will tell you of its comfort and leg room, while his passengers add their testimony to the excellence of its upholstery and springing. Another owner will enthuse upon the flexibility of the engine, which on top gear is a revelation in power and controllability.

**T**HE CLULEY CAR has built its reputation on quality. It has nothing in common with those cars of which their price is the only attraction. Our fixed policy of using nothing but the finest materials, and the distinct upward tendency of prices, has convinced us after a thoroughly exhaustive examination of costs, that no reduction of prices will be possible. Order your Cluley now therefore, safe in the assurance of a sound investment. Any of the Agents below will be pleased to give you a trial run.

*May we send you our Catalogue, and address of nearest Agent if he is not amongst the list?*



## TRUE ECONOMY

is the basic principle on which the CLULEY Car is constructed. Power in plenty is provided, the engine can accomplish 50 m.p.h. on top gear if needed, and long semi-elliptic springs ensure perfect carriage comfort. Carefully finished coachwork adds final distinction to a production which in every detail is built to give that entire satisfaction which can only arise from long and efficient service.

## PRICES

10-20 h.p. Two-Seater at £250, with all-weather equipment, three piece windscreen, double dickey, clock, speedometer, spring gaiters, five lamps, five Dunlop tyres, electric lighting and starter, etc.

10-20 h.p. Four-Seater, Chassis as above, £270

CLARKE, CLULEY & CO., GLOBE WORKS, COVENTRY.  
Established 1890.

## AGENTS

SMITH & HUNTER, 90-92, Gr. Portland St., LONDON, W.1. C.S. HOLTHOUSE, Abbey Garage, PLYMOUTH. JACKMAN MOTORS, LTD., City Garage, John St., BRADFORD. WILL CHAPMAN'S GARAGE, Belgrave Rd., LEICESTER. C. W. SMITH (DARLINGTON) LTD., Northgate, DARLINGTON. TRAVERS, LTD., 73-77, Pilgrim St., NEWCASTLE-ON-TYNE. FRED. BURR & CO., 52, Corporation St., MIDDLESBROUGH. TURVEY & CO., LTD., Holmside Garage, SUNDERLAND. GREEN & HARDING, Marlborough Rd., SWINDON. H. E. WILLIAMS, 38, Catherine St., EXETER. A. WILLIAMS & CO., Portland St., CHELTENHAM.

## AGENTS

*Continued.*

QUEENS & BRIGHTON MOTOR CO., Rawcliffe St., BLACKPOOL. TAILBY MOTORS, LTD., Charlotte St., BIRMINGHAM. WYLIE & LOCHHEAD, 377, Byres Rd., GLASGOW. DRYSDALE & CO. (DUMFRIES) LTD., York Place, DUMFRIES. DONALDSONS, 86, Lothian Rd., EDINBURGH. EDWARDS & SON, The Garage, GARNAH (CARM.) T. M. NICHOLSON, 147, Anlaby Rd., HULL. THE SLEAFORD MOTOR CO., Jermy St., Southgate, SLEAFORD. THE NORTH ROAD GARAGE, Great Ponton, GRANTHAM. THE LUCAS GARAGE CO., Wide Bargate, BOSTON. H. T. HUSSEY, 45, Vine St., STAFFORD. J. W. HOLLOWAY & SONS, Lower Rd., SHOREHAM-BY-SEA. J. E. JACKSON, High St., GUILDFORD. HARRY FERGUSON LTD., 3, Bedford St., BELFAST. NORTHERN MOTOR UTILITIES, Foss Islands Rd., YORK. PULLAN & CO., 30, Tarrleton St., LIVERPOOL. BULL & WARNER, Wragby Rd., LINCOLN. MIDLAND MOTOR CO., Ropewalk (off Derby Rd.), NOTTINGHAM. C. W. MAY, 2 High St., FAREHAM. HANTS. J. BOSWORTH & SONS, Dalkeith Place, KETTERING.



## BUY A BRITISH CAR—BUY A CLULEY.

H.P.

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

A3



## There's Music in an Engine

*if it's a  
Coventry  
Climax.*

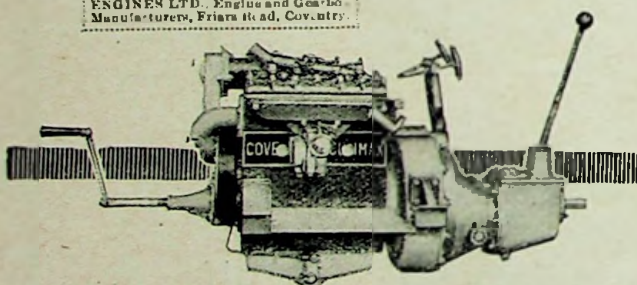
## Rhythm

THERE is no music without rhythm—no harmony without "keeping time." Rhythm is the pulse of music, and the dance is its physical expression. Through rhythm the dancers achieve their harmony of movement, their exhilarating unity.

In fine motor car engines like the Coventry Climax there is the same understanding and harmony between every part, each tuned and timed with patient care, producing smooth, effortless running and unceasing power. There's the rhythm of music and the music of rhythm in every Coventry Climax Engine.

Is YOUR car fitted with a Coventry Climax Engine?

MOTOR CAR MANUFACTURERS should note that Coventry Climax Engines are made in three sizes of the Four-Cylinder type and a Six-Cylinder engine which is just within the Two-Litre Class.  
See STANDS Nos. 58 and 80 at the BRITISH EMPIRE EXHIBITION. Full particulars and quotations upon request to COVENTRY CLIMAX ENGINE LTD., Engines and Gearbox Manufacturers, Friars Road, Coventry.



F Type 4-cylinder engine, with 3-speed gearbox unit construction.

Engines for every type of Light Car  
**COVENTRY  
CLIMAX  
ENGINES**

(H.P.)

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



## QUIETLY & WITH PERFECT SMOOTHNESS.

Not a squeak of the springs, not a jar of the mechanism, not a jolt to the passengers.

HE'S FITTED  
JEAVONS



JEAVONS alone guarantees the positive uniform distribution of oil to every part of the spring leaves.

Conveyance of lubricant is by means of a tube running the whole length of the spring, feeding the Wink Lubricator, which, completely surrounding the spring, distributes the oil effectively to every part.



BRITISH EMPIRE  
EXHIBITION 1924  
SEE OUR EXHIBIT  
No. 209

Motor and Cycle Section,  
Palace of Engineering.

RAMSDENS (HALIFAX), LTD.  
(Dept. L), Station Works, Halifax.

Branch Offices and Service Depots:

LONDON: 35 New Cavendish Street, W.1.  
MANCHESTER: Merriman & Howard,  
22-24, Lees St., St. Ann's St.  
GLASGOW: Geo. M. Smith, 19, West Regent St.

GET THE  
FACTS.

## POST THIS COUPON

To RAMSDENS (HALIFAX), LIMITED (Dept. L), Station Works, Halifax

Please send me gratis and post free your illustrated booklet, "Perfect Youth for Springs," giving full particulars how Jeavons Lubricating Spring Gaiters will improve my car.

Name.....  
Address.....  
Make of Car..... H.P. ....

# Humber

## The Aristocrat of Light Cars.

**T**HE Humber 8 h.p. Chassis carries 3 types of bodies—a 2-Seater with comfortable dickey seat, one with chummy body and a 3-Seater Saloon. The 2-Seater may be inspected at the British Empire Exhibition, Wembley—Exhibit No. 70, Motor and Cycle Section, Palace of Engineering.

*A well-known motoring expert recently tested a Humber 8 h.p. car, and this is what he said after the test:—*

*"The engine 'turns' most astoundingly and delivers the goods. Many small motors can be made to buzz merrily, but they don't seem to be bringing home the bacon after about 2,500 r.p.m., whereas this of the Humber gives real and manifest power for every revolution of the crankshaft. Another remarkable thing is its flexibility. One can vary one's pace from 5 to 45 m.p.h. on top gear, and yet the engine is scarcely more audible when running all-out than when just ticking over. Obviously, this points to exceptional design and very fine workmanship."*

**8 h.p. Light Car (with Chummy Body) - £250**

**8 h.p. Light Car (2-Seater with Dickey Seat) £250**

**8 h.p. 3-Seater Saloon - - - £310**

*Get particulars from  
your nearest Dealer.*

Or direct from  
**HUMBER LTD.,  
COVENTRY.**

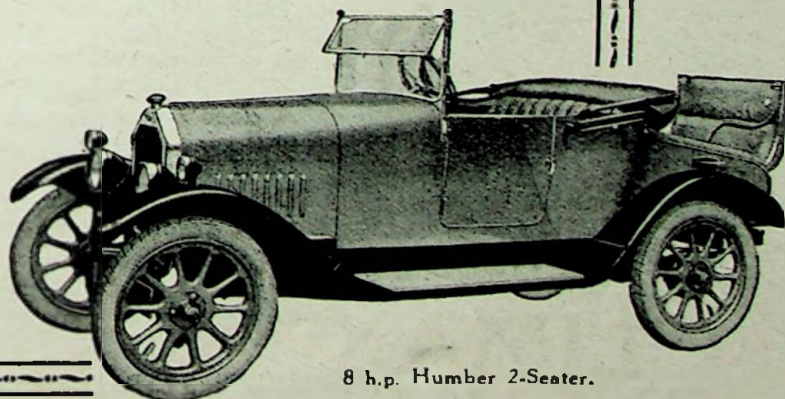
LONDON — City Showrooms:  
32, Holborn Viaduct, E.C.1.

West End Showrooms and  
Export Branch Office:

Humber House, 94, New Bond  
Street, W.1.

Repair Works:  
Canterbury Rd., Kilburn, N.W.6

Dealers everywhere.



8 h.p. Humber 2-Seater.

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

# Peugeot

## THE IDEAL HOLIDAY CAR.

Powerful enough for all touring purposes.  
Sweet in temper—running—and clutch.  
Cheap to a degree both to buy and run.

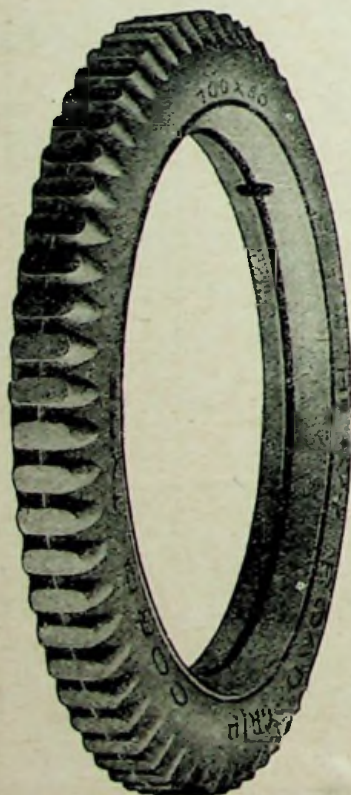
Perfectly finished and fully equipped, from £175

Any make of car taken in part exchange, and balance by instalments

PEUGEOT (ENGLAND) LIMITED,  
10, BROMPTON ROAD, S.W.1

*'Grams: "Peugeot, London."*  
*Phone: Kensington 871.*

(Service Station, 19a, Carlyle Square, Chelsea, S.W.3. *'Phone Kensington 1413.*)



SPECIALLY BUILT FOR THE REAR WHEEL  
OF MORGANS, BUT EQUALLY SUITABLE  
FOR REAR WHEELS OF ALL CARS.

THE NEW 700 x 80

## STEPNEY HEAVY ROAD-GRIP CORD TYRE

*A prominent non skid tread having a  
better forward grip than any other tyre.  
A deep tread of tough wearing rubber which  
will give a much greater mileage than other  
Cord Tyres.*

*Overlapping beads to protect the Inner Tube  
from damage from the rim, spokeheads, etc.*

Prices: 700 x 80 Heavy Road-Grip Cord Cover £3-4-9 Inner Tube 7/6 Sameon Tube 15/-

THE TYRE WHICH GOES ALL THE WAY.

*Manufacturers:*

STEPNEY TYRES LTD., Llanelly, & 170, Gt. Portland St., London, W.1.

## On the Subject of Lubrication— And the Properties of Zero Huile de Luxe

We are frequently asked—

*Why change to Zero Huile de Luxe?*

*What advantages shall I gain?*

*Why spend more money?*

We would reply that, being a rich compound lubricant, *i.e.*, a blend of refined neutral fatty oils with specially selected pure hydrocarbons, it is much more costly to produce than the average oil for water-cooled engines, which is a pure mineral. On the other hand, ZERO HUILE DE LUXE gives substantially better results—justifying the greater outlay.

ZERO HUILE DE LUXE, being rich in fatty matter, is cleaner in working, *i.e.*, gives less deposits than pure minerals, thus calling for less frequent need for decarbonising.

ZERO HUILE DE LUXE is lighter than many pure minerals, but, on the other hand, thanks largely to the fatty matter, has a far better ratio of viscosity; in other words, whilst exceptionally fluid when cold, it maintains its body when hot. And ZERO HUILE DE LUXE neither gums up nor thickens in cold weather. These are particularly valuable features.

Your engine can be readily started from cold without damaging batteries, and runs freely and with great liveliness even when cool. Particularly in the case of high speed engines, this great reduction of fluid friction at medium temperatures is most valuable in saving fuel. During the first few miles of warming up, and at other times when the temperature of the engine is only moderate, ZERO HUILE DE LUXE will be circulating freely to all working surfaces, thus minimising wear and promoting long life. Pure minerals which do not circulate freely till hot are at a great disadvantage in cold weather.

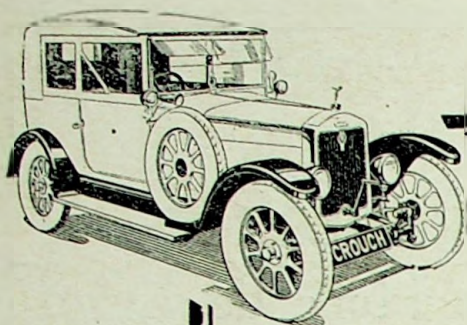
When hot, ZERO HUILE DE LUXE, thanks again largely to the fatty matter it contains, maintains its body well, giving adequate lubrication even under severe conditions of load and speed, and having a high flashpoint does not readily burn away, consequently it is economical in use.

*We have been consistent advocates of Compound Lubricants, i.e., blends of fatty oils with pure hydrocarbons, for nearly fifty years, particularly, of course, for internal combustion engines. We have a variety of grades, and an inquiry on any point receives prompt and personal consideration.*

**PRICE'S PATENT CANDLE COMPANY LTD.**  
**BATTERSEA, LONDON, S.W.11**

*Write us for E/R Illustrated List.*

*E/R List and Literature always free for the asking.*



The 12/30 h.p. 4-seater  
All-Weather De Luxe

# CROUCH

Each of the three CROUCH Models excels in value in its type. For consistent, all-the-year-round, everyday service, this model is a splendid combination of a utility and pleasure car on the same four wheels. There is full protection and full comfort in storm and rain, with the freedom and enjoyment of a most attractive open car, when the hood is down. Recent detail improvements have made the All-weather CROUCH better even than it was before.

Also the new  
60 m.p.h. Sports  
Model—sold with  
a guarantee of  
performance—  
same price.

£295

—and this is what you get for the money:  
British-Anzani Engine, 12 v. (5 lamp lighting set,  
separate starter, 3-panel windscreen, patent duplex  
suspension, spring gaiters, clock, speedometer, dash-  
board locker, best English leather upholstery, etc. etc.

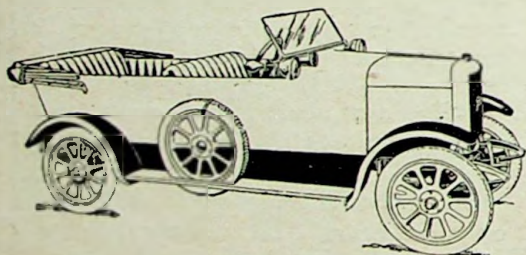


Write for full details  
and name of nearest  
agent.

CROUCH MOTORS (1915), LTD.  
Tower Gate Works - - Coventry.

London Agents: Messrs. B. S. MARSHALL, LTD., 17a, Hanover Square, W.

## BUY A JOWETT



*Deliveries from Stock.  
Ready to drive away.*

Two-seater : : : : £168  
Four-seater : : : : £192

H.P.  
7-17

::

Tax only  
£7 per year.

Give us an opportunity to demonstrate the Car to you.  
Any day or time a trial run will convince you of its merits.

Telegrams:  
"Uppermost,  
Phone,  
London."

GARAGE AND  
COMPANY



ENGINEERING  
LIMITED

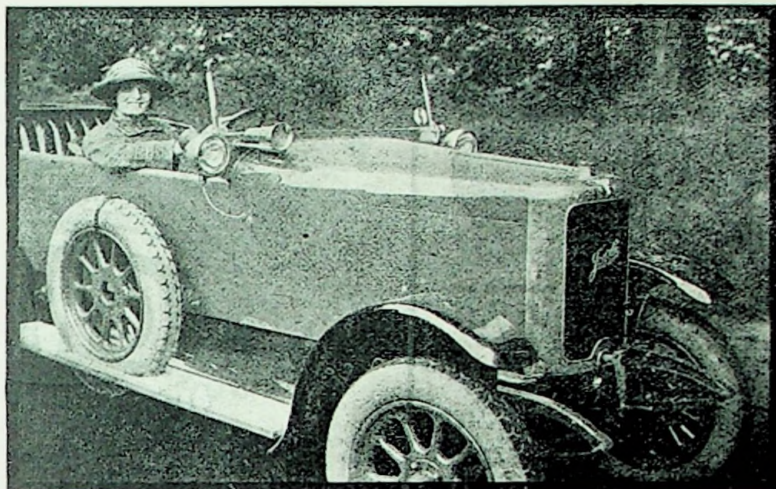
Telephone:  
Hop 5279.

1, 3 & 5, Lambeth Palace Road, S.E.1.

**GARAGE OPEN DAY AND NIGHT.  
REPAIRS BY COMPETENT MECHANICS.**

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

"ONLY SEVEN HORSE POWER?"

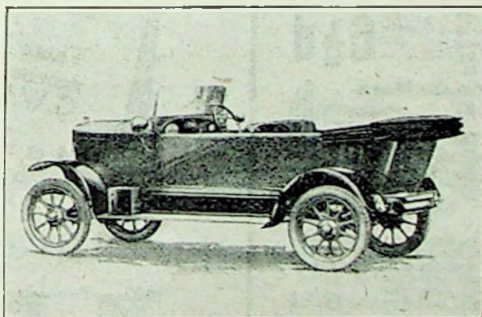


Miss Jowett pays only seven pounds tax anyway!

This "close up" view gives a good general idea of the sturdy lines of the

## JOWETT FULL FOUR

A real car for four adults at a price within reach of all.  
ONE-NINETY-TWO POUNDS



The JOWETT "MAKES GOOD"  
BECAUSE IT'S "MADE" GOOD.

You'll be charmed with our literature. May we send it?

JOWETT CARS LIMITED, IDLE, BRADFORD.

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

# Last Few Days!

# BENETFINKS

# GREAT SALE

NON-FLAM EYESHIELDS.



2,000 pairs Non-Flam Eyeshields. Quite transparent. A necessity to every motorist during the Summer Months. Get a pair at Benetfink's Sale.

9 1/2d.

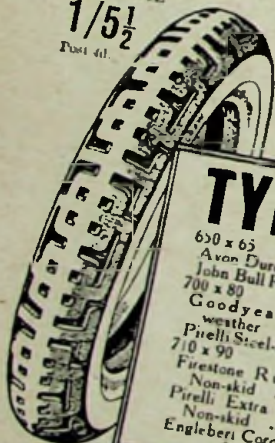
Order by post direct from this announcement on our Money-back Guarantee. Better still, visit us in person.

**SOLDERING IRONS**  
250 Only

250 only. Very handy for small motor or wire work. A useful addition to the toolbox. Usual Price 4/9. SALE PRICE 1/11 1/2. Order now to secure at this price. Post 4d.

**300 OBLONG CONVEX OBSERVATION MIRRORS.**  
Size 4 x 3 in. Illustration. British made, adjustable to all angles. Can be supplied with plate fitting as illustrated, or clip fitting for windscreen. This mirror gives a complete view of the whole road. SALE PRICE 9/9. Elsewhere 10/-. Post 6d.

**Petrol Pours.**  
600 Solid Brass Petrol Pours with Gauge Strainer, which holds water. Fits any car. Get one of these and save time, trouble, and money. Typical Benetfink value. All well made and finished. A real necessity for every Car Owner. SALE PRICE 1/5 1/2. Post 4d.



**TYRES!**  
Special Clearance of Oddments considerably under cost of production. Early ordering essential on these lines.

620 x 65	31/6	760 x 90	27/6
Avon Duroth	25/8	Dunlop Steel	49/8
John Bull Rib Stud	37/6	Englebert Cords	45/-
700 x 80	24/9	Steinway Road Grip	42/6
Goodyear All-weather	35/-	760 x 100	30/-
Pirelli Steel-studded	42/6	Dunlop Steel	47/8
710 x 90	45/8	Firestone Rubber	49/8
Firestone Rubber		Non-skid	
Pirelli Extra Forte		Non-skid	
Englebert Cord		Carriage 1s	

Solid Leather TOOL ROLLS.

CLEANING CLOTHS.



8,000 Rolls. White Stock. Inset Cleaning Cloth. Good and absorbent. Superior to mutton cloth. Double width. In 25 yd. rolls.

SALE PRICE 3/11 1/2. Post 6d. Order a roll and give it a trial!

**TOOL ROLLS.**  
60 Solid Leather Car Tool Rolls. Size 26 in. x 18 in. strong and very reliable. Worth trouble to hold 10 tools.

SALE PRICE 5/11. Post 9d.

**British Made WINDSCREEN WIPERS.**  
To fit any car. A twist of the handle and your windscreen is clear again. Well made and nicely nickel-plated. Usual price 6/9. SALE PRICE 4/6 1/2. Post 4d.

**DOUBLE ENDED SPANNERS.**  
1,500 Hardened Steel Double-ended Spanners (as illustration). In two sizes at same price. Length 7 in.; width 1 1/2 in.; width across jaws 1 1/2 in. x 1 in. SALE PRICE 6 1/2d. Post 4d.

**"Rotax" Bulb Horn.**  
DEEP NOTE.  
250 only. Genuine Rotax Bulb Horns. Good note and a splendid road clearer. Well worth ordering NOW for future requirements. With clip fitting, suitable for Car or Motorcycle. Solid brass throughout with very deep note. Large bulb and dust grill. Black finish, usual price 17/6. Nickel finish, usual price 21/-. SALE PRICE 8/11. Post 6d.

Sale Price

Post 6d.

SALE PRICE 8/11

Post 6d.

SALE PRICE 8/11

Post 6d.

SALE PRICE 8/11

Post 6d.

SALE PRICE 8/11

Post 6d.

SALE PRICE 8/11

Post 6d.

SALE PRICE 8/11

Post 6d.

SALE PRICE 8/11

Post 6d.

SALE PRICE 8/11

Post 6d.

SALE PRICE 8/11

Post 6d.

SALE PRICE 8/11

Post 6d.

SALE PRICE 8/11

Post 6d.

SALE PRICE 8/11

Post 6d.

SALE PRICE 8/11

Post 6d.

SALE PRICE 8/11

Post 6d.

SALE PRICE 8/11

Post 6d.

THE LIGHT CAR AND CYCLECAR

JULY 18, 1924.



*"It knocked its head off."*

How often one hears this expression. The engine and transmission suffer because the gear change is difficult—the driver suffers from gear fear. That's with a gearbox—the G.W.K. has no gearbox, that's why the gear change is simplicity itself, and why the transmission and consequently the whole of the car wears better than others. A G.W.K. engine never knocks—the secrets in the gear.

There is a full measure of comfort, economy, and dignity in every G.W.K.—a big car at small car price.

Let us substantiate these statements with a practical demonstration.

10'8 h.p. Two-seater Standard Model 200 gns.  
10'8 h.p. Two-seater Coupe Model 250 gns.

10'8 h.p. Four-seater Standard Model 225 gns.  
10'8 h.p. Four-seater De Luxe Model 255 gns.

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

**CORDWALLS WORKS, MAIDENHEAD.**  
Telephone ... Maidenhead 624.

**LONDON DISTRIBUTORS:**  
W. G. Nicholl, Ltd., 50-54, Whitcomb Street, W.C.2.

**AGENT:**  
Capain Rich rd Twelveteens, R. & P. Vandevell, 199, Piccadilly, W.1.

**BENETFINKS, CHEAPSIDE, LONDON, E.C.2**

A10

**FACILITATE BUSINESS,**  
"The Light Car and Cyclecar"

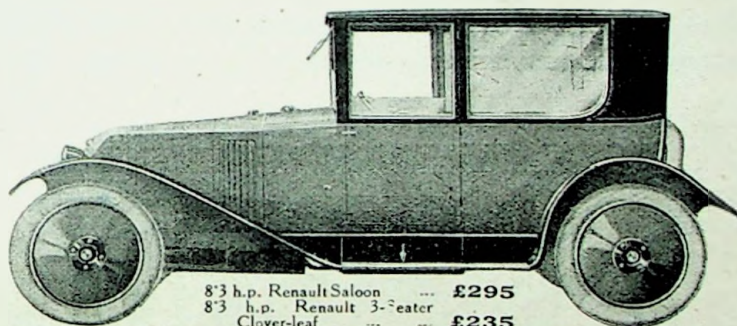
and ensure prompt attention to your enquiries, by mentioning when writing to advertisers. They will appreciate it.

# RENAULT

"RENOWNED SINCE '98"

## The 8·3 You Want.

To drive a Renault 8·3 is to make a discovery—you get a new idea of the power possible with a light car—you enjoy the pleasure of holding your own on the road, a pleasure possible hitherto only with much more expensive cars. Comfort tyres, a speed of over 45 m.p.h., and petrol economy (45 m.p.g.).



8·3 h.p. Renault Saloon	£295
8·3 h.p. Renault 3-seater	
Clover-leaf	£235
8·3 h.p. Renault Coupé	£330

*These prices will be in force after August 1st, 1924, subject to removal of duties.*

All 8·3 models are fitted with Comfort Tyres and can be fitted with Four Wheel Brakes £15 extra. We shall be glad to supply full particulars. Demonstration runs by appointment. Part exchanges and deferred payments arranged.

Call at our London Showrooms, or write to Head Office for Catalogue.

RENAULT LTD. Showrooms: 21, Pall Mall, S.W.1.  
Head Office & Works: 14, Seagrave Rd., West Brompton, S.W.6.  
Phone: Showrooms, Regent 974. — Works: Western 953.

To obtain best results from your Renault, use Renault Lubricating Oil. Obtainable from all our Agents, or direct from us.

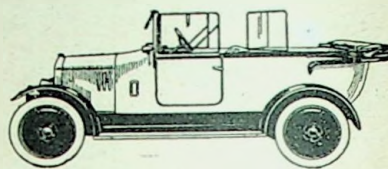
WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.



## 10 h.p. SINGER

**£50 down.**

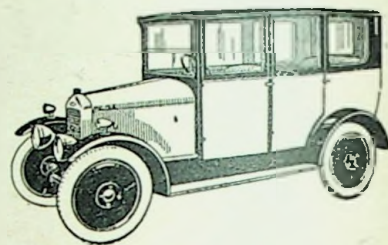
(Balance to suit your convenience.)



10 h.p. Singer De Luxe, £235

No References; No Bills;  
Absolute Privacy Guaranteed

Specification of this wonderful Value for Money Model includes: 10 h.p. 4cyl. overhead valve engine. Tax £10. Two or four seater bodies upholstered in real leather, electric lighting and starting set, 5 lamps. Dunlop cord tyres. All-weather equipment including back screen, etc.



10 h.p. Saloon, £275

ANY MAKE OF  
CAR SUPPLIED ON  
OUR UNIQUE  
CREDIT SYSTEM.

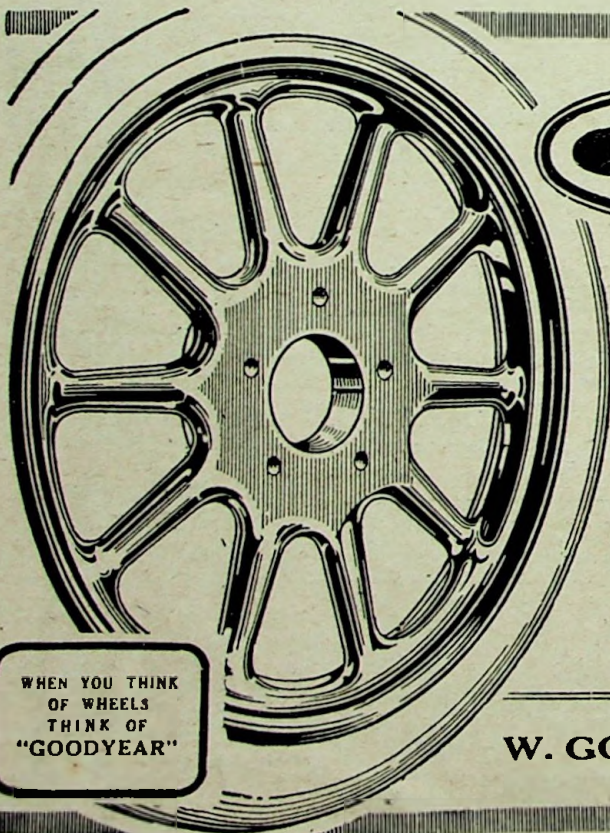
Write for descriptive booklet—

Telegrams:  
"Runabout, London."

# H. B. COOK LTD.

202, Great Portland Street, London, W.1.

Telephone:  
Museum 8666, 8667



WHEN YOU THINK  
OF WHEELS  
THINK OF  
"GOODYEAR"

# GOODYEAR

## Patent Steel Wheels

CAN BE RELIED UPON UNDER ANY  
CONDITIONS OF SERVICE.

*Their scientific construction ensures  
this, hence their great popularity.*

THEY ARE FITTED ON ALL THE LEADING  
BRITISH CARS AS STANDARD EQUIPMENT.

W. GOODYEAR & SONS LTD., DUDLEY.

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

# Own a **SINGER** and be satisfied

## A Story of Satisfaction for EVERYMAN.

"**W**HY stint yourself the pleasure of motoring, when you can get a SINGER for £200? Somehow or other I always looked upon a car as beyond my pocket. I'm one of those sort of chaps that want a car if I have one, none of your 'Apologies' for me; I would rather go without. But when I woke up to the fact that I could get a Four-Seater SINGER for £210, and by deferred payments if I chose, I cut out the 'ifs' and embarked upon a larger life without limitations. My SINGER has proved an 'open sesame' to health and pleasure. Expensive? Not a bit of it; When four of us can do forty miles to the gallon, and get out every evening and week-end to just wherever we fancy, it's not an expense my boy, it's an economy. My only regret is that I did not begin motoring with a SINGER before."

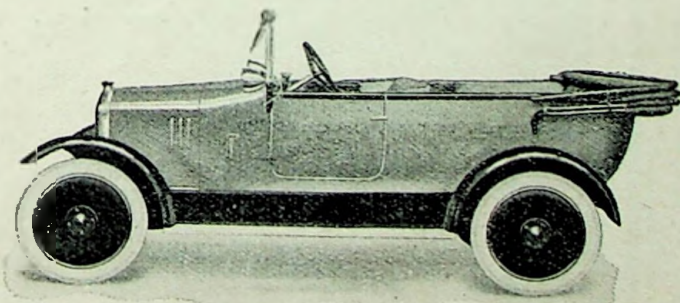
Here's a Singer to suit every taste.

10 h.p. Popular Two-Seater, £200. 10 h.p. Popular Four-Seater, £210. 10 h.p. De Luxe Two-Seater, £225. 10 h.p. De Luxe Four-Seater, £235. 10 h.p. Saloon, Weymann Body, £275. Rotax Lighting and Starting Equipment. All Singer cars can be purchased on Deferred Payments through any Singer Agent. Illustrated Catalogues and full particulars sent with pleasure.

**SINGER & CO., LTD., COVENTRY.**

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

*The Story of the Singer is always  
a Story of Satisfaction.*



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

B1



# BUGATTI

## PRICES DOWN

Effective Aug. 1st

**Recent Successes**

KOP HILL  
11 FIRSTS

Spread Eagle Hill  
12 FIRSTS

**4 MEETINGS—**

**Recent Successes**

SKEGNESS  
7 FIRSTS

Herne Bay  
9 FIRSTS

**70 AWARDS**

**Sports Model Brescia**  
Chassis, double magneto ignition, available in either of three lengths wheelbase

**£385**

**Modified Brescia Chassis**, 4-cylinder engine 69 x 100, ball bearings, crankshaft, latest type steering, shock absorbers, dashboard, etc., etc. Complete with lighting and starting equipment, spare wheel and tyre, and tool kit — — — — — **£330**

**Chassis as above**, equipped with standard type two or three-seated body, with speedometer — — — — — **£485**

**electric horn and side lamps — — — — — £630**

**2-litre, 8-cylinder Chassis**, with four-wheel brakes and equipment

**£630**

Every Bugatti is a model of consistency. Year after year the uninterrupted sequence of successes proves the Bugatti to be worth every penny paid for it.

1924 has already easily outclassed past years, and now with the reduction in price, the Bugatti scores another triumph:

THE WORLD'S RECORD LIGHT CAR VALUE.

## CHAS. JARROTT & LETTS, LTD.,

40-41, Conduit Street :: :: :: :: London, W.1.

Telephone—Gerrard 5534 (4 lines). Telegrams—"Jemidar, Piccy, London."

## PHOTOGRAPHY for MOTORISTS.

**The SERVICE Co. supply your wants**

START NOW and make a permanent record of all your motor trips. Here are a few specially suitable for the motorist and we have hundreds more to select from.

SEND A CARD TO-DAY FOR OUR LIST.

### Special Motorist's Touring Kit

RECOMMENDED BY A LEADING MOTORING EXPERT.

**3 1/2 x 2 1/4 Watch Pocket Carbine**, with Aldis Uno Ansa Lens F.27, in shutter speeded 1/16, 1/32, 1/64, 1/128 sec. T.B. camera case for same, daylight developing tank, 6 rolls of film, 3 plates, printing-out paper, printing frame, developer for films and hypo, complete in strong brown leather case. The whole outfit is in a long narrow case, which can be tucked away in any corner of the car. **£8-8-0**

The following are exceptional value of which we have a limited number



**3 1/2 x 2 1/4 Folding Roll-Film Camera**, fitted with Enigmat Lens F.53, Speeded Shutter, Wire Release. Complete with Finder and Focusing Scale. **47/6**



**3 1/2 x 2 1/4 Folding Plate Camera** (Single Extension), "Certo" Ansa, Lens F.53, Speeded Shutter, Wire Release, Finder, etc., with 8-slides and Film Pack Adapter. (Slide of Camera closed 4 1/2 x 3 1/2). **55/-**

**Autographic Vest Pocket Kodak**, shutter in pocket case. **£4-10-0**

**4 1/2 x 3 1/4 Contessa Altura Folding Plate Camera** (dillo. exten.), brilliant finder, focusing scale, Connector Ansa, Lens F.53. Fully speeded shutter. 3 1/2 slides and film pack adapter. **£5-17-6**

All sizes and types of Kodaks, Carbine, and Ensign Cameras, Reflexes and Folding Plate Cameras in Stock. Write for List.



**The Service Company Ltd**

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

Telegrams: Admitted! London. Phone: Holborn 666 (3 lines).



1/9

NET

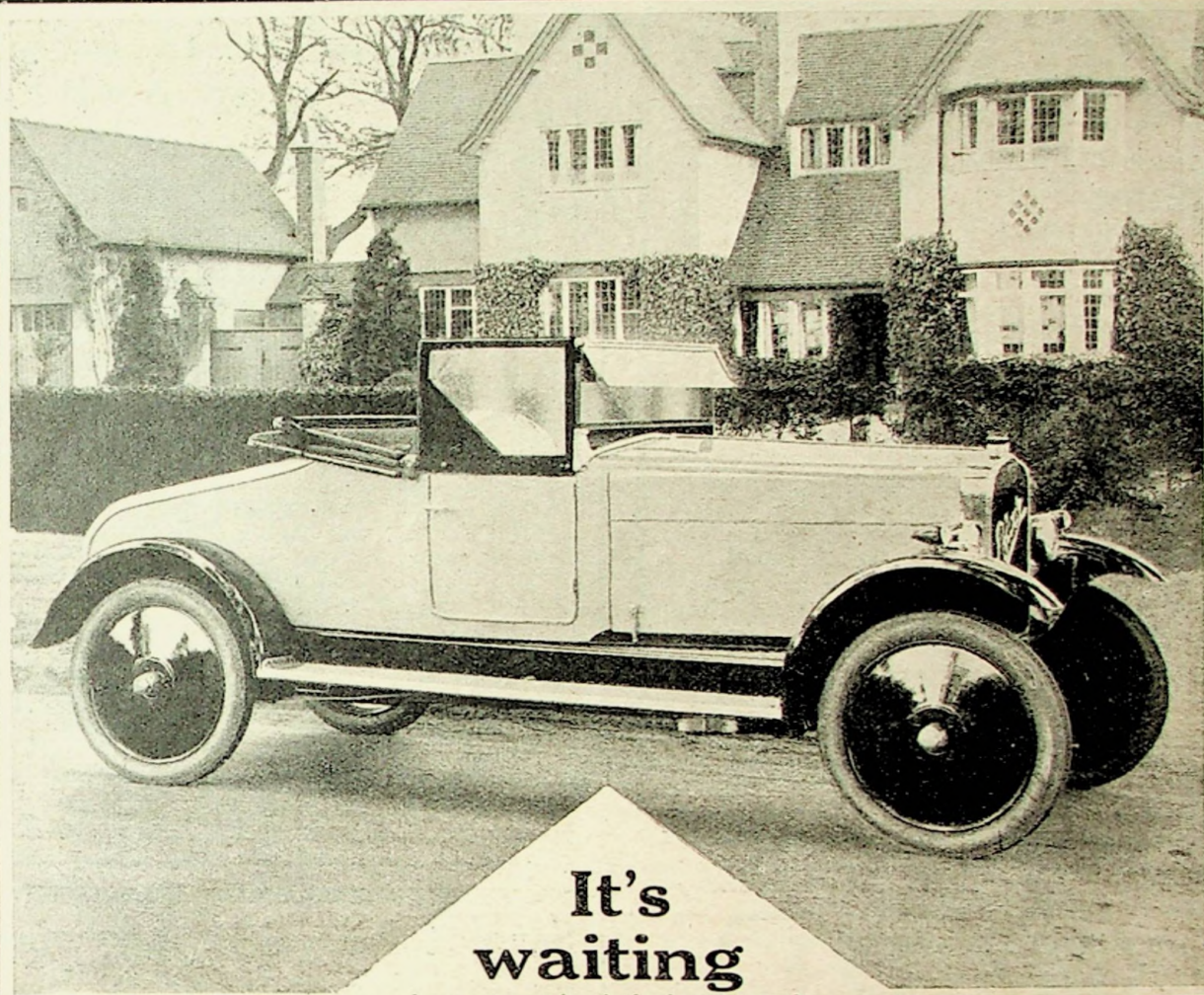
Obtainable from all principal booksellers and book-stalls, or direct from the publishers 1s. 11d. post free.

A thoroughly practical handbook, dealing exhaustively with the home repair of motor vehicles. Practically every necessary tool and operation is shown in illustration.

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

Wholesale Agents: E. J. LARBY, LTD., 80, Paternoster Row, E.C.4

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



## It's waiting

here very patiently for its owner who has gone on that last minute trip to collect his wife and "other impedimenta" of the tour—in another sense its "waiting" for you to make it your selection. It is the daintiest of all 2-seaters. It is known as the

## Remarkable RHODE

It's the latest product bearing that name, and never has any model scored such an instantaneous success. It is characterised by all those merits which have entirely justified the descriptions consistently applied—**THE MOST ECONOMICAL CAR IN THE WORLD and THE CAR THAT WINS ALL THE PRIZES.** It will cost you in initial purchase £235, but it will cover 45/50 m.p.g. (petrol), 2,000 m.p.g. (oil), and 12,000 miles to a set of tyres. Its reliability is emphasized by the fact that no Rhode has entered in a classic trial during the present year without gaining an award, and in 90 per cent. of such tests the highest possible.

Now wouldn't you like it to be "waiting" at *your* door? If you would, why not write us now for name and address of nearest agent.

**RHODE MOTOR CO.,  
Tyseley,  
B'ham.**

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

## BLACK & FINCH, LTD.

222, Gt. Portland Street, W.1.

Phone: Museum 2271.

Distributing Agents London and Suburbs.

**ARIEL "10"**  
£198

TAX £9. 4-cyl., 4 seater,  
all-weather, fully  
equipped, exquisitely  
finished. Dunlop 700x80.  
De Luxe ... £210

**G.N.**  
£250

TAX £12. 11 9 h.p., 4-cyl.  
Anzani. Fully equipped  
STANDARD, guaranteed  
65 m.p.h.  
SPORTS, guaranteed  
75 m.p.h.

MAIN LONDON AGENT.

**PALLADIUM**  
£395

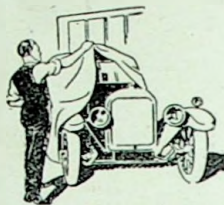
TAX £12. 11 9 h.p., 4 seater, 4 speeds, 4 brakes. Alu-  
minium all-weather body. 12 volt starting and lighting.

### RECOMMENDED CARS IN STOCK:

1920 G.N., dynamo lighting	£45
1920 G.N., dynamo lighting	£50
1922 G.N., dynamo lighting, dickey	£75
1922 "VITESSE" G.N., o.h. cam- shaft	£175
1923 ARIEL Nine, all-weather	£125
1924 CLULEY, De Luxe	£200
1921 A-C, Sports	£180
1921 HILLMAN, Sports, two-seater	£200
1924 SALMON, "Grand Sports," cost £345	£250

Exchanges. Cars Bought for Cash. Deferred Payments.

## Two minutes to save your polish.



It takes but two minutes to cover your car with a "DUSOUT" Cover. This slight trouble saves the need to "dust up" before a run, and will add years to the life of the polish. Dusting with a dry duster soon ruins the gloss. After a run, clean your car with plenty of water and a sponge, and cover it with a "DUSOUT" Dust Cover.

The **"Dusout"**  
(REGD)  
**DUST COVER**

These Prices will  
suit your Purse!

12 x 9 ft.	21/-
12 x 9 ft.	26/3
15 x 12 ft.	35/6
18 x 15 ft.	42/6
21 x 18 ft.	49/-
18 x 18 ft.	53/6
21 x 15 ft.	61/6
24 x 15 ft.	70/-
27 x 18 ft.	89/6

Send cash with  
order. Covers sent by  
return, carriage paid.  
Complete satisfac-  
tion guaranteed or  
money refunded.

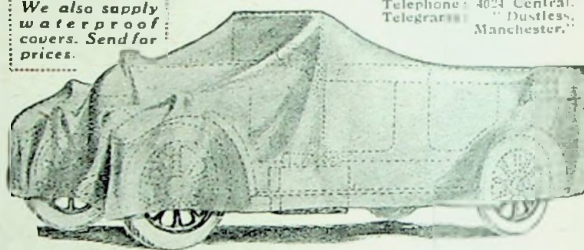
We also supply  
waterproof  
covers. Send for  
prices.

will cover your car completely and will  
never scratch or mark the polish. It is a  
soft, strong fabric that will give you years of  
service.

Satisfaction guaranteed or money returned.

**DUSOUT MFG. CO.,**  
43G, Blackfriars Street, MANCHESTER.

Telephone: 4024 Central.  
Telegrams: "Dustless,"  
Manchester.



SPECIAL TERMS TO THE TRADE.



CAR ELECTRICAL EQUIPMENT  
WITH HART BATTERIES.

For  
YOUR car  
because —

No. 2.

IT IS SIMPLE—  
YET EFFICIENT.

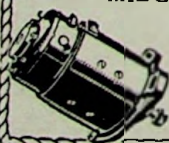
After efficiency, simplicity is the  
primary consideration in car  
electrical equipment. In M.C.L.  
instruments these features have  
been happily combined. If you  
are an electrical expert so much  
the better — you will appreciate  
the difference — if you know  
nothing about electricity, then  
just fit M.C.L. equipment and  
forget it.

A constant output, automatically  
controlled, and perfectly  
distributed.

Our second claim,  
which is substantiated in fact, is  
available to you. Why let your  
lighting or starting give you  
anxiety when M.C.L. Equipment  
is available? Watch these ad-  
vertisements for Reason No. 3.

**MIDGLEY CAR LIGHTING CO., LTD.,**

Registered Offices:  
Oceanic House, 1a, Cockspur  
Street, London, S.W.1.  
Works:  
Anchor & Hope Lane,  
Charlton, London, S.E.7.



Save at least £20 per annum  
by Garaging your Car at Home!

**FREE**

Send p.c. for profusely  
illustrated book describ-  
ing Thornber's Locjoint  
Weatherboards and  
Thornber's Garages.

"Housing Your Car" is a profusely illustrated Book describing Thornber's  
Locjoint Weatherboards, and showing the various pleasing designs in Thornber's  
Garages. Send for it to-day. Every Owner should have his own Garage.  
The saving per annum is considerable apart from the convenience of having  
your car near at hand. Thornber's Garages are roomy and sturdily built from  
well-seasoned timber, incorporating Thornber's Locjoint Weatherboards.  
Rain cannot possibly penetrate.



Anyone can erect a Thornber Garage.  
All sections are assembled at works,  
and fittings are supplied.

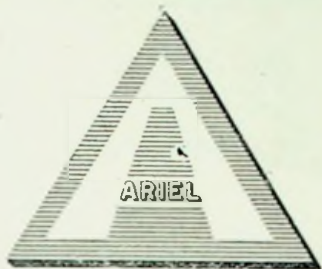
If you are interested in Poultry,  
send for Thornber's Annual.  
It is worth 1/- but is sent FREE.

Every Poultry Keeper should possess one of  
Thornber's Annuals. It gives useful hints  
and tips, and also specially written articles  
dealing with incubation and Pig Raising, as  
well as illustrating and describing the many  
Thornber Houses. It is worth 1/- but will  
be sent FREE.



**THORNBOR BROS.,**  
11, Myholmsroyd,  
Yorkshire.

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



ALL BRITISH

# ARIEL

10 H.P. 4-CYLINDER

STANDARD MODEL

£198

DE LUXE MODEL

£ 210

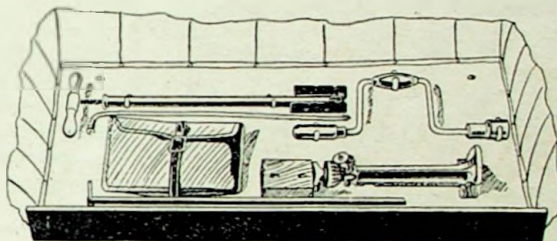
Electric Starter  
£12 extra, Tax £9

## *Special Features—*

—OF THE “ARIEL TEN”

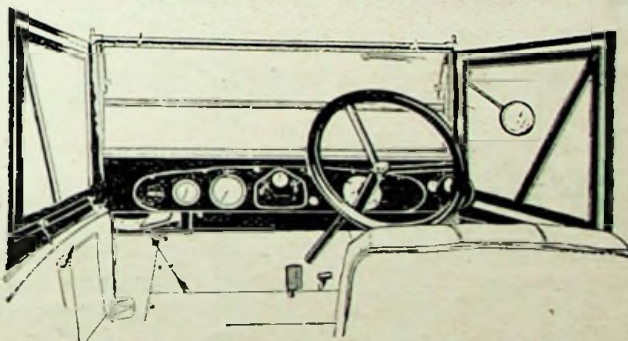
### TOOL STORAGE

The tools are all clipped in position with special fittings under the rear seat and are entirely free from rattle.



### THE CUBBY HOLE

The cubby hole is always useful to driver and passenger. The windscreen wiper ensures clear vision in wet weather. The rubber gutter between the panels of the windscreen keeps out every spot of water in the heaviest rain.



### RIGHT-HAND CONTROL

Right hand control means easier gear changing with no levers interfering with driver's and passenger's comfort.



Send for Catalogue.  
**ARIEL WORKS LTD.**  
Selly Oak, Birmingham.

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

C.W.

B5

# The Motor

*The National Motor Journal*

EVERY  
TUESDAY

4<sup>D</sup>

SUBSCRIPTION.

3 ms. 6 ms. 12 ms.  
U.K. and  
Canada - 6/6 13/- 26/-  
Abroad - 8/2 16/3 32/6

Specimen Copy Post Free.

Send for this free booklet  
containing useful motoring  
information and particulars  
of many practical hand-  
books, maps and journals.



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

## Features of this week's issue of "The Motor," July 15th.

### A REMARKABLE TWO-STROKE ENGINE.

A Four-Cylinder White-Wall which is Cooled, Conditioned and Charged by a High-Speed Air Stream.

### MOTORING MATHEMATICS.

Interesting and Practical Problems on Speed, Distances and Gear Ratios. How a Wheel Rolls.

### THREE INTERESTING PATENTS.

Improvements to the Engine, Brakes and Suspension.

### THE DUNLOP BALLOON TYRE PROGRAMME.

A New Rim which Greatly Simplifies Attachment and Detachment.

### A GRADUATED SHOCK ABSORBER.

Interesting Design which Gives a Progressive Damping Effect.

### LIGHT ALLOY PISTONS.

### FRONT-WHEEL BRAKES AS ACCESSORIES.

The Whitehead Type Now Available for Many Makes of Light Car.

### 800 MILES ON AN ARIEL "TEN."

A Small Four with an Outstanding Road Performance.

### THE MANUFACTURE OF MOTOR ACCESSORIES.

Interesting Processes Involved in the Making of Clocks, Speedometers, Carburettors, Dynamos and Motors.

### AMERICA AND THE LIGHT CAR.

### AMAZING SPEEDS AT ARPAJON.

Eldridge, on the Fiat, Attains a Speed of 147 m.p.h.

### M.C.C. RUN FROM LAND'S END TO JOHN O' ROAT'S.

Every Car Competitor Checks in at the Finishing Point.

### HIGH SPEEDS AND THRILLS AT SHELSLEY WALSH.

Cyril Paul (Beardmore) Makes Fastest Time. Sensational Crashes by C. M. Harvey (Alvis) and N. T. Beardsell (Hodgson).

Amongst other interesting features of next Tuesday's issue of "The Motor" will be a description with special illustrations of

### THE ALFA-ROMEO GRAND PRIX RACER

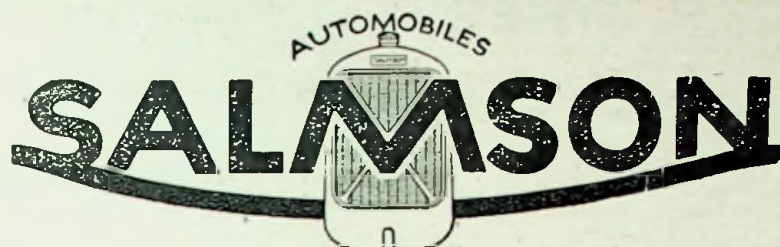
The Expected Winner of This Year's Great International Race.

### MODERN STEERING GEARS.

Modifications Required to cope with Low-pressure Tyres, Front Wheel Brakes and Higher Average Speeds.

### PORTHCAWL & CAERPHILLY CONTESTS.

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



*Trade Enquiries and Agency Applications to Sole Concessionnaires :*

**S.M.S. Ltd.,**

17a, MOTCOMB STREET, BELGRAVE SQUARE, S.W. 1.

Phone: Victoria 8956.

## ANOTHER RECORD BEATEN

AT ARPAJON SPEED TRIALS, JUNE 29 h,  
THE  
**SALMSON**  
wins the FLYING MILE  
AT

**99.17** m.p.h.

"An interesting feature of the trials was the reappearance of the Salmson in competition work. The Salmson has been resting on its laurels since 1923 so far as sporting affairs are concerned, but this time the firm evidently could not resist the temptation of attempting to beat the two-seater 1,100 c.c. cyclecar record. This they managed to do by a very ample margin."

"Light Car & Cyclecar," July 11th, 1924.

### EQUIPMENT.

EVERY MODEL (except the Grand Prix, supplied without starter) is equipped with Starting, Lighting, Speedometer, Clock, 5th Tyre, Horn, etc. •

EVERY MODEL can be supplied on Deferred Payment and any Car or Motorcycle taken in Part Exchange.

Sole London Distributors:—

### PRICES.

10 h.p. 3-seater ...	£178
10 h.p. Sports ...	£190
10 h.p. 4-seater ...	£199
10 h.p. 2-seater ...	£198
10 h.p. Grand Prix	£290
10/15 h.p. 4-seater	£325
10/15 h.p. Saloon	£425

**Gordon Watney**  
& Co. Limited  
THE PART EXCHANGE SPECIALISTS

31, Brook Street,  
Bond Street, W.1

Mayfair 2965.

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

## Gamage SALE Offer LIGHT CAR TYRES

All these Tyres are quite new—Not Clearance, but Genuine Surplus Stocks.

Size 700 x 80	Size 710 x 90
Englebert Cord Cover, Makers Guarantee. Price	Englebert Cord. Price 49/6 Pirelli Steel Studded. Price 24/9
Pirelli Steel Studded Non- Skid. Price	Size 760 x 90
24/9	Oldfield. ord. Price 57/6 Firestone Grooved. Price 29/9 Fisk Rubber Non-Skid Price 41/6 Bergougnan Cord Covers 55/-

Carriage 1/- extra on above Tyres.

# GAMAGES

## Great SALE Offers

With only a few days to go to the end of this Mammoth Sale, IMMEDIATE ORDERING is ESSENTIAL to secure at these prices. All orders from this announcement (whether by Post or in Person) come under our famous Guarantee of "Satisfaction or Money refunded in Full." In our Motor Clothing Dept. too, price-cuts just as drastic have been made—pay us an early visit!

## CLEANING CLOTH VALUE!



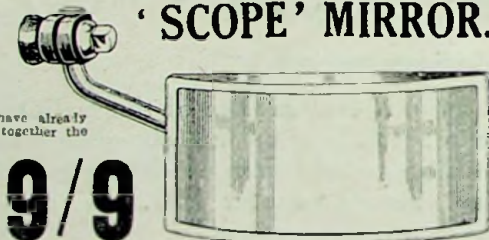
A typical example of washing kit value is this splendid quality Cleaning Cloth. Nice and soft, yet of good wearing qualities and made up into 50 yd. Rolls. Far superior to Waste or Mutilation Cloth. Sale Price per Roll

7/3

## The Best Observation Mirror for the Light Car is Gamage 'SCOPE' MIRROR.

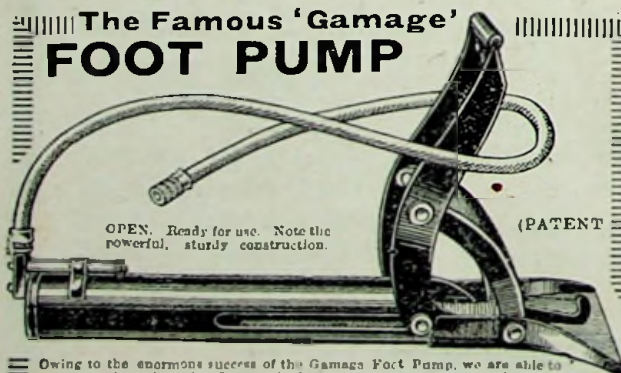
This Mirror gives a very large range of vision owing to the Shape Reflector. It is nicely finished and of strong construction. Hundreds of these mirrors have already been sold and altogether the "Scope" has proved to be one of the most popular models of the season.

Usual Price 14/6  
Sale Price



9/9

## The Famous 'Gamage' FOOT PUMP



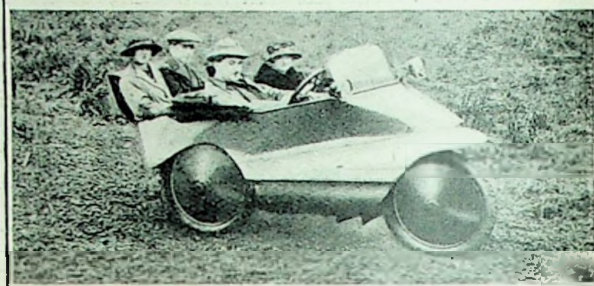
OPEN. Ready for use. Note the powerful, sturdy construction.

(PATENT)

Owing to the enormous success of the Gamage Foot Pump, we are able to reduce our Manufacture lug Costs—which enables us to reduce the price from 27/6 to 17/6 during the period of our Great Summer Sale only. This is the most efficient, easy to work and compact Pump yet produced. It is fitted with a GAUGE on the Spiral Spring principle with pressure marked on the plunger. This gauge is very accurate, always giving a reliable reading of your tyre pressure, which is of such great importance. The pump, when in use, takes a firm grip of the ground, making it easy to work, and giving the greatest possible pressure at each stroke. Each Pump is packed in a wooden box for carrylug on the Car. Carriage 9d. extra. Usual price 27/6. Sale Price

17/6

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



## For comfortable and unwearrying motoring.

THE extreme comfort of the 'Scott Sociable' is phenomenal among cars of its class. Its upholstery possesses the cushioned ease of a good armchair. Its luxurious springing and almost effortless controls are other features built primarily for unwearrying motoring. Combined with its low initial cost and the fact that "it is the cheapest car to own," the Scott Sociable is ready to give you miles and miles of easy, comfortable and economical travel. Our 1924 Booklet is free on request.

SOME  
UPKEEP  
ADVAN-  
TAGES.

60 m.p.g. of Petrol: Tax £4:  
Full Insurance:  
£8-19-6. A  
Tool-shed 9 ft.  
X 5 ft. accom-  
modates the car.

With double dickey  
seat, £5 extra.

With single dickey  
Complete

## The SCOTT SOCIABLE

Distributing Agents and Service Depot for London and District: J. R. KINSLEY & CO., LTD., Croydon. Phone: 1129 Addison.

£135

The SCOTT AUTOCAR CO., BRADFORD, YORKS.

# Chekko

Brake and Clutch Linings

## SIGNIFICANT!

"An ounce of fact is worth . . . . ."

Prior to almost every big motor race at Brooklands, the T.T. and Light Car and Motor Cycle competitions, etc., at home and on the Continent, we receive a large number of urgent orders for CHEKKO required for fitting specially for the races.

This denotes that (whatever brake lining be used in the ordinary way) CHEKKO is almost universally specified for the vital purpose of braking required in all racing competitions.

This is a signal preference for CHEKKO when and where the very best is required for success.

It follows that CHEKKO, being so highly esteemed by racing men, is vastly superior to other brands for ever-reliable braking, as well as economy.

Sole Manufacturers:

CRESSWELLS' LTD. : : BRADFORD.

London Depot: 27, Percy St., Tottenham Court Rd., W.1.



PRICE AT  
WORKS with  
Electric Starter  
**£165**

# 1st and 2nd

ON TIME IN THE 1,000 c.c. CLASS AT  
**SHELSLEY WALSH**

on Saturday last, July 12th.

