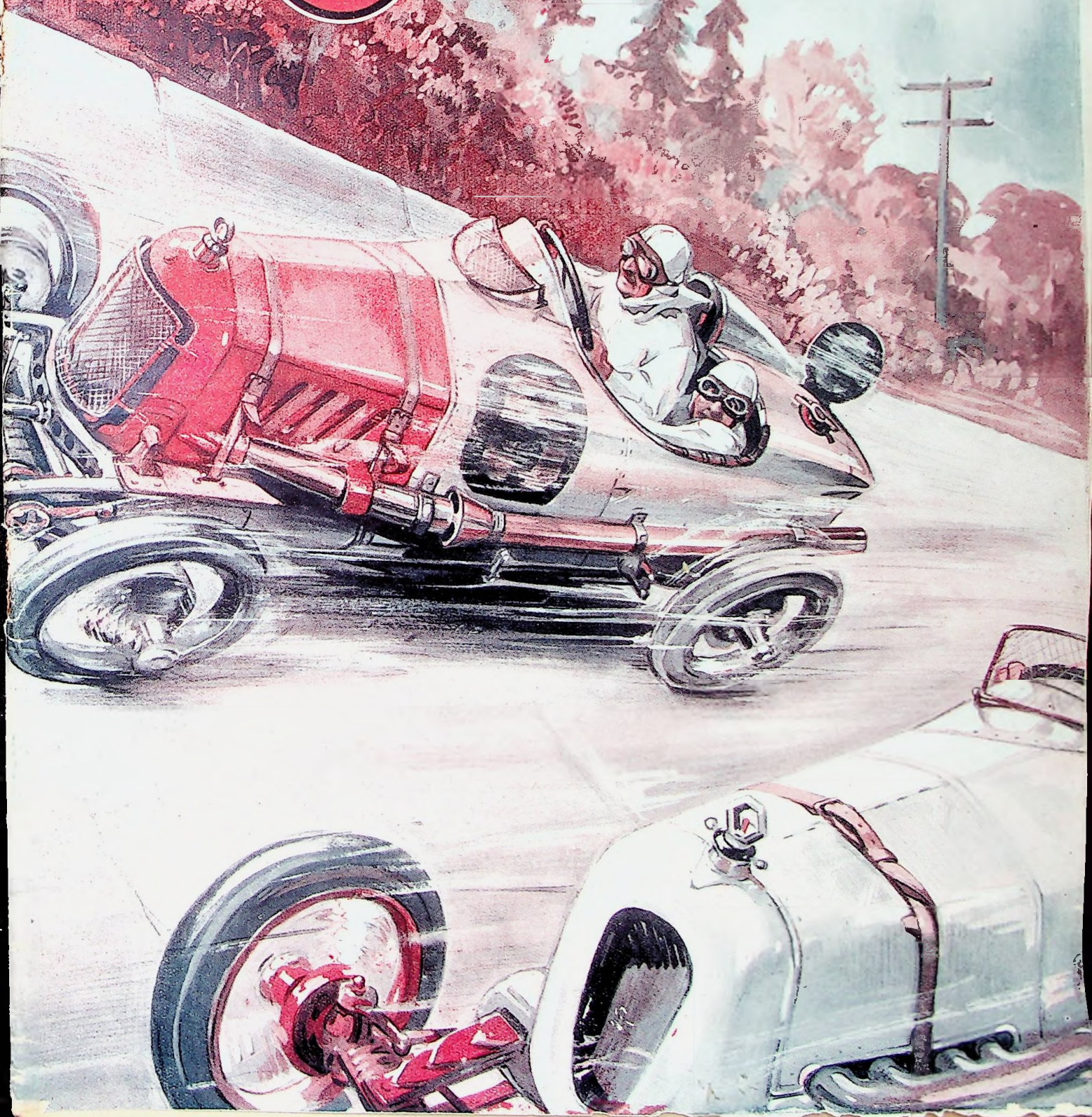


The Light Car and Cyclecar

3^D
THE
200-MILE
RACE
Full Description



The pre-eminent position
occupied by the

LODGE PLUG

is not due to chance

Its reputation rests upon its
unparalleled efficiency.

Correct design, highest quality
material and a high standard of
workmanship have secured for
the Lodge plug by far the largest
sale in the world of all British
made plugs.



Standard (C3)
5/-

(5% in Irish Free State.)
Of all necessary dealers
and garages.

Every Lodge plug is packed
in a metal box with a lead
seal. Refuse if unsealed.

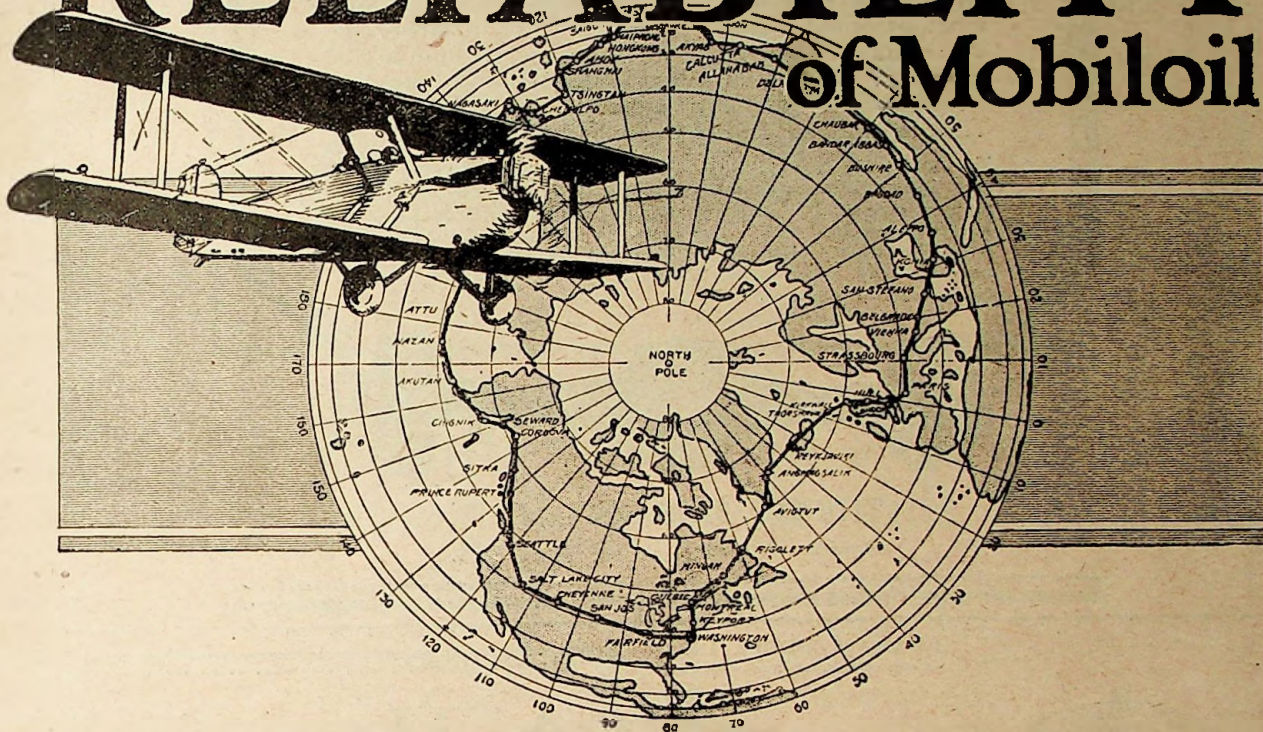


407B

LODGE PLUGS LTD.—RUGBY.

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

A Tribute to the RELIABILITY of Mobiloil



Triumph of the Great Adventure

Mobiloil contributes to
its accomplishment

THROUGHOUT their successful globe-encircling flight the United States Airmen used Mobiloil exclusively for the lubrication of their machines.

In preparing for this great adventure the United States Air Service realised that for an undertaking in which so much was at stake, it was too hazardous to follow the usual custom in great public events of accepting free supplies. After careful and exhaustive tests they placed their faith in Mobiloil—thereby exercising their inde-

pendence of judgment. This reliable oil was designated, bought and paid for.

The grade used was Gargoyle Mobiloil "B" as prescribed by the Vacuum Oil Company for the Liberty Aero Engine—identical in every respect to Gargoyle Mobiloil "B" on sale everywhere. The same high quality and reliability mark all grades of Gargoyle Mobiloil—"E," "Arctic," "A," "BB" and "B"—one of which is correct for your car, as shown in the Chart of Recommendations.

GARGOYLE

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

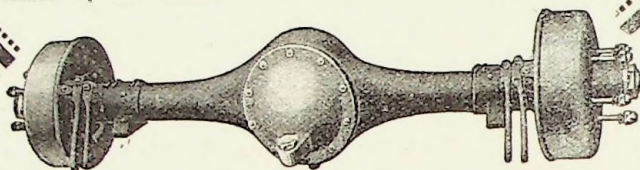
MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

A1

The MOSS B.A.2 Axle goes one better.

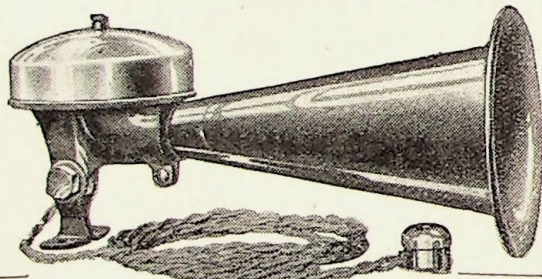
Contemporary Light Car Axles are eclipsed by this latest Moss product, which embodies sounder and more practical features than any. For instance, the axle casing is a one-piece steel pressing without joints or welds; axle shafts are semi floating and take the torque only; shafts and gears are mounted on Timken tapered Roller bearings.

Two brakes are fitted side by side, operating on rear hubs supplied to suit Sankey, Michelin, or similar standard wheels. The shafts are made of special alloy steel and the driving gears are of nickel case-hardening chrome steel. The axles are oil-tight and the oil filler is so constructed that the axle cannot be overfilled with oil. May we send YOU further particulars? There are numerous other superior features.

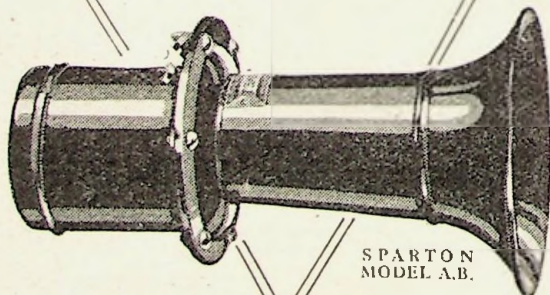


THE MOSS GEAR CO., LTD.,
Aston Manor, BIRMINGHAM.

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



**GRAHAM
&
SPARTON**



SPARTON
MODEL A.B.

A Horn for Every Need

For town or country—for all possible requirements and at all prices, you will find in the "GRAHAM" products the very horn you want.

The "GRAHAM" Electrical Autohorn, with its more gentle yet persuasive note, is specially suitable for town use, where a very loud horn is not necessary.

Four models are available, ranging in price from 24s. complete with flex, push and universal bracket; carriage paid.

For country use, however, for large cars and very fast sporting cars, the "SPARTON" Motor Driven Horn is recommended.

Undoubtedly the loudest and most dominant warning signal made, the "SPARTON" is moderate in price—from 35s.—and guaranteed by the makers to be absolutely reliable.

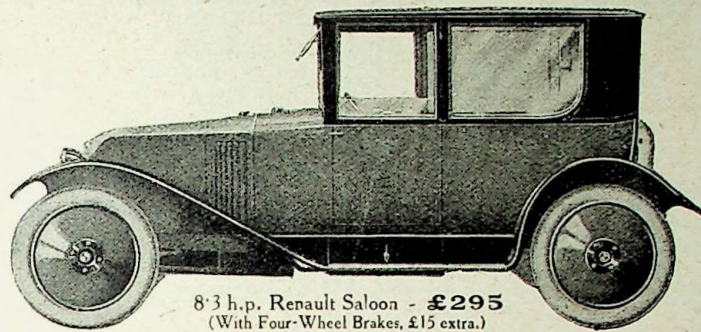
Write for Illustrated List A.Y.

At the BRITISH EMPIRE EXHIBITION the GRAHAM Stand
is Avenue 11, Bays 11-13, PALACE OF ENGINEERING.

ALFRED GRAHAM & COMPANY,
St. Andrew's Works, CROFTON PARK, LONDON, S.E. 4

'Phone:
Sydenham 2820-1-2.

'Grams:
"Naval Road, Catgreen, London."
SHOWROOMS: 25-26, Savile Row, W. 1, and 82, High Street,
Clapham, S.W. 4. A21



8.3 h.p. Renault Saloon - £295
(With Four-Wheel Brakes, £15 extra.)

8.3 h.p. Renault Coupé - £330
(With Four-Wheel Brakes, £15 extra.)

8.3 h.p. Renault Cloverleaf - £250
with Four-Wheel Brakes.

If you knew all you would Choose a Renault

NATURALLY, when comparing cars you compare prices, but if you knew what a well thought-out car the Renault is, how soundly it is built, how little it deteriorates, and what a little it costs to run, you would certainly choose the Renault—even though the initial cost is a little higher than that of some other makes. The best is cheapest in the end.

RENAULT

RENOWNED SINCE '98

All 8.3 models fitted with Comfort Tyres. We shall be glad to supply full particulars. Demonstration runs by appointment. Part exchanges and deferred payments arranged.

Note that our present prices are the official prices for the Olympia Show.

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 Road, West Brompton, S.W.6.

Phone: Showroom, 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.

Bayliss Thomas



The Thoroughbred

A thoroughbred at the price of a hack—that is the interpretation of Bayliss Thomas value to-day. The Bayliss Thomas is not a mass production car, but an automobile of individuality built to the owner-driver's conception of the ideal. In appearance, performance, longevity and price, we can say with some truth, that no car, large or small, give a greater measure of satisfaction to its owner. May we have the opportunity of demonstrating this thoroughbred of economy cars to you?

Prices from ... £259

BAYLISS, THOMAS & CO.

Proprietors: THE EXCELSIOR MOTOR CO. LTD.

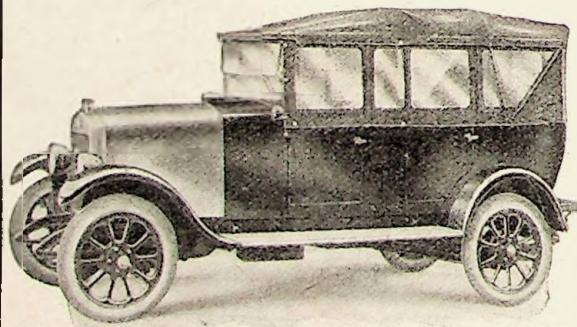
TYSELEY - BIRMINGHAM.

Tele. home: 17718 Arcocks Green. Telegrams: "Monarch, Haymills."

DISTRIBUTORS:

LONDON: Mann & Oreston's, Ltd.,
10, Lower Grosvenor Place, S.W.1.
D. S. Marshall, Ltd., 17a, Hanover
Square, W.1.
S.W. OF ENGLAND: S. W. Phillpott
(Motors), Ltd., 42-44, Paradise
Street, Liverpool.

N. WALES: The Sun Motor Co., Ltd.,
Llangollen.
SCOTLAND: North British Machine
Co., Ltd., 55, Great Clyde Street,
Glasgow.



We are makers of the "EXCELOPHONE." If interested in wireless, write for illustrated folder.

Principal G.W.K. agents in England

SAFFRON WALDEN: North Essex Motor Co., 26 High Street.	BRISTOL: Flook & Hall, Ltd., Stokescroft.
CRANBROOK: Crane Motor Works, High Street.	CARDIFF: J. Pollock & Co., 132, Albany Road.
READING, or Works: Royal Berks Motor Co.	LEICESTER: Malpass Wright & Co., 125, Melton Road.
LIVERPOOL and Birkenhead: Birkenhead Motor Works, Duke Street.	HUCKNALL: Palmer & Sons, Watnell Road.
PLYMOUTH: Mumford & Sons, 66, Mutley Plain.	LOWESTOFT: S. & S. Motor Co., Oulton Road.
UPPER PARKSTONE, Dorset: Fields Garage, 197, Ashley Road.	WALLINGTON: Houghton Bros., Ltd., Woodcote Parade.
SHEFFIELD: W. L. Gilder, Ltd., 167, Devonshire Street.	HOVE: B. S. Cannell, 69, Church Road.

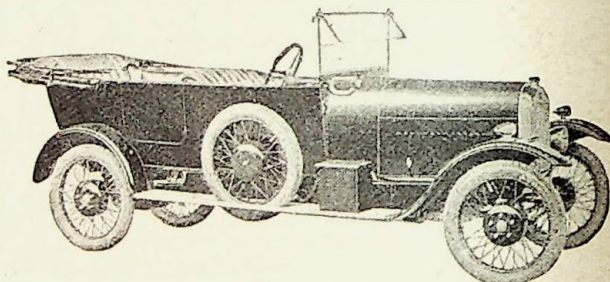
LONDON: See below. Let us give you name and address of your local agent if not in the districts specified above. Catalogues on request.

SCOTLAND:

Hislop, Wood & Jackson,
70, Fountainbridge,
Edinburgh.

IRELAND:

R. F. McLean & Co., Ltd.,
30, Prudential Buildings,
1, Wellington Place, Belfast.



Note New Prices:

10.8 h.p. Two-seater Standard Model ... £200	10.8 h.p. Four-seater Standard Model ... £225*
10.8 h.p. Two-seater Coupe Model ... £250	10.8 h.p. Four-seater De Luxe Model ... £255*

* Balloon tyres, electric horn and clock fitted as standard.

G.W.K. Ltd.

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

CORDWALLS WORKS, MAIDENHEAD.

Telephone ... Maidenhead 624.

LONDON DISTRIBUTORS:

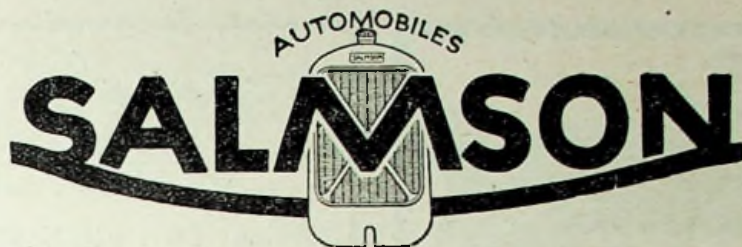
W. G. Nicholl, Ltd., 50-54, Whitcomb St., W.C.2.

AGENT:

Captain Richard Twelvetrees, F. & P. Vandervell,
199, Piccadilly, W.1.



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



Sole Concessionnaires:

S.M.S., Ltd.,

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

Phone: Victoria 8856.

The SALMSON

with O. WILSON JONES driving

WINS

the

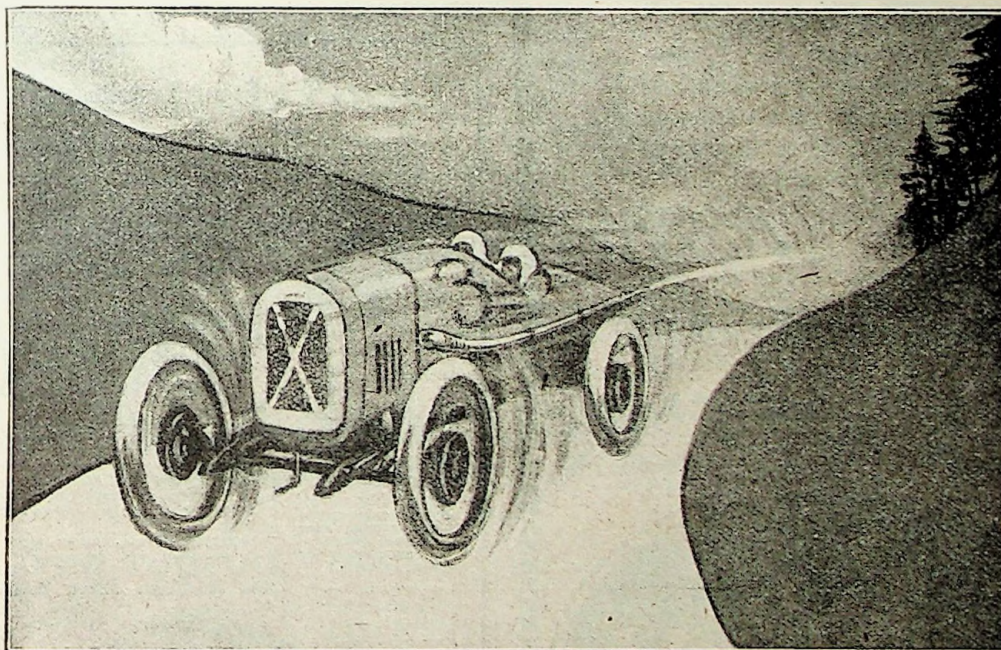
200 MILES RACE

(1,100 c.c.) for the

Third Year in Succession,

at an average speed of

85.7 m p.h.



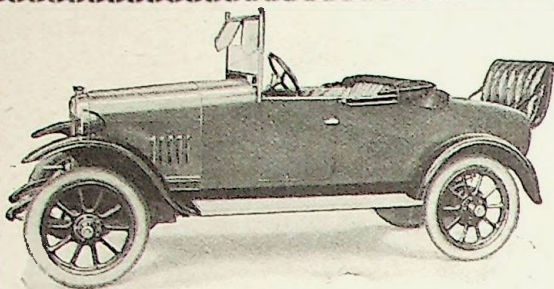
Gordon Watney
& Co Limited
THE PART EXCHANGE SPECIALISTS

Sole London Distributors.

**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.



CLEAN DESIGN

and accessibility are points about the Cluley which the owner-driver in particular will appreciate. Easy access to greasers, bearings, magneto, and carburetter saves valuable time during an adjustment. The Cluley is built throughout at our works. All components are produced under one roof, hence we can guarantee, and you can implicitly depend upon, the Cluley to survive experiences which would leave an assembled car a rattling wreck in a very short time.

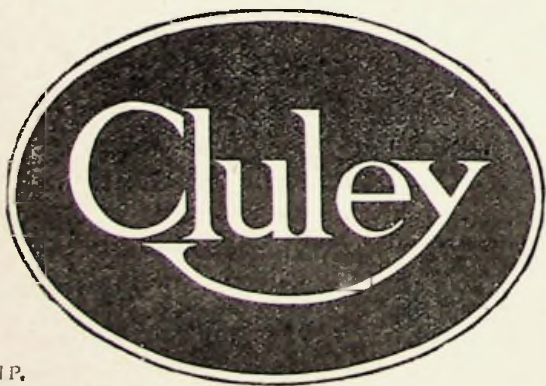
Buy a British Car—buy a Cluley.

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

10/20 h.p. Four-Seater, as above, with four-seater body £270

May we send you our catalogue and the name of nearest Agent?

CLARKE, CLULEY & CO.,
Globe Works, Coventry. Established 1890.



H.P.

The "STORMGARD" MOTOR COAT

A Coat YOU will be proud to wear

Cold print and illustrations cannot do full justice to this smart Motoring Coat. It must be seen to be appreciated.

We will send one ON APPROVAL

You to be sole judge of its value. If you are not satisfied return the coat and your money will be refunded. But you will want to keep the "Stormgard" when you see the fine quality of the Fawn Gaberdine and note how the interlining of High Grade Oulskin and lining of warm eddy Pleece is fitted throughout including the sleeves. When you try it on; see how smart it looks; how comfortable it feels; find that the cut of the lapels gives double protection to the chest, you will be delighted and wonder how such a fine coat can be sold at this price. It can only be done by selling direct to you. Order yours to-day on above terms. State height and chest measurements over waistcoat; ladies measurement over bust.

With broad Gaberdine Collar 42/6 POST FREE

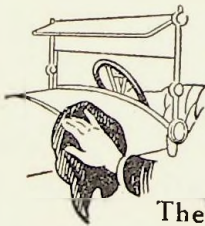
Fitted with luxurious high Fur Storm Collar of selected kind 10/- extra (as illustration) ...

Catalogue of other bargains free on request.

THE DIRECT TRADING CO.,
(Dept. L.C.1) 30, Grove House Lane,
Claypit Lane. LEEDS



Don't dust your car



Never remove dust from your car with a dry duster—use plenty of clean water and a sponge. Dusting scratches the enamel, and in time ruins the polish.

When you have cleaned your car cover it with a "DUSOUT" Cover and keep it speckless until the next run. It will take less than two minutes, but will save you hours of work.

The "Dusout" (REGD)

DUST COVER

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

Send cash with order. Cover sent by return, carriage paid. Complete satisfaction guaranteed or money refunded.

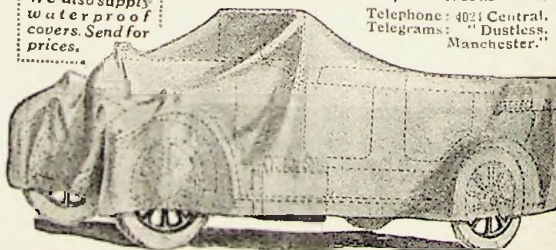
We also supply waterproof covers. Send for prices.

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: 4021 Central.
Telegrams: "Dustless," Manchester.



SPECIAL TERMS TO THE TRADE.

Q10



200 miles light car race

Again
and as
usual

ZENITH

Carburetter

750 c.c. Class.

1st AUSTIN - E. C. Gordon England

2nd AUSTIN - G. Hendy.

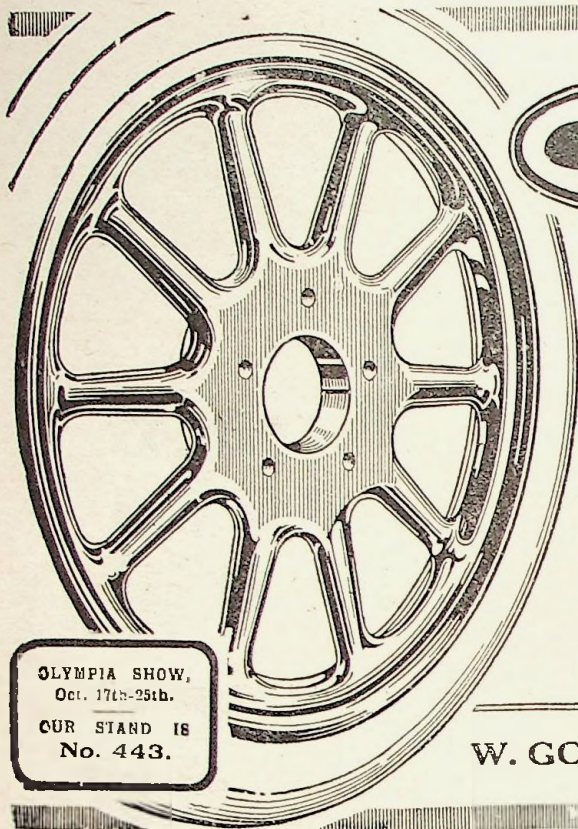
Both fitted with Zenith Carburetters.

The Carburetter that Pulls the Winner Home
Over Five Million Zeniths now in use.

HAVE ONE ON A
MONTH'S TRIAL.

You'll never drag behind with a Zenith.
Send for particulars and descriptive booklet.

THE ZENITH CARBURETTER CO., LTD., 40-44, NEWMAN STREET, LONDON, W.1.



OLYMPIA SHOW,
Oct. 17th-25th.

CUR STAND 18
No. 443.

GOODYEAR

Patent Steel Wheels

To the Prospective Car Purchaser.

PLEASE LEAVE THE WHEEL EQUIPMENT TO THE
JUDGMENT OF THE CAR MANUFACTURERS.

*This is the surest way of having
GOODYEAR STEEL WHEELS Fitted to your Car.*

ALL THE LEADING BRITISH CAR MANUFACTURERS
USE THEM AS STANDARD EQUIPMENT.

W. GOODYEAR & SONS LTD., DUDLEY.

THREE GOOD SPORTS MODELS.

12-50 h.p. Super Sports.

2-seater ... £550

4-seater ... £575

CROUCH

12-30 h.p., 2/3-seater, Sports
Model ... £295

*Your present car
and—on terms of
payment will
receive attention.*

ALVIS



11'9 h.p. Brescia Sports Chassis ... £385

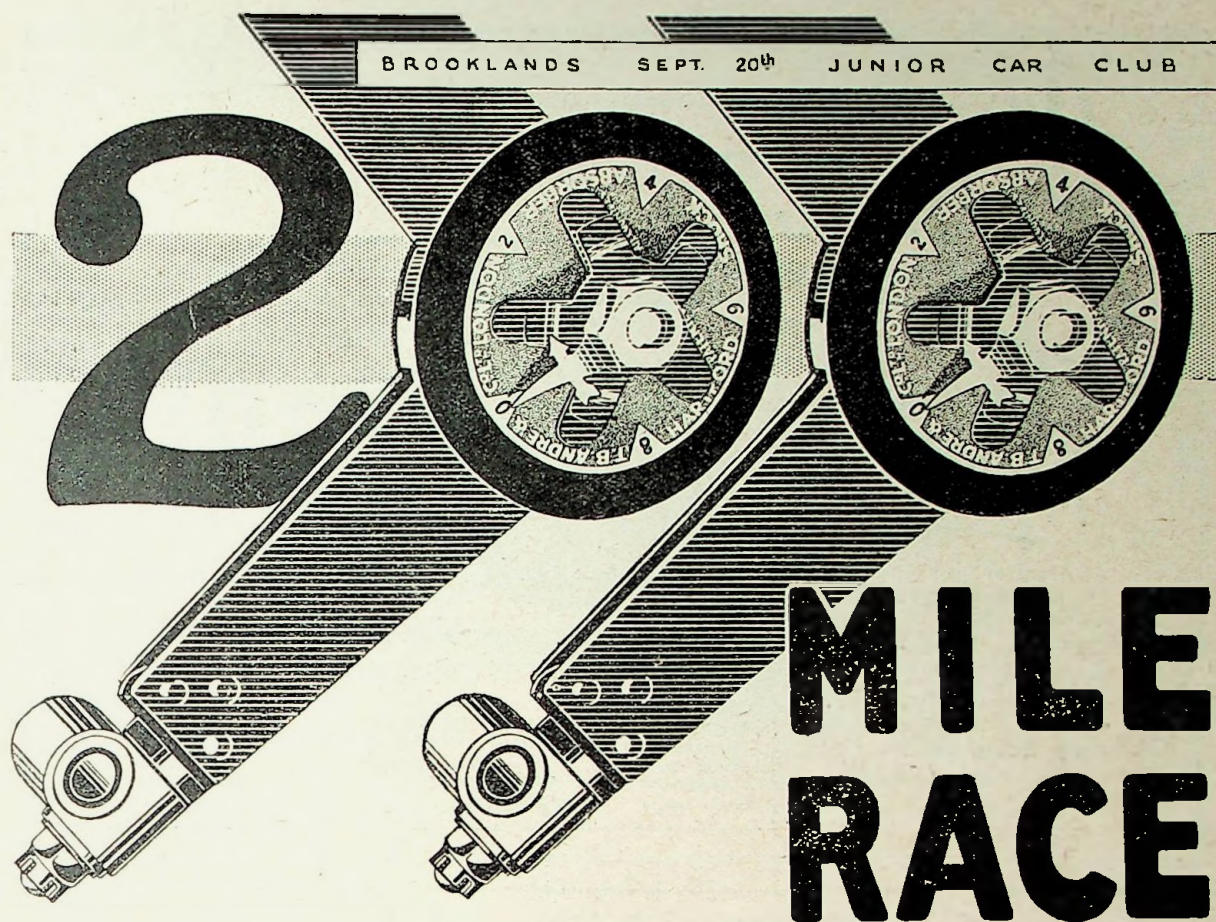
11'9 h.p. Modified Brescia ... £330

B. S. MARSHALL LTD.,
17a, Hanover Square, W.

Mayfair 5906/7.

AGENTS for—Alvis, Bugatti, Bayliss Thomas, Crouch, Lea-Francis, Singer, Standard.

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



for the ANDRE GOLD CUP
WON ON

HARTFORD
T.B. ANDRE & CO. LTD.
SHOCK ABSORBERS

1,500 c.c. CLASS.					1,100 c.c. CLASS.		750 c.c. CLASS.	
1 st	2 nd	3 rd	4 th	5 th	1 st	and all	1 st	and all
					finishing cars		finishing cars	

ALL ON HARTFORDS
The World's Best and Cheapest

This race has been won four times in succession on Hartfords.

T. B. ANDRE & CO., LTD., 5, DERING ST., LONDON, W.1

Misani

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

A9

Insist

on getting

when you
ask for —
"fifty fifty"

remember its the
"trade-mark" sym-
bolising National
Benzole Mixture,
therefore, protect
yourself by insist-
ing on this brand
only being served

"National" Benzole Mixture

The unrivalled motor fuel

Always of the same high quality, in the same
proportions, fifty-fifty, and guaranteed as such

Sheffield
Birmingham
Manchester
Darlington
Southampton

NATIONAL BENZOLE Co. Ltd

Head Office:
WELLINGTON HOUSE
BUCKINGHAM GATE, S.W. 1.

Plymouth
Bristol
Liverpool
Ipswich
Rochester

7 h.p.

Jowett

£7 Tax

We can give IMMEDIATE DELIVERY
from Stock of this MARVEL CAR.

2-Str. £150. Chummy £160. 4-Str. £170

With Dickey £152.

Balloon Tyres on either model £6-5-0 extra.

The Car which is INEXPENSIVE to buy, ECONOMICAL
to run, RELIABLE, and does the work of the big Car.

Let us send you literature about this Car—it will interest you.

Visit our JOWETT Service Station in London.

Telephone
Hop 5279.

Opposite new London
County Council Hall

**GARAGE AND
COMPANY**



**ENGINEERING
LIMITED**

**5, Lambeth Palace Rd.,
LONDON, S.E.1.**

Garage Open Day and Night.

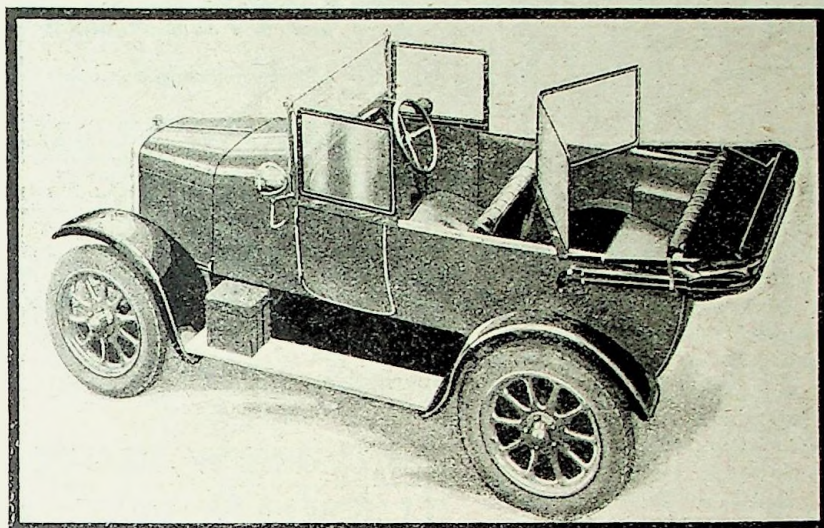
Repairs to any make of Car.

Moderate Charges.

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

THERE'S MORE ROOM IN THE REAR

as they say on the Underground.



THE NEW JOWETT LIGHT FOUR-SEATER, £160

The bodywork on our two- and four-seater models is so well known for its roominess, we had to do something extraordinarily good to maintain our reputation.

The new LIGHT FOUR is unique! It is distinctly *not* a chummy, but a light four at chummy price.

There's armchair comfort for the juveniles, including sprung seats, upholstered armrests, plenty of legroom, and easy access to rear.

"The little engine with the big pull" ensures a high performance, with low running and upkeep cost.

New illustrated folder now ready, also catalogue of two- and four-seater models at £150 and £170 respectively.

JOWETT CARS LTD., IDLE, BRADFORD.

The Motor SHOW Specials

Features of this week's issue of "The Motor," Sept. 23rd.

PRICE 4d.

AN ENTIRELY NEW DEPARTURE IN VALVE COOLING.

Novel Methods of Internal Cooling
which are Being Used to Prolong
the Life of Aero Engines.

THE REAL ROLLS-ROYCE SENSATIONS.

Gliding Like a Punt, or Leaping
Noiselessly Forward Like a Wild
Thing.

FRONT WHEELS. THEIR EFFECT ON STEERING.

Why they Often Point Inwards in
Front and at the Bottom.

1925 CARS AND NEW MODELS.

12 h.p. Vulcan, Lanchester, Austin,
15-50 h.p. Berliet, Napier, Star,
Darracq, De Dion Bouton and
Sunbeam, etc.

MAP SHOWING THE RADIUS ROUND LONDON WHERE THE PRICE OF COMBINE PETROL IS 1s. 6½d. PER GALLON.

Many other Special Articles.
Fully Illustrated.

THREE NUMBERS

To be published as under:

1st SHOW NUMBER— TUESDAY, OCT. 7th.

This number will contain the first published
Report of the Paris Salon. It will also
comprise a forecast of the Exhibits at the
British Motor Show and an illustrated
description of many new British cars and
accessories.

2nd SHOW NUMBER— TUESDAY, OCT. 14th.

Prices of all 1925 cars, including all models,
arranged alphabetically for handy reference.
The review of new cars and accessories
will be continued.

3rd SHOW NUMBER— TUESDAY, OCT. 21st.

The only complete and fully illustrated
Report of the entire exhibition published
in one issue. It will be divided into
sections, classified and arranged alpha-
betically.

*The demand for the Complete
Report number of "The Motor"
last year exceeded 100,000
copies. To avoid disappoint-
ment a definite order should
be placed at least a week in
advance. The price of each of
these numbers will be 6d.*

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

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.

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.

Three Grades of Huile de Luxe—

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

— Zero, Winter, Summer.

NEW
**REDUCED
PRICES
OF
CLYNO
CARS**

Balloon Tyres, Improved Coachwork,
Right-Hand Gear Change,
Rear Windscreens to all 4-Seaters,
Fully upholstered sunk dickey seat
on all 2-Seaters.

	OLD PRICES	NEW PRICES
11 h.p. (TAX £11)		
The 2-Seater	£198	£175
The 4-Seater	£215	£185
The Occasional 4-Seater	£205	£185
The De Luxe 2-Seater	£215	£195
The De Luxe 4 Seater	£225	£210
The Clyno "Royal" 2-Seater	—	£225
The Clyno "Royal" 4-Seater	—	£235
Coupe (2-door)	£315	£285
Saloon (4-door)	—	£345

These prices are effective from 8th September, 1924.

Standard Specification:—

11 h.p. 4cyl. water cooled engine, 66 mm. bore, 100 mm. stroke.
Electric starting and lighting with five lamps. Three forward
speeds and reverse. Single cantilever springs. Non-floating
rear axle with differential. Full all-weather equipment and
sloping double windscreen. Spare wheel and five Balloon
Tyres. Grease gun chassis lubrication.

Standard Equipment:—

Clock, speedometer, horn, petrol can and holder, special
container of Wakefield oil, dash-board locker, hood envelope
and full kit of tools.

Michelin 'Comfort' tyres are fitted as standard.

Four-wheel brakes and 4-speed gearbox at extra charge.

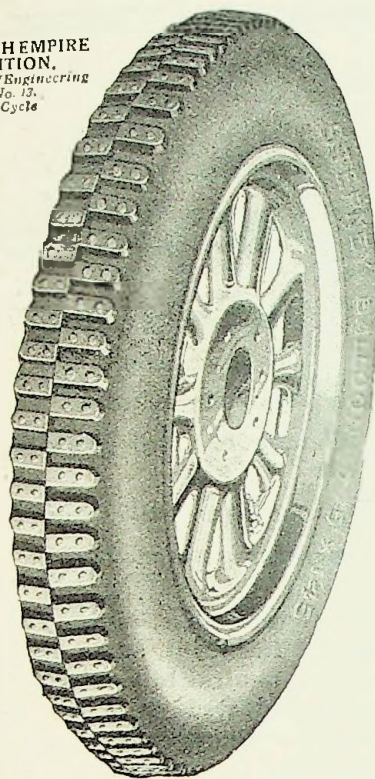
40-45 M.P.G. FUEL

**BUY A CLYNO—A CAR
OF REAL INDIVIDUALITY**

**CLYNO ENGINEERING CO.
(1922) LTD., WOLVERHAMPTON.**

London and S.E. Counties: Rootes Ltd., 111, New Bond Street, W.1.
Staffs, Warwickshire, and Worcestershire: George Heath Ltd.,
Birmingham. Lancashire and Cheshire: Lookers Ltd., Manchester.
Yorkshire: Central Garage Ltd., Town Hall Square, Bradford.
Devon, Cornwall and Somerset: Maudes' Motor Mart, Exeter.

BRITISH EMPIRE
EXHIBITION.
Palace of Engineering
Exhibit No. 13.
Motor & Cycle
Section.



THE wisdom of fitting
Sankey All Steel Wheels
has been demonstrated in a
score of "tight corners" proved
by a hundred averted accidents.

Stamped out of steel in two sections
and welded unbreakably together,
Sankey Wheels provide a degree of
strength and safety you could not find
in any other wheel of similar weight.

FOR LOW PRESSURE TYRES

Sankey Patent Steel Wheels for above
are available in the following sizes:—
715 x 115; 730 x 130; 775 x 145.

SANKEY
PATENT ALL STEEL
wheels

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

Phone: Wellington, Shropshire 60. Grams: "Sankey, Wellington, Shropshire."

LONDON OFFICE:

Mr. R. Jenkins, Ulster Chambers, 168, Regent Street, W.1.

PALMER

Cord Tyres

FIRST IN THE 200-MILE RACE

750 c.c. CLASS.

NON-STOP RUN—NO TYRE TROUBLE.

The 750 c.c. AUSTIN, driven by Mr. E. C. G. England in the 200-Mile Race at Brooklands on Saturday, the 20th September, arrived AN EASY FIRST in its class on PALMER CORDS.

The word "Cord" as applied to tyre construction would have no significance to-day but for Palmer achievements on road and track during the past thirty years.

Fit Palmer for Peace of Mind

THE PALMER TYRE LTD.,
119-121-123, Shaftesbury Avenue,
London, W.C.2.

(376)

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

A15



MOTOR SHOW

The Light Car & Cyclecar

THREE SPECIAL NUMBERS

1st SHOW NUMBER—FRIDAY, OCT. 10th.

Special features of this number will include details of innovations and new departures which will be on view at Olympia. Many special articles will also be presented in this issue.

2nd SHOW NUMBER—FRIDAY, OCT. 17th.

A comprehensive forecast of exhibits, giving advance descriptions and illustrations of new cars, improvements and equipment, and embodying special features which will render it a practical guide for visitors to Olympia.

3rd SHOW NUMBER—FRIDAY, OCT. 24th.

The complete and fully illustrated Report of every light car exhibit, including Accessories and Equipment.

The only Show Report exclusively devoted to the interests of small car owners

PRICE AS USUAL, **3d.**

: : **Order Now.** : :

TEMPLE PRESS LTD.,
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Say
49

Say it now, and keep on saying it until OLYMPIA—say it now, and keep on saying it if you're interested in the economy of motoring—just "49," because that is the Stand number of the RHODE MOTOR CO. where will be exhibited the MOST ECONOMICAL CAR IN THE WORLD. You can buy cars which cost you less in initial purchase—we readily grant you that—but you can buy no other car that is so reasonable in FIRST AND AFTER COST or so full of those distinctive features which are more than half the pride of motoring—you can buy cars that "everybody" buys and be "just ordinary" always, and you can even buy the car that "brings the meat round," too.—You can, but DON'T—you can, but you WON'T when once you have seen the latest models of the car which, since its introduction, has put up a record in the classic trials unequalled in competition history—in a word, THE CAR THAT WINS ALL THE PRIZES—in another word, the

Remarkable Rhode

You're coming to Olympia—then say "49" and call—You're not, then write us quickly for full details.

RHODE MOTOR CO., TYSELEY, B'HAM.
London : : : : Godfrey's Ltd., Gt. Portland Street.



The Medical Man

must be thoroughly protected against road shocks during the inevitable daily round of his patients if he is to keep fit for his exacting work, so

HE FITS JEAVONS



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: 147-9, Great Portland St., W.1.
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848, Deansgate.
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Jeavons keep the car springs always at their best. They alone guarantee the positive uniform distribution of oil to every part of the spring leaves.

You may not be a medical man, but you will appreciate the same car comfort, so post the coupon and get the facts.

AGENTS
WANTED
ABROAD

POST THIS COUPON

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

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

Name

Address

Make of Car H.P.

Please write clearly.

Block letters preferred.

BE PREPARED

ELIMINATE
RISKS

RADIATOR MUFFS

Fit a RADIATOR MUFF which saves its cost ten times in the course of the Winter. You need never fear a frozen Radiator or a cracked Cylinder. Your running costs will be cut down by getting more M.P.G. Your starting trouble, through a cold engine, will be eliminated.

All **BAR-KINS MUFFS** are padded with thick felt, lined and quilted, thus ensuring an even distribution of the felt.

We have over 400 models and can fit one to your car no matter what the make or year. All leading makes can be supplied from stock; others at short notice.

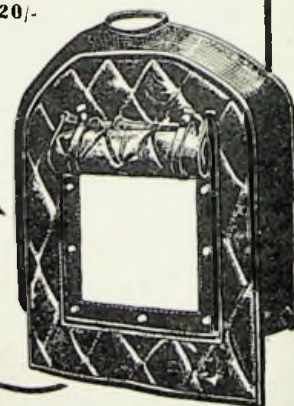
Send to-day for our illustrated leaflet.

RETAIL PRICE:

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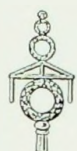
The All British Standard

11 h.p.
2- & 4-
Seaters

A RISTOCRATS of the small car class, the 11 h.p. "Standards" possess all the good qualities of the famous 14 h.p. Models.

They are handsome, roomy little fellows that cost little to run, have a good turn of speed, and climb well.

Owners are justly proud of their little "Standards."



Registered
Trade Mark.

£235

Dunlop Tyres.

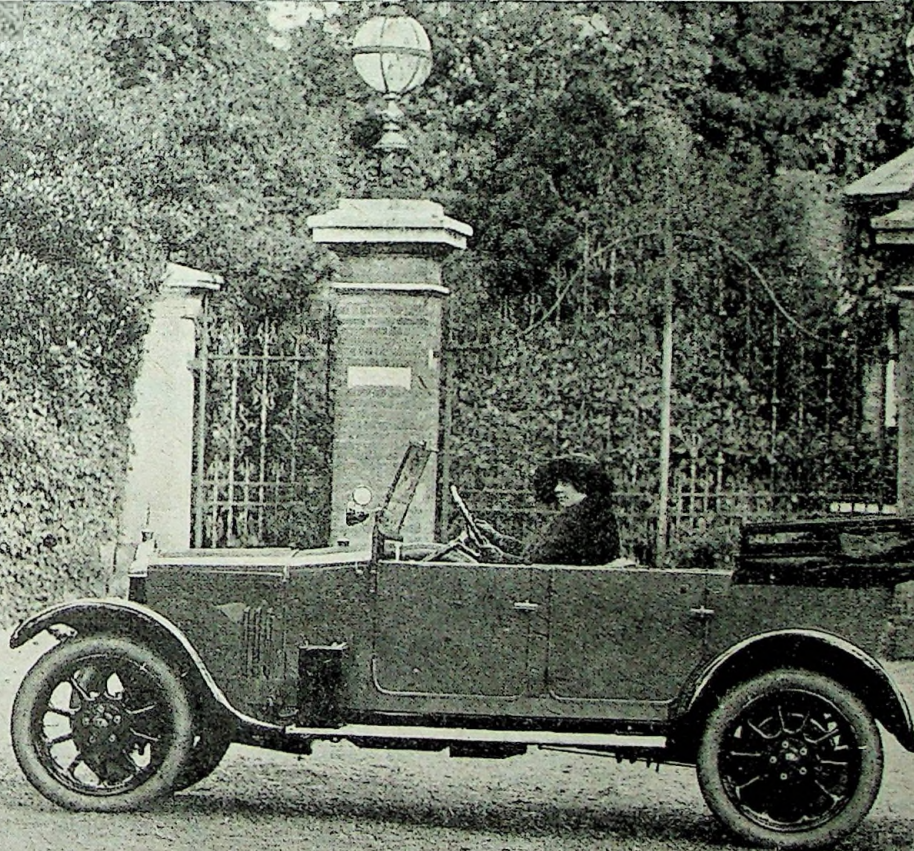
Write for full particulars.
The Standard Motor Co., Ltd., Coventry.
London Showrooms: 49, Pall Mall, S.W.1

OLYMPIA

Oct. 17-25.

Stand

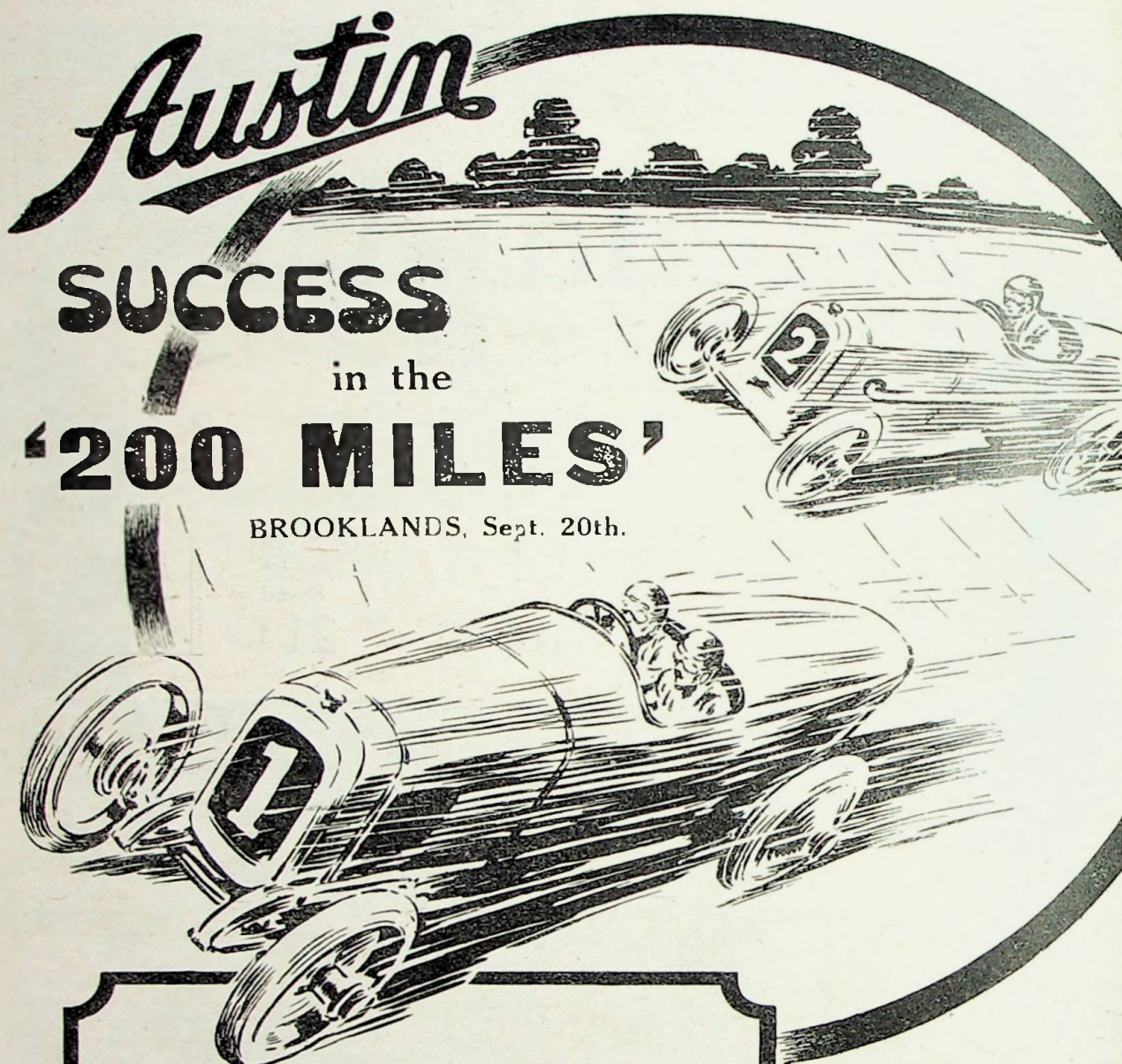
211



"COUNT • THEM • ON • THE • ROAD"

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.

B3



BROOKLANDS, Sept. 20th.

SPECTACULAR PERFORMANCES
BY THE

AUSTIN SEVEN

FIRST in the 750 c.c. Class

Mr. E. C. Gordon England. Average Speed: 75.61 m.p.h.

Actually beating on time for the whole race
the second placed car in the 1,100 c.c. Class.

SECOND in the 750 c.c. Class

Mr. G. Hendy.

The "Mighty Miniature" scores again, establishing still
more firmly its unassailable leadership in its class.

The standard Austin Seven model with electric starter
and lighting and four-wheel brakes costs only £165
complete.

The
AUSTIN
MOTOR CO., Ltd.

LONGBRIDGE, near BIRMINGHAM.

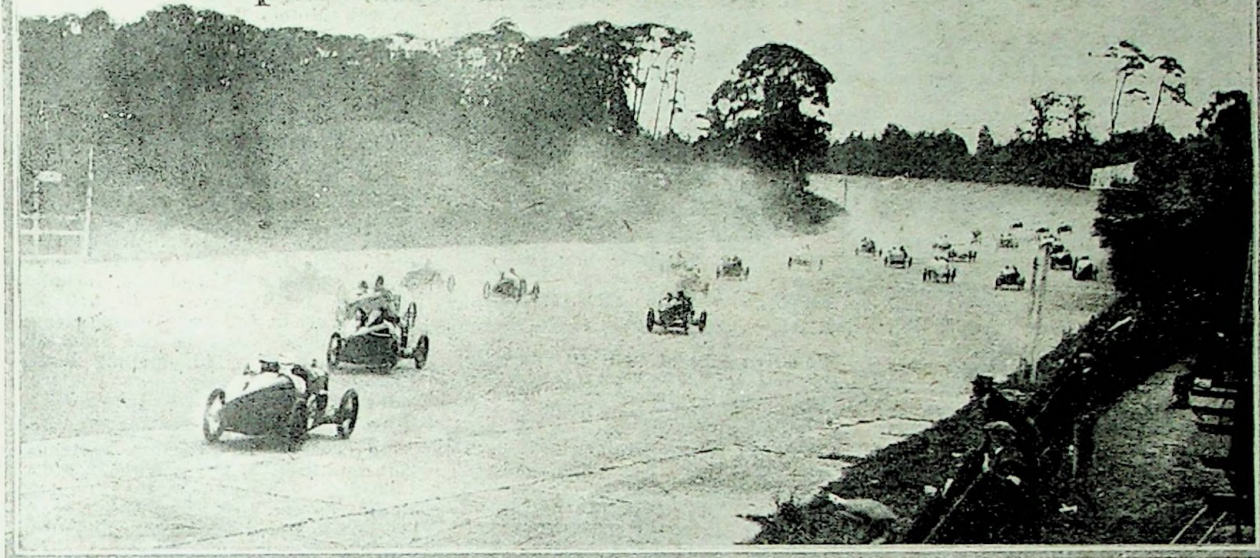
LONDON.

Showrooms, Service Dept and Hire
Department:

479-483, OXFORD ST., W.1
(near Marble Arch).

The Light Car & Cyclecar

Special 200-Mile Race Number



JOCKEYING FOR
POSITION.

A striking photograph of the "field" taken within fifteen seconds of the fall of the semaphore in the 200-Mile Race at Brooklands. The Darracq team gained first, second and third places after a non-stop run. Many records were lowered during the event.

NOTES, NEWS AND GOSSIP OF THE WEEK

Chummy Model Saloon.

One of the most interesting coachwork exhibits at Olympia will be a "chummy" saloon. The Humber eight was probably the first chummy model to be fitted with such a body.

World's Record Broken.

Many records were broken on Saturday at Brooklands by the Darracq cars, including the one-hour and the world's two-hour records. Full details will be found on page 556. *The Light Car and Cyclecar* Challenge Cup for the first-named record passes to Mr. A. Huntley Walker, the entrant of the Darracq driven by K. Lee Guinness.

This Week.

The vivid account of the 200-Mile Race, which is the principal feature of this issue, has been written not only from the point of view of those who were unable to witness it, but with the idea of recalling every incident in the classic struggle to the actual spectator. It should form a fitting souvenir of the great event. Other features in this issue include full details of a number of new 1925 models and an interesting article which explains the action of the Roots blower.

No. 618. Vol. XXIV.

LIGHTING-UP TIMES

for Saturday, Sept. 27th, 1924.

London ..	6.16	Edinburgh	6.29
Newcastle	6.22	Liverpool ...	6.25
Birmingham	6.23	Bristol ...	6.26
Dublin	...	6.41	

The above are the lighting-up times for rear lamps in England, Wales and Scotland.

Moon—New moon, September 28th.

Horse-power Rating.

The Minister of Transport has formally requested the R.A.C. to set up, in conjunction with the S.M.T., a technical committee to examine and report without delay as to whether any, and if so what, modification of the R.A.C. rating is desirable, particularly for purposes of taxation. Paragraphs 18 to 29 and 50 to 57 of the main report of June 24th (third interim report of Departmental Committee), Mr. Shrapnell-Smith's reservations on page 67 of that report, and paragraphs 40 to 49 of Mr. Stenson Cooke's and Mr. Straker's minority report are specifically referred for consideration.

200-Mile Report

Autographed sketches of the winners are an exclusive feature of our 200-Mile Race reports. The sketches were made and the autographs given within ten minutes of the end of each of the three races.

Next Week.

One of the most interesting articles in next week's issue will deal with the "Practice of Steering." It will show how theoretical requirements—dealt with in a previous article—are met in practice by present-day designers. Other features will include the latest details of new models and advance information concerning the Motor Show, which opens on October 17th.

Guides for the Winter.

In view of the enormous increase in the number of associate members, the R.A.C. committee has resolved to maintain the touring guide service on the roads at full summer strength during the winter months. The Automobile Association patrols will be on the roads from 9 a.m. until lighting-up time, i.e., one hour after sunset, whilst the night road service outfits will work from lighting-up time to midnight.

Interchangeable Balloons.

Goodyear balloon tyres are now available for fitting to standard 26-in. by 3-in. rims or 27-in. by 3½-in. rims. No alteration to the wheels or rims is necessary, and the new tyres promise to enjoy popularity. Considerably increased comfort follows the adoption of these tyres.

Jowett Club Trial.

The first annual reliability trial of the Southern Jowett Light Car Club, in which the premier award is the Mitchell cup, will be held on September 28th. Members will meet at 10 a.m. at the King's Head Hotel, The Green, Mitcham. It is anticipated that the trial will end about 4 p.m. at Keston Village, Keston Common.

Midland Autumn Trial.

Midland motorists are reminded that a 100-mile reliability trial including tests of hill-climbing, time-keeping, re-starting on a hill, acceleration and braking is being run by the Sutton Coldfield and North Birmingham A.C. on October 4th under the closed competition rules of the R.A.C. There are four principal awards in addition to team prizes and medals. Further details of the event are obtainable from the secretary, J. D. Woodhouse, 10, Warwick Chambers, Corporation Street, Birmingham.

Startling Statistics.

Our tame mathematician has been busying himself by working out certain figures in connection with the 200-Mile Race. These we pass on to our readers as received; they all bear relation to the Darracq cars:—The crankshafts of each revolved no fewer than 500,000 times during the race; each valve was opened by a high lift cam and slammed down upon its seat by a stiff spring 40 times per second; air and petrol flowed through the carburettors at a rate of over 100 miles an hour; whilst no fewer than 500 cubic yds. of air were sucked through the induction pipe of the winning Darracq. Given one bump per yard, each spring was deflected a mere matter of 350,000 times. And for all of this there is only one André Cup!



MOTOR TERMS TRAVESTIED.

No. 31.—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. Only postcards will be considered. (The solution to last week's picture is in "Around the Trade.")

Worcester Club's Trial.

The one-day reliability trial organized by the Worcester and District M.C.C., Worcestershire M.C., and the Malvern M.C.C., was held on September 13th, the start being from the Fox Inn, Bransford. Included in the trial were a number of observed hills and a water-splash, which accounted for a number of failures. A good performance was made by Miss O. M. Waite, in an Austin 7, on one of the observed hills, but, unfortunately, owing to loss of time, the lady did not qualify for an award. The following were the car results:—President's cup and gold medal for the best performance by a four-wheeler under 1,100 c.c., F. S. Barnes (10 h.p. Salmson). Badgery shield for the best performance by a four-wheeler over 1,100 c.c.: Entrant, S. F. Edge (11 h.p. A.C.).

Marseal Success.

At the Eastbourne M.C.C. Speed Trials on September 21st, D. M. K. Marendaz, driving a Marseal, made the fastest run of the day, and was first in the 1,500 c.c. sports and racing events.

Crouch Cars, Ltd.

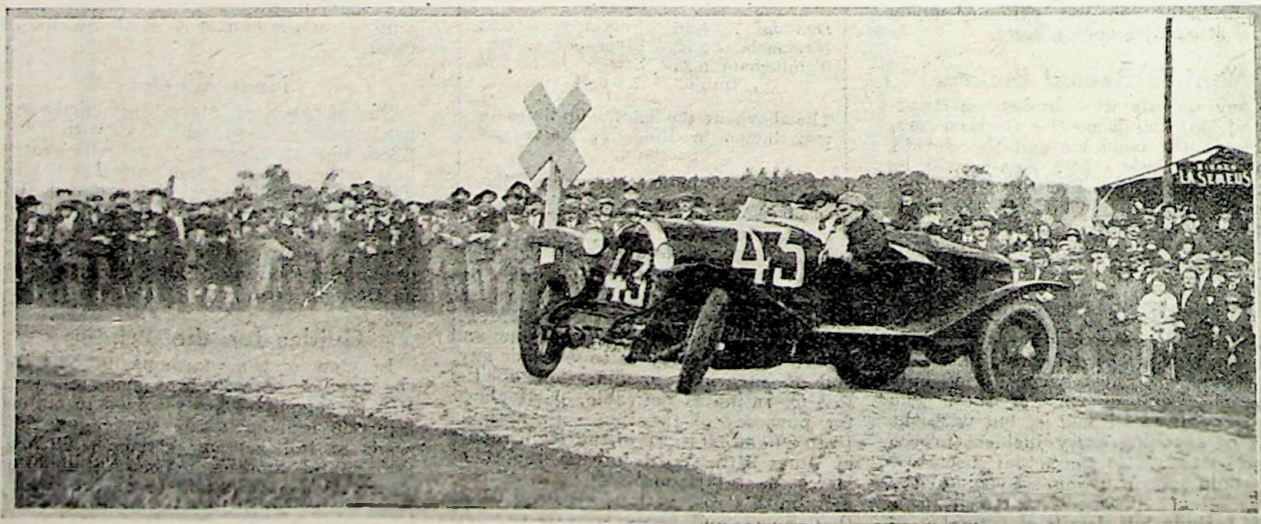
A new company, styled Crouch Cars, Ltd., having purchased the assets of Crouch Motors (1915), Ltd., from the receiver appointed by the debenture holders, will continue the manufacture of the very successful 12-30 h.p. models.

Bexhill Speed Trials.

The Kent and Sussex Light Car Club is holding speed trials under the closed competition rules of the R.A.C. at Bexhill on Saturday, October 11th. The event is also open to members of the Essex Motor Club, Brighton and Hove M.C. and L.C.C. and the Eastbourne M.C. There are 12 classes, including two for two-seaters up to 750 c.c. Bugattis are barred from touring classes. Further details may be had from Mr. Lewis Humphries, 12, Malling Street, Lewes.

The Circuit des Routes Pavées.

On Saturday and Sunday, September 20th and 21st, in the neighbourhood of Lille, France, a road race, the Circuit des Routes Pavées, took place over a course specially selected for the appalling condition of its ill-paved roads. The first day Sénéchal, in one of his own 750 c.c. cars, won at an average speed of 76.5 k.p.h., breaking all previous records by executing a lap at an average speed of 81.2 k.p.h. His time for 260 kiloms. was 3 hrs. 24 mins. 29½ secs. Césaire, who was second, in a 750 c.c. Peugeot, took 4 hrs. 49 mins. 32 secs. to cover the course. On the Sunday the four-seater 1,500 c.c. class was won by Lestienne (La Licorne), who covered 206 kiloms. in 3 hrs. 46 mins. 1¼ secs., an average of 67.5 k.p.h. Scales put up a wonderful performance in a 1,500 c.c. Darracq two-seater, covering the same distance in 3 hrs. 26 mins. 3½ secs.—an average of 83.27 k.p.h. The 1,100 c.c. four-seater and two-seater classes were won by an Ariès and a Sénéchal.



AN UNREHEARSED THRILL.

Harold Heath (Darracq), who was travelling from left to right of the picture, skidding completely round between Pont-a-Marq and Capelle in the Circuit des Routes Pavées. Note the deflated near-side front tyre, and the off side wheel off the road.

A Wise Inspector.

Chief-inspector Pringle of the Manchester Police Motor Taxation Department is retiring after 29 years service. He recently stated that if the average pedestrian would exercise as much care as the average motorist road accidents would be reduced by two-thirds.

A.-C.U. Children's Day.

In connection with National Children's Day, a number of outings organized by the Auto-Cycle Union have already taken place, Coventry holding the record up to the present with a total "load" of 1,500 children.

Timing Apparatus for Sale.

It has been decided to wind up the Central Cornwall M.C. The following advertisement appears elsewhere in this issue:—"Electrical timing apparatus, property of motor club now being wound up; the whole in complete working order; £10 or near offer accepted (worth three times this figure). Write, Central Cornwall Motor Club, Bodmin.

Is it Full?

A carpenter's rule dipped to the bottom of a two-gallon petrol tin should show a depth of 10 ins., according to a correspondent in *The Times*.

Price of Scott Sociable.

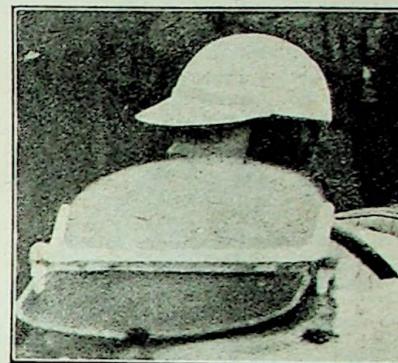
As from September 16th the price of the Scott Sociable is as follows:—Double dickey model £120, formerly £140. The single dickey seat model will no longer be manufactured.

Roads in Perthshire.

Commenting upon the remarks of "Rhode," who wrote recently describing Perthshire roads in our correspondence columns, the *Perthshire Advertiser* states that "Rhode" makes pretty hefty charges, but "that they are not without foundation." Continuing, the paper says: "'Rhode's' warning to motorists in general is unfortunate from the point of view of Perthshire and the grist which they bring to its mills... his condemnation of the roads in general is pretty much to the point."

Safety First.

Although everyone wondered why Segrave, and not Duller, was wearing it, Segrave's jockey-type crash helmet created considerable interest at Brooklands last Saturday. It should not pass

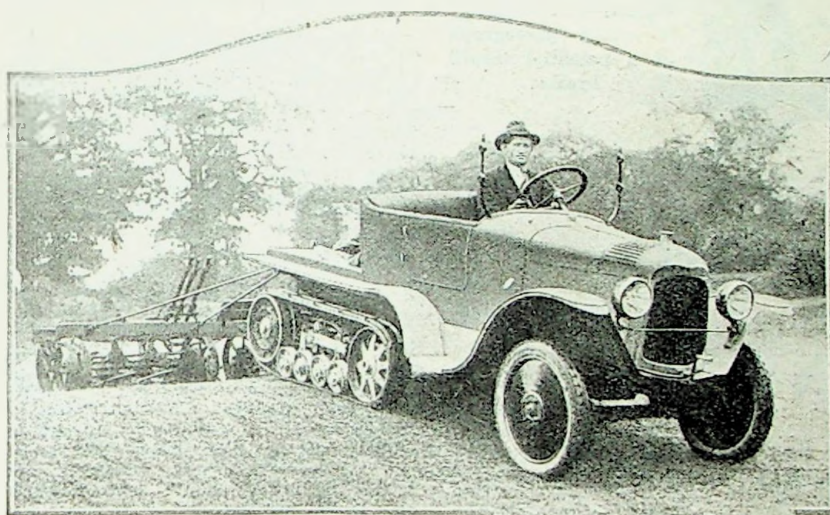


H. O. D. Segrave's new hat.

unnoticed that E. B. Ware's mechanic, Allchin, probably escaped instant death by wearing his crash helmet, which, after the Morgan smash, was found almost cut in two.

A New Body Finish.

Fabricol is a new method of finishing bodywork which should appeal to the sporting car owner. By its aid patterns hitherto impossible can be obtained. The brightest of jazz effects is produced as readily as a sober grey finish. One can have a car in tartan or club colours, and we have actually seen a body panel finished in green shot with mauve. A considerable amount of skill is required to make a neat job of the process, and the inventor, Mr. Leopold Ward, B.Sc., of 8, Lancaster Place, Hampstead N.W.3, tells us that he has employed over a year in perfecting it. For nearly that period two cars have been under road test, and both look negligibly the worse for wear and tear. The new process, while not cheap, is less expensive than the highest class of paintwork, and the finish is as good as the best. The inventor claims that it will neither crack nor blister.



LIGHT CAR'S NOVEL USE. — The Citroen Keggessé which is used at Coombe Hill Golf Course. It is seen towing a large mowing machine.

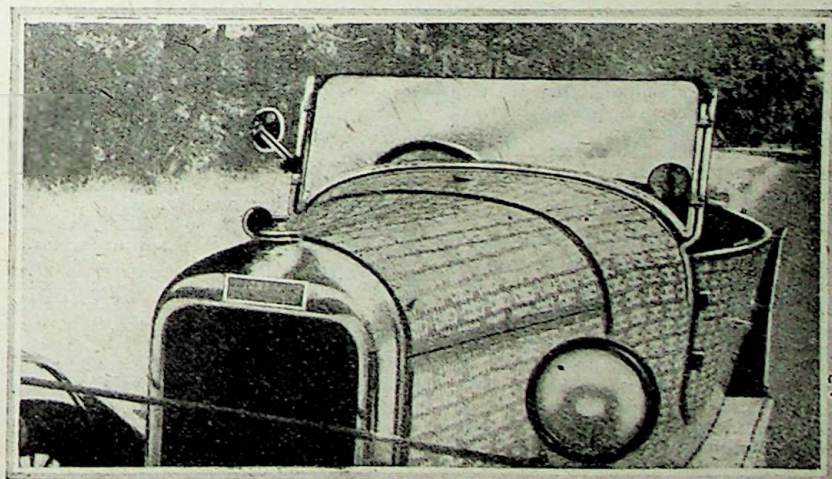
AGAIN A SINGLE INSERTION FINDS A BUYER FOR A SECOND-HAND CAR.

"I have sold my Rover 8 at the price advertised and shall therefore be obliged if you will not put in two more insertions of the advert in 'The Light Car and Cyclecar,' as previously instructed."

G. L. D. Bonnor.

There is no speedier means of selling YOUR second-hand car than through "The Light Car and Cyclecar."

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



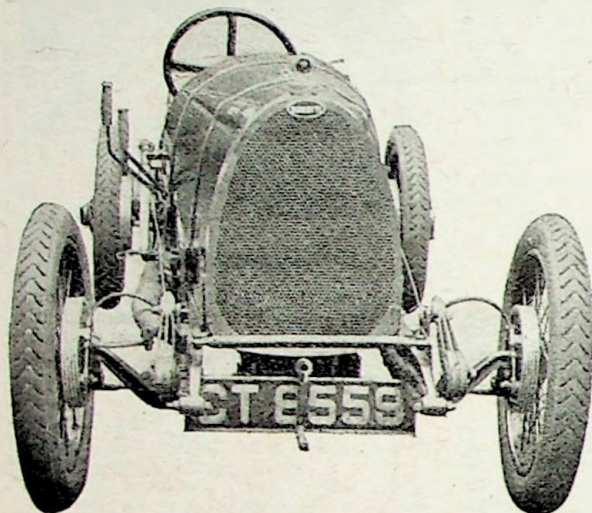
ANY PATTERN YOU LIKE! — The new Fabricol finish as it appears on the body of a Benjamin cyclecar. It can be made in practically any pattern.

R.A.C. Manchester Office.

The Royal Automobile Club announces its intention of opening a branch office in Manchester very shortly. Since the commencement of the year branch offices have been opened at Cardiff and at Leeds.

Championship Races.

Three-wheeled cyclecars with engine capacities not exceeding 1,100 c.c. are eligible to compete in the British



Motor Cycle Racing Club's championship meeting which takes place at Brooklands on Saturday, October 11th. The distance will be five laps.

The Complete Racing Car.

A photograph on this page shows Mr. Raymond Mays's Bugatti "Cordon Bleu," which has been fitted with Whitehead front-wheel brakes. We are advised that the sole selling rights of these brakes, so far as the British Empire (excluding Canada) is concerned, have been acquired by the British Wire Products, Ltd., Parliament Mansions, Victoria Street, London, S.W. 1.

Rochdale Club's Trial.

T. A. N. Leadbetter, driving an 11.4 h.p. Alvis, won the challenge cup and gained a number of first places in the Rochdale and District Motor Club's trial held on September 14th. He also put up the best trade performance of the day, fastest ascent of the timed hill, the best petrol consumption, and the best performance by a member of the Rochdale club.

Blackburne Aviation Engine.

An interesting Y-type three-cylinder air-cooled Blackburne engine is at present undergoing its experimental tests and later on may be fitted in a light aeroplane. The engine has a capacity of 1,096 c.c., a bore and stroke of 69.4 mm. and 96.8 mm., and weighs 111 lb. fully equipped. It develops about 35 h.p. at 3,500 r.p.m., and 37 h.p. at 3,700 r.p.m., and is equipped with staggered cylinders, side-by-side big-ends, and an oil sump cast in with the crankcase. An interesting feature of the lubrication system is the fact that all the oil passages are cast in the case, there being no separate internal or external piping.

BS

Hands Across the Sea.

The North China Automobile Club, Tientsin, and the Autocar Club of Tasmania have now become affiliated to the Royal Automobile Club, London.

Glassford Bridge.

As an alternative to the route to Glasgow over the Glassford Bridge, which has collapsed, the A.A. advises motorists to branch off the main road at Kirkmuirhill.

BUILT FOR SPEED.

Now fitted with Whitehead front-wheel brakes: R. Mays's Bugatti "Cordon Bleu."

A recent photograph of a potential record breaker.

Kent "Ghost Hunt."

A "ghost hunt" for light cars and motorcycles has been proposed, the start to be from Bromley, Kent, at 10 p.m. on a date not yet fixed. The hunt is to be guided by a local motorist, who has offered to conduct the party to several famous haunted houses. A flashlight photograph will be taken of the party, and the ghost or ghosts, if possible. In a former hunt the watchers are declared to have seen a ghost at Hayes, while interest in this ghost is quickened by the fact that on other occasions a motorist and a cyclist are reported to have seen it.

A Risky Demonstration.

That he was demonstrating an anti-skid device was the plea of a defendant at Newcastle charged with dangerous driving. It availed him nothing, however, and he was fined.

Essex Motor Club.

The Essex Motor Club's Brooklands meeting takes place on Saturday, October 4th, whilst the hill-climb organized by the same club is fixed for October 18th. Full details of both events may be obtained from Mr. E. J. Bass, 40 Chancery Lane, London, W.C. 2.

Institution of Production Engineers.

About 100 members attended the fourth general meeting of the Institution of Production Engineers, the proceedings being followed by a dinner. From the speeches which were made it was evident that the Institution is now on a firm financial basis, the membership also being satisfactory.

Optional Route Trial.

An optional route trial organized by the North West London Motor Club will take place on Saturday, September 27th. The trial, which is open to motorcycles, three-wheelers and cars, will be over a route of about 40 miles—starting and finishing within 15 miles of Hyde Park Corner—and drivers will have to maintain a speed of about 20 m.p.h. over a route of their own choosing.

The Millennium?

The London United Tramways Co. has decided to discontinue the service and to take up the tramlines on the route between Richmond and Twickenham, as it has been admitted that this service does not pay owing to motor omnibus competition. When other tramway undertakings awake to the knowledge that they cannot compete with the buses we may hope to see rails being torn up in all directions and the roads relaid for motor traffic; but will it be in our time?

OUR SHOW NUMBERS.

THIS year, as in preceding years, there will be three Special Show Numbers of *The Light Car and Cyclecar*. These numbers will be much larger than usual and in addition to all the regular features, there will be special articles concerning latest developments, all of which will be written in a most interesting manner, while the information they convey will be easy for the least technical readers to understand.

In the first Show Number, which will be published on October 10th, the principal feature will consist of complete summarized details of all the light cars and cyclecars on the British market. The particulars given will include the prices and in nearly every case the seating capacity, bore and stroke, and a complete chassis specification.

In the second Show Number, dated October 17th, particulars of the light car exhibits will be given. Readers will be shown in a clear and unmistakable manner exactly where each exhibit will be found and of what each exhibit consists.