On the same day at Brooklands an AUSTIN SEVEN  
also created a new

## WORLD'S RECORD

for 750 c.c. cars, winning the

**50 MILES SEALED HANDICAP  
at 77.7 m.p.h.**

In the Open Speed Trials of the Worcestershire Motor Club, at Madresfield Court on July 10th, D. W. Beck and J. B. Dingle won the General and Members' Classes under 1,000 c.c. J. G. Orford won the Private Class under 1,000 c.c. All were driving AUSTIN SEVEN Cars.

---

**BUY AN AUSTIN AND BANISH CARE**

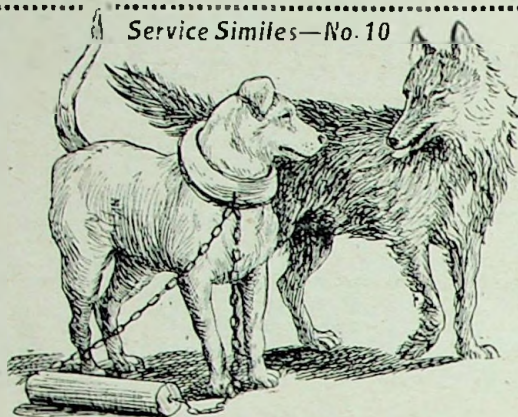
---

**THE AUSTIN MOTOR CO., LTD.,**  
Longbridge ————— near BIRMINGHAM.

**LONDON**

Showrooms, Service Depot & Hire Department:  
479-483, OXFORD STREET, W.1 (Near Marble Arch)

## Service Similes—No. 10

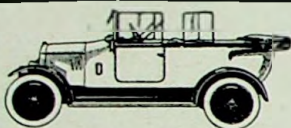


## THE WOLF AND THE HOUSE DOG

A Wolf, meeting a big, well-fed house dog with a wooden collar about his neck, inquired of him who it was that fed him so well, and yet compelled him to drag that heavy log about wherever he went. "The Master," he replied. Then said the wolf, "May no friend of mine ever be in such a plight, for the weight of this chain is enough to spoil the appetite."

## IS YOUR PLEASURE IN MOTORING BEING SPOILT

by the stress of financial difficulties? If you are weighed down by innumerable calls on your income and think you cannot afford the new car you had promised yourself, you should take advantage of the SERVICE easy payment system. There is not the slightest worry or difficulty. You simply pay a fifth deposit and take the car of your dreams. The balance can be paid in six, twelve, eighteen or twenty-four easy instalments.



## THE SINGER "TEN."

An excellent economy family car. Ample room in the body for four adults and a child. All-weather equipment and the necessary accessories to make motoring a pleasure. The Tax for the rest of this year is only £5, and we can arrange complete insurance for £5 per annum. £235 complete, or a first payment of £47 and twenty-four payments of £8:12:4.

A West End Firm recently went into liquidation. We bought the stock of accessories, and are now offering them at less than half-price. Send for a list now.

## MORGANS.

Special Distributors. Immediate or early delivery of all Models.

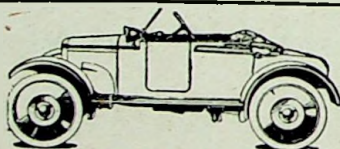
Standard - £110

De Luxe - £130

Family - £135

Grand Prix - £138

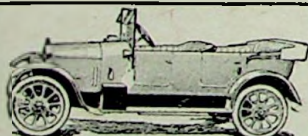
Aero - £148



## THE ROVER "EIGHT."

A most popular four-wheeler of proved merit. Has been made and sold in thousands. Two or four-seater bodies on new long chassis. Immediate delivery. All-weather equipment. Motorcycle economy with car comfort. £160. De Luxe models fitted with leather upholstery, clock and speedometer, £172. Starter to either model, £12 extra. Delivery of standard model for first payment of £32 and twenty-four payments of £5:17:4.

## GOOD SECOND-HAND CARS ALWAYS AVAILABLE.



## THE WOLSELEY "TEN."

THE "Class" Light Car. Four-seater with all-weather equipment. Overhead valves and camshaft. Complete accessory equipment. £265, or first payment of £50 and twenty-four payments of £10:15:5.

## Second-hand WEBB.

Four cylinders. Chummy Body. £105:0:0

## Second-hand MORGAN De Luxe.

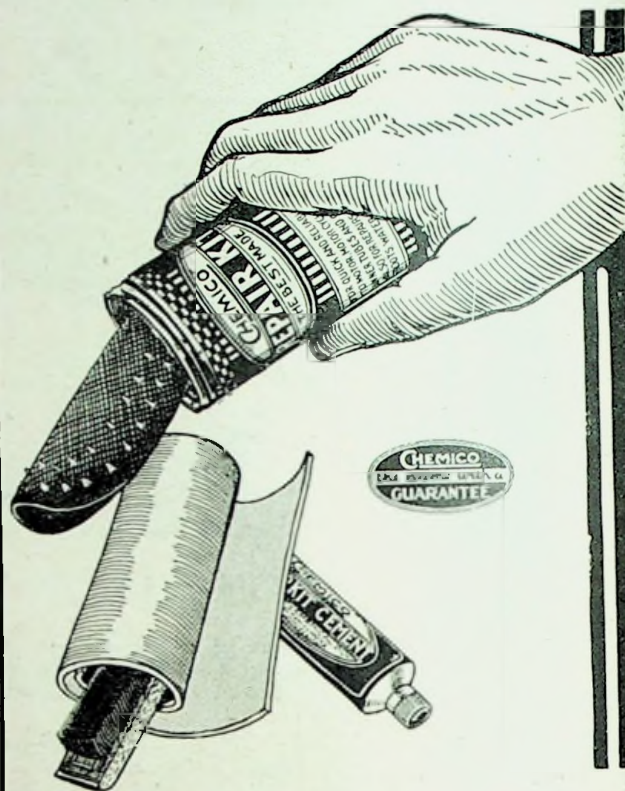
J.A.P., Water Cooled, Dynamo Lighting, 1922. Taxed Year. £97:10:0

273  
TO  
274

*The Service Company Ltd.*

273  
TO  
274

HIGH HOLBORN, LONDON, W.C.1



## Wear a Smile

Even if you carry a spare wheel you never know—never feel quite sure that a thorn or a piece of glass will not take "a rise out of your tyres." But why worry? With a New Chemico Repair Kit you can effect a clean, easy, and certain repair, and be on the road again in a few moments. THE SPECIAL PATCHING SHEET has remarkable self-vulcanizing properties. After application it forms not merely a patch, but an actual part of the tyre. The kit costs but 2/6—a very low price to pay for freedom from anxiety.

Give your car a smiling face as well. Chemico Car Polish removes all stains, smears, scratches and grease, and gives a brilliant, shining surface that lasts. Get it from your garage.

We are at Wembley, Stand 205, Motor and Cycle Section, Palace of Engineering.

COUNTY CHEMICAL CO., LTD.  
Chemico Works, Birmingham.

Glasgow: 15, York St. London: Hungerford St., Commercial Rd., E. 39 & 40, Golden Lane. Dublin: 39 & 40, Golden Lane.



H. Cecil Taylor, Ltd.

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

## 1925 A-C NEW PRICES

*You can order now for Immediate  
Delivery of the 1925 Models at the  
1925 REDUCED PRICES*

A-C, 12 h.p., 4 cylinder Sovereign model	£275
A-C, 12 h.p., 4-cylinder Empire, Anyweather	£310
A-C, 12 h.p., 4-cylinder Royal	£330
A-C, 12 h.p., 4-cylinder 4-seater (long wheelbase)	£399
A-C, 12 h.p. 4-cylinder Coupe	£415

*Write for Illustrated Catalogue.*

We specialise in Part Exchange and Deferred Terms.

**Gordon Watney**  
*& Co Limited*  
 THE PART EXCHANGE SPECIALISTS

31, Brook Street,  
 London, W.1.

Mayfair 2966.

## Jowetts from Stock

2-SEATER - £168  
 Dickey Seat. £2 extra.

4-SEATER - £192  
 Self-Starter £10 extra on both models.

### DERBY "9"

2-SEATER - £195  
 3-SEATER - £215

### CALCOTT

2-SEATER - £265  
 "CHUMMY" - £285

Also in Stock, Singer, Austin, "7," etc.

EXCHANGES

**A. S. C.**

DEFERRED TERMS

Automobile Service Company.

166, GREAT PORTLAND STREET, LONDON, W.1

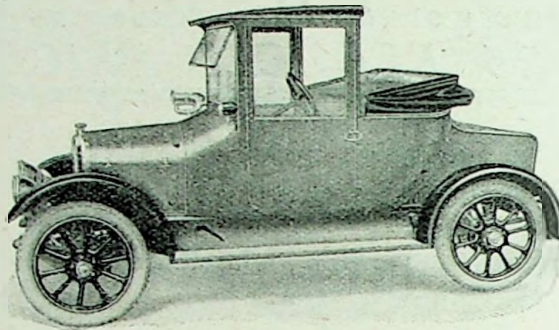
Telephone: Museum 6626.

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

B11

# WOULDN'T YOU A GOOD CAR UNDER £100

**OTHER CARS IN STOCK.**  
**RELSIZE BRADSHAW,** 1922, 2-seater, dickey, dynamo lighting, detachable disc wheels, spare, tyres very good, all accessories, taxed, upholstery, paint and hood exceptionally good, in first-class condition throughout, £9 16 down and 10 equal payments, or cash £98.  
**CALCOTT,** 1917, 10 h.p., 2-seater, dickey, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, year's tax, just repainted, upholstery and hood very good, whole in excellent condition throughout, £7 10s. down and 10 equal payments, or cash £75.  
**CALCOTT,** 1916, 10 h.p., 2-seater, dickey, as above, year's tax, just completely overhauled, paint very good, exceptionally reliable car, £6 16s. down and 10 equal payments, or cash £68.  
**CALTHORPE,** 1917 coupe, 9.5 h.p., full drop head, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, paint, upholstery (Bedford cord) and hood first-class, whole in excellent mechanical condition, very smart and reliable, £7 16s. down and 10 equal payments, or cash £78.  
**DOUGLAS,** 10hp, 1920, special Sports 2-seater, bulbous back body, dynamo lighting, starter, detachable wire wheels, spare, tyres very good, all accessories, upholstery, paint etc., in very good condition, mechanically first-class, exceptionally fast, smart and reliable, £6 10s. down and 10 equal payments, or cash £65.  
**G.N.,** 1921, 2-seater, as above, only specially tuned, in first-class mechanical condition, but bodywork rather rough, £2 down and 10 equal payments, or cash £40.  
**PEUGEOT,** 1916, 7.2 h.p., saloon coupe, electric lighting, tyres almost new, all accessories, Bedford cord upholstery, frameless windows, town lights, real miniature coupe, in excellent condition throughout, £6 10s. down and 10 equal payments, cash £65.  
**SINGER 10,** 1917, 2-seater, dickey, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, year's tax, upholstery, paint and hood good, mechanically first-class, smart little car, £6 10s. down and 10 equal payments, or cash £65.



1920 SINGER COUPE.

## IF SO, RING BATTERSEA 1509

THE CLEARING HOUSE FOR SMALL CARS.

VISIT OUR NEW SHOWROOMS—

"BENMOTORS," 30-32, High St., Wandsworth, S.W. 18

SEND FOR LISTS AND TERMS.

# LIKE?

**RICHARDSON,** 1921, 9 h.p., 2-seater, sunk dickey, electric lighting, tyres very good, all accessories, upholstery, paint and hood first-class, three-speed and reverse, whole in excellent condition throughout, very economical, fast and reliable 2-seater, £4 10s. down and 10 equal payments, or cash £45.  
**SINGER 10 coupe,** 1920 (as illustrated) dickey, dynamo lighting, starter, detachable wheels, spare, tyres very good, all accessories, Bedford cord upholstery, paint and hood very good, whole in first-class condition throughout, exceptionally smart and reliable, £3 10s. down and 10 equal payments, or cash £85.  
**SINGER 10 saloon coupe,** 1916, dynamo lighting, detachable wheels, spare, tyres new, all accessories, Bedford cord upholstery, just repainted, in excellent condition, exceptionally good mechanical condition, smart and reliable, £5 16s. down and 10 equal payments, or cash £58.  
**SINGER 10,** 1917, all-weather, 2-seater, dickey, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, year's tax, leather upholstery, hood and paint very good, in excellent mechanical condition, smart and reliable, £6 10s. down and 10 equal payments, or cash £65.  
**G.N.,** 1921, 2-seater, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, just completely repainted, in excellent mechanical condition, very smart, fast, sporting car, £5 16s. down and 10 equal payments, or cash £58.  
**ROVER 8,** 1921, 2-seater, double dickey, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, year's tax, upholstery, paint and hood perfect, special aluminium bonnet and dash, many extra fittings, in first-class condition throughout, exceptionally smart and reliable, £6 16s. down and 10 equal payments, or cash £68.  
 Many others as above, all below £100, in first-class mechanical condition; open to any examination willingly.  
 Terms—From one-tenth of the purchase price down, balance over 10 or 12 months. Your present machine as deposit if required.

## Easier Filling The Gun Charger for the 'ENOTS' flexible GREASE GUN

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

**How to use it.**—Push charger well down into grease, rotate in both directions and then withdraw slowly while rotating. Insert into Grease Gun Barrel, and screw Charger Cap on Gun Barrel. Now, holding Gun in one hand, withdraw Charger through slots in Cap, as far as it will go, and unscrew Cap and the Gun is fully loaded.

Made in four sizes. Prices 1/8 and 2/- according to size of Gun.

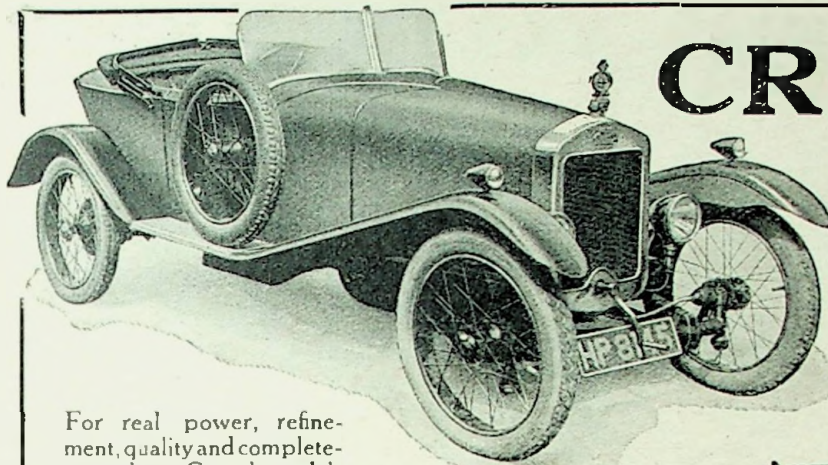
Ask your dealer or write—  
**BENTON & STONE, Limited**

"Enots" Works,  
**BIRMINGHAM.**



A GOOD CAR  
IS WORTHY OF  
A GOOD OIL

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



# CROUCH

60 m.p.h. MODEL

11'9 H.P. ANZANI  
Engine, Sports Model,

and the

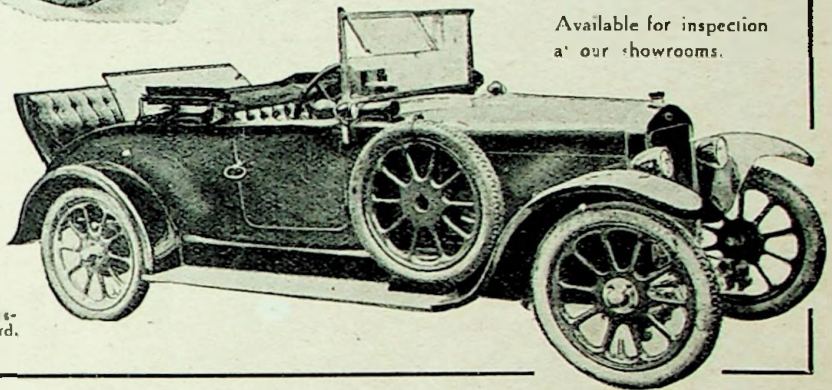
TWELVE/THIRTY h.p.  
MODEL.

For real power, refinement, quality and completeness, these Crouch models represent the finest car values to-day. The way to verify it is to examine them yourself at our showrooms.

Price  
**£295**

**B. S. MARSHALL, Ltd.**  
17a, HANOVER SQUARE, W

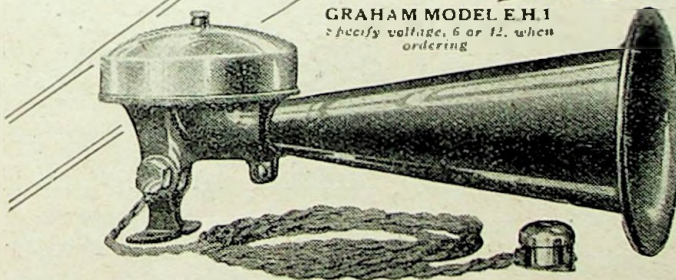
*Mayfair 5926/7.*  
AGENTS for Bentley, Bugatti, Baylis-Thornas, Crossley, Lea-Francis, Singer, Standard.



Available for inspection  
at our showrooms.

Fit a *Graham*

*it's Troublefree!*



GRAHAM MODEL E.H.1  
*specify voltage, 6 or 12, when ordering*

Troublefree and thoroughly efficient. The outstanding feature of the model illustrated, the horizontal diaphragm, ensures satisfaction under all circumstances. The location of the mechanism prevents the accumulation of dust or water therein and is a unique form of design, which has been approved by thousands of motorists in the United Kingdom.

The delightful note—clear and insistent, warns without worrying, whilst the current consumption is exceptionally economical—less than 2 amps.



BRITISH EMPIRE  
EXHIBITION 1924  
EE OUR EXHIBIT

Avenue 11,  
Bays 11-13.

PALACE OF  
ENGINEERING.

## GRAHAM ELECTRICAL AUTOHORNS

MODELS AND PRICES.

E.H. 28 ... 24/-	E.H. 1 ... 37/6
E.H. 29 ... 27/6	E.H. 12 ... 45/-
Vertical Types.	Horizontal Models

The Illustrated Folder 28 B FREE on request.

**ALFRED GRAHAM AND COMPANY,**  
ST. ANDREW'S WORKS, CROFTON PARK, LONDON, S.E.4.

'Phone: Sydenham 2820-1-2  
'Grams: "Navalynada, Cat-  
green, London."

SHOWROOMS - - - - - 25-6, Savile Row, W.1; and 82, High Street, Clapham, S.W.4.

A26.

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

B13



"My dear Boy! of course it's an

# Auster

"The Best's good enough for me. Apropos:—why don't you rig out that little 'Bus' of yours with one of their 'Light Car' Back Shields? A beautiful little job! Only costs a 'fiver' and you can fit it yourself in a few minutes.

Anyhow—write them for lists."



**Auster**  
LTD

*The largest Manufacturers of  
Back Wind Shields in the World.*

**BIRMINGHAM: Barford Street.**

Wires: "Auster, Birmingham." Phone: 2123 Midland.

**LONDON: 133, Long Acre, W.C.2**

Wires: "Winflector, London." Phone: 5910 Regent.



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

# The Light Car and Cyclecar

## NOTES, NEWS AND GOSSIP OF THE WEEK.

### This Year's "200."

Prospective drivers in the Junior Car Club's annual 200-Mile Race are reminded that entries close at ordinary fees on August 7th.

### An Opportunity for Inventors.

We recently received an inquiry from a reader, who wished to know where he could purchase a safety catch to prevent the clutch slipping into reverse gear by mistake.

### Wireless Exhibition.

Motorists who, as a body, have taken the keenest interest in wireless developments will be pleased to hear that this year's all-British Wireless Exhibition will be held at the Royal Albert Hall, Kensington, London, W., from September 27th to October 8th. The price of admission will be 1s. 6d., except on the first Tuesday, when a charge of 2s. 6d. will be made.

### E.M.C. Brooklands Meeting.

Next Wednesday, July 23rd, the Essex Motor Club will hold its mid-week meeting at Brooklands. There will be ten events in all, seven of which will be for cars and the remaining three for motorcycles. Admission is only 3s., including tax, and full particulars can be obtained from Mr. A. George Reynolds, organizing secretary, 23, Stepney Green, London, E.1.

### R.A.C. Hospitality.

Many hundreds of visitors from Overseas have been made honorary members of the Royal Automobile Club in connection with their visit to the British Empire Exhibition. An official announcement says: "The Club is glad to show hospitality to members of the clubs associated with it throughout the Empire, and thus to reciprocate the generous help given to members of the R.A.C. when visiting them."

No. 608, Vol. XXIV,



### THE SECOND BEND.

The methods adopted by competitors at Shelsley Walsh in negotiating the second bend differed considerably. In contrast with many other cars the Austin Sevens hardly skidded at all, W. Beck (seen above) making an excellent ascent in one of these machines. The climb which took place last Saturday is fully described in this issue.

### "Small Four" in India.

A very interesting letter has been received by the Austin Motor Co., Ltd., from an owner of one of the 7 h.p. Austin cars who lives in Calcutta. Nearly all his motoring is done at an altitude of from 7,000 ft. to 8,000 ft. above sea-level, while he has successfully climbed to the observation post on the summit of Tiger Hill, an ascent which has been often tackled, but which no car has previously conquered. Two of the hair-pin bends were so acute that the Austin had to be lifted round.

### An Aid to Speed.

A watch and chain were seen on Brooklands track at a recent meeting, thrown there, it is suggested, by one of the competitors to lighten the car and thus to obtain more speed. On the other hand, of course, he may have been deliberately "losing time" in the hope of being favourably rehandicapped.

### Our Front Cover.

A chummy model Eric-Campbell figures in our front cover picture. The hood of this car lends itself admirably to hot-weather motoring, as, after undoing seven turn-buckles, the fabric can be rolled up as shown, the webbing, of course, being left in situ to keep the hood taut.

### New Automobile Standards.

The British Engineering Standards Association has now issued several new automobile standards, including specifications relating to iron and steel castings. Copies, price 1s. net, post free 1s. 2d., can be obtained from the British Engineering Standards Association, Publications Department, 28, Victoria Street, London, S.W.1.

### LIGHTING-UP TIMES

for Saturday, July 19th, 1924.

London ... 9.35	Edinburgh ... 10.12
Newcastle ... 10.0	Liverpool ... 9.57
Birmingham ... 9.47	Bristol ... 9.45
Dublin ... 10.10	

Lighting-up time (rearlights) in England, Wales, Scotland and Ireland is half an hour after sunset.

Noon—Last quarter, 23rd.

### Spare parts for Mercury.

We shall be very pleased to receive the name and address of any concern that either stocks or is prepared to make up spare parts for the Mercury light car.

### Closing for Stocktaking.

The Vulcan Iron and Metal Works (1918), Ltd., Durdan Works, Southall, Middlesex, will be closed for stocktaking from midday Saturday, August 2nd, until Monday, August 11th.

### Disabled Drivers.

The next fixture of the Disabled Drivers' Motor Club is a river picnic at the invitation of Major Howson, to be held at the Ferry Hotel, Cookham, at 3 p.m. to-morrow (Saturday).

### Workers on Holiday.

The annual sports of S. Smith and Sons (M.A.), Ltd., held on Saturday last, in the company's ground, Dollis Hill Lane, Neasden, attracted 1,500 spectators, whilst 500 competitors took part in the 20 events which were run off during the afternoon.

### Improving the Austin Seven.

The Austin Seven now makes its appearance with a body which has been considerably improved. The bodywork is longer and the doors are wider, thus providing more room for the occupants of the rear seat. The back part of the hood is higher than formerly, and gives comfortable headroom for the rear passengers.

### Southampton-Exeter.

This year the route of the fourth annual Southampton-Exeter trial, organized by the Junior Car Club (South-Western Centre), has been entirely altered, and, with the exception of about ten miles, will lie over main roads. The distance will be approximately 180 miles in all: three excellent test hills will be included, and, following the event, a dinner and musical evening will be held at the Rougemont Hotel, Exeter. Full details can be obtained from the organizing secretary, Mr. Geo. Smith, 16, Station Hill, Eastleigh, Hants.



### MOTOR TERMS TRAVESTIED.

No. 21.—Query: What is the Term?

*We offer a prize of One Guinea for the most apt motor term received. No solution will be judged before 11 a.m. on Tuesday Next.*

*(The solution to last week's picture will be found in "Around the Trade.")*

### B.M.C.R.C. Meeting.

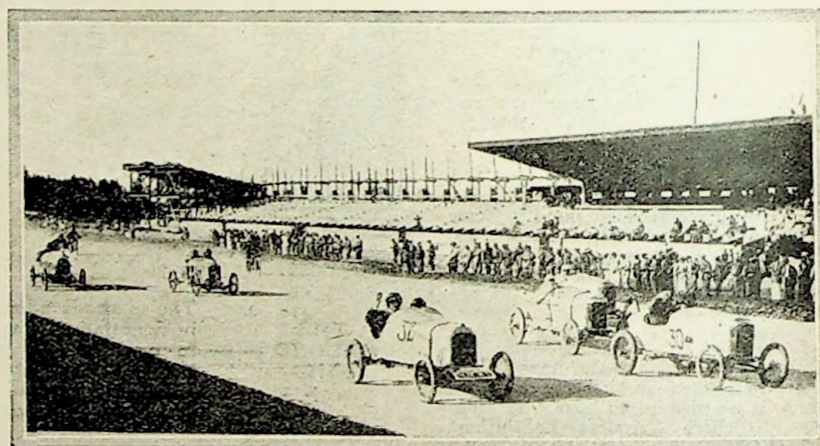
The sixth members' meeting of the British Motor Cycle Racing Club will be held at Brooklands on Saturday, August 2nd. Racing starts at 2 p.m.

### Readers' Inquiries.

We would take this opportunity of particularly requesting readers who send queries to us to enclose a stamped addressed envelope and also to write on one side of the paper only.

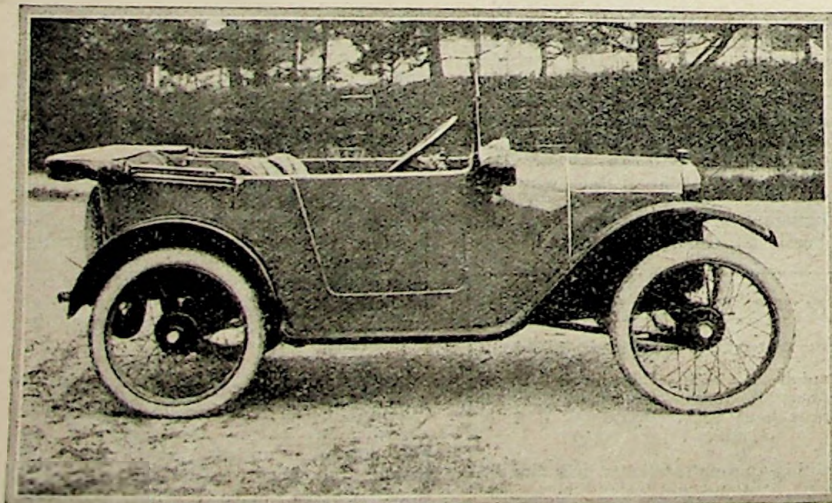
### Motor Terms Travestied.

Following a suggestion made by a considerable number of correspondents, it is proposed in future to award the prize for our Motor Terms Travestied Competition to the sender of the most apt motor term submitted. The entry will be judged on Tuesday morning following publication of the drawing, as many readers who live in remote districts have complained that, hitherto conducted, they have been unable to get their entries in to time. If more than one reader submits the solution considered to be the most apt, the prize will be awarded to the sender of the first postcard to be judged bearing that solution.



### NEW SPEEDWAY OPENED.

The first event on the new racing track at Miramas, near Marseilles. A Salmson (nearest camera) and three Amilcars figure in the foreground.



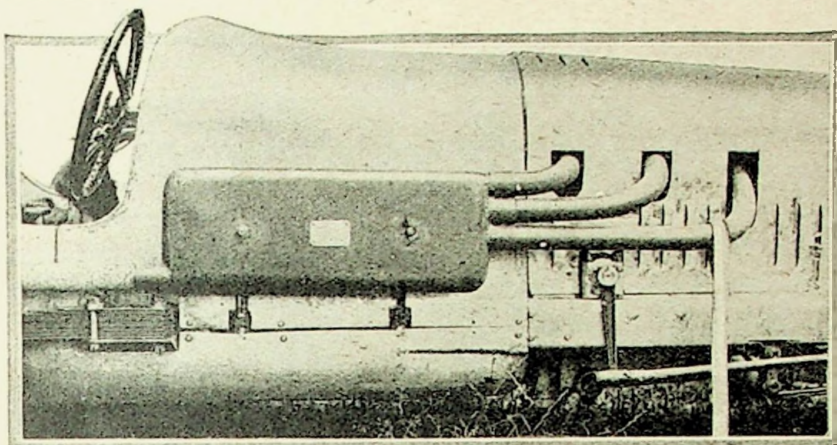
### AN IMPROVED MODEL.

Although retaining its familiar outline, the Austin Seven has been improved in several material details. See paragraph above.

B16

### A Chapter of Accidents

A member writing to the secretary of the R.A.C. says he recently had a most unpleasant experience which might quite easily have resulted in serious consequences. When in the neighbourhood of Lancing (near Worthing) he ran out of petrol, and, stopping a taxi driver, obtained a spare tin from the man, for which he paid 3s. 6d. Incidentally, he also gave the man a tip. After the driver had left he discovered that the "Good Samaritan" had put two gallons of very impure water into his tank. This took two hours to clear. The only thing to be obtained in order to carry on was a tin of benzine, and, owing to a high exhaust and the black clouds of smoke emitted from the tail end of the car, the motorist missed the road in the dark, turned down a narrow lane near Angmering and drove right into the sea.



"GENTLEMEN,  
PRAY, SILENCE. . ."

The exhaust leads and expansion box on one of the new Alvis racers. A small tablet sets forth the capacity of both the engine and silencer.

### The Road to Cheap Cars.

We observe that the number of home-made cars is increasing, and, although unconventional in appearance, the majority appear to run very well. Such individuality in design may lead to interesting developments.

### Around Broadstairs.

An extremely useful guide book has been published by the Broadstairs and St. Peter's Urban District Council. Readers contemplating a tour in the district will be well advised to write for a copy to the clerk to the council, Mr. L. A. Skinner, Pierremont Hall, Broadstairs.

### A Screen Wiper for 2s.

Known as the Rightova, a new screen wiper, which sells for 2s., is being marketed by the Motor Necessaries Co., Cookham, Berks. Judging by the above, it would certainly appear that a necessary often regarded as a luxury will soon be well within the reach of even the most economical motorist.

### To Solve Traffic Problems?

It is possible that Sir Henry Maybury, well known as Director-General of the Roads Department of the Ministry of Transport, may accept an offer to serve as the chairman of the Advisory Committee on London Traffic, which will be set up under the provisions of the London Traffic Bill.

### Paris-Pyrenees.

The fourth Paris-Pyrenees-Paris trial will be held from August 17th to August 24th. The principal award will be the Brassard d'Honneur, and all categories of cars will be catered for in the entry, including a special class for light cars up to 1,500 c.c. of the A.C.F. The regulations are very much the same as last year, a thousand marks being allocated to each entrant at the beginning of the trial, and one mark being deducted for each minute late at controls. The itinerary also will be the same. English-speaking officials will follow the trial throughout, and British riders are assured that rooms and food will be awaiting them at each town.

### Witnesses Essential.

The Automobile Association emphasizes the need for obtaining the names and addresses of independent witnesses

## Quick Second-hand Sales.

*If you have a second-hand car for disposal advertise it exclusively to light car enthusiasts through the small advertisement columns of "The Light Car and Cyclecar," the only small car journal.—It is the direct route to small car buyers.*

(See particulars of Special Scheme in Small Advertisement Section.)

for cases where motorists are involved in a charge which is likely to be contested. Cases frequently arise in which the absence of testimony of this character has handicapped the A.A. solicitors in their conduct of a case, whether they be defending or prosecuting on the motorist's behalf.

### Social Run to Edge Hill.

Nearly 160 members attended the social run of the Midland Car Club which took place on Saturday last, the venue being Edge Hill and the object the annual strawberry tea. The weather conditions during the early part of the afternoon were far from enjoyable, which reflected all the more favourably on the enthusiasm of the members in turning out in such force.

### The London-Barnstaple Trial

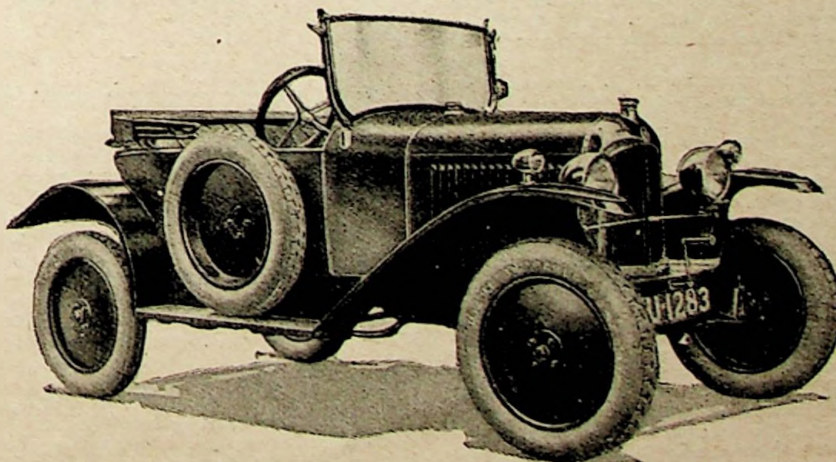
The London-Barnstaple trial of the Surbiton Motor Club was inaugurated last year and proved a great success. In consequence it has been decided to make it an annual fixture, and this year it will be run off on Saturday, August 2nd, starting at the Oak Hotel, Surbiton, at 10 a.m. This year's route will be stiffer than last year and will include Porlock and Beggar's Roost. An invitation is extended to members of the following clubs to take part:—Essex Motor Club, Epsom and District Motorcycle Club, Brighton and Hove Motor Club, and the Wallington Motor Club. The premier award will be the Aron Cup, whilst club silver cups will be awarded to all who make non-stop runs and otherwise qualify. Silver and bronze medals also will be awarded.

### Air-cooled Car Successful.

The Alpenfahrt, the classic annual touring contest which is held in Austria over an itinerary of about 1,300 miles, and includes some of the worst roads and certainly the steepest Alpine passes in Europe, was this year, for the first time, open to cars of 1,100 c.c. It lasted eight days, and included timed hill-climbs over the Katschberg, a notorious freak hill, 5 kiloms. in length. The air-cooled Tatra cars, which are made at Nesselsdorf, Moravia, Tchéco-Slovakia, easily won their class.

The Tatra, which is now the topic of the day in Central Europe, is a small four-seater, which is similar to the once-famous Bedelia cyclecar. It has no chassis proper, but a boat body to which the axles and wheels are fixed.

Air-cooling, having hitherto been thought altogether impracticable for Alpine roads, has scored a sweeping victory, and undoubtedly it will set experts thinking.



SMALL CAR  
COMFORT.

A 7.5 h.p. Citroën fitted with Michelin "Confort" tyres. These are now standard equipment on all Citroën cars, no extra charge to the buyer being made.

### MOTORING MATTERS IN PARLIAMENT.

IN the House of Commons last week, Sir H. Brittain presented a petition, signed by 8,990 persons employed in the motorcar and other industries, against the abolition of the McKenna import duties.

The question of issuing white overalls to the Metropolitan Police was again raised on the motion for the adjournment of the House a few evenings ago. Viscount Curzon pointed out that at certain crossings in bad weather it was almost impossible to see the policeman on point duty. He said, if it would facilitate experiment, he would himself provide one or two outfits. Mr. Rhys Davies, on behalf of the Home Secretary, said the Home Office had never received representations on this subject from any representative authority. White overalls were used in 34 borough forces and by 50 county authorities. Thirteen used them in wet weather only, and 70 county forces did not use them. Birmingham, Liverpool and Manchester did not use them; the latter city had tried them and discarded them. The Home Secretary, however, had not closed his mind to Viscount Curzon's appeal, and he would be ready to consider proposals.

The London Traffic Bill was read a second time last week in the House of Lords. Its rejection was moved by Earl Buxton, who said it gave too much power to the Minister and not sufficient to the London municipal authorities. Lord Montagu of Beaulieu said that there was no representation on the advisory committee of the private car owner, the cyclist, or motorcyclist, all of whom should be represented. Eventually Lord Buxton withdrew his motion for the rejection of the Bill.

### Turbulence.

One of the least understood subjects, turbulence, has a marked effect on the efficiency of a small car engine. The term is explained, and its various applications illustrated, in an interesting article which will form a feature of an early issue.

### Results of Colwyn Bay Trials.

In the Colwyn Bay Speed Trials the Mersey Cup, for the fastest car under 3,000 c.c., has been awarded to J. A. Joyce (1,496 c.c. A.C.), while the Braid Challenge Cup, for the fastest car under 1,500 c.c., goes to G. S. Boston (1,496 c.c. Horstman).

### Two-stroke Developments.

An article in this issue describes the working of a new and very interesting two-stroke engine. Power units of this type are beginning to attract increasing interest. There seems every likelihood that their wide adoption for small cars will be witnessed in the not far distant future.

### The Scottish Six Days' Trial.

Organized by the Edinburgh and District Motor Club, the Scottish Six Days' Trials start on Monday next, July 21st. The route and details of the trial are given elsewhere in this issue, and next week we shall report the performances of the light cars during the opening days. The concluding stages of the trial will be a feature of the issue which follows.

p18

### Madresfield Speed Trials.

There were 26 classes for cars at the Madresfield speed trials organized by the Worcester M.C. and M.C.C., the Gloucester Drive at Madresfield Court, near Malvern, very kindly being placed at the disposal of the club for the event. The course was straight, one kilometre in length, and all runs were from a

### Austin Seven Breaks Record.

At the British Motorcycle Racing Club's fifth Brooklands race meeting, on Saturday last, S. J. Bassett (7 h.p. Austin), competing in a 50-mile handicap race for passenger machines of between 300 c.c. and 1,100 c.c., was successful in establishing a new world's record for 50 miles in Class J2 (two-



AT MADRESFIELD. — H. C. Lones (Morgan) winning the class for cars up to 1,100 c.c. engine capacity.

standing start. The 1,500 c.c. and 2,000 c.c. classes were won by C. M. Harvey (Alvis), while on a re-run between G. S. Boston (Horstman) and B. E. Lewis (Frazer-Nash) the latter obtained the amateur award. The results were as follow:—

Under 1,000 c.c.—1. D. W. Beck (Austin), 45 2-5 secs.; 2. J. P. Dingle (Austin), 46 3-5 secs.  
Under 1,100 c.c.—1. H. C. Lones (Morgan), 38 4-5 secs.; 2. B. Lewis (Frazer-Nash), 40 secs.  
Under 1,500 c.c.—1. C. M. Harvey (Alvis), 38 2-5 secs.; 2. H. C. Lones (Morgan), 38 4-5 secs.  
Under 2,000 c.c.—1. C. M. Harvey (Alvis), 38 2-5 secs.; 2. G. S. Boston (Horstman), 40 secs.  
Under 3,000 c.c.—1. Dr. J. D. Benjafield (Bentley), 37 secs.; 2. G. S. Boston (Horstman), 40 secs.  
Unlimited.—1. Dr. J. D. Benjafield (Bentley), 37 secs.; 2. G. S. Boston (Horstman) and B. Lewis (Frazer-Nash), 40 secs.

seater cyclecars up to 750 c.c.). His time for the race was 44 mins. 19½ secs., which represents an average speed of 77.70 m.p.h.

In addition to Bassett's Austin, two 10.96 h.p. Morgan-Blackburnes took part in the event, the drivers being G. N. Norris and H. Beart, both starting from scratch. The Austin received 2 mins. 1 sec. All three were soon busily engaged in overhauling the limit men. Beart in particular was very fast, but, after doing 12 laps and running into second place, he retired with plug trouble. Shortly afterwards Norris came into second position behind V. E. Horsman (5.99 h.p. Triumph and s.c.), who, thanks to a generous time allowance, finished two laps ahead. Third place was occupied by S. J. Bassett (7.4 h.p. Austin).

### "SAFETY FIRST" HINTS FOR 200,000 MOTORISTS.

THE 19th annual meeting of the Automobile Association was presided over by the Right Hon. the Earl of Lonsdale, I.L., and, in moving the adoption of the report, he made reference to the great increase of members, pointing out that on the morning of the meeting the total stood at 207,092. In every section of the Association's activities advances were shown, and it was stated that the motorist's battle against the present unjust system of taxation was still being fought.

Sir William Joynson Hicks, Bart., M.P., late chairman, showed his continued interest in the Association by attending the meeting, and, as Lord Lonsdale had to leave to attend another function, he presided at the luncheon which followed the meeting, and which is always regarded as one of the

most important functions of the year.

Amongst those who responded to the toast of "The Press" was Mr. Walter Groves (*The Motor*), who, after some remarks about the failings of the new motorist, said that the vastly increased membership brought to the Association greater responsibilities. He had seen a draft of "Safety First" hints, which had been submitted to him for suggestions by the National "Safety First" Association. They were excellent, comprehensive and yet concise, and he strongly urged that a set of these hints should accompany every renewal membership card, and new member's card.

In the few remarks from the secretary which concluded the interesting function, Mr. Stenson Cooke assured Mr. Groves that his suggestion would receive full and careful attention.

## SEEN AT SHELSLEY WALSH.

DESPITE FRANTIC ACTION OF THE S.P.C.T.H.I.G.A.S.W.I.P. (SOCIETY FOR THE PREVENTION OF CRUELTY TO HILLS IN GENERAL, AND SHELSLEY WALSH IN PARTICULAR, THE PEACE OF THAT OTHERWISE SYLVAN GLADE WAS RUDELY SHATTERED ON SATURDAY BY THE ARRIVAL OF THE FOLLOWING IMPEDIMENTA

① A CROWD THAT HAD GATHERED FROM THE FOUR CORNERS OF WIDDICUM SLUSH AND TOOTING-ON-TYNE TO WITNESS THE "EXECUTIONS".

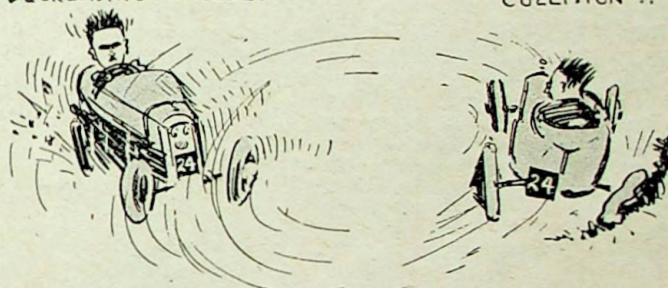
② THE FAMOUS "TINKABEL" QUARTETTE WHO ENTERTAINED THE CROWD WITH MAGNIFICENT HANDBELL INTERMEZZOS SUCH AS "CLEAR THE COURSE" & "POP GOETH YE WEAZEL".



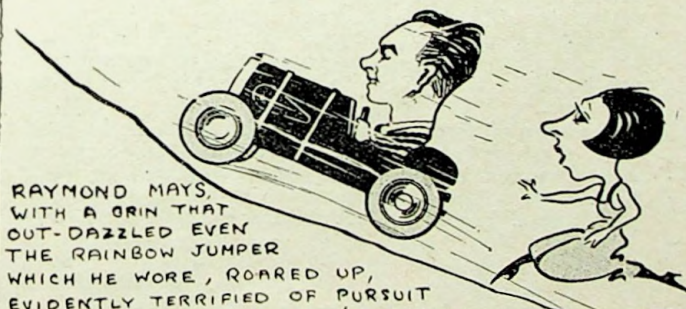
③ ALSO A COLLECTION OF LEARNED GENTLEMEN WHO FOUND THE ETHICS OF TIMING NOT DISSOCIATED FROM CHILDS PLAY

BUT THE FUN REALLY BEGAN WHEN HARVEY STARTED CHASING HIMSELF ROUND IN EVER-DECREASING CIRCLES

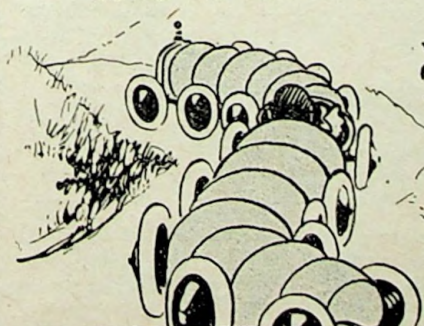
LUCKILY A BIFF FROM THE BANK AVERTED A NASTY TAIL-ON COLLISION !!



RAYMOND MAYS, WITH A GRIN THAT OUT-DAZZLED EVEN THE RAINBOW JUMPER WHICH HE WORE, ROARED UP, EVIDENTLY TERRIFIED OF PURSUIT BY THE FORESAID JUMPER'S OWNER. HENCE HIS RECORD TIME !!!



WHO WILL DESIGN A "CATERPILLAR" — NOTHING LIKE 'EM FOR SNAKY ASCENTS.



N.T. BEARDSSELL, WITH THE HODGSON MUST HAVE THOUGHT HE WAS AT A RODEO. WITH A CLATTER OF COFFIN NAILS, AND A STRONG SMELL OF BRIMSTONE, HE MADE FRANTIC ENDEAVOURS TO BREAK THE BANK.

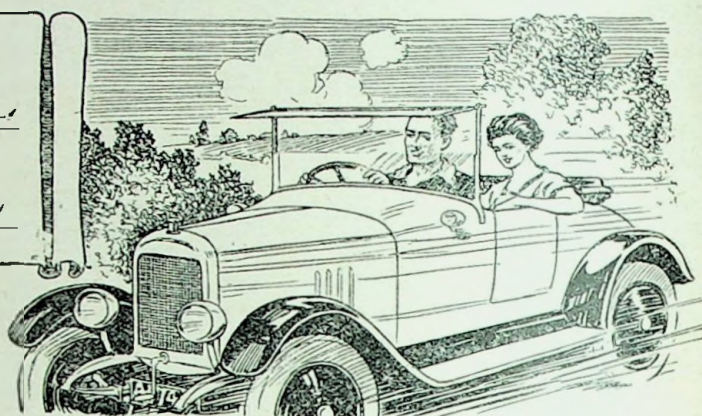
THE PRESS STAND. A THOUGHT FOR NEXT YEAR



GILBERT RUMBOLD

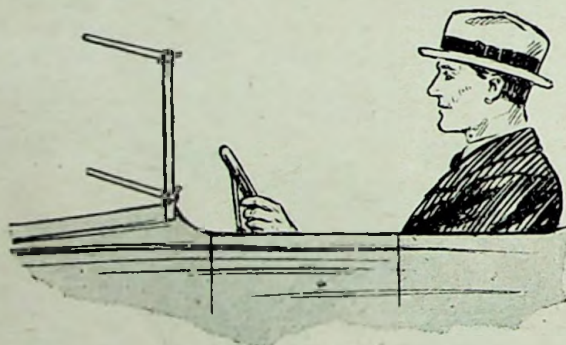
The Midland Automobile Club's Hill-climb at Shelsley Walsh is one of the most important events of the year. A report appears elsewhere in this issue.

# KEEPING COOL at the WHEEL



*IT IS SELDOM VERY HOT IN GREAT BRITAIN, AND CONSEQUENTLY, WHEN IT IS, MOTORISTS ARE ILL-PREPARED TO FACE IT. METHODS ADOPTED BY THOSE WHO DWELL IN TROPICAL CLIMATES ARE DESCRIBED IN THIS ARTICLE.*

**M**ANY readers will remember the lively correspondence which was conducted in this journal concerning "The Menace of the Closed Car"—and it was then winter-time. There were some readers who considered that closed cars were not only uncomfortable but dangerous at any season of the year, while others protested loudly that if comfort was to be had at the cost of enjoying a few days' open-air driving in summer-time, then there was no sensible reason why saloon bodies should not become even more popular than they are to-day.



A two-panel windscreen which can be folded as shown, allows a cool draught to blow on the driver's body, and deflects downwards any objects which might otherwise get into his eyes.

It is questionable, however, whether an open car is really cooler and more pleasant to drive in the summer months than one which is enclosed. On any very hot day it will be observed that more cars are seen, particularly in towns, with their hoods erected than with them folded, while if a hood lends itself to the treatment depicted in the photograph which is reproduced on the cover of this issue, cooler and more comfortable motoring can certainly be enjoyed than when it is left folded.

## The Windscreen Helpful.

It will be remembered that in the correspondence to which reference has already been made there were some light car owners who were of the opinion that even windscreens should be abolished; but just as it is extremely useful for deflecting the cold winds of winter so is a windscreen extremely valuable for creating cooling draughts in summer.

The screen of the single-pane type may certainly be folded down flat over the scuttle, but this, is not altogether an ideal arrangement and cannot fail to

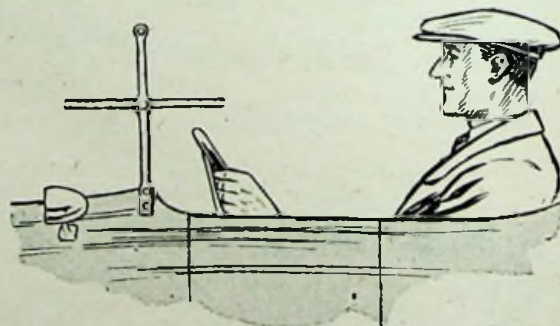
make the car unsightly. Such screens possess the added disadvantage that, no matter at what angle they are placed behind the vertical warm air from the engine accumulates behind them so that the man at the wheel drives perpetually in a "fug."

The Continental type of windscreen, which consists of a single pane of glass which may be hinged about its centre, is very useful indeed in hot weather. With a little care the angle can be so arranged that hot air from the engine does not reach the driver, while flies and dust are deflected over his head. In winter these screens are a failure, however, because in rain, fog or snow, unless a screen wiper is fitted it is generally necessary to fold them to a horizontal position, when they afford no protection whatever.

## Two Panels Best.

The two-pane screen built up of two adjustable panels is recognized to-day as being by far the most satisfactory both for winter and summer driving, there being a considerable number of positions in which the panes of glass can be set so that a strong draught can be deflected into the driver's lap, his face or over his head.

A screen of this pattern used with a hood, the rear part of which is rolled up, can be adjusted so that a strong current of air is blowing continuously through the car without making it uncomfortable for front-seat passengers. This is effected by folding the lower



A screen of the type which is so popular in France is very useful in hot weather. Arranged horizontally as shown it keeps none of the cool breezes from the occupants of the front seats.

pane slightly backwards and the upper pane slightly forwards. If a strong draught is required the lower pane may be folded farther back and the upper farther forwards, and to allow a gale of wind to blow

**KEEPING COOL IN THE CAR (contd.).**

through the car both panes may be set horizontally.

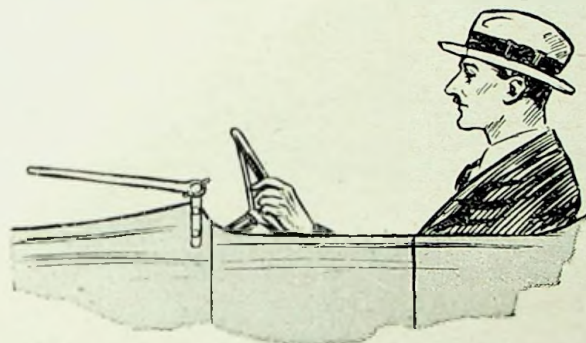
If an individual driver has a preference for keeping the hood lowered, which is certainly an advantage if one's view of the surrounding country is not to be restricted, a delightful draught may be created by folding the lower pane of the screen forwards and the upper screen backwards to a degree when it is almost horizontal. This arrangement eliminates any annoyance which might otherwise be caused by hot air from the engine, while if care is taken to set the panes at the correct angle the need for wearing goggles can be obviated, dust and flies being deflected over the driver's head.

**Fly Dodging.**

When flies and dust are troublesome the lower pane of the screen may be inclined forwards at an angle of about 45 degrees from the vertical, the upper pane being extended in front of the windscreen frame and almost horizontal, but with the forward edge about 3 ins. higher than the rearward.

So soon as experiments with the angle of the windscreen are tried, it nearly always happens that one of the occupants of the car gets some foreign body in one of his eyes, an occurrence which may spoil the pleasure of the whole party and involve extreme discomfort, if not actual agony, to the sufferer.

The contingency, unfortunately, cannot be guarded



If a single-panel windscreen is folded horizontally, the hot air which comes through the floorboards does not unduly trouble the driver. When folded back, however, little advantage is gained.

against except by wearing goggles, and as these are almost invariably uncomfortable the best plan is to carry a camel-hair brush on the car and so be in a position to relieve the sufferer without delay. It will be found that where a passenger, or maybe the driver, has in his eye an object which resists all efforts of removal a chemist will always oblige, and the writer would take this opportunity of publicly thanking a considerable number of chemists about the country who have very kindly come to his assistance and made no charge whatever for their services when he has been in this unhappy predicament.

In very hot weather the pleasures of motoring are considerably enhanced if ventilators of a suitable type are fitted in the scuttle.

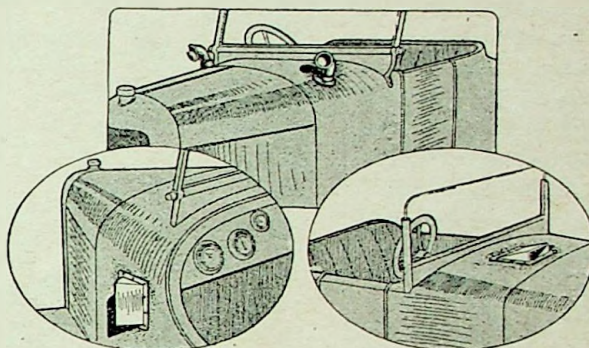
**Job for Bodybuilder.**

Apart, however, from the type which may be described as miniature models of those used on board ship the writer knows of no scuttle ventilators which can be readily fitted by the owner-driver, it being generally considered that the work must be done at the time the body is built. It is a very good plan in the case of cars provided with no ventilators to have these fitted by a coachbuilder just before the car is repainted for the summer season.

The most efficient ventilators are probably those which are fitted low down on each side of the scuttle, a hinge being provided at the rear of each and a gauze fitted to keep out dust. In choosing scuttle ventila-

tors care should be taken to select a design which embodies some positive means for holding them rigid both in the open and closed positions.

A very useful and serviceable type of ventilator which is commonly used on American cars consists of a hinged flap fitted to the top of the scuttle and operating in much the same manner as a skylight. A control in the form of an ebonite knob is generally fitted on the facia board so that the amount which the ventilator is open can be readily controlled by the driver. This type of ventilator is not applicable, however, to most small cars on account of the fact that petrol tanks are commonly fitted in the space between

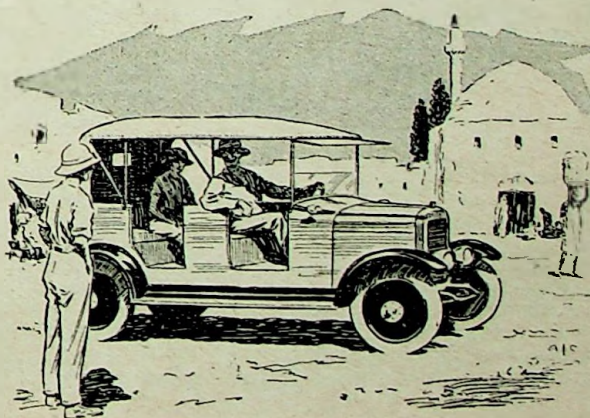


Some popular types of ventilators which may be fitted into the scuttle. These are invaluable in very hot weather, but unfortunately they are not always too easy to fit.

the dash and facia boards, and this prevents the draught from the scuttle-type ventilator reaching the lower part of the car and consequently does away with its principal advantage, namely, the ready manner in which, when properly fitted, it disperses the hot air which makes its way through the pedal slots.

These can be plugged up fairly readily by attaching strips of rubber insertion or old inner tube to the floorboards, a piece of rubber being attached on each side of the brake and clutch pedal slots.

For keeping the interior of a car really cool there is



For motoring under a tropical sun it has been found that the best way to keep cool is to remove all the doors from the body. In this manner cool air is always in circulation through the car.

no plan so effective as removing the doors, and this is frequently done in tropical countries. The job is easily effected as a general rule either by withdrawing the hinge pins or removing the wood screws which attach the hinges to the body. Once the doors have been removed a current of cool air can circulate around the passengers' legs, and the hot oily smell, which is so objectionable in very hot weather, will be conspicuous by its absence.

## NEW 85 m.p.h. FOUR-CYLINDER FRAZER-NASH LIGHT CAR.

*Water-cooled engine of 1,496 c.c. capacity. Greatly improved dog-clutch change-speed mechanism and final chain drive. A car which should be capable of a remarkable road performance. Two models; at £275 and £330.*

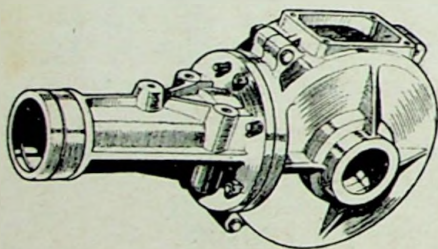


FRONT AND BACK.

These photographs give a general impression of the new Frazer Nash at a glance. The body is constructed of aluminium, mounted on a light but sturdy skeleton. The general lines are distinctive and pleasing.

FOR a considerable time past, Capt. A. G. F. Nash, of Frazer Nash, Ltd., Akela Works, Kingston, has been engaged on the design of a new four-cylinder light car, but he has steadfastly refused to allow any details to be published until the finished product was tested and perfected. We are now able to give a full description.

Faithful to his old love, and confirmed in the



The new bevel box showing extra bearing extension at the front and inspection hole on top. The latter is covered by a plate carrying interlocking mechanism.

opinion that the general layout of the 1922 G.N. cannot be bettered in principle, Capt. Nash has followed it up to a point, but beyond that there is a number of departures, most important of which is a four-cylinder water-cooled engine. By no means blind to the shortcomings of the old chassis, he has, in addition, sought to eliminate all weak points, and as a result he has produced a machine with a performance far superior to the old G.N. and, we are convinced, with none of its disadvantages.

### A Three-bearing Crankshaft.

The four-cylinder water-cooled engine has a bore and stroke of 69 mm. and 100 mm. (1,496 c.c.). The overhead valves are operated by push rods and the head is, of course, detachable. Lubrication is by pressure feed from a submerged pump to the main bearings and o.h.v. spindles. Oil circulates through the three-bearing crankshaft, feeding not only the bearings but the big-ends as well. The magneto is a B.L.I.C. and the carburetter a Sthenos. The camshaft is driven by helical spur gearing, both dynamo and magneto being skew-driven. Three-point suspension is adopted for the engine, the single point being at the front with bearer arms at the rear.

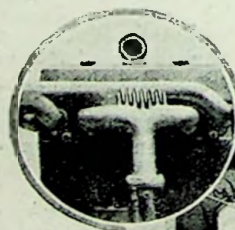
n22

A three-plate dry clutch, reminiscent of the 1922 G.N., transmits the drive from the engine to the propeller shaft, but the clutch is far lighter to operate, longer toggle arms being used. The spigot bearing consists of a Skefko ball race, and a ball thrust washer takes the weight when the fibre-lined clutch-withdrawal fork is operated. There is no end thrust on the engine at any time, either with the clutch in or out.