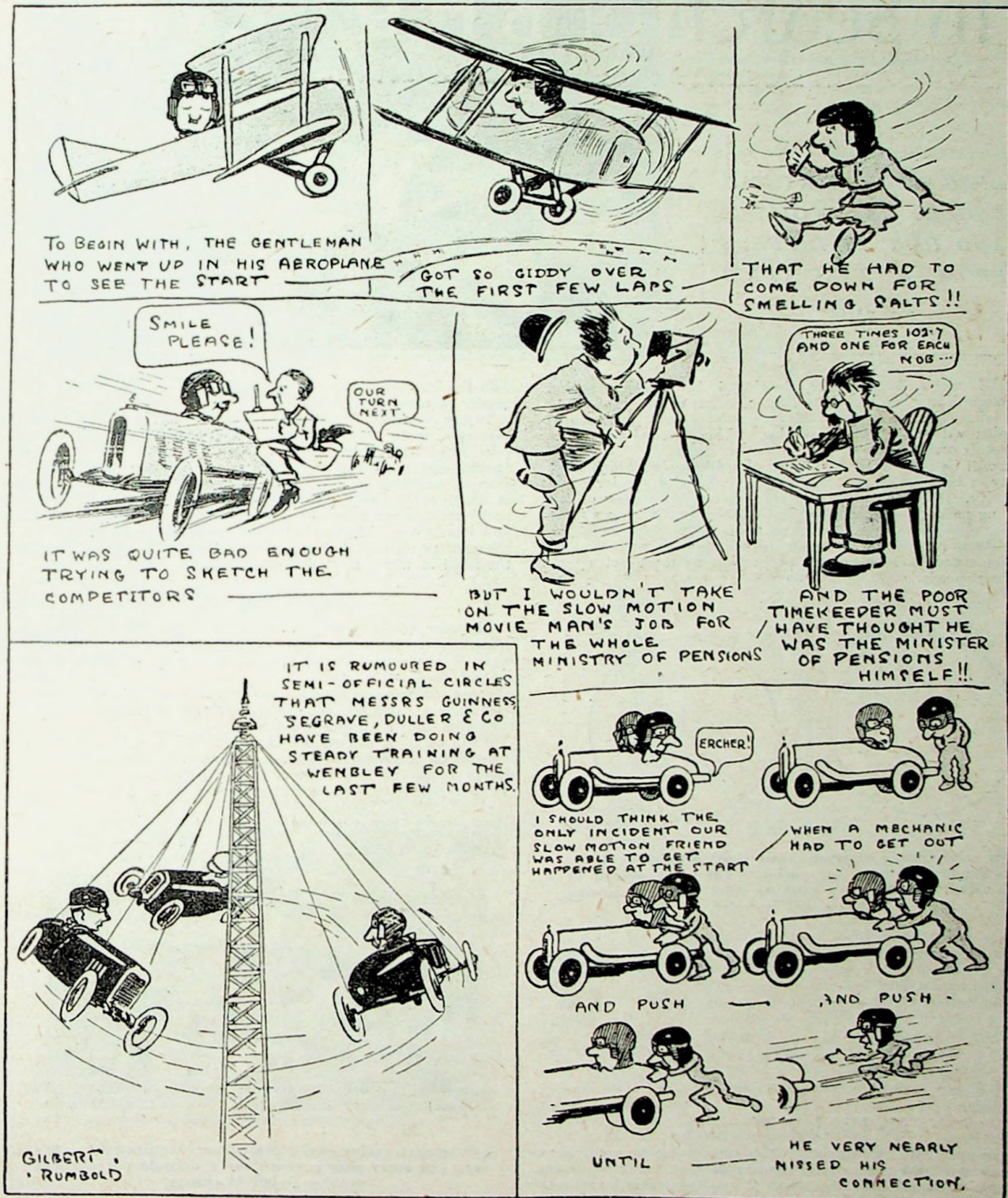
The third Show Number published on October 24th will have as special features articles outlining the light car exhibits which have proved to be outstanding attractions, while details will also be given of the light cars and cyclecars which are on the British market, but which are not to be found at the Motor Show.

It is our intention to make these Special Show Numbers not only informative but also of absorbing interest, and readers will be well advised to keep their copies for reference throughout 1925.

In addition to embracing full particulars and critical articles concerning all the light cars and cyclecars, tyre, coachwork and accessory exhibits will be described and illustrated and the pages dealing with these matters will form a complete catalogue of useful fittings which we ourselves consider suitable for use on small cars.

There will be an enormous demand for these three issues, and readers will be well advised to place definite orders for them.

THE 200-MILE CHASE, 1924.

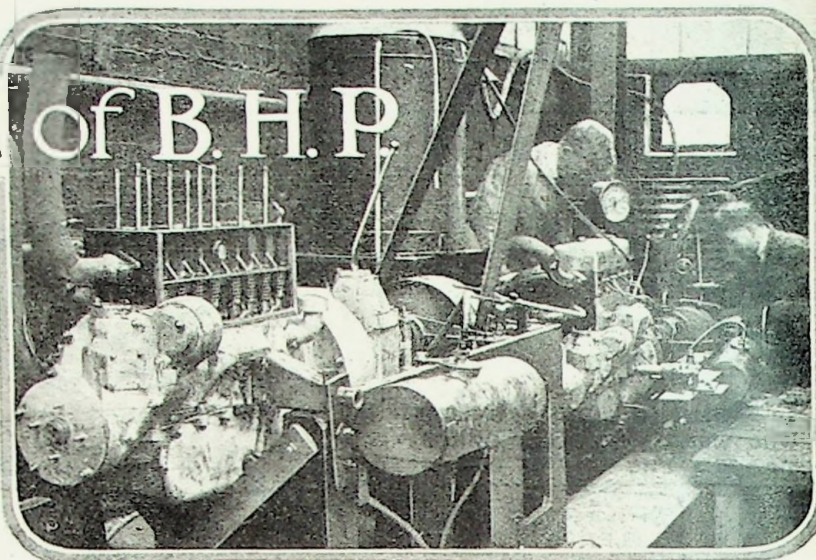


CARTOONING UNDER DIFFICULTIES.

"When a race is a chase (after Darracqs)," says the artist, his job is rather difficult, but every reader will appreciate his dry humour. We understand that he regarded the event as a quick motion picture and that he is now resting!

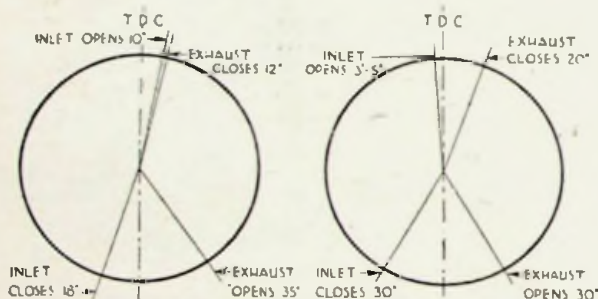
In Search of B. H. P.

SHOWING HOW A HIGH-EFFICIENCY RACING ENGINE IS EVOLVED, AND HOW IT DIFFERS FROM A TOURING ENGINE.



THE tremendous power developed by modern racing engines in light cars is the direct result of constant study and effort in the works drawing offices and test shops, coupled with an exact knowledge of the physical properties of metals and fuels.

It will be interesting to discuss the differences which exist between the racing and the touring engine of similar cubic capacity. In a racing engine, extreme lightness of all moving parts is of paramount importance, but lightness must not be obtained at the expense of strength, because the stress and strain which the parts are called upon to withstand at racing speeds are out of all proportion to those set up at touring speeds.



This valve timing diagram shows (left) a touring setting, and (right) one used for racing. The great overlap of the valves due to early opening inlet and late closing exhaust will be noted.

It is usual for a racing engine to be fitted with overhead valves, but very high efficiency can be obtained from side-valve engines. The valves of a racing engine are lightened as much as possible, and their stems, instead of being slotted for the cotter, are generally recessed slightly and the valve-spring collar retained in place by semi-circular wedge-pieces; in this way the strength of the valve stem is not impaired.

The valves are made of special steel, which usually incorporates a small percentage of tungsten in its composition, and they are able to run at a red heat without stretching or warping.

To Combat Warping.

In connection with warping, it is interesting to note that experiments have successfully been made with valve heads of extreme thinness, not more than 2 mm. to 3 mm., so that these valves, when hot and under the tension of their powerful springs, will "give" slightly, and so be able to conform to the shape of the valve seat, whether distortion is present or not.

The cams of a racing engine are of different shape from those of a touring engine, and they usually have a much more sudden lift and more gradual closing. The valve-timing of a racing engine is very different from that of a touring engine, B10

and the two diagrams shown in this article will enable the reader to compare the difference.

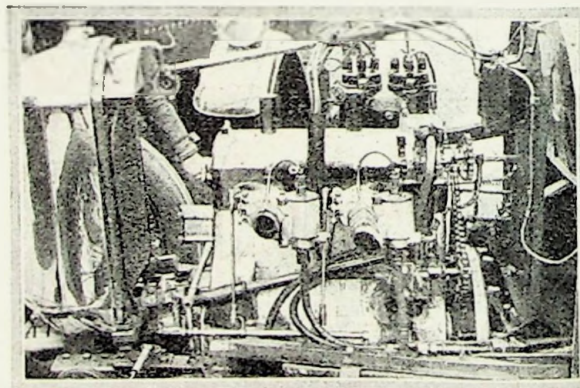
In racing practice very little consideration is given to fuel economy or to slow running, and therefore a considerable overlap of the valves may be arranged. The inlet and exhaust ports are large and they are polished to reduce skin-friction as much as possible. On a four-cylinder engine it is usual to fit two carburettors each feeding two cylinders and having their throttles interconnected. The choke tubes and jets in the carburettors are of course very large and the passages as unrestricted as possible, "a jet in a tube" being the ideal at which most designers aim.

Bench Testing.

The compression ratio of a racing engine is, in general, considerably higher than that of a touring engine, and with some of the patent fuels now in use, may be as high as $6\frac{1}{2}$ to 1.

The ignition arrangements are normal, except, of course, that a very great advance is given, and in some cases two magnetos and two plugs are fitted.

When a racing engine is first assembled, it is "run in" on a bench for a considerable time, not under its own power, but driven by an electric motor. This "running-in" causes all the moving parts to work themselves in and run freely.



The modern racing-engine presents a complicated appearance, but every part is there for a definite purpose and nothing is left to chance.

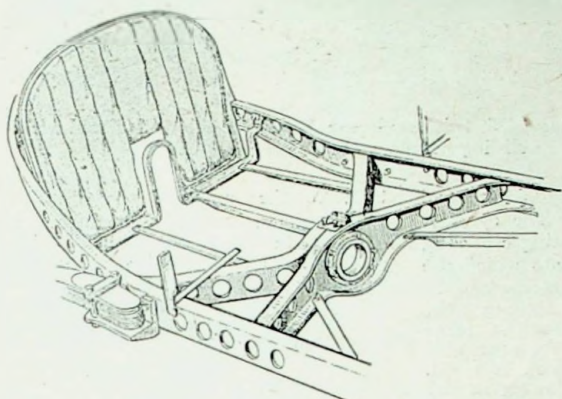
After the running-in process is completed, the engine is mounted on a bed and coupled to a brake; the most usual type being the Heenan and Froude-hydraulic dynamometer.

This apparatus consists, briefly, of a casing mounted on trunnion bearings and free to rotate within certain definite limits and having inside the casing a rotor in which are depressions or "buckets." The casing, in the inner faces of

IN SEARCH OF B.H.P. (cont'd.)

which are also depressions, is kept full with running water, and the engine is coupled to an extension of the rotor shaft, so that when running the friction set up by the buckets revolving in the water absorbs the power given off by the engine.

The rotor casing has an arm extending from it, on the end of which is a pan in which may be placed weights, and above the arm and coupled to it by a heavy spring, is a spring-balance reading in pounds. Owing to the friction set up by the water inside this case it tends to rotate on its bearings, and in doing so lifts the weight arm and alters the reading on the spring-balance.

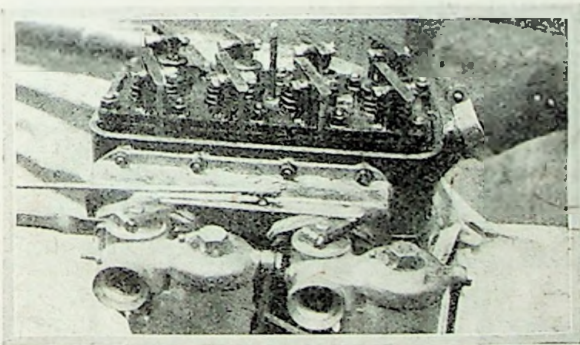


In a racing car the chassis frame must be both light and strong. The frame shown here complies with these requirements. The cardan shaft passes through the hole in the double cross-member.

By knowing the speed of the engine in r.p.m., the weight on the brake arm and the "constant" for the particular brake, the brake horse-power may be calculated within very close limits of accuracy. In addition to ascertaining the horse-power of the engine at all speeds, it is possible, using the brake, to carry out other tests regarding petrol consumption, efficiency of the cooling system, the effect of various ignition settings and many other important details.

Where very accurate tests are required it is usual to collect a sample of the exhaust gases from the engine and to analyse them chemically in order to ascertain whether the mixture is in the correct proportion of petrol to air and also whether it is being burnt to full advantage.

The ideal aimed at in racing-engine design is to obtain a



A four-cylinder racing engine fitted with two carburetters, each feeding two cylinders. The overhead valves are operated by hollow duralumin tappet rods.

constant increase in horse-power with increase in r.p.m., but usually there is a slight falling off in power at maximum revolutions; this is to a large extent unavoidable.

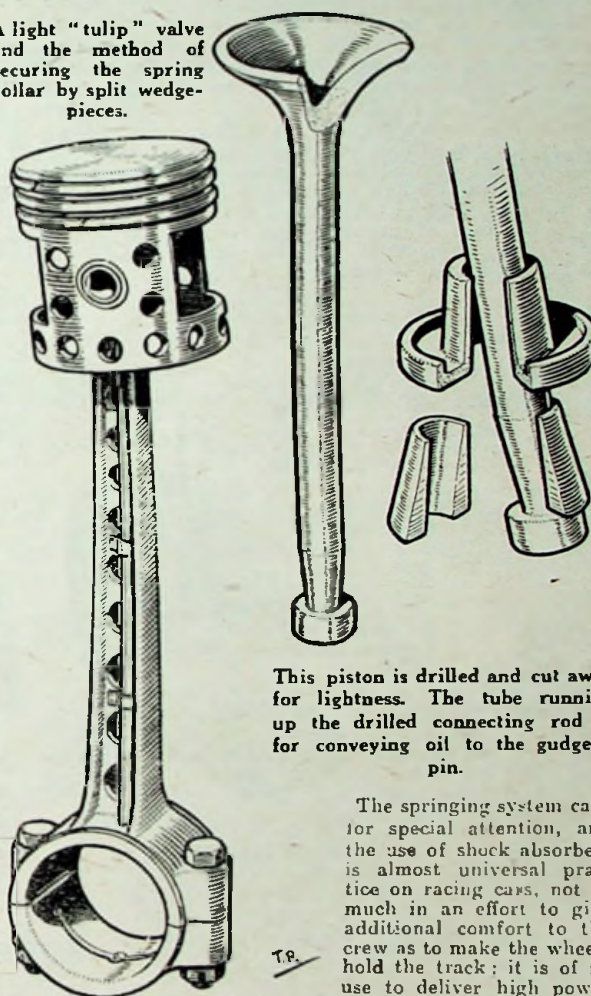
It is possible also on a brake test to find the torque of the engine, and the torque curve being plotted with the horse-power curve, gives the designer data on which to calculate his gear ratios. By making full use of a brake, a large amount of road testing is avoided and more accurate results may be obtained, but the finished car must always receive its

final tuning on a track, as many items besides the engine must be tested, and it is not possible to carry out these tests in the shops.

In addition to engine and gear ratio considerations, the chassis must receive careful attention and be lightened as much as possible consistent with strength, and, of course, streamlining is nowadays regarded as of primary importance. Without going into figures, it may be of interest to note that at high speeds a great deal of engine power is absorbed in overcoming wind resistance alone, and it is obvious, therefore, that if this resistance can be cut down to a minimum, the speed of the car will necessarily increase.

One of the greatest enemies of efficiency is friction, and this must be avoided at all costs. The use of ball bearings is becoming more and more common in places where a few years ago their use would have been regarded as impossible. This applies more particularly to engine bearings such as the big-ends and mains. The wheel bearings are designed to revolve with a minimum of friction, but there must be no sacrifice of strength, as the load on them is enormous, especially when a violent swerve is made at high speed. The end thrust on the wheel bearing is then possibly more than its journal load and the crushing effect on the thrust race will be very great.

A light "tulip" valve and the method of securing the spring collar by split wedge-pieces.



This piston is drilled and cut away for lightness. The tube running up the drilled connecting rod is for conveying oil to the gudgeon pin.

The springing system calls for special attention, and the use of shock absorbers is almost universal practice on racing cars, not so much in an effort to give additional comfort to the crew as to make the wheels hold the track; it is of no use to deliver high power to the driving wheels if these, through bouncing, are unable to transmit it effectively to propel the car.

The design of gearboxes and back axles is of the utmost importance, not only, as already mentioned, in fixing the correct gear ratio, but also in arriving at the best tooth form for strength and efficiency.

The power that can be obtained by ordinary means from an engine of given capacity has now almost reached the limit, and future engines of high efficiency will probably incorporate superchargers or other devices designed to increase the volume of mixture inspired by each cylinder during the intake stroke.

New Models and Programmes for 1925.

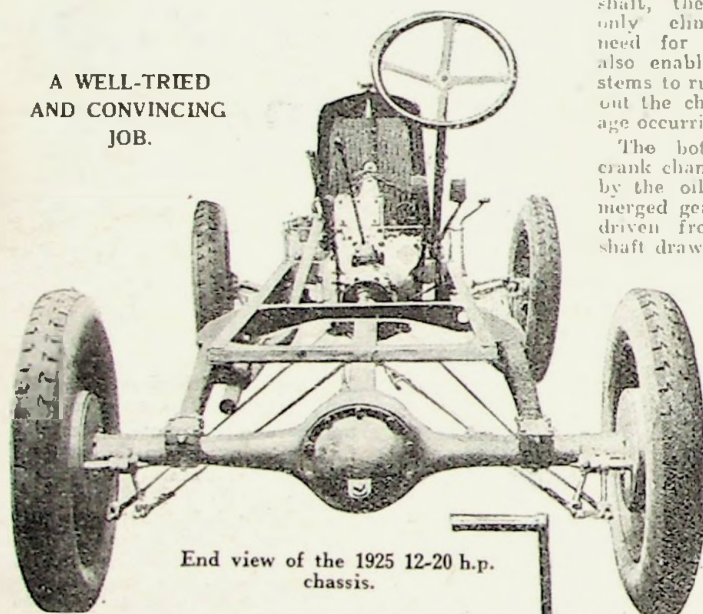
THE 10-20 AND 12-20 H.P. CALTHORPES.

TWO DIFFERENT LAYOUTS—ONE WITH MAGNETO, THE OTHER WITH COIL IGNITION.

THE Calthorpe Motor Co. were among the pioneers of the light car movement, their present models being worthy successors to the original Calthorpe Minor which made history in 1912. For 1925 two types of four-cylinder car are being made, one being rated at 10-20 h.p. and having an engine of 65 mm. by 100 mm. (1,328 c.c.), and the other being rated at 12-20 h.p. and incorporating an engine of 69 mm. by 100 mm. (1,496 c.c.).

The larger car is a well-known, well-tried production, the engine and four-speed right-hand-controlled gearbox being built in a single unit and the final drive to a spiral bevel-driven axle being by means of an open propeller shaft. The power unit is rated at 11.9 h.p., and actually develops 28 h.p.

A WELL-TRIED AND CONVINCING JOB.



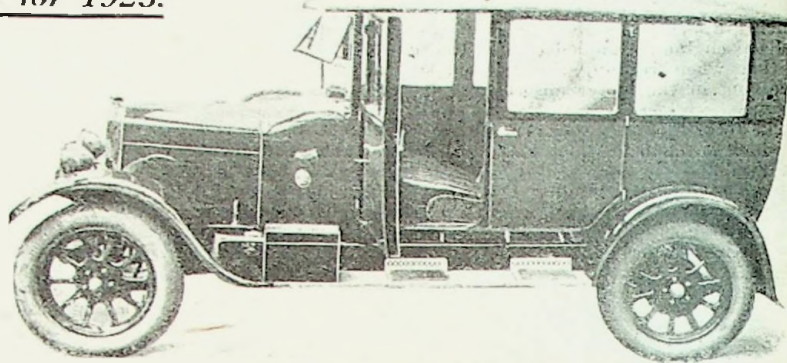
End view of the 1925 12-20 h.p. chassis.

on the brake. Its head is detachable, and side-by-side valves are enclosed in a neat cover.

This chassis in two-seater form costs £315, an extra £10 being charged for the four-seater. The four-door saloon, which is a particularly handsome carriage, with sliding windows, roof light and V front screen, costs £425.

In the case of the smaller model, an entirely different layout is adopted. The engine and three-speed gearbox with central control form a single unit, which is attached to the frame at four points, the propeller shaft being housed in a torque tube and quarter-elliptic springs being fitted.

B12



A COSY SALOON. — Costing £425, this handsome 12-20 h.p. saloon is fitted with sliding windows, roof light and V-screen.

The engine is rated at 10.5 h.p. and actually develops 20 h.p. The cylinder block is a rectangular casting crowning a box-shaped crankcase, into which the crankshaft with its rear bearing can be threaded. The method of actuating the valves is somewhat unusual, a large rectangular plate sealing the rear side of the crankcase, and, upon removal, disclosing not only the valve stems and springs but also the camshaft and the rocker arms through which the valves are operated. One is also enabled to inspect the big-end bearings and crankshaft, the design not only eliminating the need for tappets, but also enabling the valve stems to run in oil without the chance of leakage occurring.

The bottom of the crank chamber is sealed by the oil tray, a submerged gear-type pump driven from the camshaft drawing the oil up

back to the sump of the crankcase.

Both the crankshaft and camshaft run on two bearings, the camshaft being driven by an adjustable roller chain which also operates the dynamo. The aluminium pistons are provided with two compression rings and one scraper ring, their gudgeon pins floating in the bosses and also in the little end of the H-section connecting rods. The rear end of the crankcase incorporates the bell housing casting and the back main bearing, the starter being accommodated in this piece and the three-speed gearbox being built on to it.

The propeller shaft is enclosed in the torque tube and drives a spiral-bevel type of axle carrying the rear compensated cable-operated brakes and Dunlop disc wheels shod with 27-in. by 4.4-in. balloon tyres. The track and wheelbase of this car are 4 ft. and 8 ft. 7 ins.

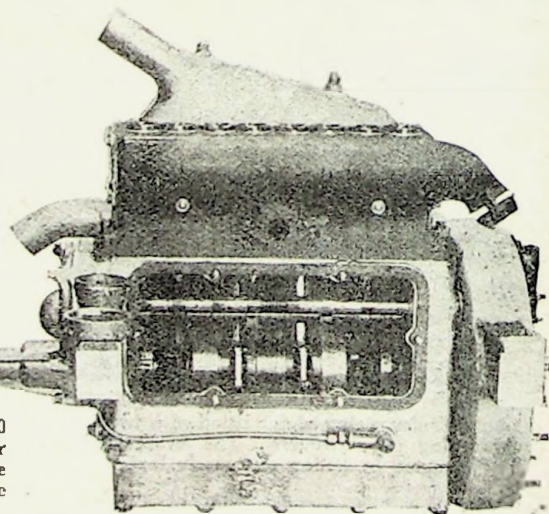
The seats are deep enough to allow the passenger to sit well within the body, which is improved by the straight top line leading back from the tall radiator. The front seat is adjustable, a sloping screen is standardized, and the

A useful feature of the 10-20 h.p. model. With the cover removed, the whole of the interior of the crankcase can be examined.

into a steel tube gallery cast in the side of the crankcase. From this gallery the oil is forced to the front main bearing, and thence through the hollow crankshaft to the big-ends.

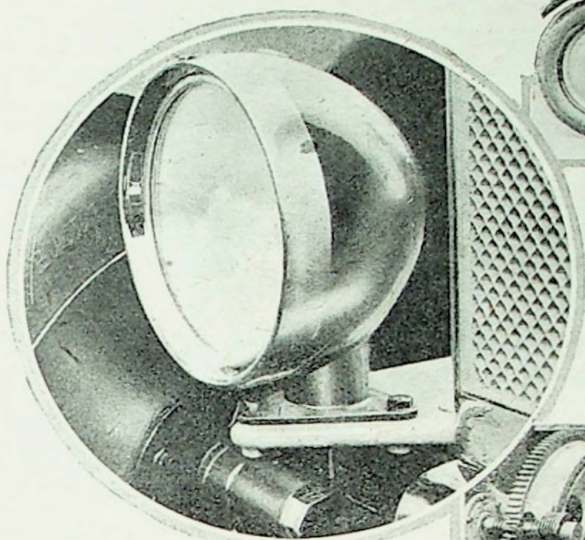
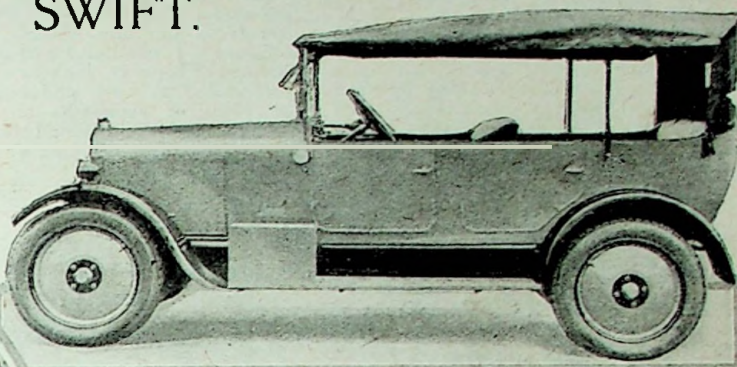
Any oil that escapes past the rear main bearing is collected in a circular well cast in the end plate and drawn

usual all-weather equipment is provided and stored under the rear squab when not required. The specification includes Remy coil ignition, Rotax lighting and starting set, and Clandel-Hobson carburettor, while the price of the complete two or four-seater with de luxe equipment is fixed at £235.

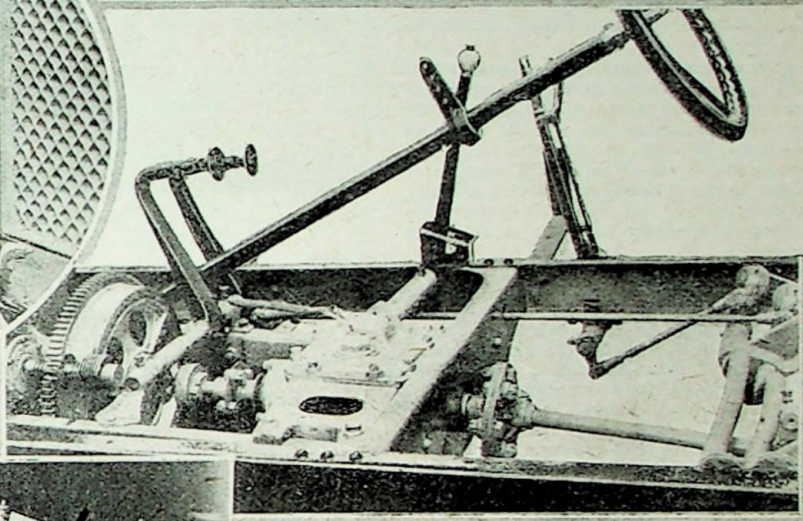


THE 1925 10 H.P. SWIFT.

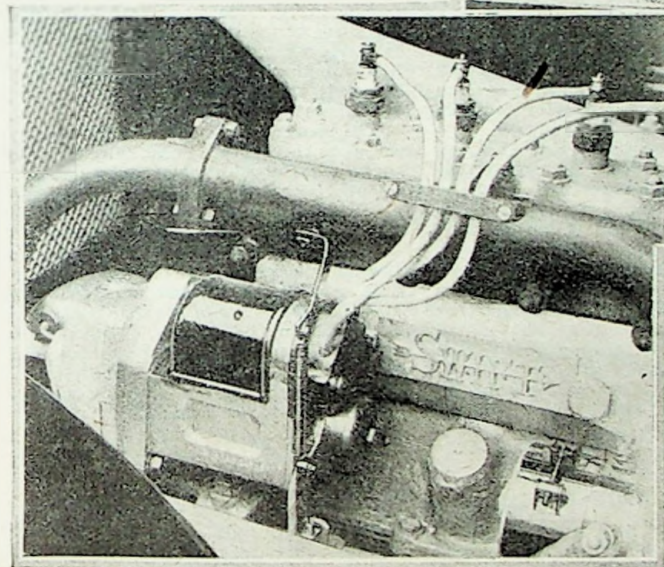
FULL FOUR-SEATERS AND TWO-SEATERS, ON WELL-TRIED CHASSIS WITH RIGHT-HAND CHANGE, £235.



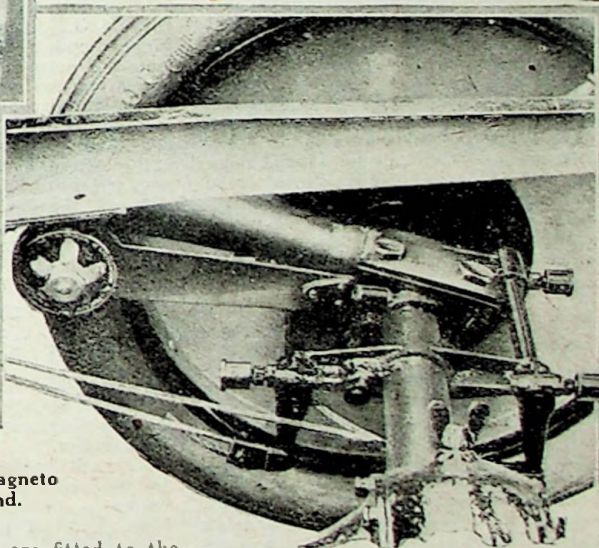
The novel headlamp mounting.



The separate gearbox and right-hand controls are noteworthy features.



The engine remains unchanged except for the adoption of magneto ignition. Right Shock absorbers are neatly fitted all round.



THE modifications to the 10 h.p. Swift for the coming season include the fitting of magneto in place of battery ignition, the lengthening of the chassis by some 9 ins., the fitting of a side in place of a central change-speed lever, and the standardization of shock absorbers.

The four-seater is now provided with three doors—one in front and two at the rear, the independent side curtains, which peg into the top rail, being stored under the rear seat instead of behind

the squab. Valances are fitted to the running boards, which are some 6 ins. lower than those on the previous model.

The accumulators are kept in a separate box on the near-side running board, a covering being provided and held by a wing-nut. The tools are stored under the front seat, five lamps are fitted in place of three, and the bonnet is provided with concealed hinges.

With the exception of the substitution of magneto for battery ignition, the power unit has not been altered; it has

a bore and stroke of 60 mm. and 97 mm. (1,097 c.c.). The Rotax dynamo is driven from the front end of the crankshaft, while the magneto, which is located on the valve side, is made to pivot with its platform in order to tension its driving chain.

A leather cone clutch takes the power to a separate three-speed box with ratios of 5, 8.6 and 18 to 1, the cross-control being housed in an aluminium

NEW MODELS (contd.)

tunnel attached to the box, while the gate itself is fitted on the side member. Engine and gearbox are carried on a sub-frame, the final drive being by open propeller shaft to a spiral bevel-driven axle and the torque being taken by a spring-anchored member.

THE SHERET.

A NEW CYCLECAR WITH TWO-STROKE ENGINE AND FINAL CHAIN DRIVE.

AN extremely interesting cyclecar will make its debut at the Motor Show on the stand of Arnott and Harrison. It is to be known as the Sheret, after its designer, Mr. H. Sheret, who has given considerable attention over a number of years to the problem of evolving a really simple type of car which will appeal to motorcyclists and small-car enthusiasts alike.

In brief, the specification embodies a two-cylinder two-stroke engine, the bore and stroke of the cylinders being 75 mm. and 80 mm. (707 c.c.), which is placed towards the rear of the chassis, the drive being transmitted through a single-plate Ferodo clutch to a countershaft. On this is mounted change speed mechanism of the dog-clutch type, the final drive being by chain to a differential-less rear axle. The layout, in so far as the final drive is concerned, is similar to that which has proved so successful on the chain-driven G.N. cyclecar, and which incorporates three forward speeds and the usual reverse.

The whole layout, as can be seen from the accompanying photograph, is neat and compact, and is certainly a praiseworthy endeavour to supply a really simple car with an excellent road performance and all-round ease of management.

There are several points of an ingenious nature which call for special mention. One of the disadvantages of so small a power unit is overcome by introducing a fairly heavy flywheel which permits the engine to tick over evenly whilst affecting the pick-up very little.

G.W.K. Improvements.

THE programme of G.W.K., Ltd., Cordwalles Works, Maidenhead, for 1925 shows that, in the main, the cars will remain unaltered, in so far as the general specification is concerned. Various improvements, however, have been introduced on the de luxe models, such as improved front-wheel brakes on the Stevenson-G.W.K. system, a sloping dashboard and Michelin Comfort tyres. The front and rear spring anchorage systems have been improved; the engine is now fitted with a Zenith carburettor, and the electrical equipment is of C.A.V. manufacture. The following are the prices:—Coupé, £250; two-seater, £225; four-seater, £255; all with de luxe fittings. Front-wheel brakes are £10 extra, and standard cars without de luxe equipment will be marketed.

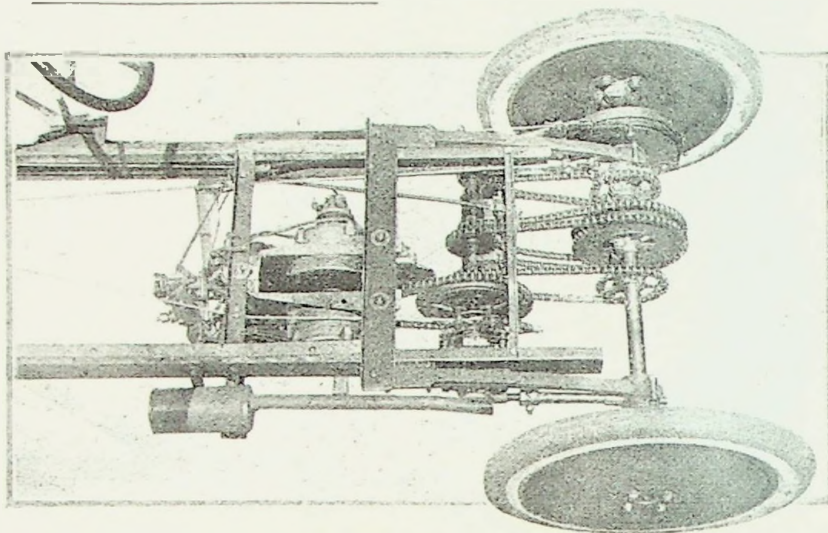
B14

Quarter-elliptic springs are standardized as are 27-in. by 4.4-in. Dunlop balloon tyres and disc wheels. The side members are parallel for most of their length, but taper at the rear. They are cross-braced at each end and also at the point of anchorage of the rear quarter-elliptics and behind the gearbox, where cross-tubes carrying the compen-

sating cables for the rear-wheel brakes are also located.

The track and wheelbase are 3 ft. 10 ins. and 8 ft. 3 ins., while the ground clearance is 8 ins.

The price of the car, either in two or four-seater form, is £235, the makers' address being: Swift of Coventry, Ltd., Coventry.



SIMPLE AND EFFICIENT.

The power unit, a two-cylinder two-stroke, and the transmission of the new Sheret cyclecar, of which first details are given in the adjoining columns.

The Zenith carburettor is another unusual feature on a two-stroke engine, the throttle being controlled on car lines by an accelerator pedal, whilst the engine can be started up easily from the driving seat by means of a kick-starter pedal on the left of the usual foot controls.

Chain adjustment is carried out as on the old G.N.s by means of nuts at the forward ends of tubular torque members, but the actual torque is taken by a special torque stay, and the front ends of the tubular members just mentioned incorporate Ferodo friction grips which act as shock absorbers. An ingenious and positive method of preventing the engagement of two gears has been adopted, the device forming part of the gear-gate mechanism.

A single brake drum is mounted on the off side of the back axle, a band en-

gaging the outside, and internal expanding shoes being fitted inside. Each is particularly effective, and as the car complete weighs only 6½ cwt., both are working well within their limit, judging by the ample size of the drum.

The rear axle is of the tubular type and runs in very wide Skefko roller bearings. Quarter-elliptic springing has been adopted all round, the rear springs, however, sliding on convex Ferodo lined beds which eliminate the necessity for lubrication and introduce just that element of friction necessary to provide comfortable running. The frame is of U section and the wheels are of the disc-type fitted with 700 mm. by 80 mm. Goodrich cord tyres. The price fixed at present is £150 with a chummy body. Arnott and Harrison will also be showing a New Carden two-seater at £90.

1925 Ashton-Evans.

ALUXURIOUS two-seater at £285 is the only model listed by the Ashton Engineering Co., Ltd., for the 1925 season.

This car has an engine of 1,498 c.c., the tax being £11. The specification includes a three-speed gearbox, cone clutch, forced lubrication, and a 12-volt Brolt lighting and starting set. Front-wheel brakes are available by arrangement.

Special features of this interesting chassis are the, transverse underslung front and rear suspension, and the absence of sliding pinions in the gearbox; changes of ratio are made by dog clutches, thus ensuring remarkably noiseless changes. The car, complete with luxurious coachwork, weighs only 13½ cwt., and, with its 4-to-1 top gear, is naturally speedy.

F.N.s for 1925.

THE F.N. light car programme for 1925 includes a 10-15 h.p. standard four-seater with all-weather equipment, leather upholstery and double wind-screen for £375. A clock and speedometer are fitted, while 760 mm. by 90 mm. tyres are used. There is a two-seater at the same price with double dickey seat and 765 mm. by 105 mm. tyres.

The F.N. power unit is a particularly neat job, with clutch and centrally controlled gearbox in unit construction with the engine.

A light two-door saloon with adjustable front seats, an cloth upholstery and very full equipment is listed at £480. The 10.15 h.p. chassis is used, 775 mm. by 145 mm. low pressure tyres are fitted and four-wheel brakes are standard on this as on all models.

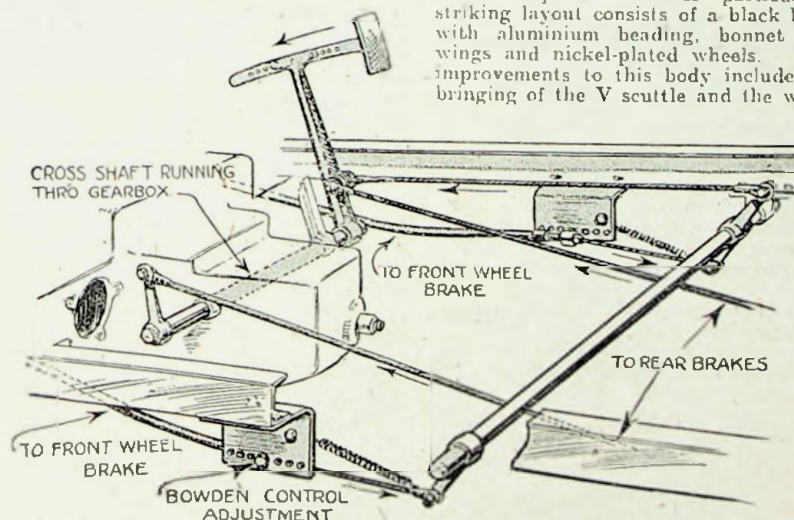
NEW RHODE MODELS.

FOUR-WHEEL BRAKES
AND IMPROVED BODIES.

THE Rhode programme for 1925 is as enterprising as any of its predecessors, the most interesting feature being the introduction of front-wheel brakes in conjunction with quarter-elliptic springing. These front-wheel brakes are standardized in the case of the sports model and cost an extra 15 guineas on the other cars. In addition to this innovation a new Light Four has been introduced and, as its name signifies, incorporates a full four-seater body built on the most up-to-date and pleasing lines. The programme also includes a sports model with a new design of V-shaped instrument board and wind-screen and a wide choice of colour schemes.

To take the detail improvements first, as applied to the Light Four, the new body, by reason of its graceful lines, immediately attracts attention. The front seat is fixed and is provided with two doors, while a third door gives access to the rear side of the rear seat. Pockets are accommodated on the inner side of the front doors into the top rail of which an improved form of side curtain can be fitted. The forward halves of the rear side curtains, which extend well back, can be folded forward to form a V windscreen, another detail in which the comfort of the rear passengers has been studied consisting of a footrest rail.

When not required the side curtains



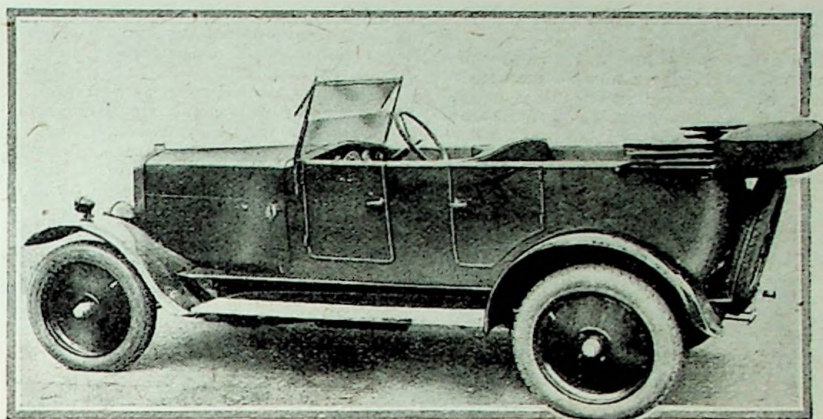
LAYOUT OF RHODE
FOUR-WHEEL BRAKES.

Independent adjustment for each brake is provided, the arrangement being shown in this sketch. The pedal operates all four brakes.

are stored behind the rear squab, while the tools are kept in a capacious locker under this seat, which is finished in plain plated upholstery. The mounting of the windscreen has been somewhat altered, its juncture with the scuttle being made absolutely watertight. The instrument board, too, has been modified and now incorporates a small cubby

screen nearer the driver, the fitting of a sloping polished aluminium fascia board and the addition of a cast-aluminium capping which makes the scuttle absolutely watertight.

The equipment on this model consists of a four-speed gearbox which, like the 1925 three-speed boxes, is provided with a central gate and gives ratios of 4.2,



AN ATTRACTIVE
FOUR-SEATER.

The new Rhode four-seater is certainly one of the most attractive light cars which has been produced by the famous Coventry concern.

hole on its rear side. The starter button is mounted on this board, while the controls have been brought up into an accessible position on the column under the steering wheel.

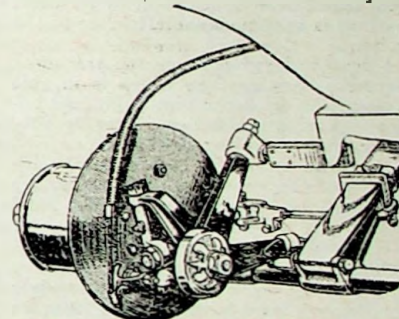
Lucas electrical equipment has been standardized, the headlamps being of 7-in. diameter and side lamps being fitted in addition. A choice of 27-in. by 4.4-in. balloon or 710 mm. by 90 mm. normal-pressure Dunlop tyres is provided, and the equipment includes Dunlop disc wheels. Fellows magneto and Cox Atmos carburetter. The track has been increased to 4 ft. and the price is £239.

The Sports Model.

The sports model can be finished in any colour scheme, according to individual requirements. A particularly striking layout consists of a black body with aluminium beading, bonnet and wings and nickel-plated wheels. The improvements to this body include the bringing of the V scuttle and the wind-

6.2, 9.03 and 16.2 to 1. Hartford shock absorbers, four-wheel brakes, dash lamp, cupboard and the choice of a solid or differential-fitted axle with 4.2 reduction in place of the normal 4.5, are other features.

A specially tuned engine is fitted with aluminium pistons, a special camshaft and a cylinder head with streamlined exhaust ports. The crankshaft and connecting rods are made of a high tensile steel giving great rigidity, and the engine is tuned to give a guaranteed speed of 65 m.p.h. The bulbous tail, in which a considerable amount of luggage can be carried, is retained, and an adjust-



How the front-wheel brakes are applied. It will be seen that Bowden wire mechanism is employed.

able V screen, 710 mm. by 90 mm. Dunlop cords mounted on wire wheels are standardized.

The front-wheel braking system on this car is built as a complete unit with the front wheels and axle and is operated by two Bowden cables. The brake shoes are hung from a common pivot mounted rather behind their top dead centres, the cam being opposite the pivot and being controlled by a short external rocker arm to which this cable is attached.

The control system provides independent adjustment for every brake, compensation having been tried and proved unsatisfactory. The pedal operates all four brakes simultaneously. The front springs have been strengthened by the addition of an extra leaf, and the brakes have been subjected to the most severe tests before being finally adopted. The price of this model has been fixed at £345. All models except the occasional four have leather upholstery, screen wiper and dashlamp.

NEW MODELS (contd.)

The Occasional Four remains practically unaltered, but is now fitted with a 10.8 h.p.—in place of a 9.5 h.p.—engine and a differential gear, its price being £198. The two-seater is similar to last year's model, but incorporates the improvements found on the Light Four and costs £239.

The Norwood is a more expensive four-door four-seater costing £275, the body being some 3 ins. wider than the previous model owing to the increase of track and the provision of a wheel arch. This car is fitted with a three-piece sloping screen, the tools and accumulators being carried under the rear seat

and the side curtains behind the squab. A four-speed box can be had on this or any other example of the touring models for an extra £12.

It has been found necessary to modify the chassis in only a few small respects, among which may be mentioned the improvement of the carburettor and magneto controls, by the fitting of ball-jointed rods and the provision of a much larger silencer, which takes off the raucous note of this very efficient engine.

The power unit has a bore and stroke of 66 mm. and 90 mm. (1,232 c.c.), its principal features being the detachable head, overhead valves and camshaft lubricated by the Rhode patent automatic system, and the driving of the

camshaft magneto and dynamo by spiral gears. The engine and gearbox are built in one unit, the three speed ratios being 4.5, 8.01 and 14.2 to 1. The clutch is a single plate, running in oil supplied from the crankcase, while the rear axle incorporates a spiral bevel, sturdy type of differential gear and non-floating axle shafts, ball and roller bearings being fitted throughout.

Suspension is by quarter-elliptic springs, and braking is effected by an independent internal-expanding foot brake on the rear wheels and contracting hand brake on the transmission. The chassis is fitted with grease-gun lubrication and a particular point is made of the easy access.

SEABROOK WITH FRONT-WHEEL BRAKES.

LUXURIOUS TWO AND FOUR-SEATERS FOR NEXT YEAR—GENEROUS EQUIPMENT.

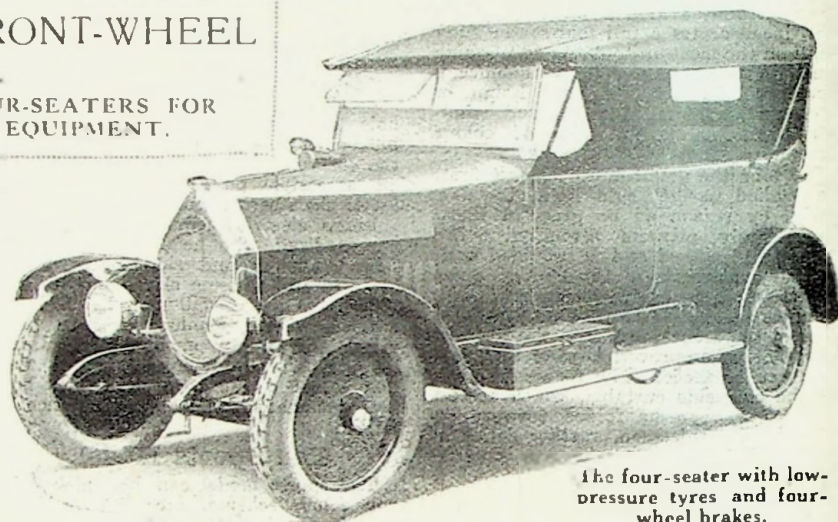
THE programme of Seabrook Bros., 57, Great Eastern Street, London, E.C., for 1925 includes a new Seabrook 12-24 h.p. four-seater fitted with an all-weather body on the most up-to-date lines.

Prominent details of the specification are front-wheel brakes and low-pressure tyres. The engine is an overhead-valve job the bore and stroke of which are 69 mm. and 100 mm., the head being detachable. Ignition is by B.T.H. magneto, and forced lubrication to all main bearings is a commendable feature of the design.

A leather-faced cone clutch transmits the drive to a gearbox which is in unit construction with the clutch pit and engine. A right-hand gear lever is provided, the controlling shaft being carried in a bracket which is cast integral with the lid of the gearbox. The ratios are 4.33, 8.56 and 16.36 to 1. The final drive is by an enclosed propeller shaft to a spiral-bevel-driven full differential.

Particular care has been taken in the layout of the front axle to accommodate the Rubury front-wheel brakes, and, as can be seen from our illustration, the whole presents a very imposing and sturdy appearance. These brakes are, of course, of the internal-expanding type, a system which is also followed for the rear drums.

A feature of the Seabrook is the excellent springing system, which at the front is carried out by semi-elliptics and



The four-seater with low-pressure tyres and four-wheel brakes.

at the rear by long cantilevers. The electric installation is replete with everything that the owner-driver requires: separate side and headlamps are included. The installation is of C.A.V. manufacture, and the starter motor is particularly powerful.

A feature of note is that grease gaiters are supplied as standard to all the road springs, while in other details care would seem to have been taken to meet the needs of the owner driver who wants a troubleproof as well as a weatherproof car.

The four-seater body is built up of specially seasoned timber, with a mahogany cabinet in the dash; there are two adjustable front seats and a large rear seat with roll-on cushion, all uphol-

stered in antique crocodile English leather. To eliminate draught, there is an all-weather hood-fastening along the top of the screen, whilst the side curtains open with the doors. A note of distinction is added to the car by the graceful lines of the tout ensemble, the fluted aluminium running boards and the low-pressure Michelin Comfort tyres. The equipment includes Smith speedometer, spare wheel and tyre, pump, jack, tools, bulb horn, petrol gauge, step-mat, windscreen wiper and a one-gallon tin of Wakefield's XL oil.

The prices of the 12-24 h.p. model are as follow:—Four-seater, as above, £325; two-seater, complete with double dickey, Michelin Comfort tyres, but rear brakes only, £295.

THE latest addition to the Ariel range is a full four-seater model which costs £225 and which has a longer wheelbase chassis and more roomy body than the occasional four-seater model, the price of which remains at £198 with standard and £210 with de luxe equipment.

The new model is fitted with a two-door body, double panel windscreen, all-weather hood, rigid side curtains and is finished in light grey which, in conjunction with the 27-in. by 4.4-in. Dunlop balloon tyres, produces an elegant and serviceable looking vehicle.

The track remains the same as on the smaller chassis, the general specification of which has not been altered. A point

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FULL FOUR-SEATER ARIEL TEN.

NEW DE LUXE MODEL AT £235 ON LENGTHENED CHASSIS.

of interest, however, is that the weight necessitated by the lengthening of the chassis has been kept down to the utmost, so that the liveliness for which this car is famous has not been sacrificed.

The engine has a bore and stroke of 60 mm. and 97 mm. (1,097 c.c.), a detachable cylinder head crowning the cylinder casting, which is formed in one with the upper half of the crankcase, the

lower half forming the oil sump. The valves are on the rear side, the camshaft being driven by helical gears and the magneto by an adjustable roller chain. The lubrication is pressure fed to the three-bearing crankshaft, and is forced to all other bearings by a gear-type pump located at the bottom of the oil sump and incorporating a gauze filter.

The leather-faced cone clutch equipped



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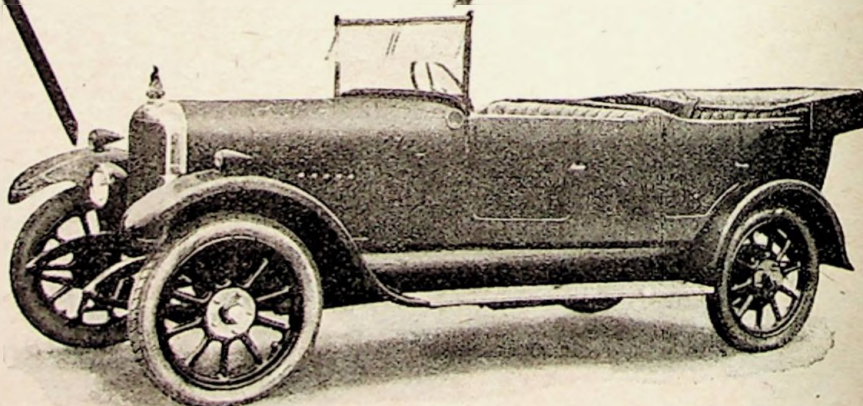
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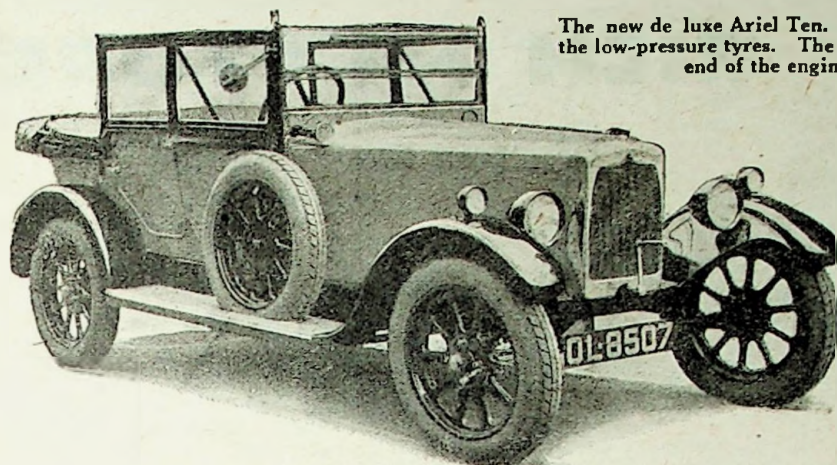
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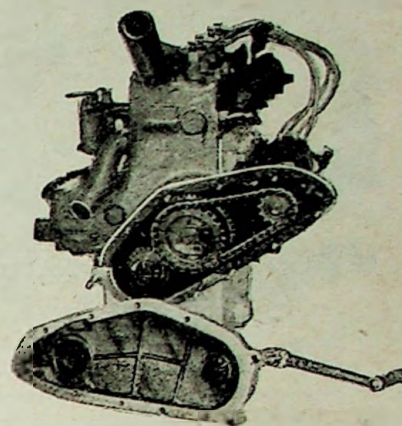
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FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.



The new de luxe Ariel Ten. Note the mounting of the headlights, also the low-pressure tyres. The right-hand photograph shows the forward end of the engine with timing cover removed.



with a clutch stop drives through an open shaft fitted with a fabric joint to the gearbox, which is located on the front end of the torque tube and swings from the central cross-member of the frame. The ratios are 4.82, 8.67 and 15.61 to 1. The gear change is right hand. The final drive is by spiral bevel, the axle case, which is a particularly strong job, carrying the internal expand-

ing brakes and being diagonally braced to a point behind the gearbox.

Suspension utilizes quarter-elliptic springs, the steering is by worm and wheel, and the electric starter and five-lamp lighting set are of Lucas production.

On the de luxe edition of the full four-seater, which costs £235, the following extra equipment is provided:

Driving mirror, spring gaiters, speedometer, hood cover, floor mats and leather upholstery.

With an enviable reputation for fine workmanship, the makers of the Ariel Ten should command a ready market with their new 1925 models, which make a direct appeal to the owner-driver.

THE LATEST WESTCAR.

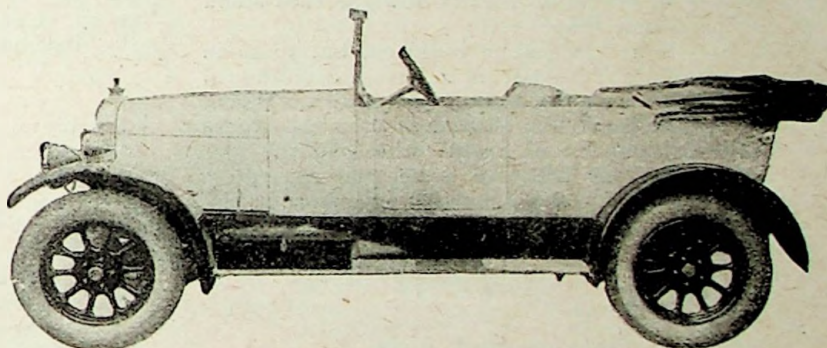
ALSO DETAILS OF THE NEW 1925 HERON LIGHT CAR.

FOR the coming season the 12 h.p. Westcar will be marketed as a four-seater at £385, with low-pressure tyres and numerous refinements. The engine is a four-cylinder of 1,496 c.c., the tax being £12. The four-speed gearbox is centrally controlled, and final drive is by open propeller shaft; a differential is, of course, fitted.

Purchasers are given the choice of body colour, and the car, as an accompanying illustration shows, presents a very striking appearance. Features which will be generally appreciated are the thermostatic control of the thermosiphon cooling and the provision of a fuel tank which holds 10 gallons, sufficient for between 350 and 400 miles.

Both brakes operate on the rear wheels, large drums and wide shoes being employed. The lighting and starting equipment is of C.A.V. make, and separate head and side lamps are fitted.

A brief trial run in one of these cars



A STRIKING 1925 MODEL.

The Westcar appears in a greatly improved form for next season. Purchasers are given a choice of body colours.

upheld the makers' claim with regard to its stability and comfort, while its performance, in view of the fact that it is a light car built on such generous lines, is entirely satisfactory from all points of view. Luxury has not been sacrificed for speed.

Emanating next year from the same works as the Westcar will be the Heron light car, an entirely new production, with a four-cylinder engine and an annual tax of £8. The bore and stroke are 57 mm. and 95 mm.; chain transmission has been adopted, and a three-

speed centrally controlled gearbox will be used.

Low-pressure tyres are to be fitted as standard, an eight-gallon fuel tank will be embodied, and the makers' intention has been to provide a car the outstanding features of which will be lightness, comfort and speed.

Further particulars of this very promising little car are not yet available, but we hope to be able to give a full description in the near future. It is probable that the price will be extremely reasonable.

NEW WAVERLEY MODEL FOR 1925.

WAVERLEY CARS, LTD., Tremar Gardens, Harrow Road, Willesden, London, N.W., announce that for the coming season they intend to concentrate on an entirely new design of chassis having a wheelbase of 9 ft. 2 ins., a track of 4 ft. 2 1/2 ins., and an orthodox side-by-side valve engine with three-bearing crankshaft. Four-

wheel brakes will be fitted as standard and there will be a four-speed gearbox. This model will be exhibited at the forthcoming Show, the body being an extremely attractive Weymann saloon; but it should be noted that it can be supplied with the familiar Waverley coupé body. The price for this coupé being £425.

With regard to the 1,500 c.c. sleeve-valve model, Waverley Cars, Ltd., state that they have no intention of dropping it, and one of these chassis with a coach-built coupé body will form the second exhibit on Stand No. 29 at Olympia. This chassis, by the way, incorporates four-wheel brakes and many mechanical refinements.



RICH MIXTURE

A Critical Causerie
of Light Car Comment
and advice.

Confusion at Brooklands.

A VERY large number of the spectators who went to Brooklands for the 200-Mile Race last Saturday were of the opinion that it was something of a "wash-out." The overwhelming victory of the Darraqs tended, I thought, to detract the public's attention from the rest of the field, while the very large number of cars on the track made it extremely difficult to follow the race. It was easy, certainly, to see how any one car was faring, but it required a Sherlock Holmes, with the eye of a hawk, to discover with any degree of certainty exactly how the race stood at any particular time.

Not only were the public confused, but those in charge of affairs did not seem to have a definite grip of how matters were proceeding. After all the racing was over—the track was cleared at 6 o'clock—there was still any number of people who believed the Alvis was the first Britisher home, whereas really Joyce occupied the coveted position. I believe everyone who went to the race will join me in requesting that the Junior Car Club should spare no effort to make the event a whole-day instead of a half-day meeting next year.

Ignorance and Bliss.

AS showing how ignorant some car owners can remain, I recently came across one who, after possessing a car for three months, still imagined that petrol flowed into the cylinder in a raw state and went there via the high-tension wires! He had no idea where the pistons were, and he actually asked me which were the valves! This is no fairy-tale, but fact. I knew another driver who, after owning a car for 18 months, admitted he did not know the whereabouts of the jet. Would that I had similar cause for such ignorance!

The Modern Magic Carpet.

DARKENING days and falling leaves tell their own tale of another season drawing to a close. An "Indian Summer" may extend it, but the light evenings have gone, and happy are they who will have a rich store of recollections to draw on during the winter months. Personally, I have been in the pastime so long that I have forgotten what it is like to face a winter without such memories; moreover, as a scribe, all seasons are alike to me, for, as the sage says,

"Though summer burns and winter rages
A journalist must fill his pages."

p20

Never before in human history have people been able to escape so easily from the cribbed, cabined and confined conditions of daily life and add to its variety.

The motor is the modern magic carpet, abolishing the barriers of distance and eliminating fatigue. It has made mankind mobile and immeasurably increased human enjoyment. So, although the unmistakable heralds of an autumn may evoke a sentimental sigh, we can still face the prospect of restricted driving with equanimity, conscious that over the hills and far away we have garnered a harvest of sunny memories which, as Moore wrote, will "half our joys renew."

Use Your Gearbox.

IN a hostelry a few days ago I overheard two light car owners arguing over the best way of climbing surrounding hills on top gear. Their cars were outside. I know the capabilities of both, and I know the hills under discussion; and, listening to the conversation, I could not help feeling sad at the obtuseness of some drivers to the use of the gearbox.

It seems strange that a man should pay in the price of a car a considerable sum for a gearbox and then be reluctant to use it. Too many, I fear, regard gears as emergency devices to assist a "stalling" engine. In reality, they are an integral part of the light car, designed to bring the whole into happy relationship. The gearbox is a complement of the engine, not a crutch, and the cleverest driver is he who makes the most intelligent use of it.

Who are the Hogs?

NO one takes a railway journey for the pleasure of the ride, but it is safe to say that the vast majority of car owners purchased their vehicles chiefly for this purpose. There are others, however, who use cars solely for getting from place to place at their own convenience and in the quickest possible time, and, in my opinion, it is these who are most guilty of the breaches of manners which are causing so many complaints.

As a rule, these people own big, luxurious vehicles that occupy considerable road space, and they seem to imagine that their power and pace give them a prescriptive right to premier place. I write feelingly on the matter, having recently been forced on the grass by a big car which came up alongside of me at such a speed that only an acrobatic feat on my part prevented disaster. As it was, its wings scraped

RICH MIXTURE (contd.).

mine. The car was full of people and laden with luggage, and bore every appearance of being on a long journey. I submit that the proper place for a party in such hurry is the railroad.

This is not the first time by a long way that I have been subjected to such hoggish tactics, but it is no use attempting to defeat them by asserting one's rights. As the old doggerel has it:

"Here lies the body of William Bray,
Who died maintaining his right of way;
He was right, dead right, as he went along,
But he's just as dead as if he'd been wrong."

A Slight Error.

THIS is not true, but it is interesting, I think. Owing to an error in addressing the invitation cards, the society correspondent of a well-known paper recently attended a meeting of light cars at Wisley Hut, while a motoring correspondent visited the ball at Lady Podge's house given in aid of the fund for providing comforts for Pekingese living in humble circumstances in Kamchatka and suffering from mange.

This was what came from the society correspondent:

"I was at the interesting *salon* at Wisley Hut the other day when one of the most distinguished gatherings that has yet gathered during the present season had—er—gathered.

"In a simple grey frock which admirably set off the supple lines of her figure, I noticed Lady Swift. She told me that, in accordance with the advice of her *couturier*, she had lengthened her wheelbase and obtained a striking *motif* by carrying the skirt in a

long *godet* pleat and bringing it round to the small of the back axle.

"The Comtesse de Citroën looked very *chic* in what she *killingly* described as *comfort* shoes. She was chatting gaily with Mr. Jowett, whose strong square features are to be seen everywhere that matters.

"One of the last guests to arrive at the brilliant scene was the Marquis de Salmson, who dashed up in his impetuous way, looking a little cross, I thought."

Deftly Handled.

FROM the motoring correspondent was received this account of Lady Podge's ball:—

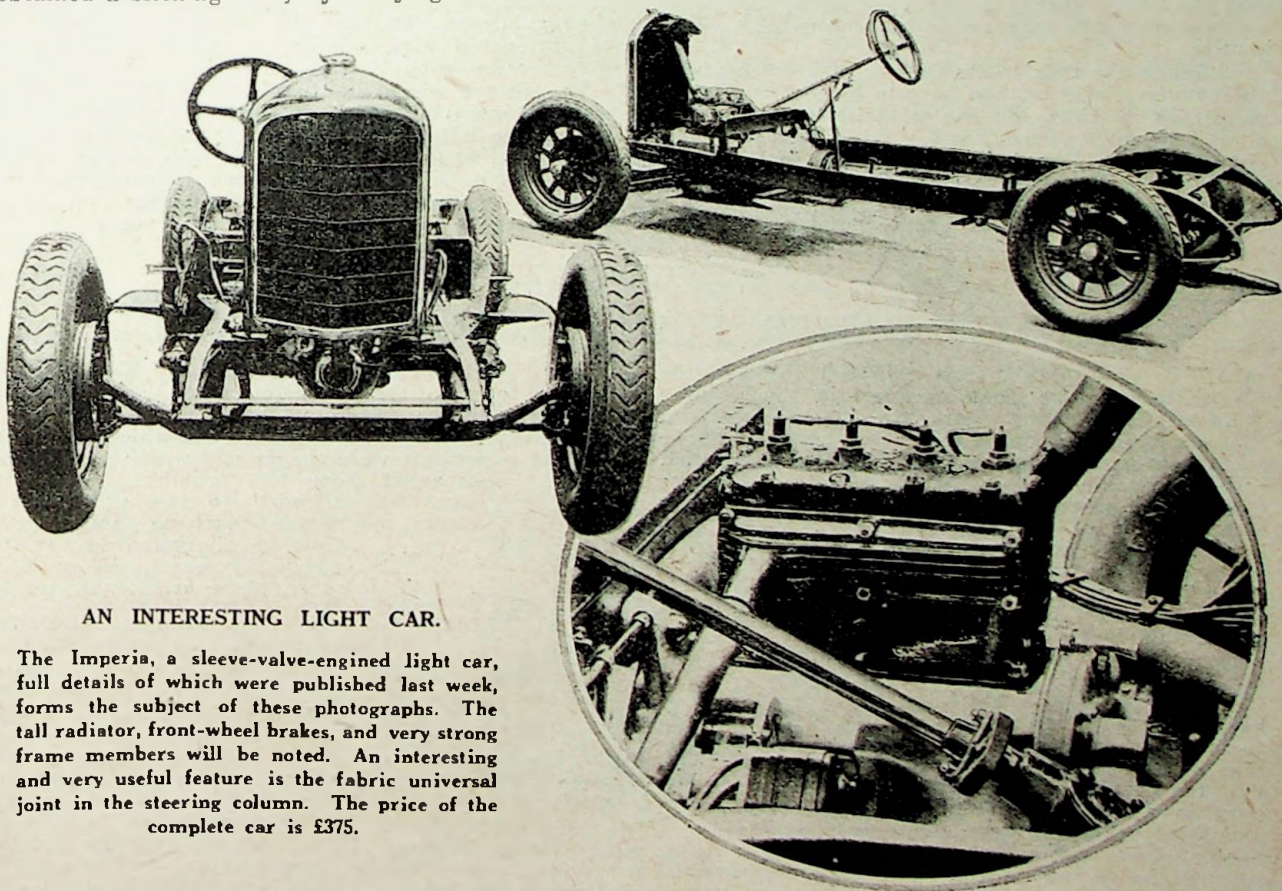
"Well before 8.30 the course was lined with spectators, and excitement rose to fever-pitch when a 10 h.p. guest in an aluminium body made a short test run over the floor.

"She found everything satisfactory, and at the stroke of 8.30 the signal was given and 30 pairs of starters let in their clutches and began revving.

"Parsons chains were worn by many of the clerical guests, and these clearly assisted the wildly jazzing feet to grip the parquet floor.

"Those present will not readily forget the deafening roar of the exhaust of the well-tuned Band. After completing seven laps the Band was forced to stop for refuelling, and the other drivers and mechanics all called at the pits for more spirit and soda.

"The last lap was one long thrill. One pair, racing neck and neck, skidded, collided with a lamp-standard and turned over. Another pair were maintaining so high a rate of revolutions that they overheated and had to retire to the conservatory, while a gentleman, fitted, we believe, with a supercharger, burst and had to be assisted off the track." S.S.



AN INTERESTING LIGHT CAR.

The Imperia, a sleeve-valve-engined light car, full details of which were published last week, forms the subject of these photographs. The tall radiator, front-wheel brakes, and very strong frame members will be noted. An interesting and very useful feature is the fabric universal joint in the steering column. The price of the complete car is £375.

Every Motorist Should Know That—

LIGHTING REGULATIONS ARE IMPORTANT.

*REAR LIGHTS AND HEAD LIGHTS—"INADEQUATE" ILLUMINATION—
WHEN LIGHTS MAY BE EXTINGUISHED.*

THE significance of lighting-up time is not always realized, and many new motorists are often guided solely by the failing light and hardly ever take the trouble to discover exactly where they stand with regard to lighting-up regulations. Even if they have ascertained that their lamps should be lighted by a certain time they very infrequently go to the trouble of inquiring further into the matter, and sometimes discover that they are infringing the law in other directions.

Actually there are several points which might be very rightly criticised in connection with the present laws governing the lighting of self-propelled vehicles, one being that tail lights—or to be more exact, the rear number plate—must be illuminated half an hour after sunset, whereas head lights and side lights need not be switched on until an hour after sunset.

As very few light cars are fitted with lighting installations which have a separate switch for the tail light, it will be seen that the head or side lights, which consume far more than the tail light, must be illuminated half an hour before the time actually required by law. Strictly speaking, it is high time that any vehicle was illuminated half an hour after sunset, but it would lead to far less confusion if the law were amended so that the instruction "lighting-up" referred to all lights, and it is suggested that the above should be the time fixed. Motorcar lights must not be extinguished until one hour before sunrise.

Although the regulations vary in different parts of the country, local by-laws have to be reckoned with in certain districts, but the motorist is on the safe side if he makes sure that his side lights show the approximate width of the car; that is to say, they should not be more than six inches from the edge of each running board or wing.

Another point upon which the motorist is likely

to be at fault is in failing adequately to illuminate the rear plate. It is not sufficient merely to show a red light at the rear, for one of the main functions of this light is to make the rear identification marks visible after dark.

It is customary on certain light cars for the tail light to be wired up in series with the side lights when the switch is in the "dim" position, and under these conditions the rear light is often robbed of more than fifty per cent. of its brilliancy.

Although adequate illumination of the rear plate is absolutely essential, the law requires also that the car shall be sufficiently illuminated at the front.

In some districts there appears to be no active official objection to the use of a single off-side light; in fact, it may be remembered that in the years before the war two forward lights were not compulsory. Nowadays it would be a very unwise motorist who took such a risk, and generally it is far safer not to experiment.

At present there are no regulations governing the size of lamp glasses, or the power of the beam which is thrown, but it is more than probable that in the future, to lessen the alleged dazzle danger, the authorities may determine both these factors.

The careful owner will take particular care to see that his lighting installation is in good order, for otherwise he may find it difficult to conform with the regulations. The rear lamp, in particular, is liable to get coated with mud—in extreme cases its light may become entirely obscured.

The driver whose lighting system suddenly fails is in an unenviable position, especially on a country road some miles from the nearest repair depot, and it is a wise plan to carry a reliable pocket flash lamp, for, in case of an emergency, it would then be possible to proceed to the nearest garage at a slow pace without endangering other road users.

This Week's Hint.

A LEATHER GAITER FOR THE STARTING HANDLE.

A FEW years ago it was essential to keep the starting handle clean because, in the absence of an electric starting motor, its use was frequent. Nowadays, for the opposite reason, care should be taken to protect the starting handle from mud or dirt.

It is so seldom used that it gradually becomes coated and when, with the idea perhaps of saving the starter for once in a way, the driver decides to "get going" by manual labour, he has first of all to rummage in his tool locker and find a piece of rag, so that the handle can be cleaned.

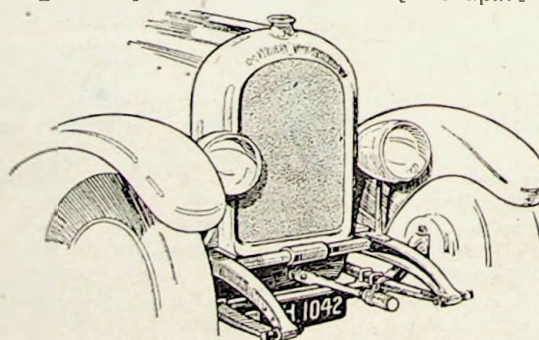
The majority of starting handles are fitted with a spring plunger which drops into a slot in the shaft, so that the crank can always be kept in a vertical position, and this goes far to keep the handle clean, but where any such device is not fitted a leather gaiter can be made

B22

fairly easily and attached permanently by means of a strap to one of the dumb irons. It is easily slipped on and off without undoing the strap.

The sketch shows the arrangement, which, although by way of being an old tip, is still worth bearing in mind. Quite apart from the protection which is afforded to the starting handle, such a gaiter will tend to eliminate any rattle which may exist, and on this score alone it is well worth fitting.

Starting handles which hang down and partially obscure the front number plate may lead to a prosecution, especially in areas where the police are more than usually strict. Here, again, the gaiter and strap are invaluable, for they can be arranged so that the crank is always clear of the number plate. These gaiters are obtainable from large accessory dealers.



By fitting a leather gaiter over the starting handle and attaching it by a strap to one of the dumb irons, several useful purposes are served.

The Light Car and Cyclecar

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Topics of the Day

The 200-Mile Race.

MANY striking facts were revealed in this year's 200-Mile
Race. It was shown, for example, that the power which
is obtainable from the 1½-litre engine is even more remarkable
than the most optimistic have hitherto believed possible. The

Amazing Performances.

performances of the cars which finished in the
first three places can be described only as amaz-
ing. Not many years ago it was considered
questionable whether a car with a 1,500 c.c.
engine would ever do 100 miles in an hour, but light cars were
seen by thousands of people last Saturday to do more than 200
miles in less than two hours. The race still further emphasized
the advantages of supercharging, even although there were
other competitors who used forced induction, but who did not
distinguish themselves. It must be borne in mind, however, that
these cars were hastily prepared, and had not the advantage of
the several days' practising on the track which were enjoyed by
the winners.

It was unfortunate that the 1,100 c.c. class was not better
supported. The entry was, in fact, anything but representative.
The winner took several minutes longer than the winner in
1922, although the weather and the conditions of the track were
no less favourable than in that year. It should not be thought,
however, that progress has not been made in the design of
1,100 c.c. cars, for where the entry is small the element of luck
naturally plays an important part in the race. This year, as in
previous years, three-wheelers, although astonishingly fast, did
not prove sufficiently reliable. It might be stated, on the evi-
dence of four 200-Mile Races, that the three-wheeler cannot com-
pete on an equal footing with four-wheelers in long events
entailing speeds so high as 90 m.p.h.

We are sorry that the French entrant in the 750 c.c. class did
not arrive in time for the race, for much of the interest was
naturally lost in this event owing to all the runners being of
the same make. It is noteworthy that the winner was 1.23 miles
an hour slower than when he ran second with a similar car in
the 1,100 c.c. event last year.

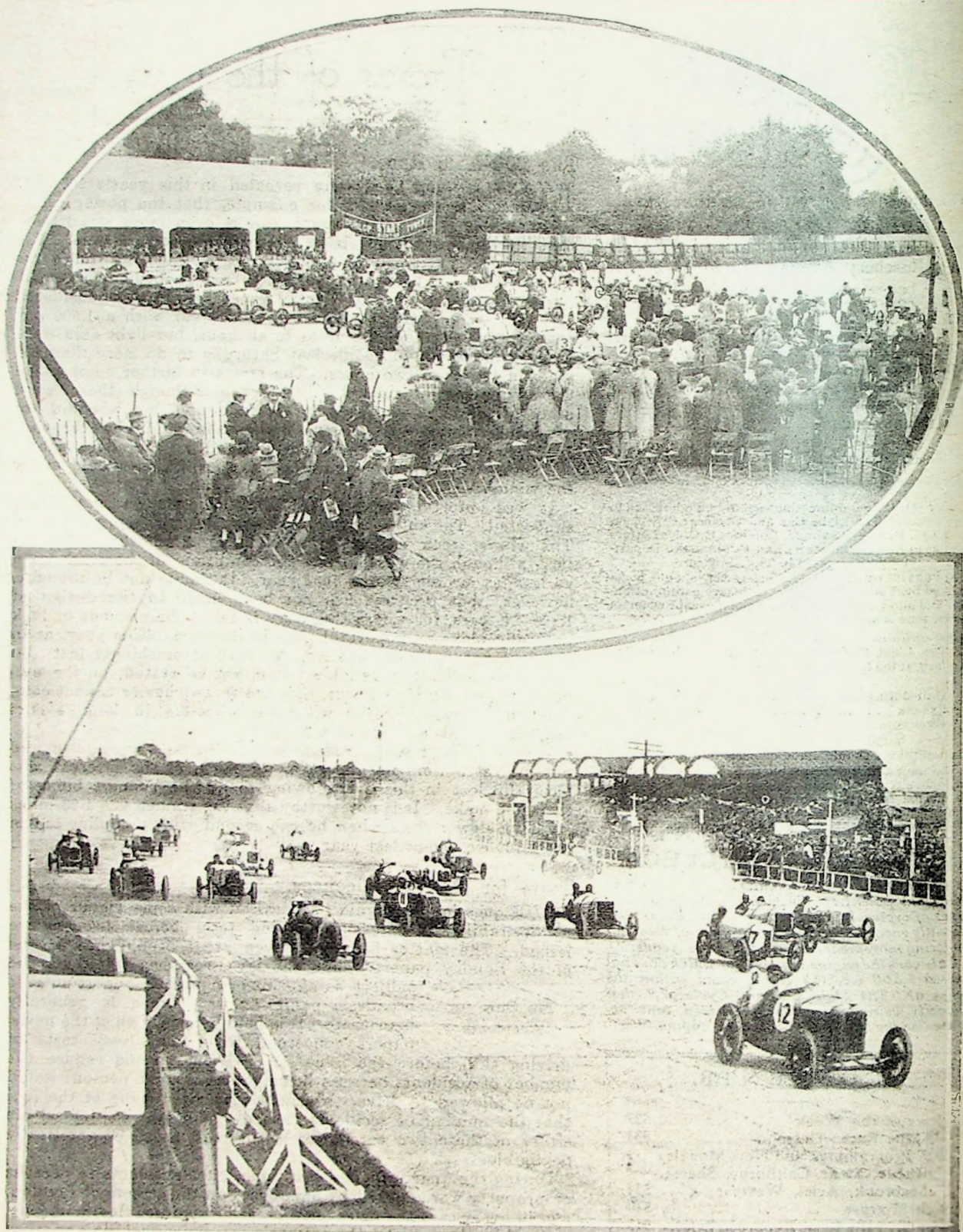
Tests for Driving Licences.