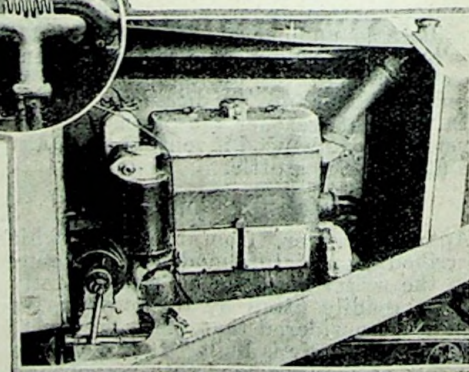
### Spiral Bevel Drive.

The propeller shaft is solid and terminates in a star-type universal joint immediately in front of the bevel box. The latter is provided with an extra bearing which is supported by an extension at the front, this part of the bevel box, together with its bearing, being securely bolted to an adjacent cross-member of the frame.

An improvement on the straight-cut bevel is the



THE POWER UNIT.



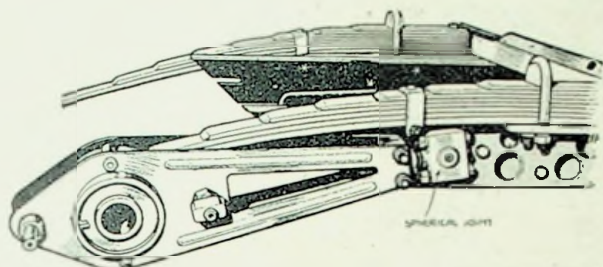
A general view of the 1,496 c.c. engine, showing the generator and magneto drive (above) and the neat induction "hot spot" (circle). The lower photograph also shows the alteration in the disposition of the steering drag link which prevents steering-wheel wobble.

### NEW FOUR-CYLINDER FRAZER-NASH (contd.).

introduction of a spiral bevel with a reduction of  $3\frac{1}{2}$  to 1, this, by the way, being the direct drive ratio on top gear. The remaining ratios are 6 and  $11\frac{1}{2}$ , the drive being transmitted from the countershaft to the differential-less rear axle by sprockets of large diameter.

The bevel shaft and back axle are made of high tensile steel, heat treated, the axle being mounted on four standard annular ball bearings.

Particular care has been taken to make sure that



Many-leaved springs, saddle bolts and spherical joints at the forward ends of the radius rods are noteworthy points in the rear assembly of the Frazer-Nash chassis.

the springing will be up to its work, and also to eliminate the possibility of fracture. Quarter-elliptics are adopted all round, but the leaves are  $1\frac{1}{2}$  ins. wide, whilst in the back assembly there are no fewer than eight individual leaves for each spring. The U-bolts are substantial and mounted on semi-circular aluminium saddles, a design which gives the maximum strength.

#### Stronger Front Axle.

The front axle is of the tubular type, of heavy section and  $1\frac{1}{2}$  ins. in diameter. It is located by the master leaves of the quarter-elliptic springs, which are anchored to the top of the axle clips, the parallelism of the axle being maintained by Hartford shock absorbers, which also act as radius rods and thus maintain the pivot pins at the correct angle. The castor action permits the steering to be light without being low geared. The necessary reduction is obtained by improved bevel and sector.

The steering pivot pins are bushed and thrust washers are fitted, a dust-excluding cap being a refinement which will appeal to the owner-driver. The front wheels are, of course, mounted on ball races, and it is interesting to note that these are of 30 mm. diameter—larger than is found on many light cars.

Large ball races in the wheels, and several other points where extra strength has been provided, were considered advisable because of the high speed of which the car is capable. An appearance of solidity is given to the whole vehicle by the fitting of standard Rudge-Whitworth wire wheels shod with 700 mm. by 80 mm. Avon cord tyres.

The brakes are extremely powerful and take the form of expanding aluminium shoes lined with Ferodo acting within pressed-steel drums  $1\frac{1}{2}$  ins. wide. The brake-cam spindle and fulcrum shaft are mounted at the back end of the radius rods, the forward ends of these rods terminating in spherical seatings, so that no twist can be imposed on the rods owing to wide variation in the lift of either rear wheel. The master leaves of the rear springs slide on fibre pads.

Both gear and brake lever are mounted on the outside of the body, the dog-clutch principle of gear change, with four chains each providing a different ratio (one reverse), being employed. A patented and very ingenious interlocking lever operating directly and automatically on the dog-clutch actuating mechanism positively prevents two gears being accidentally engaged at one and the same time.

The car boasts of a distinctive radiator, which tapers towards its base so that it merges gracefully into the body lines and presents a semi-streamlined form. The seating is staggered and the pedals are adjustable. The hand controls include a slow-running lever which protrudes from the upholstery of the body adjacent to the driver's right hand, and a spark control mounted on the dash.

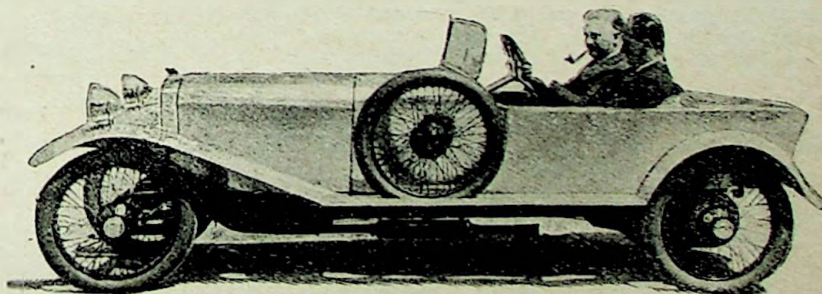
Although the accommodation in the boot would appear to be somewhat limited, there is ample room for a large suitcase, in addition to tools, spare oil, and so on. The lid of the boot is not hinged, but can be removed bodily, its place being taken by a loose waterproof cover when it is desired to carry more than the usual amount of luggage. In the photographs the car appears without a hood, and it should be mentioned that this folds down neatly and generally harmonizes with the lines of the body. No side curtains are provided.

The equipment consists of C.A.V. lighting and starting, with combined head and side lamps, hood, spare wheel, speedometer, horn and tools. The standard "Fast-tourer" sells for £275 complete, 80 m.p.h. being guaranteed, whilst the price of the super-sports model is £330, with a guaranteed speed of 85 m.p.h.

#### On the Road.

We were able to enjoy a brief run in the car preparatory, by the way, to one of our usual road tests, and we were more than favourably impressed with its comfortable seating accommodation, springing, acceleration, fine hill-climbing powers, and easy steering.

The engine started up easily and ticked over quietly. Thanks to the dog-clutch type of change-speed mechanism, the gear lever could be whipped through the gate at lightning speed, the resulting acceleration being extremely rapid. The bucket seats are comfortable and well placed, and the leg reach is such that one commands excellent control over the clutch pedal, which, by the way, is extremely light in operation.



SUGGESTIVE OF  
SPEED, STRENGTH  
AND COMFORT.

The seats are staggered, ample leg-room is provided, and the windscreen is of the sporting V-type. Rudge-Whitworth wire wheels add a note of distinction—and usefulness—to the tout-ensemble.

The springing was good, especially at speed, the front axle being noticeably steady, as a result, no doubt, of the fitting of shock absorbers. The car could be steered with one hand, and even over rough roads there was not the slightest trace of oscillation in the wheel.

The Frazer-Nash will certainly take its place in the ranks of the best sporting light cars of the day.

## MOTORCYCLE PARTS FOR CYCLECARS.

*A VALUABLE CONTRIBUTION TO THE INFORMATIVE SERIES OF ARTICLES DEALING WITH THE DESIGN OF CYCLECARS WHICH MIGHT BE SOLD FOR £100. MOTORCYCLE COMPONENTS FIGURE PROMINENTLY.*

THE large price gap between the cheapest light car and a very satisfactory sidecar outfit should make the marketing of a £100 cyclecar a lucrative proposition, provided that its design was of a type which permitted economical construction while ensuring for it a ready market.

The use of proprietary engines and gearboxes has a number of advantages, not the least of which is the reputation of the manufacturers of these units. Your cyclecar owner will largely be recruited from the ranks of motorcyclists, and to him such names as

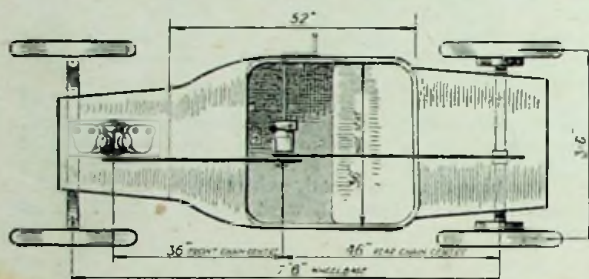


Fig. 1.—A cyclecar transmission design which compels the use of very long chain centres and which is consequently considered to be undesirable.

J.A.P., Blackburne, M.A.G., Sturmey-Archer and Burman have a very reassuring meaning.

The reliability of these units is beyond question, and they have proved their capacity to stand up to hard work in numerous speed and reliability events. Competition is keen in the markets which their manufacturers serve, and, consequently, prices are very reasonable, while the standard of efficiency is universally high.

All the proprietary motorcycle engines have the advantage of being particularly compact, while their mounting in the frame should offer little difficulty. Starting, in most cases, could be by means of the kick-starter, which is always fitted to motorcycle gear-boxes, the only necessary alteration being, perhaps,

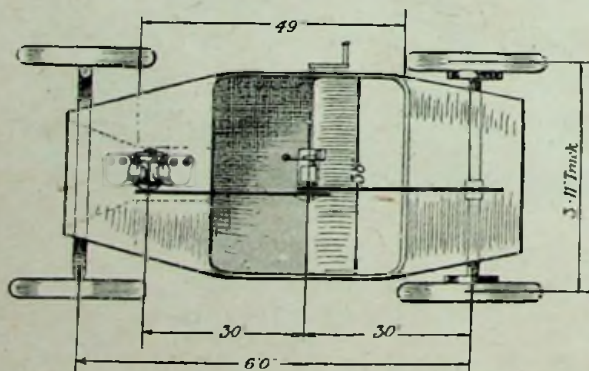


Fig. 2.—This chain-drive layout closely follows a plan adopted for Bleriot-Whippet cars. It allows a compact machine and reasonably short chain centres.

the extension of the shaft on which the kick-starter pedal operates.

For the established cyclecar maker who has marketed a satisfactory touring model the fact that a

sports engine is available, which can be fitted into the same mounting plates, is a great advantage, and as the gearbox manufacturers supply their wares fitted with either close, medium or wide ratios, a careful selection of size of engine sprocket enables almost any combination of gears to be secured at little expense.

The manufacturer can get ahead with his production and, by simply bolting in the required engine and gearbox, make a standard, sports, racing or Colonial model, as requirements dictate.

### Weight Limit Fixed.

It is necessary to remember that motorcycle gear-boxes are not fitted with a reverse, and as the law requires that all mechanically propelled road vehicles weighing over 7 cwt. shall be capable of travelling forward or backward under their own power the weight limit of a car not using a reverse gear is automatically fixed.

In designing a suitable car a number of points have to be borne in mind. The engine should be air-cooled and a plentiful supply of cool air should be allowed to play on the cylinders and crankcase. If the air is at all baffled a fan is advisable.

Owing to the increasing adoption of leg-shields and very large mudguards on motorcycles, the cooling fins provided are invariably of ample area, so that the

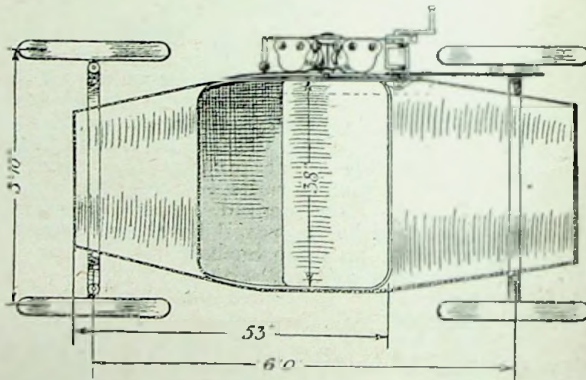


Fig. 3.—On the Gibbons cyclecar a plan such as that depicted was followed; the chains are short and the engine and starter are extremely accessible.

question of keeping the cylinders cool, which proved so awkward for cyclecar designers prior to the war, should now give little trouble.

As chains are used for transmission, easy adjustment must be provided for, either by allowing the engine and gearbox to be moved or the gearbox and rear axle. Unless the adjustment is easy to make it will be neglected, and provision must be made to keep the units in line, as bad alignment shortens the life of the chains and sprockets.

### Protecting the Chains.

The chain from the engine to the gearbox runs at very high speed, and it is therefore essential that it be protected from dirt and water. A supply of lubricant, which may come from a pipe led from the crankcase release valve, is most desirable. The protection of the rear chain is not so vital, but it greatly

### MOTORCYCLE PARTS FOR CYCLECARS (contd.).

lengthens its working life by excluding mud and grit.

It has been found in many cases that a chain protected by a simple guard survives almost as long as one that is completely enclosed in an elaborate and costly case, and it is suggested that in the designs figuring in the illustrations on these pages chain guards would be more serviceable, less complicated, and more generally desirable than cases of the type used on the more expensive motorcycles.

Chain centres should be kept short. Long flapping chains look bad, they are noisy and cause vibration and engine snatch. The life of a very long chain, owing to the heavy strains it is called upon to bear, is seldom satisfactory, while it may cause difficulty in keeping the sprockets tight on their shafts, and certainly is not conducive to economy in tyres or upkeep costs generally.

#### Long Chains Undesirable.

Fig. 1 shows a method of arranging the engine under the bonnet, but as it forces the use of very long chain centres it is thoroughly bad; providing cooling is not neglected, the arrangement shown in Fig. 2 is better. In this case the occupants' legs come alongside the power unit, and a very short compact car is the result. The arrangement is strongly reminiscent of the chain-driven Bleriot Whippet. It will be seen that with both arrangements the gear lever is in a reasonably convenient position, while the location of the kick-starter would call for a portion of the running boards—if any were used—to be cut away in much the same manner as that adopted on the early G.W.K. models. Fig. 2 certainly depicts a layout which causes some complication so far as engine cooling is concerned, but this difficulty is one that can be overcome by an ingenious designer. Fig. 3 shows a modification of Fig. 2, and this method

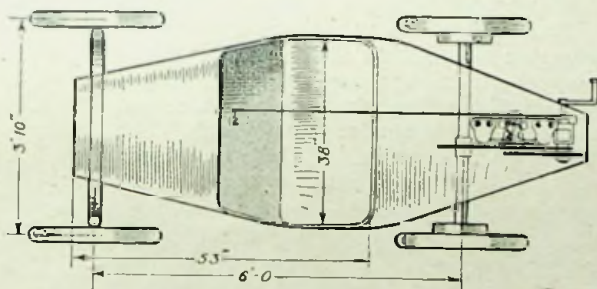


Fig. 4.—With the engine behind the axle the need for a conventional type of chassis frame does not exist, the power unit is accessible and the chains are short.

of mounting is used with success on the Gibbons and Seal cyclecars. It makes the chains rather difficult of access, however. The layout is identical with that adopted on nearly every make of motorcycle, and it possesses the advantage that short chain centres are secured, while the engine is very accessible. Slightly stronger springs would, of course, be necessary on the off side of the car, to compensate for the majority of the weight being out of centre. Left-hand drive, incidentally, would be an advantage with this design, as the driver's weight on the near side of the car would help to keep the balance normal when only one person was riding in the car.

#### An Ideal System.

Besides its many other advantages the rear-placed engine shows chain transmission at its best and, providing that an efficient means of engine cooling is incorporated, this arrangement is ideal. Figs. 4 and 5 show two alternative arrangements and in each case it will be noticed that the drive is taken from engine to gearbox and then past the engine

shaft to the axle. The reason for this arrangement is similar in both cases.

In the scheme shown in Fig. 4 the weighty engine is kept as near the axle as possible, and the gearbox is just far enough aft to allow an extended kick-starter shaft to be placed behind the rear wheel. In Fig. 5 the gearbox is placed under the seat in such a position that the gear control comes readily to hand.

The starter crank projects through the body side just in front of the rear wheel, and all the weight in this case falls between the axles. This layout shares with the one shown in Fig. 4 the advantage of providing an almost ideal chain layout, and the final chain length is such that a supple pair of quarter-elliptic springs can be fitted in conjunction with radius rods.

So far the writer has confined himself to the four-wheeled cyclecar, but some of the arrangements shown are applicable to the three wheeler.

In this connection the reader's attention is specially

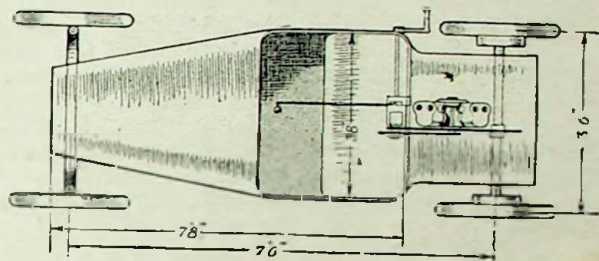


Fig. 5.—This illustration indicates how desirable is a rearward position for the power unit. The provision of adequate cooling is the principal difficulty to be met.

drawn to Fig. 6, which depicts a type of three-wheeled cyclecar which the writer feels convinced will some day enjoy an extensive market. No propeller shaft and no bevel gearing is used, and only one chain drives the rear wheel. The engine and gearbox units can be bought from manufacturers who supply these parts for motorcycles, and there would be no reason why models with different units should not be listed.

The cheapest types could have a simple single-cylinder engine, the cost of which is quite small, while sports models could be catalogued fitted with costly power units representing the last word in motorcycle engine efficiency.

It is beyond question that the designs which the writer has submitted are by no means above criti-

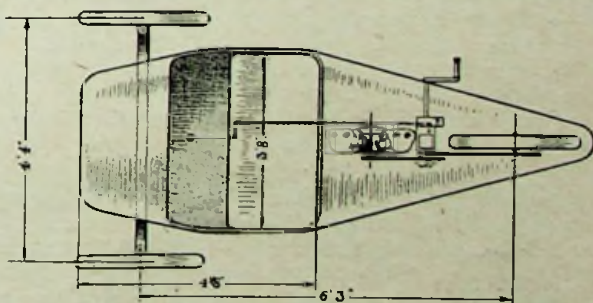
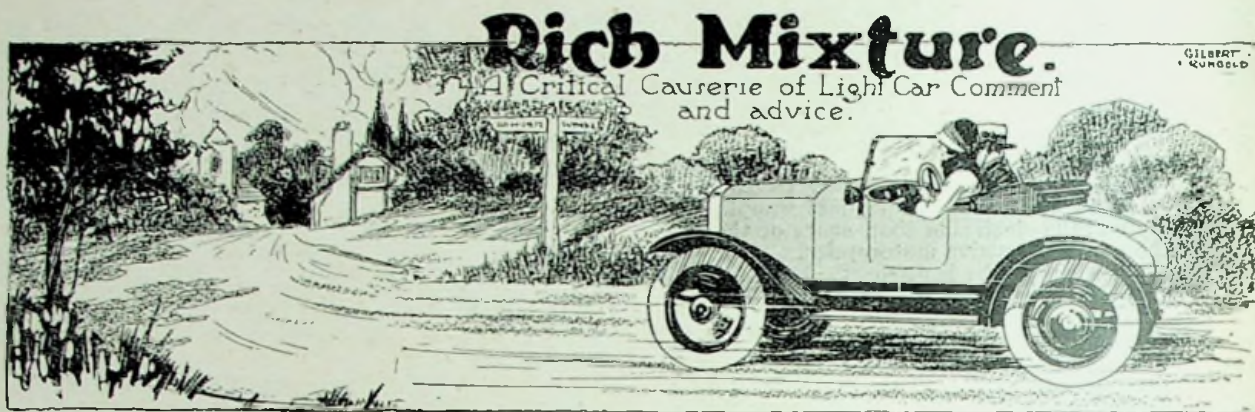


Fig. 6.—It would be difficult to imagine a more simple layout than this for a cheap cyclecar. The units are mounted in almost the same manner as on a motorcycle.

cism, but he believes that the only way to popularize cheap cyclecars is to build them from motorcycle components and thus to attract the motorcyclists who are tired of the poor weather protection, skidding propensities and other disadvantages of the two-wheeler to buy them.

The principal consideration, so far as motorcyclists are concerned, is performance; if the change from two wheels to four involved lower average speeds they would never make it.

J. H.  
B25



### At Shelsley Walsh.

I HAVEN'T missed the Midland Club's hill-climb at Shelsley Walsh for several seasons, and this year's event was as big a success as ever. The course was kept absolutely clear, the weather was perfect, and spectators and drivers alike were in the best of spirits. It was very hard luck on Mays when it was found that he had been "pipped" for fastest time of the day by a fraction of a second after having first been acclaimed the victor, but it is impossible to deny that Cyril Paul thoroughly deserved his success.

His ascent impressed everyone standing around me as being so steady that it seemed impossible that he had clocked a better time than Mays. The latter's average speed, by the way, was a trifle more than 40 m.p.h., while the best of the little Austins with an engine only half the size averaged just over 34 m.p.h.

Shelsley Walsh is, of course, one of the most tiring of the speed hills for an engine. It starts with 200 yds. of 1 in 11½, steepening then to an average of 1 in 7½ or so for 400 yds., when the two sharp corners are reached on a 200-yd. patch of 1 in 6.8. The gradient flattens out towards the finish, 180 yds. farther on, but falls lower than 1 in 11 only for a very short distance.

### A Wayside Forty Winks.

MY principal difficulty during the long drive home after the hill-climb at Shelsley is always keeping awake. Last year my passenger happened to notice that I was dozing at the wheel only just in time to save the car running on to the grass, while this year I was so sleepy midway between Worcester and Oxford that it was impossible to continue and a halt had to be called for a nap by the roadside.

It was then not long after midnight, and my passenger—unable to relieve me at the wheel because the war left him short of some limbs—and I did not wake until 5.30 a.m. The sun was then well up and our continued journey along deserted roads was one of the most enjoyable I ever remember. Our protracted nap was a most convincing demonstration of the value of pneumatic seat cushions—as a general rule an attempt to sleep in a car proves a horrible failure, but on this occasion even the traffic of a main road that is busy until the early hours of the morning failed to rouse us.

There are doubtless many motorists who, like myself, frequently have to make very long journeys in the shortest possible time, and, as a result of my homeward run from Shelsley I can thoroughly recommend the wayside nap idea at this time of year.

B26

From, say, six o'clock in the evening it should be possible to cover at least 120 miles before midnight and another 100 before the world is astir, leaving one the whole day in which to complete the run, 220 miles of which have been wiped off.

### Queer "Private Garages."

IT is a sign of the times that the present-day house-hunter frequently insists on a house with a small garage rather than one not so provided, or at least he expects to get a suitable piece of ground on which he can have a garage put up. Consequently some sellers of houses, appreciating the demand, are now offering property with weird ramshackle amateur-built structures which they term "garages."

One has only to make a tour of investigation of some of the more popular residential suburbs round London to see what are offered as garages. Glorified chicken-houses and coal-sheds might be a more appropriate description of the junk one sees adjoining many small houses, and they are supposed to be capable of housing a small car! A recent advertisement stated "room for a small car," but, assuming that to be true, there certainly would not have been room for anything else, not even a wireless mast!

### "Lions of Fiction," No. 3.

I PROMISED last week that we should have a little plagiarized W. W. Jacobs, but, truth to tell, the bargee and the small-car owner are such very different beings that the matter has caused no little difficulty. Here is my effort:—

#### THE INGRATITUDE OF WILLIAM RUGG.

"There's men as is ungrateful by natcher and no matter what you do for 'em you never get no thanks," said the garage hand.

"E'r instance," he started, munching his Spearmint, "a month or so ago I was sitting in the 'Red Lion' 'aving a drop of dinner, when a man comes in and sets down opposite and calls for a pint.

"He was a short, fat chap, dressed careful and smart like, with a yellow weskit and a big gold watch-chain stretched acrost it.

"By-and-by he upsets some of 'is beer and he whips out a handkerchief and starts moppin' it up."

"'Dear me,' he ses, 'I reely thought it was goin' to spill hover you.'

"'Don't menshun it,' I ses, very polite.

"After that we gets talking, and I tells 'm the joke about the old lady wot was run over by a bus and about the trouble we'd been having getting Mr. Rogg's new two-seater going. He was very interested and said 'e liked 'earing about cars more than anythink.

"He calls for a couple of pints and wouldn't 'ear of my treating back. He said it was a plesher to 'ave the akwaintance of a motor hengineer.

## RICH MIXTURE (contd.).

"By the way, what was the name of the owner of the new two-seater?" he arst quiet-like after the beer had been brought.

"William Rugg's 'is name," I ses, 'and a pretty little car 'e's got too.'

"I think I know the gentleman," he ses; 'tall with grey 'air and a red nose?'

"No," I answers, 'short and bald with a red nose.' 'Ho yes, that's 'im,' 'e goes on, 'that's 'im as sure as my name's John Smith.'

"Well, we talked a good deal—'im insisting on standing treat—and then when I told 'im I 'ad to go back to the garidge to relieve the boy, 'e asks my name, shakes 'ands and says he 'opes to see me again. Pleasant-speaking feller 'e was.

## RETURN OF MR. SMITH.

"It was one day about a week later that I gets a telegraphpt addressed to me personal.

"Am sending Mister John Smith to fetch car for me. Urgent. William Rugg."

"Soon after the pint-treatin' feller Smith comes running up.

"Quick," he shouts, 'it's urgent—I've got to take old Rugg's car to 'im—has he sent you a wire?'

"Yes," I answers.

"Ah, I told 'im to send 'one to you personal, you being really manager of the garidge."

"Well, I ses, 'I don't mind sayin' I have orthority 'ere. Are you taking the car now?'

"Yes, yes, at once." He gets in and starts up the engine.

"Suddenly he begins searchin' through all 'is pockets and makin' clicking sounds with 'is teeth.

"Tch, tch," 'e splutters, 'if I ain't bin and forgot my treasury note case in the 'urry'—and 'e searches like mad.

"I suppose you don't happen to 'ave a fiver on you?" he arsts; 'I've forgot to bring my money with me.'

"No, I haven't," I answers casual.

"How much have you got?'

"I goes through me pockets, 'im 'urrying me and clicking his teeth all the time, and found a two-shilling piece, a halfpenny, a sparking plug terminal and a bit of insulating tape.

"That'll have to do," he ses and takes the two shillings and drives away like fury.

"Well, Mr. Rugg come round soon arter, and I tells 'im I had done as 'e said in the telegraphpt, and arsts 'im for the two shillings wot I'd lent 'is friend Smith. 'He didn't seem to understand the first time, so I

told him again; and when I 'eld out me hand for the two shillings he suddenly went white in the face, trembled somethink awful and shouted out some words I wouldn't like to repeat.

"And that's all the thanks I got for trying to do someone a kindness."

## Punctures Past and Present.

A DOZEN years ago very few light cars, and no cyclecars that I can remember, were fitted with detachable wheels, and rather than burden our constantly overheated engines with the task of hauling a Stepney wheel about, we used always to mend punctures by the roadside immediately they occurred.

In those days I could whip a cover off its rim, repair the tube, patch a jagged rent in the cover, inflate, and be off again in about a quarter of an hour. With my mind dwelling on such hefty exploits a week or two back, I decided just about lighting-up time to mend a puncture in my spare wheel. The cover, if my memory serves me, was off the rim in about a quarter of an hour, the tube was patched about a quarter of an hour later, and it was not until about an hour after I started the job that I discovered that the whole business would have to be done over again because the tube was still leaking.

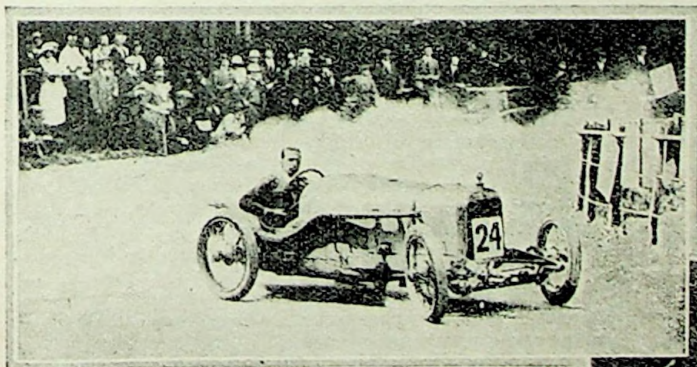
Now what has happened since 1912? Have my hands lost their cunning or are tyres really much more difficult to remove and replace on their rims? I am afraid that the trouble is that we are so seldom called upon nowadays to remove the tube and patch it, that when the time comes for the job to be done we find we have forgotten those invaluable little tricks of the trade which used to help us out of our difficulties years ago when half-a-dozen punctures in a hundred miles were by no means uncommon occurrences. The puncture to which I have just referred is actually the first I have mended for at least two years.

## Cutting it Fine.

"IT is impossible," I recently heard the new owner of the last word in sports models remark, "to call a man a real driver unless he can scratch the varnish off his front wings against a traction engine and leave the paint undamaged!" S.S.

## AT SHELSLEY WALSH.

The methods of two crack drivers are clearly shown in these two photographs which, it will be observed, were both taken from exactly the same spot. Allowing for the larger wheel-base of the Alvis (left) it is clear that the angles of the cars relative to the railings are the same and their positions identical.

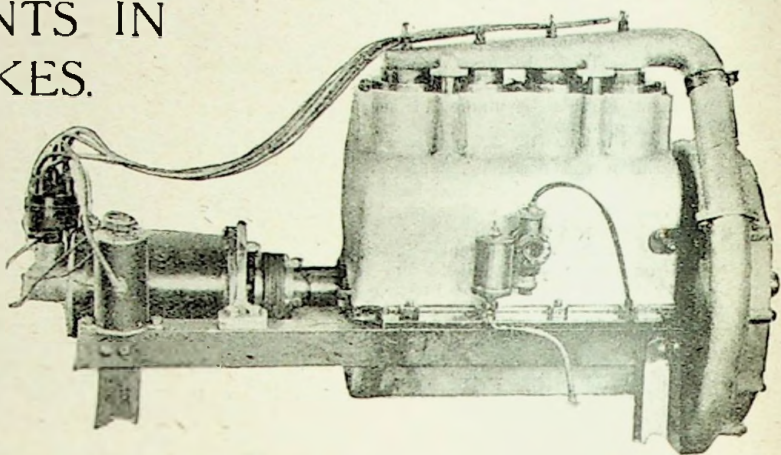


A fraction of a second after the photograph (above) was taken the Alvis skidded right round, the off-side wheel biting the bank on the same side as the railings shown. The Bugatti, however, straightened up and continued the climb at speed. Note the positions of the drivers' hands on their steering wheels; it appears that high geared steering is desirable.



## DEVELOPMENTS IN TWO-STROKES.

*HOW THE WHITE-WALL HIGH SPEED AIR STREAM CHARGES, CONTROLS THE EXHAUST, AND COOLS A TWO-STROKE ENGINE BOTH INTERNALLY AND EXTERNALLY.*



**A CLEAN EXTERIOR.**

— Despite its ingenious internal construction the exterior of the 844 c.c. White-Wall 4-cyl. two-stroke is remarkably clean.

THE advent of the supercharger on the modern racing car has directed the attention of designers to the possibility of employing a similar device on a two-stroke engine. The possibilities of the latter have always appealed to engineers on account of its simplicity and consequent cheapness, but in its ordinary form this type of engine has not been able to produce so much power from the same capacity as its more complicated four-stroke rival.

The supercharged two-stroke, on the other hand, seems to hold out great hopes in this direction, and already several concerns specializing in this type of engine for motorcycles are proceeding with extremely interesting experiments.

To Messrs. John White and Arthur Wall, of 5, Edmond Street, Birmingham, however, must now be given the credit for producing in practical shape an extremely interesting supercharged two-stroke employing certain remarkable new principles the exploitation of which may be followed by really

astonishing results. This White-Wall engine has been in course of development for a considerable time past, many thousands of pounds having been spent on experimental work and a series of single-cylinder engines having been built before the present four-cylinder unit was constructed. The general principle on which the engine works is as follows:—

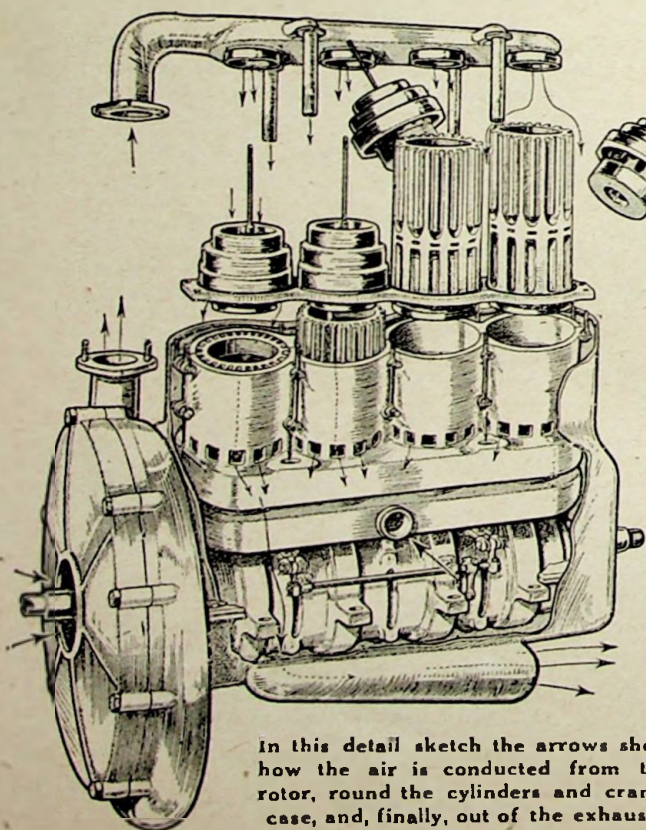
On one end of the crankshaft is fitted a compound rotor which provides a controllable and correct volume and velocity of air. This high-speed air stream is carried by suitable passages to the top of the cylinder heads, whence it blows down upon the sparking plugs, and down the outside of the cylinders.

As is usual in two-stroke engines, the exhaust emerges through the cylinder wall at the bottom of the stroke, and the high-speed air stream which is projected past the exhaust ports in this case aids its exit and even enters the cylinder through the exhaust ports, thereby not only charging the combustion chamber with cool, clean air but also cooling the interior of the chamber. The air which passes on with the exhaust helps to cool it, and eventually emerges with it into the atmosphere, thus not only having cooled the exterior and interior of the cylinder, but assisted to silence the exhaust, charge the engine and maintain the oil at the correct temperature and the mixture in the correct proportions.

A more detailed description of the engine will enable readers to appreciate the manner in which the air stream conduces to efficiency. The present unit consists of a four-cylinder two-stroke the bore and stroke of which measure 62 mm. and 70 mm., while the capacity comes out at 844 c.c. Separate cylinder barrels constructed of thick iron castings and provided with short and stout exterior cooling fins are equipped with detachable heads. The air stream which is generated by the compound rotor on the crankshaft being forced down between these vertical fins, which terminate above a complete ring of triangular exhaust ports extending round the lower part of each cylinder.

### Regulating the Mixture.

The thickness of metal at the base of the cylinder wall is greater than is usual and accommodates a series of vertical holes. At the bottom of the cylinder wall is a ring which can be moved concentrically and contains a number of holes which can be made to coincide with, or close, the vertical holes in the cylinder wall, the position of the latter alternating with the vertical fins which are found on the exterior of the wall.



In this detail sketch the arrows show how the air is conducted from the rotor, round the cylinders and crankcase, and, finally, out of the exhaust.

## DEVELOPMENTS IN TWO-STROKES (contd.).

The function of the vertical holes and the control ring is to provide a method of regulating the mixture between the crankcase and the cylinder, the mixture entering the cylinder by means of a series of V-shaped ports, a ring of which extends round the cylinder in the same way as do the exhaust ports.

The formation of the two sets of ports is such that they overlap slightly both in a vertical and horizontal plane.

The four cast-iron cylinders are retained in position by cross-bolts which join the halves of the combined one-piece cast aluminium air jacket and crankcase, this unit being split vertically in a fore-and-aft direction and incorporating on each side an inlet pipe which conducts the mixture from the carburettor to each of the four separate crank chambers.

The baffle-plates in the mouth of each crank chamber are drilled to allow the gas to pass from the crank chamber to the combustion chamber via the ports in the drilled ring at the base of the cylinder, the vertical holes in the lower wall of the cylinder and the V-shaped ports already mentioned.

## Five-bearing Crankshaft.

A built-up crankshaft running on five Hoffmann roller bearings, machined connecting rods also fitted with roller bearings, and flat-topped pistons complete the interior details of the engine.

Each cylinder is crowned by a detachable head carrying the sparking plug, the head itself being held down by a plate which forms four collars and is secured by vertical bolts attached to the cross-bolts which clip the halves of the air jacket together and in doing so locate the cylinders in position.

As the engine now stands the cylinders are covered by the aluminium air jacket which also forms the crankcase, the exhaust issuing through this air jacket by means of suitable ports. The whole of this struc-

ture is, however, enclosed in a two-piece aluminium cover crowned by a cap which fits snugly over the top of the cylinder heads and serves as a means for directing the air stream from the rotor into the air jacket, and thus, after debouching on to the plugs and heads, down the outside of the cylinders and inside the air jacket.

The outer casing entirely covers the air jacket and so acts as a silencer and exhaust expansion chamber, the burnt gas finally reaching the atmosphere by means of an extension pipe cast on the outside of the lower part of this outer cover.

The air stream passing down the outside of the cylinders is approximately six times as fast as the speed of the piston. As the exhaust emerges through the ring of ports in the cylinder wall these ports are quickly sealed by this high-speed air stream, which not only prevents any resurgence of the exhaust but actually enters the cylinder through the same ports.

The effect, Mr. Wall states, is that instead of there being a pressure in the cylinder at the bottom of the stroke a depression, or vacuum, is obtained. The exhaust and the air stream after combustion pass out into the expansion chamber formed between the outside of the air jacket and the inside of the outer jacket, where the exhaust is rapidly cooled and quietened before entering the atmosphere.

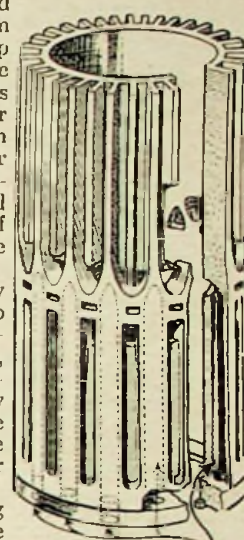
## An Interesting Experiment.

Meantime, the new mixture from the carburettor and crankcase enters the combustion chamber as soon as the piston uncovers the ports communicating with the crankcase, where a charge of gas is already compressed. A large charge of gas may force a portion of air already in the cylinder back through the exhaust ports, but it can preserve itself intact as it is held more or less centrally by the high-speed air stream outside the exhaust ports until the piston returns and so seals the exhaust ports again.

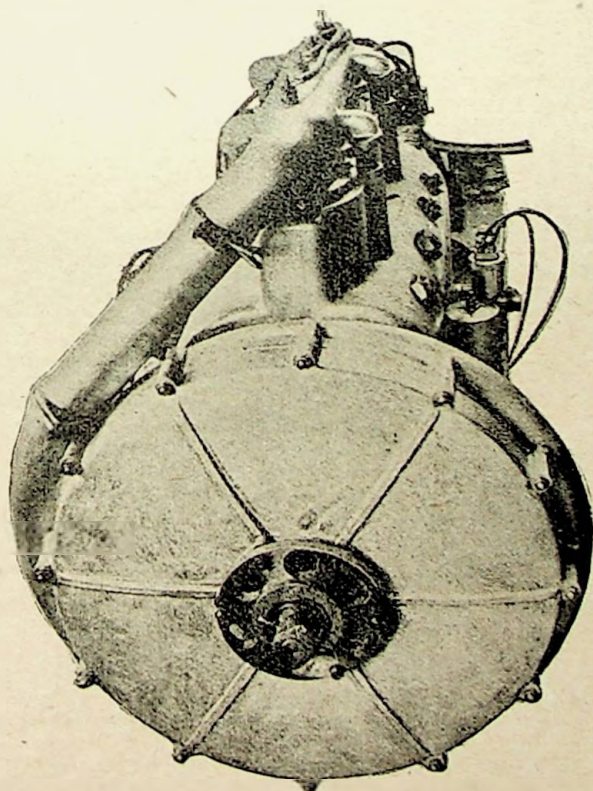
The engine has already completed its preliminary tests on the bench, where we have seen it running. It is equipped with a C.A.V. combined starter and generator and starts readily as soon as the starter current is switched on. One of the strangest features is demonstrated by squirting petrol into the mouth of the combined rotor, which consists of two large-diameter steel discs mounted side by side and fitted with duralumin vanes inside an aluminium housing. The introduction of the petrol in this manner causes the engine immediately to speed up and indicates that the petrol is actually reaching the combustion chamber, whither it is conveyed through the exhaust ports by the high-speed air stream.

Various developments are contemplated for utilizing the enormous scope of this remarkable engine which, in its later stages, may embrace a cast-iron construction with aluminium outer casing, a die-cast aluminium unit or perhaps a complete stamping.

The possibilities of the two-stroke engine for cyclecar work have always appealed to the imagination of designers, but, so far, few vehicles have appeared in which it has been installed. It has, presumably, just lacked that degree of perfection for which manufacturers are looking.



TRANSFER PORTS  
The peculiar construction of the cylinders, of which one is shown above, is an interesting feature of the engine.



A rear view of the engine showing the large diameter rotor or blower and the air delivery duct therefrom.

*Every Motorist Should Know That—*

## COMPETITIONS REVEAL CAPABILITIES.

*A FEW POINTERS FOR THOSE WHO STUDY PERFORMANCES CLOSELY.*

IT is often said that competition results possess little value so far as providing figures, which allow different makes of cars to be compared, is concerned because standard cars are seldom used. Such statements, however, may be misleading and not always true.

Cars which are entered in competitions are, of course, well tuned before the start of the event, and no pains are spared to ensure that all parts are adequately lubricated and properly adjusted, but it does not necessarily follow that the cars are not standard. In point of fact, it is only in exceptional cases when non-standard parts are used in reliability trials, and even then the parts concerned are generally of an experimental nature and destined some day to figure in production cars.

It is, of course, extremely difficult to decide whether a car is absolutely standard or not, but in this connection it is noteworthy that in trials where freedom is allowed to the entrants the percentage of complete breakdowns is not materially, if at all, lower than in events such as the R.A.C. Six Days', when severe penalties attach to the entering of a car which differs in even the smallest way from standard practice as set out in the makers' catalogue.

Those who study performance closely, then, may depend upon it that the capabilities of different makes as revealed by competition results do not differ materially from those of privately owned machines of the same make. This fact is further proved by the principal events organized by the Motor Cycling Club, in which the percentage of gold medals which are won by private entrants compares most favourably with the awards gained by trade members, who in some cases might be described as professional competition drivers.

It now remains only to indicate how a motorist,

from the competition reports which he reads in the Press, may determine for himself which of the small cars which do well in sporting events are best suited to his needs.

A gold medal, it must be realized, is awarded in reliability trials not only for running to schedule time, but also for hill-climbing, ascents of observed hills calling for a climb which is both fast and steady if time is not to be lost. It must not be thought that maintaining an average speed of 20 m.p.h. is easy; it is often so difficult that a reasonably good car in the hands of an expert driver is found to be unable to do so. This may be due to the route being narrow and winding or to long gradual climbs just beyond the capacity of the engine in top gear. Poor brakes are also the cause of many gold medals being lost, for if a two-mile hill can be climbed at, say, only 15 m.p.h., the only way to gain time later is to "blind"—an impossibility without good brakes.

Another point which must be taken into consideration when comparing the performances of specially tuned cars is that the conditions are the same for all, and the car which puts up the best performance undoubtedly reflects very creditably on the factory from which it emanated. Its designers and the craftsmen who built it and tuned it up must be men who know their jobs, and their skill is apparent in the standard as well as the racing model.

It would, of course, be foolish to suggest that a perfectly standard production model can equal the performance of a purely racing type from the same factory. In the foregoing we have been discussing the performances of the former compared with an apparently standard production which, however, may have been specially "hotted-up" for the occasion. Such cars usually reveal the utmost capabilities of their type and therefore provide invaluable data.

### This Week's Hint.

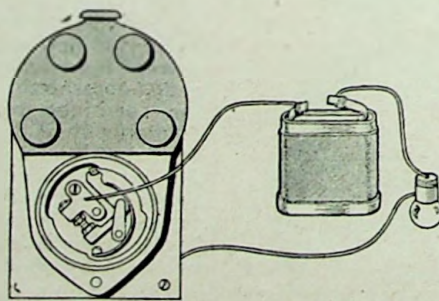
## TO SIMPLIFY MAGNETO TIMING.

THE following method of timing a magneto by means of an electric lamp is the easiest and most accurate way of carrying out what can be—in the case of an out-of-the-way or inaccessible contact breaker—a very awkward job.

All that is required is a small battery, lamp and holder, and a few feet of insulated wire. A pocket-lamp battery with screwed bulb and holder will serve excellently. Connect a length of wire to each battery terminal and the other end of one of these wires to a terminal of the lamp holder. To the other terminal of the lamp holder connect another wire.

It only remains now to remove the contact-breaker binding screw, which holds the breaker on to the armature, and to connect the two free ends of the battery wires—one to the insulated brass block carrying the adjustable platinum screw and the other to any part of the magneto body. The contact-breaker will stay in place quite well without its binding screw. The various connections are shown in the sketch.

B30



Connected as shown, a pocket lamp bulb and battery are invaluable for single-handed magneto timing, especially when extreme accuracy is essential. The light goes out directly the points of the make-and-break are separated.

Now as to the method of timing. It is assumed that the magneto coupling has been slacked off and that the engine has been turned so that No. 1 cylinder has its piston in the correct firing position and the magneto cam ring is positioned. With the battery and lamp in circuit, as explained, so long as the platinum points are touching the lamp will light, but the instant they are separated by the cam the lamp will go out. It is obvious, then, that there is no need to watch the contact breaker to see when the points "break," as the lamp, fixed in any convenient position, will indicate by going out the exact instant that the break occurs.

Having set the timing, the wires may be disconnected, the binding screw replaced, and the coupling tightened.

The plan which has been outlined is of great value in the case of engines fitted with dual ignition, as, by using two lamps side by side, and seeing that they go out together, the two magnetos may be exactly synchronized.

B.M.J.

# The Light Car and Cyclecar

Conducted by EDMUND DANGERFIELD.

TEMPLE PRESS LIMITED

Proprietors of "THE MOTOR," "MOTORCYCLING,"  
7-15, Rosebery Avenue, London, E.C.1.

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

## MIDLAND OFFICES:

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

'Phone—Central 2572-3. '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 Depart-  
ments should be addressed to The Manager.

ADVERTISEMENT COPY, Blocks, &c., should come  
to hand by Tuesday morning to ensure careful atten-  
tion 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	19s. 0d.	9s. 6d.	4s. 9d.
Canada	19s. 0d.	9s. 6d.	4s. 9d.
Elsewhere...	21s. 0d.	10s. 6d.	5s. 3d.

Single copies 3d., post free 4d.

Subscriptions should be addressed to the Manager.

The journal is published every Friday, and should  
any difficulty in obtaining it be experienced, we should  
be obliged to receive the name and address of the  
reader's newsagent.

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 con-  
sistently encouraged the development of this new  
motoring movement for nearly twelve years.

Only cars the engine capacity of which does not  
exceed 1,500 c.c. (1½ litres) come within the  
scope of "The Light Car and Cyclecar," that  
capacity being generally recognized and ac-  
cepted as the limit for a light car engine.

## CONTENTS.

	PAGE
News of the Week .. ..	237
Seen at Shelsley: Cartoon ..	241
Keeping Cool at the Wheel ..	242
New Four-cylinder Frazer-Nash ..	244
Motorcycle Parts for Cyclecars ..	246
Rich Mixture .. ..	248
Two-stroke Engine Developments ..	251
Shelsley Walsh Hill-climb ..	254
Alms Hill Easily Scaled ..	256
Land's End—John o' Groat's ..	259
The Scottish Six Days' ..	260
Dunlop Low-pressure Tyres ..	262
Our Readers' Opinions ..	264

## Topics of the Day

### Shelsley Walsh Hill-climb.

AT Shelsley Walsh, probably the most important, and certainly  
the best attended, hill-climb of the year, light cars again  
revealed their extraordinary capabilities. Last year a light car  
proved unbeatable, and it was only by less than half a second

that the best time by a car with an engine of less  
than 1,500 c.c. was beaten by a larger car this  
No "Just Outsiders." year. The degree to which this type of power unit  
has been developed is more than remarkable. The

brake horse-power which it is capable of producing in its most  
highly efficient form is more than five times its rated horse-power,  
while it will propel a comparatively large car a distance of 100  
miles in an hour. We emphasize the foregoing as a striking  
indication of the infinite pains which have been taken to perfect  
the 1½-litre unit. All this effort may have to be repeated unless  
immediate steps are taken definitely to establish the 1,500 c.c.  
limit, for if a ruling is not made in the very near future, com-  
petition will compel designers to introduce new engines which  
will not be hampered by being matched in public, and on a level  
basis, with units of larger capacity.

The Midland Automobile Club, we were pleased to observe,  
would have nothing to do with the "just outsiders" at their  
Shelsley Walsh hill-climb. Classes were provided for machines  
with engines up to 1,000 c.c., 1,500 c.c., 2,500 c.c. and so forth.  
As a lightweight is not matched against a heavyweight in the  
boxing ring, so were light cars matched, in their classes, only  
against other light cars. Opportunities were afforded to them,  
however, for winning events in which large cars were also per-  
mitted to compete, and the fact that they secured premier awards  
against all comers in the ladies' and closed classes and second  
fastest time of the day, in addition to figuring prominently in  
the placings on formula, does them the greatest credit.

We note that in the Scottish Six Days' Trial cars with engines  
up to 1,600 c.c. will take part, but there is no significance  
attached to this because the event is not described as a "small"  
or "light" car trial and the fixing of the limit is consequently  
purely a matter for the organizing club to decide.

### British Victory Possible—

CONSEQUENT upon a decision to limit engine sizes to 1½  
litre in America's most prominent motor race, there is a  
feeling that British small cars may have to face competition from  
the U.S.A. in the future. We suggest, however, that, assuming

British manufacturers are successful in demon-  
strating to the Americans, on their own soil, that  
—In America's Big Race. British light cars can hold their own against the  
best that the United States can produce, it is quite

possible that the fancy of the American public may be  
attracted by the invaders. The race in question does not take  
place until 1926, but the present is not too soon to invite light-  
car manufacturers very closely to consider the possibilities that  
might exist if it proved to be a win for Britain.

With the forethought that seems to typify the business methods  
of the country, the organizers of the Indianapolis race have given  
their countrymen plenty of time to experiment with the—to  
them—unexplored possibilities of 1,500 c.c. engines, but two  
years is not long compared with the dozen or more during which  
the type has been patiently developed in this country. Allowing  
that the apparent possibilities of a British win are, at the time  
the race is run, as far-reaching as they now appear, it seems  
that no effort should be spared to put a win, at least, within sight.  
The 200 Mile Races held by the Junior Car Club will go far this  
year and next to assist designers to produce suitable types.

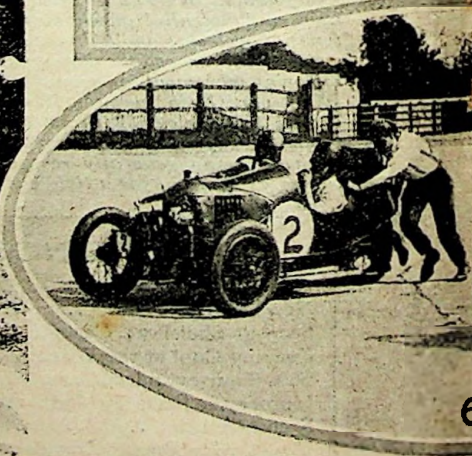
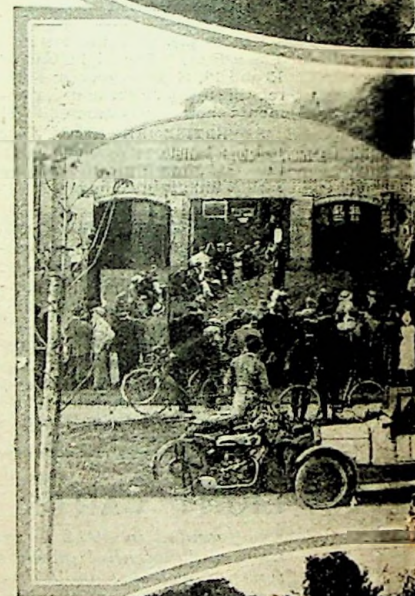
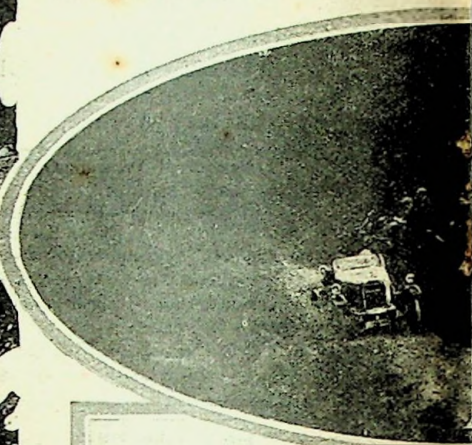


ON ALMS  
HILL.

Over 40 ascents of Alms Hill, Henley, were made on Saturday by members of the Junior Car Club. (1) D. Chinery makes light of the climb in his Gwynne Eight. (2) Stanley Watson (Surrey) passing the famous "Cannons." (3) W. H. Oates (Lagonda Saloon). Note the inactive "chock marshal" on the left. The surface of the hill was perfectly dry and undoubtedly a different tale would have been told had it been wet. Many used low pressure tyres on Saturday.

B32

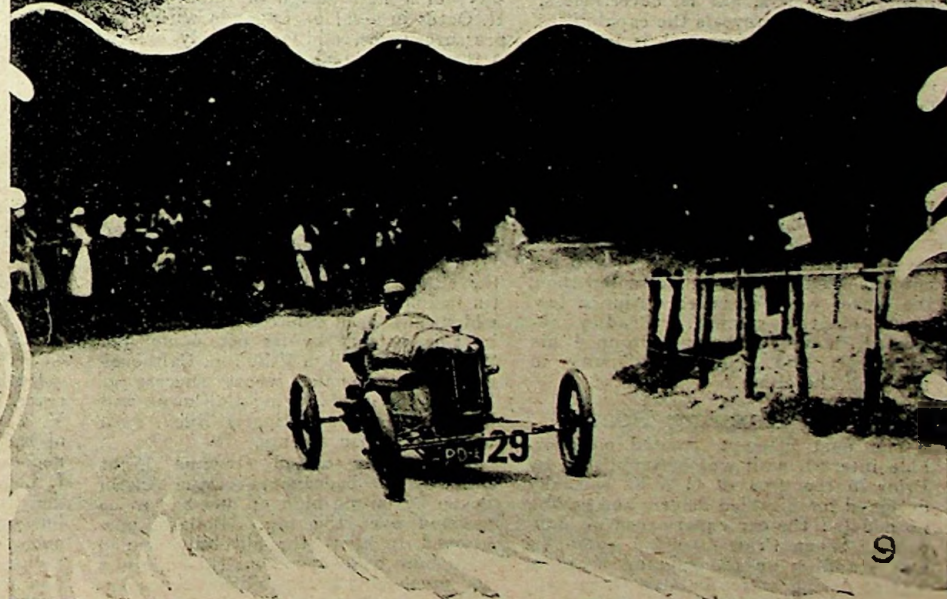
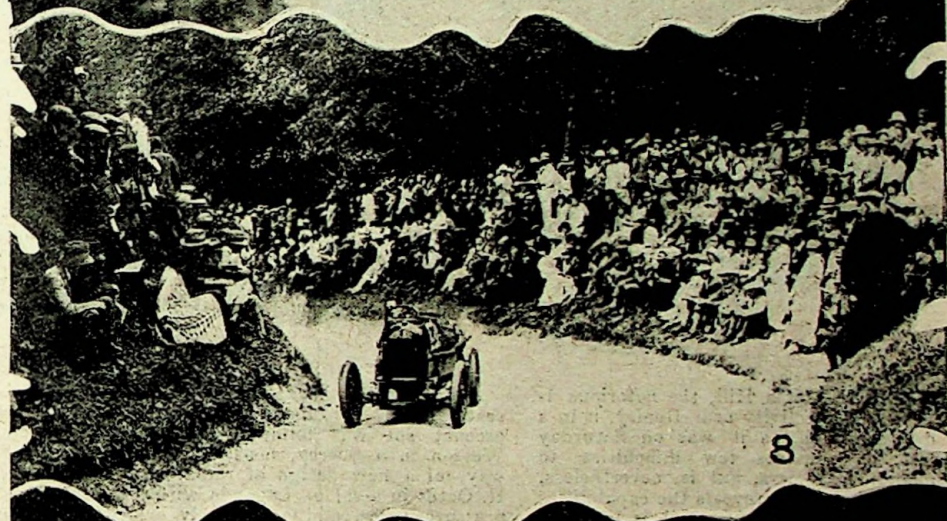
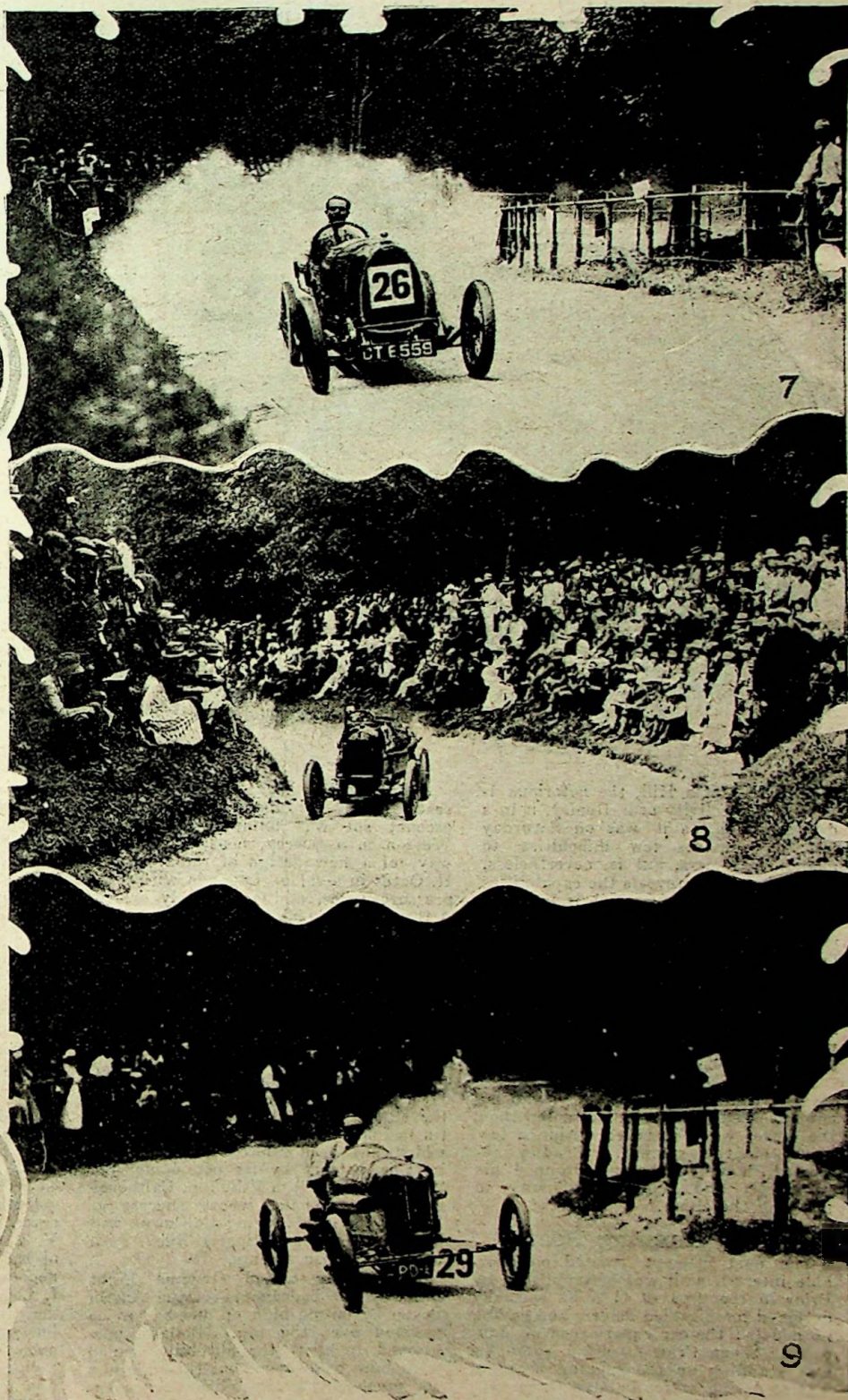
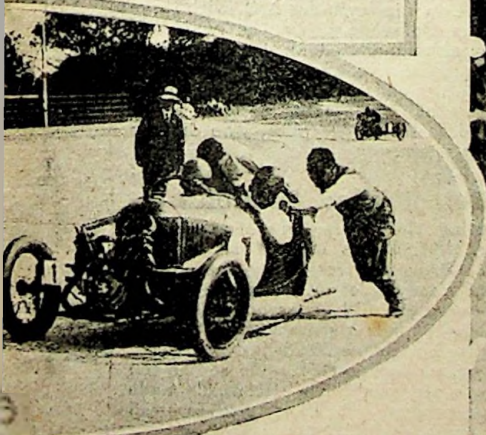
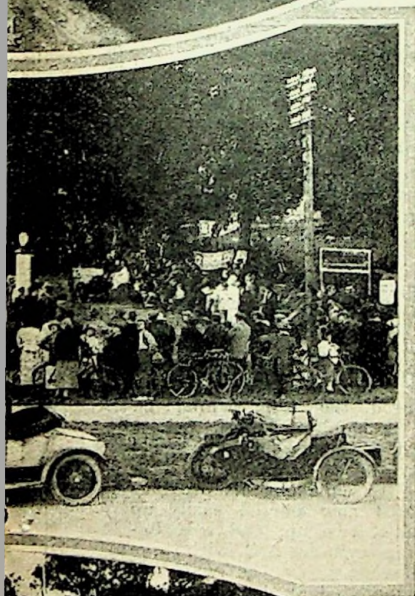
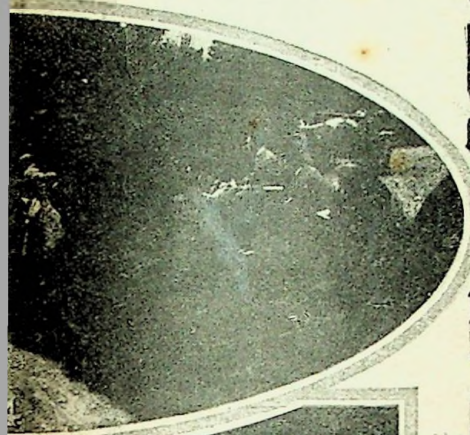
## ON HILL AND TRACK.