THE question has again been raised with some vigour of the
desirability of enforcing driving tests before licences are
issued. The matter has been given great prominence in one
of the Sunday papers, while the lay Press has seized on the

No Cure for Accidents.

subject as affording an unique opportunity to
broadcast panic "news" which is generally
inaccurate. It is held by nearly all of the news-
papers concerned that compulsory tests of
driving skill before the issue of a licence would reduce the
number of accidents because incompetent or unfit persons would
not be allowed to drive. No mention is ever made of the fact
that the number of accidents caused by persons coming within
either of these two categories is so small as to be practically
negligible.

During the quarter ended last June, 2,189 accidents to persons
or property were caused by omnibuses on the streets of London,
and in every case the driver had passed a rigorous Scotland Yard
test, while the vehicles themselves were of an officially approved
design. The approximate number of buses then operating was
nearly 4,000, so that every bus would appear to be involved in an
accident at intervals of less than six months. We wonder
whether those who so thoughtlessly advocate compulsory driving
tests have taken the trouble to make this simple calculation for
themselves?



THE START OF A
MEMORABLE RACE.

(Top) A photograph taken from the J.C.C. members' enclosure a few minutes before three o'clock in the afternoon. It will be seen that the fastest cars are in the front row. On the left of the picture is the lap-scorers' box. Bottom On the stroke of three the semaphore was lowered and with a full-throated roar the "pack" leaped off the mark. The tremendous acceleration of K. Lee Guinness's Darracq (No. 12) can be judged by the forward position which he had already gained when the photograph was taken. Other cars which can be easily distinguished are F. B. Halford's Alvis No. 3, J. A. Joyce's A.C. No. 7, and H. S. Eaton's standard three-seater Aston Martin No. 11.

The Great International 200-MILE LIGHT CAR RACE



(Left to right) Mrs. Duller, George Duller, his mechanic K. Lee Guinness, H. O. D. Segrave and his mechanic.

IT is probable that a larger crowd has never been seen at Brooklands than on the occasion of the Junior Car Club's annual 200-Mile Light Car Race which was held on Saturday last, September 20th.

The race was divided into three classes, for 1,500 c.c., 1,100 c.c. and 750 c.c. cars respectively, but all the cars raced together, the premier award—the André Gold Cup—going to the man who finished the 200 miles in the shortest time.

Of the 50 cars which entered, 39 faced the starter; they were lined up across the track in three rows, and there has never been a more impressive spectacle than when the semaphore fell, and a deafening roar—despite the official silencers—announced that the race had started.

Immediately the three Darracqs, headed by Lee Guinness, took the lead, which they comfortably retained until the finish. Throughout the race they were never separated by more than 200 yds., and they covered the total distance non-stop and at an average speed of 102½ m.p.h.

The Darracqs thus rivalled their 1921 performance, when they won the race in 2 hrs. 16 mins. 20 secs., as against this year's 1 hr. 55 mins. 30½ secs. In 1922 they came in first and third.

The 1,100 c.c. class was conspicuous for the terrific lap speeds which were put up in the initial stages of the race—speeds which, as events proved, were far

DARRACQ'S AMAZING WIN AT 102.27 M.P.H. WORLD 200-MILE RECORD BEATEN. SALMSON AND AUSTIN WIN THEIR CLASSES.

too high for longevity! On the whole, the Salmsons were not so successful as in previous years; none of them made a non-stop run, and two of them retired.

It is encouraging to note, however, that the winning Salmson was piloted by O. Wilson Jones, a British subject, with a very extensive working knowledge of this famous French car.

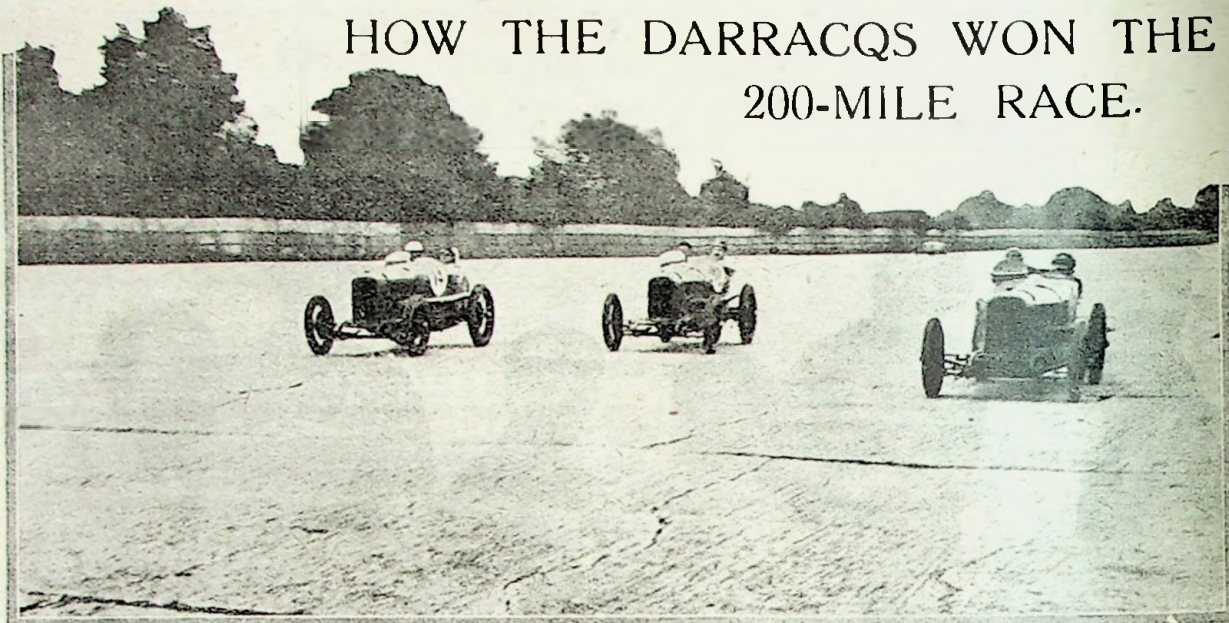
The sympathy of every enthusiast goes out to E. B. Ware and his mechanic, Allchin. After a stern fight against adversity, they were going well when the crash occurred; it was an unfortunate end to a fine exhibition of pluck and endurance.

Only two of the seven starters actually finished the run within the three-hour time limit. The winner—O. Wilson Jones (Salmson)—stopped once in order to replenish with water; the second car, Ringwood's Frazer-Nash, suffered from minor troubles, which necessitated several stoppages at the repair depot.

In the 750 c.c. class Austins were the only runners, and it was a little disappointing that the Vagova failed to put in an appearance. With this little supercharged six in the running, a much more exciting race might have resulted. As it was, Gordon England started favourite and won.

Gordon England's racer was the only Austin to make a non-stop run. The others began to drop out of the race from the 10th lap onwards. The winning Austin's time was 2 hrs. 40 mins. 15½ secs.

HOW THE DARRACQS WON THE 200-MILE RACE.



From left to right: Segrave, Guinness, and Duller entering the fork after finishing

HOW THE 1½-LITRE CARS PERFORMED—THE DARRACQS SCORE A WONDERFUL VICTORY—ALVIS THE ONLY BRITISH TEAM TO FINISH—A.C. GAINS FOURTH PLACE WITH 93 M.P.H. AVERAGE.

ACCORDING to the programme there should have been 31 1,500 c.c. cars in the 200-Mile Race, but seven failed to start, so that there were actually 24 runners. The non-starters were a Warwick, two Bugattis, a Ceirano, a Thomas Special, an Aston-Martin and a Riley.

Immediately the semaphore fell the Darracqs leapt off the mark, and within a very short distance established a considerable lead. Harvey's Alvis, however, was the fastest away, for it led Lee Guinness's Darracq by 50 yds. or so for the first few hundred yards.

J. A. Joyce (A.C.), Cushman (Bugatti) and Halford (Alvis) were others to make an exceedingly good start; but, contrary to expectations, the rest of the field got away in a rather sluggish manner and

in a blinding cloud of exhaust smoke. K. S. Peacock, in the Warwick, accidentally stopped his engine at the start, and K. Don's supercharged A.C.-Anzani was not off the mark until the leaders had covered half a lap.

About 1 min. 40 secs. after the semaphore arm had fallen Lee Guinness, followed by Segrave and with Duller in close attendance, flashed past the grandstand. Joyce (A.C.) and Halford (Alvis) were not far behind, while Harvey (Alvis), Cushman (Bugatti), Blackstock (Bugatti) and Purdy (Horstman), in the order named, followed in a very close bunch about a quarter of a mile behind the leader.

The Darracqs accomplished their second lap at the astonishing speed of 106 m.p.h., and, as they reached the

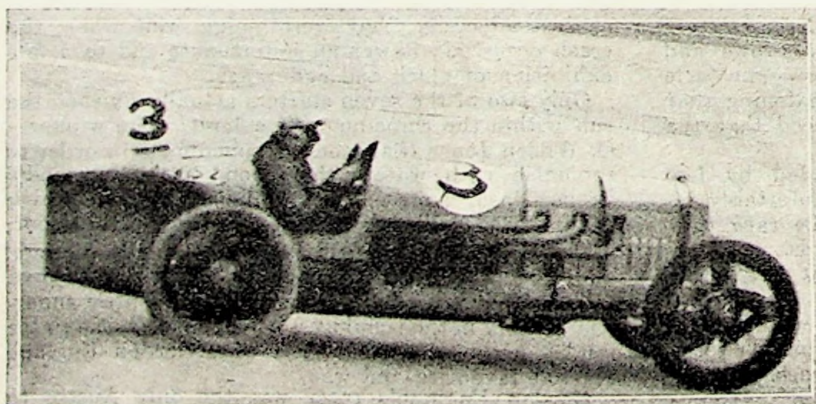
grandstand, had taken up the formation with Guinness in the lead, Duller second and Segrave third, which they held with ease until the end of the race. Their second lap was so very much faster than that of any other car that Joyce was fully 300 yds. behind them as they passed the stand, while there was a gap of at least 200 yds. behind Joyce and the next man—Thomas, in the Thomas-Special.

When the Darracqs had completed three laps they were just overtaking the Austins in the 750 c.c. class, which had covered two laps. The Darracqs were then lapping at 108 m.p.h., obviously intending to establish a useful lead. Meantime C. G. Coe was in difficulties with his Horstman, which was fitted with a supercharged British-Anzani engine hastily prepared for the race.

Alvis Lapping at 95 m.p.h.

K. Don, driving an A.C. fitted with a similar engine, also supercharged, had plug trouble at the outset and never got properly going. On his fourth lap he stopped at the pits to change plugs, but got away, still misfiring slightly. Thomas, on his fourth lap, was also misfiring, but the trouble apparently cured itself, for on his fifth he was running well. By then the cars were fairly equally spaced out round the track, Harvey's Alvis being the runner-up and lapping regularly at 95 m.p.h.

When the Darracqs were on their 11th lap Harvey, Halford, Blackstock and Thomas were on their 10th; Calder (Horstman), Eaton (Aston-Martin) and Montant (Bugatti) were on their ninth, while Peacock (Warwick) was on his sixth. Three laps later the Darracqs were still ahead of the field and had slowed down from their regular 106



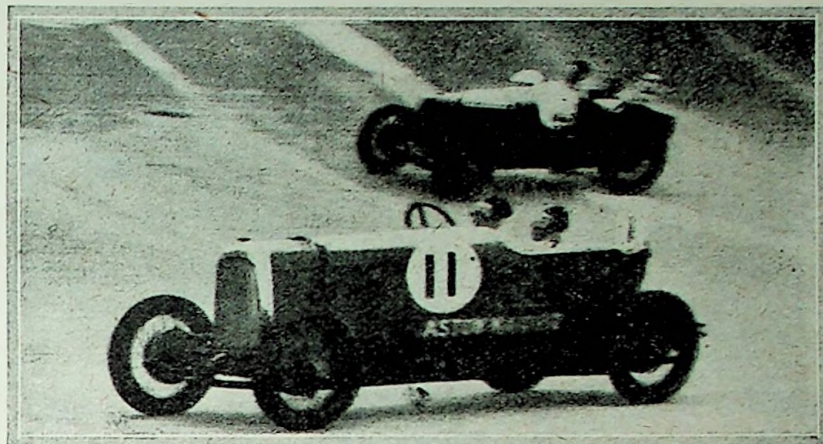
A PREVIOUS WINNER.

This year the Alvis did not repeat its success, but it was the only British team to finish. Halford's car is seen on the banking.

HOW DARRACQS WON (con.).

m.p.h. lap speeds to about 103 m.p.h. As they passed the new big scoring board on their 14th lap all the Darracq drivers looked up at it, presumably to see how the rest of the field was faring, but at 100 m.p.h. they must have gathered but a poor impression.

J. G. P. Thomas, in the Thomas-Special, who was about three laps behind them, shed his off-side front tyre shortly after he came off the Byfleet banking. The tyre rolled a considerable distance and came to rest in the centre of the track. Halford (Alvis) passed over it before a marshal was able to rush out and retrieve it. Thomas soon had another wheel fitted, but he was doomed to be dogged by tyre trouble throughout the race.



A TOURING RACER.

Eaton at the last moment entered his touring Aston-Martin — and finished at an average speed of 79.55 m.p.h. He is seen below Lee Guinness on the banking.



K. Lee Guinness Darracq first.

Blackstock (Bugatti) meantime was running regularly and did his 15th lap at 88½ m.p.h., but Densham was in difficulties with another Bugatti and decided to retire on his eighth lap. Calder at the same time pulled in to the pit with his Horstman, but he was away again in about five minutes.

When the Darracqs had done 22 laps Joyce, in the A.C., was one lap behind and was lapping at an average speed of over 96 m.p.h. Harvey's Alvis, Halford's Alvis, Hall's Aston-Martin, Cushman's Bugatti and Newman's Horstman



George Duller Darracq second.

were two laps behind him. Eaton was driving his own car, which, with its three seater semi-touring body, he had entered at the last moment in place of Lionel Martin's entry, which, as we

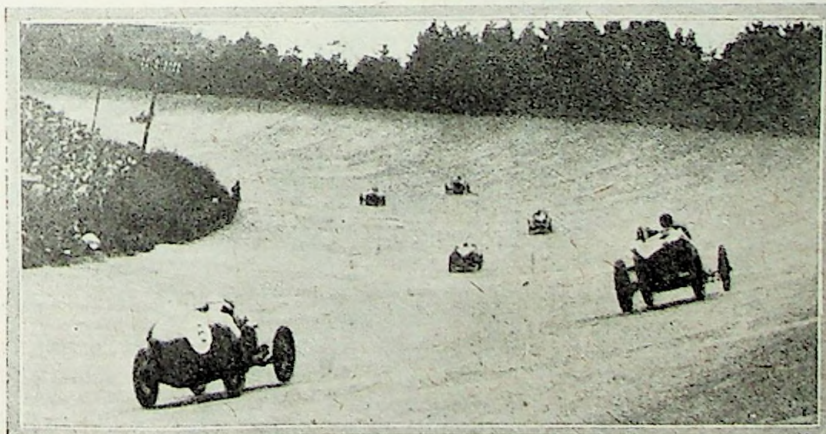
stated last week, was involved in an accident when being towed from the bodybuilders to the works. That he should have been only four laps behind the Darracqs when they had done 22 laps is a striking testimony to the standard Aston-Martin production.

After the leaders had covered 80 miles it was evident that C. G. Coe, in the supercharged Horstman, had no chance of winning, for he had done only about 35 miles and was lapping at less than 90 m.p.h. On its 24th lap Purdy's Horstman retired, thus spoiling all chance of a Horstman success.

Steady performers at this period of the race were Peacock's Frazer-Nash, which



H. O. D. Segrave Darracq third.

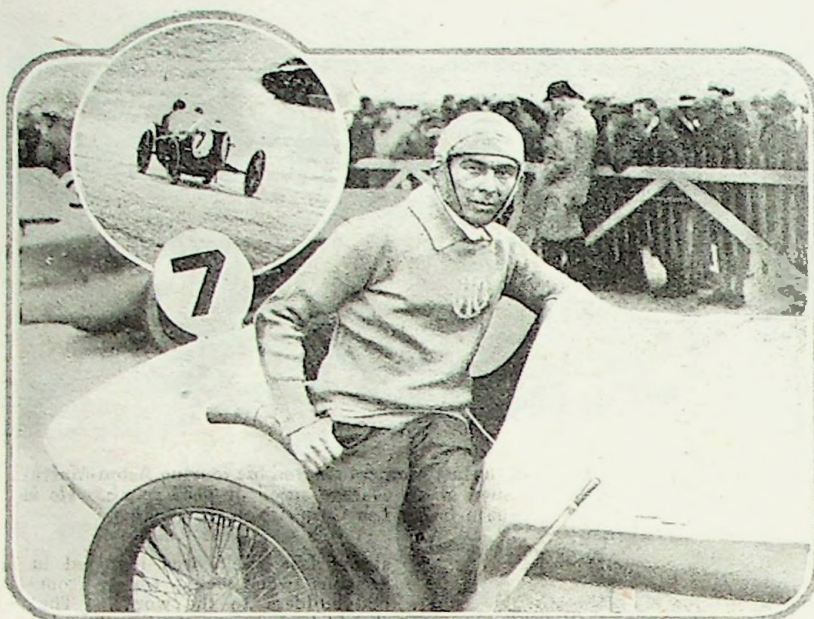


A TRYING ORDEAL.

With fast and slow cars running together driving at 100 m.p.h. called for very skilful handling. Imagine the difficulty of threading a way through the six cars shown.

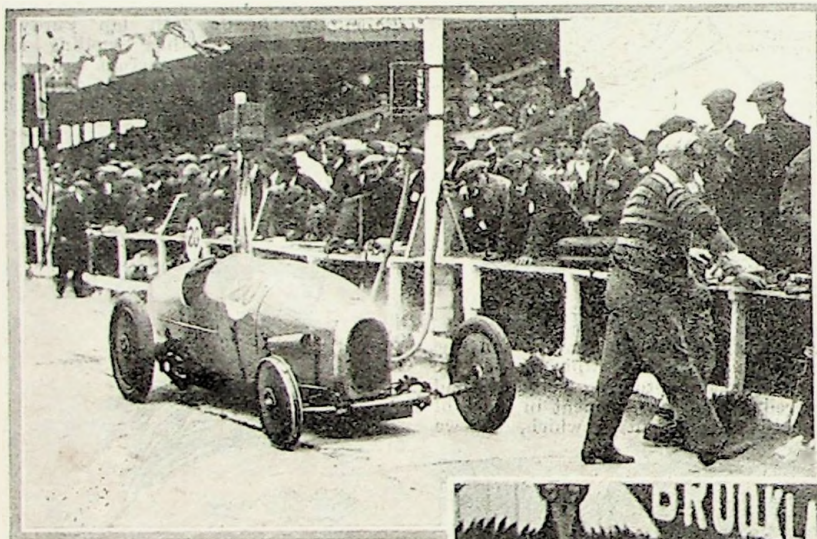
had done 18 laps when the Darracqs had done 27, and Morgan's Eric-Campbell, which held the track well and ran with extraordinary regularity. Morgan had fitted the engine from the famous Aston-Martin "Green Pea," and in doing so had made a wise choice, for his was one of the few cars which enjoyed a non-stop run. Cushman's Bugatti and Harvey's Alvis were both running well towards the end of the first hundred miles, and they were lapping regularly at between 88 and 89 m.p.h.

Blackstock's Bugatti stopped on its 26th lap to change plugs, and Gillow's Aston Martin also had a stop. Joyce (A.C.) was then running fourth, with Halford fifth and Harvey sixth. The lap on which Joyce completed his first



THE DRIVER
OF THE A.C.

J. A. Joyce, who was fourth and inset his car at speed on the banking. The average speed of the A.C. for the race was 92.91 m.p.h. A very creditable performance, considering that a mishap had compelled the engine to be stripped at the last moment.



J. G. P. Thomas burst three tyres and took only a minute to change his wheels.

hundred miles was covered at an average speed of 99 m.p.h.

Katon (Marschal) was then many laps behind, and drove into the pits in an endeavour to rectify an elusive carburettor trouble. Eaton, in the standard Aston-Martin, was lapping regularly at 81 m.p.h. K. Don, in the supercharged A.C.-Anzani, and Blackstock, in the Bugatti, were both in difficulties.

Blackstock made repeated stops at the pits, and K. Don had done only seven laps when the leaders had done 50. He complained that, so soon as he put in a set of plugs and started the engine, they immediately oiled up again before he

R28

could get going. This decided him to retire, and Katon also retired after having covered 32 laps.

While the announcement was being made with a loud-speaker, Thomas, with Coo in the Horstman about to pass him on the near side, burst his left front tyre, and, swerving towards the grandstand, compelled Coo to pull in also. For a moment it seemed that Coo must be forced on to the rails, but Thomas, apparently exerting terrific effort on the steering wheel, managed to pull over a little to the off side, and thus averted what might have been a disaster.

Wisely, Thomas refrained from braking, and the two cars dashed side by side, and only 2 ft. or 3 ft. apart, towards the home banking. The burst tyre meantime was flapping round with the wheel, but suddenly it was thrown off and spun away ahead of the car, crossing the Horstman's bows only a foot or so ahead of its leaping wheels.

Coo and Thomas are both to be heartily congratulated on their level-headedness and magnificent driving during this thrilling episode. Thomas having, of course, run a considerable distance past the pits, had to complete a lap on the rim, and this he did in wonderful time.

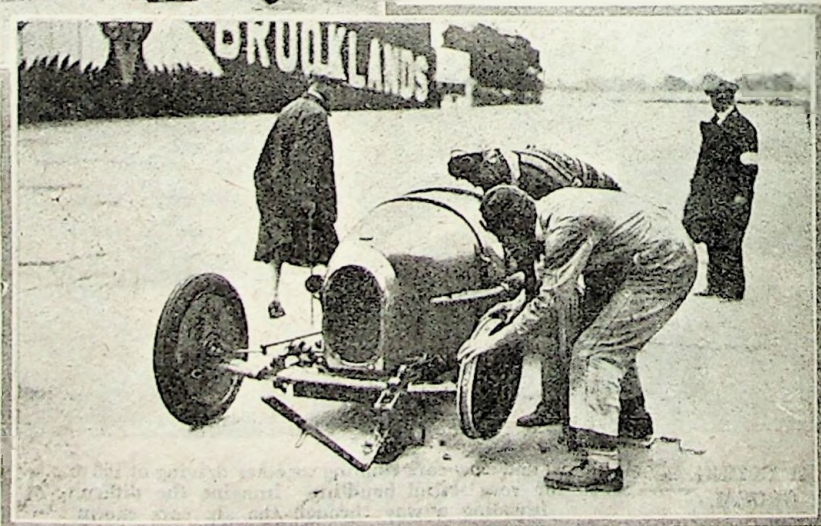
50th Lap at 105 m.p.h.

When the Darracqs were covering their 50th lap, which they did at 105 m.p.h., it was announced that Harvey was pushing his car into the pits, and it seemed that last year's winner was to be a non-finisher, but happily he was soon away again.

Joyce was still running fourth; he was 2½ laps behind the Darracqs, while Halford's Alvis was four laps behind them. A. G. Miller's Alvis was one lap behind Halford's, while Cushman was a lap behind Miller. Montant (Bugatti) and Morgan (Eric-Campbell) were eight laps behind the leaders.

On his 41st lap Thomas burst another front tyre, and again ran in on the rim. It was announced as Thomas drew away from the pits with a new wheel fitted that Hall's Aston-Martin and Purdy's Horstman had been withdrawn. They had done 41 and 21 laps respectively.

Considerable surprise was expressed at this period of the race at the splendid paces of the Eric-Campbell. It was, of course, a dark horse, about which nothing was known before the race, and



HOW DARRACQS WON (con.).

it was keeping well up with the field and lapping consistently at 86 m.p.h.

Ten laps before the finish the Darracqs had settled down to a steady 102 m.p.h.; Joyce was five laps behind them; Halford's Alvis and Cushman's Bugatti were one lap behind Joyce, and Miller's Alvis was running sixth. The Eric-Campbell was then seventh and Harvey's Alvis eighth. Montant was ninth, and Eaton was still slipping smoothly round the track and had drawn up his Aston-Martin into 10th place.

Halford was lapping at 93 m.p.h., and it was clear that there was going to be a good tussle between him and the A.C. for fourth place, especially when, a few minutes later, the A.C. stopped at the pits. Joyce, it transpired, wanted to make sure that his tank held sufficient fuel to finish, and, finding there was enough, was away again in a few seconds.

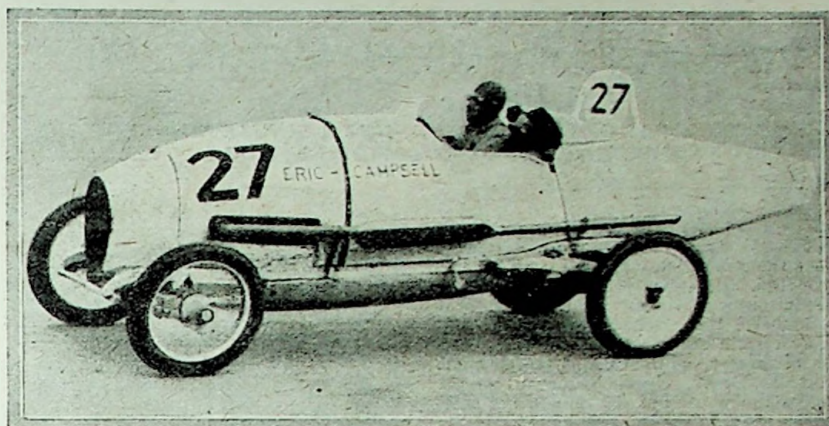
Of the 24 starters there were still 18 running after the Darracqs had done 67 laps. They were then very close together and were still lapping at 102 m.p.h. Harvey, 11 laps behind them, was doing nearly 90 m.p.h. in his Alvis, and Thomas was plugging away in the Thomas-Special, which was beginning to show signs of its ordeal. The top portion of the scuttle, which was secured by a strap, was very much out of place, and the exhaust pipe and silencer had come adrift.

Fate Not Tempted.

When Joyce was on his 67th lap the Darracqs were completing their last, which was covered at 94 m.p.h., having slowed up, presumably, for fear that fate at the last minute might rob them of their victory.

Little cheering was noticeable as they passed the stand for the last time, the public clearly not appreciating how magnificent a performance had been put up. Not only had they improved on previous best time for the race by 10 mins. 73 secs., but they had beaten the 200-Mile World's Record for any class of car. in addition, of course, to innumerable class records.

Light cars have never before run such a wonderful race, and it is safe to say that these little racers reflect more credit on their designers than have any other



A DARK HORSE. — The Eric Campbell, which also ran in the 1922 race, finished at 86.13 m.p.h. It had an Aston-Martin side-valve engine.

racing cars which have ever been built in any part of the world.

When they passed the post in a pre-arranged order, for which the three drivers had, it was understood, drawn lots, Halford's Alvis and Cushman's Bugatti were a lap behind the A.C. Harvey's Alvis and the Eric-Campbell had still 10 laps to go, while Montant's Bugatti had 12. Coe's Horstman was running level with Eaton's Aston-Martin, each on its 55th lap, while Thomas's car, looking more decrepit than ever, and Peacock's Frazer-Nash were about to finish their 50th laps.

Meantime, in the 1,100 c.c. race Wilson Jones's winning Salmson was on its 62nd lap, while Gordon England, in his Austin, was on his 56th. The Darracqs thus beat the winners of the 1,100 c.c. and 750 c.c. classes by 10 laps and 16 laps respectively.

A.C. Goes Slow.

Joyce, realizing that he had a good lead on Halford's Alvis, did not hurry unduly on his last few laps; in fact, he averaged only 75 m.p.h. on his last. Cushman (Bugatti) and Halford (Alvis), who ran fifth and sixth, finished at full speed, the former coming in less than one minute after the last-named.

The Alvis cars were the only team other than the Darracqs to finish, while

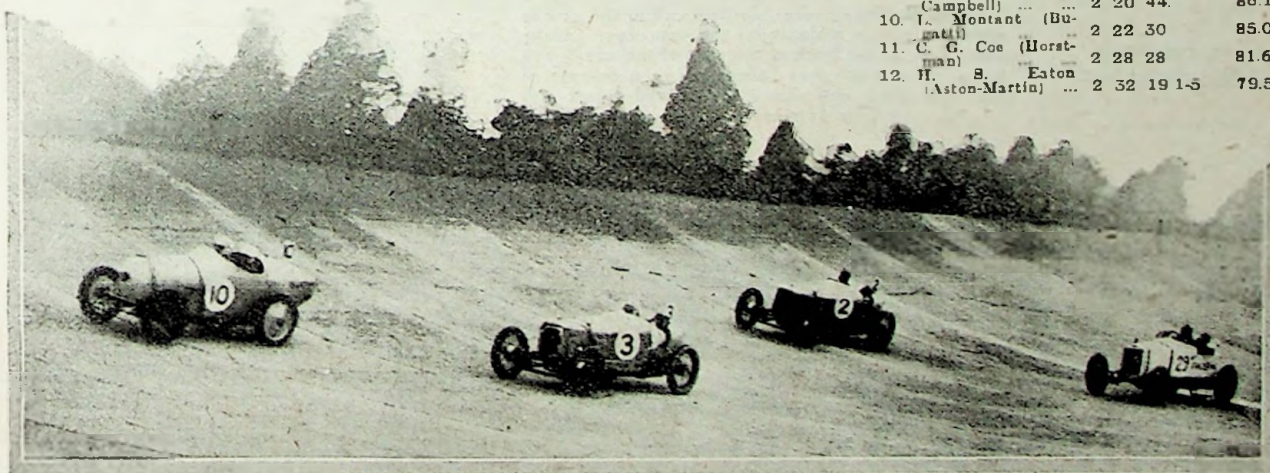
two of them made non-stop runs. It was one of these cars which won last year's 200-Mile Race.

The Darracq cars used Rapson tyres, K.L.G. plugs, Wakefield's Castrol, Shell spirit, Rudge-Whitworth wheels, Solex carburettors, and Hartford shock absorbers.

Thomas seemed determined to finish, even though he had done only 53 laps when Joyce passed the post. The body of Thomas's car was then rapidly disintegrating; the loose part of the scuttle came adrift, nearly knocking off the driver's head, the forward part of the body was loose on the frame, the silencer was completely detached, and the whole car appeared as though the remains of the body and chassis might part company at any moment. With his car in this condition Thomas did 10 more laps, retiring on his 69th lap.

The 1,500 c.c. cars to finish and their placings were as follow:—

	b.	m.	s.	m.p.h.
1. K. Lee Guinness (Darracq) ...	1	58	30 1-5	102.27
2. G. Duller (Darracq) ...	1	58	31 2-5	102.25
3. H. O. D. Segrave (Darracq) ...	1	58	32 1-5	102.24
4. J. A. Joyce (A.C.) ...	2	10	26 2-5	92.91
5. L. Cushman (Bugatti) ...	2	11	28 4-5	92.20
6. F. B. Halford (Alvis) ...	2	12	36	91.39
7. A. G. Miller (Alvis) ...	2	15	43 3-5	89.28
8. C. M. Harvey (Alvis) ...	2	20	9 1-5	86.46
9. R. C. Morgan (Eric-Campbell) ...	2	20	44	86.13
10. L. Montant (Bugatti) ...	2	22	30	85.05
11. C. G. Coe (Horstman) ...	2	28	28	81.62
12. H. S. Eaton (Aston-Martin) ...	2	32	19 1-5	79.55



EQUALLY MATCHED FOR SPEED.

— Cushman's Bugatti (10), Halford's Alvis (3), Harvey's Alvis (2), and Peacock's Frazer-Nash (29) all lapping at about 90 m.p.h. The first two ran within a mile or so of each other throughout the race.

VETERAN SALMSON AGAIN WINS 1,100 c.c. CLASS.

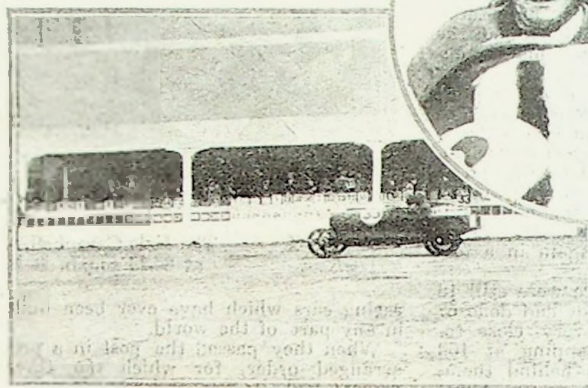
THE SURVIVAL OF THE FITTEST—NOT A SINGLE NON-STOP RUN
—E. WARE'S TERRIBLE LUCK—THE MORGAN SMASH EXPLAINED.

OF the eight cars down to run in the 1,100 c.c. class only one failed to face the starter, namely, N. B. Newton's Newton. At the outset O. Wilson Jones (Salmson) was the favourite, for it was rumoured that neither Zborowski nor Hawkes, in similar makes of car, were at all happy, whilst it was feared that, whereas G. N. Norris (Morgan) might make the pace, but he might not last.



When the semaphore fell Wilson Jones gave an indication of the performance which he meant to put up by streaking ahead of his opponents; in fact, as he passed the pits he was already a length ahead of W. D. Hawkes (Salmson), G. N. Norris (Morgan), Count Zborowski (Salmson) and E. Ringwood (Frazer-Nash), who covered the first 100 yds. in the order named.

E. B. Ware (Morgan), whose plucky effort ended in a crash later on during the race, was in trouble right away, for his engine refused momentarily to pick up, and he brought up the tail of the



The winner, O. Wilson Jones (inset) crossing the finishing line at nearly 90 m.p.h.

procession. At the end of one complete lap the cars still maintained the order in which they had got away, but Ringwood had fallen back slightly, and his engine did not seem to be warmed up properly to its task. By the time 5½ miles had been covered O. Wilson Jones had established a lead, which he never lost, and he was decidedly faster than Hawkes, who was the second man round. About a furlong in the rear Zborowski and Norris had begun a duel which was to last for many miles; both appeared to be lapping at about the same speed, and the struggle between them was anticipated with interest.

The Demon of Ill-luck.

Ware's demon of ill-luck now obtruded itself again, for he was obliged to pull up at the pits with a broken top-gear dog. Obviously discouraged, but still full of hope, he tackled a somewhat difficult repair, and it says much for his skill and perseverance that he eventually got going again, being by this time many laps behind the field.

Within a quarter of an hour of the start of the race Wilson Jones had out-

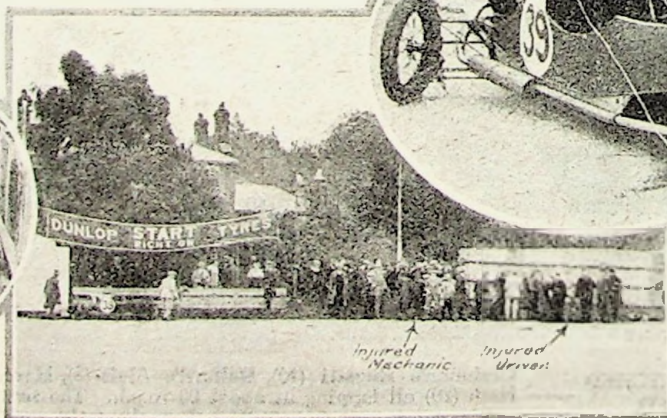
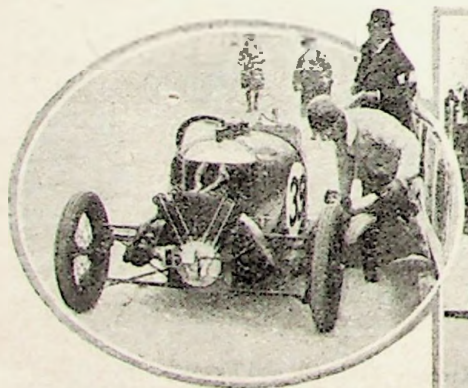
distanced the remainder of the 1,100 c.c. runners by a quarter of a mile, and he then settled down to a more or less steady lap-speed of nearly 89 m.p.h., gradually increasing his advantage in a marked and determined manner. With the exception of E. B. Ware, the Morgan team were now running consistently, and the ding dong battle between Norris and Zborowski continued apace.

The rearguard was brought up by Beart (Morgan) and Ringwood (Frazer-Nash), but misfortune very soon overtook the latter, who was obliged to sacrifice valuable moments at the pits in order to change plugs. A matter of ten laps had been covered when Norris seized his chance, and with foot hard down raced ahead of Zborowski. In the meantime Ringwood had lost one complete lap, Wilson Jones being quite three-quarters of a mile ahead, whilst within a lap Zborowski and Norris once again changed places.

It was soon Hawkes's turn to suffer misfortune, for, after his 14th lap, he failed to pass the scoring board, and subsequently was seen pushing his car into the pits, the magneto coupling

A CHAPTER OF ACCIDENTS.

(Left) E. B. Ware makes his first call at the pits in order to repair a damaged top gear dog. He is seen lying on his back at the rear of the car. The main photograph was taken within a minute of the final crash and shows the injured driver and mechanic receiving first aid.



The wrecked car after it had been dragged to the side of the track.

THE 1,100 c.c. RACE (contd.).

having broken, and to all intents and purposes putting Hawkes out of the race; at any rate, he retired at this point.

The pace so far had been more than usually warm, and the strain began to tell on the Morgans. Ware was again reported missing, his machine subsequently being pushed into the pits for adjustment, whilst Beart came in with a flat rear tyre, the changing of which seemed to his supporters to take an endless time. Within a very short time Norris also free-wheeled into the pits with a broken top gear chain; thus, at this point, of the 1,100 c.c. runners, there were only the two Salmsons and the Frazer-Nash on the track, the latter having increased its lap speed from 79 m.p.h. to 82 m.p.h.

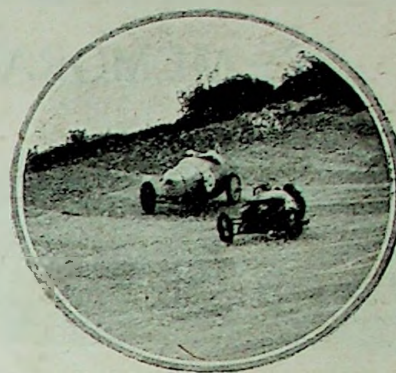
The Salmson Stops.

It seemed almost as though Wilson Jones would run through the entire distance and win by a margin of 20 miles or 30 miles, but excitement ran high when he was seen to come off the Byfleet banking, the arm of his mechanic extended to show that he was pulling up at the pits.

The spectators craned their necks in order to see the nature of his trouble, but there was disappointment or jubilation, according to his backing, when it was seen that he had only stopped to fill his radiator. He lost only a few seconds, and within a very short time was lapping steadily again on the 86 m.p.h. mark.

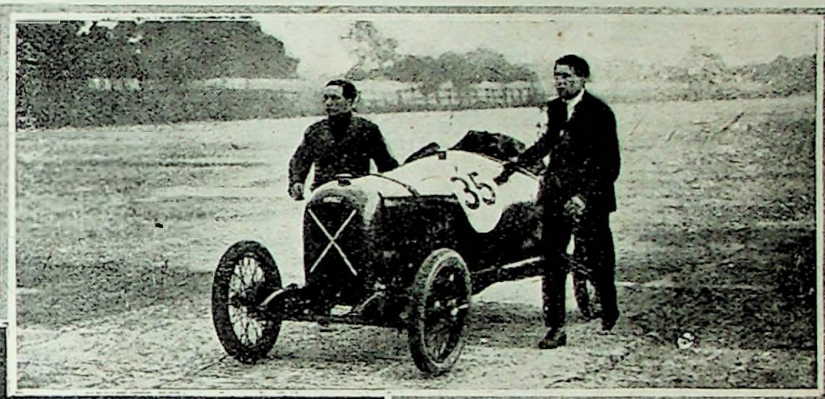
Wilson Jones had actually covered 43 laps when Beart was ready to start off again with a new rear tyre in place. The controls were adjusted, driver and mechanic pushed vigorously, the driver snicking the gear lever in when the car was under way, but the engine refused to fire. The procedure was repeated several times until both men were exhausted, but the engine would not spring into life, and eventually the men had to face the prospect of discovering the trouble, which seemed to be elusive. Whilst they were still attempting to solve the problem, Salmson II slewed into the pits, filled up with water and sped away again with a fleeting glance at Hawkes's Salmson, which, hors de combat, had been pushed into one of the pit bays. Norris rapidly fitted a new chain, and with a disgruntled glance at the score board went off with a stout heart on what was obviously an impossible task.

In the meantime, Ware's luck seemed to have returned, and he was now lapping at a speed near the 90 m.p.h.

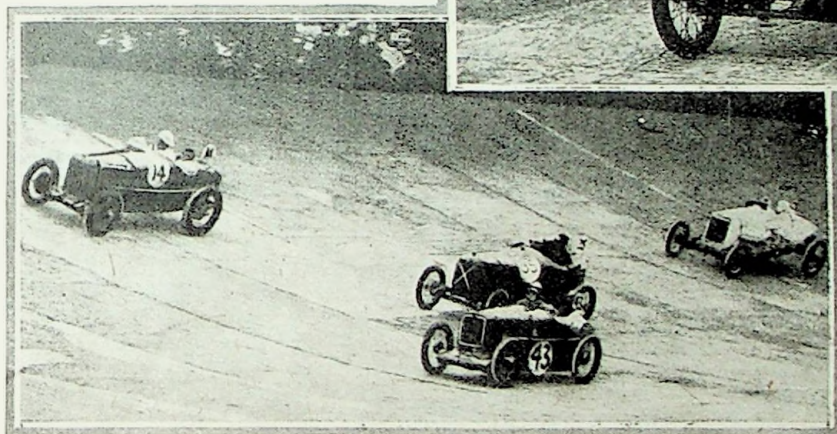


G. N. Norris (Morgan) being overtaken by Leon Cushman Bugatti as both cars are sweeping off the Byfleet banking.

first aid to the injured driver and mechanic. Other officials darted hither

**INCIDENTS IN THE CAREER OF SALMSON III.**

(Left) An interesting group on the banking. Segrave (Darracq) is leading and W. D. Hawkes (Salmson III, No. 35) is passing Hendy (Austin Seven). In the background is Newman (Horstman). (Above) A pathetic contrast, Hawkes on off side of car is seen wheeling in his disabled Salmson.



E. Ringwood (Frazer-Nash) the only car in the 1,100 c.c. class beside the Salmson to finish.

mark. On his 33rd lap, however, puzzled glances were cast by spectators at the rear wheel of the Morgan, which seemed to have developed a wobble; Ware himself once or twice cast anxious backward glances, whilst J. G. P. Thomas, a competitor in the 1,500 c.c. class, has stated that he distinctly smelt burning rubber as he overhauled and passed Ware.

On its 35th lap the Morgan crashed. Opposite the fork it was seen suddenly to swerve in a sickening fashion, to skid across the track and crash into the corrugated iron fence, then spin round several times, hurling driver and mechanic into the air and strewing the track with debris as it finally turned turtle.

It was all over in less than a moment, then officials ran, at risk of life and limb, across the track in order to render

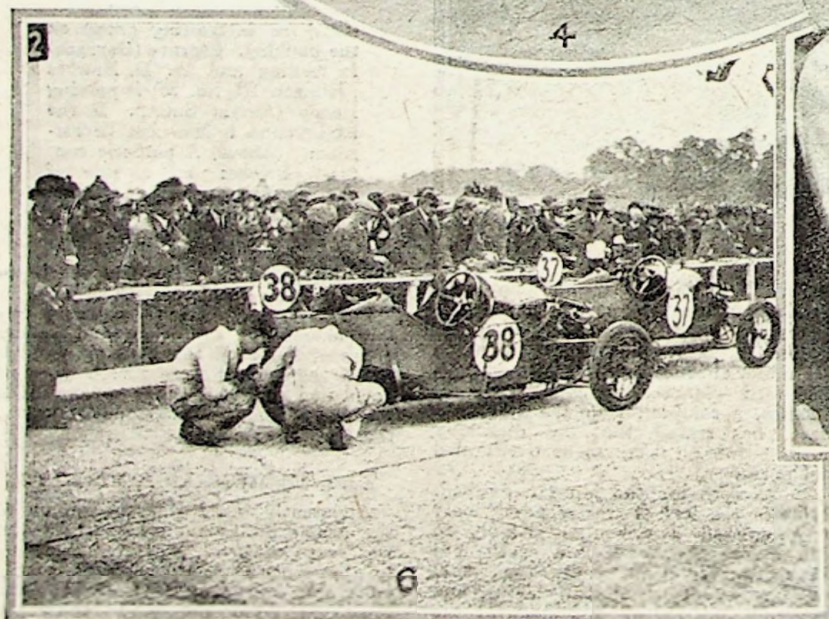
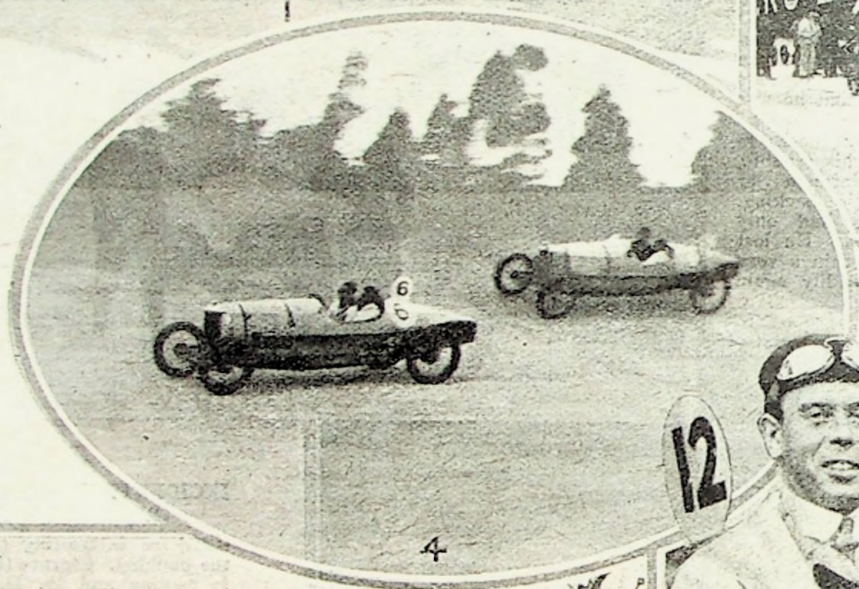
and thither, picking up the debris to avoid further accidents.

For several seconds there was a certain amount of confusion, and as car after car came off the banking at high speed the drivers were forced to slow down and swerve slightly to avoid the remains of the smash. Soon, however, the track was clear.

The Injured Competitors.

Apparently Ware was thrown on to the grass, but his mechanic, Allchin, was less fortunate, and was flung on to the concrete. Almost immediately an urgent message for a doctor was broadcast from the loud-speaker in front of the grand-stand, and within a few minutes Ware was dashed across the track on one stretcher, whilst his mechanic was accommodated on a temporary stretcher made from a bay of

A MEMORABLE "TWO HUNDRED"—DARRACQ'S

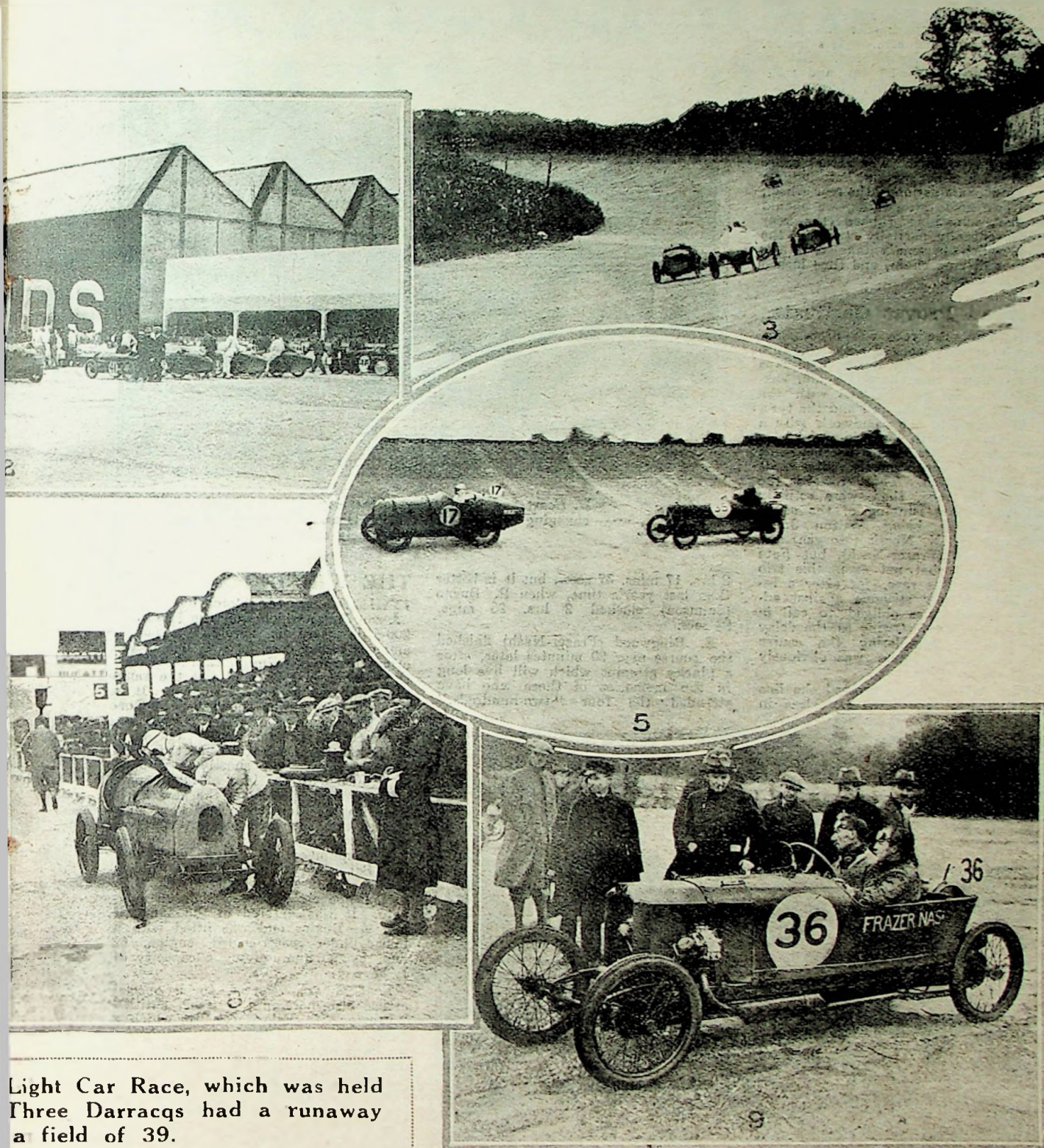


Scenes in the J.C.C. 200-Mile
at Brooklands last Saturday
victory from

(1) Flagging the winner of the 1,100 c.c. event after he had completed the 200 miles at an average speed of 85.70 m.p.h. (4) H. W. Purdy, leading C. G. Coe both in Horstmans, doing 90 m.p.h. on the Byfleet banking. (6) The Morgans were often in difficulties, H. Beart nearest camera and G. N. Norris are seen busy at their pits.

(2) The busy scene at the start, to announce the beginning of (7) K. Lee Guinness, who drove time and at an average speed mechanic busy

AMAZING NON-STOP RUNS—RECORDS LOWERED.



Light Car Race, which was held
Three Darracqs had a runaway
a field of 39.

Shortly before the semaphore arm fell
Fourth International 200-Mile Race.
Darracq to victory for the second
02.27 m.p.h. (8) Blackstock and his
their Bugatti engine.

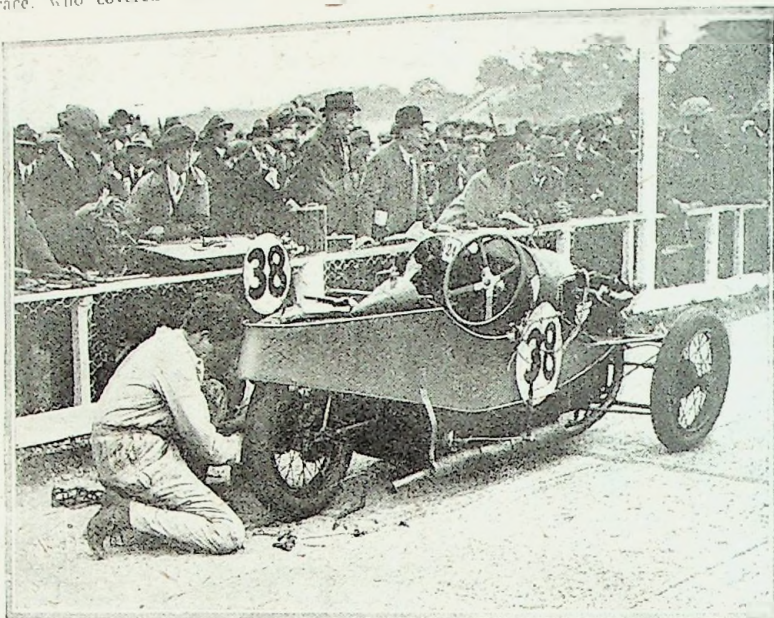
(3) Threading a way through the field called for iron nerves and
consummate skill. (5) Montant Bugatti, who, averaged 81.62 m.p.h.
is seen after passing O. Wilson Jones (Salmson who won the 1,100 c.c.
class. (9) E. Ringwood (Frazer-Nash) emulated the brilliant performances
achieved by these cars in past 200-mile races.

Thousands of sympathizers will be glad to hear that both men are progressing favourably. The actual cause of the crash is not certain, but, judging by a close examination of the rear wheel, which we made afterwards, we should say that something rubbed the rear tyre, eventually partially stripping the tread, which became entangled in the low-gear driving chain, and thus locked the rear wheel.

Meantime, the race was proceeding. Beart eventually coaxed his engine into life, but covered only a couple of laps before coming into the pits again. Evidently he was not satisfied with the clearance between the tail and the tyre, for he hacked at the woodwork with a saw. On his 57th lap Ringwood also came into the pits with a flat near-side tyre, whilst very shortly afterwards Zborowski retired. Thus, towards the finish of the race, there were actually only three cars running of the seven starters, these being Wilson Jones (Salmon), G. N. Norris (Morgan) and E. Ringwood (Frazer-Nash), but Fate had ordained that not even this trio should finish the race, for after a remarkably plucky struggle against adversity Norris was obliged to call in again at the pits. Owing to the delay the task of completing the course within the three hours was obviously out of the question.

2 hrs., 21 mins., 24 $\frac{3}{4}$ secs., at an average of 85.70 m.p.h., the only other car actually on the track in this class was Ringwood's Frazer-Nash, and that was no fewer than six laps behind. It should be noted that the winner's time is slower than M. Benoist's in the 1922 race, who covered the 200 miles in

His was the only two-cylinder air-cooled car in the list of entries. It lapped at over 80 m.p.h. and its average speed was 74.06 m.p.h. The actual time was 2 hrs. 43 mins. 40 secs. The car was run with Mr. F. N. Pickett as entrant, and was a replica of previous 200-Mile air-cooled Frazer-Nash racers.



TYRE — H. Beart and his mechanic tackling the discouraging task of changing a rear cover against time. The whole Morgan team were extremely unlucky.

2 hrs. 17 mins. 37 secs., but it is better than last year's time, when R. Bueno (Salmon) clocked 2 hrs. 25 mins. 2³ secs.

E. Ringwood (Frazer-Nash) finished the course over 20 minutes later, after a plucky attempt which will live long in the memories of those who have attended the four "two-hundreds."

THE Salmson car piloted by O. Wilson Jones which won the 1,100 c.c. 200 Mile Race is surely a veteran amongst racing cars, for it is one of the original team of Salmson cars that made their debut in 1922, and was the same car that won its class last year. It is now on view at the showrooms of Gordon Watney and Co., 31, Brook Street, Bond Street, London, W.1. The team of Salmsons which took part in last Saturday's race will shortly be shipped to France with the idea of taking part in the official opening of the new Paris Speedway at Montlhéry, and it is anticipated that they will acquit themselves very creditably.

The equipment of Wilson Jones's car last Saturday included K.L.G. plugs, Zenith carburetter, Castrol oil, B.F. fuel, Englebert tyres and Salmson magnets. It was entered in the name of Mr. A. Bovier and was fitted with a four-cylinder water-cooled engine, 62 mm. by 90 mm., giving a capacity of 1.087 c.c.

Readers are referred to a special article elsewhere in this issue, entitled "Previous 200-Mile Races," in which a general résumé of the past victories of the Salmson team is given. In 1921 only one Salmson was entered, the pilot being A. Lombard. His struggle with A. G. F. Nash's G.N., which ultimately proved the victor, makes stirring reading. In 1922 the team of three Salmsons appeared for the first time, this year's winner, as stated, being one of the trio. In 1923 M. Bueno piloted it to victory. Gordon England (Austin) gaining second place and Benoist (Salmson) third.



Count Zborowski and his mechanic discovered that the oil-filler cap had become detached and had firmly wedged itself between the two inner sparking plugs. Thus two cylinders cut out and led to a partial seizure of the engine.

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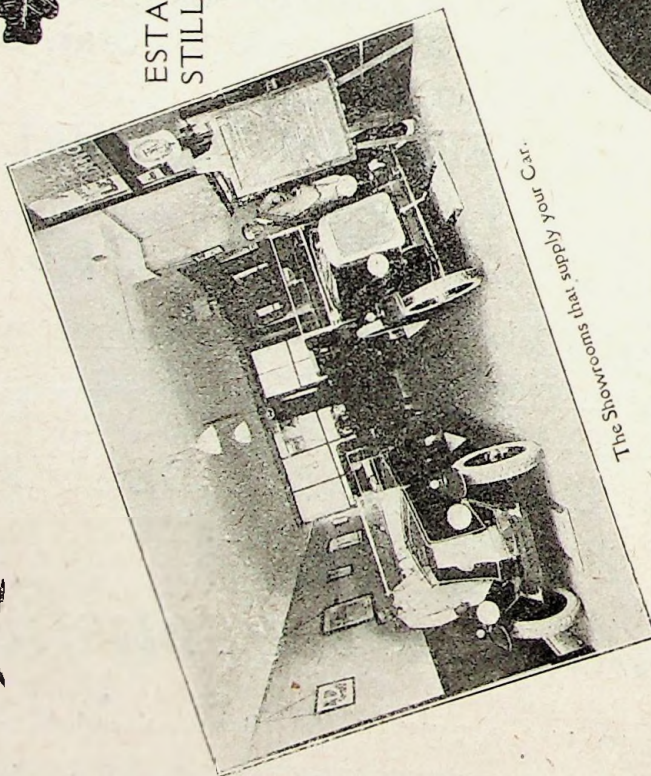
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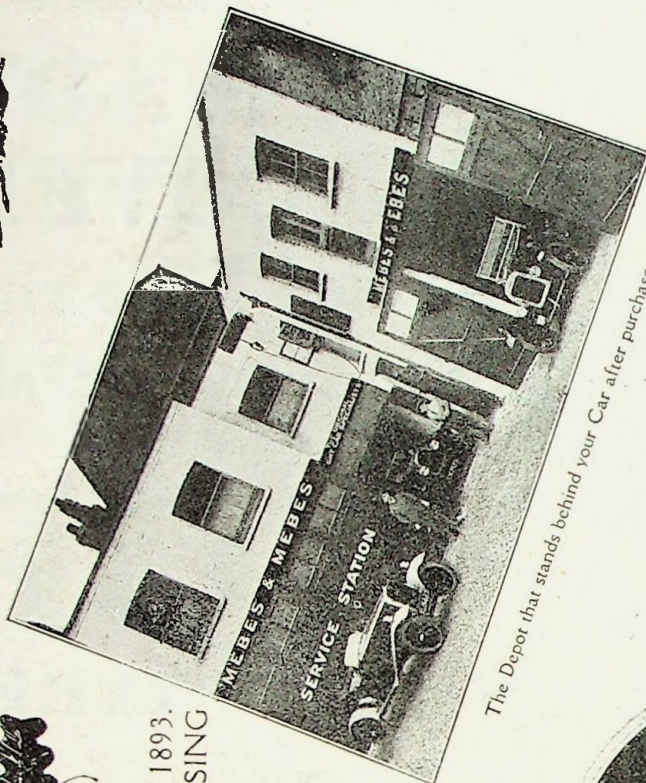
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Service, Works and
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I started this business in Great Portland Street in 1893, intending it should expand upon right lines. All true growth is steady, but, like the oak, staunch and deep rooted. My aim is to give the public a square deal and to stand behind everything I sell. To-day the business of MEBES & MEBES reflects a wonderful confidence upon the part of the motoring public, and this goodwill is something I value very highly. Confidence

is the basis of all true business. My two sons have closely followed these principles, and to-day, as in the past, if your need is for a new car or even a humble second-hand vehicle at a nominal price you receive the same courtesy and consideration *after* the sale as before, and these feelings actuate everyone here: it is the essence of the goodwill we enjoy as a pioneer firm.

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Some shop-soiled 1924 Cars are available: 1 CLYNO 2-seater £165; a 4-seater at £185 and 1 at £175. Also a 4-seater RHODE, taxed, and insured for the year, £215.

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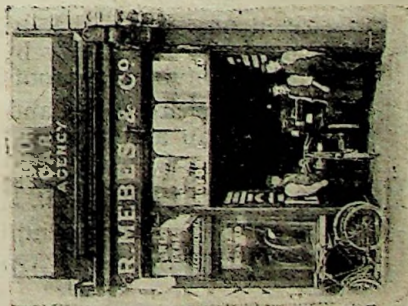
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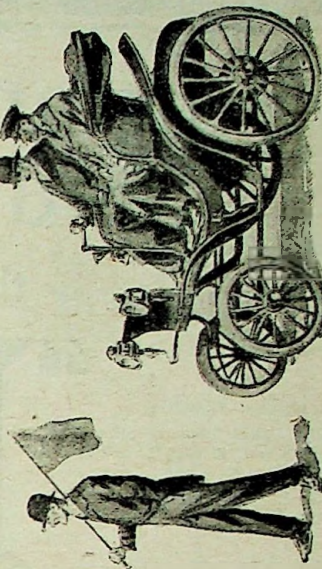
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THE KING'S CUP AIR RACE. (Mr. Alan J. Cobham on a De Havilland 50 with Siddeley-"Puma" Engine).

WORLD'S FASTEST MILE, 147.69 M.P.H. (Mr. E. A. D. Eldridge, Fiat, at Arpaion, July 12th).

THE SENIOR TOURIST TROPHY. (Mr. Alec Bennett on a Norton).

THE SIDECAR TOURIST TROPHY. (Mr. G. H. Tucker on a Norton).

FASTEST LAP, EUROPEAN GRAND PRIX. (Major H. O. D. Segrave, Sunbeam).

EVERY CLASS, 200-MILE SIDECAR RACES. (Mr. W. D. Marchant, Chater Lea-Blackburne. Mr. G. H. Tucker, Norton. Mr. R. E. Humphries, Harley-Davidson. Brooklands. August 23rd).

ULSTER GRAND PRIX. (Mr. J. Craig on a Norton).

THE AMATEUR ROAD CHAMPIONSHIPS. First, Second, Fourth and Fifth.

These are but a few of the many successes achieved this season on "BP"—the British Petrol. The fact that "BP" is used so successfully by all the prominent racing drivers affords convincing proof of its superiority.

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GORDON ENGLAND WINS THE 750 C.C. CLASS.

EIGHT CARS START, BUT ONLY TWO SURVIVE THE
200-MILE GRUELLING.

THE 750 c.c. class was entirely an Austin race, the only other entrant, a Vagova, failing to materialize. There were two Austin non-starters, these being the cars which were to have been driven respectively by A. Selby-Bigge and F. H. B. Samuelson.

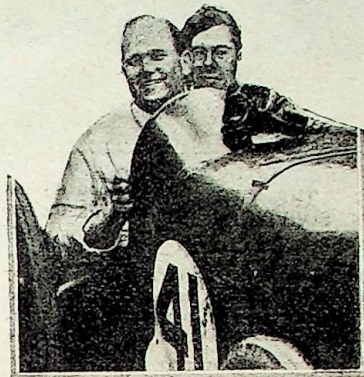
It was unfortunate that the Vagova, which is of French origin, did not run, as its participation in the race would have added to the general interest and made it of a more international character. The car has a six-cylinder super-charged engine and a specially streamlined body. Rumours as to its great speed capabilities were current, but, so far as we are aware, it has never been on the track.

Altogether it was an unlucky race for the Austins, as, of the eight starters, only two completed the course, and Gordon England was the only driver to make a non-stop run.

The eight Austins got away promptly on the fall of the signal, and came past the pits in a bunch, with R. E. O. Hall leading slightly. After three laps the cars were still well together, Hall still leading, A. Waite and L. Kings being a close second and third.

Steady Running.

By the 6th lap the positions had altered somewhat, and J. P. Dingle had now taken the lead, followed by Waite and Kings. Gordon England, who started favourite, had dropped to sixth place, and H. Cutler had retired in the second lap. For the next five laps the order was Dingle, Waite, Kings, Braid, England, Hall, Hendy, and the consistent running of all the cars was most noticeable, their speeds averaging well over 70 m.p.h. In the 10th lap J. P. Dingle retired, leaving his car at the side of the track, and soon after this the favourite drove into first place, fol-



lowed by Hall and Gordon Hendy, the latter's car being a trifle slower than the first two, but running well nevertheless, its average lap speeds being 68.55 m.p.h.

L. Kings, who had been running well, retired in the 21st lap and was not seen again. Then retirements became fairly frequent, so that after 27 laps only Gordon England, Hall and Hendy were left in the running, Hendy being three laps astern of his more speedy team-mates.

On his 43rd lap, Hendy's speed was 70 m.p.h.; he was a lap or two behind the leader, and he was running very steadily. None of the surviving Austins had up to now called at the pits, and it seemed that with reasonable luck they would complete the course non-stop, as it was known that their petrol and oil tanks held sufficient to see them safely through the 200 miles, and there was no reason to suppose that they would require any additional cooling water. Their comparatively large-section tyres were holding up particularly well.



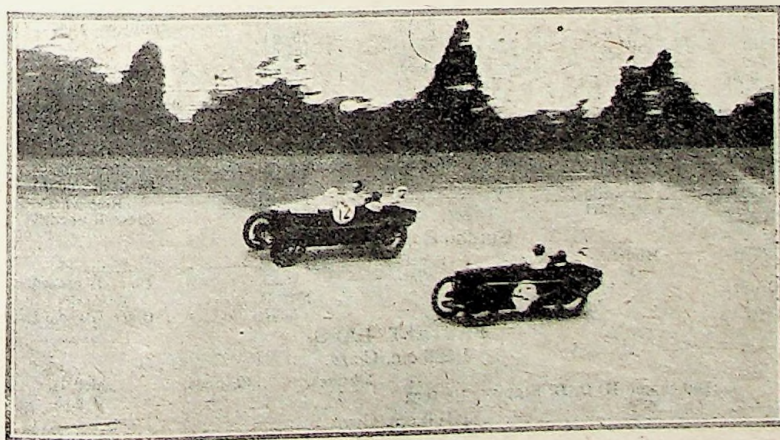
WINNING SMILES.

Gordon England (left) and (above) Gordon Hendy at the conclusion of the race. They were the only two to finish in the special class for cars up to 750 c.c.

In his 61st lap, Gordon England was still leading, with Hall close on his tail, while Hendy was by this time about seven laps astern. In his 63rd lap, Hall passed the grand-stand, and came to a stop just beyond the accessory pits. It was noticed that his engine was clanking in an ominous manner, and when he and his mechanic left the car at the



E. C. Gordon England.



AN OPTICAL ILLUSION.

From this photograph it would appear that the Talbot-Darracq and the Austin were of the same size. Actually the Austin (No. 42) is very much smaller. A view on the Byfleet banking.

side of the track and walked back to their pit, it was clear they had retired. Gordon England still carried steadily on, sitting up in his diminutive racer rather after the manner of an owner-driver enjoying a Saturday afternoon run in the country. Gordon Hendy was still making a steady run, and there seemed every possibility that these two cars would complete the course without stopping, but their luck changed, and it was not to be.

England won his class non-stop at an average speed of 75.61 m.p.h., his time being 2 hrs. 40 mins. 15½ secs. This was just over 1 m.p.h. slower than his time in last year's 200-Mile Race. England finishing left only Gordon Hendy still running in the 750 c.c. class, and on his 67th lap he drew into the Austin pit for oil, his tank for some unaccountable reason having run dry. Starting off again after only a very short delay, he carried bravely on in an effort to

THE 750 c.c. CLASS (contd.)

complete the 200 miles before the closing of the course at 6 o'clock, but did not very greatly increase his speed, and it was evident that he was striving simply to complete the course and thus qualify for a gold medal. Actually, he finished in 3 hrs. 26½ secs., and was given second place.

The retirement of the six Austins in this race was, we believe, in every case due to engine failure of one sort and another, caused by defective lubrication. England's Special Austin was fitted with a supplementary oiling system, and it was possibly due to this that he was able to make his non-stop run, although from his 69th lap onwards to the finish his engine was smoking badly, and there seemed some doubt as to whether he would get there without having to stop for a change of plugs.

When it is remembered that these tiny engines were turning over at more than 4,000 revolutions per minute, the tremendous importance of a reliable oiling system will be realized.

In congratulating Gordon England on his win, we learnt that towards the end

of the race he was horrified to hear a terrific noise, coming apparently from the transmission, and he was for the moment undecided whether he should

being hit by a projection on the propeller shaft. He carried on in this condition to the finish.

England used B.P. Aviation spirit,



THE TWO SURVIVORS. — England (41) and Hendy (43) passing the Vickers sheds towards the end of the race. England's comfortable driving attitude will be noted.

pull up in order to ascertain its cause, but luckily before taking this step he discovered that a portion of his aluminium seat had come adrift and was

Speedwell White Ideal oil, Palmer tyres on Rudge-Whitworth wheels, Hartford shock absorbers, K.L.G. plugs and two Zenith carburettors.

ONE-HOUR AND TWO-HOUR RECORDS BROKEN.

"THE LIGHT CAR AND CYCLECAR" CHALLENGE CUP PASSES TO MR. A. HUNTLEY WALKER—J. A. JOYCE'S DISTANCE BEATEN BY LESS THAN 1,000 YARDS—WORLD'S TWO-HOUR RECORD LOWERED.

AMONGST the many records which were lowered at Brooklands on Saturday last, one of the most important is the hour record, in connection with which, since the year 1912, the keenest competition has been evinced amongst racing drivers for *The Light Car and Cyclecar Challenge Cup*.

The distance covered by K. Lee Guinness in his supercharged Darracq in the '200-Miles' in exactly 60 mins. was 101 miles 1,641 yds., an average speed of 101.95 m.p.h. This just beats the wonderful figure put up by J. A. Joyce late in 1922, when he covered 101 miles 696 yds. at an average speed of 101.39 m.p.h. in an A.C.

By a very narrow margin, therefore, Mr. A. Huntley Walker, the entrant of the Darracq, becomes the holder of the Cup which, according to our revised regulations of December, 1921, automatically passes to the entrant of the successful car. The season is not yet over, however, and it is still possible that a determined bid will be made by Mr. S. F. Edge to recover the trophy which A.C. Cars, Ltd., has held for the better part of three years.

For the benefit of intending aspirants we reprint herewith the revised regulations which appeared in our issue dated December 24th, 1921, page 195:—

"Regulations Governing *The Light Car and Cyclecar Hour Record Cup*.

"(1) The Cup will be known as '*The Light Car and Cyclecar Challenge Cup*.'

"(2) It can be competed for in any light car or cyclecar having an engine the cubic capacity of which does not exceed 1,500 c.c.

"(3) The Cup shall be held by the entrant of the machine which holds the official hour record of Brooklands track.

"(4) When the record is officially announced by the Brooklands Automobile Racing Club, the

Cup shall be handed over to the new holder.

"(5) The entrant who holds the Cup at any time will have his name and make of machine engraved on a shield by the proprietors of the Cup.

"(6) The Cup will be insured by the proprietors.

"(7) The proprietors of *The Light Car and Cyclecar* reserve the right to alter or amend the regulations from time to time and to settle any dispute that may arise."

When it is considered that the world's hour record for any car stands at 107 miles 1,672 yds., an average of 107.95 m.p.h., made by a 12-cylinder Sunbeam of 9,048 c.c., the true value of the

phenomenal performances of the Darracqs during the 200-Mile Race will be realized with full force.

The Darracq has achieved even greater fame, for it now actually holds the world's two-hour record, having covered 204 miles 613 yds. in that time, an average speed of 102.17 m.p.h., whereas the previous record, made by a 4½-litre six-cylinder Sunbeam, stood at 195 miles 189 yds., an average speed of 97.55 m.p.h.

These records indelibly stamp the modern small car engine of 1½-litre capacity as one of the most efficient power units in the world, and should focus considerable attention on a type which for over 11 years *The Light Car and Cyclecar* has made it its duty to foster.

RECORDS SET UP DURING THE 1924 200-MILE RACE.

K. Lee Guinness, Darracq.

Miles.	Hours.	Minutes.	Seconds.	M.P.H.	Remarks.
50	0	29	88.28	101.22	Light car record
100	0	58	62.67	101.91	
150	1	28	0.81	102.25	
200	1	57	19.50	102.27	
10 hrs.	Miles	Yards.		M.P.H.	World's record
1	101	1,641		101.93	Remarks.
2	204	613		102.17	Light car record
					World's record

O. Wilson Jones, Salmson.

Miles.	Hours.	Minutes.	Seconds.	M.P.H.	Remarks.
200	2	19	59.56	85.72	Class K record
Hours.	Miles.	Yards.		M.P.H.	Remarks.
2	171	1,428		85.90	Class K record

Gordon England, Austin

Miles.	Hours.	Minutes.	Seconds.	M.P.H.	Remarks.
100	1	18	57.29	75.99	Class L record
Hours.	Miles.	Yards.		M.P.H.	Remarks.
1	75	1,369		75.77	Class L record

FASTEST LAPS.

1,500 c.c. Class.

G. Duller and H. O. D. Segrave, Darracq	Minutes.	Seconds.	M.P.H.
	1	33	106.55

1,100 c.c. Class.

O. Wilson Jones, Salmson	Minutes.	Seconds.	M.P.H.
	1	52	88.78

750 c.c. Class.

Gordon England, Austin	Minutes.	Seconds.	M.P.H.
	2	4	80.38

PREVIOUS 200-MILE RACES

HOW TALBOT-DARRACQS SWEEP THE BOARD FOR TWO SUCCEEDING YEARS—THE ILL-FATED FIATS—AN ANGLO-FRENCH STRUGGLE IN 1921.

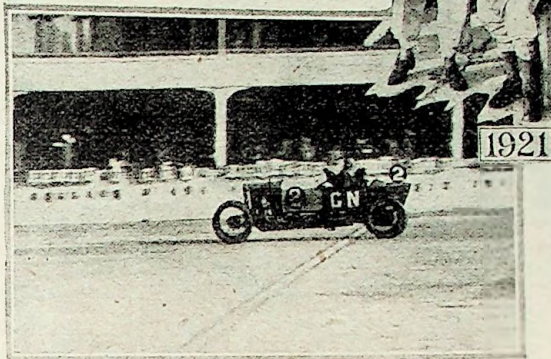
THE race which took place last Saturday at Brooklands is the fourth of the 200-Mile series organized by the Junior Car Club. The table given on this page shows at a glance the winners in previous years. It is interesting to note that whereas the Talbot-Darracq took 2 hours 16 mins. 26 secs. to cover the course in 1921, one of the same cars was actually some 13 mins. slower in 1922, whilst in 1923 C. M. Harvey beat both times by clocking 2 hours 8 mins. 37½ secs. It is also curious to observe that last year in the 1,100 c.c. class, the winning Salmson was actually slower than a car of the same make—in fact one of the same team—which won the 1,100 c.c. race in 1922.

The keenest interest was evinced by the motoring public when it was announced early in 1921 that the J.C.C. proposed to hold what would be the only long-distance race in this country, and excitement was at fever-pitch on Saturday, October 22nd, when no fewer than 38 cars lined up for the start, the two classes being run off together.

The Talbot-Darracqs were the favourites in the 1,500 c.c. class, especially as they were driven by three world-famous men, namely Messrs. Segrave, K. Lee Guinness, and Malcolm Campbell; in fact, so foregone was the conclusion that it was not possible to get anything better than evens about the Talbot-Darracqs.

Within the first five miles Segrave had taken the lead, an advantage which he never surrendered. He covered the 200 miles without a single stop, hotly pursued by K. Lee Guinness, who also made a non-stop run. Campbell, however, was dogged by ill-luck, and it was generally conceded that he sacrificed second place as the result of a tyre leaving the rim, which necessitated a stop at the pits in the early stages of the struggle.