THE  
"HOLYHEAD"  
AND  
BROOKLANDS.

(4) T. A. McKenzie Midland Cycling at Hall Green, the Meeting. Beart (left) away. The latter ab In the same race an sistency and

SELECTION OF STRIKING  
PHOTOGRAPHS SHOWING  
LIGHT CARS IN THE PRIN-  
CIPAL EVENTS OF THE  
WEEK END.



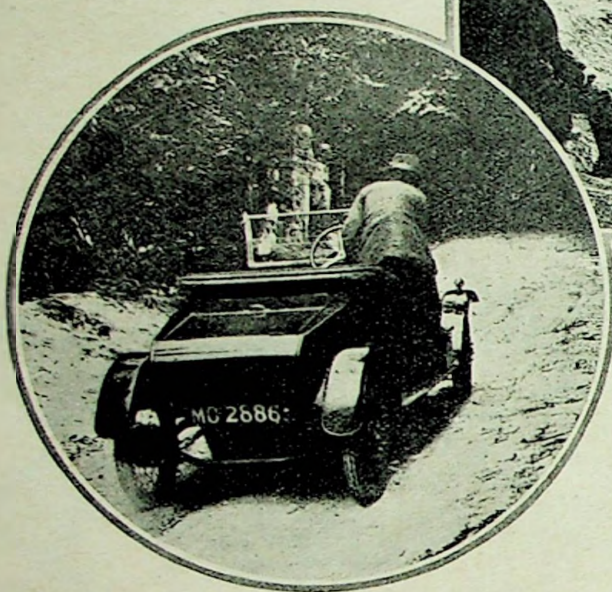
(McKenzie) ascending Beacon Hill in the Athletic Club's 24-hour Trial. (5) A scene at the start of the same trial. (6) B.M.C.R.C. (Morgan) and Norris (right), both in Morgans, getting started in the 50 mile Handicap. (7) Austin Seven lapped with remarkable consistency in lowering class records.

AT  
SHELSLEY —  
WALSH.

This year's climb was a marked success. (7) Raymond Mays (Bugatti) made fastest light car time of the day and established a record. (8) The crowd on the second bend. F. J. Boahier Jones (Gwynne Eight) is seen ascending. (9) J. A. Joyce (A.C.) skilfully skidding the first bend. Fastest times of the day were made by Cyril Paul's Beardmore, which beat Mays's Bugatti by the merest fraction of time. (See reports of all events in this issue.)

## ALMS HILL EASILY SCALED.

OVER 40 SUCCESSFUL  
ASCENTS ON SATURDAY  
LAST BY MEMBERS OF  
THE JUNIOR CAR CLUB.



ON THE STEEPEST STRETCH

Beginning at the Cannons, a romantic title which owes its origin, we believe, to the giant pipes by the side of the road, the gradient of Alms Hill stiffens to 1 in 2½. Above, A. A. Pollard (4-seater Aston-Martin) is seen negotiating this difficult stretch, whilst, in the circle, Prior, controlling a G.W.K. entirely from the running board, and with two hands only, is seen approaching it.

WHEN Alms Hill, the notorious 1-in-2½ acclivity near Henley, is in a dry condition as it was on Saturday last, it presents few difficulties to modern light cars, but is, nevertheless, interesting, as it reveals the capabilities of each on a gradient which is far more severe than anything likely to be encountered in a cross-country tour over main or secondary roads.

In perfect weather, members of the Junior Car Club once again tested their cars in an impromptu event which lasted from 3 p.m. to 5 p.m., during which time over 40 ascents were made, the majority being entirely successful.

The first ascent was that of an Austin Seven driven up by I. Bradley, and no one appeared to be more surprised than the driver when it failed within a few yards of the summit. Bradley restarted, however, having dropped his passenger, and had no difficulty in finishing the climb.

### On the Running Board.

The next attempt created considerable interest, as it was accomplished by Prior in the type of G.W.K. specially designed for disabled drivers and having no pedals: the car experienced no difficulty. When Prior ascended again, he was standing on the running board, a feat of daring which created favourable comment, as it demonstrated strongly the utility of this particular model. Owing to the rough surface of the ground, however, Prior was unable to obtain proper control in his precarious position, and he failed after successfully negotiating the Cannons. Following this, the same driver ascended solo and with a passenger with ease.

B34

A lady driver next piloted a four-seater Albert car, making an excellent ascent; she was followed by Stanley Watson in a Surrey, boasting, by the way, of a new design of radiator, W. H. Oates in a saloon Lagonda with low-pressure tyres, and a privately owned A.C., all of which made light of the ascent. Watson ascended again with a passenger in the dicky, and, on a subsequent attempt, restarted on the steep portion above the Cannons.

I. Bradley now had his revenge on the hill, for he literally streaked up in a racing G.N. with glistening aluminium body. Oates followed with a second ascent in the Lagonda; then came an 11 h.p. Standard, which just managed the climb; A. A. Pollard's Aston-Martin (a four-seater with aluminium body, which has been referred to previously in this journal by its pet name, the "Char-a-bancs"), a 10-20 h.p. Calthorpe driven by Whale, whose success at Brooklands in his racing Calthorpe will be recalled, and a Sports Riley. All made fine clean ascents.

A privately owned Gwynne Eight imitated the endeavours of the Austin Seven by failing high up and had to be assisted over the top. Pollard now essayed to climb the hill fully loaded with four passengers, but this was just too much for the capabilities of the engine, which became resentful above the Cannons and necessitated the unloading of Pollard's passengers before he could get away.

Holt, in a G.W.K., which, we believe, is an old Scottish Six Days' veteran, made light of the ascent, and, later, the same car was driven by Miss Lamb, who, however, came to rest in

second gear under the impression that she was in first. She subsequently made a clean ascent.

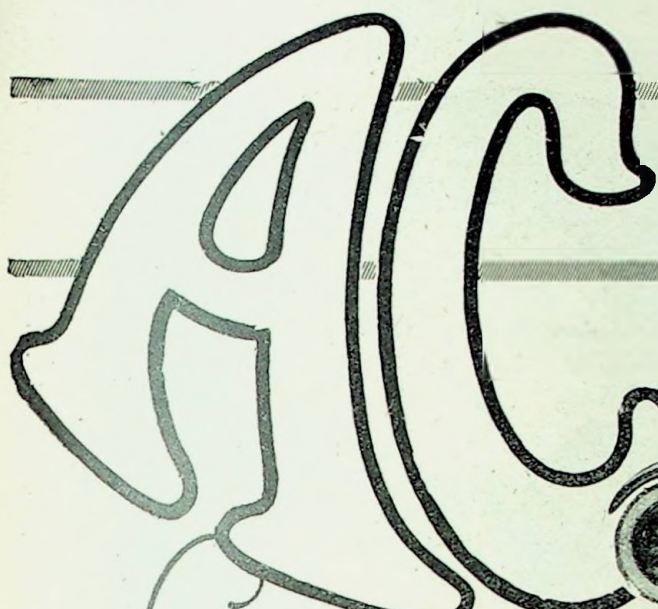
The Sports Riley made two more ascents, the last with three up, and fairly devoured the hill; whilst D. Chinery, in a handsome dark yellow Gwynne Eight with flared wings, sailed up smilingly.

As though to wipe out his previous failure, Pollard now purred easily up to the summit, two up, and was followed by a four-cylinder A.C. with three up, the passengers, by the way, all being accommodated on the front seat and appearing to have plenty of room. A Windsor chassis, with two up, made one ascent with ease, a fact which seemed to satisfy its pilot, who did not appear again.

### Petrol Feed Troubles.

During the course of the afternoon several large cars essayed the ascent, V. A. Bruce demonstrating the powers of the six-cylinder A.C., which all but negotiated the hill on second gear. A. I. Logette made a sensational attack on the gradient in his 30-98 h.p. Vauxhall, but petrol feed gave trouble at the top and the car failed. He afterwards made a clean ascent. F. Maney made a clean climb in a 14 h.p. Vauxhall.

Although the very idea of fitting Parsons chains was preposterous, it was noticed that several drivers had adopted low-pressure tyres, and that, as a result, there was very little wheel spin; in fact, the event may be said to have proved once more the value of such tyres for hill-climbing purposes, whether the surface be wet or dry.



# CARS

*from*

## £ 275

Undoubtedly the best Light Car.  
Proved by 24 R.A.C. Certificates.  
Winner in its class of 1,000 Mile  
R.A.C. Trials.

## 1925 Models & Prices

A-C 12 h.p. 4-cyl. Sovereign Model	...	...	...	£275
A-C Patent Steering	£10 extra.			
A-C 12 h.p. Any-weather Empire Model	...	...	...	£310
Royal A-C 12 h.p. 4-cyl. 2-seater	...	...	...	£330
Royal A-C 12 h.p. 4-cyl. 4-seater, Long Wheel Base	...	...	...	£399
Royal A-C 12 h.p. 4-cyl. Coupe	...	...	...	£415
Royal A-C 12 h.p. 4-cyl. 3/4 Coupe	...	...	...	£485
Royal A-C 12 h.p. 4-cyl. Sporting 2-seater (70 m.p.h.)	...	...	...	£500
Royal A-C 12 h.p. 4-cyl. Special Racer	...	...	...	£1,000

*Come to  
the works  
and see  
them made.*

*S. F. E. H.*



**FREE  
TRIAL  
RUNS.**

**55 & 56, PALL MALL, LONDON, S.W.1**

Telephones : GERRARD 2232, 6620 & 6844.

Works : Thames Ditton, Surrey.


Tel. : KINGSTON 3340 (4 lines).

Service Depot : 181, Hercules Road, Lambeth, S.E.1.

Tel. : HOP 310.

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

The Standard Sparking Plug of the World



AC-Sphinx Model 18 C.P.T. is standard equipment on Arrol-Johnston, Calthorpe, Clyno, Galloway, Vulcan.

AC-Sphinx Model 18 M.T. is standard equipment on Crouch, Cubitt, Daimler, Fiat, G.W.K., Lagonda, McKenzie, Straker-Squire.

What sparking plugs will give the very best results in your engine?

The maker of your light car answered that by careful tests when he chose AC-Sphinx of a particular type.

Light car manufacturers use AC-Sphinx year after year because they have found them to be best.

They have determined, by careful tests, the particular type of AC-Sphinx that gives the best service in the cars they build.

When you buy new sparking plugs, be sure you get AC-Sphinx of the type specified for your car.

Here is a list of some of the makers who have selected AC-Sphinx :—

Austin 7  
Bayliss-Thomas  
Belsize  
Calcott  
Calthorpe  
Clyno

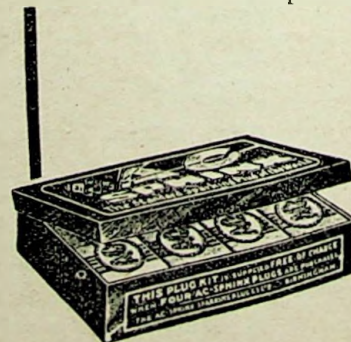
Crouch  
G. W. K.  
Galloway  
Hillman  
Horstman  
Jowett

Lagonda  
Lea Francis  
McKenzie  
Morris-Cowley  
Palladium

Rhode  
Stoneleigh  
Straker-Squire  
Swift (10 h.p.)  
Vulcan

### Something You Have Always Wanted

Ask your dealer for an AC-Sphinx Metal Plug Kit—illustrated here—to carry your spare plugs without risk of damage. Obtain yours free, with a set of AC-Sphinx.



*British Manufacture by the*  
**AC-SPHINX SPARKING PLUG CO., LTD.**  
**BIRMINGHAM**

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

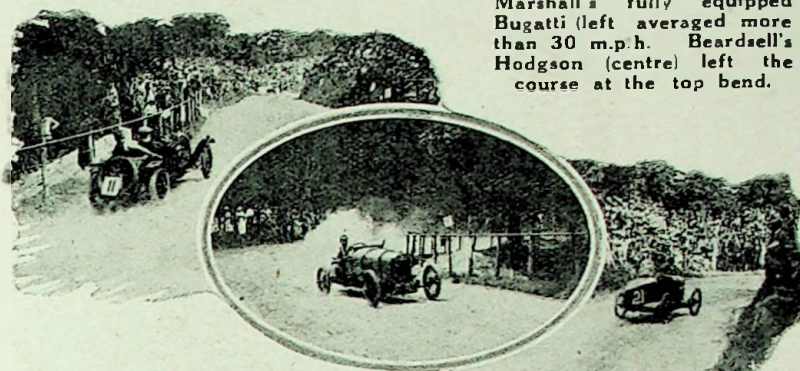
## SHELSLEY WALSH HILL-CLIMB.

NEW RECORDS ESTABLISHED—THRILLING ASCENTS WATCHED BY LARGE CROWDS—BUGATTI JUST BEATEN.

IF it is possible to judge by the very satisfactory attendance at Shelsley Walsh last Saturday, the way to draw a crowd to a hill-climb is to make a charge for the entertainment which is provided. Men had to pay 5s. and women 2s. for admission to the ground in which the Midland A.C. held its big annual fixture, but, despite this, motorists thronged to the venue—about half-an-hour's run west of Worcester—from all parts of the country.

It will be remembered that Raymond Mays established a record time of 51.9 secs. for the hill last year, beating, with his Bugatti, a considerable number of very much larger cars. This year it was clear from the entry list that the likelihood of Mays's old record standing was distinctly remote.

As usual, the cars competing on formula were sent up first, and some very fine ascents were made. Miss Pink, with a fully loaded four-seater Aston-Martin, came up first, heralded by the ringing of bells at the corners where marshals were stationed to warn the crowd of an approaching car.



Marshall's fully equipped Bugatti (left averaged more than 30 m.p.h. Beardsell's Hodgson (centre) left the course at the top bend.

L. T. King's (Austin) climbed (right in good style maintaining an average speed of slightly more than 30 m.p.h.

Miss Pink handled her car admirably, R. F. Summers, who followed with another Aston-Martin, being equally steady and judging his skids on the corners to a nicety.

Harold Heath climbed at speed with a 1½-litre Darracq; the Hampton was slow but steady, and Beardsell (Aston-Martin) cut the corners very closely and put up a very creditable climb. The passenger in B. S. Marshall's Bugatti (which, by the way, weighed 1,900 lb. with its complete equipment) helped at the corners by leaning well out of the car, which clocked 67 secs.—the best time for the first 11 ascents.

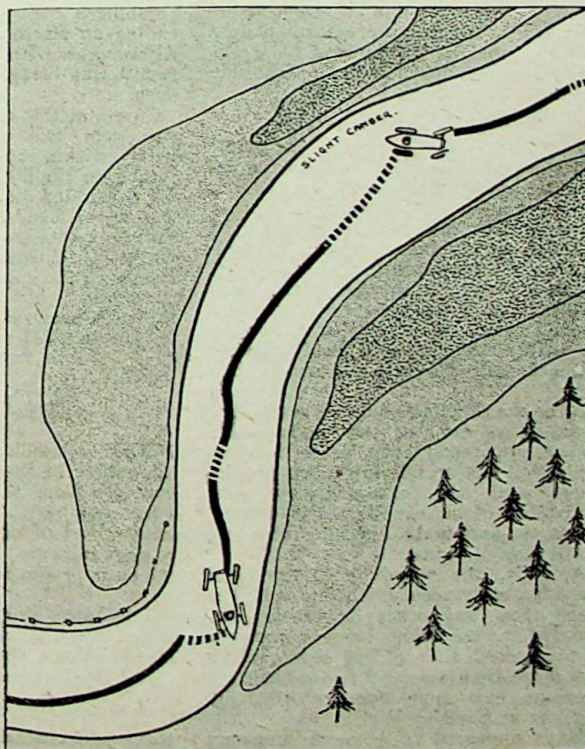
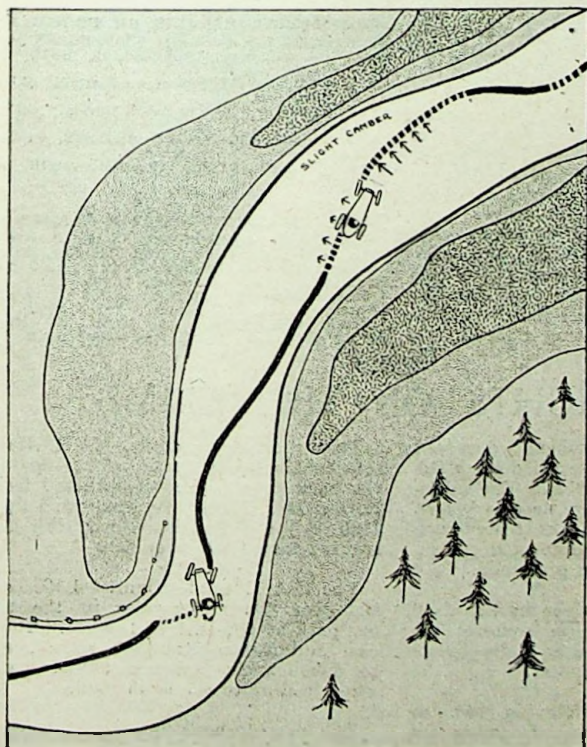
Marshall's climb was followed by the ascent of eight large cars, most of which were heavily laden.

R. Ince (Austin Seven) made the first climb of the cars which were competing on a time basis only. His engine was

missing slightly, and the ascent was consequently not so impressive as that of L. T. King's car of the same make which followed. D. W. Beck's all-aluminium Austin Seven appeared to be missing slightly, his time being 61½ secs., 2 secs. slower than Kings and 16 secs. faster than Ince.

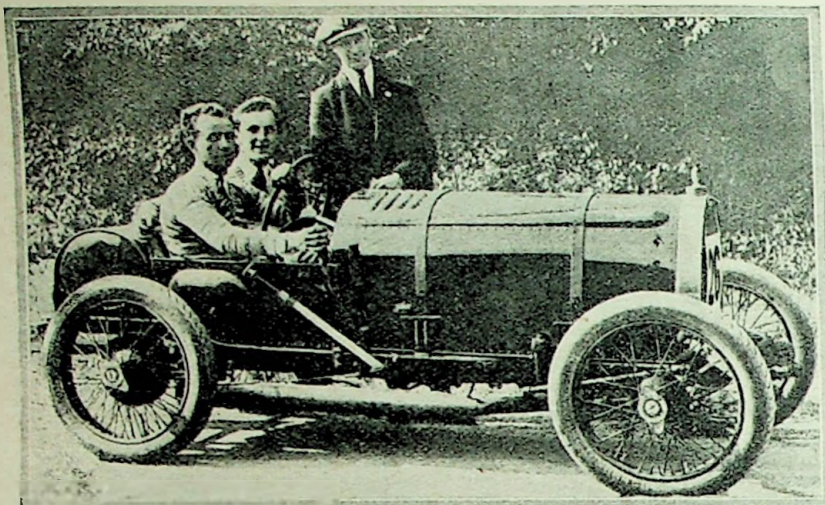
F. J. B. Jones, driving a Gwynne Eight sports model painted black and orange, and boasting a delightful exhaust note, was the fourth and last car in the class up to 1,000 c.c. to climb. His time was not so good as that of two of the Austins—a surprise, in view of the "snappiness" of the ascent.

It appeared from the Class 1 performances that it is the smallest types of racing car which are most easy to handle round the tricky bends of Shelsley Walsh, for the few skids which were witnessed were obviously intentional.



HOW THEY CORNERED.

The course shown to the left was followed by most of the crack drivers, the skids being timed to aid the turn. A wide sweep (right) at the lower corner led invariably to severe skids higher up the hill. Skids are represented by broken lines.



**AMATEUR EXPERTS.** — Raymond Mays and his "chief tuner-up" Villars, in the Bugatti which beat last year's record for Shelsley Walsh hill. The engine revs. at more than 6,000.

Class 2, for cars with engines between 1,001 c.c. and 1,500 c.c., was opened by C. M. Harvey driving one of the two new racing Alvis cars. From a point midway between the two worst bends, where the bulk of the spectators was stationed, the high-pitched note of the Alvis exhaust could be heard almost from the starting point.

The difficult left-hand bend was approached at a very high speed, and Harvey appeared to take it with admirable judgment, the car rounding the bend apparently well under control. A slight back-wheel skid which had been perceptible immediately the car came into sight developed, however, with amazing rapidity into a tremendous slide, which carried the car completely round so that both front and back off-side wheels cannoned into the near-side bank.

### A Complete Circle.

The road is very broad at this point, and Harvey, taking his foot off the accelerator only momentarily, locked the wheels round and executed another alarming skid, which again pointed the radiator up the hill. With a tremendous burst of acceleration the car continued its climb with the off-side rear axle shaft very badly bent and the wire wheel buckled so much that it seemed impossible that it would hold together to the finish. The tyre, of course, had burst.

After the thrilling performance by the Alvis, Mays came at the bends in his Bugatti apparently even faster than the Alvis, but his wonderful touch on the wheel and the extraordinary controllability of his car did not lead spectators to anticipate anything thrilling in the way of skids.

Actually, the rounding of the bend was apparently accomplished at a higher speed than any other driver who attempted it, the climb being completed in the record time of 50½ secs., which was more than a second faster than the previous best time ever recorded by any car at Shelsley Walsh.

Mays appeared to have an uncanny knowledge of the best means for taking corners, and it was only on the last right-hand bend that there was the least suggestion of a serious skid occurring.

D38

On that occasion the near-side back wheel appeared just to skim the bank on the outside of the bend.

N. T. Beardsell's Hodgson, which followed the Bugatti, took the left-hand bend very successfully at a high speed, but the series of skids which resulted appeared to put the car practically out of control before it reached the right-hand bend; and, in attempting to negotiate this the car got into a severe skid and both the front wheels hit the bank, three of the tyres bursting.

Righting the car, the driver continued up the hill, still with his foot hard down, but with only one tyre inflated. The car ultimately dashed off the road, climbing a bank a foot or so high and ending up off the course and almost at right-angles with it. When it came to rest it was bridging a ditch about 2 ft. deep.

Joyce, at the wheel of the A.C. racer, was very fast and steady, his time being within 1½ secs. of last year's record for the hill. Davenport's Frazer-Nash skidded almost broadside at both the upper bends, but the driver kept the car on its course by wrenching violently at the steering wheel, and then steadying the car with a series of minor "wobbles" of the wheel. It seemed that the gear ratios were hardly suited for the hill, 61½ secs. being clocked.

## SIDELIGHTS ON THE CLIMB.

**T**HE cloudburst which occurred earlier in the year washed away the concrete from the hill, and the subsequent repairs which were necessary cost £600. Part of the road was treated with a new mixture of granite and glutin, which is produced from pinewood.

The Aston-Martin driven by Beardsell is no cotton-wool car like some of the special racers, but is used daily by its owner for business purposes.

The wisdom of employing two or three different methods of timing the competitors was open to doubt, and was probably the cause of a number of erroneous times being announced on the hill.

E. R. Hall's Aston-Martin was very steady and put up the excellent time of 52½ secs. The left-hand bend was rounded with only a very slight skid, and the driver steered a beautiful course round the right-hand bend which followed. It was noteworthy that he cut out several times before reaching the most difficult corner. On this hill good acceleration evidently pays better than sensational cornering.

Raymond Mays followed at the wheel of his other Bugatti. This car is normally faster than the one with which he had made the first climb, but it has not yet fully recovered from the gearbox derangement which it suffered at the Skegness speed trials, and the ascent was, consequently, no faster than that of his other Bugatti.

Mays skidded much more on his second climb than on his first, as the pick-up of the car was comparatively poor, and he was trying to gain time by taking the corners as fast as it was possible to do so.

Then followed Classes 3 and 4, for cars between 1,501 c.c. and 2,500 c.c., and from 2,501 c.c. upwards. None of the spectators believed that it was possible to improve on the Bugatti's time, and when the last two events had been run off the times revealed the fact that Mays had apparently proved too fast for the rest of the field.

The times posted on the board, however, were not, it transpired, the official times, Mays being actually beaten by .4 of a second by a 13.5 hp. Beardmore.

### PROVISIONAL RESULTS ON TIME.

- 1,000 c.c.**  
1. L. Kings (Austin Seven), 59 1-5 secs.  
2. D. Beck (Austin Seven), 61 3-5 secs.  
3. F. B. Jones (Gwynne Eight), 73 3-5 secs.

- 1,001 c.c. to 1,500 c.c.**  
1. R. Mays (11.9 hp. Bugatti), 50 4-5 secs.  
2. H. Mays (11.9 hp. Bugatti), 50 4-5 secs.  
3. E. R. Hall (10 hp. Aston-Martin), 52 1-5 secs.

### PROVISIONAL RESULTS ON FORMULA.

- H. Heath (12 hp. Darracq), 2359, 69 4-5 secs.  
Miss Pink (11 hp. Aston-Martin), 2210, 79 2-5 secs.  
\*R. F. Summers (11 hp. Aston-Martin), 2035, 69 4-5 secs.  
\*N. T. Beardsell (11 hp. Aston-Martin), 2017, 74 4-5 secs.  
\*A. J. Philpott (11 hp. Riley), 1922, 91 3-5 secs.  
H. S. Marshall (11 hp. Bugatti), 1909, 67 secs.

\*Closed event only.

### LIGHT CAR WINNERS AT A GLANCE.

The Ladies' Amateur and Closed Classes.—Miss W. M. Pink (11 hp. Aston-Martin), 2210.  
Fastest Time of the Day.—G. Paul (13.5 hp. Beardmore), 50½ secs. = 40 m.p.h.  
Fastest Time in 1,000 c.c. Class.—L. Kings (Austin Seven), 59 3-5 secs. = 34½ m.p.h.  
Ditto 1,001-1,500 c.c. Class.—R. Mays (11 hp. Bugatti), 50 4-5 secs. = 40 m.p.h.

That sporting amateur, E. R. Hall, sent on his Aston-Martin to Shelsley on the back of a trailer constructed from Ford parts. The trailer was towed by a 1908 45 h.p. Renault, which Hall had secured for a little over £30.

The R.A.C. guide counted 1,100 cars and over 400 motorcycles in the big car park at the foot of the hill. These cars and motorcycles took some hours to debouch through two narrow gateways leading to the main road.

The new formula upset some of the competitors' calculations. In one quarter it was suggested that an Austin 7 with four up might have proved a difficult car to beat.

Midland Automobile Club—July 12th. 1924.

# again— RECORD BROKEN for SHELSLEY WALSH

“The classic hill climb of the year”

with

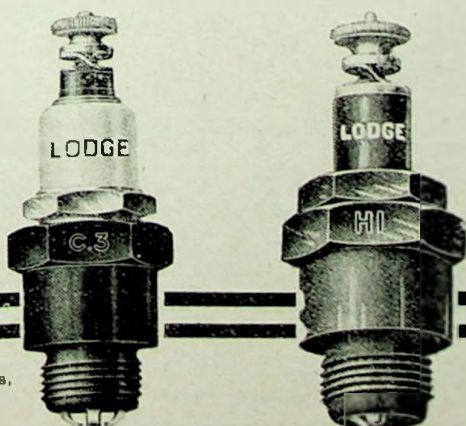
# LODGE PLUGS

Record for hill and fastest time of the day—50.5 secs.

made by

Mr. Cyril Paul on his Beardmore.

**Ⓐ** Fastest and second  
(on time) in every class  
with **LODGE** plugs.

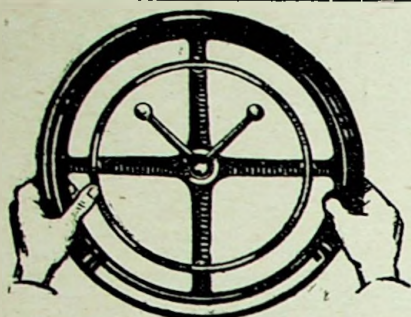


Standard (C3)  
for normal engines,  
**5/-**  
(5/6 in Irish Free  
State).

Sports (H1)  
for hot engines,  
**6/-**  
(6/9 in Irish Free  
State).

LODGE PLUGS LTD. RUGBY.

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



### "EURAL" HORN SWITCH

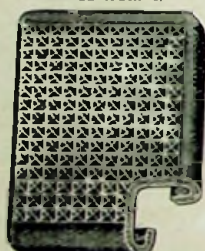
Makes it possible to clear the road without removing hand from steering wheel, leaving the other hand free to operate hand brake or gear lever.

Steel Bronze, £1 10 0. Black Nickel 5/- extra. Postage 6d.



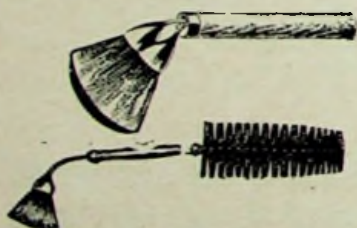
### PETROL CAN CLAMPS.

The "Maymore" Petrol Can Carrier securely locks 2 gallon can to footboard. Strong yet neat. No rattling. Easy and quick to lock or unlock. Iron 8/-, Brass 15/-, Nickel Plated 17/-, Postage 1/-, Other makes from 4/-.



### HOLDTITE SLIP-ON PEDAL RUBBERS.

Made in 17 stock sizes, so that practically any make of car can be accurately fitted. Price from 4/- to 7/- per pair according to size.



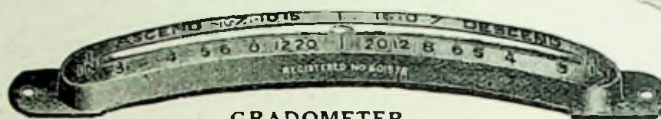
### MUDGUARD BRUSH.

Wooden handle. Made in stiff fibres. No. 3302/80. Double kno'. Length 15 in. 3/8 each. Postage 6d.

### DOUBLE-ENDED BRUSH.

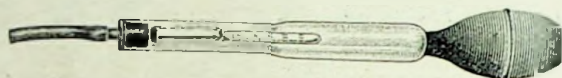
Suitable for engine and wheels. Price 5/9. Postage 6d. A whole section of the catalogue is devoted to cleaning accessories.

SEND FOR SECTIONAL CATALOGUE A. 2. SENT POST FREE ON APPLICATION.



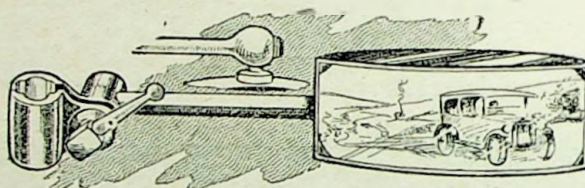
### GRADOMETER.

Shows accurately gradients of 1 in 3 to 1 in 20. Screws to footboard or top of door. May be had in either nickel or brass finish. Nickel or Brass. 3043/80. 10/- each. Postage 6d.



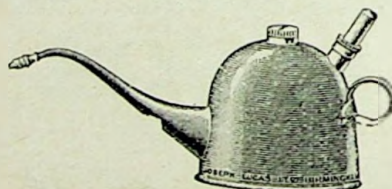
### HYDROMETER.

These Syringe type of Hydrometers fill the need, showing upon the internal floating hydrometer the exact state of the electrolyte. Price 7/6 each. Postage 1/- d.



### "STADIOSCOPE" LIGHT CAR MIRROR.

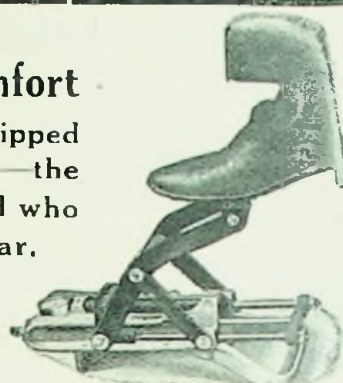
Fitted with Genuine Optical Lens. Adjustable Arm. State fitting required. Model No 4765/80. Any fitting or finish 17/6 and 21/- each. Postage 9d.



### "LUCAS" FORCED-FEED OILER.

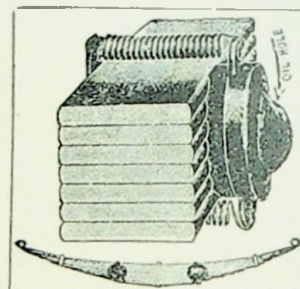
No. 3234/80 is an exceptionally neat pattern made from solid brass, designed for use on Small Cars and Cyclecars. It is nice to handle. 7/6 each. Postage 6d.

Our catalogue is one that should be in the hands of every Motorist. It is packed full of information and illustrations.

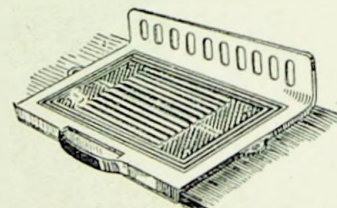


### WOOD-MILNE FOOT PUMP.

A labour-saving pump, giving great pressure with ease. No. 4099. Price 40/- A large selection of other makes in stock.

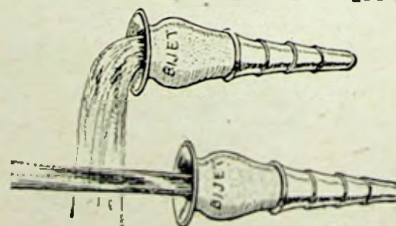


The "King" Patent Automatic Leaf Spring Oiler ensures perfect lubrication of leaf springs and so increases the comfort of riding and driving and prevents the springs from squeaking. Price 1/8 each. Postage 6d. the set. All well-known makes of Car Gaiters stocked; send for catalogue A. 2.



### "STADIUM" COMBINED STEP-MAT, FOOTSCRAPER AND VALANCE PROTECTOR.

Polished Aluminium Frame with Rubber Mat complete, size 13 ins. x 9 ins. 12/6 each. Postage 9d. Ditto, Size 12 ins. by 8 ins. 10/6 each. VALANCE PROTECTOR only, size 13 ins. x 2 ins. 3/6 each. Postage 9d.



### THE BI-JET CAR WASHER.

Makes car washing easier and quicker. By a simple jerk of the wrist, the soft, walling flow of water may be changed to an intense penetrating jet. The rubber nozzle cannot scratch or damage the coachwork. Fits any hose, 1 in. to 1 1/2 in. Price 6/- each. Postage 6d.

Patterns for all types of covers sent post free.

# Dunhills Limited

359-361, EUSTON ROAD, LONDON, N.W.1.  
2, CONDUIT ST., W.2. GLASGOW: 72, ST. VINCENT ST.

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

## THE LAND'S END TO JOHN O' GROAT'S.

### Long-distance Trial Provides Remarkable Proof of Small Car Reliability.

**T**HE majority of the cars which competed in the M.C.C.'s Land's End to John o' Groat's trial came within the light car definition, and it is a noteworthy fact that not a single car which actually started failed to reach the end. There were only three light car non-starters, these being P. D. Walker (Seabrooke), K. Gwynne and D. F. Still (A.B.C.). E. G. Bromhead was piloting a 12 h.p. Austin instead of the 7 h.p. car of the same make.

Punctually at 5 p.m. the two official cars commenced the long trek under an overcast sky.

At Zelah one of the Austin Sevens was noticed towing a broken-down motorcycle competitor into Bodmin, the extra weight apparently not affecting the Austin's pulling power. At Exeter a stop of three-quarters of an hour for supper at Deller's Café was allowed. The service was quick and the food excellent.

#### A Wet Night Drive.

One entered Deller's in fine weather and left to find the rain streaming down. Curiously enough, the first half-dozen motorcycles experienced no rain until Worcester, being all the time just in front of the following storm. The majority, however, were driving all night in the wet. The tarred road across Bridgwater Flats was very treacherous, and it was here that D. G. Prentice (Morgan) overturned in attempting to avoid a motorcycle competitor who had skidded in front of him. Unfortunately, he was unable to continue.

At Preston the hotel yard was full to overflowing, and much good-humoured banter was flying as "early numbers" endeavoured to extricate their machines, which had been hedged in by later arrivals. Many left somewhat late, and extra speed was necessary to make up lost time.

Between Penrith and Carlisle a motorcyclist fell asleep and crashed; he received first aid from E. G. Bromhead (Austin), who afterwards took him into Carlisle. Both garage and hotel arrangements were beyond reproach at Carlisle, and after an excellent dinner the first 24 hours were run over again in the smoking-room.

J. Havers (Riley) piloted a number of drivers from Dingwall to Golspie, as he knew this tricky section of the road intimately. Hereabouts rain fell again at intervals. The shore road followed through Evanton Alness and Invergordon in the red dawn will be remembered, as the light effects on the water were particularly fine.



**THE AUSTIN TEAM.** — The two "sevens" and a "twelve" lined up ready for the start at Land's End.

July 10th dawned with a promise of rain, later fulfilled as the last numbers left. Good roads lead to the Border past the board directing one to the famous blacksmith's shop, the goal of so many eloping couples in the good old times.

At Dingwall, the breakfast stop (1.50 a.m.), few were hungry enough to participate, and as the manageress refused to serve tea or coffee many continued the journey without refreshment. In consequence of this the short stop arranged at Golspie found the good lady of the house besieged by hungry competitors.

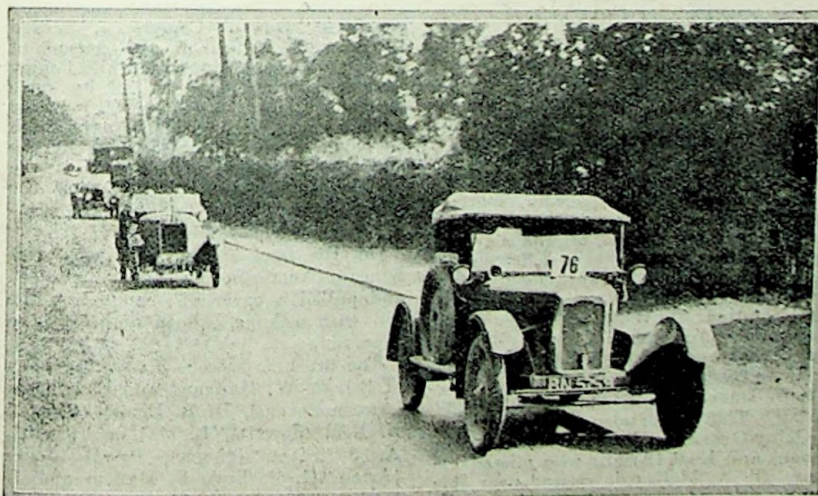
The Ord passed, the severe drop down to Berriedale caused several smoking brakes, whilst those who knew Berriedale Hill had done their best to instill terror into the hearts of those who did not!

All made clean ascents, although the first hair-pin bend caught several unawares. Thereafter it was plain sailing to Wick.

#### The Finishers.

Finally, the last check and mutual congratulations. The route card gives the distance as 875 miles, but all who checked the distance by speedometer found it to be over 910 miles.

The following checked in at the finish:—A. Conville (10 h.p. Morgan), P. W. White (12 h.p. Lagonda), W. Bolton (13.9 h.p. Westwood), R. Straker (10-12 h.p. Straker-Squire), W. A. Schenke (10-12 h.p. Straker-Squire), J. W. Ewen (11.9 h.p. Palladium), J. H. Arthur (12 h.p. Lagonda), C. A. Abbott-Brown (12-50 h.p. Sports-Alvis), G. Poppe (7 h.p. Austin), E. G. Bromhead (12 h.p. Austin), W. J. Milton (7 h.p. Austin), V. G. Wallsgrove (11 h.p. Riley Sports), J. Havers (10.8 h.p. Riley), A. R. Abbott (11 h.p. Clyno), E. E. Leverett (20 h.p. Arrol-Johnston), V. E. Leverett (10 h.p. Galloway), D. M. Healey (10 h.p. Ariel), H. Sangster (10 h.p. Ariel), C. B. Moss-Blundell (9.5 h.p. Rhode), W. V. Radford (10 h.p. Swift), S. Griffiths (14 h.p. Bean), C. Guthrie (11 h.p. Riley), G. Bragg (24 h.p. Durant), P. H. Calcutt (15 h.p. Durant-Rugby), A. W. Morrish (8 h.p. Rover), H. E. Tatlow (10 h.p. Lea-Francis), W. Tomlin (9.5 h.p. Rhode), M. Richoux (12 h.p. A.B.C.), J. A. Driskell (9.5 h.p. D.F.P.), W. E. Bliss (10-15 h.p. Fiat), and W. Rawlins (12 h.p. Alvis).



**NEARING PRESTON** —

A group of cars headed by A. W. Morrish (8 h.p. Rover, whose hood is erected as a protection against sun—not rain.

## THE SCOTTISH SIX DAYS' TRIALS.

THREE MORGANS AND ELEVEN MAKES OF LIGHT CAR REPRESENTED.—COURSE INCLUDES NEARLY ALL THE MOST DIFFICULT HILLS.

SOME of the most severe hills north of the Tweed are included in the route of the Scottish Six Days' Trials which begin on Monday next.

The event, which has been organized by the Edinburgh and District Motor Club, has attracted 111 entries. Ninety-two are motorcycles, three three-wheelers, 13 light cars and three are cars with engines the capacity of which exceeds 1½ litres.

These, together with their numbers, are as follow:—(101) A. W. Brittain, 9 h.p. B.S.A.; (102) W. H. Oates, 11.9 h.p. Lagonda; (103) D. S. Milne, 11.9 h.p. Morris-Cowley; (104) V. G. Wallsgrove, 11 h.p. Riley Sports; (105) M. v. de Satge, 11 h.p. Riley Sports; (106) T. A. McKenzie, 8.9 h.p. McKenzie; (107) A. R. Croal, 8.9 h.p. Ariel; (108) J. M. Inglis, 11.9 h.p. Alvis; (109) C. P. Pullinger, 10.9 h.p. Galloway; (110) J. D. Johnstone, 10.9 h.p. Galloway; (111) E. P. Paxman, 9 h.p. Frazer-Nash; (112) H. B. Denley, 10.8 h.p. Rhode; (113) B. Alan Hill, 10.8 h.p. Rhode; (114) A. J. C. Lindsay, 7.9 h.p. Humber; (115) J. Holt, 10.8 h.p. G.W.K.; (116) J. W. Leno, 10 h.p. Hampton; (91) F. Spouse, 10 h.p. Morgan; (92) H. F. S. Morgan, 8 h.p. Morgan; (93) W. A. Carr, 10 h.p. Morgan.

This entry cannot be described as particularly representative, only 11 different makes of light car competing.

The performance of the little Humber will be watched with special interest, as these cars are not often seen in competitions, while the Riley cars, both of which are sports models, should give some fine exhibitions on the hills. The Lagonda which is taking part will be a saloon model. Both of the Rhodes are fitted with 10.8 h.p. engines.

It will be seen from the daily routes which are given below that the run

starts from Edinburgh on July 21st, the first night being spent at Inverness, which is the centre for Tuesday and Wednesday's runs. On Thursday the competitors leave Inverness, spending the night at Oban and returning to Edinburgh on Friday. A southerly out-and-home route has been mapped out from Edinburgh for Saturday.

Many of the test hills which figure in the routes given below are described in an interesting article dealing with Scottish test hills, which appears elsewhere in this issue. The trials will, of course, be fully reported, so far as the light cars are concerned, in this journal.

### Monday, July 21st.

7.0 a.m. Edinburgh.  
8.16 a.m. Camelon.  
9.28 a.m. Braco.  
10.50 a.m. Amulree (observed hill).  
12.3 p.m. Pitlochry.  
2.18 p.m. Spital Inn.  
2.33 p.m. Devil's Elbow (observed hill).  
4.9 p.m. Corgarriff (observed hill).  
5.48 p.m. Carr Bridge.  
7.3 p.m. Inverness.

### Tuesday, July 22nd.

8.0 a.m. Inverness.  
9.28 a.m. Achilty Inn.  
11.1 a.m. Kinlochewe.  
11.34 a.m. Torridon (observed hill).  
12.5 p.m. Drabang (observed hill).  
2.39 p.m. Kinlochewe.  
4.12 p.m. Achilty Inn.  
4.36 p.m. Dingwall.  
5.40 p.m. Inverness.

### Wednesday, July 23rd

8.0 a.m. Inverness.  
9.19 a.m. Strathpeffer.  
10.34 a.m. Auchnasheen.  
11.38 a.m. Jeantown.  
11.56 a.m. Tornapress (observed hill).

12.38 p.m. Applecross (observed hill).  
3.8 p.m. Jeantown.  
4.12 p.m. Auchnasheen.  
5.27 p.m. Strathpeffer.  
6.45 p.m. Inverness.

### Thursday, July 24th.

8.0 a.m. Inverness.  
8.12 a.m. Blackfold (observed hill).  
9.0 a.m. Simon's Hill (Cudrish) (observed hill).  
10.45 a.m. Fort Augustus.  
12.21 p.m. Fort William.  
1.51 p.m. Mamore.  
2.21 p.m. Bridge of Coe.  
4.9 p.m. Dalmally.  
4.22 p.m. Loch Awe.  
5.26 p.m. Oban.

### Friday, July 25th.

8.0 a.m. Oban.  
8.40 a.m. Loch Losgoinn (observed hill).  
10.15 a.m. Ford Hotel (observed hill).  
11.27 a.m. Port Sonachan.  
1.6 p.m. Inveraray.  
2.8 p.m. Top of Rest and Be Thankful.  
2.41 p.m. Glen Douglas (observed hill).  
3.29 p.m. Palloch.  
5.14 p.m. Camelon.  
5.39 p.m. Linlithgow.  
6.30 p.m. Edinburgh.

### Saturday, July 26th.

8.0 a.m. Edinburgh.  
8.25 a.m. Dalkeith.  
9.11 a.m. Gifford.  
"Last" Hill (observed hill).  
9.30 a.m. Garvald.  
11.12 a.m. Gordon.  
11.44 a.m. Melrose.  
12.14 p.m. Selkirk (observed hill).  
1.32 p.m. Galashiels.  
2.0 p.m. Innerleithen.  
2.29 p.m. Peebles.  
3.8 p.m. Penicuik.  
3.40 p.m. Blackford Hill (observed hill).

## M.C. AND A.C. 24-HOUR TRIAL.

BIRMINGHAM-HOLYHEAD EVENT HELD IN BRILLIANT WEATHER.

THE annual 24-hour trial from Birmingham to Holyhead and back was held on Friday and Saturday last by the Midland Cycling and Athletic Club, the start and finish being at the Robin Hood Garage on the Stratford road. Twenty-five light car entries were received and, with the exception of Best's McKenzie and Williams's Marseal, all started.

The route led to Beacon Hill, on the outskirts of Birmingham, and thence to Holyhead via Shrewsbury, where a halt was called for supper. The following morning a succession of stiff hills were negotiated, including Cefn Du, Bwlch-y-Groes, up which the cars were timed, Cefn Coch, Bwlch-y-Ddar, Peniarth, Braniarth, and, finally, Beacon Hill again.

At the first ascent of Beacon Hill the Morgans made creditable ascents,

B42

H. F. S. Morgan being particularly good. Goodall arrived late and came up fast, frantically blowing his horn for room to pass Mathews (Swift), who merely turned round and grinned, thus causing Goodall to hang behind all the way up the hill. The Austin Sevens, driven by Harcourt and Kincaid, were good, while the larger cars climbed well almost without exception. Sidwell (Bayliss-Thomas), McKenzie (McKenzie), Dixon (Singer), the Clynos and Barnes's Salmson being particularly good.

Cefn Du caused Edwards (Calthorpe) to fail. This driver also came to rest on Bwlch-y-Groes, as did Harcourt (Austin Seven) and Neal (Ariel), who missed his gear. T. A. McKenzie retired near this point with a broken valve cotter, while Arthur (T.B.), who had been going very well, retired near Reddelert with sheared clutch driving pins.

Denley (Rhode) made fastest time and, as usual, made a faultless performance everywhere. Bwlch-y-Ddar, previously known as "Gough's Conscience," caused an unusual failure in the person of H. F. S. Morgan (Morgan), while Begley (Bayliss-Thomas) was balked by some farm labourers. Meredith (T.B.) spoiled a clean sheet by skidding into the ditch on being given the word to go by the marshal in control at the foot of the hill, while Barnes (Salmson) took the acute corner on two wheels, and scattered the terrified officials.

On the final ascent of Beacon Hill Kincaid (Austin Seven) came up at speed and pulled a cover off, completing the hill with a huge balloon of inner tube exposed.

The finishers were:—J. W. Meredith (T.B.), B. W. Harcourt and E. Kincaid (Austin Sevens), H. B. Denley (Rhode), E. Neal (Jowett), L. Mathews (Swift), A. J. Dixon (Singer), P. H. Jones (Ariel), G. P. Law, F. Hallam and J. Cocker (Clynos), F. V. Edwards (Calthorpe), F. S. Barnes (Salmson), H. F. S. Morgan, G. H. Goodall, R. T. Horton and J. C. Chippendale (Morgans).



# A Review

of

## A.A. Activities

during the past year will convince all motorists of the wisdom of joining the World's Largest Motoring Organisation.

**9,167,880 Miles covered by Patrols.**

**29,335 Members received Road Service.**

**26,741 Roadside 'Phone Calls.**

**60,000,000 Miles of Routes issued.**

The work of the Automobile Association is revealed in the Annual Report for the year ending 30th April, 1924.

It is impossible to deal with the Report *in extenso*, but an idea of the ramifications of the A.A. are perceived by the subjects set forth and which include:—

ROAD PATROL ORGANISATION.  
ROAD SERVICE OUTFITS.  
NIGHT ROAD SERVICE.  
ROADSIDE TELEPHONES.  
AGENTS AND HOTELS.  
CAR PARKING. ROAD SIGNS.  
TOURING AT HOME & ABROAD.  
PALIAMENTARY. TAXATION.  
LEGAL AND ENGINEERING  
DEPARTMENTS, Etc.

### A FEW FACTS AND FIGURES.

**ROAD PATROL ORGANISATION.** The Patrol Service has been considerably increased, and the total mileage covered by patrols during the period under review was 9,167,880.

The Night Service, although only inaugurated at Enster, has rendered valuable help and is being enlarged.

**ROADSIDE TELEPHONES.** Additional Roadside Telephones have been installed, the usefulness of which is perceived by the fact that during the year 15,319 trunk and 11,422 local calls were made.

**TOURING: HOME AND ABROAD.** Routes were prepared and issued to members at the rate of two a minute, the total mileage approaching 60,000,000. Itineraries and day drives totalled 184,000.

The Foreign Touring Department has experienced a phenomenal year. Triptyques and carnets were prepared for between 50 and 60 per cent. more members than the previous year.

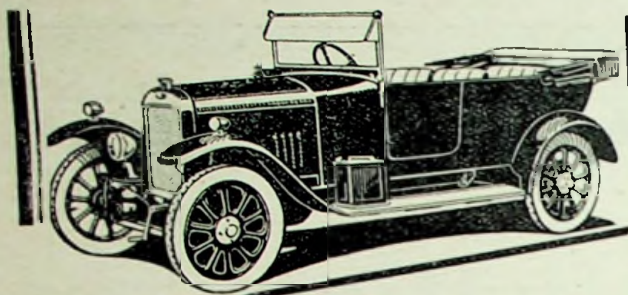
**LEGAL DEPARTMENT.** The calls upon the Legal Department for Free Legal Defence show a considerable increase over the previous year, and several thousands of members have taken advantage of the services of the Association's solicitors throughout the country.

The Association has also successfully conducted several appeals to the High Court and Quarter Sessions against decisions of local Benchers, which were either wrong in law or against the weight of the evidence. In one case, a conviction and fine of £10 and twelve months' suspension of the driver's licence, was quashed, with costs against the police.

**ENGINEERING DEPARTMENT.** Thousands of members have consulted the staff of Engineers at Headquarters, and there has been an increasing demand for advice regarding the purchase of new and second-hand vehicles, and for detailed reports on inspections of particular machines.

If you are not yet a member, why not learn for yourself what A.A. membership means to you? Full particulars are given in a booklet, "Always Ahead," which can be obtained from the Secretary, The Automobile Association, 29, Farnham House, Whitcomb Street, London, W.C.2. Send a postcard for a copy to-day.

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



## Individuality

That is the keynote of Clyno construction. To buy a Clyno is to own a car built, not by haphazard methods of "mass production," but with the painstaking care of skilled fitting. That is why your Clyno **KEEPS** its splendid efficiency and maintains its wonderful economy figures—40-45 m.p.g. petrol, and 2,000 miles per gallon of oil. That, too, is the reason why Clyno value fears no comparison. Be individual in your car choice—buy a Clyno, and let your motoring satisfaction grow with the miles.

11 h.p. Popular 2-seater ... £198  
11 h.p. Occasional 4 seater ... £205  
11 h.p. De Luxe 4-seater ... £225

Right hand gear change £3 extra.

# CLYNO CARS



BRITISH EMPIRE  
EXHIBITION  
SEE OUR EXHIBIT  
No. 45  
MOTOR and CYCLE  
SECTION  
PALACE OF  
ENGINEERING

### Read this!

"Having completed the first 1,000 miles on the Clyno Light car I purchased last month, I feel I must write and let you know how pleased I am with the car up to now. . . . She would, I am sure, climb almost any hill in 2nd. The show running in top, and the almost silent, smooth, vibrationless engine makes the CLYNO a miniature ROLLS ROYCE. . . . I have not had occasion yet to want the foot-roller, nothing has shaken well for the care and before leaving the works."

Testimonial No. 133

## CLYNO ENG. CO. (1922) LTD. WOLVERHAMPTON.

"Phone—Wolverhampton 992. Wires—"Clyno, Wolverhampton."

London Agents:

Mebes & Mebes, 144, Great Portland Street, W.1.  
Phon.—Langham 2230.

Agents everywhere—ask for name of nearest.

# A Rover Car for 2/-

## EIGHT ROVER CARS

14 h.p. and 8 h.p.

## TO BE WON

TICKETS **2/-** EACH

or 3 for 5/-

# CROSBY HALL COMPETITION

organised by the Committee of the Crosby Hall Endowment Fund.

Promoted by

The British Federation of University Women.

### PRIZES

## Two 14 h.p. Rover Cars

Complete with self-starters and full equipment

## Six 8 h.p. Rover Cars

— all 2 or 4 seaters, optional,  
and 100 other Prizes

## Get your Ticket and win your Car!

It only costs 2/- to enter for no less than 8 chances of winning a fine 1924 Rover Touring Car. For a single florin you may be grasping your own driving wheel in a very short while. If you mean to have a really good try for these magnificent prizes, send 5/- and have three tickets—that will give you 24 chances of a Rover Car for the price of a driving licence.

## POST THIS COUPON

To the Director (L.C.8), Crosby Hall Competition,  
Crosby Hall, Chelsea, London, S.W. 3.

I enclose £.....s.....d. Please send me.....Ticket(s).

Name .....

Address .....

P.O.'s and Cheques should be made payable to Crosby Hall Competition,  
and crossed "C & Co."

Date.....

## SOME SCOTTISH TEST HILLS.

*A tour—with a well-tuned car—through country mentioned in the vivid descriptions given below, reveals Scotland in all its rugged grandeur. Rock-strewn and moss-grown paths take one back involuntarily to the days before cars were even thought of.*



**A SPECIAL INTEREST IS LENT TO THIS ARTICLE ON ACCOUNT OF THE FACT THAT THE SCOTTISH SIX DAYS' TRIALS BEGIN ON JULY 21. SEVERE AS THEY ARE ALL THE HILLS MENTIONED HAVE BEEN CLIMBED BY SMALL CARS.**

**T**HE severity of the Scottish test hills lies more in their length and the acuteness of their turnings than in sheer gradient. A long approach with a steady 1-in-10 gradient kills an engine before the final stretch, which is often 1 in 4 or 1 in 5, is reached, and as the crest of the hill may be prefaced by one or two extremely acute hair-pin bends, knowledge of what is to come is of enormous value to a driver.