In the 1,100 c.c. class, interest centred in the battle between England and France, represented by A. G. F. Nash in his two-cylinder air-cooled G.N., and André Lombard, who was driving the only



Above are seen the first three in the 200-Mile Race of 1921. From left to right: K. Lee Guinness, Malcolm Campbell, and H. O. D. Segrave. The first and last named drove Darracqs on Saturday last. (Left) A. G. Frazer Nash (G.N.) winning the 1,100 c.c. class.

Salmson in the race. For lap after lap they were close together, Nash cunningly forcing his opponent to set the pace. Lombard suffered a set-back, however, when pulling up at the pits. His car skidded, turned completely round and crashed into the pit barrier. The off-side wheels were doubled up, but with remarkable celerity and coolness Lombard changed two wheels and set off in pursuit of Nash.

It says much for the speed of the Salmson that it was only 6 minutes behind at the finish and managed to gain second place. Third place in the 1,100 c.c. class was gained by a Deemster, with W. H. J. Phillips at the wheel.

The Talbot-Darracq engines were exactly half the straight-eight, three-litre power units, the four-cylinders having a bore and stroke of 65 mm. and 112 mm. The cylinders themselves consisted of steel barrels machined from the solid and shrunk into cast aluminium water jackets. Each cylinder was fitted with four overhead valves, inclined at an angle, whilst two overhead camshafts, driven by a simple train of gears at the front of the engine, operated the valves. The engines ran at over 4,000 r.p.m. and gave not a moment's trouble to their pilots.

Owing to the extent of the field, it was decided, in 1922, to run off the two classes, i.e., 1,500 c.c. and 1,100 c.c., separately. The races took place on August 19th, and the 1,100 c.c. class started at 8.30 a.m. There were 19 starters, including three G.N.s and three Salmsons, between which it was generally recognized that the struggle would be divided.

PREVIOUS 200-MILE RACE WINNERS.

1,500 c.c. Class.

October 22nd, 1921. (1) H. O. D. Segrave, Talbot-Darracq
(2) K. Lee Guinness, " "
(3) Malcolm Campbell, " "
Winner's time, 2 hrs. 16 mins. 26 secs.

August 19th, 1922. (1) K. Lee Guinness, Talbot-Darracq
(2) G. C. Stead, Aston-Martin
(3) H. O. D. Segrave, Talbot-Darracq
Winner's time, 2 hrs. 29 mins. 39 secs.

October 13th, 1923. (1) C. M. Harvey, Alvis
(2) L. Cushman, Bugatti
(3) J. A. Joyce, A.C.
Winner's time, 2 hrs. 8 mins. 37½ secs.

1,100 c.c. Class.

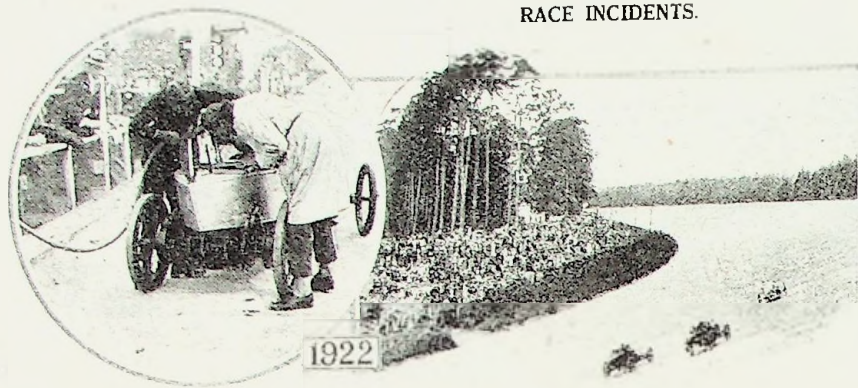
(1) A. G. F. Nash, G.N.
(2) A. Lombard, Salmson
(3) W. Phillips, Deemster
Winner's time, 2 hrs. 49 mins. 24½ secs.

(1) M. Benoist, Salmson
(2) A. Devaux, " "
(3) H. R. Godfrey, G.N.
Winner's time, 2 hrs. 17 mins. 37 secs.

(1) R. Bueno, Salmson
(2) E. C. Gordon England, Austin
(3) M. Benoist, Salmson
Winner's time, 2 hrs. 25 mins. 2½ secs.

PREVIOUS 200-MILE RACES (contd.).

At the outset, however, bad luck attended the G.N.s for Nash's engine gave trouble, forcing him to draw into the pits and set about replacing a broken piston. This he accomplished in 35 minutes, and although he had lost so much headway, he



In 1922, Talbot-Darracqs secured first and third places, G. C. Stead (Aston-Martin) obtaining second place. The third T.D. went over the banking at 90 m.p.h. Above: G. C. Stead (Aston-Martin) in company with a Bugatti and a Bertelli. On the left G. L. Hawkins (G.N., 1,100 c.c. class) is seen improvising a tank stay at the pits.

managed to finish the race within the time limit, obtaining fifth place. He was not the only one in distress, however, for the Salmson team experienced engine trouble; nevertheless they gained first and second places, Godfrey (G.N.) coming in third, with Hawkins (G.N.) fourth.

The Talbot-Darracqs were again the favourites for the 1,500 c.c. class, but they did not succeed in repeating the hat trick of the previous year. The pace promised to be much hotter. There were one or two extremely speedy Aston-Martins, H. K. Moir's car in particular setting a pace to begin with, which caused the Darracqs some apprehension, until Moir fell out owing to magneto trouble.

There was a keen struggle for the lead, Segrave obtaining the coveted position early in the race. Shortly afterwards, however, he was forced to visit the pits in order to change plugs, whereupon K. Lee Guinness shot ahead and was never passed. In the meantime, the Aston-Martin "Bunny," driven by G. C. Stead, steadily began to gain ground, and excitement ran high as it was realized that, unless he had to stop for fuel, Stead stood an excellent chance of gaining second place. Segrave was pursuing him and had there been many more laps to go, he might have beaten Stead. As it was, the Aston-Martin ran second, with less than a minute to spare from Segrave, who finished third.

Jean Chassagne experienced a miraculous escape during the race, for his Talbot-Darracq actually shot off the track at about 90 m.p.h. and turned a complete somersault, flinging both driver and mechanic into the air. Neither of them was seriously hurt, however, although the car itself was completely wrecked and finished up half through the corrugated iron fencing which marks the boundary of the grounds.

B12

RACE INCIDENTS.

The winning Talbot-Darracq engine was very similar to that which was used the previous year. The engines, however, of all three had been raised in the chassis about 3 ins. to give more clearance, the bonnets had been narrowed slightly, and magneto ignition had been fitted as a standby to battery and coil.

The third race of the series was fixed for October 13th, 1923, and there was considerable speculation as to the likelihood of the victorious Talbot-Darracqs meeting the famous Italian super-charged Fiats. The Talbot-Darracqs, however, did not run, and no one doubted that, barring misadventure, the Fiats were certain winners as during practice they had lapped at 104 m.p.h. One of them was driven by Salamano, the Italian "crack," the other by Capt. M. Campbell, and in the first 10 laps they were literally miles ahead of their competitors.

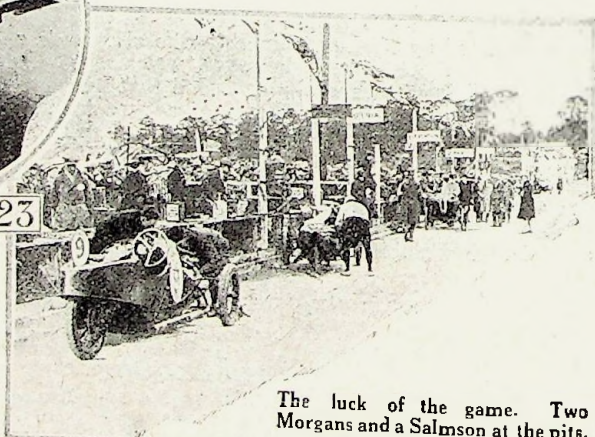
In an incredibly short space of time, however, and to the consternation of the thousands of onlookers, both cars were out of the race, the trouble being

attributed to mechanical breakdown, owing to the tremendous number of r.p.m. of the engines.

At the outset, then, the race was an open one, but C. M. Harvey (Alvis), J. A. Joyce (A.C.) L. Cushman (Bugatti), and G. E. T. Eyston (Aston-Martin) were obviously those who appeared to be potential winners. At one time Eyston led, but gradually he lost speed, and had to call at the pits to change plugs. Joyce experienced tyre trouble, and Harvey (Alvis) gradually nosed his way to the front. He

A BRITISH VICTORY

Last year's race was marked by the sensational collapse of the two world-famous supercharged Fiats. They retired within the first twelve laps. C. M. Harvey (Alvis), shown in circle, won after a non-stop run. The same car ran and finished in this year's race.



The luck of the game. Two Morgans and a Salmson at the pits.

finished non-stop, gaining first place at 93 m.p.h.

The 1,100 c.c. class was chiefly conspicuous for the extraordinarily consistent running of E. C. Gordon England's 750 c.c. Austin. He actually lapped at nearly 77 m.p.h. Victory, however, again went to the Salmson, this time piloted by R. Bueno. E. C. Gordon England obtained second place, with R. Benoist (Salmson) third.



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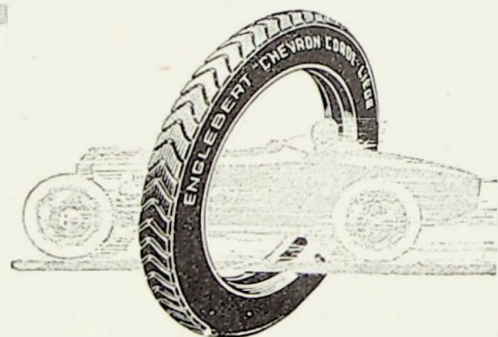
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The 200 MILES RACE

(1,100 c.c. Class)



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

MODERN SUPERCHARGERS.

THE FORCED INDUCTION SYSTEM OF
THE DARRACQ RACERS DESCRIBED IN
SIMPLE LANGUAGE. WHY IT PAYS TO
SUPERCHARGE.

THE reason why so much power is gained by a racing engine when it is supercharged is because the supercharger completely fills the cylinders with gas at high engine speeds. When no supercharger is used, not only are the cylinders not filled with gas at high speeds, but the spent exhaust gas is not entirely emitted; thus the new charge is both insufficient, so far as quantity is concerned, and unsatisfactory—on account of dilution by undischarged exhaust gas—on the score of quality.

It is commonly believed that the object of a supercharger on a racing engine is to charge the cylinders with gas at a pressure in excess of atmospheric when the piston is at the bottom of the suction stroke, but this ideal is probably almost impossible to achieve. What the supercharger actually does, however, is to ensure that when the piston is at the bottom of the suction stroke and about to ascend on the compression stroke the space above it is completely filled with pure combustible gas uncontaminated by any residue of spent gas which might otherwise remain from the last firing stroke.

Actually the new charge which enters through the inlet valve serves in some measure to expel any exhaust gas which may be in the cylinder. It may be thought that it would be impracticable to speed the exit of exhaust gas by an incoming rush of explosive gas, but the principle is, of course, common to nearly all two-stroke engines.

Until recently, experiments with supercharging consisted of endeavouring to design an air pump which delivered compressed air to the carburetter air intake, and numerous centrifugal blowers schemed to attain this object have been tried. Several have given satisfaction.

The disadvantage to the principle on which they operate is that, in order to obtain sufficient pressure, which is commonly believed to be in the region of 5 lb. per sq. in. in excess of atmospheric, very high rotor speed is necessary. The rotor, which is the revolving part of the centrifugal blower, must be made to turn at as high a speed as 20,000 r.p.m., and it is significant that some 20 h.p. is necessary to gain this end.

The supercharger is, therefore, valueless unless it allows the engine to which it is fitted to develop at least 21 extra b.h.p. Actually, such a supercharger adds to the power which the engine can develop by about 40 per cent., so that an engine capable of normally developing 80 b.h.p. would give (80 + 40 per cent.) = 92 b.h.p.

It is very difficult, however, to design an engine which will stand the racket of giving the additional 32 b.h.p., and it is equally difficult to manufacture a supercharger which will stand up to the very high

speed of 20,000 r.p.m. which is found necessary.

Lately the centrifugal type of blower has been largely replaced by designers of racing cars by the Roots blower, which, instead of blowing compressed air into the air intake of the carburetter—and thus instantly complicating carburation by creating pressure instead of a depression in the choke tube—is fitted between the carburetter and the engine. It thus serves still further to decrease the normal depression in the choke tube and to add materially to the volume of air which enters the carburetter air intake in a given time. Roots blowers were fitted to the racing Darracqs.

The great advantage of this type of blower is that it may be run at crankshaft speed—say 4,500 r.p.m.—both the intake and outlet from the blower doing useful work, the former sucking at the carburetter and the latter delivering compressed gas to the induction pipe.

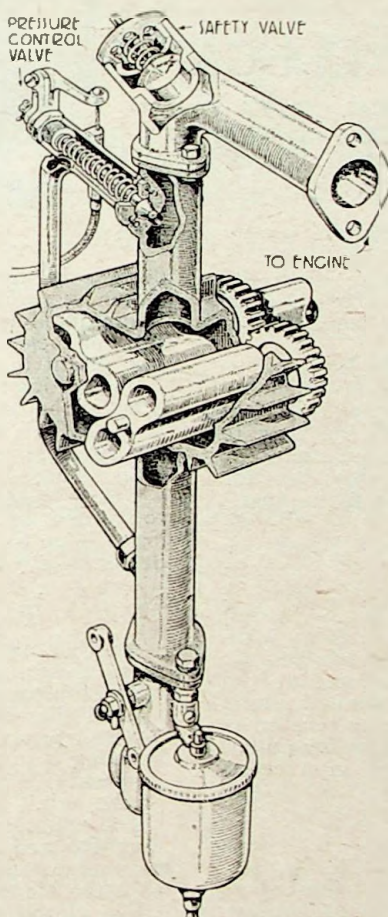
The blower itself is of quite simple construction, and its functioning is made clear by the accompanying diagrammatic illustration. It will be noted that gas can pass only round the outside inner edge of the casing, the close fit between the two blades in the central part of the casing preventing any gas being forced around the outside and then being able to return from whence it came.

A regulating valve is fitted between the blower and the inlet valves, the object of this being to permit the pressure at which gas is delivered to the engine to be varied to any degree below the normal maximum capacity of the blower. If the pressure delivered is too high, all that is necessary is to weaken the spring of the control valve and thus to allow a proportion of the gas to be by-passed through the pipe shown to the suction side of the blower.

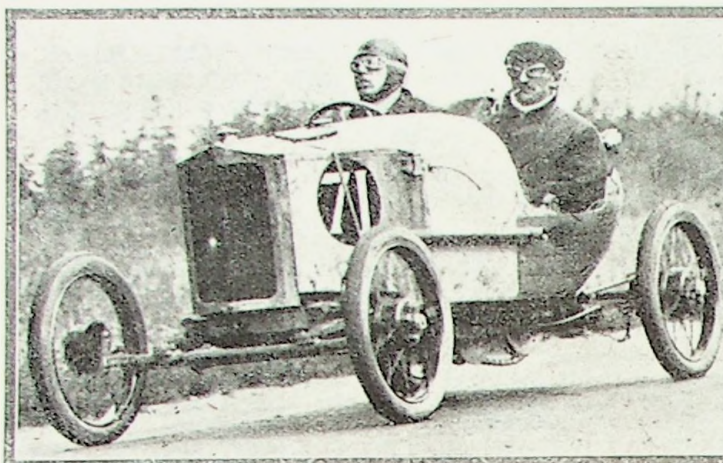
The big safety valve is fitted in case a sticking valve or any other cause should permit what is commonly called a "spit-back." If this occurred on an engine fitted with a Roots blower, but not fitted with a safety excess pressure blow-off valve, the delicate vanes of the Roots blower would be damaged.

It is necessary, of course, for a Roots blower to be lubricated, and this is usually effected by mixing a small proportion of oil with the petrol, thus securing perfect automaticity and continuity of the supply.

Radiating fins are necessary on the casing of the blower to keep down the temperature and, with the same end in view, it is customary to draw the air which enters the carburetter intake through a tunnel formed in the lower and cooler part of the radiator. This plan was adopted in the Darracqs which scored such a sensational success at Brooklands last Saturday.

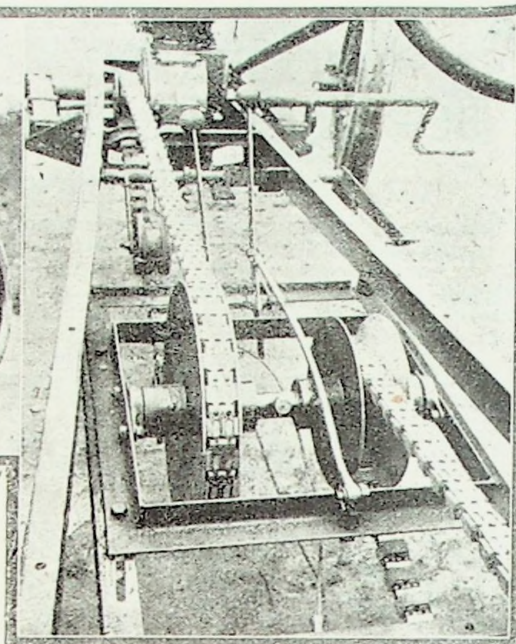


Diagrammatic view of the layout
of an induction system incorpor-
ating a Roots blower.



THE D'AUX CYCLECAR.

A FRENCH MACHINE WHICH COSTS ONLY £59 AND WHICH COMBINES SIMPLICITY WITH A SERVICEABLE AND WORKMAN-LIKE DESIGN.



A patent belting which is claimed to be unbreakable and free from slip provides an infinitely variable gear.

A NOVEL French belt-driven cyclecar made its public appearance at the Bol d'Or 24-hour endurance trials last June, where it made quite a good performance.

This machine, which is known as the D'Aux, has a curious history. It has now been launched on the market by a well-known firm of belting manufacturers with works at Reims, chiefly with a view to demonstrating the efficiency of their articulated belt, and also of a particular form of variable gear for belt transmissions, which is one of the firm's specialities.

This gear is already in use in many French factories for driving machine tools.

The design of the D'Aux is of the very simplest. A single-cylinder (75 mm. and 79 mm.) 350 c.c. Causan engine (the Causan is a French proprietary two-stroke) drives directly by belt to the variable-gear countershaft, which is held in a sub-frame at the rear end of the chassis, and this arrangement allows a long primary-drive belt to be used, the tension of which is maintained by a spring-loaded jockey pulley. The gear lever is centrally mounted on a cross-member forward of the pulley assembly.

Infinitely Variable Gear.

The chassis frame is trapezoidal, in pressed steel, and the front and rear axles are held at the extremity of short quarter-elliptic springs. The variable gear is naturally the most interesting feature of the D'Aux. This arrangement consists of two expanding pulleys mounted on a short countershaft in such a way that, as one pulley expands and allows the belt to fall to the centre, the other one contracts and forces the belt outwards towards the periphery. The gearing effect of the ordinary expanding pulley is thus practically doubled.

Many of the earlier cyclecars were fitted with belt drive designed on similar lines but having only a single reduction, which did not allow a sufficiently low gear to be obtained unless the driven pulleys were very large. With pulleys of reasonable size it was difficult to arrange for a lower gear than about $6\frac{1}{2}$ to 1 without risking belt-slip. Again, in the earlier

designs it was usual to maintain the belt tension either by sliding the whole rear-axle assembly or by arranging for it to rock about the spring shackles. Both of these schemes had undesirable features which are absent in the cyclecar under review.

The belting used on the D'Aux is worthy of note, as it takes the form of a rubber-chain belt known as the M.T.S. This belting is composed of moulded rubber blocks, held in a stamped steel frame forming the links. These are articulated by hardened steel pins.

Owing to the fact that the rubber is not subjected to any tearing force, but pulls exclusively by friction, there is no danger of rupture of the belt owing to a defect in any one block.

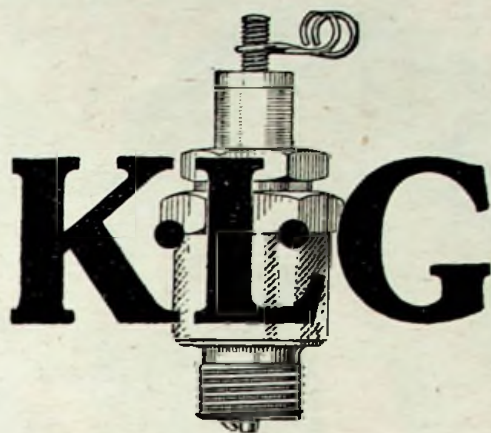
Belt Troubles Eliminated.

Another advantage of the rubber-chain belt is its great flexibility; a large-section belt of the usual type requires an appreciable effort to bend it round a small-diameter pulley, and this can be done only at the expense of engine power. Again, this constant bending is apt to set up internal friction in the core and cracking of the case, to the consequent detriment of the belt.

The engine of the D'Aux is fitted with high-tension magneto and automatic carburetter. A satisfactory hand starter is fitted, so that the driver has no need to leave his seat in order to start the engine.

The clutch is of the single-disc type, Ferodo faced. Independent brakes are fitted to the rear wheels, and the back axle is differentialless. The total weight of the cyclecar, fitted with a comfortable two-seater sporting body, is only $5\frac{1}{2}$ cwt., so that with its little 350 c.c. engine it certainly comes under the definition of a true cyclecar.

Detachable wire wheels with 650 mm. by 65 mm. tyres are fitted, and the whole outfit sells in France for 4,995 francs, or about £59 in English money. The English concessionaires for the D'Aux are Messrs. E. H. Bissel and Co., Ltd., 212a, Shaftesbury Avenue, from whom all information may be obtained. The D'Aux is said to be capable of doing about 36 m.p.h. on the level with its present engine, and the fuel consumption is undoubtedly very small indeed.



1—2—3 IN THE "200."

In 1921 Darracqs finished First, Second and Third in the 1,500 c.c. Two Hundred Miles Race. In 1922 they were First and Third. This year they were again First, Second and Third. These cars have never been beaten—and they have always been equipped with K.L.G. plugs. On September 20th all three ran the full distance without a misfire, and all three set up new records. K.L.G. were on the winners and all finishers of the 750 c.c. and 1,100 c.c. races. This is a reliability of a unique character. If you want maximum power out of your engine—any engine—and a complete freedom from ignition troubles, fit K.L.G.s. They cost just a little more, to start with, but they are more than worth it.

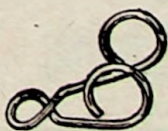
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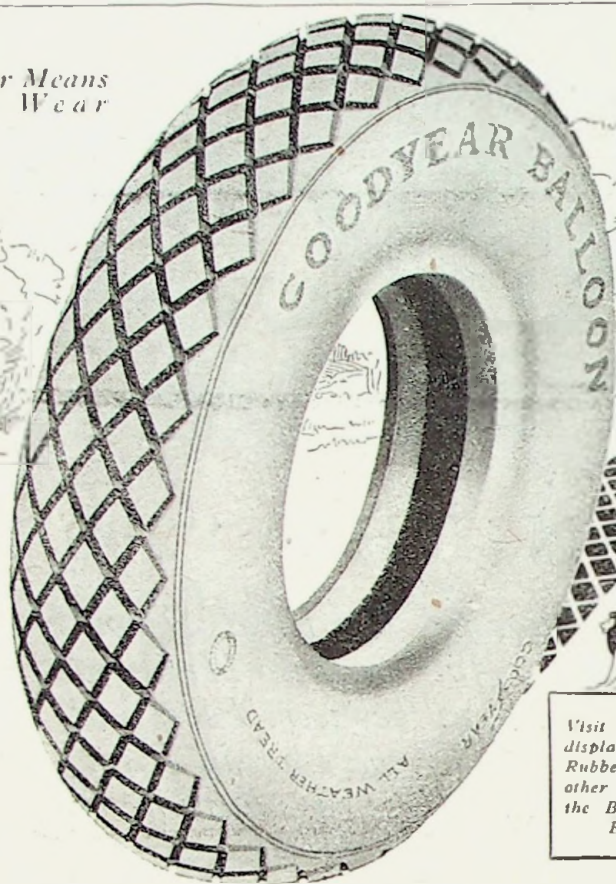
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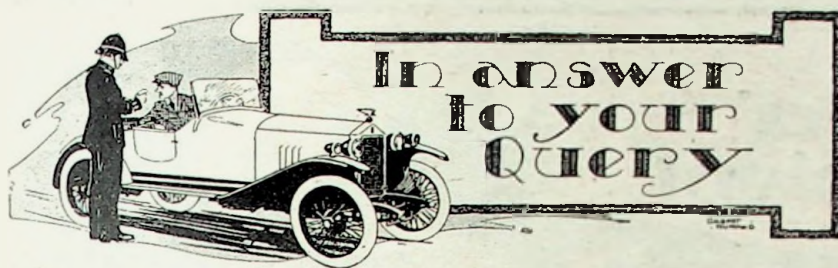
If you want the armchair comfort of Balloon Tyres allied with the longest economical mileage, insist on Goodyear Balloon Tyres — made with SUPERTWIST.

GOODYEAR

BALLOON TYRES

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



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.

Lightning Fastener.

A.P. (Doncaster).—The address of the makers of the Tenax Lightning Fastener is Messrs. Norton and Crowther, 208-232, Brearley Street, Birmingham.

Silencing.

L.F. (Dumbarton).—With a straight, open exhaust pipe your engine may be unduly noisy, and in that case you will be liable to a police summons. It should not be a difficult matter to fit an expansion chamber or a fishtail end to the pipe.

Meaning of "Ampere."

H.L. (Ashford).—An ampere is the unit rate of current flow of electricity along a conductor. It is the amount of electricity which the pressure of one volt will cause to flow through one ohm of resistance, an ohm being the unit of resistance.

Part Exchange.

A.R.S.D. (London, N.W.10).—Why not communicate with one of the dealers who advertise their willingness in this journal to take second-hand cars in part exchange for new ones. The balance in nearly every case can be paid by instalments, and thousands of motorists avail themselves of this convenience.

Triplex Goggles.

T.A.S. (Bala).—Triplex glass goggles can, of course, be broken in exactly the same manner as ordinary goggles, but Triplex will not splinter and, even if the goggles are struck with a hammer, no loose pieces of glass become detached. Triplex, owing to its special construction, is not nearly so easily broken as ordinary glass.

Magneto Condensers.

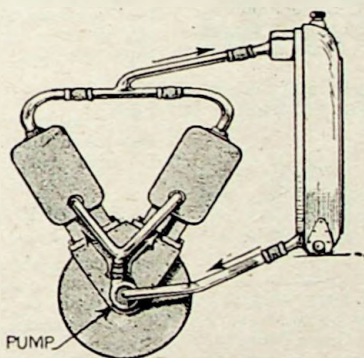
K.S. (Ipswich).—The condenser on a magneto is connected across the primary, or low-tension, windings. Its function is to prevent arcing at the contact-breaker points and to intensify the high-tension current. When the points "break" a high-tension follow-on current is induced in the primary windings. This current enters the condenser, which instantly forces it out again and adds it to the main high-tension current with beneficial results. The condenser may be described as an electrical shock absorber, and its action is analogous to that of the buffers on a railway carriage.

Low-pressure Tyres.

G.N. (Selby).—Low-pressure tyres undoubtedly wear well and tend to prevent skidding. The address you ask for is: White and Poppe, Ltd., Lockhurst Lane, Foleshill Road, Coventry.

A Car for Three Months.

J.T.W. (Quebec).—We do not know of a London agent who would supply you with a new light car for your three months' holiday in England and guarantee to buy it back from you at a given price. You are correct in believing that the Rhode cars have distinguished themselves in innumerable reliability trials, and you could purchase one with every confidence.



A two cylinder engine and radiator showing the working of the pump system of water-cooling.

Cooling.

P.R. (Henley).—There are two popular systems of engine water cooling, one by thermo-siphonic action alone and the other by the use of a pump. The first mentioned relies for its efficiency upon the laws of convection, by which, when water is being heated, it rises, cold water flowing in to take its place. This becomes heated and rises in its turn; thus in time the water will attain a continuous circulation. The pump is used as a positive method of causing circulation. In order to regulate the temperature of the water so that the engine does not get too cool, a thermostat can be introduced. The thermostat can be applied in two ways, either to short-circuit some of the water, and so prevent it from passing through the radiator, or to operate shutters in front of the radiator tubes.

Suitable Oils.

J.A. (Derby).—Almost any present-day high-grade oil is reliable, although it is advisable to see that it is supplied in sealed containers. Either Vacuum A, Shell T or Wakefield C will be found suitable for your engine.

Pistons for a Rover 8.

C.M. (Colchester).—The address of the makers of the Specialoid aluminium pistons which you have been recommended to use for your Rover 8 car is Specialoid, Ltd., Friern Park, North Finchley, London.

Gearbox Manufacturer.

H.C. (Nottingham).—The address of the manufacturers of the Jukes gearbox is: Efficient Motor and Engineering Co., Bilston Road, Wolverhampton. We have no information concerning a tricycle or three-wheeled car called the Co-op.

Fitting Screen Glasses.

H.G. (Stony Stratford).—Your new windscreen glass will slide easily in the rubber-lined grooves of the frame if it is first smeared with vaseline along the edges. If you fit a thinner rubber lining the glass will fit too loosely and it may be inclined to move about with the vibration of the car.

Panel Beating.

N.A. (Stirling).—We do not advise you to try removing the large dent in your rear body panel yourself. This work requires considerable skill and experience. Minor dents may be removed by gentle hammering from the back whilst supporting the opposite side against a heavy block of wood.

Difficult Starting.

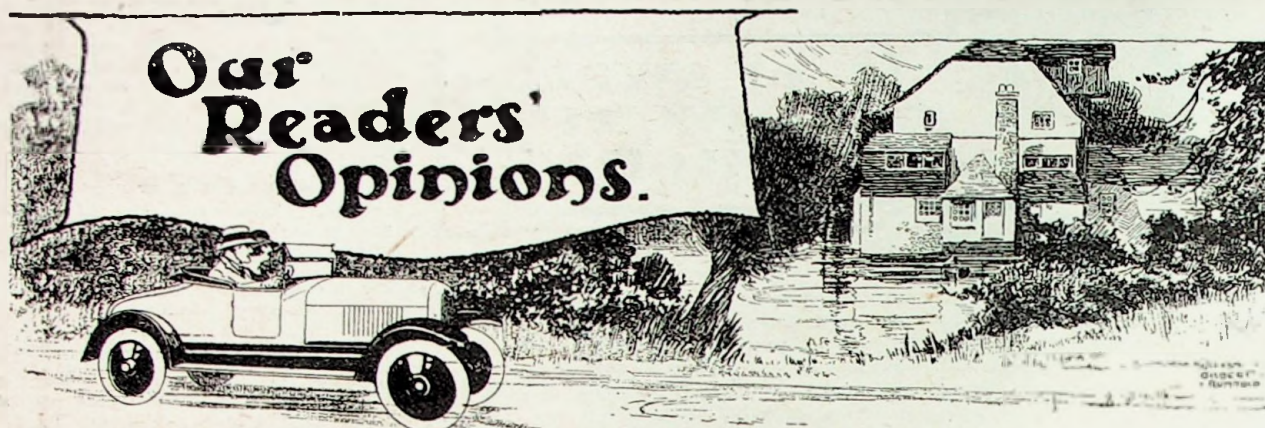
G.R. (Banbury).—The most probable cause of the difficult starting of your twin-cylinder car is an air leak in the induction pipe. We do not think it is caused by the petrol level in the float chamber dropping and causing a weak mixture as this would be shown by "spitting back." There is the possibility of a magneto defect, but the symptoms you mention do not point to this.

Battery Charging.

F.T. (Chelmsford).—You must exercise great care when charging your battery direct from ordinary lighting or power supply mains as an accidental short circuit direct across the mains might have a very serious effect owing to the great power and heat energy suddenly localized. The only safe way to do it is to charge through a lamp—rated at the supply voltage—in series circuit with the wires.

Gudgeon-pin Fixing.

P.B. (Howden).—The gudgeon pin should not be a driving fit in your piston. The pin may be located by brass caps at either end or a grub-screw may be inserted through one of the piston bosses, so that it engages with a "dimple" in the gudgeon pin. The screw must, of course, be securely fastened. It is not good practice to fit a grub-screw in both bosses, as, unless the pin is slotted where one of the screws bears on it, there will be risk of piston distortion when the pin heats up and expands.



We welcome at all times letters sent us by readers for publication in these columns, and, while taking no responsibility for the opinions expressed therein, give preference to those letters which deal with subjects of general interest. No anonymous communications will be accepted, but the writer may use a nom de plume if desired. Letters should be as brief as possible, but not abbreviated. We reserve the right to make any alterations or deletions which we deem necessary.

MORGAN, MERCEDES AND DAIMLER. Last Words in the Controversy.

Early Racing Cars.

I have waited to see the result of the Morgan-Mercedes-Daimler controversy, and I am surprised to find that the old order of things should change so much. In the early days I have passed and been passed on the road many times, and thoroughly enjoyed it.

I had a 60 h.p. racing Mercedes in 1904 and it was regarded as a fast car, but it was not so fast as some modern cyclecars. Let us all be pals on the road and compare notes when we can, or raise our hats to any car that can do over 90 m.p.h.

It would be interesting to have a few particulars of "Fair Play's" car. TUBE IGNITION.

A Three-tonner and a Morgan.

I have been following with interest the Morgan v. Mercedes correspondence. Why all this bitterness? Surely we do not begrudge one another the joys of the open road. Why not be "matey" and give and take as men? Our motoring would then be much more pleasurable. I myself drive in town all the week a commercial lorry weighing 3 tons unladen, and find private car drivers not quite so eager to take liberties as they are when I am in my little Morgan.

If we could only try to show a little more consideration for one another I am sure we should be a happier crowd.

Speaking from many years' experience—26 years on the road—I find all classes suffer badly from "overtaking fever"—you know the symptoms: accelerate, pass and then slacken down to the speed of the vehicle passed; then at the journey's end you hear them thus: "I passed a Rolls," or "I passed a Harley," and so on. Sure, and they'll pass "Old Nick" himself one day, and he is reputed to be "hot stuff"!

Why not drop all this hosh? Come on the road to enjoy the ride, not to annoy each other, little or big. I get a bit riled sometimes, but I do my best not to be the aggressor.

T. FARRIN.

A Challenge to Daimler.

I read with interest "Daimler's" letter on the big car and Morgan discussion, and am wondering whether "Daimler," like "Fair Play," has a keen sense of humour, or if he simply gazes at his "luxury car" in the garage and rarely takes it on the road.

Punctures in the Rain. Perhaps his nose is so high in the air when driving his "luxury car" that he does not notice the Morgans passing him.

If the maximum speed of "Daimler's" car is 54 m.p.h., and I was fortunate enough to meet him on my Morgan going my way, I should have the pleasure of raising my hat to the luxury car, and without a "hectic grip on the wheel" as I
B50

passed him, on good road or bad, wet or fine, with my throttle but a quarter open.

Another thing. Why do all these luxury drivers fix a wet night for the Morgan driver to have a puncture in his back wheel? I have done about 50,000 miles on Morgans and have had but one puncture in my back wheel, and this did not occur on a wet night.

Be prepared, "Daimler"! You have apparently spent but few hours on the road. If your idea of a Morgan is as you say in your letter, then I fear also that you do not notice those who pass you on the road.

R. A. B.

"Daimler" and His Critics.

I have apparently excited the wrath of the "legion" of Morgan owners. I did not desire to give the impression that I deride the Morgan: undoubtedly it is a remarkable, if somewhat nasty-looking, cyclecar, with an exceedingly good road performance when properly looked after. To compare it with a Mercedes, Daimler, or any other

Coals of Fire. such car is absurd. No sane person would drive a Morgan in preference to a big car.

In reply to my critics, I should like to ask Mr. Hardy if he is sure his Morgan will throttle down to 5 m.p.h. without slipping the clutch. Further, I should like him to know that I am a considerate driver and keep to my own side of the road, except when passing Morgans, when I take the off side, in case a pot-hole should bounce them into my dickey!

For the information of "Morgan-J.A.P.," I can release my clutch with the slightest pressure and push my gears in with one finger. I note he did not state how many Morgans he had worn out in his 32,000 miles. Why do I read *The Light Car and Cyclecar*? Well, I also read *Motor Cycling*, the *Daily Mail* and the *Pink 'Un*. Perhaps it is to keep in touch with my less-fortunate brethren. Perhaps I drive a Morgan myself sometimes. With regard to power-weight ratio, my Daimler is 20 h.p. and weighs approximately 2 tons. My engine is a Silent Knight. I have always been under the impression that a V-twin engine, as fitted to Morgans, is not an engineering proposition, but merely a make-shift design to fit a motorcycle frame. I have also a good top-gear performance, 4 m.p.h. to over 50 m.p.h., with jets screwed down for economy. Possibly, with the jets open more (as Mr. Hardy suggests), Brooklands would be too small, and I should get choked by my own exhaust.

To Mr. H. F. S. Morgan, I plead guilty to being almost a novice compared to him, and have no doubt that he could get even better results from my Daimler than I do myself; but I certainly fancy my luck against him on bad or wet roads.

DAIMLER.

* * This correspondence is now closed.—ED.

IT PAYS!

*Extract from article in the
MORRIS OWNER, Aug., 1924*

"Before we chose Shell oil for use in these works and as a lubricant to be preferentially recommended, we subjected practically every known make of oil on the market to long and strenuous tests, and very naturally we chose the one that came out top. Hence it *pays* owners to follow our recommendation."

The article continues:

"Those of us who have experimented with other oils, and have taken careful scientific notes, find that there are all sorts of very annoying troubles that can develop. These vary from 'gumming up' in cold weather to a lubricant losing any trace of its 'oiliness' when it gets hot in warm weather. Some oils deposit sludge in the crankcase, others, owing to peculiarities in their constituents, make for very rapid deposition of carbon, which in turn results in the engine developing a nasty pink. It also necessitates decarbonisation at frequent periods. We have definitely found that the oil we chose is free from these evils, and, at the same time, thanks to its excellent lubricating property, it enables a better petrol consumption to be obtained than is possible with other brands."

**"A word to the wise
Morris Owner is enough"**

SHELL
MOTOR LUBRICATING
OILS
Officially
Recommended
for Morris Cars

SHELL-MEX, LTD., P.O. Box No. 143,
MOTOR OILS DEPT., SHELL CORNER, KINGSWAY, W.C.2

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.

B51

Miles



Better

MOSELEY

FLOAT-ON-AIR

(PATENT)

UPHOLSTERY

makes a Light Car travel as smoothly as a 'big one.'

Read what users say:

"Wonderful difference in comfort."

"I used them on the run (Land's End to John o'Groats) and may say they were a great revelation to me."

"The dicky is now quite comfortable."

"I am very pleased with the cushions."

The original letters may be seen on our file at any time.

Your existing seats can be converted at a low cost. Come and test them at one of our Branches.