In England and Wales we have plenty of hills as steep as those in Scotland, Porlock, the Old Wyche at Malvern, and Bwlch-y-Groes being fair examples. Only the last-named can approach the average Scottish test hill in length, for in two miles it climbs some 1,200 ft.

The most tiring hill in Scotland is that which climbs from Tornapress to Applecross and in the course of its 12 miles rises from sea level to a height of over 2,000 ft. and then drops again to the water's edge. In other words, this hill is roughly four times as high as Birdlip Hill in Gloucestershire. It is made all the more severe by the series of acute zig-zag turnings and grass-grown surface near the summit. One believes that this mountain road was constructed several hundred years ago by some general in order to garrison Applecross against invasion.

The strain it imposes on an air-cooled engine may well be imagined, yet in pre-war days it was climbed by H. F. S. Morgan in an air-cooled Morgan and by Sam Wright in an 8 h.p. Humberette. In a post-war

Six Days' Trial the Rover Eights repeated these performances.

An interesting specimen of freak road engineering is provided by the corkscrew at Inverfarigaig, which has been included in the last two Scottish Six Days' Motorcycle Trials. The problem set the engineer was to cross the almost vertical side of a steeply coned mountain. He solved it by making his road in the form of eight perfect hair-pin bends, the distance between each bend being equal throughout the ascent.

The path—one can hardly call it a road—is two yards wide and the hair-pins are so acute that the hill is said to be the only one in Scotland which certain cars cannot surmount. The bends are built up on vertical stone embankments, and are quite unprotected, consequently, if a car over-reverses, an accident is inevitable, and it is understood that this has already occurred.

Viewing the hill from above or below, it is possible, in the winter-time, when the foliage of the trees has disappeared, to see all the eight hair-pins, for each one is separated only by some 15 or 20 yards from the next. Looking at the hill, each set of four hair-pins is dead in line on the side of the mountain. There is nothing quite like this hill in England, the nearest approach to it being provided by some of the zig-zag paths that one sometimes encounters on cliffs in the south and west.

Amulree and Kenmore, which go hand in hand as

## SOME SCOTTISH TEST HILLS (contd.).

the way leads up one and down the other, are hills where it is easy to fail through ignorance and inexperience. The steepest gradient is never worse than 1 in 5, but the acute and narrow S bends on Amulree need careful judgment. Any car that is driven steadily round the outside of each bend should make the climb successfully. The widest part of the hairpins is 33 ft., whilst on Kenmore the bends are rather broader.

Here again the widest possible sweep should be taken, as the road is narrow and rock-bound on the turns. Nowadays its use is practically confined to trials, as there is a flat detour through Aberfeldy which can be negotiated almost as quickly as the mountain road. The hill is not nearly so steep as Alms Hill near Henley, but, like Alms, possesses a treacherous surface and lies under trees.

As a matter of interest, the highest road in Scotland is found between Aviemore and Braemar, the distance being 27 miles and the summit some 2,771 ft. above sea level. There is a road for the first two miles from Aviemore and a rough track for the last ten miles into Braemar. For 15 miles over the summit there is only a footpath.

## Blocked with Snow.

Another famous climb on quite respectable roads leads up the Spittal of Glenshee, round the Devil's Elbow, to Cairnwell, 2,200 ft. During the early part of the year this road is generally blocked with snow, and must not be confused with the easier climb over Cairn o' Mount, between Banchory and Edzell. Cairn o' Mount is about 1,450 ft. high and, like the Spittal of Glenshee, more tiring than steep.

Glendoe, at the southern end of Loch Ness on the eastern road from Fort Augustus to Inverness, is a

hill that always surprises those unfamiliar with its peculiarities. It starts practically from sea level and climbs steeply with a gradient of 1 in 6 for nearly a mile. The tourist then fondly imagines that the worst is over, and continues gaily down hill through wonderful scenery. Then a highly dangerous left-hand turn over a burn brings him to his senses. He twists right, and finds more hill in front of him. In goes second gear and then first.

As the road unwinds itself, it suddenly discloses some 50 yards of 1 in 3.75, made all the easier or more difficult, according to how it is taken, by an S turn somewhat resembling that on Amulree. The man who knows the hill puts on full power long before the S turn is reached. The ignorant delay, and are almost always caught.

## Chains are Advisable.

On a light car wheel spin may occur on this last and steepest stretch, for which reason it is not a bad plan when out looking for trouble in the shape of freak hills to have a pair of Parsons chains in the toolkit. These chains should have had the original stretch taken out of them before being required for really serious work. Otherwise, they may rattle against the mudguards. If Parsons are not available, the passengers can be concentrated on the rear seat or in the dickey, when their weight, combined with a good pair of rear tyres, should ensure a perfect grip.

The nature of the country and the long tiring drags with a steady gradient of 1 in 18 and 1 in 25 tax a small car very severely, this being especially the case if the vehicle be a three-speeder geared on the high side. A low-gear car (four-speed for preference) is the most suitable for Scottish roads, which vary from the long climbs described to narrow, winding lanes beside the lochs. Good brakes are almost as essential as a really low bottom speed.

## DUNLOP BALLOON TYRES FOR LIGHT CARS.

STEPS have been taken by the British Tyre Makers' Committee of the S.M.M. and T. and the S.M.M. and T. Standards Department to provide a range of balloon tyre sizes which have been officially recommended for adoption by all motorcar and tyre makers. The Dunlop Rubber Co., Ltd., has accepted the recommended range of sizes for the wired-on type of balloon tyre and details of their two types which are suitable for light cars are given in the accompanying table.—

enter into the production and use of tyres. Perhaps the most important factor is that with a low-pressure tyre it is sound practice to avoid relying on the inflation pressure to maintain the attachment of the tyre to the rim. The wired-on type is, of course, held mechanically by the wire and not by air pressure.

The Dunlop Co. is not fitting the actual straight-side rim, but has produced a form of well-base rim, which is made in a single piece. The essential dimensions of the well-base rim, namely the internal width,

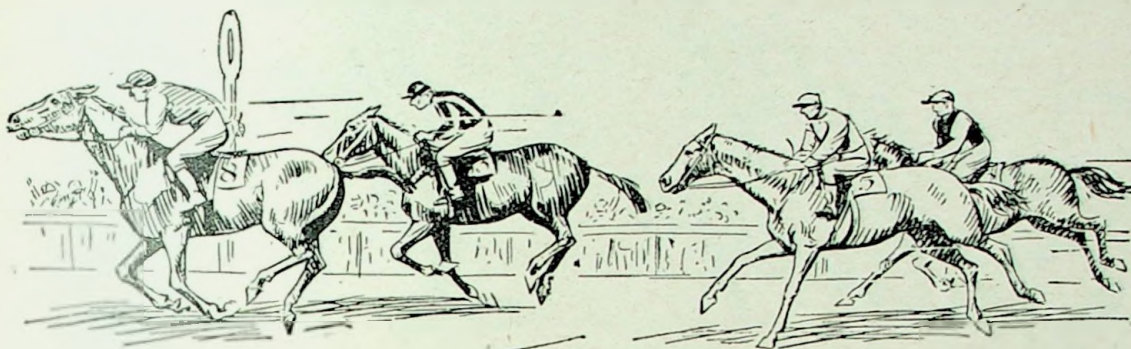
Size and description of tyres.	Carrying capacity per axle.	Pressure lbs. per sq. in.	Overall diameter for clearance.	Effective radius for gear ratio.	Displacing normal sizes having dimensions as under	Overall diameter for clearance.	Effective radius for gear ratio.
	Cwts.		Ins.	Ins.	Normal size, m.m.	Ins.	Ins.
27" x 4.4" fits 3A rim, 19" wheel.	6 8 9 10 11 (max.)	10 22 24 25 29	28.9/8.	19½	650 x 65 B.E. 26 x 3 B.E. 28 x 3 B.E.	26½ 27½ 29½	12½ 13½ 14½
25" x 4.95" fits 3A rim, 19" wheel	8 9 10 11 12 13 (max.)	20 22 24 26 28 30	25.5/8	14	710 x 80 B.E. 28 x 3½ B.E.	28½ 29½	19½ 14

It will be seen that for the first time the actual sectional measurements are given, the diameters being the normal measurements as usual. A study of the figures reveals the fact that the balloon tyres, when used to displace the equivalent normal pressure sizes, do not seriously alter the necessary clearances or the gear ratios of a car.

In adopting the wired-on type of cover, the Dunlop Co. has very carefully considered all the factors that

the flange height and the tyre seat diameter, are exactly the same as those of the standard straight-side rim sections.

The Dunlop well-base rim incorporates certain advantages. It possesses a much lighter rim section than is available with the ordinary straight-side rim: it provides an extremely simple means of fitting and detaching the tyre and allows the valve to come through the side of the rim.



## LIKE REDUCING THE WEIGHTS

**R**EDUCING the weights makes all the difference in the running of the race-horse. The extra quality of "Shell" Motor Oil makes the same difference in the running of your car. It lubricates every moving part of the engine effectively at all engine speeds. Its quality never varies. It is the same wherever and whenever you buy it—always dependable, and always ensuring the best results from your engine.



"Every  
Drop  
Tells."

Shell Motor Lubricating Oil is supplied in four grades—Single, Double, Triple and Golden Shell. Consult "SHELL READY-REFERENCE TO CORRECT LUBRICATION," obtainable from your garage, or post free from Shell-Mex Ltd. (Motor Oils Dept.), Shell Corner, Kingsway, W.C.2.

# SHELL MOTOR OIL

LUBRICATING

SHELL-MEX, Ltd., (Motor Oils Dept.), Shell Corner, Kingsway, W.C.2.

# Twenty Shillings to the £1

## Real Sovereign VALUE!

At £275 the new SOVEREIGN Model A-C is not a speculation but a gilt-edged security, an investment with a 100% return. An A-C *IS* an A-C, just a little different from other makes of cars, and remember this new Model is a genuine A-C Car, with engine, chassis and body built to A-C finish in just the same way as the more expensive models.

We invite you to our Showrooms to see this new Model. You will not be pressed to buy, but it will be our pleasure to show you the Car and to give you every facility for a trial run. THE PRICE IS ONLY £275, which can be spread over twelve or eighteen months if desired.

Here are just a few of the other attractive A-C Models:—

EMPIRE ANYWEATHER 2-Seater	£310
ROYAL 2-Seater	£330
ROYAL 4-Seater—long chassis	£399

*Full particulars and prices sent on request.*

The  
All-British



More Amazing  
than ever.

CAITHNESS & CO., LTD.,  
65 Great Portland Street, London, W.  
*Phone, Langham, 2172. Wires, Caithness, Wesdo, London.*

**Caithness**  
& CO LTD

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



*The services of the staff of "The Light Car and Cyclecar" are always at the disposal of readers. Queries of general interest will often be answered under this heading, but a stamped addressed envelope should always be enclosed. Correspondents are requested to write upon one side of the paper only.*

### Aluminium Welding

L.C. (Loughborough).—Although it may not be actually dangerous to run your light car with a piece broken off the crown wheel housing, as the strength of this part will be practically unaffected, we should advise you to have the place patched in some way in order to exclude dirt. Aluminium can be quite satisfactorily welded, and many of the leading firms specialize in this branch of the business.

### Clutch Trouble.

T.O.G. (Athy).—Your difficulty in getting into low gear from neutral certainly suggests a slightly sticking clutch. The following is a remedy which might be tried. After declutching, and before endeavouring to engage first gear, smartly depress the accelerator pedal. The inertia of the floating member of the clutch should cause it to free itself from the member which transmits the drive.

### Gear Slips Out.

H.II. (Chilwell).—The trouble which you are experiencing with your gear lever which jumps out of top-gear position may be due to need of adjustment in the gear selector mechanism. Great care must be taken in making this adjustment, otherwise it may happen that, when the top-gear adjustment has been correctly obtained, the trouble will recur with one or more of the remaining positions. There is a more serious possibility of badly worn top-gear pinions or dogs, in which case the only cure is to have the gearbox dismantled and the worn parts replaced. We presume that the selector locking device is properly adjusted.

### Difficult Starting.

H.D. (High Wycombe).—The starting trouble which you are experiencing with your Jowett car would appear to be due to the mixture supplied by the carburettor being too rich. This fact would account for the sooted plugs and also for the ease of starting from cold when it is so difficult to do so once the engine has got warm. We would advise you to try the effect of fitting a smaller jet, or, alternatively, of lowering the petrol lever in the float chamber, otherwise we can only suggest that the needle is either not seating properly (due to the presence of foreign matter such as grit or dust), or that the needle valve seating is partially unscrewed, thus causing constant flooding in the carburettor.

### Inland Revenue Tax.

C.H. (Wolverhampton).—There is no four-wheeled cyclecar which comes within the £4 Inland Revenue Tax. The minimum amount payable for cars of this type is £6, for those which have an engine not exceeding 6 h.p. (Treasury rating). A three-wheeled cyclecar is only taxed at £4 provided that its unladen weight does not exceed 8 cwt.

### Tyre Trouble

F.D. (Ebbw Vale).—You do not say whether the frequent splitting near the joint applies to the tubes fitted to all your wheels or to one tyre only, but, in either case, the trouble is an unusual complaint. The only suggestion which we can make is that the tube (or tubes) is of a size unsuitable for the rims of your Rover Eight. We do not for a moment think that there is any possibility of the Impervo being the cause of the trouble. The pressure of 50 lb. per sq. in. for the rear tyres and 40 lb. per sq. in. for the front ones is quite in accordance with the manufacturers' recommendations.

### Steering Wobble.

J.II. (Blackwater).—We do not think that the steering wobble of which you complain is caused by either the front springing or the general layout of the steering system, particularly as the trouble has only just developed. Our suggestion is that the wobble is due to tyre wear, and we should not be at all surprised if on examining your front covers you find that the tread is switch-backed, as it were, all the way round. A temporary cure may be effected by running your tyres fairly flat, but you will be better advised to replace them with new ones.

### With or Without a "Diff."

W.P. (S.E.5).—It has been our experience that, provided the weight of a differentialless car is not too great, and if the ratio of track to wheelbase is correctly proportioned, it is extremely difficult to tell whether a car is fitted with a differential or not under ordinary driving conditions, whilst tyre wear does not seem to be adversely affected by its absence. The only disadvantage of a "diff"-less car is experienced when it is necessary to manhandle the car in the confines of a garage. On the other hand, a car which has no differential fitted will generally obtain a better grip with its rear wheels on steep hills or greasy and rough surfaces.

### Shock Absorbers.

R.C. (Ballymena).—The fitment of shock absorbers to your light car will be a decided improvement, especially if your journeys take you over rough roads. The adoption of oversize tyres will also be beneficial and, combined with shock absorbers, will do much to increase your motoring comfort.

### Pre-ignition.

T.F. (Brixton).—Pre-ignition is a term used to describe a case in which the spark ignites the mixture too early—i.e., before the piston has reached the top of the compression stroke. This complaint is usually caused either through the use of an unsuitable sparking plug or by the fact that the ignition timing is too far advanced.

### Insurance

A.J. (East Sheen).—It is not usually necessary when taking out a policy with one of the "tariff" insurance companies to specify by name the persons who are likely to drive the car in question. The car is covered to the full extent of the policy, provided that it is driven by a licensed driver, unless otherwise stated in the contract.

### Sulphated Plates.

S.M. (Dulwich).—If your accumulator plates have become only slightly sulphated, rinse out the cells, removing any loose pieces of paste, and fill up with fresh electrolyte, the acid being of low specific gravity. Then charge the cells at a low rate for a long time until the white has completely disappeared, replace the electrolyte with fresh of the correct specific gravity, and charge the cell in the usual way. A badly sulphated battery might as well be scrapped, unless the manufacturers can put it right.

### Fitting Piston Rings.

F.C. (Bournemouth).—To fit a piston ring satisfactorily so that it is neither too loose nor too tight it should be first of all put in position, when it will no doubt be found that in some places it is a perfect fit, but in others it will not enter the grooves. If this is so, it should be taken out and placed flat on a piece of sand-paper or emery-paper, and turned first one way and then the other, being pressed hard on the sand-paper or emery-paper meanwhile. In this way any high spots will be levelled and the piston ring will be a perfect fit.

### Buying Second hand.

W.T. (Wigtown).—There have been no material alterations since 1921 in the design of the three-wheeler that you mention, which, in fact, remains substantially the same as when it was introduced. In examining a second-hand machine, the usual procedure should be followed with regard to trying compression, testing the steering gear and machine parts generally, noting the condition of the tyres, accessories, etc.; but, in addition, it is especially necessary when considering the purchase of a vehicle of this particular type to discover if there is any play in the back wheel. It may be said that if the rear wheel appears to be truly vertical when the car is fully loaded, the bearing is in satisfactory condition, but if it leans over at all, a careful test should be made to ascertain the amount of wear which is present.

# More Records Castrol - to the fore!

WORLD'S RECORD BROKEN, on June 26th, at Brooklands by Mr. J. G. P. Thomas, driving Leyland-Thomas, lubricated with Wakefield Castrol. 1 mile flying, mean speed 129.73 m.p.h. (Subject to confirmation.)

At Brooklands on July 5th, Mr. J. G. P. Thomas, driving Leyland-Thomas, won fastest race in history of track, average speed 117½ m.p.h., and established new lap record of 124.14 m.p.h., using WAKEFIELD CASTROL Motor Oil.

## 129.73 M.P.H. 124.14 M.P.H.



For upper Cylinder lubrication use same grade of CASTROL as recommended for the engine.

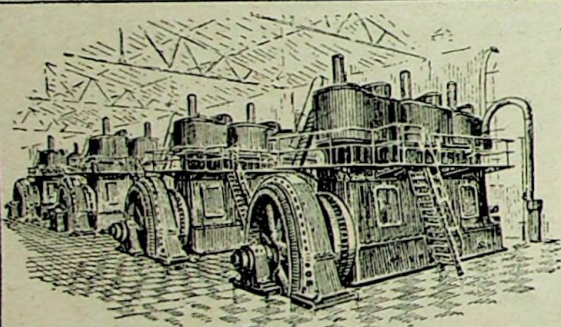


Write for a copy of  
"Intelligent Lubrication for Motor Car Owners."  
Post free from Advertising Department.  
**C. C. WAKEFIELD & CO., LTD.**  
All-British Firm. Specialists in Motor Lubrication.  
WAKEFIELD HOUSE, CHEAPSIDE, LONDON, E.C.2

All Grades of WAKEFIELD CASTROL are equally suitable when using Petrol, Benzol or Benzol Mixture.



Visit us at the  
**BRITISH EMPIRE  
EXHIBITION - Wembley**  
Avenue 14, Bay 6 T  
Palace of Engineering



IN all up-to-date Power stations, the highest efficiency and reliability can only be secured by employing high-tension Generators that have **STATIONARY HIGH-TENSION WINDINGS.**

In the past makers and users of Magnetos have ignored this important lesson. It is no longer necessary to do so. The

## B.L.I.C. STATIONARY-ARMATURE MAGNETOS

are right in theory and in practice. They have **NO ROTATING WINDINGS.** They are simple, robust, small and light — yet efficient, dustproof and waterproof.

Write for descriptive literature to the makers—

**The BRITISH LIGHTING & IGNITION Co., Ltd.**  
(Proprietors: Vickers Limited)

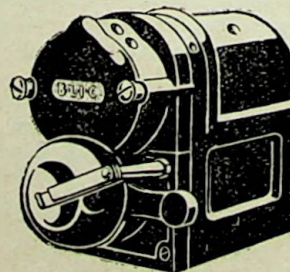
Manufacturers of Ignition Apparatus (Battery and Magneto), Car Lighting and Engine Starting Sets.

**CHESTON ROAD, ASTON - - - BIRMINGHAM.**

Telegrams: "Vicksmag, Phone, Birmingham." East 340 (6 lines), Birmingham.

London Depot: 2, GREYCOAT STREET, WESTMINSTER, S.W.1.

Telegrams: "Vickmag, Phone, London." Telephone: Victoria 8780 (4 lines), London.



**BRITISH EMPIRE  
EXHIBITION**

SEE OUR EXHIBIT  
in the  
**MOTOR & CYCLE  
SECTION**  
PALACE OF ENGINEERING  
**WEMBLEY**  
April-October  
**1924**

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

## OUR READERS' OPINIONS (contd.).

## Buying Second Hand—Age No Drawback—Which is the Fastest Standard Car?

## An Unfortunate Transaction.

It is no use trying to run before you can walk. Whilst sympathizing with Mr. Humphries in his misfortune, I should like to point out that £45 scarcely represents the cost of a good motorcycle.

**Great Expectations.** No one in their right senses would expect to buy a reliable car for this sum, and Mr. Humphries had far better have purchased a motorcycle, or failing this have waited until he felt more inclined to pay the sum necessary for the purchase of a reliable car.  
R.W.F.

Your correspondent, H. Humphries, is paying for his experience, but what does he expect in the way of a car for £45? Even if he has it thoroughly overhauled at the price stated, it will only have cost him £58, which is not excessive.

**Call in an Expert.** It was also unwise to take a friend with only a "slight knowledge of motors" with him to test it. It would have been cheaper to have employed an expert at a small fee.

The depreciation on a new car in the first year is from 25 per cent. to 35 per cent., and a purchaser that saves this depreciation by buying a second-hand car should be prepared to spend a portion of it on repairs.

An inexperienced beginner will do far better to go to a local motor trader with a reputation and either buy his second-hand car from him or call in his assistance in making a selection, as there are a number of absolutely worn-out wrecks advertised from private houses which no reputable trader would dream of foisting upon a novice without first overhauling.  
H. CARPENTER, M.I.Mech.E.

Penge, S.E.20.

## Manufacturers' Advice.

With reference to the letter by Mr. J. Nicolson in a recent issue, do makers of cars always recommend the best brand of oil for their engines? My car is of well-known make, and at first—i.e., for some 12 months—I used the oil advised by the manufacturers—a very well-known brand—with most unsatisfactory results. The engine was difficult to start up, and was frequently overheated.

I was advised to try a different brand of oil, and the improvement in the running of the engine has been simply marvellous.  
VERB SAP.

## The 8 h.p. Talbot.

Some few weeks ago you published a very interesting criticism of a Talbot 8, and the writer mentioned the fact that rain gained ready access to the interior of the car, due to a large aperture surrounding the filler of the petrol tank, which is placed in the scuttle, and immediately below the screen.

**A Criticism.** In order to remedy this, he suggested that a dome be made, and I am anxious to place an order, but, up to the present, have found no one who can suggest anything suitable, the difficulty being the slope of the scuttle, the top portion of which would foul anything attached to the screw cap.

During a run from Bath to Portsmouth I had the "happy" experience of having my boot soaked with water while depressing the accelerator, and I am not anxious to undergo a similar ordeal. Can any reader offer a solution? It is a coincidence that, now the car is £70 cheaper, the makers have discovered this snag, and placed the filler under the bonnet. I had thought to inquire the price of a tank as now fitted, but such an alteration will leave an unsightly patch on the scuttle. Apart from the above, the car is all that the makers claim for it and I am a very satisfied owner.  
Portsmouth.  
E.G.B.

## The Capable Age.

I am very much surprised at Mr. Chas. Simpson's letter in a recent issue. I consider a man between 50 and 60 years of age is more capable of driving a car than at any other age.

**Motoring at 70 Years.** He does not "scorch" so much, and can see danger more quickly than can a young man. I may add that I am 70 years old, and have had eight cars. I have driven a distance equal to twice round the earth, and have not paid a penny for damage.  
I. FLETCHER.

Sunderland.

With reference to Mr. Charles Simpson's letter, in which he mentions most unfavourably the driving of elderly men. May I say with humility that I do not remember reading of any case in which an old gentleman has been charged with driving to the common danger, or even exceeding the speed limit.

**Careful Driving.** For myself I realize that I have not the quick decision and masterly control of a younger man, and I take no chances, rarely averaging more than 20 miles per hour, and slowing down to 4 m.p.h. or 5 m.p.h. at main road crossings and blind corners.

I plead guilty to shrinking from attempting to pass anything ahead of me if it is travelling at anything like a high speed.

From another point of view, if there were no old gentlemen, who would bail out the perfect (!) young men when they get into trouble for dangerous driving?  
AGB 66.

## Where are the Speedsters.

Like "N.N.," I, too, would be interested to see a few of these hot-stuff merchants. Recently I drove a 7.5 h.p. Citroën from Manchester to London, via Birmingham and Oxford, leaving at 12.30 p.m., stopping for lunch, tea and replenishments of oil and petrol, reaching London at 9.30 p.m. Not a great average speed, but I can truthfully state that I was not passed on the road; maximum speed of Citroën was about 38 m.p.h.

**High Average Speeds.** I am not so foolish as to believe the Citroën was faster than any car I passed, or to disbelieve the driver of a Sports Hillman, who beguiled the tea interval with hectic tales of speed. We started together for London, the Citroën slightly leading, and I never saw him again. If this letter should catch his eye, perhaps he would like to tell me what happened. Did he lose his way or—?  
TRUSTY.

## The Fastest Standard Car.

One so frequently reads letters from enthusiasts claiming positively astounding maximum speeds that I venture to invite a few opinions as to which is the fastest standard light car. It is possible to buy cars guaranteed to do 80 m.p.h. and even 90 m.p.h., and 70 m.p.h. is as common as dirt, but I submit that half these cars are never called upon to fulfil the guarantee, and it is very doubtful if the majority of them could do it. So far as I know, there are only three makes of light car which will accomplish their guaranteed speeds under ordinary road conditions.

Furthermore, many of these cars with high-speed guarantees, when driven at Brooklands by experienced amateurs, fail to attain their guaranteed speeds by many m.p.h., even though they be stripped of wings, windcreens, etc.

I am quite certain that many of these people who buy 80 m.p.h. cars would fall out of them through sheer fright if they touched half that speed.

Now, then, ye amateur speedmen, which is your choice?  
Croydon.  
10 M.P.H.

For Your Bookshelf.  
**THE MOTOR  
MANUAL.**

All About Cars and Motoring. Over  
200 Pages and Nearly 300 Illustrations.  
For the Novice and Expert Alike.

**2s. 6d.**  
TEMPLE PRESS Ltd.,  
7-15, Rosebery Avenue,  
London, E.C. 1.

## OUR READERS' OPINIONS (contd.).

**"On" or "In" a Car.**

May I be permitted to suggest that the correct use of "on" or "in" a car is not dependent upon correct grammar so much as on the design of the car? It would be neither good grammar nor truthful to say that we sit "in" certain American and other foreign cars. With the average English car, however, we can truthfully say that we sit "in" it, undoubtedly a more comfortable position. Perhaps this will assist your various correspondents to apply the correct interpretation in each particular case.

H. G. MITCHELL.

I have been amused at the discussion as to whether one should say "on" or "in" a car. Surely it is a question more of accuracy of statement than of grammar. "On" implies riding where there is no provision against falling "off." One used to drive "in" a carriage, "on a wagon-load of hay" or a "buckboard," and if one has to open a door to get into any conveyance surely one is "in" it! A man testing a stripped chassis would be driving "on" it, and I have driven "in" a Humberette with my daughter "on" the tool locker at the back.

Wedmore.

E. W. SMITH.

**Difficult Starting.**

I wonder if any of your readers have experienced difficulty in starting a twin-cylindere engine in hot weather once it has got warm? I used to run a cyclecar fitted with an 8 h.p. J.A.P. engine, and now I run one with a 10 h.p. o.h.v. Anzani.

It is an extraordinary feature this difficulty of starting up. Give me a hard, frosty day, and off it goes with first or second pull.

I run for perhaps 10 or 20 miles in hot weather, and if I stop the engine it is sometimes 20 minutes before I can restart. I managed to start after 20 minutes yesterday under these circumstances first by snapping the valve-lifter cable, then fully advancing the ignition, shutting the air and opening the gas fairly liberally. Previously I opened the compression taps and turned the engine over about six times. It occurs, I must say, to a greater extent with a J.A.P. engine than with the Anzani, but if there is a real cure I am just aching (literally) to hear of it.

In the meantime I will try different jets, starting with 33. Hoping to hear of some useful hint from a reader which may enable me to cure this complaint.

VERY WORRIED.

**Coasting with the Clutch Out.**

A statement in a recent issue of your journal to the effect that coasting down a hill with the engine in gear and the clutch pedal depressed is not recommended because it imposes a strain on the clutch-withdrawal mechanism, requires some elucidation if the lay mind is to understand it. In the course of a day's run about town the clutch is withdrawn many times (perhaps amounting to hundreds), and the total length of time during which it is held out would probably run into some minutes. This may go on day after day and week after week, and no apparent ill-effect follows.

One supposes that the clutch-withdrawal mechanism is designed to stand up—and, ordinarily, does stand up to this strain. Where, then, is the harm in a very occasional withdrawal of the clutch for a period of two or three minutes while one coasts down a hill?

Personally, I never coast with the gear in neutral, because, even though I may know the hill, I like to have the engine ready for use as a brake in the event of a sudden emergency. On the other hand, when conditions are favourable, I have been in the habit of coasting with the clutch withdrawn and the engine stopped altogether or just ticking over. But if the practice is a bad one I must discontinue it. Only the mere statement that it is bad is not convincing in view of the constantly necessary use of the clutch when driving in the congested traffic conditions of towns.

C.W.T.

\* The less work that any part of the mechanism of a car is called upon to do the longer it will last. Furthermore, there is a great difference between frequently depressing the clutch for a few moments at a time and depressing it for sustained periods of several minutes.—ED.

B54

## INFORMATION WANTED.

Owing to pressure on our space it is impossible to include readers' replies to queries in "Our Readers' Opinions," and correspondents anxious to help fellow car owners are courteously requested to communicate direct with the address which is given in most cases.

**Rover 8.**

Can any reader loan or sell me a Rover 8 handbook for a 1920 model of this car? M. A. COLEBROOK.  
Sans Souci, Elm Grove Road, Harrow.

I shall be pleased to receive any readers' experiences and opinions of the 1922 model Rover 8, particularly with regard to general running and maintenance. H. C. PRETT.  
31, St. James Road, Hastings.

I wonder if any reader who has fitted F.E.W. aluminium radiators to his Rover Eight could supply me with information regarding them? WILLIAM P. MCCARTHY.  
Cappamore, Helmewood Road,  
Brixton Hill, S.W.2.

**G.W.K.**

I should be glad if any reader could either lend or sell me an instruction book for a 1921 model G.W.K. car. G. P. SMITH.  
87, Bellingham Road,  
Catford, S.E. 6.

**Kingsbury Junior.**

Could any reader tell me where I can get an instruction book on the Kingsbury Junior car? Also any ideas for a better braking system than now fitted. F. CROWLEY.  
12, Sotheby Road, Highbury, N. 5.

**Scott Sociable.**

Information sought as to hill-climbing powers of the Scott Sociable, two up and luggage, in Devon and similar districts. Does it suffer from lack of power, or any other important defects? C. R. JONES.

Boscobel, Wembley Park, Middlesex.

**Calth rpe.**

Could any reader suggest a cure for excessive oil vapour which comes up into the cockpit of my 1922 Calthorpe? It appears to come from the oil filler, and is worse when running slowly. G. E. BEALL.  
25, Sydney Street, Cambridge.

**Salmson.**

I should greatly appreciate hints on tuning and general upkeep of the de luxe model Salmson, especially regarding the Zenith carburetter. Present petrol consumption 40.45 m.p.g. I am in need of an instruction book, and would buy one if possible. F. BRADLEY.  
Care of Sanitary Dept., Hong Kong, South China.

**Oil Pressure Gauge.**

Can any reader either supply me with, or inform me, where I could obtain a Viking oil-pressure gauge for a 1922 model Rover 8. It appears that Aston, Taylor and Co., of Liverpool, were the sole distributors for this accessory, but so far as I can discover this firm is no longer in business. ROGART, Sutherlandshire. W. MACAULAY.

**Bleriot Whippet.**

Will any reader please oblige me with hints and tips concerning the Bleriot Whippet, particularly with regard to the cure of back-lash in the steering gear, and tuning of the carburetter, a Dogory, which, although economical, does not give the required power on hills? C. W. DAUGHTRY.  
Mill House, St. James, Chichester.

## CONDENSED CORRESPONDENCE.

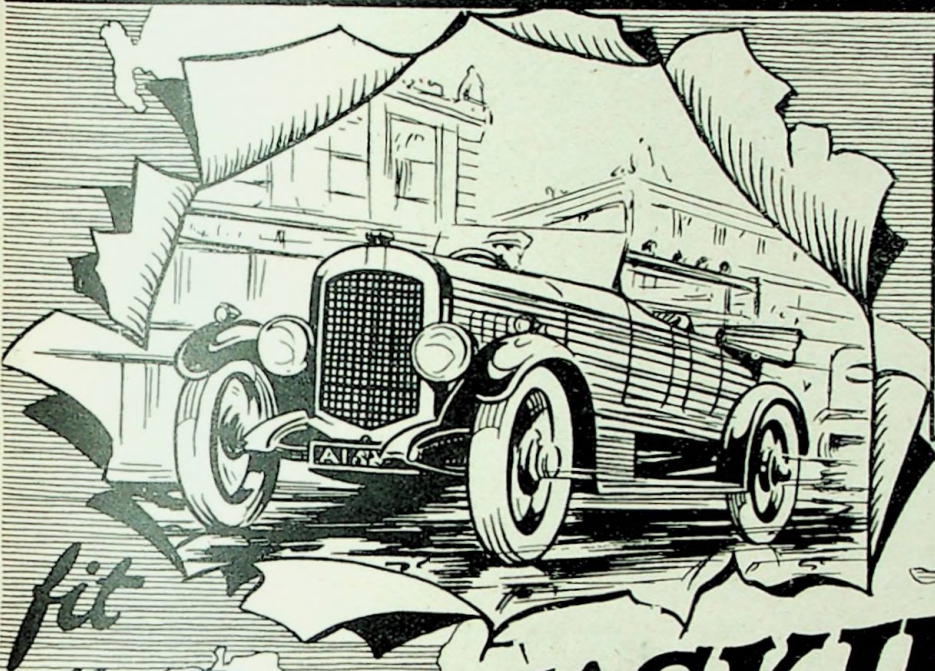
J.D. (Leeds) writes in appreciation of the after-sale service of the Rover Co., Ltd. He recently called at their works and they very courteously fitted several new parts to his car without charge.

J.D. (Hull) warns readers of the attitude of the police in Selby, Yorkshire, towards motorists. He was recently stopped at midnight and subsequently fined for a very slight technical breach of the Motorcar Act, namely, that his side lamps did not indicate the full width of the car. He goes on to speak of the discourteous way in which the police officers treated him.

# Help to make the roads of Britain SAFER

## READ WHAT THIS MOTORIST SAYS OF RECTASKID.

"I have now been just over 1,000 miles since you fitted your invention to my Crossley and I have great pleasure in informing you that I am most satisfied with the result. The car not only skids far less than before on greasy roads, but also holds the road better when the weather is dry, especially on bad surfaces." "H.P."



All Motorists are invited to call and witness the amazing results of fitting "Rectaskid" to various cars. *Driven at speed on a greasy surface—brakes hard on, and yet no appreciable skid! Driven over a rough surface and no jolt transmitted to the chassis or passenger.* These facts mean real safety and comfort.

It will cost you nothing to investigate these facts or to learn how "RECTASKID" saves petrol, tyres, life of transmission and insurance. Call at our offices any day between 10 a.m. and 5 p.m.

Or, if you cannot call, write for Free Descriptive Booklet—it will tell you all about the truly amazing "RECTASKID".

Address: Sales Manager, RECTASKID, LTD., 30, Grosvenor Place, S.W.1.

### PRICES—

Light Quarter Elliptic Cars up to 10 h.p. and Standard Ford Car, Private or Commercial

£4.4s.

Light Cars up to 20 h.p.

£6.6s.

Heavy Cars and Heavy Commercial Vehicles.

£8.8s.

**RECTASKID, LTD.,**  
30, GROSVENOR PLACE, LONDON, S.W.1.

Telegrams: "Rectaskid, Sowest, London."

Telephone: Victoria 3250, 3251.

*Just one of the many advantages of fitting RECTASKID*

## A LLOYD'S INSURANCE POLICY at 20% UNDER TARIFF RATES.

Whatever your make of car, if fitted with "Rectaskid," we will effect a Lloyd's Insurance Policy for you at 20% under Tariff Rates.

All such insurances must be effected direct with the manufacturers of "Rectaskid" by application to their Registered Offices, and are subject to a satisfactory proposal form.

# "Solex"—and Summer

## THE SOLEX SUMMER TOURING SCHEME.

Have you had a copy of our folder giving full details of our Summer Touring Scheme? If not, please write for one without delay. A short description of one of your summer tours portraying the joys of the open road with the Solex "No-Trouble" Equipment is all that is required to qualify you for one of the following awards:—

**FIRST AWARD, £50**

**2nd Award, £20 3rd Award, £10**

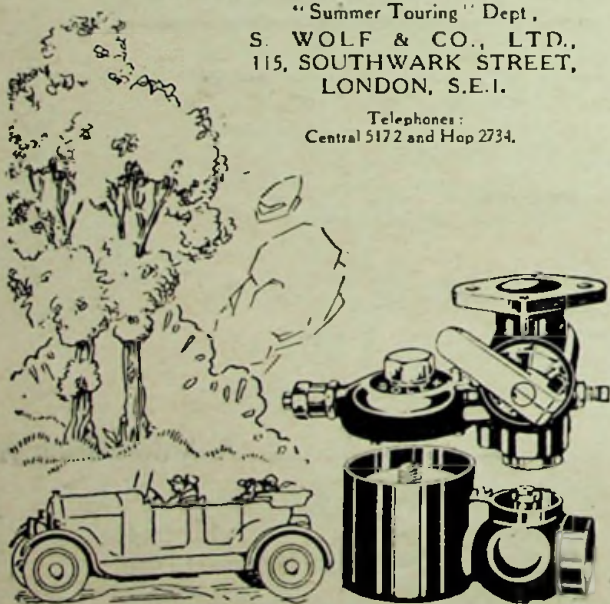
Together with 20 Consolation Awards of £1 each.

If you care to send us photographs we will consider the entry as a whole. If you are not a Solex user you are still eligible. Go to your local dealer and avail yourself of our 30 days Free Trial Offer and then send your entry along. Simplicity, economy, efficiency and dependability have made the Solex supreme. In itself it will give an added pleasure to your Touring.

Ask your local garage for full particulars or write for folder to:—

"Summer Touring" Dept.,  
S. WOLF & CO., LTD.,  
115, SOUTHWARK STREET,  
LONDON, S.E.1.

Telephones:  
Central 5172 and Hop 2734.



# SOLEX

THE NO-TROUBLE CARBURETTOR

## AROUND THE TRADE.

The increasing business of the Runbaken Magneto Co., Ltd., in Newcastle-on-Tyne has made it necessary for larger premises to be taken, the new address in that town being 29, Ridley Place.

Mr. W. H. Lynas, of Alfred Graham and Co., asks us to advise his many friends in the trade that correspondence normally sent to him should be addressed to the company, as he is leaving for the United States on July 26th, in connection with the American company.

Mr. Bernard Norris, well known as a successful competition driver of Rhode cars, has opened up in business as Bernard Norris, Ltd., Automobile Agents, Economy House, Broad Street, Birmingham. He is the sole distributing agent for Rhode cars in the counties of Warwickshire, Worcestershire and Staffordshire.

We are advised that Ward and Driskell, Ltd., of 36, North Audley Street, London, W.1, sole concessionaires for the D.F.P. cars, have moved to more central offices at Albemarle Mansions, 1, Albemarle Street, Piccadilly, London, W.1. The address of the service department is still Slade Works, Sheldon Road, Cricklewood.

In connection with a recent paragraph in "Rich Mixture," relating to the choice of a camera, we are advised by The Service Co., Ltd., 273-4, High Holborn, London, W.C.2, that, as they are also light car specialists, their photographic department should specially interest our readers, to whom they will be pleased to afford the benefit of their wide experience.



A group of Exide service agents — part of a large gathering recently convened at Hendon.

Messrs. Barkmar, Ltd., of 14-18, Lamb's Conduit Street, London, W.C.1, inform us that they receive almost every day at least one consignment which does not bear the sender's name. Among the parts they have on hand received without the sender's name are some valves from Peckham, a piston from Sleaford, another piston from Nottingham, as well as heavier parts, including a set of cylinders, an aluminium crankcase and a large gearwheel. If any of these parts have been sent by our readers, will they please communicate at once with Messrs. Barkmar?

## MOTOR TERMS TRAVESTIED.



Overgeared.

### Solution to No. 20.

A splendid entry was received in connection with this competition last week, both with reference to numbers and originality of suggestion. The winner proved to be Mr. M. E. Moseley, Knowle Road, Marple Bridge, Stockport, whose solution was "Overgeared." Two ingenious efforts specially deserving of mention are, "An overheated 'crank' case," and "Phews" (fuze), neither of which is,

however, so directly applicable to motoring to be called a motor term.

One of our most persevering readers, who has sent in an entry practically every week, this time suggested "A Furred Radiator," and other good attempts were, "Time to Change" and "In Wrong Gear." Readers are referred to our news pages for particulars of a change in the rules governing this competition. The change will take immediate effect.

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

# A Common Sense Method of Reducing Petrol Consumption is by Preventing Waste

Every time the throttle is closed after running fast there is an overflow from the main jet which is wasted—it is about half-a-teaspoonful, and this small quantity mounts up in a month's running. The simple method of placing a damper on the jet immediately stops the overflow and so saves the petrol for future use.

## The BINKS 3-jet JET-DAMPING CARBURETTOR

saves its owner money because no petrol can overflow the main jet when the car is running on small throttle openings.

### MORGAN

#### TESTIMONIAL.

"Dear Sir,—Re your advertisement in last week's 'Motor Cycle,' that 'Morgans' would do from 55/65 m.p.g. with your carburetors, I think it only fair to inform you that you err on the modest side.

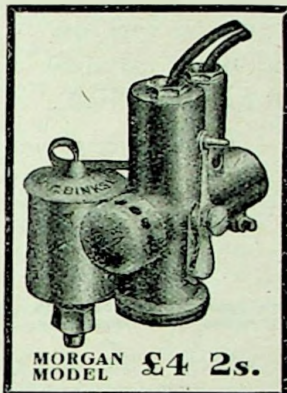
"My 'Morgan' (1918), J.A.P. engine, with your carburettor will regularly carry me, wife, and little girl, that 20 miles from here to Bristol and back on inside a quart of petrol.

"This, including 'warming-up,' difficult traffic running, much stopping for shopping purposes and a notoriously hilly road.

"I reiterate, Messrs. Binks, that it is only fair and just that you should know this extraordinary performance, after reading the modest claims you advertise.

"Yours faithfully, J.M.S."

That is 80 m.p.g.



MORGAN MODEL £4 2s.

### G.N. AND

#### LIGHT 2-SEATER CARS

2 OR 4 CYLINDERS.

Owners are invited to send for lists and statement how petrol can be economically used without sacrificing speed, and at the same time gaining a truly marvellous flexibility on top gear in traffic.

APPROVAL TERMS. £4 10s.

Price  
Carburetors are all sold on four weeks' approval. If you return the carburettor carriage paid, not being perfectly satisfied, we refund your money less 7/6.

A real extra air valve is incorporated in the design of these carburetors to enable you to coast down hill on cold air with the throttle closed and the jets damped out of action.

C. BINKS (1920), Ltd., Eccles, Manchester.

## Useful Maps for Motorists

### MAP OF ENGLAND AND WALES.

Scale 13 miles to the inch. Showing the whole of England and Wales; printed in colours to show the contour of the land. Cloth 4s. net; 4s. 2d. post free. Paper 2s. net; 2s. 2d. post free.

Send for free booklet containing useful motor-ing information and particulars of many other maps, books and journals.

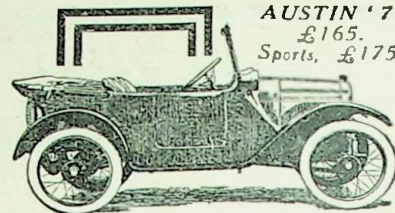
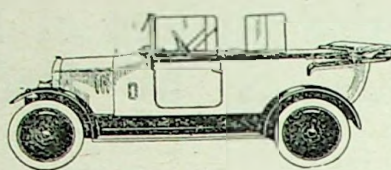
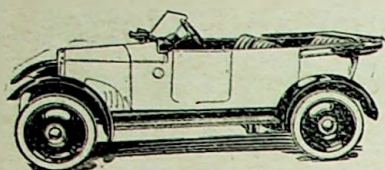
Map of 50 Miles Round London.—Scale 4 miles to the inch. In one sheet, with London in the centre, extending round a radius of approximately 50 miles. Cloth 3s. 0d. net; 3s. 2d. post free. Paper 1s. 6d. net; 1s. 8d. post free.

Obtainable from the Offices of:—

"THE LIGHT CAR AND CYCLECAR,"  
7-15, Rosebery Ave., London. E.C.1.

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

ROVER '8' £160 De-Luxe, £172

SINGER Popular, £210  
De-Luxe, £235 } 4-seaterAUSTIN '7'  
£165.  
Sports, £175.

## Get that Light Car at Allen-Bennett's—

You'll find it easiest if you desire to buy on  
**EXTENDED PAYMENTS**, and most advan-  
tageous if you desire to make an **EXCHANGE**.

Always Available:—

A-C, AUSTIN, ALVIS,  
CROUCH, HUMBER, RILEY,  
ROVER, SINGER, STANDARD,  
WOLSELEY, also MORGANS.

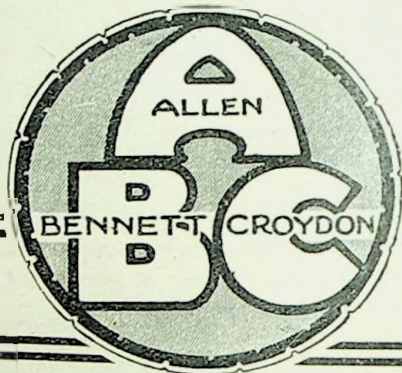
"The Car you should  
Buy" tells you all  
about ALLEN-  
BENNETT'S unique  
facilities. Write for  
a copy now.

Open every day till 7 p.m.  
including Saturdays

**The ALLEN-BENNETT MOTOR CO., LTD.,**  
9-10-11, Royal Parade - - WEST CROYDON.

Croydon 2450-1.

Spread the payments over  
**18**  
months  
—it is easily arranged to suit  
your convenience entirely  
at ALLEN-BENNETT'S.



## DON'T TOUCH YOUR CAPITAL WHEN YOU BUY YOUR CAR

**IT** isn't really necessary if you come  
to Lamb's Ltd. Under their sim-  
ple "Option of a Rebate" scheme  
only a quarter of the full purchase  
money need be paid down. The  
balance is met by 12 monthly instal-  
ments plus a small financing charge.  
If you complete the payments before  
the twelve months you yourself deduct  
a liberal portion of the interest as a  
rebate.

You will find no fairer, more  
straightforward system than  
Lamb's Ltd. Come and fix  
things up to-day.

**EXCHANGES.**

# LAMB'S LTD

(Opposite Hoe Street Station.)  
**WALTHAMSTOW, E.17.**

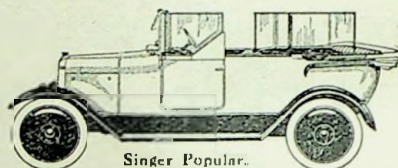
12 minutes from Liverpool Street Station. No. 2 or 4 Platforms.  
Phone: Walthamstow 1111 (four lines).

53, HIGH RD., WOOD GREEN, LONDON, N.  
(Ten doors from Empire.) Phone: Hornsey 1926.

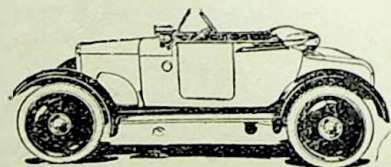
**EUSTON ROAD, LONDON, N.W.1.**  
(Opposite Great Portland Street Station. Met.) Phone: Museum 4978.

A SMALL  
SELECTION FROM  
OUR AGENCIES.  
DELIVERY NOW.

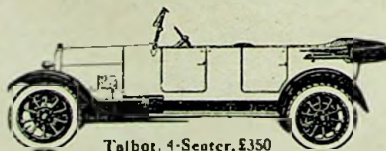
A-C Wolseley  
B.S.A. Talbot  
Ariel Rover  
Austin Morgan  
Singer Standard



Singer Popular.  
£200, or £50 down and 12 payments of £15 2s. 6d.  
with option of a special rebate.



Rover "8"  
2 or 4-seater, £160



Talbot, 4-Seater, £350  
or £87 10s. 6d. down and 12 payments of £22 10s. 6d. with  
option of a special rebate.



Wolseley "16"  
£365 cash, or £50 down and 24 payments of £10 17s.  
including insurance and registration.

### EASY WAY EXAMPLE:

ROVER "8"  
2 or 4-seater — £160 0 0  
Less ¼ deposit 40 0 0  
£120 0 0  
Financial charges 6 0 0  
£126 0 0

Payable in 12 instalments  
of £10 10 0

### Rebate Allowed.

£5 0 0 if account paid in  
2 months.  
£4 0 0 if account paid in  
4 months.  
£3 0 0 if account paid in  
6 months.

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

## 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.

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

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

### DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd. and are acknowledged to seller when cleared. If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made, we return the amount deposited. In either case we deduct a commission of 1½ per cent. (3d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ½ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

### CLOSING TIME.

Copy for, and all matter relating to, advertisements must reach our Head Office first post Tuesday, and should be addressed to 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 Office:**—7-15, Rosebery Avenue, London, E.C.1. Telephone, Clerkenwell 6000 (7 lines). Telegrams: "Pressimus, Holb., London."

### 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., 31 Brook St., W.1 (Phone, Mayfair 2966). London agents. Several second-hand, all models in stock, guaranteed, from £100; deferred payments and part exchange. zzz-164

A.B.C., 1921 2-seater, dynamo lighting, speedometer, tools, all new Michelin cord tyres, taxed for year, £75. 21 Pennant Mews, Earl's Court, 6684 Western. 608-700

A.B.C., sports, fully equipped and as new, 86 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 608-0137

A.B.C.s. Choice of S. Ward and Co., Putney. Below.

1923 sports, dark blue, super tuned engine, good tyres, absolutely as new throughout, £116. Below.

1921-2 Surbiton model, 2 doors, dickey seat, clock, speedometer, self-starter, good condition, £12 10s. Below.

1922 sports, fully equipped and as new, 85 guineas, and exchange motorcycle part, deferred payments if desired. Below.

Ward and Co., 51 Upper Richmond Rd., East Putney. Phone 2754. 608-0142

A.B.C. A.P. Rey. 1922 sports model, excellent condition, £97 10s.; extended terms. 378-384 Euston Rd. Museum 7600. 608-635

A.B.C. 95 guineas. Fitted with 2 doors and large dickey seat, just overhauled and repainted, beautiful order, extended payments and exchanges. White and Mears, 9a Brick St., Piccadilly. Phone, Grosvenor 1804. 608-681

A.B.C., £115, 1922, 2-seater, with dickey, lighting, starter, tax paid, exceedingly fast, good hill-climber. White, 56 Devonshire Mews East, Harley St., W.1. Mayfair 5619. Exchange or deferred payments. 608-367

A.B.C. 1922 2-seater, special sports, £115; also 1921 2-seater and dickey with starter, £105. Bartlett's, 93 Gt. Portland St. 608-714

A.B.C., 1922, Regent 2-seater, dickey, dynamo, speedometer, fully equipped, licensed, exceptional condition, 110 guineas; exchange or deferred. Edwards, 175 Gt. Portland St., W. 608-595

A.B.C., 1921 super-sports, outside exhaust, £125; cash, deferred, exchanges. Raiton, Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 609-410

A.B.C., late 1923, small 4-seater, many refinements, all-weather curtains, self-starter, perfect, unscratched, £140. Apply, 13 Cromford Rd., East Putney, S.W.18. 608-0251

A.C. Wanted, second-hand A.C.s in part exchange for new models; highest market value allowed, balance by deferred terms if required; immediate delivery of new models. Caithness and Co., Ltd., 65 Gt. Portland St., W.1. Tel., Langham 2172. 608-303

A.C. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-297

A.C. car, 11.9hp, 2-seater, dickey, electric lighting and starting, fully taxed, like new, £160. Geo. Mayers, 4 Canal Side, Chester. Tel. 124. 608-m564

A.C. Royal, 1923, unscratched, finished blue, taxed December, luxurious car, 240 guineas, James, over Alexander's, 482 Harrow Rd., Paddington. 608-692

A.C., 1922 sports model, polished aluminium body, dynamo lighting, starter, clock, speedometer, revolution counter, electric horn, disappearing hood, many other extras, exceptionally smart and fast, as new throughout, only wants seeing, £220 cash; exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Phone, Museum 5591. 608-365

A.C. special sports model, 1922, 2-seater, aluminium body, dynamo and starter, speedometer, revolution counter, clock, excellent condition and small mileage, £265. Maude's, 100 Gt. Portland St., London. 608-345

A.C., 1922 aluminium sports, starter, speedometer, rev. counter, taxed 1924, beautiful car, £190. Clark, 7 Exhibition Rd., S.W.7. 608-707

A.C. Black and Finch, 222, Gt. Portland St., W.1, have sporting model A.C. taxed year, lighting and starting, aluminium body, magnificent condition, £195. Phone, Museum 2271. 608-703

A.C., 1915, 2-seater, dickey, smart, Royal blue, unused since 1919, proofs, splendid condition, bargain, £45. 7 Cowdrey Rd., Wimbledon. 608-0169

A.C., 10hp, 1914, 2-seater, blue, 5 lamps, Smith's speedometer mechanical horn, detachable wheels, good tyres, taxed for year, excellent condition throughout, fully equipped, £265. Mebes and Mebes (Established 1893), The Original Light Car Specialist, 144 Gt. Portland St., W.1. Phone, Langham 2250. 608-647

A.C., £145, 2-seater, with double dickey, late 1920, registered February 1921, no starter, but otherwise very complete equipment, tyres excellent, running splendidly. Thomson, 31 Ivrya Court, W.8. Phone Western 4254. Any reasonable trial by arrangement. 609-0189

A.C., 1915, 2-seater and dickey, electric lighting, 5 detachable wheels, good condition, £247 10s. 7 Sylvan Hill, Crystal Palace. 608-x178

A.C., 1923, 11hp, special 3-seater sports, lighting and starter, very special car, £265. Bartlett's, 93 Gt. Portland St. 608-715

A.C., 1920, 2-seater, dynamo and starter, excellent condition throughout, £150; exchange or hire-purchase. The Light Car Co., 531, 410 to 414 Euston Rd., London. 608-727

A.C., 1921, 2-seater, starting and lighting, excellent condition, taxed for 1924, just overhauled and repainted, bargain, £160; exchanges, extended payments, Mears and Bishop, 225a Hammersmith Rd., W.6. Hammersmith 2250. 608-421

ALL DAYS, 1915, 2-seater, dynamo lighting, £50; exchange or hire purchase. The Light Car Co., 531, 410-414 Euston Rd., London. 608-723

ALVIS. New or second-hand. Try Henly's. The Sole London Distributors. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. Alvis Spare Parts and Service Dept., 31-32 Foley St., W. Mayfair 4203. zzz-304

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).

**ALVIS**, late 1921, 2-seater, electric lighting and starter, in first-class order, smartest on the road, £155, and snip. 39 Essex Rd., Islington, N.1. 608-021

**ALVIS**, 1924, super sports, 12-50hp, fully and elaborately equipped, special screen, shock absorbers, etc., small mileage, 400 guineas, or exchange; deferred payments arranged. 51 Upper Richmond Rd., East Putney. Phone, Putney 2754. 608-0140

**ALVIS** 1921-2 11hp 2-seater, dicky, starter, £150. Bartlett's, 93 St. Portland St. 608-722

**ALVIS** 1922 shop-soiled coupe, Morgan body, dynamo and starter, £225; 1922 2-seater, £175; exchange or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 608-733

**AMILCAR**, 1923, long wheelbase, coupe, dynamo, 5 lamps, dicky, 5 Rudge wheels, real leather, clock, speedometer, spring gaitors, Specialoid pistons, 45 m.p.g., 40 m.p.h., very special comfort job, licensed December, £210. Owen Watson. Tel. 2654 Chiswick. 608-0121

**ARIEL** 9. Black and Finch, 222 St. Portland St., W.1. Main London distributing agents for Ariel cars, have 1923 3-seater with dynamo lighting, perfect condition, £120. Phone, Museum 2271. 608-702

**AUSTINS**. Try Henly's. You cannot beat their terms. 91 and 155 St. Portland St., W. Mayfair 4201. zzz-299

**AUSTIN** 7. Potential purchasers of this make of car, either new or second-hand, are invited to send their requirements to the Garage, 12 Cornwall Terrace Mews, N.W.1 (rear Baker St. Tube Station). Second-hand cars wanted urgently. Only those in really excellent order. Cash. 609-21

**AUSTIN** 7, 1923 chummy model, for immediate sale, accept 100 gns. Phone, 19 Palmera Green. 161 Bowes Rd., N.11. 608-040

**AUSTIN**, 7hp, 1923 (August), fine running order, bargain, £115, North Lodge. Box No. 6281, c/o "The Light Car and Cyclecar". 608-m799

**AUSTIN** 7, 1923, perfect order, trial with pleasure, price £115. Wellford, 28 St. James St., Brighton. 608-370

**AUSTIN** 7, chummy, ready for immediate use, £115; exchanges, Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 608-329

**AUSTIN** 7, 1924, 500 miles, oversize tyres, taxed, £150. 37 Wentworth Rd., Barnet. 608-0196

**AUSTIN** 7, 1923, and Douglas combination, 1920, £140 the 2. Reginald Boase, Torrington. 608-0203

**AUSTIN** 7, April, 1923, special chassis extensions fitted by Austins, overhauled, tyres, side curtains, as new, taxed, insured, £125; private owner. 2 Barfield Rd., Leytonstone, E. 11. 608-0205

**AUSTIN** 7, 1923, mileage 1,000, taxed, £125; cash, deferred, exchanges. Railton, Cobham and Co., Ltd. 5 Cumberland St., Deansgate, Manchester. Central 2681. 608-411

**AUSTIN** 7hp chummy model, 1923 model, £120. Apply, the Telephone Motor Works, Ltd., 15b Allsop Place, Upper Baker St., N.W. Phone, 1307 Langham. 608-711

**A.V.** Family runabout, fitted with latest improvements, £78.

**A.V.**, 8hp monoco, in good condition, £25.

**A.V. Motors**, Park Rd., Teddington. Telephone, Kingston 710. Open until 5 o'clock on Saturdays. 608-70

**A.V.**, £25; exchanges, deferred payments. 1921 A.V. monoco, 6hp J.A.P., 2 speeds, disc wheels, smart, fast. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 608-333

**A.V. blear**, 1921 model, accommodates 2 adults and 1 child under same hood, 8hp J.A.P., 2 speeds, reverse, Lucas Magdyno lighting, speedometer, £45. Below.

**A.V. monoco**, overhauled and repainted, 8hp, 1920 or 1921 model, 2 speeds, chain drive, exceptionally fast, comfortable, reliable, £35. Below.

**A.V. 2-seater**, special sports model, guaranteed to exceed 60 m.p.h., polished aluminium bodywork and mudguards, 3 speeds, reverse, electric lighting, speedometer, 5 detachable wheels, special oiling system, aero windcreens, etc., etc., £70. Below.

Deferred payments and exchanges arranged on any of the above A.V. cars. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 608-384

**BEBE PEUGEOT**, 7hp, 4-cylinder, water-cooled, good condition, mechanically perfect, tax paid, £45 or offer. 2 Pembrey Villas, Cobham, Surrey. 608-368

**BEBE PEUGEOT**, 3 speeds, reverse, splendid running order, must sell, £35. Write, Allisen, 8 Courtfield Gdns., S.W. 610-0199

**BELSIZE-BRADSHAW**, Gordon Watney and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2966). London agents. Several second-hand in stock, guaranteed, from £100; deferred payments and part exchanges. zzz-165

**BELSIZE-BRADSHAW**, 1922, 2-3-seater, dynamo lighting, 2 spare wheels, speedometer, clock, just overhauled and repainted, tax to end of year, £95. 73 Vaughan St., Leicester. 608-m511

**BELSIZE-BRADSHAW**, 1922, 2-seater, Royal blue, speedometer, gradient meter, step mat, all-weather curtains, Michelin cord tyres, fully equipped, £110. See below.

**BELSIZE-BRADSHAW**, 1923, 2-seater, dynamo lighting and self-starter, speedometer, taxed, fully equipped, excellent condition, £125. Mebes and Mebes (Est. 1893), The Original Light Car Specialists, 144 St. Portland St., W.1. Phone, Langham 2250. 608-644

**BELSIZE-BRADSHAW**, 1922 model, 2-seater, dynamo lighting, recently thoroughly overhauled, splendid condition, tax paid till December, £80. The Gables, Sylvan Hill, Crystal Palace. 608-1176

**BELSIZE-BRADSHAW** 2-seater and dicky (registered April, 1924), dynamo lighting, self-starter, speedometer all-weather equipment, year's licence, new condition, 135 gns.; exchanges or deferred. Edwards, 175 St. Portland St. 608-409

**BELSIZE-BRADSHAW**, 1922, 2-seater, tax paid for the year, excellent mechanical condition, 90 guineas. Hans Crescent Motor Co., 25 Basil St., Knightsbridge. Phone, Ken. 3301. 608-427

**BLERIOT WHIPPET**, 1923 model, purchased February last, 9hp, 2-seater, electric lamps, standard equipment, £36; exchanges. Teddington Garage, 260 High St., Teddington. Kingston 2563. 608-1173

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

**BLERIOT WHIPPET**, 1920, splendid condition, engineer driven, electric light, spare wheel, speedometer, 60 m.p.g., 45 m.p.h., bargain, £28. Clark, James St., St. Paul's, Birmingham. Central 6797. 608-6119

**BLERIOT WHIPPET**, 1921, 2-seater, 8-10hp Blackburne engine, equipped, and in perfect condition, tax paid, £35. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. 608-651

**BLERIOT WHIPPET**, 1923, 8hp, 2-seater, brand-new, shop-soiled, fully equipped, and makers' guarantee, 72 guineas. Exchanges or deferred. Edwards, 175 St. Portland St., W. 608-396

**BLERIOT WHIPPET**, 1923, 8hp, 2-seater, brand new, electric lighting, spare wheel, mechanical starter, etc., 79 gns. Below.

**BLERIOT WHIPPET**, 1920, 8hp, 2-seater, electric lighting, spare wheel, etc., good order, 25 gns.; exchanges or deferred. Edwards, 175 St. Portland St. 608-408

**BLERIOT WHIPPET**, 1920, spare wheel and carrier, very fine, recently overhauled and repainted, £35. Midwinter, Cheap St., Newbury. 608-m482

**BUCKINGHAM**, 1923, 10hp, 2-seater, dicky, dynamo lighting, all-weather equipment, 98 guineas; exchanges or deferred. Edwards, 175 St. Portland St., W. 608-397

**CALCOTT**, £60: 1915, 2-seater, owner-driven, dynamo lighting, taxed, recently overhauled, excellent condition, only wants seeing; no dealer. Seen Piccadilly Garage. Phone, Regent 2670. 608-620

**CALCOTT** coupe, 1916, 10.5hp, dicky, dynamo lighting, self-starter, speedometer, aluminium plates, luggage grid, spare wheel and tyre, tax paid for year, fine condition, £75. Wilkins, Simpson, opposite Olympia, London. 608-m986

**CALCOTT**, 1919, 10hp 2-seater, dicky, dynamo lighting, complete equipment, etc., smart appearance, most reliable, tax paid, £95. Vivian, 33 Spencer St., Victoria St., S.W.1. Vic. 8677. 608-573

**CALCOTT**, 1921, 2-seater, dicky, Lucas lighting and starter, speedometer, clock, tyres as new, very small mileage, finished royal blue, tax paid December, £140. Maudes, 100 St. Portland St., London. 608-346

**CALCOTT**, 1915, 2-seater, dynamo lighting, fully licensed, £265; exchange or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 608-733

**CALCOTT**, late 1921 2-seater, dicky, dynamo lighting, self-starter, spare wheel, splendid condition, £140. Gray, Nairrow St., Peterborough. 608-0219

**CALCOTT** 10hp 2-seater, dicky, 1922 model, self-starter, tyres like new, taxed, lovely condition, £150; exchanges, instalments. Ashby, 162 Grosvenor Rd., S.W. Victoria 3433. 608-393

**CALCOTT**, 1923, perfect, only run few miles, £198; take motorcycle part payment. Belmont House, Ackworth, Yorks. 608-0215

**CALTHORPE**, Moores Presto, Croydon agents Calthorpe cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-754

**CALTHORPE**, 1921, 2-seater, starting, lighting, licensed, 90 guineas. Tamplin Motors, Malden Rd., Cheam, Sutton 21. 608-0114

**CALTHORPE** 10hp 2-seater all-weather, 5 detachable wheels, electric lighting, tax paid, excellent running order, £37 10s. 85 Penhurst Rd., Thornton Heath. Phone 1572. 608-0160

**CALTHORPE**, 1922, 2-seater, with dicky, dynamo and starter, excellent condition, £140; exchange or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 608-733

**CALTHORPE**, 2-seater and dicky, £75; cash, deferred, exchanges. Railton, Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 608-413

**CALTHORPE**, 1921, 4-seater, lighting, starting, 2 spare wheels, new tyres, many extras, excellent condition, £110, no offers. Paulton's Garage, Wolverhampton. Telephone 1335. zzz-634

**CALTHORPE** 1917 10hp 2-seater and dicky seat, good condition, £70. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 608-656

**CALTHORPE**, late 1923, 2-seater, run under 5,000 miles, appearance and condition new, tax paid, 185 guineas. Hans Crescent Motor Co., 25 Basil St., Knightsbridge. Phone, Ken. 3301. 608-429

**CALTHORPE**, 1921, 2-seater de luxe, exceptional equipment, tax paid, £130. Strelton and Smith, 12 Woodstock St., Oxford St., London. 608-381

**CALTHORPE** 10hp 2-seater, 1921 model, self-starter, tyres like new, taxed, excellent condition, £105; exchanges, instalments. Ashby, 162 Grosvenor Rd., S.W. Phone, Victoria 3433. 608-392

**CARDEN**, 1921, splendid 2-seater, 7hp, starter, hood, screen, lamps, runs fine, only 29 guineas, exchange motorcycle, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 608-682

**CARDEN** official repair depot.

All spare for Carden cars stocked; complete overhauls undertaken. Send for list of improvements.

Arnott and Harrison, Ltd., manufacturers of New Carden light cars, 22 Hythe Rd., Willesden, N.W. 10. Phone, Willesden 2297. zzz-237

**CARDENS**. Cardens. Cardens. Again we repeat that we handle more second-hand Cardens than any other firm in the trade. A dozen to select from at prices from £25 to £35. Think it over—a nice little 2-seater, side-by-side seating, 7hp twin engine, 2 speeds, complete with lighting, hood, screen, horn, etc., etc., cost little to run, and can be had on deferred terms. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 608-385

**CHARRON**, 1915, 9hp, 4-cylinder sturdy 2-seater, new hood, 5 interchangeable wheels, all tools, lamps, etc., carefully used, guaranteed reliable, owner bought larger car, £75 offers. Elizabeth Lodge, Popham Rd., Woodford, E.18. 608-1306

**CHARRON LAYCOCK**, 1922, 10.5hp, 2-seater, dicky, dynamo lighting, starter, clock, speedometer, 2 electric horns, other extras, taxed till December, painted light blue, aluminium bonnet, exceptionally smart, £165 cash; exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Phone, Museum 5391. 608-366

**CHATER-LEA**, 1914, 8hp 2-seater, in very nice order, £50. Newnham Motor Co., 245 Hammersmith Rd., W.6. 608-360

**CITROENS**. Try Henly's. You cannot beat their terms. 91 and 155 St. Portland St., W. Mayfair 4201. zzz-298

MAP OF ENGLAND AND WALES. Cloth—4s. net, 4s. 2d. post free. Paper—2s. net, 2s. 2d. post free.

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**CITROEN**, 1923, 11.4, Alford English de luxe 4-5-seater body, blue, first-class condition, insured to March, 1925, price £220. Spencer, 58 Osborne Rd., Levenshulme. 608-90

**CITROEN**, Autocars, Ltd., authorized agents. Exchanges and deferred terms. 15 Woodstock St., London, W. Mayfair 2631. Service Station, Christchurch St., Chelsea. zzz-582

**CITROEN**, 1922, 4-seater, new tyres, newly decorated, sound. £110. Owner, 64 Eagle Rd., Wembley. 608-m707

**CITROEN**, 1922, 11hp 4-seater, in sound condition throughout, tax and insurance, new tyres, fully equipped. £150. Sydenham 2432. Muller, Manor Park Hotel, Woodvale, Honor Oak, S.E.23. 608-688

**CITROEN**, 1923, 11.4, de luxe 4-seater, lighting, starting, speedometer, all-weather equipment, year's licence, new condition, 165 gns. Below

**CITROEN**, 1923, 7.5, lighting, starting, all-weather equipment, speedometer, standard order, 115 gns.; exchanges or deferred. Edwards, 175 Gt. Portland St. 608-405

**CITROEN**, W. H. Jones and Co. The Citroen car specialists and authorized agents offer:

£155. 11.4hp Citroen, 1922, 4-seater French de luxe body, speedometer, clock, perfect.

£175. 11.4hp Citroen, 1923, 4-seater French de luxe body, tax paid.

£235. 11.4hp Citroen, 1923, English 4-seater body, tax paid, mileage under 3,000.

£265. 11.4hp Citroen, 1923 English coupe, 2-seater and dickey, tax paid, painted blue, perfect.

Exchanges and special deferred terms arranged. W. H. Jones and Co., 101 Gt. Portland St., W. 1. 7197 Mayfair. 608-450

**CITROEN**, 1922, tax paid for the year, self-starter, electric lighting, excellent condition throughout, £97 10s.; exchanges, extended payments. Meers and Bishop, 225a Hammersmith Rd., W.6. Hammer-smith 2250. 608-425

**CITROEN**, 4-seater, 1921, lighting and starter, speedometer, side curtains, etc., excellent mechanical condition and appearance, price £93, exchanges and terms arranged. Kirk and Co., 22 Praed St., Paddington, W. 2. 608-309

**CITROEN** 1922 7.5hp 2-seater, starting and lighting, splendid condition throughout, £105. Eves, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C. 3. 608-671

**CITROEN**, £105. 7hp, August 1923, small mileage, perfect condition, complete equipment, tyres as new. Write, Citroen, 45 Victoria Rd., Kensington, W. 8, for trial run. 608-179

**CITROEN**, Smith and Hunter have several shop-soiled and second-hand Citroen cars in stock, prices from £125. 90 Gt. Portland St., Phone, Museum 8136. 608-455

**CITROEN**, 1920-21, 10.5, 4-seater, lighting and starting, tax December, good tyres, £95. 40 Linhope St., Dorset Sq., N.W. 1. Padd, 2854. 608-b288

**CLULEY**, 1921, 2-seater, excellent condition, £125; exchange or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 608-736

**CLYNO**, Autocars, Ltd., authorized agents. Full particulars on request. Exchanges and deferred terms. 15 Woodstock St., London, W. Mayfair 2631. Service Station, Christchurch St., Chelsea. zzz-583

**CLYNO**, 1924 10.8hp de luxe 4-seater, used only for a few demonstration runs, guaranteed as new, £192. Simister, Jordangate, Macclesfield. 609-311

**CLYNO**, late 1923, 10.8, occasional 4-seater, indistinguishable from new, Bult lighting and starting, all-weather equipment, hood cover, full tool kit, etc., price £128. 161 Bowes Rd., N.11. Phone, 19 Palmers Green. 608-041

**CLYNO**, 11hp, late 1923, occasional 4, all accessories, condition as new, any trial or examination, cost £258, privately owned and driven, guaranteed mileage 2,000, fully taxed and insurance, price £185; would consider exchange for 2-seater of similar makes. Box No. 6297, c/o "The Light Car and Cyclecar." 608-m984

**COVENTRY-PREMIER**, 1921-22, 2-seater, in perfect running order and condition, run 2,558 miles, £75. Stevenson's Garage, Tunbridge Wells. Tel. 425. zzz-161

**COVENTRY-PREMIER**, 3-wheeler, Juno, 1921, in good order, run 4,000 miles only, owner having larger car, dynamo lighting, spare wheel and tyre, 3 nearly new tyres, car recently done up, cost £265, price £75; open to offer. Apply, H. S. Wood, Bult Meadow Garage, Exeter. 608-04

**COVENTRY-PREMIER**, 1922, 4-wheeler, just overhauled, good tyres, speedometer, electric light, spare wheel, £75. 6 Westmoreland Rd., Barnes. Hammersmith 438. 608-177

**COVENTRY-PREMIER**, 1921, 3-wheeler, 2-seater, dickey, dynamo lighting, spare wheel, everything in excellent condition, any trial, £65. Can be seen and tried at Jackson's Garage, Kendal, or Mount Pleasant, Gatebeck, near Kendal. 608-m981

**COVENTRY-PREMIER**, F.O.C.II., Ltd., offer 1922 Coventry-Premier 2-seater, excellent condition, tax paid, bargain. 5 Heath St., Hampstead (near Tube). 608-312

**COVENTRY-PREMIER**, 4-wheeler, water-cooled, 8hp, 3 speeds, reverse, dynamo lighting, spare wheel, large double dickey, £75; exchanges, deferred payments. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 608-587

**COVENTRY-PREMIER**, 4-wheel model, dickey, dynamo lighting, spare wheel, etc., as new, £65. C.S., Clayhall Tavern, Old Ford Rd., Bow. 608-x183

**COVENTRY-PREMIER**, 1922, 4-wheeler, 2-seater and dickey seat, dynamo lighting, new condition, £110. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 608-657

**CRESENT**, smart 2-seater, 10hp, w.-c., running order, drive away, must sell, £20, seen evenings or Saturday. 198 Gipsy Rd., near Crystal Palace. 608-180

**CROUCH**, 1922, 8-18, 2-seater, sunk double dickey, dynamo lighting, fully equipped, splendid condition, 89 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 608-398

**CROUCH**, 10hp, 1923 Economic, 2-seater, dickey, light blue, black wings, dynamo lighting, self-starter, speedometer, dash lamp, all-weather coupe, petrol can and carrier, car in practically new condition, fully equipped, £165. Mebes and Mebes (Established 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 608-643

**DEEMSTER**, 10hp, 2-seater, roomy body and dickey, blue, spare wheel, Bosch magneto, Zenith, lamps, horn, etc., 40 gns., near offer. P. 24 New Cut S.E.1. 608-044

**DEEMSTER**, 1924, 4-seater, all-weather, long wheelbase, lighting and starting, speedometer, revolution counter, clock, special oil gauge, upholstered in leather, sports Anzani engine, excellent condition, £225 or near offer. Avon India Rubber Co., 343 Euston Rd. Telephone, Museum 4420. 608-708

**DEEMSTER**, 1920, 2-seater, dynamo and starter, excellent condition, £85; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 608-730

**DEEMSTER** 10hp 2-seater, dickey, 1923, as new, 250 miles, combination or solo cycle part, balance extended payments. W. T. Edwards, Taunton. 608-632

**DERBY** 9, 1922, 2-seater, roomy luggage boot, Smith's clock, speedometer, C.A.V., 5 lamps, dynamo, perfect order, 55 m.p.h., very smart, £90, or near offer. Booth, 66 South Eaton Pl., S.W. Telephone, Victoria 1138. 608-x181

**D.F.P.**, 1923, 8.5hp, English 4-seater body, real leather upholstery, starter, all-weather equipment, splendid order, 165 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St. 608-399

**DOUGLAS** 1921 2-seater, dickey, dynamo lighting, starter, tax paid, £75 cash, or £25 down, balance monthly. The Garage (established in this street over 14 years), 12 Cornwall Terrace, Mews, N.W. 1, rear Baker St. Tube Station. Phone, Langham 2935. 608-330

**ERIC-CAMPBELL** 2-seater, aluminium body, dynamo lighting, tax paid, just overhauled, £115; after 6, 29 Lordship Park, N.16. Phone, Bishopsgate 1777 or Dalston 3539. 608-e22

**ERIC-CAMPBELL** 1923 10hp 2-seater, dickey, special de luxe all-weather model, 2 spare wheels, Hartfords fitted all round, just been overhauled by manufacturers, very complete, set dashboard instruments, winner of gold medals in J.C.C. and M.C.C. trials, in splendid condition, price £185, inspection and any trial by appointment only. Box No. 6304, c/o "The Light Car and Cyclecar." 608-b303

**ERIC-CAMPBELL**, 1922, 10hp, special small 4-seater, starter and lighting, in new condition, £135; also 1921 2-seater, 100 guineas. Bartlett's, 93 Gt. Portland St. 608-716

**ERIC-LONGDEN**, 1923, 10hp, sports 2-seater, polished aluminium, red chassis, speed 50-60 m.p.h., fully equipped, 5 detachable wire wheels, hood, speedometer, electric lighting, splendid condition. Williams, Five-vents House, Swanley. Phone 23. 608-046

**FIAT**, 1921, 10-15, 2-seater, repainted, in excellent mechanical condition, £225. The Hane Crescent Motor Co., 25 Basil St., Knightsbridge. Phone, Ken. 3301. 608-428

**G.N.**, 1922, 8hp, 2-seater and dickey, special Frazer-Nash o.h.v. engine, dynamo, speedometer, clock, side curtains, shock absorbers, 2 horns, spare wheel, etc., exceptional condition, 95 guineas. Below.

**G.N.**, 1922, 8hp, 2-seater and dickey, dynamo, speedometer, clock, side curtains, spare wheel, etc., excellent order, 75 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St. 608-406

**G.N. specialists**. Repairs; spares of every description in stock; largest service agency in Midlands. The Redditch Garages, Ltd., Redditch. Phone 117. zzz-546

**G.N.** Several good second-hand G.N.s, touring and Vitesse, 1920, 1921, 1922, for sale. We are southern service station for these cars. Expert G.N. mechanics. All spares stocked. The Isigate Garage and Works, Lewes. 608-k745

**G.N.** 1921 Legere, new chummy body, coach painted navy, new side screen and hood, overhauled 2 months ago at cost of £35, smart, speedy, economical car, nearest offer £75. 41 Fairlawn Ave., Chiswick. Phone, Chiswick 2483. 609-m485

**G.N.**, special racing model, winner of 7 silver cups, 34 medals, silver cup best performance any car London-Land's End, 80 m.p.h. guaranteed, 4 speeds forward, numerous spares, £70 just spent in renewals and special parts, cost owner £235, will accept £150 or close offer; any trial; reason for selling, giving up racing on medical advice. Rolfe, 9 Victoria Pl., Eastbourne. 608-m983

**G.N.**, £52, exchanges, deferred payments. 1921 G.N. 2-seater, hood, screen, electric lamps, clock, speedometer, nice condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 608-338

**G.N.** 1921 2-seater, Lucas dynamo lighting, speedometer, coach-painted nice mechanical condition; exchanges and terms arranged, £49. Kirk and Co., 22 Praed St., Paddington, W. 2. 608-310

**G.N.**, 1921, dynamo, spare wheel, speedometer, Dunlop cords, mechanical oiling, new hood, new condition and appearance, 48 guineas; or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 608-138

**G.N.**, 1921, 8hp, dynamo lighting (Lucas), spare wheel, good tyres, speedometer, appearance as new, fully equipped, £48. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. 608-650

**G.N.**, splendid condition, £30. Apply, 367 Halley Rd., Manor Park. E. 12. 608-163

A trial advertisement in this section of "The Light Car and Cyclecar" will prove to you its value as a publicity medium, reaching users of small cars direct.

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

**G.N.**, 1920, £50, licensed and insured, dynamo lighting, variable ignition and jet, less controls, engine overhauled by G.N., good condition, owner going overseas. Flying Officer Stevens, R.A.F., Kenley, Surrey. 608-6192

**G.N.**, late 1922, all in good condition, sell cheap. Spurling, 8 Courtlopo Rd., Gospel Oak, Hampstead, N.W.3. 608-6198

**G.N.**, 1915, electric light, 5 wheels, hood, etc., just been overhauled, £355. 40 St. Bartholomew's Rd., East Ham. 608-6208

**G.N.** Black and Finch, 222 Gt. Portland St., W.1, sole concessionaires, have 1920 G.N., touring, £50; 1921, touring, £60; 1922, touring, £75; 1922 Vitesse, all-aluminium boat-shaped body, revolution counter, speedometer, magnificently equipped, guaranteed 75 m.p.h., £175. Phone, Museum 2271. 608-704

**G.N.**, 1921, dynamo lighting, especially tuned for speed, any trial, £42. 31a Hydehorpe Rd., Balham. 608-451

**G.N.**, 1921, popular model, tax paid for year, fully equipped £48. Andrews Motor Mart, 151 White Hart Lane, Barnes. 608-388

**G.N.**, dynamo lighting, taxed, speedometer, dome wings, special bonnet and silencers, Smith's carburettor, £52 10s. 40 Linhope St., Dorset Sq., N.W.1. Padd. 2854. 608-2889

**GRAHAM-WHITE** cyclecar, fitted Scott Sociable engine, perfect order, trial, £30. Kidd, 33 Boston St., N.W.1. 610-685

**GRAHAM-WHITE**, 1922, special built body with dickey, dome wings, step board, glass windscreen, hood, aluminium wheel discs, electric lighting, chains invisible, excellent condition throughout, bargain, £38. Saxer, 231 Fordwych Rd., Cricklewood, N.W.2. 608-h307

**G.W.K.**, just overhauled and repainted, detachable wheels, excellent condition. 58 Bedford Hill, Balham, S.W.12. 608-m437

**G.W.K.** 2-seater, repainted, good running order, £30 or near offer. Hodgson, Schools, Busbridge, Godalming. 609-m334

**G.W.K.**, 1920, 4-seater, C.A.V. lighting, perfect condition, any trial, £80, taxed year. E. H. Tapp, 167 Southgate Rd., Islington, N.1. 608-6155

**G.W.K.** 1922 2-seater, works overhaul, repainted, £95; also 1922 4-seater, nice condition throughout, £100. North Essex Motor Co., Saffron Walden. Phone 16. 608-666

**G.W.K.**, 2-cylinder, 2-seater, dickey, 5 detachable wheels, electric lighting, special body, late type, just had £15 overhaul, £38. 21 Kempe Rd., Kilburn, N.W. 608-6170

**GWYNNE** 8, 1923, chummy model, speedometer, rear apron, fully licensed, and many extras, £140. Chinery, Gwynne Specialist, 1 Hammersmith Rd., Kensington. Phone, Western 4140 and 3568. zzz-99

**GWYNNE**, Autocars, Ltd., district distributors. New models in stock. Part exchanges and deferred terms. 15 Woodstock St., London, W. Marfair 2631. Service Station, Christchurch St., Chelsea. zzz-581

**GWYNNE** 8, 1923, 3-seater, self-starter, clock, speedometer, fast and as new, guaranteed perfect, 150 guineas; or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 608-6139

**GWYNNE** 8, 3-seater, dynamo, starter, side curtains, £155. Alderton, Reigate, Surrey. Phone 154. 608-742

**GWYNNE** 8, the super light car of unequalled performance. Alderton, Reigate, Surrey. Phone 154. 608-743

**GWYNNE** 8, 1924, 4-seater, all-weather, speedometer, starter, new car, £195; also chummy model, tax paid, as new, £150, and 2-seater, tax paid, very fast, £135. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus. Regent 986. 608-441

**HAMPTON**, 1920, 4-seater, dynamo and starter, Mulliner body, price £85; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 608-741

**HANDS**, 1922, 10hp, 2-seater, double dickey, dynamo lighting, self-starter and side curtains, clock, aluminium plates, spare wheel and tyre, car finished crimson, excellent condition throughout, including all tyres, bargain, £115. Wilkins, Simpson, opposite Olympia, London. Phone Hammersmith 238. 608-m992

**HANDS**, 1922, 10hp, 2-seater and dickey, starting and lighting, perfect condition, bargain, 105 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Hammersmith 2250. 608-422

**HILLMAN** cars. Official repairers, London district, J. C. Brodie, Ltd., 94a Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 650-4292

**HILLMAN**, 1922, sports model, polished aluminium body, dynamo lighting, 2 spare wheels, clock, speedometer, many other extras, very nice order throughout, only wants seeing, £175 cash; exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Phone, Museum 5391. 608-364

**HORSTMAN**, 1924, 12-30hp Anzani engine, 4-seater, touring model, upholstered in real leather, spare wheel, tools, 5 lamps, speedometer, clock, electric horn, dash lamp, luggage grid; this car has not done 5,000 miles, and is in excellent condition throughout, price £260, a bargain. Box No. 6167, c/o "The Light Car and Cyclecar." zzz-958

**HORSTMAN**, 1921, 4-seater, dynamo and starter, fully licensed, £75; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 608-740

**HORSTMAN** 1921 10.5hp 4-seater, rear screen, starter, tax paid, 1924 transmission, excellent order, £140. Bartlett's, 93 Gt. Portland St. 608-717

**HUMBERETTE**, £35 or nearest, air-cooled, electric light, perfect order, bargain. 10 Bright St., Darlington. 609-m440

**HUMBERETTE**, 2-seater, well kept, speedometer, clock, etc., tax paid, £60. 75 Babington Rd., Streatham. 608-m982

**HUMBERETTE**, 8hp, 1914, w.-c., 2-3-seater, fully equipped and in perfect order, £30. 4 Voltaire Rd., Clapham, London, S.W.4. 608-436

**JOWETT**, Potential purchasers of this make of car, either new or second-hand, are invited to send their requirements to the Garage, 12 Cornwall Terrace Mews, N.W.1 (rear Baker St. Tube Station). Second-hand cars wanted urgently. Only those in really excellent order. Cash. 609-4

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

**JOWETT**, 1923, 2-seater, double dickey, tax paid, speedometer, all-weather equipment, all tools, etc., 120 guineas. 161 Bowes Rd., N.11. Phone, 19 Palmers Green. 608-639

**JOWETT**, 7hp, 2-seater, perfect running order, recently overhauled, taxed and insured, £50, or near; evenings or Saturday. 198 Gipsy Rd., West Norwood. 608-6181

**JOWETT**, 1922, 2-seater, dickey, 2 spare wheels, speedometer, insured, any trial, £115. Robinson, Hebron Rd., Middlesbrough. 608-6188

**JOWETT**, F.O.C.H., Ltd., the Jowett specialists, offer 1924 Jowett 4-seater, tax paid to end of year, back windscreen, £160. 5 Heath St., Hampstead (near Tube). 608-315

**JOWETT**, 1923, 2-seater, dickey, hotted up, with Specialoid pistons, etc., perfect order, price £125. 28 St. James St., Brighton. 608-369

**JOWETT** 1923 7hp 2-seater, dickey, dynamo lighting, fully equipped, new condition, 130 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 608-400

**JOWETT**, 1923, 4-seater, 2,300 miles, as good as new, taxed December, £165. 30 Harold Rd., Norwood, S.E.19. 608-h325

**LAGONDA**, 12hp, coupe, No. 4007, new June, 1922, mileage 6,278, in new repair and condition, 4 new Michelin tyres, £150, or near offer. Stevenson's Garage, Tunbridge Wells. Tel. 425. zzz-162

**LAGONDA**, 4-seater, taxed and full equipment, splendid condition, £95. Dickens, Elysium Pl., Fulham, S.W.6. Phone, Putney 531. 608-126

**LAGONDA**, Potential purchasers of this make of car, either new or second-hand, are invited to send their requirements to the Garage, 12 Cornwall Terrace Mews, N.W.1 (rear Baker St. Tube Station). Second-hand cars wanted urgently. Only those in really excellent order. Cash. 609-5

**LAGONDA**, 1920, 11hp, small 4-seater, dynamo lighting, electric and bulb heaters, all-weather fittings, excellent condition, £70; exchanges, deferred. 63 Solon Rd., Brixton. 608-6156

**LAGONDA** coupe M model, 1924, painted blue, with black upholstery, condition as new, price £250. Lagonda, Ltd., 195 Hammersmith Rd., W.6. 608-295

**LAGONDA**, 1923, 2-seater, all-weather model, painted blue with black cloth hood, licensed for 1924, price £200. Lagonda, Ltd., 195 Hammersmith Rd., W.6. 608-294

**LAGONDA**, 12hp, 1924, 4-seater, grey, black wings, dynamo lighting, self-starter, speedometer, clock, windscreen wiper, electric and ordinary horns, spare petrol can and carrier, pneumatic upholstery, taxed, excellent condition throughout, fully equipped, small mileage, £275. Mebes and Mebes (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W.1. Phone, Langham 2250. 608-646

**LAGONDA**, 1921, 2-seated coupe, dynamo and starter, £110; exchange or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 608-731

**LAGONDA**, 11.9hp, 1915, 4-seater, excellent condition, any trial, front and side screens, speedometer, mirror, 5 detachable wheels, 6 lamps, hood, bargain, 65 guineas; exchange considered. Write, B. 54 Albany Rd., New Malden. 608-6249

**LAGONDA** coupe, 1921, repainted, splendid order, tax paid, £120. Stretton and Smith, 12 Woodstock St., Oxford St., London. 608-385

**LAGONDA** coupe, 2-seater, dynamo lighting, 1915, very good condition, bargain £50; also Zenith carburettor, what offers! M., 20 Grove Villas, N.13. 609-6214

**L.S.D.**, 3-wheeler, 1922, 3 speeds, reverse, J.A.P. engine, good condition, mileage 4,000, tax paid, £70. Sprent, 31 Sarum Hill, Hasting-stoke. 608-6194

**MALBOROUGH**, 9hp, 4-cylinder, sports 2-seater, painted aluminium, electric light, trial given. Cheamside, Worcester Rd., Sutton. Tel. 1377. 608-651

**MARSEAL**, 1923, 9.8hp, 2-seater aluminium body, dynamo, taxed, nicely kept, £115. 29 Fairholt Rd., Stoke Newington. 608-h305

**MARSEAL**, 1924, 4-seater, moderate mileage, dynamo lighting and starter, all-weather equipment, £155. Maude's, 100 Gt. Portland St., London. 608-344

**MATHIS**, 1922, 8hp, 2-seater, tax paid, dynamo lighting, equipment, etc., £95 or best offer. Boston, Piddington, Oxfordshire. Oxford or London by appointment. 609-6217

**MATHIS**, 1923-1924, very special 8hp 2-seater sports, fitted with every conceivable accessory and to all intents and purposes new, £245; or would exchange for good second-hand A.O. Singer, Standard or similar car. Cash either way. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 608-361

**MATHIS**, 1922, 8hp, 2-seater, 4-speed, starter, dynamo lighting, year's licence, splendid order, 95 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St. 608-401

**MIDLAND**, 1922-23, 2-seater and dickey, very nice order, hardly used, sacrifice, 59 guineas. 31a Hydehorpe Rd., Balham. 608-449

**MORGAN** specialists. James and Co. (Sheffield) Ltd., 265 Ecclesall Rd., Sheffield. Telephone, Central 2460. Good stock of spares carried. If in difficulty wire us. New and second-hand machines nearly always in stock. zzz-337

**MORGAN** Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homas's, 243 Lower Clapton Rd., E.5. Dalston 2408. zzz-84

**MORGANS**, new and second-hand, from £35; exchange, deferred. Cleveland Garage, Ackworth, Yorks. 608-b128

**MORGAN**, J.A.P., a.-c., 1915, dynamo, hood, screen, speedometer, etc., new chains, bearings and back tyre, thoroughly overhauled, repainted, excellent condition £45. 83 Sisters Avenue, Clapham Common, S.W.11. 608-632

**MORGAN**, de luxe, 1923, 10hp water-cooled M.A.G. Lucas dynamo lighting, taxed, carefully used, 100 guineas. 44 Harberton Rd., Upper Holloway, N.19. 608-6200

**MORGAN**, £72; exchanges, deferred payments. 1921 Morgan de luxe 2-seater, with door, M.A.G. water-cooled, hood, screen, lamps, fast; also Grand Prix Morgan, a.h.v. J.A.P., w.-c., taxed, splendid condition, £60. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 608-332

"THE MOTOR MANUAL." The most comprehensive handbook on motoring obtainable.  
2s. 6d. net. 2s. 9d. post free.

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**MORGAN**, 1921, Grand Prix, 10hp water-cooled M.A.G. engine, all on one of the smallest on the road, any trial, £87. Yates, 30 Harvey Rd., Leytonstone, Essex. 608-0154

**MORGAN**, 1922, de luxe 10hp, water-cooled M.A.G., new chains, side screens, discs, clock, speedometer, overhauled, good condition, £80. T. Grant, Hurst, Berks. 608-0211

**MORGAN**, Grand Prix Special super-sports, actual 1923 Show model, all nickel-plated body (of thick sheet brass), Anzani water-cooled, dynamo lighting, disc wheels, clock, speedometer, long snake horn, etc., in superb condition as new, finest Morgan made, £135, near Stone, 280 Gloucester Rd., Holfield, Bristol. 608-0210

**MORGANS**. Homac's have the following Morgans for disposal, all thoroughly overhauled and guaranteed:—  
1924 de luxe model, air-cooled J.A.P., dynamo, brand new, purple, from stock, £130.

1923 Family air-cooled Anzani, Lucas self-starter and dynamo lighting, finished dovetail, as new, tax paid, £150.

1923 Grand Prix Anzani, Lucas dynamo lighting, speedometer, disc wheels, finished red, tax paid for year, £120.

1922 Grand Prix, M.A.G., dynamo lighting, speedometer, grey, £95.

1922 Grand Prix, M.A.G., dynamo lighting, discs, purple, £95.

1920 Grand Prix, J.A.P., finished red, dickey seat for child, in very nice order, tax paid for year, £75.

Any of the above machines can be supplied on deferred terms. Your present machine accepted in part payment. Homac's, Morgan Service Depot, 243 Lower Clapton Rd., N.E. Phone, Dalston 2408. 600-7115

**MORGAN** de luxe, M.A.G., dark blue, perfect condition throughout, discs, Jellie valve, Dover wheel, tyres good, £65. 15 Sturdee Avenue, Gillingham, Kent. 608-2887

**MORGAN**, G.P., 1923, w.c. 8hp Anzani, exceptional condition, red, mileage 2,000, nickel fittings, dynamo lighting, now oversize Dunlop rear cover, Bonniksen, tax paid, £105. Bradfield, Keston, Woodcote Avenue, Wallington, Surrey. Wallington 1351. 608-0120

**MORGAN**, 1923, Grand Prix, fully equipped, mileage 3,000, £100, tax paid. Reading Garage Co., Ltd., Cork St., Reading. 608-1168

**MORGAN**, 1923, de luxe, w.c. Anzani engine, dynamo, taxed, £105. Parker's, Ltd., Bradshawgate, Bolton; 246-52 Deansgate, Manchester. 608-656

**MORGAN**, 1916, Grand Prix, J.A.P. lighting set, good condition, £58 10s. Edeco, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C. 3. Phone, Avenue 3548. 608-672

**MORGAN**, 1921, de luxe, 10hp M.A.G., water-cooled, dynamo lighting, electric horn, speedometer, aluminium number plates, hood, screen, splendid condition, £90. 64 Ingatstone Rd., Woodford Green, E. 18. 608-0168

**MORGAN**, 1923, de luxe, 10hp w.c. M.A.G., dynamo lighting, speedometer, dash lights, etc., etc., £105. 136 Wanstead Park Avenue, E. 12. 608-0166

**MORGAN**, de luxe, 1922, 8hp a.c. J.A.P. electric and acetylene, excellent condition, £70. Eagle, Woodview, Riverside, Staines. 608-0164

**MORGAN**, sports, 8hp, a.c., aluminium, red, discs, hood, electric overhauled, cost £20, sacrifice £45. 16 Apsley Rd., Portsmouth. 608-0159

**MORGAN**, 1918, G.P., electric lighting, discs, aluminium pistons, hood, screen, repainted, taxed, sound condition, £58. Allbar Garage, Thornsett Rd., Earlsfield, S.W. Phone, Latchmore 4388. 608-375

**MORGAN**, 1916, air-cooled J.A.P., dynamo lighting, taxed, recently repainted and overhauled, running perfectly, £60. Several other tricar, including T.H. L.S.D., Coventry-Premier, all taxed, ready drive away. Bunting's Motor Exchange, Wealdstone, Middlesex. 608-693

**MORGAN**, 1919, air-cooled J.A.P., excellent running order, many new parts, fully equipped, any trial, £45. McIntosh, 99 Maison Dieu Rd., Dover. 608-0200

**MORGAN**, 1923, G.P. Anzani w.c., dynamo, clock, speedometer, shock absorbers, excellent condition, good tyres, £98. Selfe, 5 Marlborough Rd., Watford. 608-3325

**MORGAN**, 1923, de luxe, water-cooled Anzani, electric light, horn, etc., specially designed and lengthened stream-lined body, undoubtedly smartest Morgan built, very fast, absolutely perfect, £120. Bullock, 65 Drayton Gardens, S.W.10. 608-5119

**MORRIS-OXFORD**, 1914, 2-seater and dickey, £65, cash, deferred, exchanges. Railton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 608-414

**NEW CARDEN**, 1923, 2-seater, scarcely been used, £50.

**NEW CARDEN**, 1923, 4-seater, in splendid condition, £55; easy terms arranged. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 608-386

**NEW HUDSON**, November 1922, 10hp w.c. M.A.G. engine, dynamo lighting, blue, in excellent order, £85. Orchard, 112 High St., Aylesbury. 608-0122

**PEUGEOT** 1916 2-seater, 8hp, excellent condition, £65. Hill, 90 Madeley Rd., Ealing. 609-0118

**PHENIX**, 1920, 2-seater and dickey, starting and lighting, new tyres all round, beautiful condition throughout, £90; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Hammersmith 2230. 608-424

**RENAULT** 8hp 2-door English coupe (registered March, 1924), 2 months old, painted blue, blue leather upholstery, leather head, dickey, starter, balloon tyres, electric rear warning sign, clock, speedometer, year's licence, new condition throughout, 250 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St. 608-402

**RHODE**, 9.5hp, 1923, all-weather saloon, dynamo lighting, self-starter, speedometer, clock, dashlamp, 5 lamps, petrol can and carrier, luggage carrier, Michelin balloon tyres, tax paid for year, fully equipped, excellent condition throughout, £175. Mebes and Mebes (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W.1. Phone, Langham 2230. 608-643

**RHODE**, 9.5, September, 1922, dynamo, speedometer, Rappa gaiters, Dixon adjustable jet, Lennox extra air and other extras, mileage 5,700 ready for 1,000-mile tour, £135. Hodd, 90 Moorgate, E.C. 2. 609-m380

**RICHARDSON** light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. 222-275

**RICHARDSON**, 1921, 2-seater, with dickey, 8hp, 4 speeds, reverse, electric lighting, £40. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 608-389

**RICHARDSON**, 1921, 2-seater and dickey, £45, cash, deferred, exchanges. Railton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 608-415

**RILEYS**. Guaranteed by the Riley specialists. Exchanges. Lewes Motor Works, Sussex. 615-1942

**RILEY**, 1923, sports, 2-seater, exceptionally fine condition, small mileage, many extras, year's tax, £355; also 1923 4-seater, all-weather, many extras, mileage 2,000, £275. Pickworth 2 and Hull, authorized Riley agents, 107 Gt. Portland St., W.1. Langham 1998. 608-348

**ROVER**, 1922, splendid condition, 2 spare tyres, side curtains, mirror, speedometer, petrol carrier, mat, 85 guineas. Owner, 4 Gaywood Rd., Walthamstow. 608-k842

**ROVER**, 1923, 8hp, coupe, dynamo, self-starter, clock, speedometer, real leather upholstery, exceptional condition throughout, 130 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St. 608-407

**ROVER** 8, 2-seater, with dickey, late 1923, starter, speedometer, shock absorbers, Solex carburettor, electric horn, mat, etc., only 4,000 miles, carefully used, absolutely perfect condition, fully taxed and insured. £125. Owner, 3 Surbiton Hill Park, Surbiton. 608-043

**ROVER**, 1921, 8hp, 2-seater, dynamo lighting, excellent condition, £70. Exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 608-737

**ROVER** 8, 1922, late, de luxe model, splendid condition, taxed December, £90. James, over Alexanders, 482 Harrow Rd., Paddington. 608-691

**ROVER** 8, 1924, 4-seater, starter, year's tax, very little used, £145. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 608-347

**ROVER** 8, 1923 (late), chummy, self-starter, speedometer, absolutely as new, £115. Clark, 7 Exhibition Rd., S.W. 7. 608-706

**ROVER**, 1922, 8hp, 2-seater, dynamo, overhauled, £82. Barlett's, 93 Gt. Portland St. 608-721

**ROVER**, 1922, 8hp, excellent condition, £80, tax paid. 29 Alma Rd., Canonbury, N. 608-0252

**ROVER**, 1922, 2-seater, tax paid, new tyres, guaranteed condition, 75 guineas. 31a Hydehorpe Rd., Balham. 608-452

**ROVER** 8, 1923, 2-seater, very small mileage, good tyres, good mechanically and in appearance, taxed December, £88. 30 Harold Rd., Norwood, S.E. 15. 608-b324

**ROVER** 1921 8hp 2-seater, dickey, speedometer, taxed for year, nice appearance and condition, £65. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. 13 (adjoining Hammersmith Bridge). 608-678

**ROVER**, £68; exchanges, deferred payments, 1921 Rover 8hp 2-seater, dynamo, hood, screen, 5 detachables, nice condition. Seabridge, 35 Mansier Rd., East Dulwich. Sydenham 2452. 608-539

**ROVER**, 1924, 8hp, 2-seater, dickey, finished blue, many extras, taxed for year, £135. Boon and Porter, Ltd., Rover Agents, 159-161 Castelnau, Barnes, S.W. 608-676

**ROVER**, 1922, dynamo lighting, spare wheel, Michelin cables throughout, hood, screen, speedometer, electric and bulb horns, etc., and year's tax paid, £78, no offers. Delancey St. Garage, Camden Town, N.W. 1. 608-0174

**ROVER** 8, late 1922, 2-seater, dynamo lighting and starter, 2 spare wheels, speedometer, mirror, side curtains, etc., taxed for year, exceptionally nice condition throughout, £95. 31 High St., Harrow. 608-0185

**ROVER** 8, late 1923, double dickey, dynamo lighting, practically new, under 2,000, buying larger car, bargain, £110. Woodcote House, Norlington Rd., Leyton. 608-0183

**ROVER** 8, 1923 (late), taxed December, insured April, 1925, extraordinary bargain, £110; after 6 p.m. 147 Elborough St., Southfields, S.W.18. 608-0213

**ROVER** 8, late 1921, dickey seat, taxed year, insured, speedometer, clock, dynamo lighting, fixed side screens, extra-air gadget, inspection lamp, etc., £92 10s. Horne, 54 Grosvenor Rd., Ilford, Essex. 608-0178

**ROVER** 8, with dickey seat, 1921, dynamo lighting, spare wheel, taxed, insured, speedometer, side windows, etc., £70. 9 Gantsbill Crescent, Ilford. 608-0162

**ROVER**, 8hp 1921, lighting set, speedometer, painted grey, excellent condition, £75. South Eastern Motors, 81 Page St., Westminster. Victoria 9717. 608-0172

**ROVER**, delivered new September, 1923, 8hp, de luxe coupe, self-starter, dickey seat, done 2,000 miles only, bargain, £140, exchanges or easy terms arranged. Cummings, 101 Fulham Rd., London, S.W. 3. 608-670

**ROVER**, 1922 model, 8hp 2-seater all-weather equipment, tax paid, bargain, £80; exchanges or easy terms arranged. Cummings, 101 Fulham Rd., London, S.W. 3. 608-669

**ROVER** 8. The Hampton Engineering Co offer another special bargain this week. We have just taken in part exchange for a larger car a beautiful 1924 4-seater fitted with self-starter, speedometer, clock, taxed and insured for the year, all-weather equipment, condition indistinguishable from new, £137. Call, phone or write, St. John's Rd., Hampton Wick, Middlesex. Phone, Kingston 202. 608-0116

**"THE MOTOR."** The National Motor Journal. Presents everything of practical value or interest to the motorist. Its contributors include the best authorities on motoring subjects and the finest illustrators. Many remarkable bargains in larger cars are to be found in the sale section of "The Motor." Published every Tuesday. Price 4d. Write for a specimen copy to Temple Press Ltd., 7-15, Rosebery Avenue, E.C. 1.

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

**ROVER**, 8hp, 1924, 4-seater de luxe, self-starter, taxed and insured, absolutely new, £150. 112 Stroud Green Rd., Finsbury Park, N. 4. 608-0111

**ROVER** 1924 8hp 4-seater, small mileage, £135. Vivian Hardie and Lane, Ltd., 24 Woodstock St., New Bond St., W. 1. 608-297

**ROVER** 8, Chummy, June 1923, 5,000 miles, speedometer, extra air, new condition, £120, offers. 33 Spencer Ave., Scunthorpe. 608-0173

**ROVER**, 1922, 8hp, dynamo lighting, glass side screens, speedometer, electric horn, tyres excellent, mechanically sound, £85. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. 608-648

**ROVER**, 8hp, chummy model, 1923 model, £105. Apply, The Telephone Motor Works, Ltd., 155 Alsop Place, Upper Baker St., N.W. Phone, 1307 Langham. 608-712

**ROVER** de luxe, 1922, 8hp, leather upholstery, clock, speedometer, almost new tyres, taxed 1923, £88. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. 608-649

**ROVER** 1923 8hp 2-seater, dynamo, speedometer, side curtains, excellent condition, bargain, £80. Martin, 10 Herbrand St., Russell Sq., W.C. Museum 6534. 608-685

**ROVER**, 8hp, 1922, 2-seater, dynamo, speedometer, side curtains, beautiful condition, accept £80. Caboon, Westgate House, Bedford Place, W.C. 1. 608-686

**ROVER** 8, late 1921, blue, aluminium bonnet, dickey, new hood, good tyres, dynamo, speedometer, atomizer, £80 or exchange Calthorpe, Swilt. Dr. Jones, Middlesex Hospital. 608-0191

**SALMONSON**. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmonson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W. 1. Phone, Mayfair 2966. zzz-283

**SALMONSON**. Mann and Handover, Ltd., authorized agents for Salmonson cars, always have a selection of good second-hand models; deferred terms or part exchange. 116 Gt. Portland St. Museum 2878. zzz-745

**SALMONSON**, 1922 (August), de luxe, dickey seat, dynamo lighting, taxed and insured, any trial given, £90 or near offer, Mercer, Central Garage, 256 High St., Lewisham, S.E. Phone, Lee Green 2316. 608-0165

**SALMONSON**, late 1922, 2-seater, aluminium, with black wings, long bonnet, dynamo lighting, good condition, £95. Lilley, Ashburnham, Northwood, Middlesex. Phone, 36 Northwood. 608-0193

**SALMONSON**, late 1922, de luxe, all-weather, dickey, dynamo, speedometer, oversize tyres, taxed, perfect condition, £100. K.J. Motors, Bromley. 610-471

**SINGER**, 2-seater, 10hp, 1914, complete and in good running order, £40. Ligham Motor Co., 157 High St., Egham. 608-m688

**SINGER**, 1914, 10hp, 2-seater, dynamo lighting, electric horn, bulb horn, mirror, 5 detachable wheels, good running order and condition, tax paid, £42 10s. 85 Penrhyn Rd., Thornton Heath. Phone 1572. 608-0161

**SINGER**, 10hp 2-seater saloon with dickey, upholstered Bedford cord, electric lighting, spare wheel, accessories, excellent condition, £50; exchanges, deferred. 63 Solon Rd. Brixton. 608-0157

**SINGER** 1920 10hp 2-seater, double dickey, lighting and starting, excellent condition, £70; exchanges, deferred. 63 Solon Rd., Brixton. 608-0158

**SINGER**, 1922, 2-seater de luxe, tax paid, £120. Stretton and Smith, 12 Woodstock St., Oxford St., London. 608-380

**SINGER**, 1924, 10hp, 4-seater de luxe, absolutely as new, £225; another, £180; 1923 4-seater de luxe, taxed for year, £170. Nownham Motor Co., 245 Hammersmith Rd., W.6. 608-363

**SINGER**, 1914, 10hp, 2-seater, dynamo, 5 wheels, any trial, £55. 68 Rattray Rd., Brixton, S.W. 608-0218

**SINGER** 1924 de luxe 4-seater, mileage very low, £185. Grimes, 24 Bruton Pl., W. 1. Mayfair 4792. 608-319

**SINGER**, £85; exchanges, deferred payments, very nice 1919-20 Singer coupe, dickey, lighting, starter, Bedford cord, 5 detachables, smart, fast. Seabridge, 35 Hansard Rd., East Dulwich. Sydenham 2444. 608-334

**SINGER** 1914 10hp 2-seater, dickey, dynamo, 5 detachable wheels and excellent tyres, recently overhauled throughout, taxed, £40. K.J. Motors, Bromley. 610-372

**SINGER**, 10hp, standard model, spare wheel, aluminium bonnet, dickey, £40. Maudes, 100 Gt. Portland St., London. 608-343

**SINGER** 1921 10hp 2-seater, dickey, excellent order, £85. Bartlett's, 93 Gt. Portland St. 608-719

**SINGER** 1916 2-seater, dynamo lighting, detachable wheels, exceedingly good condition and smart appearance, nickel finish, £50, bargain. The Gabbes, Sylvan Hill, Crystal Palace. 608-x177

**SINGER**, 10hp, coupe body, smart little car, excellent running order, detachable wheels and spare, tyres new, fully insured, tax paid, privately owned, £52. May, 117 Norwood Rd., S.E. 608-h304

**SINGER** and other small cars. See our display advertisement, page 24. Note our new address: Benmotors, 30-32 High St., Wandsworth. Battersea 1509. 608-426

**SINGER**, 1921 coupe, self-starter, 5 lamps, owned by a lady, as new, 78 guineas. 31 Hydehorpe Rd., Balham. 608-450

**STANDARDS**. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-300

**STANDARD**. Moores Presto, Croydon agents Standard cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-756

**STANDARD** 9.5 1914 2-seater, completely equipped, in first-class running order, low price accepted. K. Lankester, 39 Eden St., Kingston. Phone 85. zzz-100

**STANDARD**, 1923, 9.5, 2-seater, with double dickey, lighting, starting, clock, speedometer, and licensed, very nice condition, £155. Chinery, 1 Hammersmith Rd., Kensington. Phone, Western 4140 and 3568. zzz-200

**STANDARD** 1924 11.6hp 4-seater, dynamo and starter, fully licensed, excellent condition, £200. Exchange or hire-purchase. The Light Car Co., 331 410-414 Euston Rd., London. 608-734

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

**STANDARD**, £130; exchanges, deferred payments, 1920, long wheel-base, 2-seater, dickey, 9.5hp, all-weather hood, lighting, starter, 5 detachables, taxed, wonderful little engine, Eastbourne and back on top year, smart. Seabridge, 35 Hansard Rd., East Dulwich. Sydenham 2452. 608-336

**STANDARD**, 1924, 11.4, 4-seater, bought end of May, as new, mileage 1,340, £50 under cost, owner buying 2-seater. Write, Percy Newbery, 27 Charterhouse Sq., London. 608-0182

**STANDARD** 1924 11.4hp 4-seater, very small mileage, year's tax, £200. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 308-349

**STANDARD**, 9.5, 1920, 2-seater, dickey, fully equipped, just thoroughly overhauled, reliable and fast. Kumara, Hillside Avenue, Purley, Surrey. 608-0250

**STANDARD**, 1924, 11.4, 4-seater, very small mileage, practically new, tax paid, £210. Below.

**STANDARD**, 1923, 11.4, all-weather 2-seater starter, as new, £185. Lionel H. Pugh, 9 South Molton St., W. 1. Mayfair 4433. 608-447

**STANDARD** 1924 11.4hp 4-seater, tax paid, £195. Bartlett's, 93 Gt. Portland St. 608-718

**STELLITE**, 1919, No. 1,369, 2-seater, overhauled and repainted green, licensed to end of year, electric lighting, £100. Stevenson's Garage, Tunbridge Wells. Tel. 425. zzz-160

**STELLITE**, 1919, overhauled and repainted, guaranteed first-class order and condition, dynamo lighting, spare wheel, etc., 85 guineas or near offer. Ranson, 11 Nichols St., Chester. 608-0175

**SURREY** 1921 chummy 4-seater, 10hp Coventry-Simplex, year's tax, £65. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus. Regent 986. 608-442

**SWIFTS**. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-301

**SWIFT**. Moores Presto, Croydon agents Swift cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-756

**SWIFT**, £58; exchanges, deferred payments, one of famous staggered-seat models, 2-seater, 7.9hp, hood, screen, lamps. Seabridge, 35 Hansard Rd., East Dulwich. Sydenham 2452. 608-337

**SWIFT** 1923 2-seater, dickey, splendid order, 145 guineas. James, over Alexanders, 482 Harrow Rd., Paddington. 608-690

**SWIFT**, 8.9, twin, 1913, 2-3-seater, detachable wheels, in good running order, £55. 4 Voltaire Rd., Clapham, London, S.W. 4. 608-437

**SWIFT**, 10hp, 2-seater, 1922, painted light blue, very good tyres, speedometer, side curtains, all tools, £120. 72 Grand Parade, Harringay. 608-h320

**TALBOTS**. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-302

**TALBOT**, 8-18, 1923, 2-seater, dickey, dynamo lighting, starter, tax paid, excellent order and appearance, £160 cash or £55 down, balance monthly. The Garage (established in this street over 14 years), 12 Cornwall Terrace Mews, N.W. 1 (rear Baker St. Tube Station). Phone, Langham 2933. 608-331

**TALBOT**, 1924, 10-23, 4-seater, with many extras and special fittings, as new, 255 guineas; another, unscratched, delivered November, 1923, 240 guineas; both taxed December. James, over Alexanders, 482 Harrow Rd., Paddington. 608-689

**TALBOT**, 1923, 8hp, de luxe model, 2-seater dickey, new condition, extras, tyres excellent, tax and insurance to end of year, £180; seen and trial by appointment. Stanley Woods, 194 High St., Hounslow. 608-m795

**TALBOT** 1923 8-18hp 2-seated coupe, dynamo and starter, excellent condition, £215. Exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 608-732

**TALBOT**, late 1923, 4-seater, 10-23, starting and lighting, all-weather equipment, perfect mechanical condition, just repainted, £250. Exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 608-423

**TALBOT** 1924 10-23 4-seater, latest model, clock, speedometer, all-weather equipment, year's licence, new condition, 305 guineas. Below.

**TALBOT** 1924 10-23 4-seater, all-weather equipment, clock, speedometer, year's licence, superb order, 285 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St. 608-403

**TALBOT**, 1923, 8-18, de luxe 2-seater, many extras, £175. Stretton and Smith, 12 Woodstock St., Oxford St., London. 608-382

**TALBOT** 8, 1924, taxed, as new, £50 under list. Grimes, 24 Bruton Place, W. 1. Mayfair 4792. 608-320

**TALBOT**, 1924, 8-18, 2-seater de luxe all-weather, double dickey, starter, speedometer, windscreen wiper, cigar lighter, fully taxed, £195. Lionel H. Pugh, 9 South Molton St., W. 1. Mayfair 4433. 608-448

**TALBOT**, 1923, 10-23, 4-seater, lighting, starter, full equipment, overhauled, 225 guineas. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 608-456

**TAMPLIN**, 1921, 8hp J.A.P., 3-speed Sturmey gear, in excellent condition; offers wanted. Service Motor Co., Cambridge. 608-631

**TAMPLIN**, 2-seater (side-by-side), dynamo, speedometer, clock, overhauled, 25 guineas, or exchange motorcycle. 51 Upper Richmond Rd., East Putney. 608-0136

**TAMPLIN**, 1923 (August), maroon, 2-seater (side by side), 8hp J.A.P., 5 speeds, reverse, chain drive, electric lamps, retyped, taxed December, fast, smart, comfortable, many extras, any trial, 65 m.p.g., £165 15s. Abbey Rd., Barrow, Lancs. 608-m527

**TAMPLIN** 1922 8hp 2-seater (side-by-side), 3-speed and reverse, dynamo, splendid condition, 57 guineas. Exchanges or deferred. Edwards, 175 Gt. Portland St. 608-404

**T.B.**, 3-wheel car, 1921, interchangeable wheels, 1 sparo, 3-speed and reverse, speedometer, tax paid, fine condition, £70. 1 Vicarage Rd., London, N.17. 608-0115

**TEMPERINO**, 8.9hp, 2 cylinders, air-cooled, overhead valves, 1921 2-seater, 5 detachable wheels, good order, £40. 1 Townley Rd., E. Dulwich, S.E. 608-0184

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

**TURNER**, 8.9, coupe, 2-3-seater, dynamo lighting, detachable wheels, attractive appearance, perfect order, £55, or exchange 2-seater and cash. 4 Voltaire Rd., Clapham, London, S.W. 4 608-438

**VINOT** sports. Dorman engine, very fast, £100; cash, deferred, exchanges. Raiton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 608-412

**WADDON J.A.P.**, 2-seater, 8hp twin, 3 speeds, hood, screen, lamps, dinky little car, sacrifice 25 gns.; exchange motorcycle. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 608-683

**WOLSELEY**, Try Honley's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-303

**WOLSELEY**, 1924, 10hp, 2-seater, brand new, but slightly shop-soiled, only £240, usual price £268. Barnett, Pembroke and Slater, Ltd., 38 Knightsbridge, S.W. 1. zzz-942

**WOLSELEY** Potential purchasers of this make of car, either new or second-hand, are invited to send their requirements to the Garage, 12 Cornwall Terrace, Mews, N.W. 1 (near Baker St. Tube Station). Second-hand cars wanted urgently. Only those in really excellent order. Cash. 609-5

**WOLSELEY** 7, owner-driven, late 1923 carefully handled, condition absolutely perfect, small mileage, semi-coupe body, blue, alterations and spares cost £150 extra, any expert examination and trial, bought bigger car, price £200 or offer. Fox, 32 Victoria St., S.W. 1. 608-442

**WOLSELEY**, 1924, 10hp model de luxe, new, but only slightly show-room soiled, £269 15s., usual price £325; a rare bargain; cash or easy payments. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 608-m991

**WOLSELEY**, 1923, 2-seater and dickey, guaranteed condition, all extras, £150. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728 608-328

**WOLSELEY** 7, late model, mechanically perfect. Waldron, George St., Worcester. 608-0209

**WOLSELEY**, J. S. Wood has for sale 10hp Wolseley 2-seater car that competed in the R.A.C. Six Days' Trial. Car can be seen and tried at the Kingsway Motor Co., Catherine St., Aldwych, W.C. 2. Regent 691. 608-432

**WOLSELEY**, 10hp, 2-seater de luxe, 1922-23, starter, dickey, speedometer, clock, lively condition, £175. Ashby, 162 Grosvenor Rd., S.W. Phone, Victoria 3433. 608-394

**WOLSELEY**, J. S. Wood has for sale 1923 10hp Wolseley 4-seater de luxe, painted blue, Kingsway Motor Co., Catherine St., Aldwych, W.C. 2. Regent 691. 608-433

**ZEBRE**, 1922, 8hp, 4-seater dynamo and starter, speedometer, fully equipped, taxed for year, £130; any trial. North Essex Motor Co., Saffron Walden. Phone 16. 608-668

**LE ZEBRE**, 8hp, chassis, brand new, 4 speeds and reverse, lighting and starting, detachable wire wheels, Michelin tyres, exceptional bargain, £95; all spares held. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. 13 (adjoining Hammersmith Bridge). 608-679

## SPARE PARTS FOR LIGHT CARS.

**A.V. spares and repairs**. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 612-m66

**CITROEN**. Why not have extra spare wheel with Dunlop, excellent condition, 35s., complete. Morewood, 75 Hamlet Gardens, W.6. 608-033

**DEEMSTER** spare parts. We can supply any spare parts for any model from Stock. Elephant Motors, Ltd., Elephant House, 97-101 Newington Causeway, S.E. 1. Telephone, Hop 3161-2. 608-026

**G.N. spares**. Every part in stock; trade supplied; overhauls and tuning; results guaranteed. Headingley Motor and Engineering Co., Ltd., 8 Oley Rd., Leeds. Phone, Headingley 480. Wire, "Truble, Leeds. 613-562

**HUMBERETTE** 8hp spares for sale, cheap, example, chassis, complete with front and rear axles, steering and fitted tyres and tubes as new, £10; Bosch magneto (guaranteed), 50s. W. Pike, Trowbridge, Wilts. 608-h286

**LACONDA** wheels, 5, complete with cord covers and tubes, just taken from car; will sell together or separately. 1 Spring St., Paddington, W. 2. 610-0190

**MORGAN SPARE PARTS DEPOT**. Spares for all models from stock. List free. Elco, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C. 3. Phone, Avenue 5548. 608-673

**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 53. zzz-599

**RICHARDSON** spare parts in stock. Arthur Franks, 34 Lenton St., Sheffield (late manager). 613-0414

**RICHARDSON** light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. zzz-958

**ZEBRE**. All spares can be obtained from Knight, 63 Regent St., London, W. 614-1568

## NEW LIGHT CARS AND CYCLECARS

**A.B.C.** Cambridge Service Motor Co., Ltd., Cambridgeshire Agents and Spare Parts Stockists, Hobson St., Cambridge. 612-b570

**A.C. cars**. Calithness and Co., Ltd., the leading A.C. agents and specialists. New models and prices of the Amazing A.C. 612-b570

Amazing value. Sovereign model, 2-seater, £275. Empire any-weather model 2-seater, £310. Royal model 2-seater, £330. Royal model 4-seater, £399.

Our terms for extended payments and part exchanges cannot be beaten. Calithness and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. 608-304

## NEW LIGHT CARS AND CYCLECARS (continued).

**A.C.**

Gordon Watney and Co., Ltd. (West End Agents).

All models in stock from £275.

We specialize in part exchanges and deferred terms.

31 Brook St., London, W. 1. Phone, Mayfair 2965-2966. zzz-659

**A.C. 1925 models** at reduced prices now available for instant delivery. 2-seater Sovereign model, £275; 2-seater any-weather, £310; 4-seater Royal, £399. Second-hand cars accepted at good valuation in part payment. Exchanges arranged in any part of the country; deferred terms if desired. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325 and 80. 608-355

**A.C.**, 12hp. Try the authorized agents for immediate delivery. Jackson's Garage, Guildford. Phone 345. zzz-206

**A.C.**, 1924, any-weather Empire model, fitted with Marles steering, coloured blue, £341; deferred terms to suit customer. Autoveyors, Ltd., authorized agents, 84 Victoria St., Westminster. zzz-384

**A.C. Autoveyors, Ltd.**, authorized A.C. agents. All 1924 models for immediate delivery. Special facilities for deferred terms and service after purchase. 84 Victoria St., S.W. 1. zzz-383

**A. C. G. L. Francis and Co.**, authorized agents for A.C. cars, can give immediate delivery of all models from £275; exchanges and deferred payments. 110 Gt. Portland St., W. 1. Phone, Museum 6231. 608-467

**ALVIS**. Dobson, Atherstone Mews, Gloucester Rd. Station. Ken. 2917. zzz-855

**AMILCAR** concessionaire. Spares and repair services. Vernon Balls, 25 High St., Fulham. Putney 1995. 616-058

**ARIEL** 10, 4 cylinder, 4-seater, £198; de luxe, £210, in stock; tax £9, right-hand control, 45 m.p.g.; your car or motorcycle part payment; extended terms arranged; spare parts stocked for all Ariels from 1895 models. Ariel Motors and General Repairs, Ltd., Service Depot, 320-2 Camberwell New Rd., S.E. 5. Hours 8 to 7, Saturdays included. zzz-271

**ARIEL**. Sole agents for Bournemouth and district. Primavesi, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. zzz-771

**ARIEL**, 10hp, 1924, 4-cylinder, 4-seater models, £195; de luxe models, £210; early delivery. Second-hand motorcycles, combinations or light cars taken in part payment and treated as first payment down, the remainder at your convenience. Wauchops', 9 Shoe Lane, Fleet St., E.C. 4. 613-501

**ARIEL**. North London agents. Exchanges. Deferred payments. Jones Garage, Muswell Hill, N. 10. Phone, Hornsey 2917. zzz-205

**ARIEL** 10. Try Jackson's Garage, Guildford, authorized agent, for earliest deliveries. zzz-849

**ARIEL** 10. Black and Finch, 222 Gt. Portland St., W. 1. Main London distributing agents, demonstrations arranged on the new 4-cylinder models, £198 and £210. Phone, Museum 2271. 608-701

**ARIEL**, 10hp, 1924, 4-cylinder, new, cash £198, or motorcycle part, balance extended payments. W. P. Edwards, Taunton. 608-633

**AUSTIN**. Wilkins, Simpson. 1924, latest models, 7hp, with electric starter, £165, immediate delivery. Cash or easy payments. Tuition free. Highest price allowed for any car or motorcycle in part exchange; arrangements made anywhere. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 608-m990

**AUSTIN**.

Gordon Watney and Co., Ltd. (Authorized Agents).

Earliest delivery of all models.

We specialize in part exchanges and deferred terms.

31 Brook St., London, W. 1. Phone, Mayfair 2965-2966. zzz-660

**AUSTIN**. Immediate delivery 7hp electric starter, £165; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 608-653

**AUSTIN**. A. P. Rev for Austin Sevens; extended terms and exchanges. 378-384 Euston Rd. Museum 7600. 608-636

**AUSTINS**, 7hp, latest models, all-weather, £165; on extended payments; prompt deliveries. Taylors, Ltd., 49-53 Sussex Pl., South Kensington Station. Phone, Kensington 8558. zzz-321

**AUSTIN**. Rootes, Ltd., distributors and specialists. 7hp, latest models from stock; part exchanges, deferred payments. 141 New Bond St., London, W. 1. Telephone, Mayfair 1676-7. Maldstone. Uorking. zzz-606

**AUSTIN** 7. Immediate delivery can be given of this wonderful little car, 4-cylinder engine, 4-wheel brakes, very complete equipment, price £165. Car Mart, Ltd., 46-50 Park Lane, W.; 297-9 Euston Rd., N.W. 1; 173 Piccadilly, W. Phones, Grosvenor 1520. Museum 2000. Regent 2612. zzz-433

**AUSTIN**. Weybridge Automobiles, Ltd., Austin specialists, can give immediate delivery of Austin Seven cars; demonstration car available; deferred payments and exchanges arranged. York Rd., Weybridge. Phone 236. zzz-40

**AUSTIN** 7 for immediate delivery, £165, motorcycles taken in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-566

**AUSTIN**, 7hp. All models for immediate delivery. Jackson's Garage, Guildford. Phone 345. zzz-208

**AUSTIN** 7. Immediate deliveries. We are the authorized agents for this splendid car; 4-cylinder water-cooled engine, 4-wheel brakes, electric lighting and starter, full equipment, £165; tuition free. Smith Motors, High Rd., Goodmayes, Essex. Phone, Ilford 1082. zzz-570

**AUSTIN** cars, 7hp. Earliest delivery of all models. Exchange, cash or deferred terms. Saunders Garage, Golders Green. Speedwell 2401. zzz-556

**AUSTIN** 7, latest 1924 models, with electric starter, in stock, chummy, £165; sports, with shock absorbers and speedometer, £175; exchanges and deferred payments. Premier Motor Co., Aston Rd., Birmingham. zzz-21

**AUSTIN** 7. Immediate delivery of 1924 models. Gradual payments; exchanges; free tuition. Authorized agents. Godfrey's, Ltd., 366-368 Euston Rd., N.W. 1. Phone, Museum 3401. zzz-339

**AUSTINS**, "Sevens". Immediate delivery. Ex actual stock, £165. Exchange or deferred terms. Maudes, 100 Gt. Portland St., London, W. 608-340

**AUSTIN** 7 for immediate delivery. Authorized agents. Exchanges and deferred payments. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C. 2. 608-695

**AUSTIN**, 7hp, Chummy; also 2-seater sports, ready for immediate delivery. Call or phone, Langham 1307. 15b Allport Place, Upper Baker St., N.W. 1. Deferred payments and part exchange entertained. 608-710

"MOTOR REPAIR WORK." How to carry out your own repairs at home.  
1s. 9d. net. 1s. 11d. post free.

## NEW LIGHT CARS AND CYCLECARS

(continued).

**AUSTIN** official agents. 7hp. immediate delivery. any model supplied; exchanges, extended payments, distance no object. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 608-417

**AUSTIN 7.** Stretton and Smith, authorized agents, Bond St. area, immediate delivery and service after purchase, generous exchanges and deferred terms. 12 Woodstock St., Oxford St., London. Mayfair 3129. 608-376

**BAYLISS-THOMAS** 1924 models. 9-19hp or 10-20hp, 2-seater and 4-seater. £225. 12-22, 2-seater or 4-seater. £300. Deferred payments 4 per cent. extra. Sole West London agents, Mann and Overton, Ltd., 10 Lower Grosvenor Place, S.W. 1. Tel. Victoria 4634. zzz-144

**BAYLISS-THOMAS** light car. The quality car at a competitive price. Prices from £225. H. S. Marshall, Ltd., 17a Hanover Sq., W. 1. zzz-868

**CALCOTT.** Wilkins, Simpson. 1924 Calcotts, 10.5hp, 2-seater, £265; 4-seater chummy, £285; every model in stock. Cash or easy payments, exchanges; any car or motorcycle taken in part payment; highest price allowed. Arrangements made for delivery and collection anywhere in United Kingdom. Trial runs. Free tuition. Calcott Service Depot. All spare parts stocked. Calcotts direct authorized agents. Trade supplied. Distributors, Wilkins, Simpson, opposite Olympia, London. Telephone, Hammersmith 238. 608-m994

**CALCOTT, 10.5, 2-seater, £265; chummy model, £285.** Ratcliffe Bros., 200 Gt. Portland St., W., and Frinton-on-Sea. zzz-20

**CALCOTT, 1924, 2-seater, in stock, immediate delivery; exchanges; deferred terms, £265.** Tele. Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-262

**CALTHORPE.** Moores Presto. Croydon agents Calthorpe cars. Promptest delivery new models, with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-751

**CITROEN** for reliability.

**CITROEN** for hard work and hard wear.

**CITROEN** for economy combined with power and ample body space.

**CITROEN** cars complete from £160; immediate deliveries.

**CITROEN** service and satisfaction. Exchanges and deferred payments arranged. The Leighton Garage, Princess Mews, Belsize Crescent, Hampstead. Phone, Hampstead 1365. zzz-860

**CITROEN.** Mears and Bishop, official agents. Immediate delivery of all models; exchanges and deferred payments a speciality. Let us quote you. 225a Hammersmith Rd., W. 6. Hammersmith 2230. 608-419

**CITROEN.** W. H. Jones and Co. The Citroen specialists and authorized agents. Citroen cars, all models in stock; immediate deliveries. Any car taken in part exchange. See us for special deferred terms. W. H. Jones and Co., 101 Gt. Portland St., W. 1. Telephone, 7197 Mayfair. 608-431

**CITROEN.** All models for immediate delivery. Authorized agents, Jackson's Garage, Guildford. Phone 345. zzz-207

**CLULEYS.** Prompt delivery of all models from Holloway's, Authorized Agents, Shoreham-by-Sea. zzz-318

**CLYNO.** Sole district agents for this popular-priced car. Immediate delivery £198 model. Exchanges. Mandes', 40 City Rd., Cardiff and Walsall Garage, Walsall. 608-341

**CLYNO, 11hp de luxe 4-seater, 1924, slightly soiled, list price £225, accept £199.** Hebbens, 149 St. James St., Burnley. Tel. 488. 608-293

**CLYNO, 1924, 2-seater, iron stock, £198.** The North Wales Motor Exchange, Wrexham. Phone 283. zzz-699

**CLYNO.**

As

Sole London distributors

Of the Clyno car.

We have on view all models for immediate or early delivery.

Full market value allowed for your present car in part exchange.

Balance spread over 12 or 18 months; interest charged on balance only.

Full service after purchase.

Large service depot for Clyno cars exclusively.

Mebs and Mebs (Established 1893). The Original Light Car Specialists.

144 Gt. Portland St., W. 1. Phone, Langham 2230. 608-639

**CROUCH.** H. S. Marshall, Ltd., sole agents for London. Unequalled for performance and appearance. All models fitted with the famous 11.9hp Anzani engine, price £295. 17a Hanover Sq., W. 1. zzz-175

**ERIC-CAMPBELL, 8-20hp.** "The yacht of the road." Chummy models and 4-seater cars for immediate delivery. The wonder of 1924. Any trial run or demonstration given with pleasure. Chummy, £195; cash, exchange or deferred terms. Ormond Motor Co., York St., Jermyn St., Piccadilly, S.W. 1. Regent 4164. zzz-889

**GIBBONS, 7hp £90; 4 1/2hp, £70; send for list.** Gibbons, Chadwell Heath, Essex. Phone, Ilford 145. 611-98

**G.W.K.** No pedals! No gearbox! The lady driver's car. We are sole distributors for Essex, Cambridgeshire, Hunts, and Bedfordshire. Write, phone or wire us for a demonstration on this wonderful proposition. Your old car taken in part exchange; deferred terms arranged. North Essex Motor Co., Saffron Walden. Phone, No. 16. 608-667

**G.W.K.** We are sole London and Home Counties distributors for this car. Early delivery. Exchanges and deferred payments. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C. 2. 608-698

**GWYNNE 8.** Winner of "Daily Chronicle" 250-guinea cup and the gold medal in R.A.C. 1,000-mile Trial.

Call and see the actual car and inspect latest models. Cars taken in part exchange and deferred terms arranged. Chibery, Gwynne Specialist, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 4140. zzz-441

**GWYNNE, 4-cylinder, 8hp, winner of "Daily Chronicle" 250-guinea cup and gold medal in R.A.C. 1,000-mile trial; 1924 all-weather 4-seater, fully equipped, with self-starter, speedometer, etc., 55-60 m.p.h., 45-50 m.p.g., tax £8, price £235; call and inspect this remarkable car; trade inquiries solicited. Sole distributing agents for South-west Lancashire, part Cheshire, Flintshire and Denbighshire, J. H. Sutherland and Co., Ltd., 11 Renshaw St., Liverpool. zzz-817**

**GWYNNE 8.** We invite you to inspect the new 4-seater. Demonstrations daily or by appointment. Phone, Sydenham 2432. A fully equipped and remarkably efficient car. Liberal exchanges and deferred payments. Titcher and Hillier, sole agents for London, S.E., 110 Woodvale, Honor Oak, S.E. 23. 608-687

## NEW LIGHT CARS AND CYCLECARS

(continued).

**GWYNNE 8, 4-seater de luxe, £235, quick delivery, liberal exchange offers and deferred terms, several used cars in stock.** Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 608-444

**HANDS.** Norfolk and Suffolk distributors, prices from £235. 8. and 9. Motors, Oulton Broad. 608-179

**HORSTMAN.** 1924 models now available.

**HORSTMAN.** The new 12-30 and 9-20 Horatman cars will repay your inspection. Types and prices below

**HORSTMAN.** An entirely new model. 9-20hp, Popular 4-seater, fully equipped, £240.

**HORSTMAN, 12-30hp Anzani-engined de luxe 4-seater, all-weather type, the car for the connoisseur, £325.**

**HORSTMAN, 2-seater de luxe, as above, £315**

**HORSTMAN, standard sports, £350.**

**HORSTMAN, super sports, Brooklands model, which has been so successful during the past season, £500**

**HORSTMAN, coupe de luxe, £395**

We are the sole London and district agents. Call and inspect. Exchanges and deferred payments arranged. Edwards and Parry, Horstman Service Depot, 4 Blenheim St., Bond St. Mayfair 2666. zzz-365

**HUMBER, £250, 8hp, 2-seater, and chummy model, immediate delivery.** Ratcliffe Bros., 200 Gt. Portland St., W. zzz-19

**HUMBER, 8hp.** Unless you get our quotation you do not know the best allowance for your old car or cycle. We specialize in part exchanges and deferred payments. The Light Car Co., 331, 410-414 Euston Rd., London. 608-729

**HUMBER 8, 2-3-seater, electric lighting and starter, spare wheel and tyre, adequate all-weather equipment, immediate delivery, price £250.** Car Mart, Ltd. 46-50 Park Lane, W.; 297-9 Euston Rd., N.W. 1. 173 Piccadilly, W. Phones, Grosvenor 1620, Museum 2000, Regent 2612. zzz-434

**HUMBER cars.** Delivery from stock 8hp, 2-seater, £250; exchange, cash, or deferred terms. Saunders Garage, Golders Green, and 550 Euston Rd. 609-585

**JOWETT.**

Gordon Watney and Co., Ltd. (West End Agents).

All models in stock.

We specialize in part exchanges and deferred terms. 31 Brook St., London, W. 1. Phone, Mayfair 2965-2966. zzz-661

**JOWETT, F.O.C.H., Ltd. Jowett, F.O.C.H., Ltd.**

F.O.C.H., Ltd., the Jowett centre, can supply direct from stock and give retail service after sale

F.O.C.H., Ltd., for easy payments and exchanges. Retail sales anywhere. Tuition free. London service station.

F.O.C.H., Ltd., is easy of access, being quite near Hampstead Tube Station. Business hours, 9-7, including Saturdays.

F.O.C.H., Ltd., 5 Heath St., Hampstead. Phone, Hampstead 3752. 608-314

**JOWETT cars.** Main agents. 1924 models in stock at new prices. Two-seater £168, 4-seater £192, starter £10 extra. Tel. Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-455

**JOWETT.** Cash, exchange, instalments, or credit. 2-seater, £168; 4-seater, £192. The car of economy and reliability. We insure you against undue depreciation. Write for particulars. Immediate or early delivery, with genuine after-sale service. Sole S.W. 1 agents, Browns Ltd., 17 Buckingham Palace Rd. zzz-76

**JOWETTS.** Jowetts. Buy yours from the largest dealers, quickest deliveries, cash, terms, exchanges. Retail sales anywhere. Car also, repairs, overhauls. Bodywork for any car, moderate charges. London's largest Jowett service station. Westminster Bridge Garage, 5 Lambeth Palace Rd. Hop 5279. zzz-612

**JOWETT.** Lovatts for Jowetts. Buy yours from a firm that specialize in Jowetts. If it is spares or repairs you require, try us. Phone, Mitcham 1597. Lovatt, Jowett House, Streatham Rd., Mitcham. 608-439

**JOWETT light cars.** Place your order now, delivery in strict rotation. B. H. Newsome and Co., Walsgrave Rd., Coventry. zzz-635

**JOWETT.** The demand for Jowett cars exceeds supplies. Make sure therefore, that you place your order with authorized distributors. We are not only the oldest London distributors, but in by far the best position to give you service worthy of the car. Our "Service Guarantee" is quite unique. Have you had particulars? If not, write now. Kinsey & Co., 350-352 Lower Addiscombe Rd. (corner of Shirley Rd., near Woodside). Phone, Addiscombe 1129. zzz-677

**JOWETT.** Distributing agency for Lancashire. Tel. 4978 Cent. Saxon Jeffries, 253 Deansgate, and 27 Lower Mosley St., Manchester. Instalments and exchanges. All models in stock. 613-311

**LAGONDA** car, new, at bargain price, 1924, KK 2-seater model, as makers' specifications and carrying makers' 12 months' guarantee, list price £280, our price £250, deferred terms and exchange. Mebs and Mebs (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 608-642

**Light Car  
Cyclecar**

**SMALL  
ADVERTISEMENT  
SCHEME.**

To encourage private advertisers, a reduction of 10% is allowed from the prepaid rate of 2d. per word (minimum 12 words) on orders for three insertions.

We return the cost of the second and/or third insertion if a quick sale is effected.

The only stipulation we make is that we must be notified at the latest by first post Tuesday, in order to omit the advertisement from the following Friday's issue.

NOTE—Latest time for receiving advertisements, first post Tuesday. Displayed advertisements have been eliminated from these columns.

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

MAP OF ENGLAND AND WALES. Cloth—4s. net, 4s. 2d. post free. Paper—2s. net, 2s. 2d. post free.

## NEW LIGHT CARS AND CYCLECARS

(continued).

**LAGONDAS.** Halifax. 1924 2-seaters, £270; coupe, £330. Liberal exchanges.

**HALIFAX Motor Exchange,** Horton St., Halifax.

**HALIFAX.** 1924 Lagonda 4-seater, £310; saloon, £410. Liberal exchanges. Deferred payments. Below.

**HALIFAX.** 1924 Lagondas. Liberal allowance for motorcycles, Morgans and light cars. Below.

**HALIFAX.** 1924 Lagondas. Deferred payments. Best terms.

**HALIFAX Motor Exchange,** Horton St., Halifax. zzz-714

**LAGONDAS.**

Stretton and Smith, London's leading authorized distributors. All models continually in stock.

Highest prices given for second-hand Lagondas owing to exceptional market for resale.

Stretton and Smith, 12 Woodstock St., Oxford St., London. Mayfair 3129. 608-379

**LAGONDAS.** All models for immediate delivery. Authorized agents, Jackson's Garage, Guildford. Phone 345. zzz-210

**LEA-FRANCIS.** Sole agents for Bournemouth and district. Primrose, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. zzz-773

**LEA-FRANCIS.** 10hp. the light car of refinement; 2-seater and Chummy models in stock. £250. Installments and exchanges. Saxon Jeffries, 255 Deansgate, and 27 Lower Mosley St., Manchester. 615-312

**LEA-FRANCIS.** Gordon Watney and Co., Ltd.

Authorized agents for Lea-Francis cars. Your present car taken in part exchange and highest possible market value allowed; special deferred terms arranged for long periods; continuous service after sale and free tuition. 31 Brook St., London, W.1. Phone, Mayfair 2966. zzz-971

**LEA-FRANCIS.**

B. S. Marshall, Ltd., the well-known agents, invite you to call, see and try them at 17a Hanover Sq., W.1. zzz-176

**MATCHLESS.** 1924 model, 5-seater light cars; demonstrations and full details with pleasure. The Agent, Sam E. Clapham (Motors), 27 Stockwell St., Greenwich. Phone 751. 608-745

**MATHIS.** Sole agents for Bournemouth and district. Primrose, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. zzz-774

**MORGANS.** 1924 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 Blackburne engine, £110, de luxe, £130; Family £135; Grand Prix, with 8hp J.A.P. or 10hp Blackburne engine, £138; de luxe, water-cooled £140; Family, water-cooled £145; electric lights free; 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, 9 Shoe Lane, Fleet St., London. zzz-167

**MORGANS.** A. P. Rey for Morgans. Extended terms and exchanges. 378-384 Euston Rd., Museum 7600. 608-637

**MORGANS.** Hall, Morgan Service Depot, 91 St. Peter's St., St. Albans. Prompt deliveries of any model. Spare part stockist; write for catalogue. zzz-836

**MORGAN.** 1924, Grand Prix, special model, with overhead-valve Blackburne engine, Lucas dynamo lighting, disc wheels, speedometer and side faps to bonnet, particularly fast, sportsman's machine, easily capable of 70 m.p.h., finished dark red, £157 15s. Maudes'. Below.

**MORGAN.** 1924, de luxe, 8hp J.A.P., air-cooled, equipped as maker's specification, £130. Maudes'. Below.

**MORGAN.** 1924 standard model, 8hp, air-cooled, equipped as maker's specification, with speedometer, £114 15s. Maudes'. Below.

**MAUDES' MOTOR MART.** as large contracting agents, always carry representative stock of various models. Special types for quick delivery and best exchanges arranged. Maudes' Motor Mart, 100 Gt. Portland St., London; Prince of Wales Rd., Norwich; Wolverhampton 608-342; and Paris St., Exeter.

**MORGANS.** Sole agents for Bournemouth and district. Primrose, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. zzz-775

**PALLADIUM.** Immediate delivery, 12hp Victory model, 4-wheel brakes, Kent Agents, A. Le'ott, Junr. and Co., Ltd., Dornberg Rd., Blackheath. 617-155

**RENAULT.** 8hp. Sole agents for Bournemouth and district. Primrose, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. zzz-252

**RENAULT.** 8. Immediate delivery of all 1924 models. Gradual payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401. zzz-340

**RHODE.**

As Sole London and Home Counties distributors of the Rhode car, We have all models on view for immediate delivery.

Full market value allowed for your present car in part exchange. Balance spread over 12 or 18 months; interest charged on balance only. Full service after purchase.

Large service depot for Rhode cars exclusively. Mebes and Mebes (Established 1893), The Original Light Car Specialists, 144 Gt. Portland St., W.1. Phone, Langham 2230. 608-640

**RILEY** cars. Immediate delivery of all models. New 1924 sports 2-seater, slightly shop-soiled, £450. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 608-354

**RILEY-WEYMAN.** £460; and other special models. Lewes Motor Works, Sussex. 615-941

**ROVER.** Eight, Lovett's, Ltd., Direct Agents. 1924 models in stock. Free tuition. Exchanges and divided payments arranged. 418 Romford Rd., Forest Gate, E., and 61 Holborn Viaduct, E.C. 611-303

**ROVER.** Get your Rover from the North Essex agents, F. A. Bloomfield, Braintree. Phone 5. New 8hp 4-cylinder demonstration model in stock; also all 8hp models. 611-709

**ROVER** 8hp de luxe model for immediate delivery. Exchanges and deferred payments. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitecomb St., W.C.2. 608-696

**ROVER** 8hp 1924 models, best exchange terms; deferred payments; early delivery. Authorized agents, Eagles and Co., 275 High St., Acton. zzz-671

## NEW LIGHT CARS AND CYCLECARS

(continued).

**ROVERS.** A. P. Rey for Rovers. Immediate delivery 4-seater 8hp, with starter, £172; extended terms and exchanges. 378-384 Euston Rd., Museum 7600. 608-638

**ROVER.** 8hp, long chassis models, 2 and 4-seaters, £160; motorcycles in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-24

**ROVER.** Try Jackson's Garage, Guildford, for immediate delivery. Authorized district agent. zzz-208

**ROVER.** Autoveyora, Ltd., authorized Rover agents, can offer immediate delivery Rover, 2-seater, new model, £160; deferred terms to suit customer. 84 Victoria St., S.W.1. zzz-388

**ROVER.** North London agents. Exchanges, deferred payments. Jones Garage, Mxwell Hill, N.10. Phone, Hornsey 2917. zzz-393

**ROVER.** 8. Immediate delivery of all 1924 models. Gradual payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401. zzz-338

**ROVER.** 9, 4-cylinder, early delivery all models, from £180. Official agents, Oford and Sons, Ltd., 94 Gloucester Rd., S.W.7. zzz-132

**ROVER.** All models for instant delivery. Absolutely top prices allowed for second-hand cars or combinations in part payment; exchanges arranged in any part of the country. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 608-356

**ROVER.** Boon and Porter, Ltd., authorized agents for earliest deliveries of new model Rover 9hp. Rover 4-cylinder water-cooled, 2 and 4-seater, at £192; 2-cylinder 8hp 2 and 4-seaters from stock from £160. The cheapest high-grade small car. Liberal allowance for light cars in exchange. Boon and Porter Ltd., 159-161 Castelnau, Barnes (adjoining Hammersmith Bridge). 608-674

**ROVER.** 9hp, the new model, £180; also one with self-starter, £192. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 258. 608-m987

**ROVER.** 8. All models from stock from £160 cash or £40 down and 12 payments of £10 10s., with option of a special rebate; motorcycle exchanges. Lambs, Ltd., 387 Euston Rd., N.W.; 50 High Rd., Wood Green; opposite Hoo St. Station, Walthamstow. 608-323

**ROVER.** The new 4-cylinder Rover. Earliest possible deliveries. Motorcycles, combinations taken as part payment and treated as first payment down, balance spread over a period of 18 months, standard model, £180; de luxe model, £192; self-starter £12 extra. Tuition free. Phone, Central 5168. Wauchops, 9 Shoe Lane, London. zzz-300

**SALMON.** Mann and Handover, Ltd., authorized agents for Salmon cars. 2-seater standard model, £178.

Immediate delivery of 2-seater de luxe, lighting, starter, speedometer and clock, £198.

Early delivery of all models. Part exchanges and deferred payments to suit your own convenience. 116 Gt. Portland St., Museum 2878. zzz-32

**SALMON.** 10hp. Distributors for Warwickshire. Best prices allowed in part exchange. S. H. Newsome and Co., Walsgrave Rd., Coventry. zzz-634

**SALMON.**

Gordon Watney and Co., Ltd. (London Distributors). All models in stock from £178, and special service after sale.

We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-662

**SCOTT SOCIABLES.** London distributors. All models in stock. Ask for a trial run. Kinsey's of Croydon, 350-352 Lower Addiscombe Rd. Phone, Addiscombe 1129. zzz-678

**SCOTT** Sociable makes an appeal to those who want a car but do not want the car's expenses, tax £4, consumption 60 per gallon guaranteed, heaps of luggage room and supreme car comfort for £135. Investigate its possibilities at Welforde, St. James St., Brighton, the Sociable experts and sole distributors for the whole of Sussex. 612-611

**SINGERS.**

Buy from Wilkins, Simpson, the oldest and largest Singer authorized agents. Every model in stock for immediate delivery from £280. Cash or easiest of easy payments. Your old Singer or any car or motorcycle in part payment, balance cash or easy payments. We allow very highest prices on any car or motorcycle in exchange. Send us fullest particulars what you wish exchanged and we will make you a definite offer at once. Exchanges and easy payments arranged anywhere. We deliver new car to your door and collect yours anywhere. Trial runs. Free tuition. Trade supplied, best terms. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 258. 608-m989

**SINGER.** 1924 models, 2-seater, £225; 4-seater, £235; terms cash, or £50 down and balance by arrangement. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-18

**SINGER.** Allen-Bennett Motor Co., Ltd., authorized Singer agents, immediate delivery from stock of 1924 models at reduced prices. Excellent all-weather equipment, 2-seater, Popular, £200; 4-seater Popular, £210; de luxe models, 2-seater £225; 4-seater £235. We shall be pleased to allow you top market value for your present machine in part exchange and arrange deferred payments for the balance over a period of 12 or 18 months. Distance immaterial. 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. zzz-686

**SINGER.** B. S. Marshall, Ltd., are special agents for Singer cars and can offer immediate deliveries; exchanges and easy terms. 17a Hanover Square, Mayfair 5906. zzz-227

**SINGER** authorized agent, Highfield Garage, Golders Green. Immediate deliveries; private easy payments. Finchley 778. 609-284

**SINGER.** 10hp. All models for immediate delivery. Authorized agents, Jackson's Garage, Guildford. Phone 345. zzz-212

**SINGER.** Halifax. Popular, £200. Buy from the Halifax Motor Exchange, Horton St., Halifax.

**HALIFAX.** Singer de luxe, 2-seater, £225; 4-seater, £235. Exchanges. Address below.

**HALIFAX.** Singer, latest models. Exchanges or deferred payments. Best quotations given. Below.

**HALIFAX.** 1924 Singers. Exchanges for motorcycles, Morgans, light cars.

**HALIFAX Motor Exchange,** Horton St., Halifax. zzz-713

**SINGER.** Ernest Grimaldi, Ltd. All models for immediate delivery. Second-hand car of any make accepted in part payment. Extended payments arranged in a few hours. Phone, Langham 2983. Call or write, Ernest Grimaldi, Ltd., 87 Gt. Portland St., London, W.1. zzz-657

### NEW LIGHT CARS AND CYCLECARS (continued).

**SINGER.** Immediate deliveries 1924 models, 2-seater, £225; 4-seater, £235, exchanges; deferred payments. Parker's, Ltd., Bradshawgate, Bolton 608-652

**SINGER.** Eagles and Co., authorized agents. 1924 models stocked from £200; deferred payments from £50 down, exceptional allowances for motorcycles, Rover 8s and other cars in part exchange, balance by deferred terms if desired; free tuition on 1924 demonstration car. 275 High St., Acton, London. Phone, Chiswick 556. zzz-901

**SINGER.** 1924, Popular, 2-seater, £200, actually in stock for immediate delivery, deferred terms, £50 down, balance over period to suit customer. Autoveyora, Ltd., authorized agents, 84 Victoria St., Westminster, S.W. 1. zzz-387

**SINGERS.** Immediate delivery of all models; best prices allowed for cars or motorcycles in part exchange, deferred terms for 12 or 18 months, £50 deposit. Calhoun and Co., Ltd., 65 Gt. Portland St., W.1. Tel., Langham 2172. 608-306

**SINGER** light cars. Loretta, Ltd., district agents. 1924 models in stock. Free tuition. Exchanges and divided payments arranged. 418 Romford Rd. Forest Gate, E., and 61 Holborn Viaduct, E.C. zzz-613

**SINGER** cars. Immediate delivery of all model Singers from the Lancashire Singer agents.

Popular 2-seater £200.

Popular 4-seater, £210.

De luxe 2-seater, £225.

De Luxe 4-seater, £235.

Special scheme of deferred payments to suit purchaser.

Colmore Depot, The Big Singer Agents,

62 High St., Leicester.

49 John Bright St., Birmingham.

200 Deansgate, Manchester. zzz-636

**SINGERS.** Stretton and Smith, authorized agents Bond St. area. Immediate delivery and service after purchase; generous exchanges and deferred terms. 12 Woodstock St., Oxford St., London. Mayfair 3129. 608-378

**SINGER.** Immediate delivery of all 1924 models. Gradual payments, exchanges, free tuition. Godfrey's, Ltd., 366-368 Euston Rd., N.W. 1. Phone. Museum 3401. zzz-341

**SINGER,** all models from stock from £200 cash or £50 down and 12 payments of £13 2s. 6d., with option of a special rebate; motorcycle exchanges. Lamb's, Ltd., 387 Euston Rd., N.W.; 50 High Rd., Wood Green; opposite Hoe St. Station, Walthamstow. 608-324

**SINGER.** Distributing Agency. Manchester and Cheshire. Baxton Jeffers, 253 Deansgate, and 27 Lower Mosley St., Manchester. Installments and exchanges. All models in stock. 613-313

**SINGER** cars, the finest value in the world, in stock for instant delivery. 2-seater de luxe, £225; 4-seater de luxe, £235; balloon tyres, £6 6s. extra; exchanges arranged in any part of the country, and delivery and collection arranged by us; deferred terms if desired. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 608-357

**SINGER** cars. All models from stock or immediate delivery. We will repurchase at 75 per cent. of list price any time within one year; cash, exchange, or instalments. Browne, Ltd., 17 Buckingham Palace Rd., Victoria 1983. zzz-437

**SINGER** cars, £200 to £235, liberal exchange offers; deferred terms. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 608-443

**SINGER.** Pike and Co., Ltd., Bath Rd., Exeter. Singer car specialists. 1924 models stocked from £200. A ready market for second-hand cars and motorcycles enables us to allow best value for your machine, distance no object. Phone 975. 608-446

**STANDARDS.** Wilkins, Simpson. Latest 1924 11hp models, just arrived, actually in stock, immediate delivery 4-seater, £235; 2-seater £235; cash or very easy payments. Any car or motorcycle in part exchange, highest price allowed, balance cash or easy payments. Exchanges and easy payments arranged anywhere. Let us quote you. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 608-m988

**STANDARD.** 2 and 4-seater in stock, £235 cash or £58 15s. down and 12 payments of £15 8s. 6d., with option of a special rebate. Lamb's, Ltd., 387 Euston Rd., N.W.; 50 High Rd., Wood Green; opposite Hoe St. Station, Walthamstow. 608-325

**STANDARDS.** 11.4hp model, 4-seater, for immediate delivery. Deferred terms and part exchanges. Calhoun and Co., Ltd., 65 Gt. Portland St., W.1. Tel., Langham 2172. 608-305

**STANDARD** 11.4 2 and 4-seater for very early delivery. Authorized agents. Exchanges and deferred payments. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C. 2. 608-697

**STANDARD.** Boon and Porter, Ltd., authorized agents. Earliest deliveries of 2 and 4-seaters at £235. Very liberal prices allowed for second-hand light cars. Deferred terms at lowest rates. Deal with direct service agents. Boon and Porter, Ltd., 159-161 Castelnau, Barnes (adjoining Hammersmith Bridge). 608-675

**STANDARD.** Moore's Presto. Croydon agents Standard cars. Promptest delivery new models, with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-753

**STANDARD.** 11hp, 1924, 2 and 4-seater models, £235, early delivery; second-hand motorcycles, combinations or light cars taken in part payment and treated as first payment down, the remainder at your convenience. Wauchops, 9 Shoe Lane, Fleet St., E.C.4. 613-602

**STANDARD** car, 11.4, 2 and 4-seaters, £235. Arrange a trial run with us, as we can give prompt delivery. Cars taken in part exchange and deferred payments arranged. The Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone. Western 4140. zzz-87

**STANDARD** official agents. Immediate delivery; exchanges, extended payments, distance no object. Meers and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 608-418

**STANDARD.** 1924 models. Get in touch with Sam. E. Clapham, 27 Stockwell St., Greenwich, S.E. 10. 608-746

**STANDARD,** 11hp. Unless you get our quotation, you do not know the best all-ance for your old car or cycle; we specialize in part exchanges and deferred payments. The Light Car Co., 331, 410-414 Euston Rd., London. 608-728

### NEW LIGHT CARS AND CYCLECARS (continued).

**STANDARD** 11hp 4-seater in stock for immediate delivery at £235, plus special colour maroon £6 10s. Mebes and Mebes (Est. 1893) The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 608-641

**STANDARDS.** Stretton and Smith, authorized agents Bond St. area, immediate delivery and service after purchase, generous exchanges and deferred terms. 12 Woodstock St., Oxford St., London. Mayfair 3129. 608-377

**STANDARD.** 1924, 11.4, 2-seater, actually in stock for immediate delivery, £235; easy terms to suit your pocket. Autoveyora, Ltd., authorized Standard agents, 84 Victoria St., S.W.1. zzz-386

**STANDARDS.** Autoveyora, Ltd., are authorized agents for this very reliable light car, and can supply any models on very advantageous deferred terms. 84 Victoria St., S.W.1. zzz-385

**STANDARD,** 11hp, £235, 2 and 4-seaters; exchanges and extended payments. Ariel Motors, 320 Camberwell New Rd., S.E.5. zzz-846

**STANDARD.** Try Jackson's Garage for early deliveries. High St., Guildford. Phone 345. zzz-309

**STANDARD.** Gordon Watney and Co., Ltd. (Authorized Agents). Earliest delivery of all models. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-663

**STANDARD** 11.4-seater in stock, £235. Tamplin's, King St., Twickenham. Richmond 96. 608-148

**STANDARD.** B. S. Marshall, Ltd., accredited agents for Standards; earliest deliveries; exchanges and deferred terms. Phone up for a trial run. B. S. Marshall, Ltd., 17a Hanover Sq. Mayfair 5906-7. zzz-228

**SWIFT,** 10hp. Reduced in price. All models from the authorized agents, Jackson's Garage, Guildford. Phone 345. zzz-216

**SWIFT.** Moores Presto. Croydon agents Swift cars. Promptest delivery new models, with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-752

**SWIFT.** Kingsway Motor Co. Swift cars, all models; exchanges and deferred payments. Waldorf House, Catherine St., Aldwych, W.C. 2. Regent 691. 608-434

**TALBOT.** Try Jackson's Garage, Guildford, for immediate delivery. Authorized district agent. zzz-209

**TALBOT.** In stock, 10-23hp 2 or 4-seater, £350; exchanges; deferred payments. Parker's, Ltd., 246-52 Deansgate, Manchester. 608-654

**TALBOYS,** 8-18, all models in stock. Authorized agents, Borthwick Garages, Ltd., 8 Brick St., Piccadilly. Highest allowance for any car in part exchange. Gros 1768. zzz-993

**TALBOT.** We specialize in these famous cars, delivery from stock, generous allowance for present car or motorcycle in part exchange; deferred terms up to 18 months if desired; disregard distance. Meers and Bishop, Talbot Official Agents, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 608-416

**TALBOTS.** Cash or deferred. Agents for West Hants and Dorset. Bournemouth Imperial Motors, Ltd., 244 Old Christchurch Rd., Bournemouth. zzz-322

**TAMPLIN,** all-aluminium sports models, £130; tourers from £100. Tamplin Motors, Maiden Rd., Chesh. Sutton 21. 608-0113

**WOLSELEY.** The New Cross Motor Co., authorized dealers for Wolseley cars; early delivery all models, 10hp 2-seater in stock; exchanges or deferred terms arranged. 182 New Cross Rd., S.E.14. zzz-932

**WOLSELEY.** Gordon Watney and Co., Ltd. (Authorized Agents). Immediate delivery of all models. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-664

**WOLSELEY.** 1924 models. Full details with pleasure. Sam. E. Clapham, 27 Stockwell St., Greenwich. 608-747

**WOLSELEY.** J. S. Wood for Wolseley cars. Immediate delivery all models; deferred payments and exchanges; £50 can put you on the road with a new 10hp car. Write or call for full details. Kingsway Motor Co., Waldorf House, Catherine St., Aldwych, W.C. 2. Regent 691. 608-435

### MISCELLANEOUS LIGHT CARS AND CYCLECARS.

**F.O.C.H., LTD.,** for reliable new and second-hand cars at bargain prices. Exchange and deferred payment specialists. Our name implies our business methods. Fair Offer Car House, Ltd., 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. Hours 9-7, including Saturdays. zzz-269

**1921 HENDERSON** 2-seater, restored, new bushes, gears, fully equipped, offers; cash or exchange; any trial. Boon, 46 Thirsk Rd., S.W.11. 610-0123

**1923 smart** 2-seater car, 8hp Blackburne engine, dynamo lighting, hood, spare wheel, run 1,200 miles, perfect condition, £50. Wilson, 224 Archway Rd., Highgate. 608-0253

**I BUY** motorcars for cash.

**I SELL** motorcars for cash or easy payments.

**I EXCHANGE** motorcars.

**DROP** me a line or call; we can do business. Sydney O. Cummings, 101 Fulham Rd., London, S.W.3. Telephone, Kensington 3698. zzz-111

**HALIFAX.** Calthorpe, Singer, Lagonda, Stoneleigh and Morgans; cash, deferred or exchange. Halifax Motor Exchange, Horton St., Halifax. zzz-808

**THE LIGHT CAR CO.** have the largest stock of guaranteed used cars. Send for list of "Cars for Economical Motoring." Generous exchanges or deferred terms. 331-414 Euston Rd., London, N.W. Phone. Museum 308. 608-720

### CARAVAN TRAILERS.

**B. AND B.** travelling caravan, the smartest, neatest and most compact outfit on the road, £50 complete. Barkers Motors, 258 Balham High Rd., S.W. 12. zzz-980

**HIRE** an Eccles trailer caravan for your holidays. We stock various models for this purpose. Let us know your requirements. The Holiday Caravan Co., Lloyd's Bank Chambers, Carfax, Oxford. 612-r880

"THE MOTOR MANUAL." The most comprehensive handbook on motoring obtainable.  
2s. 6d. net. 2s. 9d. post free.

## CARS FOR HIRE.

**LIGHT cars.** Drive yourself. Talbot Motor Co., Richmond, Surrey. Telephone, Richmond 1697. 620-m813

**DRIVE** yourself, 2 and 4-seaters, for week-end, week or month; reasonable terms. Chambers and Bright, Ltd., 113 Gt. Portland St., W.1. zzz-594

## ACCUMULATORS.

**ACCUMULATOR** and starter batteries, various makes and sizes to clear, at low prices. Smyth's, Ltd., 53 Museum St., W.C.1. 608-b290

## BALL AND ROLLER BEARINGS.

**UNIVERSAL BALL BEARING REPAIR and MANUFACTURING CO.,** 111, The Grove, Hammersmith, make, supply or repair ball and roller bearings. Established 1907. 617-164

## BODIES.

**COMPTONS** (Coachbuilders), Ltd., specialists in ultra-lightweight coachwork, racing, competition, sports and last touring bodies; exclusive designs, renovations, alterations, repairs, etc., estimates free. Works, Hershams, Walton-on-Thames. Phone, Walton 312. London office, 42 Berners St., W.1. 610-g764

**GWYNNE** 8 owners. Change your chummy to latest type 4-seater body, double screen, side curtains, fitted to your chassis, painted and trimmed to choice, £35 to £40, complete. Hoyer Motor Works, Old Mill Lane, Hammersmith. Telephone, Hammersmith 1721. 617-k235

## CLOTHING.

**FRED FIRTH** for motor clothing 269 Broad St., Birmingham. Send inquiries. 608-748

## CONSULTING ENGINEERS.

**HUGH P. MCCONNELL**, M.S.A.E., A.M.I.A.E., F.I.M.T., 199 Piccadilly, London. Gerard 1960; Molesey 8. zzz-386

**W. F. CHUBB**, B.Sc. (Lond.), Analyst and Metallurgist, 22 Hinton Rd., Gravelly Hill, Birmingham. 609-b285

## DYNAMOS.

**DYNAMO** bargains. Dynamos, etc. C.A.V. 6 v. dynamos, unused, listed at £5 5s., my price £2 10s.; E.B.C. 12 v. 6 amp. dynamos, £2 10s.; 4½ headlamps, 25s. pair; tail lamps, 7s. 6d.; 6 volt, 30 batteries at 27s. 6d.; C.A.V. Douglas Holt, 9 Little Turnstile, Holborn, W.C.1. 611-322

**DYNAMOS**, new Rotax, 12 volts, for cars and motorcycles, £2 15s. each. 33 Plask Walk, Hampstead (back of Hampstead Tube Station). zzz-78

32s. 6d. Tredelock 6v. 8a. light car type, with pulley, maker's price £6 15s. Guaranteed. Trade terms. Bridge Garage, Hinton Rd., S.E.24. 608-751

## ENGINES.

8hp J.A.P. engine, twin-cylinder, water cooled, new, complete with magneto, £20. 73 Vaughan St., Leicester. 608-m512

**NEW** and second-hand engine bargains, Coventry-Simplex, Coventry-Chimax, 7s. 9d.; Renault, 2-cylinder, £10, etc. Send stamp for list. Worham Blake and Co. Waltham Cross. 610-296

## EXCHANGES.

**CAR MART, LTD.**, The Premier Exchange Specialists. Send us full particulars of your requirements, or if possible, come yourself. All classes of exchange business undertaken. Car Mart, Ltd., 46-50 Park Lane; 297-9 Euston Rd., N.W.1; 173 Piccadilly. W. Phone, Grosvenor 1620; Museum 2000; Regent 2612. zzz-435

**AUTO-AUCTIONS, LTD.**, are prepared to take any make of car or motorcycle in part exchange for either a new or second-hand car. Horseferry Rd., Westminster, S.W.1. Phone, Victoria 6200. zzz-207

**HALIFAX**, latest models in Lagonda, Singer and Stoneleigh cars. Best allowances for light cars, Morgans and motorcycles. Halifax Motor Exchange, Horton St., Halifax. zzz-715

**MOORES PRESTO** are open to make full allowance for your present motorcycle or car in part exchange for any make of new car. Deferred payments arranged. North End, Croydon. Phone 2624. zzz-757

**WE** will take your car or motorcycle in part payment for any make. Ariel Motors, 320-2 Camberwell New Rd., S.E.5. zzz-626

**WANTED**, modern motorcycles in part exchange light cars. Write for lists. Ralston, Cobham and Co., Ltd., 5 Cumberland St., Manchester. Central 2681. zzz-33

**AUTOCARS, LTD.**, agents for Riley, Talbot, Citroen, Palladium and all other makes. We have special facilities for exchange transactions; best prices allowed for used machines and deferred terms entirely to suit customers' requirements. Autocars Ltd., 15 Woodstock St., London, W. Mayfair 2631. zzz-254

**BUNTING'S**, of Wealdstone, Middlesex, one of the oldest firms in the country, offer immediate delivery of Rovers, Singers, Jowettas, Morgans (from stock), etc., and will accept good light cars or motorcycles and pianos in part exchange. Here you may rely on full value allowance and courteous attention no matter where you reside. Phone, Harrow 193. No Sunday business. zzz-270

**EXCHANGES**. To motor owners. Before going elsewhere, consult us re exchange of your old car for your new model. Deferred terms arranged to suit your own requirements. Your second-hand car taken as deposit. Any model, new or second-hand, supplied. Agents for all leading makes. The Ormond Motor Co., York St., Jermyn St., Piccadilly. 8 W.1. Regent 4164. zzz-978

**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

**ALLEN SIMPSON** specializes in exchanges and deferred terms. Your old car purchased for cash or highest price allowed in part exchange for any make of new or second-hand car. 374 Deansgate, Manchester. Phone, Central 7432. 619-118

## EXCHANGES (continued).

**EXCHANGES**. Your present car or motorcycle in part exchange for any new model. Exceptionally high prices allowed. For the benefit of country clients unable to call, we will make a guaranteed definite allowance offer for your present car or motorcycle without inspecting, upon receiving fullest particulars, together with new car required. Business transacted satisfactorily anywhere in the United Kingdom. We deliver car to your residence and collect old one free of extra cost. Balance payable cash or easy payments. We quote best possible terms for any exchange. Agents for Calcott, Humber, Singer, Wolseley, Standard, Rover, Swift, Ariel Ten, B.S.A., A.B.C., etc. In fact, we supply any make. Call, write or phone. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. Established over 30 years. 608-m993

**F.O.C.H., LTD.**, exchange specialists. Highest prices allowed. Deferred payments. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 608-316

**CAITHNESS AND CO., LTD.**, Best prices allowed for your present car in part payment for new A.C., Citroen, Singer, Standard, etc. If you are contemplating buying a new car, send us your requirements. Our proposition is sure to interest you. 65 Gt. Portland St., W.1. Tel., Langham 2172. 608-307

**TAMPLIN**, 1923 model, side-by-side 2-seater. 9hp J.A.P., 3 speeds and reverse, electric lighting, year's tax, splendid condition; exchange motorcycle or sell 49 guineas. Teddington Garage, 160 High St., Teddington. Kingston 2662. 608-x174

**HANDSOME** solid mahogany sideboard, inch bevel plate-glass mirror and panels, drawers, cupboards and cellarette, £35; or exchange with cash for light car. 7 Mason's Ave., Harrow. 608-694

**CAITHORPE** 4-seater, 1921, beautiful, sporty, fast; exchange for 2-seater or combination, with cash. 61 New Kent Rd., London. 608-187

**SCRIPPS-BOOTH**, self-starter, electric lighting, magneto, good condition, taxed, will exchange for Rover 8 or Morgan. 67 Waverley Rd., Streatham Hill, S.W.2. 608-186

**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. 608-335

**ROON AND PORTER, LTD.**, agents for Standard, Rover, Wolseley, Lea, Francis Citroen. Earliest deliveries. Best allowances. Lowest deferred terms. Prompt and liberal service. 159-161 Castelnau, Barnes (adjoining Hammersmith Bridge). 608-677

**EXCHANGE** very special latest type Mathis, with special sports body and every accessory, for second-hand A.C., Singer, Standard or similar car; cash either way. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 608-362

**EXCHANGE** brand-new latest model 10hp Singer for second-hand car or combination and cash. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 608-359

**EXCHANGES** on the best possible terms can only be arranged through us. Simply send us full particulars of your present car and the new model required when we will make you a definite exchange offer by post to include delivery and collection to your address. Practically any make supplied and usually immediate delivery. Deferred terms if required. Newham Motor Co., 245 Hammersmith Rd., London, W.6. Phone, Hammersmith 1325 and 80. 608-358

**£25** cash and Peugeot, 1922, 4-cylinder, water-cooled, 7hp, 2-seater, perfect condition, for 10 or 12hp, with dickey. Bradford, 161 High Rd., Kilburn. 608-b283

**EXCHANGE** Mathis 4 seater, fully equipped, perfect condition, for small light 2-seater, suit lady. Whissel, 270 Victoria Dock Rd., London, E.16. 608-b221

**ABSOLUTELY** the highest prices allowed for your car or motorcycle with cash adjustment, for any make of new or second-hand car; disregard distance. Mears and Bishop, 225a Hammersmith Rd., W.6. Hammersmith 2230. 608-420

**THE LIGHT CAR CO.** will exchange your car for any new or second-hand car, generous allowances. 331-414 Euston Rd., London, N.W. 608-724

## EXPERIMENTAL ENGINEERS.

**LEOPOLD WARD, U.S.C., A.O.G.I.**, Harwood Pl., Chalk Farm, N.W.1. My tool-room, engineering works, drawing office and laboratory are devoted entirely to experimental work. Write for free booklet. Phone, Hampstead 7559. 610-327

## EXTENDED PAYMENTS.

**HENLY'S** system cannot be beaten. We supply practically any new make of car from one-twelfth down. Send for our new 1924 catalogue. Henly's, 91 155-7 Gt. Portland St., W. Mayfair 4201. zzz-305

**ALWAYS** at your service. We offer all types of motor vehicles on extended payment terms. Our new booklet, "Buying a Car," gives useful information respecting cars and terms; post free. Wm. Whiteley, Ltd., Queen's Rd., W.2. zzz-3

**LAMB'S, LTD.**, specialize in deferred payments. You deal with them only; no outside financiers. Every account has the option of a special rebate. Lamb's, Ltd., opposite Hoo St. Station, Walthamstow; 50 High Rd., Wood Green; 387 Euston Rd., N.W. zzz-534

**G. W. and C., LTD.**

**GORDON WATNEY and CO., LTD.**, can supply any make of car on easy terms to suit customers. No guarantors. Cars and motorcycles taken in part exchange. If value of present car exceeds one-fourth deposit, we give you balance in cash. 31 Brook St., W.1. Phone, Mayfair 2966. zzz-571

**THE SERVICE CO.**, The house of highest repute for extended payments; established over 30 years; no outside finance; easiest of terms to your convenience; new second-hand, exchange, state requirements. 273 High Holborn, London. zzz-666

**EXTENDED PAYMENTS**. Is it money that is keeping you back from purchasing? Perhaps you have not the full cash price handy, don't let that worry you—call or write Wilkins, Simpson, who offer the most advantageous terms of extended payments on any make of car; you name the car we will submit a scheme without obligation. Don't let the good weather slip away; take advantage of our simple, straightforward scheme and fix things up with us to-day. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 609-m988

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.  
2s. net. 2s. 3d. post free.

A17

## EXTENDED PAYMENTS (continued).

**ALLEN-BENNETT'S** offer you exceptional facilities for purchasing your car out of income. Any make supplied; your present car or motorcycle in part exchange. Payments up to 18 months; fairest possible terms, and helpful service at all times. Save money and save worry by dealing with Allen-Bennett Motor Co., Ltd., 9, 10, 11 Royal Parade, West Croydon, Croydon 2450. 608-680

**F.O.C.H., LTD.**, supply any make. Exceptionally easy terms. Exchanges arranged. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 608-317

**CAITHNESS AND CO., LTD.**, for deferred terms; transactions carried through expeditiously and in the strictest privacy; car can be delivered same day if required. Moderate charges; £50 down. Any make supplied. Part exchanges arranged. 65 Gt. Portland St., W.1. Tel. Langham 2172. 608-308

**THE LIGHT CAR CO.** gives the best terms and takes your old car as deposit. 331-414 Euston Rd., London, N.W. Phone, Museum 3081. 608-725

## GARAGES.

**CHARING CROSS GARAGE**, Villiers St., Strand. Capacity 150 cars. Always open. Running repairs, accessories, etc. Lock-ups to order. Gerrard 1489. zzz-415

## GEARBOXES.

**WRIGLEY** gearboxes, three-speed and reverse, suitable for Simplex or Climax engines, new, and complete with controls, £9 10s. Fred. Firth, Woodbridge Rd., Moseley, Birmingham. 408-749

## HOODS AND SCREENS.

**2-SEATER** re-covers, £2 2s. 6d.; improved type all-weather curtains, envelopes. Henry Jones, 778 High Rd., Tottenham, London. zzz-743

**TODD AND CO.**, hood specialists. Hoods re-covered, covers made ready to tack on. Duncan St., Islington. Phone, North 249. 610-925

**HOODS**, windcreens, side screens, all-weather equipment, envelopes, tonneau covers, etc., made or repaired; lowest prices; actual manufacturers. Grafton Engineering Co., Spycamore Grove, New Malden, S.W. Phone, Malden 161. zzz-949

**CLEARANCE**. Hoods, various sizes; send width, length, also 200 covers to tuck on, etc. Dawson, 166 Brightwell Avenue, Westcliff-on-Sea. 608-0177

## HOUSE FOR SALE.

**ILFORD**, Horns Rd. Three beds, 2 sitting, bath, h. and c., kitchen, scullery, modern ideas, motor entrances, £725; freehold; mortgages arranged. Genver, 205 Ilford Lane, E. 608-m970

## INSURANCE.

**"PREMIER"** is the motorist's best insurance policy; reasonable rates, prompt service. Premier Motor Policies, Ltd., Glebe House, Sherborne Lane, King William St., E.C.4. 616-170

**MORRIS, £8; G.N., Rover, £6**. Full comprehensive policies. Others at advantageous rates. Ernest J. Baas, Insurance Broker, 40 Chancery Lane, W.O.2. Phone, Holborn 328. 616-882

**LLOYD'S** car and cycle policies. Lowest premiums. Consult Nicholson's, Lloyd's Insurance Brokers, 3 Lombard Court, E.C.3. 612-414

**TAKE OUT A POLICY**. Low premiums, instalments if desired. Insurances of all kinds effected. E. Burchell and Co., 128-132 Shaftesbury Avenue, London, W.1. Gerrard 2633 and Hornsey 4008. zzz-715

**AUSTIN THRELFALL AND CO., LTD.**, 22 Henrietta St., Strand, W.O.2. Low comprehensive rates quoted for insurance on light cars with Lloyd's and selected companies. Telephone, Gerrard 7121. zzz-141

**DRASTIC CUTS**. Full cover, 11.9hp cars from £6 5s.; Ford, £6 16s. to £7 4s.; Rover (£150), £4 19s.; tricar, £5 5s. Norton and Monro-house, Portobello, Midlothian. 613-787

## LAMPS.

**SPOTLIGHTS**. Brand-new ex-W.D. signalling lamps by Lucas and C.A.V., quarter-mile range, swivel joint, special Mangin lens, fitted with S.B.C. adapter to take standard bulbs, single or double pole (state which when ordering), complete with special coloured discs for fog, etc.; our price 9s. each, postage 6d. Marble Arch Motor Exchange, 135 Edgware Rd., W.2. Phone, Padd. 789. zzz-629

## MAGNETOS AND MAGNETO REPAIRERS.

**ASSOCIATED MOTOR UNITS**. IF it's repairs to magnetos and dynamos, go to Associated Motor Units for skilled workmanship and prompt delivery. All repairs guaranteed 12 months. Only address, 30-31 Mortimer Market (turning between Thompson's, drapers), Tottenham Court Rd., W.C.1. Phone, Museum 5180. 'Grams', 'Assomotion', Euston, London. zzz-145

**EISEMANN** magnetos. Sole representatives for the British Isles. W. D. Foster and Co., 26 Hampstead Rd., London, N.W.1. Telephone, Museum 4407, 4507. zzz-988

**MAGNETOS**. Bosch F.B.I.A., single-cylinder, £2 5s.; Z.U.1 and Z.U.2, twins and singles, £3 10s.; Z.U.4, £8; Z.A.4, £7; guaranteed new; unused surplus. Commercial Hirsers, Larches St., Sparkbrook, Birmingham. Phone, Victoria 157. 708-744

## MANUFACTURING FACILITIES.

**COMPLETE** drawings, patterns and some material for production up-to-date light car, 65 mm. by 90 mm., 4-cylinder engine, gearbox, back axle, etc.; well-tried experimental car on road. W. and F. Willis, Ltd., Engineers, Bridgwater. 609-68

## MATS.

**BEST** quality Cocoa Fibre Mats, any size or shape, 3s. per sq. ft., carriage paid. Send paper pattern marked "Tepalde." Thorogoods, Ltd., Baldock, Herts. zzz-58

## MISCELLANEOUS.

**MORGAN** owners. Special 6-second Jack, designed for back and front wheels of Morgan runabout. Hundreds already in use. Illustration and Morgan accessory list sent on application. Hall, 91 St. Peter's St., St. Albans. zzz-224

## MISCELLANEOUS (continued).

**SPEEDOMETERS** for all makes of light cars. Write for list, J. W. Robins, Speedometer Specialist, 97 Latchmere Rd., Battersea. zzz-630

**DISC**, polished aluminium, from 15s.; iron, unpainted, 11s. per wheel. C.N. 10 discs, aluminium, 70s.; iron, 50s.

**MORGAN** 6 discs, aluminium, 45s.; iron, 32s.

**ALUMINIUM** bonnets polished, from 45s.

**BOODIES** repainted, polished, aluminium, from £8 10s.

**ROGERS**, 40 Linhope St., Dorset Sq., N.W.1. Paddington 2854.

**A.B.C.** rear hub puller, no hammering, 15s. 6d. A.B.C., 148 Brownhill Rd., London, S.E.6. 619-8886

**FIVE** 700 by 80 Dunlop extra heavy tyres, with wire wheels, off Austin 7, four done 2,200 miles, unpunctured, spare and, fitted Comfort; what offers. Taylor, 65 Park Rd., Bradford. 608-m566

**SPARE** wheel, complete with Dunlop tyre and tube, practically new, for 8hp Rover, 45s. Pitt, Chemist, Barnstable. 608-m980

**LIGHT** car windscreen, 36 by 13, 15s.; front 8-in. mudguards with side valance, good condition, 15s. pair; fmscoote light car rack and piston steering gear, with column, brand new, 20s.; quarter-elliptic springs, 21 by 1½-in. 5s. each; one 700 by 80 rear wheel for 3-wheel car, complete with sprocket and two hand brakes, 20s. set of four; 700 by 80 Banley wheels, 60s. All Harding, The Motor King, Hazell Lane Corner, Coventry. Phone 1945. 608-299

**ESSENTIAL** to owner drivers. Clean and polish your car in one operation with specially prepared cloths. No water or polish required. Separate cloths for windscreen, etc., coachwork and upholstery, brass and aluminium and special cloth for exceptionally dirty brass, copper, chrome parts, etc., 1s. 9d. each; complete outfit, 7s. All post free. Johnsons, 72 Highbury Park, London, N. 608-x182

**ALUMINIUM** side lamps, 3s. 6d.; rear lamps, 2s. 6d.; cycle headlamps, 2s. 6d.

**SPARKING PLUGS**: Lodge A aero, 10s. doz.; K.L.G., C.B., 2s. each; Rubis, 5d. each; all new; used, but serviceable, 4s. gross.

**MAGNETOS**: M.L. single-cylinder, clockwise, fixed ignition, 20s., postage 1s. 3d.; C.A.V. starting mags, complete, less brushes only, 18s. 6d., postage 1s. 3d.

**STEEL** tool boxes, 18½ ins. by 6½ ins. by 9½ ins. A large assortment of other boxes suitable for running-boards, etc., in stock. Pliers, side-cutting, 8-in., each 1s. 2d.; vices, Parkinson pattern, 2¼-in. 5s. 6d., 2½-in. 11s. 3-in. 14s.; turnscrows, 12-in. 1s. 2d., 9-in. 1s. 4d.; prismatic binoculars, £2; adhesive tape, ½-in. 26-yd. rolls each 3d., ¼-in. 3-yd. rolls 5d. dozen; blow-lamps, 1-pint, 8s. each; foot pumps, 20-in. 3s. 6d. each; free. Price List on application.

**WESTERN TRADING CO.**, Western Rd., Merton, S.W.19. Phone, Mitcham 2475. 608-454

**TRIPLEX** goggles, in cases, 2s. 6d.; Bosch adjustable spanners, 2s.; Zenith jet keys, 9d.; jets, 1s. 6d.; Smith's Pyrene, 7s. 6d.; filled, 12s. 6d.

**APOLLO** 6 v. horns, new, 12s. 6d.; jacks, 4s.; hub extractors, 3s. 6d.; speedometer cables, 7s. 6d. Bridge Garage, Hinton Rd., S.E.24. 608-750

**SPECIAL**. Wings. Wings. Morgans, Tamplins, Rovers, Singers, Cyclists, sports models, etc. Cut prices. Sheet Metal Works, Park Rd., Teddington. 608-0195

**EXCEPTIONAL** bargains in new and second-hand lamps, horns, clocks, mirrors, mascots, dynamos, accumulators, magnetos, carburettors, etc.; state requirements; all goods on approval. Smyth, Ltd., 63 Museum St., W.C.1. 608-b291

**THREE-WHEEL** car, complete, less engine, £15, or wanted engine for same. Sun House, Hopwood, Alvechurch. 608-h284

## NUMBER PLATES.

**NUMBER** plates, cast aluminium, raised polished letters, black back ground, 14s. 6d. per pair, delivered. H. J. Barlow and Co., Wednesbury. 608-937

**FROM** 9s. 6d. per pair, solid cast (not stamped) aluminium lettering on regulation black ground, post free. Hills (17-min. service), 3 Devonshire Mews (North), Portland Place, W.1. Mayfair 6338 and 9. 611-x58

**ALUMINIUM** number plates, best quality, embossed, any number within 24 hours, post free, 13s. 6d. per pair. Freeman, Oakes and Co., Ltd., Devonshire St., Sheffield. zzz-691

**NUMBER** plates, raised aluminium, 10s. 6d. pair, post free. Robertson's Coach Works, Canterbury Ter., Malda Vale, W.9. Phone, Malda Vale 1832. 615-1943

## PATENT AGENTS.

**COVENTRY**. T. Fletcher Wilson, Chartered Patent Agent. High St. Chambers. Telephone 356. 628-g30

**PATENTS** and trade marks. Advice and handbook free. B. T. King, Registered Patent Agent, 146a Queen Victoria St., London. 608-43

## RADIATORS.

**REPAIR** specialists, guarantee high-class finish at low costs. Radiators supplied. John Lancaster and Co., 151 Wardour St., W.1. zzz-137

## REPAIRERS.

**MAUDES' MOTOR MART** are equipped at all their depots for repairs and overhauls. Estimates free. Insurance work a speciality. 100 Gt. Portland St., London; Paris St., Exeter; Walsall Garage, Walsall; and Norwich Garage, Norwich. zzz-369

**CYLINDERS** reground on Heald cylinder grinders, highest class work and accuracy guaranteed. Oversize pistons for any car at short notice. Edwards Engineering Co., 225 Acton Lane, Acton Green, London. Phone, Chiswick 1383. zzz-41

**SCORED** cylinders. Scores in cylinder bores (air-cooled or water-cooled) can be filled in by Barimar metallurgical (patented) process to fit existing pistons, and returned in 2 days under money-back guarantee, at low cost. Barimar, Ltd., 14-18 Lamb's Conduit St., London, W.O.1. zzz-112

**NEW WELDING** saves time, trouble and money. Address your broken and worn parts to 26 Rosebery Avenue, London, E.O.1. Phone, Clerkenwell 6776. Keen prices and guaranteed repairs. zzz-110

"THE MOTOR ELECTRICAL MANUAL." Re-written and containing over 100 new illustrations. 2s. 6d. net. 2s. 9d. post free.

## REPAIRERS (continued).

**THE HEADINGLEY MOTOR AND ENGINEERING CO., LTD.**, 8 Olley Rd., Leeds. Entirely new premises and plant, guaranteed repairs, breakdown lorry available, turntable, petrol service station, air supply, accumulators charged, all spares; agents for Horstman, Talbot, Rhode, Darracq. Phone, Headingley 480. Wire, "Trabie, Leeds." 613-565

**HAVE** your car repainted new, in first-class style, colour to choice. Rover 8 and similar, £7 10s. All classes of bodywork renovations executed in our own workshops. Allen Bennett Motor Co., Ltd., 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450/2451. zzz-306

**SCORED cylinders** Scores in cylinder bores repaired by genuine Lawrence process to fit existing pistons and returned in 2 days. Repairs are permanent and guaranteed. Laystall, Ewer St., Southwark, London S.E.1. zzz-564

**B. FIRMAN AND CO., LTD.**, Specialists in cylinder grinding work. Quick repairs. Low charges. Clifton Engineering Works, Colliery Rd., Nottingham. 608-1280

## TUITION.

**BRITISH SCHOOL OF MOTORING, LTD.** The Training Institute for the Motor Industry. Largest and best-equipped School in England. Special facilities for car-owners and ladies. Driving tuition on new fleet of 1924 cars. Greatest variety of cars for teaching, which enables the pupil to drive any car on completion of tuition. Unlimited courses until proficient and satisfied. One inclusive fee. No extra charges. Best possible training obtainable in England. Day and evening tuition. Special course for light car owners to learn in the shortest possible time. Individual tuition, mechanism and driving £3 13s 6d. Training for Royal Automobile Club Certificate. Call or send postcard for full particulars. British School of Motoring Ltd., 5 Coventry St., Piccadilly Circus, W.1. zzz-323

**MOORES PRESTO.** Every facility for driving and mechanical tuition at the lowest possible terms for the course of training. Pay our showrooms and workshops a visit and let us demonstrate the real service we can offer you. Purchasers of cars from us on deferred payments or otherwise given every assistance until proficient. Established over 40 years. North End and Tamworth Rd., Croydon. Phone 2624. zzz-758

**FREE** driving tuition to all purchasers of any make of new or second-hand car. Practically all the most popular 1924 models in stock, and you may purchase on our deferred-payment system over a period of 18 months. Allen-Bennett Motor Co. Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450/2451. zzz-31

**SPECIAL** course of light car tuition in driving and mechanism for owner-drivers only. Full particulars can be obtained by return of post from The Motor Training Institute, Ltd., the oldest established school in Great Britain, 10 Haddon St., Regent St., W.1. Phone, Gerrard 7527. zzz-466

**THE RUSSELL SCHOOL OF MOTORING** beg to announce that their new prospectuses are now available for clients wishing to take a cheap and efficient course of motor mechanism and driving; satisfaction guaranteed. Write, call or phone, 40 Russell Sq., W.C.1. Museum 8019. zzz-33

**CENTRAL MOTOR INSTITUTE, LTD.**, established four years ago by disabled officers is now the leading school in London. Sound and courteous instruction makes learning a real pleasure. School open 9 a.m. to 9 p.m. for classes and private lessons. Apply for latest prospectus, 112a-118a Finchley Rd., N.W.3 (Finchley Road Station, Metropolitan Railway). Phone, Hammersmith 1014 and 1015. 654-1673

**E. NEWBOLD** late manager Motor Training Institute, Ltd.) gives expert personal instruction in driving, mechanism and maintenance. Phone, Museum 8491. Call, write, 175-176 Cleveland St., W.1 (Gt. Portland St. Station). 616-2569

**STAGGERING** low fees, latest cars. Established 8 years. Ring, Vernon Nash, 4288 Mayfair. zzz-184

## TYRES AND TUBES.

**MASONS.** Really Good New Tyres at lowest prices available! We guarantee every tyre, approval against remittance, carriage paid.

**MASONS.** A great opportunity! New GOODYEAR Wingfoot CORDS, PERFECT manufacture with makers' guarantee—710 by 90, 45s.; 760 by 90, 50s.; 815 by 105, 65s.

**MASONS.** New MICHELIN Cable CORDS, factory soiled, we fully guarantee: 700 by 80, 44s.; 710 by 90, 51s. 6d.; 760 by 90, 59s.; 765 by 105, 70s.; 28 by 3, 45s.

**MASONS.** Pirelli RACING CORDS, Brand New in Makers' Wrappings, soiled, we fully guarantee: 700 by 80, 42s. 6d.; 710 by 90, 49s.; 760 by 90, 57s.; 28 by 3, 45s.

**MASONS.** 550 by 65 Michelin Cable Cord (Baby-Peugeot, etc.), 35s.; Pirelli Extraforte (perfect clearance), 27s. 6d.; 650 by 65 Avon Duroolith Cord (soiled), 29s. 6d.; Stepnay Roadgrip, perfect, clearance, 28s. 6d.; Michelin Universal, 28s. 9d. Tubes, 6s. 3d.

**MASONS.** 700 by 80 Henley Zigzag CORDS, 39s.; Fisk Premier CORDS, 35s.; Stepnay Roadgrip, Superstrong, 37s. 6d.; Burnett Dauntlass, 27s. 6d.; all wrapped, PERFECT, clearance; Beldam Super, all-black, 34s.; new, soiled.

**MASONS.** 710 by 90 Stepnay Roadgrip, 38s. 6d.; Miller Geared to Road, 34s. 6d.; Pirelli Extraforte, Beldam Heavy, 32s. 6d., perfect, clearance; Fisk Premier CORD (new, soiled), 39s.; tubes, 6s. 9d.; 760 by 90 Pirelli, Beldam, 35s., perfect; Federal Super Cords, 45s.; Miller Cords, 47s. 6d.; new, soiled.

**MASONS.** 28 by 3 Henley Zigzag CORDS, 42s.; Stepnay Roadgrip, 34s.; Beldam Bulldog, Firestone Heaviest, 27s. 6d.; all wrapped, PERFECT, clearance. 28 by 3 1/2 D.Cord, 37s. 6d.; 29 by 3 1/2 Goodyear Diamond, 42s. 6d., new, soiled. Masons, A Dept., The Tyre House, Inwich, 608-440

**ECONOMIC TYRE CO.** New clearance tyres sent passenger train, carriage paid, on 7 days' approval against remittance.

**ECONOMIC.** 550 by 65 Michelin cable, 35s.; 650 by 65 Clincher Extra Heavy, 25s.; Michelin Universal, 28s. 6d.

**ECONOMIC.** 700 by 80 Clincher Dreadnought, 29s. 6d.; Miller, 35s.; 710 by 90 Pirelli extra heavy, 35s.; Firestone, 39s. 6d.

**ECONOMIC.** 760 by 90 Goodyear Diamond (warranted), 42s. 6d.; Fisk rubber non-skid, 39s. 6d.; 765 by 105 Goodyear Cord, 52s. 6d.; 28 by 3 Goodyear Diamond, 34s.

**ECONOMIC TYRE CO.**, 314 New Cross Rd., S.E.14. Phone, New Cross 1393. 608-298

## TYRES AND TUBES (continued).

**MAUDE RUBBER CO.**, 58 Praed St., W. All tyres guaranteed and sent on approval against cash by return. 28 by 3: Goodyear Diamond, 34s.; Firestone, 23s. 6d.; Ajax Road King, 30s.; 28 by 3 1/2 Goodyear Diamond or Michelin, 38s. 6d.; 700 by 80 Stepnay Roadgrip, 34s.; Pirelli rubber n.s., 35s.; Avon Duroolith 32s. 6d.; Avon Duroolith, 34s.; 700 by 85 Dominion Nohby, 38s. 6d.; 710 by 90 Stepnay Roadgrip, 40s.; Pirelli rubber n.s., 40s.; Burnett Cord, 37s. 6d.; tubes, 6s. 3d. 608-445

**BULL'S**, the light car tyre and accessory specialists. Huge stocks of tyres and car accessories, including mascots; no rubbish; good value. See below.

**BULL'S.** 28 by 3 Dominion Safety, 27s. 6d.; Belgrave Cable Cord, 36s. **BULL'S.** 28 by 3 1/2 Dunlop Magnum, 37s. 6d.; 29 by 3 1/2 Continental, 5-ply, 45s.

**BULL'S.** 550 by 65 Michelin Cable Cord, 35s.; tube, 6s. 6d.; 650 by 65 Goodyear Cord, 35s.; ditto Goodrich Safety, 25s.; tube, 6s.

**BULL'S.** 700 by 80 Continental Ribbed, 24s. 6d.; Avon Cord, 37s. 6d.; Fisk Cord, 39s.; Rapson Cord, 50s.; Beldam Bulldog, 32s. 6d.; 700 by 85 Burnett Grooved, 32s. 6d.; tubes, 6s. 6d.

**BULL'S.** 710 by 90 Pirelli (Extra Heavy), 32s. 6d.; Belgrave Cable Cord, 59s. 6d.; Rapson Cord, 50s.; tube, 7s. 6d.

**BULL'S.** 760 by 90 Belgrave Cable Cord, 47s. 6d.; Fisk Fabric, 27s. 6d.; Firestone (Heavy), 37s. 6d.; tube, 7s. 9d.

**BULL'S.** 765 by 105 Federal Cord, 47s. 6d.; Pirelli Fabric, 32s. 6d.; tube, 8s. 9d.

**BULL'S.** Motorcycle covers from 12s. 6d.; huge selection; tubes, 4s.

**BULL'S.** All above carriage paid, 7 days' approval against remittance. Bull's Rubber Co., Ltd., 3 Upper St. Martin's Lane, London, W.C. 2. Phone, Gerrard 1347. zzz-798

**BIRMINGHAM.** 700 by 80 Avon studded, 26s.; Bates All-weather, 30s. 6d.; 700 by 85 Bates, 35s.; 28 by 3, 32s.; 15,000 other covers at staggering prices. All heat makes, no junk. Write, call, or phone, Central 1990. Forley, Aston St. zzz-983

**HOMERTON RUBBER WORKS** for bargains in light car tyres. 550 by 65 Michelin cable, 35s.; 700 by 80 Fisk cord, 35s.; Beldam rubber non-skid covers, 650 by 65 25s., 28 by 3, 700 by 80 or 85 30s., 28 by 3 1/2 27s. 6d., 710 by 90 35s. New tubes, all sizes, 5s. each.

**HOMERTON.** New Dunlop, Michelin and Goodyear cords, 650 by 65, 40s. 6d.; 700 by 80, 55s. 9d.; 28 by 3 1/2, 62s. 3d.; 710 by 90, 60s. 9d.

**HOMERTON** for bargains in motorcycle covers. New Beldam covers, 26 by 2 1/2, 12s. 6d.; 26 by 2 1/4 and 2 1/2, 15s.; 26 by 2 1/4 by 2 1/4 and 26 by 3, 17s. 6d.; 28 by 3, 20s.; New Belgrave cable cord covers, 24 by 2 1/4 and 26 by 2 1/4, 17s. 6d.; 26 by 2 1/4 o.a. and 26 by 2 1/4 by 2 1/4, 20s. New tubes, all sizes, 4s. each. Homerton Rubber Works, 11 Upper St. Martin's Lane, W.C. 2. Phone, Gerrard 3006. zzz-307

**THOUSANDS** of tyres are needlessly scrapped yearly. An Ondura re-rubbering makes an old tyre as new; 4,000 miles back-wheel wear. Tread sample on application. Ondura Tyre Works, Keighley. zzz-585

**THE BIRMINGHAM MOTOR TYRE REPOSITORY CO.** Largest stock in the country.

10,000 light car cord covers to be cleared immediately.

650 by 65 Dunlop Clipper Cord, clearance surplus, £1 5s. each.

700 by 80 Miller Cord, Fisk Cord, comes on, £1 15s.

700 by 80 Goodrich Safety Tread Canvas, £1 10s.

700 by 80 Avon Sunstone Fabric, £1 5s.

700 by 80 Dunlop Steel Studs, £1

700 by 80 Ajax Road King, £1 10s.

700 by 80 Clincher Cord, £2.

28 by 3 1/2 or 710 by 90 Dunlop Magnum Cord, genuine, £1 17s. 6d.

710 by 90 Miller Geared-to-the-Road and genuine, £1 15s.

710 by 90 Avon Sunstone Fabric, £1 10s.

710 by 90 Hutchinson Rubber Studs, £1 10s.

710 by 90 Dominion Royal Cord, genuine, £2.

760 by 90 Hutchinson Fabric, £1 10s.

760 by 90 Dominion Royal Cord, genuine, £2 10s.

760 by 90 Avon Sunstone, £1 10s.

765 by 105 Dominion Royal Cord, genuine, £2 10s.

765 by 105 Pirelli, extra strong, £1 15s.

**BIRMINGHAM MOTOR TYRE REPOSITORY CO.**, 76-77 Broad St., Birmingham. Midland 3355. Proprietor, J. J. Smith. Goods forwarded carriage paid 7 days' approval. zzz-386

## WHEELS.

**EXTRA** spare wheel for summer touring, Michelin discs, 700 by 80 Dunlop cord tyre and tube complete, 30s., carriage paid; approval against cash. Pike, Whittlesford. 608-m544

## WANTED—Cars.

H. F.

**EDWARDS AND CO.**

**175 CT. PORTLAND ST., W.**, are cash buyers of any make of light car, especially G.N.s and Morgans. Highest prices given. Distance no object. Call, write or phone, Mayfair 4027; or 223 Hammersmith Rd., W. 6 (Phone, Hammersmith 3327). zzz-256

**WANTED**, Morgans, especially water-cooled, and Rover Eigh's, very best prices paid, must be in sound condition. Maude's, 100 Gt. Portland St., London, W. 1. zzz-368

**BEFORE** accepting any offer for your car, always get our price; this incurs no obligation and ensures you full value; distance no object; cash offer on sight for every car. Motor House, Ltd., 20 Finchley Rd., N.W. 8. 610-445

**WANTED.** Any make of light car bought for cash; best price paid. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-365

Readers of "The Light Car and Cyclecar" should also read "The Motor," which forms a comprehensive review of the motoring world, and contains many remarkable bargains in larger cars.

"MOTOR REPAIR WORK." How to carry out your own repairs at home.  
1s. 9d. net. 1s. 11d. post free.

A19

## WANTED—Cars (continued).

**CASH** on sight for cars, light cars and cyclecars, any make, age or condition. Write, phone or call, Short and Glass, Ltd., 485-493 Upper Richmond Rd., East Sheen, S.W. 14. Phone, Richmond 2562 and 2563. zzz-749

**G.N.s.** 1920-22 models, wanted for cash; please call. Rowland Smith, 78 High St., Hampstead. Phone, Hampstead 8421. 608-301

**100 LIGHT** cars wanted; spot cash offered; exceptionally favourable terms for inclusion weekly auction if offer not accepted. Palmer's Garage, Tooting, London. zzz-458

**GOOD** light cars wanted (3 or 4-wheelers) for cash, or sale, or in part payment for new Rover, Jowett, Singer, from stock, full market value allowed, distance immaterial. Bunting's Exchange and Mart, Wealdstone, Middlesex. Phone, Harrow 193. zzz-271

**WANTED** immediately, good second-hand light cars of well-known makes. Standards, A.C.s, Rovers, etc., 2 or 4-seater open cars; large or small. We buy for cash or make good allowances in part exchange for any make of car; no waiting for your money, cash on first inspection. Representative sent to any part of the country. Send fullest particulars; immediate action taken. Write, phone or wire the second-hand car specialists, Chambers and Bright, Ltd., 115 Gt. Portland St., W. 1. Langham 2072. zzz-595

**WANTED**, Morgan, any model, with accessories; spot cash. Burrows, Ackworth, Pontefract. 612-8210

**WANTED**, Temperino car, in good condition. Hadden, Westmoors, Dorset. 608-046

**WANTED**, A.B.C. car, reasonable condition and price. The Motor House, Ltd., 20 Finchley Rd., N.W.8. 608-658

**SMALL** 2-seater with self-starter, in good condition. Full particulars to Powell, Swastika, Weymouth. 608-x272

**F.O.C.M., LTD.**, pay highest price on sight; exchanges arranged. 5 Heath St., Hampstead (near Tube). 608-315

**WANTED**, Rover, 8hp, or Austin 7. Send full particulars. Miss Brady, 112 Stroud Green Rd., Finsbury Park, N.4. 608-0112

**WANTED**, Morgan, 1922-23, reliable, reasonable. Birmingham, Wolverhampton or Manchester district. Box No. 6300, c/o "The Light Car and Cyclecar". 608-0117

**A.B.C.**, any condition; cheap for cash. 51 Upper Richmond Rd., East Putney. 608-0141

**THREE-WHEELER**, late model, or 4-wheeler cyclecar. 78 Brewery Rd., Plumstead. 608-0153

**MORGANS** wanted, Grand Prix or Aero models, for cash; please call. Rowland Smith, 78 High St., Hampstead. Phone, Hampstead 8421. 608-302

**THE LIGHT CAR CO.** gives best prices for second-hand cars of any make. 351, 414 Euston Rd., London, N.W. Phone, Museum 3081. 608-723

**LIGHT CARS**, cyclecars and runabouts, any make and condition, top prices, spot cash. Teddington Garage, 160 High St., Teddington. Kingston 2562. 608-x175

**CASS'S MOTOR MART, LTD.**, require to purchase well-known late-type light cars; send fullest particulars. 5 Warren St., W. 1 (Museum 623) or 243 Brompton Rd., S.W. 3 (Hensington 2194). 608-699

**WANTED**, late model A.C. or similar 4-seater or 2-seater with dickey. 33 Spenser St., Victoria St., S.W. 1. 608-374

**100 LIGHT CARS** wanted for cash or weekly auction sale. Palmer's Garage, Tooting. 608-680

**SPECIAL** cash buyers. Morgans, G.N.s, Lagondas, A.B.C.s, Humberettes, Cardens, Rovers, Salmons, A.V.s, Horstmanns, Blieriot-Whipples, Premiers, Wandsworth Motor Exchange, Ebury St., Wandsworth (Town Station). Phone, Latchmere 4686. 608-684

**WANTED**, Wolseley, Singer or Rover. 69 St. Paul's Ave., Willesden Green, London. 608-0204

**ARIEL** 1924, Lea-Francis 1923-24, or Bayliss-Thomas. 37 Wentworth Rd., Barnet. 608-0197

**PICKWORTH AND HULL** require immediately late model Rover or Austin 7, cash purchase for good car. 107 Gt. Portland St., W. 1. Langham 1998. 608-350

**WANTED**, Talbot, 10-23hp, would consider good 8-18. Box No. 6195, c/o "The Light Car and Cyclecar". 608-351

**WANTED** immediately, 1923-4 Austin 7 or Rover 8; good price paid. Box No. 6195, c/o "The Light Car and Cyclecar". 608-352

**WANTED**, 11.4hp Standard or 10-23 Talbot. Box No. 6246, c/o "The Light Car and Cyclecar". 608-353

**NEW HUDSON**, Aero, G.P. Morgan considered exchange sports Sunbeam combination, cash either way. 120 Marlborough Flats, Walton St., Chelsea, S.W. 3. 608-0201

**SCOTT** Sociable, not earlier than 1922, in good condition. 29 Hampton Rd., Forest Gate, London. 608-0167

**WANTED**, Morgan, 8hp water-cooled J.A.P., de luxe model preferred, not later than 1921. Fisher, Stanbridge Rd., Leighton Buzzard. 608-h282

**WANTED**, a Grabame-White cyclecar, in good running order. 2 Madrid Rd., Barnes. 608-390

**WANTED**, light cars and cyclecars of every description, high prices paid. Andrews's Motor Mart, 151 White Hart Lane, Barnes. 608-391

**WANTED**, cheap, light 4-seater, family Morgan, Jowett, similar. 36 Harehills Lane, Leeds. 608-0212

**WANTED**, Mathis or Citroen 7, 3-seater preferred; state year and lowest J. 12 Sandringham Rd., E. 10. 608-0220

**MODERN** car, 4-seater or dickey, £60 to £80; no dealers. Box No. 6302, c/o "The Light Car and Cyclecar". 608-0216

**IF** you are desirous of disposing of your car, we will purchase for cash. Highest prices offered. Specially good prices paid for Morris, Standard, A.C., etc. J. Smith and Co., Motor Agents, Ltd., 52-54 Hampstead Rd., N.W.1. Museum 5938. 608-463

**WANTED**, Rover 8 or Austin 7 4-seater or 5-seater, not earlier 1922. Write, stating year, equipment, price to Nottingham, 21 Highbury Rd., Hitchin, Herts. 608-0202

## BOOKS AND PUBLICATIONS.

**"THE MOTOR MANUAL."** 24th edition. Forming a reliable reference for the expert motorist and an indispensable course of instruction for the beginner. This edition of "The Motor Manual" far surpasses all previous issues in its comprehensive excellence. Numerous additions have been made both in text and illustration, whilst the whole has been overhauled, carefully revised and brought up to date in every way. It constitutes the most exhaustive and authoritative explanation of everything connected with motoring ever offered in one volume. 2s. 6d. net; 2s. 9d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

**"MOTOR ELECTRICAL MANUAL."** 2nd edition. An entirely new edition dealing comprehensively with the principles, construction, maintenance and use of all modern motoring electrical appliances. Fully illustrated, 2s. 6d. net; 2s. 9d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

**"MOTOR REPAIR WORK."** 3rd edition. A thoroughly practical handbook dealing with the home repair of motor vehicles. The best and latest workshop practice is incorporated, and the whole subject is dealt with very fully, assisted by remarkably clear illustrations. With the assistance of this handbook, the owner-driver having only a limited mechanical ability can carry out satisfactory repairs to his car in his own garage. 1s. 9d. net; post free 1s. 11d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

**"THE PETROL ENGINE."** A Manual of Motor Mechanics. The secrets of engine tuning for speed, power, and economy told in simple language and fully illustrated. Also the tuning of carburetors of all makes. 2s. net; post free 2s. 3d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

**"MOTOR CYCLING MANUAL."** 5th edition. This unique work forms an invaluable guide for both the beginner and the experienced motorcyclist. Full descriptions and illustrations of all the working parts enable the construction and functioning of the motorcycle to be quickly grasped, while the chapters on driving and maintenance are of lasting utility. 2s. net; 2s. 3d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

**"MOTORCYCLE EFFICIENCY AND HOW TO OBTAIN IT."** 1st edition, 2nd impression. A practical handbook for motorcyclists. Written in the simplest non-technical language, it describes how any type of motorcycle can be maintained at its highest pitch of efficiency, and expense, time and labour be economized. 200 pages of practical information; 150 clear illustrations. 2s. 6d. net; post free 2s. 9d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

**"THE ART OF DRIVING A MOTORCYCLE."** 3rd edition. The standard handbook for motorcyclists, containing full information on the care and upkeep of both solo and sidecar machines. It has been carefully revised by the staff of "Motor Cycling". 2s. net; post free 2s. 3d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

**"THE MARINE OIL ENGINE HANDBOOK."** 6th edition. The standard reference on all classes of internal-combustion engines for marine work. The theory and working of each type simply explained in text and illustration. 3s. 6d. net; post free 3s. 9d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

**"THE MOTOR BOAT MANUAL."** 8th edition. A new and revised edition of a practical guide to the maintenance and overhaul of all types of coastal and river motor craft. Contains many useful hints and tips. 3s. net; post free 3s. 3d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

## EDITORIAL AND BUSINESS NOTICES.

**THE LIGHT CAR AND CYCLECAR** is published in London every Friday morning.

**Head Offices:** 7-15, ROSEBERY AVENUE, LONDON, E.C.1. Telephone: Clerkenwell 6000 (7 lines). Telegrams, "Pressimus, Holb., London."

**Midland Offices:** 16, Bennett's Hill (corner New Street), Birmingham. Telephone: Central 2572-3. Telegrams, "Presswork, Birmingham."

**6, Warwick Row, Coventry.** Telephone: Coventry 1776. Telegrams: "Presswork, Coventry."

**Northern Offices:** 196, Deansgate, Manchester. Telephone, Central 2467. Telegrams: "Presswork, Manchester."

**EDITORIAL.**—All Editorial communications and copy must be addressed to "The Editor," and must reach this office not later than first post Tuesday morning. Drawings or MSS. which are not considered suitable will be returned if stamps are enclosed, but the Editor does not hold himself responsible for sale keeping or sale return of anything submitted for his consideration.

Accounts for contributions should be sent in, immediately after publication, addressed to "The Manager." Payment will be made during the month following publication. All drawings and other contributions paid for and published in this journal are the copyright of the publishers, from whom alone authority to reproduce can be obtained.

**SUBSCRIPTION.**—THE LIGHT CAR AND CYCLECAR will be mailed regularly at the following rates:—

United Kingdom and Canada	12 ms.	6 ms.	3 ms.
Abroad	19s. 0d.	9s. 6d.	4s. 9d.
	21s. 0d.	10s. 6d.	5s. 3d.

**REMITTANCES.**—Postal orders, cheques, etc., should be crossed and made payable to "Temple Press Limited." All letters regarding subscriptions, advertisements and other business matters must be addressed to "The Manager."

(Other Business Notices will be found on the first page of this section.)

**"PROFILE ROAD BOOK."** A guide to the main roads and gradients throughout England and Wales. 2s. 6d. net. 2s. 7½d. post free.

# £11 DOWN — AND DRIVE AWAY

THE open road calls you—explore all the beauty spots of this country of ours for an initial expenditure of £11.

That's all you need pay to obtain a New Carden Family Car capable of carrying 2 adults and 2 children in security and comfort anywhere you want to go.

The balance is paid in monthly instalments to suit your convenience. Write for full particulars of this wonderful offer. Demonstration run any time at your convenience.

In the LONDON-EDINBURGH Trial, a standard New Carden obtained

**A SILVER MEDAL**

*New Carden*

Arnott & Harrison Ltd.,  
22, Hythe Rd., Willesden, N. W. 10.  
Phone: Willesden 2297.  
Grams: "Arnott&Harr. Phone, London."

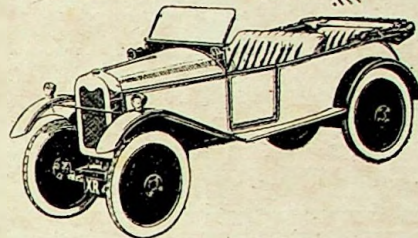
CASH PRICE:

**£110**

Open Saturdays.

## OUTSTANDING FEATURES.

Only £7 tax 50 m.p.g., electric lighting easy to handle, splendid hill-climbing ability, wonderful acceleration, less than 1d. a mile to run, fully equipped ready for the road.



## The "BOWIRE" EXTRA AIR INLET

Increases Engine Efficiency.

Reduce the Fuel Bill by the judicious use of an Extra Air Inlet. Get the "Bowire," the Original and Best. Seventeen years' world-wide use.

Price, complete, from 15/6 to 37/6. Fords, 20/- to 30/-

WEMBLEY—Stands 140 & 154

Palace of Engineering.

**Bowden Wire Ltd.**  
LONDON

27, Victoria Road, Willesden Junction, London, N.W.10.

## Morgan Service Depot

Officially appointed by the Morgan Motor Co., Ltd.

## EARLY DELIVERY

of all models from £110. Deferred Terms arranged

Every Spare Part in Stock. Repairs by Specialists.

Your Old Machine Accepted in Part Payment.

Guaranteed Second-hand Machines Always in Stock.

**HOMAC'S**  
MOTOR AGENTS

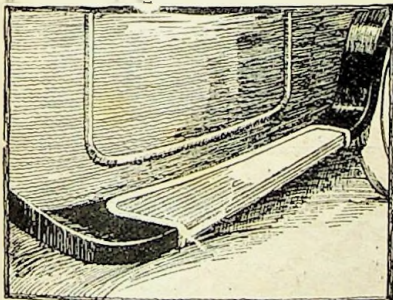
Write for Catalogues and Spares List. TRADE SUPPLIED.

243, Lower Clapton Rd., LONDON, N.E.

Telephone: Dulston 2108.

Works: 46, LONDON ROAD.

## "AUSTIN 7" STEP-PLATES



Protect the WHOLE Foot-board and improve the appearance. Made in polished Aluminium. Easily fitted.

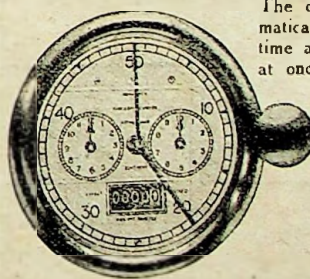
**16/6 PAIR**

including postage and fixing screws.

Agents Wanted.

Write:—"STEP-PLATES" STAG LANE GARAGE, Edgware Road, Edgware, Middlesex.

## The "BONNIKEN" TIME-SPEEDMETER



The only instrument which automatically records the actual running time and enables you to ascertain at once the average road speed.

### PRICES.

Car Model - £8 0 0

Cycle Model - £6 10 0

SPEEDOMETER PRICES.

Motorcycle Type.

Trip. Non-Trip.

£5 0 0 £4 10 0

(Rear drive for American machines, 10/- extra.)

Car and Cyclecar Type.

Trip. Non-Trip.

£6 10 0 £6 0 0

SEND FOR ILLUSTRATED BOOKLET.

Rotherham & Sons, Ltd., Coventry. Telephones: 752 and 753. Telegrams: "Rotherham, Coventry."

## KINSEY'S of CROYDON for Specialized Jowett Repair Service

YOUR Jowett deserves expert attention. It will pay you to bring it to us, or to let us collect it. Our charges are standardised and defy competition. We are practical Jowett enthusiasts.

A Jowett from Kinsey's carries indefinitely a Guarantee of this Service.

Ask for our list of Jowett Fitments.

John R. Kinsey & Co., Ltd., 350-352, Lower Addiscombe Rd. Croydon. (Corner of Shirley Road, near Woodside.)

Telephone (day or night): Addiscombe 1129.

Open daily 10.30 a.m. Sundays 4 p.m.

FREE TO ROAM ON AN

**ECCLES TRAILER-CARAVAN**

To trail behind any motor car over The Beauty Spots of OLD ENGLAND



Write for Catalogue to—

## THE IDEAL HOLIDAY

Hire a Trailer Caravan. We have models suitable for any car and from 2 to 5 persons

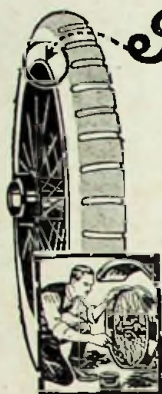
Agents for ECCLES CARAVANS.

**T.M.C.**  
MOTORING, CAMPING, & TOURING EQUIPMENT TENTS.

THE HOLIDAY CARAVAN CO., Lloyd's Bank Chambers, Carfax - - - Oxford.

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning. 2s. net. 2s. 3d. post free.

X



## It's here

rust forms, and perishes the tyre walls, whilst the tread is often still sound. Run no risk! Coat your rims with

**ATLAS RUSKILLA**  
Iron & Steel Preservative  
the enamel-like covering that "kills the rust." Does not chip, crack or peel. Quick drying and durable.

1/- and 3/- per tin from Garages, etc., or if not stocked, post paid direct from

**ATLAS PRESERVATIVE Co., Ltd., London, S.E.8.**

X

## Don't neglect your ROAD SPRINGS

If your Springs are not protected from grit, mud and wet, they gradually lose their flexibility and resiliency. They become hard and rusted, causing discomfort when riding, and—worst of all—depreciation from excessive vibration and jolting. Keep your springs alive by fitting

**WITHERS**

## LUBRIGAIT SPRING GAITERS

*Why you should fit them.*

They are simple to fit, and require no further attention or lubrication. They keep out mud, grit and wet. They cost no more than ordinary gaiters, and the lubricant is included. They are made specially to fit all well known makes of cars.



Northern Representative:  
J. D. Morri on & Co.  
10, Whitworth Street  
West, Manchester.  
Scottish Representative:  
J. A. Paterson, 94, Bedford Street, Glasgow.

**J. WITHERS & SON, LTD.**

(Dept 25), Wisemore St., Walsall.

## GODDARD'S LTD.



Motor Houses for every car at lowest prices. Quick Delivery.

Catalogues free. Crown Works, Vicarage Lane, ILFORD.

## DEEMSTER SPARES SERVICE

ALL PARTS FOR ALL MODELS.  
**ELEPHANT MOTORS, LTD.**  
97-101, NEWINGTON CAUSEWAY, S.E.1.

Phone: Hob 3161. "Grams" "Multimar", Sedist, London."



Makers: The M.L. Magneto Synd., Ltd., Coventry. Inquiries to S. Smith & Sons (M.A.), Ltd., Cricklewood Works, London, N.W.2.

## MAGNETOS

## REPAIRS AND SPECIAL TUNING

By Experienced A.B.C. Mechanics.

**R. S. INGLIS,**  
A.B.C. Specialist.

28-29, Upper Marylebone Street, Gt. Portland Street, W.1

Phone: Museum 2502.



Read "THE MOTOR."  
Every Tuesday 4d.

## To MORGAN OWNERS.

"I have tried your brake and needless to say I am keeping it," writes a satisfied customer of my inside ratchet hand brake, try one yourself, very easy to fit. Price 20/- post free on approval.

Carry a "Junk Box" with you on tour. It contains numerous nuts, bolts, washers, starting pins, etc., specially chosen for the Morgan. Price 5/6 post free on approval. Delivery is by return of post.

From your agent, or—

**C. WILDE, Willesborough, Ashford, KENT.**

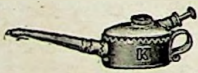
## ONLY THE SILENT ALLOY PISTON WITHOUT ANY GADGETS SPECIALLOID, LTD., Friern Pk., N.12

## KAYE'S Patent SEAMLESS STEEL FORCED FEED OIL CANS.

Illustration shows 1/6-pint size.

Specially designed for Light Cars.

Ask for Illustrated Priced Booklet.



Est'd. 1904.

Joseph Kaye & Sons Ltd. (Dept. 290), Lock Works, Leeds

**LEARN TO DRIVE**  
on the new list of LATEST CARS  
**BRITISH SCHOOL OF MOTORING**  
Inclusive of 100 lessons, 100 miles, 100 hours, 100 days, 100 nights, 100 weeks, 100 months, 100 years, 100 times, 100 places, 100 people, 100 things, 100 ways, 100 means, 100 ends, 100 results, 100 successes, 100 failures, 100 lessons, 100 miles, 100 hours, 100 days, 100 nights, 100 weeks, 100 months, 100 years, 100 times, 100 places, 100 people, 100 things, 100 ways, 100 means, 100 ends, 100 results, 100 successes, 100 failures.  
5, COVENTRY ST. PICCADILLY CIRCUS, W.1  
OPPOSITE PRINCE OF WALES' THEATRE.

## ACTUALLY IN STOCK, FOR YOUR HOLIDAYS.

**MORGANS.**—The following for immediate delivery, CASH, TERMS, EXCHANGE.

**AERO MORGAN**, with Anzani engine, dynamo, special tyres, hood, £186.  
**AERO MORGAN**, with M.A.G. engine, dynamo, special tyre to rear, £155.  
**GRAND PRIX MORGAN**, Anzani Engine, dynamo, special tyres, £149.  
**GRAND PRIX MORGAN**, J.A.P. Engine, dynamo, special rear tyre, £140.  
**MORGAN DE LUXE**, w.e. J.A.P. engine, dynamo, colour blue, £140.  
Secondhand Morgans.—We have a number of first-class used Morgans, for cash or extended terms. Particulars by return.

**ROVERS.**—1921, dynamo, taxod, £88 10. 1922, dynamo, speedo, sound, £85.

**WE CAN DELIVER IMMEDIATELY AUSTIN 7, £165.**

11, 13, 15,  
Bishopsgate Avenue,  
Camomile Street,  
London, E.C.3.

**ELCE & CO**  
LIMITED

**MORGAN OWNERS PLEASE NOTE !!**

We carry the largest and most representative stock of MORGAN SPARES in the country, and can supply any part by return. Please write for free list.

Phone:  
Avenue 5548.

"Grams":  
"Elecmocyclo, Stock,  
London."



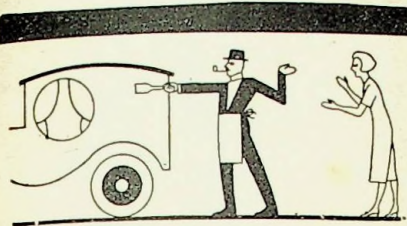
**SUTCLIFFE'S STRONG MOTOR HOUSES FROM £15-4-0**

If you are wanting a really smart Motor House at a very moderate figure we are in position to deliver carriage paid to your nearest station a delightful House, 18 ft. x 8 ft. x 6 ft. x 8 ft. high for two-seater car, for only £15-4-0. Full satisfaction or money back. Prices from £20-0-0 for better class Motor Houses suitable for all makes of cars. Send for our beautifully coloured illustrated book which describes and illustrates a really fine range of Motor Sheds and all kinds of portable buildings. Write for Booklet to day.

**F. & H. SUTCLIFFE, Twenty Six Wood Top, Hebden Bridge, Yorks.** Phone 28

**FREE BOOK**

**"THE MOTOR MANUAL."** The most comprehensive handbook on motoring obtainable.  
2s. 6d. net. 2s. 9d. post free.



## Amateurs can Enamel Cars.

**W**E are frequently asked whether amateurs can get results equal to the best coach-painting with Robbialac. They can by using Robbialac and following the directions given in the free Instructions Leaflets obtainable from Robbialac, Dept. "C," Warton Road, Stratford, E. 15. Robbialac is sold by all Motor Agents & Garages, in 5/9 tins, etc. Robbialac Brushes 1/3 & 2/-



## TO ECONOMISE. ATOMISE

Your little 'bus will cost you considerably less for petrol, if you fit the "ARC" ATOMISER

Extra Air Inlet to your Carburettor! Read this Testimonial from a Rover '8' owner, and form your own opinion as to the merits of the "ARC."

Dear Sir,  
The result is highly satisfactory; my petrol consumption has improved from about 43 to 48 M.P.G. and get about 2 M.P.H. higher speed from the 'bus. In hilly country like air braking effect does hill cures entirely the slight tendency which my air-cooled engine had to over-heat, as well as saving the brakes to some extent.

You may make what use you like of this Testimonial (Signed) M.H.R.

15% to 50% saved on your PETROL TYRES, BRAKES AND DECARBONISING. The "ARC" is an efficient Air-Brake.

Our Guarantee.—Purchase price refunded in full if satisfaction is not obtained within one month.

Send for Folder "L" and unique Testimonial Booklet. PICKAVANT (Himself), LIMITED 27-29, Summer Row, Birmingham.

'Phone: Central 1191. "Himself, B'ham."



PRICE COMPLETE 37/6

MODELS FOR MOST CARS!

Worth £100 more if

**Autowax**  
PRESERVES AS IT POLISHES

is used regularly

However well you look after the mechanical side of your car—purr, its quietness the engine may purr, its value will come rocketing down if you neglect the coachwork and leatherwork.

If you preserve the "new lustre" it may well make £100 difference to you when you are thinking of changing over for the new season's model.

AUTOWAX enables you to do this with little effort that is why it is included in the kit of the popular MORRIS-OXFORD and MORRIS-COWLEY cars.



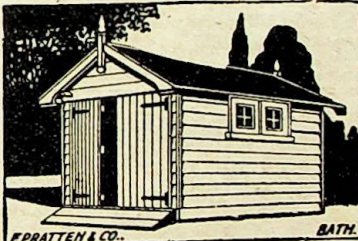
1/9 Sprinkler Tins (half-pint).

3/- Sprinkler Tins (one pint).

Of all good Garages and Dealers.

JUDGE BRAND Co., Ltd., Gateshead and London

## YOUR GARAGE AT HOME



Long. h. Width. Price.  
11ft. 7ft. 6in. £12 4 0  
13ft. 8ft. 6in. 16 12 0  
15ft. 9ft. 21 0 0  
17ft. 10ft. 27 8 0  
Carriage Paid.  
Out of the way doors: £2 ex.  
A splendidly built garage of artist's appearance; outside walls of moulded rustic jointed boards; absolutely weatherproof.  
Send for No. 34 Catalogue of Garages, Buildings, Greenhouses, Summer Houses, etc., etc.  
F. PRATTEN & Co. Ltd. Midsomer Norton, nr. BATH.

Keep Your  
Springs Young.

Treat your AUSTIN "7"  
to a set  
27/6  
post free.

**Quick Fit**  
gaiters

FOR ALL CARS

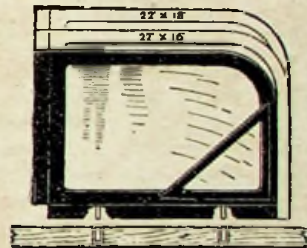
W. DICKINS & Co. LTD. Cross Cheaping COVENTRY

If you want  
Windscreens  
get Easting  
Catalogues!

SIDE SCREENS, REAR  
SCREENS, DICKEY SEAT  
SCREENS AND ALL-  
WEATHER EQUIPMENT  
THAT CAN BE FITTED  
BY CAR OWNER.



4-Panel Rear Screen that is adjustable to practically any formation. Gives ease of manipulation and can be fitted to any make of car. £5-0-0



Side Screens made in three sizes and two types for straight and curved bodies. £2-5-0 and £2-12-6 per pair.



Dicky Seat Screen, adjustable to Hood formation for wet weather—folds away when not in use. £5-5-0

The "Easting" prices are as low as is consistent with quality

# EASTING

WINDSCREENS LTD.,  
132, Steelhouse Lane,  
BIRMINGHAM.

London Offices:  
29, Foley St., Gt. Port and St.

Northern Factors: J. D. Morrison & Co., Manchester.

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.  
2s. net. 2s. 3d. post free.

Buy your  
*Austin*  
SEVEN  
from  
**LOOKERS**

**T**HE finest display of Austin Cars in the Country is to be seen at Lookers Ltd., Manchester. Every model of the Austin Seven is in stock for immediate delivery.

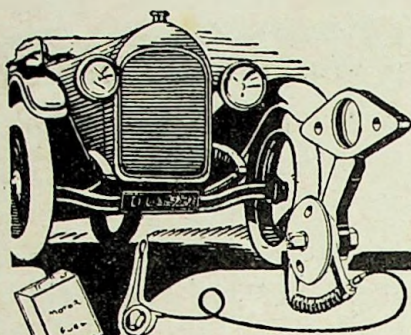
**Y**OU may purchase by monthly remittance cheque, and take delivery on first payment. Strictest privacy is ensured for such transactions, and the terms are most attractive.

**LOOKERS** Ltd. have the largest stock of Austin Spare Parts and the best equipped Austin Service Station in the World. So make sure of premier service and buy from Lookers.

*For everything a Motorist needs, but always of the best.*

**LOOKERS**  
LIMITED

5-35, HARDMAN ST.  
Liner Buildings, St. Ann's Sq.  
**MANCHESTER**



## RUN IT AT LESS COST

If you have a *good* light car you can make it *economically good* by fitting a "Whalley" Valve. If you are pleased with the running of your car you will be pleased with its low running costs—when you have fitted a "Whalley."

Control your petrol or benzol consumption with a "Whalley" Patent Air Valve and you will have a better engine, an auxiliary brake for coasting down-hill—and a saver (5% to 60%) of fuel.

Not a mere inlet, but a guaranteed car-essential—an investment that pays daily dividends in money saved.

The Hollingdrake Automobile Co.  
(1919), Ltd.,  
Town Hall Square, Stockport.  
Telephone: 63 Stockport.

Details at  
45/-  
for all  
popular  
models.  
Write for  
leaflet.

**"WHALLEY"  
AIR VALVE**

How often  
have you said  
**"That's Hard  
Enough"?**

Guessing the air pressures in tyres takes miles of service from them. Tyres too hard destroy riding comfort; tyres too soft give the same effect as overloading. Own and use a "Schrader" Tyre Pressure Gauge. It will enable you to inflate to the correct pressure and so ensure better tyre mileage and perfect riding comfort.

Price 6/2 from all dealers.

A. SCHRADER'S SON, Inc., Offices and  
Main Distribution Stores: 26-29, New St.,  
W. at main ter, S.W.1.

**Schrader**

Makers of Pneumatic Valves Since 1854

Tyre Valves • Tyre Gauges

Be sure it's a "SCHRADER"—look for the name.  
(Regd. Trade Mark.)



*Dries in 20 minutes.*

**TOO FAMOUS TO TALK ABOUT**

Why Pay  
**FANCY PRICES**  
for  
**MOTOR ENAMEL**

**"CLUB"**

is the World's Best Motor  
Enamel and at a reason-  
able price.



TRIAL SIZE 7 1/2d.  
CYCLE SIZE 1/6  
Motor Cycle  
Size 2/6  
CAR SIZE (D) 4/9  
CAR SIZE (E) 9/-  
CAR SIZE (F) 17/-  
CAR SIZE (G) 32/6

Club Brushes—  
1/-, 1/4, 2/-, and 3/-

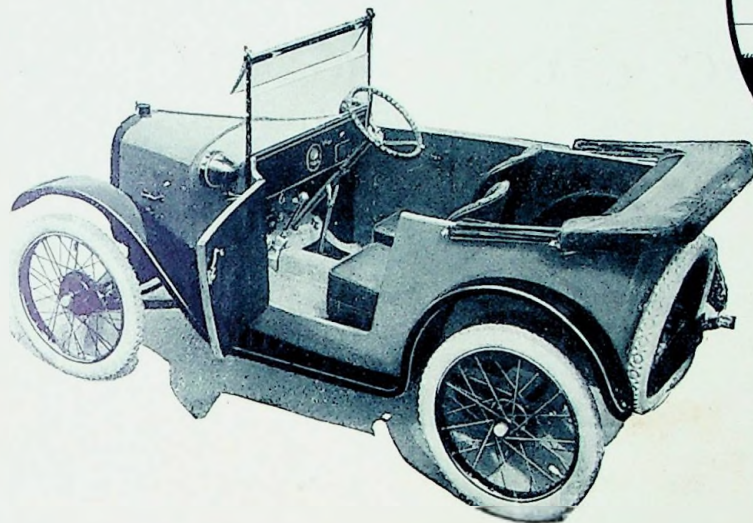
Royal Mail Red, Indian Red, Black, Panhard Red, Service Green, White, Humber Green, Emerald Green, Cream, Light Blue, Dark Blue, Singer Blue, Ford Blue, Elswick Green, Lavender, Harley-Davidson Grey, Harley-Davidson Khaki, Raleigh Smoke, Matchless Grey, Brown, French Grey, Primrose, Humber Buff.

Any size tin of the above sent  
post free if you cannot obtain  
from a cycle agent or garage.

**SILIGO ENAMEL Co.**  
STRATFORD, LONDON, E.15.

"THE MOTOR ELECTRICAL MANUAL." Re-written and containing over 100 new  
illustrations. 2s. 6d. net. 2s. 9d. post free.

## Pictures with a Point.



## Provision for Adjustment.

Just another example of Austin thoroughness is the full provision for taking up wear in the steering mechanism. In every way the Austin-Seven is "a job," made in an old-established car factory with honour to maintain. Ask your older friends about Austins.

**The AUSTIN MOTOR CO., Limited,**  
Longbridge——Near BIRMINGHAM.  
**LONDON:**

479-483, Oxford Street, W.1 (near Marble Arch).

*The*  
**Austin**  
**Seven**



### Features:

Seats two adults, with children.  
4-cylinder engine.  
Water-cooled.  
Detachable head.  
Automatic lubrication.  
Three-speed gearbox.  
Bevel drive.  
Differential.  
Brakes on all wheels.  
Electric lighting, horn, and starting.  
Dimmer switch.  
All-weather body.  
Spare wheel and tyre.  
Grease-gun system.

PRICE AT WORKS,

**£165**

# —“Such a wonderful plug”

This is what Capt. Duff says about the “K.L.G.” plugs he used in the Bentley Car with which he and Mr. Clement won the 24 HOUR ENDURANCE RACE at LE MANS. Authoritatively said to be the most gruelling contest for standard cars ever seen in Europe.



*Duff & Hillington*  
AUTOMOBILE ENGINEERS  
80 Upper St. Martins Lane  
London, W.C.2

June 19th, 1924.

The Robin Hood Engineering Works Ltd.,  
Putney Vale, S.W.15.

Dear Sirs,

I want to tell you how delighted I am with the K.L.G. Plugs you sent me for the 24 Hour Race. This is of course entirely a repetition of the satisfaction I have always experienced.

In this case I think it is most decidedly an additional feature in your cap because the plugs had to stand exceptional treatment. Shortly before the race commenced I noted with alarm that our oil consumption was higher than it should be. The fuel valve filler with oil except at every twentieth lap. In order to accomplish this I had to turn the engine in order to half a gallon more oil than the engine is designed to hold. The result was heavy smoke for thirty miles after each replenishment.

Not a plug was touched from beginning to end of the race, and they are still in the engine this minute behaving perfectly.

My heartfelt congratulations to you for producing such a wonderful plug.

Yours faithfully,

*John Duff*

Distance covered 1,290.44 miles.  
Average speed 53.76 m.p.h.

41 STARTERS.  
14 SURVIVORS.

## K.L.G. SPARKING PLUGS

Ask your garage to fit a set to-day, or write for Booklet to the Sole Manufacturers:—  
**THE ROBINHOOD ENGINEERING WORKS, LTD.,**  
Putney Vale London, S.W.15.  
Export Agents: S. SMITH & SONS (M.A.) Ltd., Cricklewood, N.W.2.