Supplied through all Garages and Body Builders. Let us send you illustrated folder.

DAVID MOSELEY & SONS, Limited. Chapel Field Works, **ARDWICK — MANCHESTER**

BRANCHES

LONDON: 10-10, Holborn Viaduct, E.C.1.
 BIRMINGHAM: 4, Lancaster Street.
 GLASGOW: 190, Ingram Street.
 NEWCASTLE-ON-TYNE: 44/5, High Bridge.
 LIVERPOOL: 9, Commutation Row.

OLYMPIA
 Motor Show
 Stand 505

200 MILES

at an average speed of
102.27 M.P.H.

*Speed Record Broken by
 "SOLEX" Equipped DARRACQ
 at Brooklands, Sat., Sept. 20th.*

For the 4th YEAR in
 Succession a "SOLEX"
 Equipped Car gained
 the Premier Honour
 in the
200 MILES RACE
 (1,500 c.c. class.)

1ST "SOLEX" EQUIPPED DARRACQ

Driven by K. Lee-Guinness.

200 MILES IN 1 HOUR 58 MINS. 30 1-5 SECS.

2ND "SOLEX" EQUIPPED DARRACQ

Driven by G. Duller.

3RD "SOLEX" EQUIPPED DARRACQ

Driven by Major H. O. D. Segrave.

SOLEX

THE NO-TROUBLE CARBURETTOR

*Remains unequalled for speed,
 power and supreme reliability.*

Write for details of our
 30 Days' FREE Trial Offer.

S. WOLF & CO., LTD.,
 115, SOUTHWARK STREET, LONDON, S.E.1

OUR READERS' OPINIONS (contd.).

The Good Performance of French Cyclecars.

French Cyclecars Compared.

Perhaps my experience with French cyclecars will be of interest as I have been in the motor business in the south of France since 1922. I will take the cars in the order in

An Expert Opinion.

which I owned them—Amilcar, Salmson, Sava and Citroën. The Amilcar two-seater had a very fine little engine, side-

by side valves and aluminium pistons; it was always capable of 75 k.p.h. and excellent at holding the road. Replacements needed after 12,000 kiloms. were front hub ball races and brake linings.

Incidentally, I drove this little car, after fitting a comic third seat, from Nice to England (remember the hills to be crossed), with my mother and sister, four suit cases, and other odds and ends.

The only trouble was that the extra weight made the back springs settle and started a slight back-axle hum. I sold this car at a loss of only 1,500 francs after nine months' really hard use.

My next effort—an early Salmson—was a splendid car, but uncomfortable and rattly. The o.h.v. mechanism was very noisy and sensitive. On the whole I was not impressed.

The Sava—air-cooled—had a better body than usual and was very fast, but never gave me that impression one looks for of being ready for a long trip—in other words, a sensitive car. Incidentally, I saw a hub of one of these cars snap clean off when cornering.

Lastly, the small Citroën was an excellent car, but it had not the speed or climbing power of the Amilcar and was inclined to boil.

I would point out that the cooling of most French cyclecars

is wonderful. No fan, no pump, but never once did my Amilcar get hot and bothered.

Bodywork on French cyclecars is, frankly, rotten and uncomfortable.

I have now gone to slightly bigger stuff—a 10 h.p. Fiat—a beautiful car which is giving me all satisfaction. The Fiat is, of course, neither French nor a cyclecar and so must be left out for the present.

I have owned a very large number of French and Italian cars, and being no longer connected with the motor trade, I can give disinterested opinions of them.

Gloucestershire

DIX CHEVAUX.

Praising the Amilcar.

With reference to the discussion on French cyclecars, may I be permitted to say something with regard to another French machine—the 8 h.p. Amilcar? I have driven some thousands

of miles in cars of this make, and in 19 years' motoring I have never had more pleasure or fun in any other car on the road. I am not going into the question of design, only of efficiency and performance: an average of 50 m.p.g. and a speed range of from 5 to 60 m.p.h. on top gear—I have had 60 m.p.h.—speaks for itself. These little cars are capable of astonishing acceleration, and they set up averages which would do credit to cars of far greater horsepower.

I have no complaint to make with regard to resistance to rough treatment, and I may say that a French cyclecar undergoes terrific tests on the road.

I have had only one stop on the road other than for tyre trouble, and that was to clean a plug.

ALTINTO.

Two Suggestions and Some Advice.

Constructive Criticism.

As a reader for some years of your paper in preference to other motor journals, and on your invitation, I write to say that, in my opinion, the space occupied by racing "matter"

during the summer is the least interesting portion of the weekly news. I think by far the greater number of your readers

A Reader's Opinion.

are of my opinion. The enormous number

of cars on the road and the comparatively few who patronize races are surely some confirmation.

The correspondence columns, on the other hand, are very interesting, as the points dealt with are frequently of use in connection with one's own car.

I have often regretted that answers to readers' queries are not published. Other owners would like similar information, but are either too busy or for other reasons do not write.

JNO. E. CLARKE.

* * We are pleased to give prominence to our correspondent's opinions, but we would point out to him that "In Answer to Your Query" is a weekly feature.—Ed.

A Reader's Criticism.

I quite agree with the writer of "An Appreciation" that your little paper is interesting, otherwise I suppose few of us would buy it. I have personally subscribed to several of

Too Much Sport.

your publications, and have usually found them of absorbing interest. Now, having

sugar-coated my pill, I am going to take advantage of the note to your correspondent's letter. Whilst sporting events provide interesting features for some readers I do think that they have been slightly overdone latterly. I used to be keen on cars struggling to get up Beggar's Roost and Porlock; but, having done both on quite an ordinary bus, such events leave me cold. Year after year you chronicle the same clubs, the same routes, the same failures—it gets monotonous. Furthermore, nine-tenths of your readers are—or should be—of the family touring type.

By all means keep your section devoted to new cars and novelties, but after persuading people to invest in them, why not give them after-service? Trips they can take, places to see, good roads, bad roads, tours to select, hotels, boarding-houses, places to stop at for refreshments, places to avoid.

Advise your readers regarding special danger points. London traffic. Let us have some diagrams of notable crossings; Blackfriars, Bank, Charing Cross and Piccadilly; difficult

provincial towns, how to get into them, and, more useful, how to get out again. Let us have more of your tip-top photos (non-racing). Interest your lady owner-drivers, items of dress (always popular), driving hints, etc. Advocate formation of clubs of a social nature, model rules, records of their doings, photographs of meets, routes followed: encourage mutual help.

To sum up briefly, let us have a weekly paper less devoted to the interests of the racing enthusiasts and mechanics and more to the ordinary "man on the road." Wishing you the best of success.

XO2358.

* * As we have often pointed out, letters such as this from "XO 2358" are always given the most careful attention.—Ed.

In Favour of Large Garages.

The statements made in "C.B.M.B.'s" letter on the subject of village garages, in your issue of September 12th, show plainly that he has had experience only with such garages,

or, at the most, with those in small country towns. His statement, "It is my in-

variable practice to put on my overalls and work with the mechanic" entirely proves

this, as no large garage would allow him to do so, as it would entirely upset their working discipline.

I venture to suggest that the next time "C.B.M.B." has trouble with his car he takes it to a garage which is completely equipped in every way with hand and machine tools and modern labour-saving devices. Let him leave his car in the hands of the capable works foreman—in a large garage he is capable or he would not retain his job—and his trouble will be quickly and properly rectified, without the necessity for his having to don overalls. After "C.B.M.B." has resorted in an emergency to a large garage, I should be interested to hear his opinion of it.

ONCE BITTEN.

Light Car
Cyclecar

SPECIAL
SHOW NUMBERS.
(NOTE THE DATES.)

October 10th, 17th and 24th.

Order your copies and avoid disappointment.

OUR READERS' OPINIONS (contd.).

German Productions.—Driving Certificates.—L.C.C. Trams.

Unbeaten by Germany.

On the face of things it would appear that certain members of the motoring community feel that they must embark on a scheme of amateur advertising, and, consequently, inaugurate a controversy similar to the "Daimler v. Morgan" question. I feel I must just say a word referring to Mr. J. Bloomberg's general remarks regarding the British light car. I admire his patriotic feelings (!) and appreciate his clause "without posing as an authority." I should like to make it quite clear, however, that I am not belittling his Adler, because, admittedly, I am not an authority on German productions; but perhaps my experience with an 8-18 h.p. Talbot two-seater may be of some interest to our friend with the Adler.

The Talbot was purchased in December, 1923, and did approximately 15,000 miles in 8 months, and has been immune from serious trouble throughout the whole period. I once reached 62 m.p.h. on top with a following wind, and 43 m.p.h. was the maximum in second.

Regarding the 25 m.p.h. average for 50 miles put up by the Adler, I can certainly improve on this. My best time from Barnet to Cambridge early one morning (the distance being 49 miles) was 1 hr. 8 mins., an average of 43.2 m.p.h. I have many friends who will corroborate this statement, knowing the marvellous capacities of the little car.

This was not a sports car, but an ordinary standard two-seater. Other things were in proportion. For example, the acceleration, economy and road-holding.

I have just sold the little Talbot and have bought a 10-23 h.p. model of the same make, and if the results are as wonderful and reliable as the 8-18 h.p., I shall be more than satisfied.

Might I add that I have no connection with Clement-Talbot, Ltd., other than being one of their many satisfied owner-drivers, neither am I doing any intentional amateur advertising, but merely endeavouring conclusively to contradict the fallacy that "the Germans have beaten us to our knees" in the motoring world. EIGHT-EIGHTEEN.

Standard Reliability.

I have been interested in the various letters you receive from your readers in reference to cars and their performance, but I have failed to see any contribution regarding the 11 h.p. Standard. I acquired one in January this year, and up to the present have done 9,000 miles without any trouble, with the exception of the one mentioned later. Last

Easter I went from London to Land's End and back in four days without a puncture or mishap of any kind. I toured Barmouth and the surrounding district at Whitsun with the same result. My maximum speed is 53 m.p.h. with three up, without the usual "fishtail" body exaggeration. I should be pleased to hear if any of your readers could beat the following for endurance.

A noise occurred in the back axle about three weeks ago, but not being an expert I did not pay much attention to it, but after it had been going on for a week I had occasion to go to Kingston for a regatta and had to take four passengers from there to Maidenhead late at night. Windsor to Maidenhead, a distance of 7 miles, was covered in 10 minutes with five up.

Three days afterwards the noise already mentioned was traced to a broken ball thrust race in the back axle. Luckily the breakage had not caused any other damage, and this, I think, speaks well for the Standard material. HM 3682.

Physical Fitness to Drive.

In your issue of September 5th, you ask upon what grounds the Bournemouth Corporation can insist upon a certificate of physical capacity before issuing a driving licence.

Surely the answer is—common sense.

If a certificate of physical capacity were insisted upon in the case of every applicant for a driving licence, we should see fewer speed fanatics at the wheels of high-powered cars. The high speeds at which cars are driven along our public roads is a disgrace to civilization. L. A. WALKLEY.

"We cannot see the logic of this letter: Why should a fit man drive more slowly than one who is C3? Who would pay for the certificates?"—Ed.

B54

The Traffic Tunnel.

I was very interested in your recent article advocating the use of the Southampton Row to Embankment tram tunnel for motor traffic. I write "motor traffic" advisedly, as the whole advantage of the tunnel would be lost if coal carts and the like were allowed to use it.

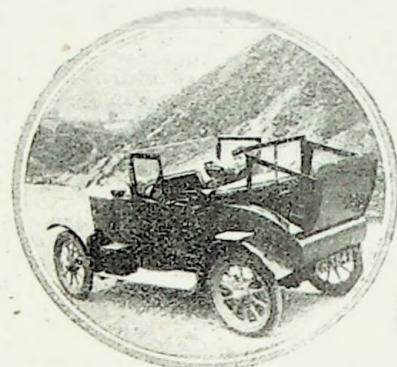
Will the L.C.C. Agree?

Although the scheme is excellent and must merit the whole-hearted support of all London motorists, I very much fear that the mandarins of the L.C.C. will have to appoint many committees and hold many conferences before they will persuade themselves to allow other traffic to enjoy the same advantages as their beloved trams. "Give and take" is certainly not their motto. A COCKNEY.

Bromley-by-Bow.

DICKEY-SEAT PROTECTION.

The passengers in this dickey-seat are able to ride in unusual comfort. A letter on this page explains how it is done.



Securing Extra Comfort.

It may be of interest to readers of *The Light Car and Cyclecar* to see the accompanying photograph showing how the comfort of the passenger in the dickey seat of a Jowett may be increased by the addition of a screen and side curtains. The panels are of celluloid with metal framework.

The standard seat has been replaced by a Ford spring seat, with the result that it is almost as comfortable in the dickey as in the front of the car. The whole thing only cost a few pounds. E. RICHARDS.

Derby.

CONDENSED CORRESPONDENCE.

A reader who is a staff officer in the Royal Air Force, and who remarks that he is medically unfit to fly, has been informed by a prominent concern that they cannot supply him with a light car by deferred payments unless he provides a suitable guarantor, owing to the hazardous nature of his duties. It is customary, of course, for officers in the Services to be able to negotiate easy-payment transactions without providing a guarantor, although, naturally, they are seldom householders.

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.

Solex Carburetter.

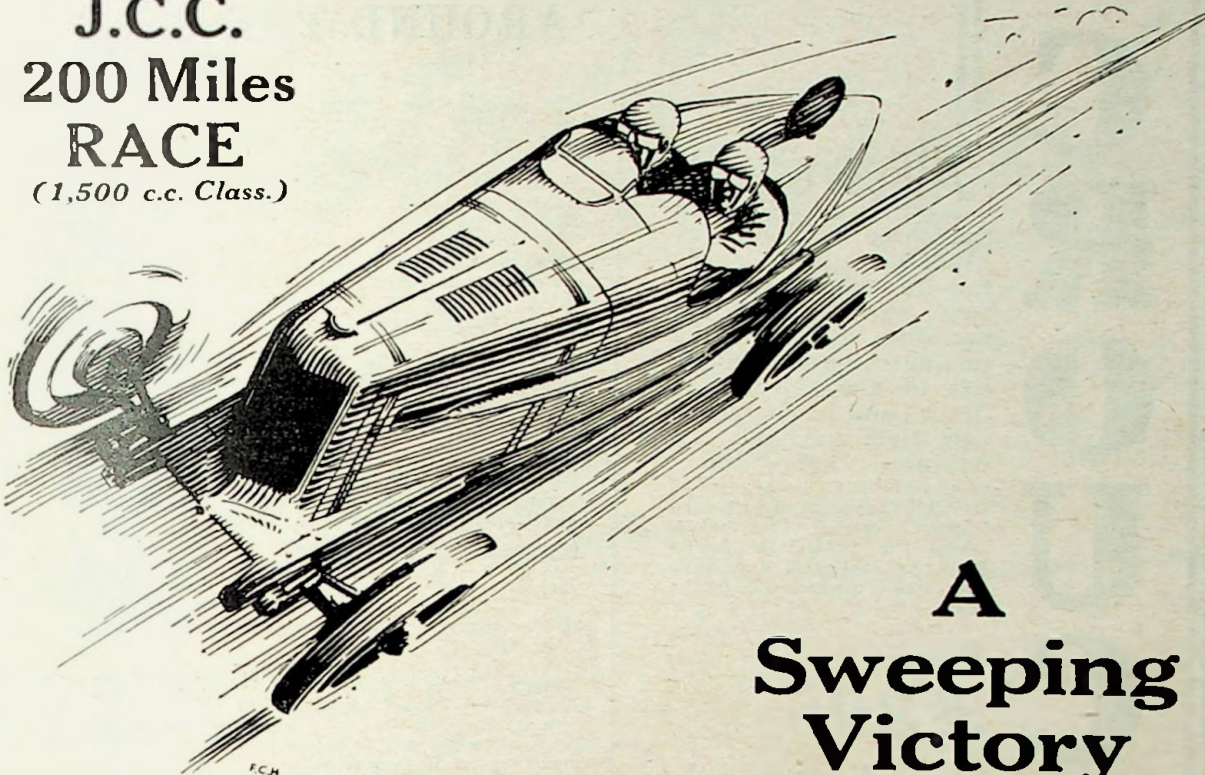
I shall be glad to receive opinions as to the correct setting of a Solex carburetter on an 11.4 h.p. Citroën light car, which is used at an altitude of 4,400 ft. above sea-level. I wish to obtain maximum miles per gallon together with reasonable power. G. H. B. RAYMOND.

Department of Mines, Union Building,
Pretoria, South Africa.

Instruction Book.

A reader is anxious to obtain an instruction book on the Stellite car. If anyone can loan or sell him one, will they please address it P. B., care of the Editor, *The Light Car and Cyclecar*?

**J.C.C.
200 Miles
RACE**
(1,500 c.c. Class.)



**A
Sweeping
Victory**

DARRACQ

**finishing
First, Second and Third**

Average speed 102.27 miles per hour.
Only two seconds separated the three
Darracq cars at the finish.

Olympia
Stand
126

During the race many
WORLD'S RECORDS
were created by the DARRACQ.

Olympia
Stand
126

DARRACQ MOTOR ENGINEERING Co., Ltd., 177, The Vale, Acton, London, W.3

Distributors :

WARWICK WRIGHT, LTD., 150, New Bond, Street, W.1.

BIRMINGHAM : Messrs. George Heath,
Ltd., 58-70, John Bright Street.

LANCASHIRE : Messrs. Hancock & Taylor,
Ltd., 7-9, Peter Street, Manchester.

CHESHIRE : Messrs. The Talbot Garages,
Ltd., New St., Mersey Square, Stockport.

SCOTLAND : Messrs. Grant, Melrose &
Tennant, New City Road, Glasgow.

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.

B55

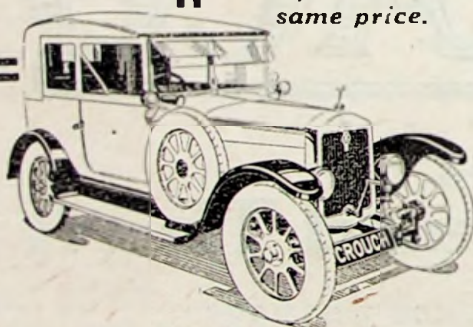
CROUCH

THERE'S NO NEED TO LOOK FARTHER than the three CROUCH Models to meet every requirement in luxurious, fast and economical motoring. Because of the unique road-holding qualities of the CROUCH design, and its characteristic liveliness, you can do more "knots" on a standard touring model CROUCH than on many special "Sports" cars of other makes, whilst the CROUCH Sports Model is sold with a positive guarantee of performance on the road.

Price

£295

2-Seater and double dickey
4-Seater All-weather (as shown); or
2/3-Seater Sports—all same price.



The power unit in Crouch Cars is the famous 4-cyl. 1,496 c.c. BRITISH ANZANI; the coachwork is of superb standard upholstery in best English Leather, and everything "tip-top." Equipment includes polished mahogany dash with locker, 8-day clock, speedometer, etc., etc. 12-volt, 2-unit starting and lighting.

Write for full information and name of nearest CROUCH Agent.

CROUCH CARS, Ltd.

Tower Gate Works, COVENTRY.

London Agents—

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

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

AROUND THE TRADE.

The popular New Carden may be bought for an £11 deposit and the remainder of the purchase price paid by instalments.

A complete set of four Gabriel Snubbers for a light car weighing less than 18 cwt. costs only £5 5s. They check the rebound of the springs.

Mr. Ernest Grimaldi informs us that he has been appointed sales manager to Fellows Magneto Co., Ltd. His predecessor, Mr. A. E. Bennett, has resigned, having purchased The Chequers Hotel, Horley.

Godfrey's, Ltd., The Service Co., Ltd., and The Allen-Bennett Motor Co., Ltd., are three prominent concerns which offer high-class light cars on attractive easy payment terms in our advertisement pages.

Light car owners of an inventive turn of mind who may wish to patent their ideas should communicate with King's Patent Agency, Ltd., 146a, Queen Victoria Street, E.C.4. The telephone number is Central 682.

We know of a Rover Eight de luxe model in good condition which has done only 5,000 miles and which is offered for £125. It has leather upholstery, shock absorbers and many extra accessories. Inquiries should be addressed to P., care of the Editor.

Messrs. Mebes and Mebes, of 144, Great Portland Street, London, W.1. have been appointed wholesale and retail distributors for Calthorpe cars for Great Portland Street, and they will be pleased to see anyone interested in these cars when they are in that vicinity.

We regret that the name of the body polish recently mentioned in our "Spice of Novelty" column was wrongly spelt. The polish is known as Moko, and a sample, together with an instruction booklet, may be obtained by post for 41d. from Messrs. A. C. R. Greene, 4, South Place, Finsbury, E.C.

An efficient cleaner called Solvitar is manufactured by the Wilmar Manufacturing Co., Stokes Yard, Wall End, East Ham. The cleaner, which has the additional advantage of being an antiseptic, will remove tar, oil or grease, and can not only be used for cleaning the car but also for the hands, clothes, paint and so forth.

Owing to the increasing demand for the Gazolex auxiliary water carburettor, arrangements have been made to increase production, which will allow materially reduced selling prices. The 1925 model, in which several small improvements have been incorporated, will sell at £2 19s. 6d. instead of £3 18s. The 1925 models are now ready at the new prices.

MOTOR TERMS TRAVESTIED.

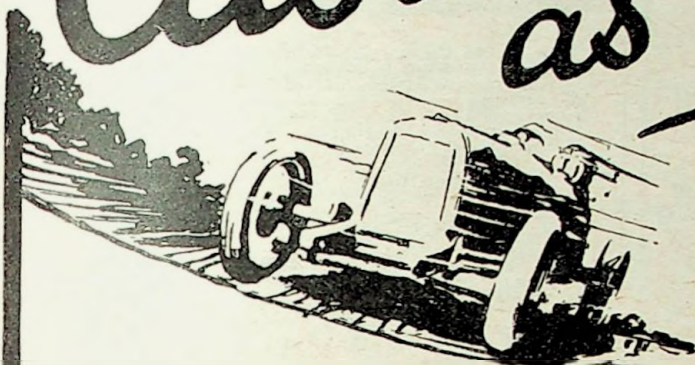
Solution to No. 30.



"An Overhead Worm."

We anticipated that nearly every reader would submit "An Underslung Worm" as the solution to No. 30. None, however, did so, although the attention of quite half the entry was focused on the worm. Several suggested "A Silent Worm" and numbers "A Silent Overhead Worm." We saw nothing in the sketch, however, to suggest that the worm was not chirruping or making any other noise peculiar to the species, and the prize consequently goes to Mr. J. G. Wilton, 219, St. John Street, Lichfield, Staffs., whose postcard suggesting "An Overhead Worm" was the first bearing this solution to be judged. Among interesting solutions not connected with the worm were "A Loose Gudgeon," "Idling" and "Dashboard (bored)." "A Dry Worm" was a clever and witty suggestion, but, unfortunately, it cannot be described as a motor term.

Castrol as usual



**Junior Car Club
200 miles Races**
at Brooklands—Sept. 20, 1924

1500 c.c. class.

- 1st — Mr. K. Lee Guinness - - (Darracq)
(Speed 102.27 m.p.h.)
2nd — Mr. G. Duller - - - (Darracq)
3rd — Major H. O. D. Segrave - (Darracq)

The above class has been won every year on CASTROL.

Records broken in 1500 c.c. class.

ALL CLASS RECORDS AND WORLD'S 200 MILES RECORD.

(These records are subject to official confirmation.)

1100 c.c. class.

- 1st — Mr. O. Wilson-Jones - - (Salmson)
(Speed 85.7 m.p.h.)
2nd — Mr. E. Ringwood - - (Frazer-Nash)

All Used

WAKEFIELD



These and other successes were made on Castrol Standard Grades, which can be obtained at all garages, etc.

Over 160 British Car and Motorcycle manufacturers use and officially recommend WAKEFIELD CASTROL.

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.

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

UPHOLSTERY

AN ideal upholstery for motor cars is "REXINE" Leathercloth.

It is so perfect a reproduction of leather that an expert cannot distinguish the difference, yet it costs very much less. Weather and dust do not injure it; stains and grease can be washed off with soap and water. Made in all leather grains and colours.

See that "Rexine" is specified on the invoice to prevent substitution.

REXINE LTD., HYDE N^r MANCHESTER.

London: 42, Newgate St., E.C.1.



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

FREE

Send p.c. for profusely illustrated book describing 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, Mytholmroyd,
Yorkshire.



New Car

£27 10s. down and drive away
Balance to suit your pocket.
Write for full particulars of this astounding offer.

ARNOTT & HARRISON, LTD.
22, Hythe Road, Willesden,
N.W.10.

'Phone—
Willesden
2297.

'Grams—
"Arnottharal".
Phone,
London."

CASH
PRICE
£110

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 Filments.

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 till 8 p.m.
Sundays 4 p.m.

FLEXIBLE **SPEEDY**

COMFORTABLE **ECONOMICAL**

D'YRSAN CYCLECAR
The Finest Three-Wheeler yet Produced.

A few Unique Features:
ENGINE—Ruby 4-cylinder, water-cooled.
SPEEDS—Three forward and reverse.
BRAKES—On all three wheels.
WHEELS—Detachable and interchangeable.
PRICE—Tourist Model £135; Sports Model £148

Write for full particulars to the Sole Concessionnaires.—
TRAILERS, LTD., 73/4, Windsor House, Victoria St., S.W.1
Manufactured by Les Cyclecars D'Yrsan, France.

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

VICKERS

LIMITED

SPECIAL STEELS FOR AUTOMOBILES

Drop Forgings & Stampings.
Motor Car
Pressings and Springs.



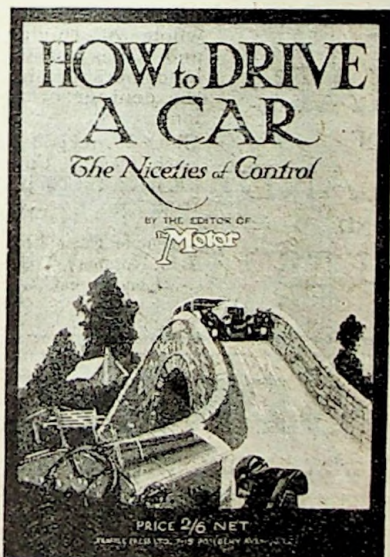
SPIRAL & STRAIGHT TOOTHED BEVEL GEAR WHEELS
WELDLESS DRAWN STEEL TUBES . MAGNETS FILES
HACK SAW BLADES . BAND SAWS . CAST CUTTERS.
SURFACE HARDENING BY PATENTED PROCESS, ETC

Registered Trade Mark

River Don Works.
SHEFFIELD.

Head Office. VICKERS HOUSE, BROADWAY, LONDON, S.W. 1.

Exhibitors in the Palace of Engineering, British Empire Exhibition.



PRICE
2/6
NET.

Obtainable from all principal book-sellers and bookstalls, or direct from the publishers, 2/9 post free.

NOW ON SALE

A NEW, REWRITTEN, AND PROFUSELY ILLUSTRATED EDITION

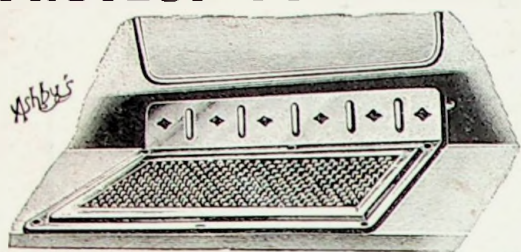
A complete guide to the efficient and safe driving and handling of a car. All the subtleties and finer points of driving are fully dealt with by text and illustrations, and by following the instructions practically every emergency and circumstance arising from the crowded state of the roads can be met.

Driving for efficiency and for avoidable waste and undue wear and tear of the car is a subject also dealt with.

TEMPLE PRESS LIMITED.
7-15, Rosebery Avenue, London, E.C.1.
Wholesale Agents: E. J. Larby, Ltd., 30, Paternoster Row, E.C.4.

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

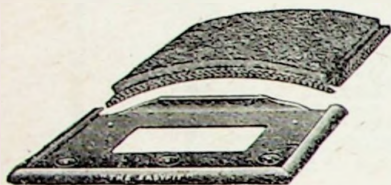
PROTECT YOUR CAR.



"Protectomats"

A neat, light and strong combined bristle pattern Rubber Mat in highly polished Aluminium Frame with Valance Protector all in one piece. Easily fitted to any running board. Countersunk holes. Size 14 x 9 inches overall. **10/-** complete.

"EASYFIT JUNIOR" MATS.



Size 12 x 7 for all Light Cars. Mat held flat and secure yet instantly detachable for cleaning.

"The Mat that gives a finish to the best of Cars."

With aluminium or brass frame — **10/6**
With nickel-plated or black frame — **7/6**

Of all Motor Agents

Makers: **FRANK ASHBY & CO.,**
STIRCHLEY - BIRMINGHAM.

Chekko

Brake and Clutch Linings

THE TRUTH

about ASBESTOS used for fabric Brake Linings.

Short-staple, cheap-grade Asbestos (either white or blue) cannot be spun into strong yarns suitable for weaving without being mixed with cotton.

CRESSWELLS' LIMITED use no cotton in their CHEKKO Brake and Clutch Linings and are the largest consumers of best, standard Canadian White Asbestos fibre in the United Kingdom.

This fibre is known in the trade as the finest spinning quality, and the costliest obtainable.

LONDON STORES DEPOT:

27, Percy St., Tottenham Court Rd., W.1

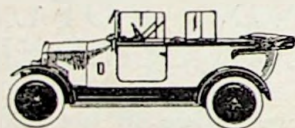
WORKS:—Wellington Mills, Bradford.

BUYING A CAR?

Here's a suggestion —

IT is well worth while seeing the Service Co. first because our terms are so popular—there's a reason. Buying a car is easy here—and paying for it is easy too. Our terms include SERVICE AFTER SALES.

The SERVICE CO., LTD.
273 - 4, HIGH HOLBORN.
LONDON W.C.1



The Motor 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.

Temple Press Ltd.,
7-15, Rosebery Avenue,
London, E.C.1.

SPRINGS



SPRINGS



Send details of your requirements. We quote by return.

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

REPAIRS AND REPLACEMENTS A SPECIALITY.

UNITED SPRING CO

Hawthorn Street, West Smethwick.

B'ham Office — 14, Warwick Chambers, Corporation Street.
Telephone — Central 7150.

Scottish Agents: Wm. Greenlees & Co., 93, Hope Street, Glasgow.

Telephone — 116 Smethwick.

Telegrams: "Tension, Smethwick."

London Office:—
14, Austin Friars, E.C.2.
Telephone — London Wall 6331.
Telephone: Central 4836.

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.



CAR ELECTRICAL EQUIPMENT WITH HART BATTERIES

Your car demands it.

As the very heart of the chassis, the electrical equipment must be sound and possessed of brisk vitality. M.C.L. equipment will put new life into any car. A dynamo always good for its full output, and sturdy batteries protected under all conditions by an unique controller, and cut out, mean constant and trouble-free lighting.

No other system in the world has such a simple wiring system—the M.C.L. Junction Box renders every connection accessible. It will be to your advantage to investigate these claims. We shall be pleased to substantiate them.

Send for the M.C.L. booklet to-day.

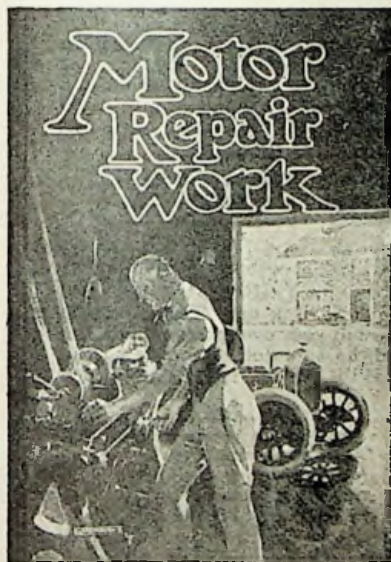
MIDGLEY CAR LIGHTING CO., LTD.

Registered Offices:

Oceanic House, 1a, Cockspur St., London, S.W.1

Works:

Anchor and Hope Lane, Charlton London, S.E.7



**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

Terry's



Terry's high grade Hose clips. Square shouldered bolts. Plated Sizes from $\frac{3}{8}$ " to 3" dia.

Order from your agent. Ask for "Terry" quality. Prices of any size on request.

776/24



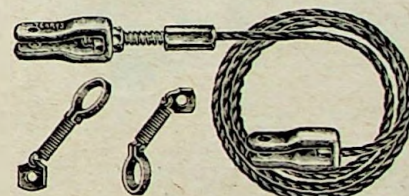
Herbert Terry & Sons, Ltd.,
Manufacturers, Redditch, Eng.
Est. 1855.

If you cannot buy "Terry" goods locally please order from us. List free.



fiters, drapers, etc. 1/2 post free.

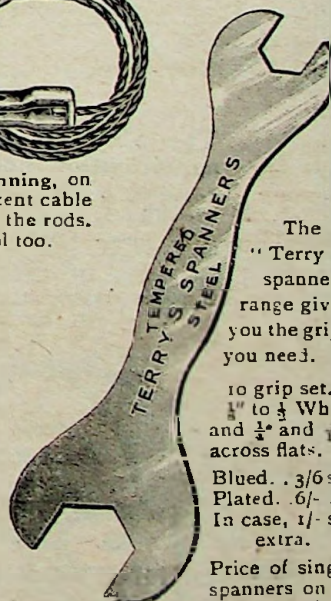
Terry's AVECTA artificial sheen silk, exclusive design arm bands for charm of colour and ease of wear. 1/- pair. From men's out-



The luxury of silent running, on light cars, when Terry's patent cable brake set takes the place of the rods. They improve brake control too. 10/6 for light cars. 7/6 each for "Morgans."



Make your own tool racks. Keep tools in order and save time and money. 3/- doz. From agents.



The "Terry" spanner range gives you the grips you need.

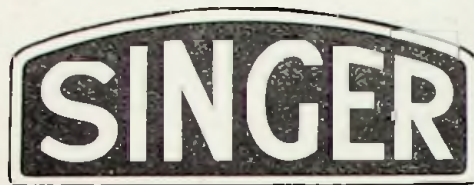
10 grip set. $\frac{1}{2}$ " to $\frac{3}{4}$ " Whit. and $\frac{1}{2}$ " and $\frac{3}{4}$ " across flats.

Blued. 3/6 set Plated. 6/- set In case, 1/- set extra.

Price of single spanners on request. List free.

Comfortable cycling is sure with Terry's Spring Seat Saddle. It shapes to the body and protects the nerve work of the spine.

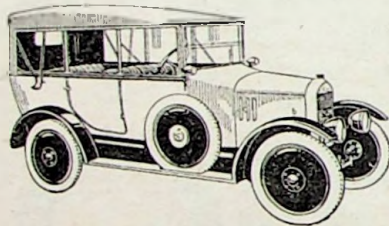
By Special Arrangement ALLEN-BENNETT'S are able to offer a limited number of



4-seater 10 h.p.
de Luxe Models
at the reduced price of

170 Gns.

*To-Day's
Value £235
or 2-seater, with
double dickey,
same price.*



The SINGER de LUXE
specification includes:—

4-cylinder, overhead valve engine,
rated 10 h.p., developing 19 h.p. at
2,750 r.p.m., dynamo lighting (5
lamps), electric starter, electric horn,
speedometer, all-weather equipment,
adaptable as rear screen, spring seaters,
etc., etc.

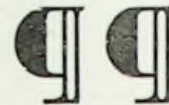
**Call, write, wire
or 'phone and
secure one of
these bargains
NOW.**



**ALLEN-BENNETT
MOTOR Co. Ltd. . .**
8-9-10-11, Royal Parade
WEST CROYDON. CROYDON 2450

Telegrams: "Track, Croydon."

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.



This remarkably attractive offer enables you to acquire your car for next year at a price that is far below both to-day's and to-morrow's value. It is

A REAL MONEY- SAVING OPPORTUNITY

and a bargain that you will always be glad to have secured.

At the list price of £235, the SINGER de LUXE is admittedly as good value in cars as any on the market. The cars now offered are

BRAND NEW LATEST TYPE 1924 MODELS

carrying, of course, the maker's full guarantee. There is no need to stress the high reputation that SINGER CARS enjoy, their wide popularity, and the intense satisfaction they give to their owners. To be able to get the most sought-after of the Singer models on terms so favourable is indeed a splendid opportunity which you should not miss.

EXTENDED PAYMENTS UP TO 18 MONTHS.

Especially, as with this opportunity ALLEN-BENNETT'S UNIQUE EXTENDED PAYMENT FACILITIES so conveniently link up. Terms will be arranged to suit your own personal requirements, and the transaction can be spread over EIGHTEEN MONTHS, if desired.

*Open till 7 p.m. every
day, including Sat-
urday. Buses 19a,
34, 49a, 59, 75, 86,
pass by or near.*

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 1 1/4 per cent. (3d. in the £, 2s. 6d. minimum) on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 1/2 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, ROSEBERRY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy should be forwarded in sufficient time to allow of it being submitted and returned.

Head Offices: 7-15, Roseberry 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. cars. Repairs of every description and special tuning by experienced A.B.C. mechanics. Write for list of special fittings, post free. B. S. Inglis, A.B.C. Specialist, Head Office 28-29 Upper Marylebone St., Gt. Portland St., W.1; Works, 20-21 Williams Mews, Stanhope St., N.W.1. Telephone, Museum 2602. zzz-181

A.B.C., 1922 model, 2-seater and dickey, 2 doors, perfect order, little used, tax paid to December 31st, £90. The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 618-899

A.B.C., 1924, Regent model, C.A.V. starter, lighting, very good condition, taxed and insured, owner going abroad, 135 guineas. Major Harvey, Hd. Qrs. S.M.A., Oxford. 619-1135

A.B.C., 1922, sports model, new condition, £115. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 618-885

A.B.C. F.O.C.H., Ltd., offer several A.B.C. cars. All in excellent condition, bargains. 5 Heath St., Hampstead (near Tube). 618-859

A.B.C., 1922, 11hp. special sports, £115; also 1921 2-seater, dickey, starter, £95. Bartlett's, 93 Gt. Portland St. 618-982

A.B.C., 1923 Regent model, 2-seater, 2 doors, dickey, speedometer, dynamo, spare wheel, overhauled, repainted, guaranteed absolutely as new throughout, 110 guineas, or exchange motorcycle part. 51 Upper Richmond Rd., East Putney. 618-1659

A.B.C.s. We have several to choose from. Raiton Cobham and Co., Ltd., 5 Cumberland St., Manchester. 618-43

A.B.C., 1923, sports, 2-seater, dynamo lighting, self-starter, speedometer, splendid condition, 115 guineas. Below.

A.B.C., 1922, Regent, 2-seater, dickey, dynamo, equipped, licensed, exceptional condition, 105 guineas. Below.

A.B.C., 1922, 2-seater, dickey, dynamo, equipped, tyres almost new, splendid condition, 90 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 618-55

A.B.C., 1922, Sunbilton 2-seater, dickey, dynamo lighting, detachable wheel, spare, tyres almost new, all accessories, taxed, December, many extras, dash light, etc., side curtains, upholstery, paint and hood, perfect, in first-class mechanical condition throughout, exceptionally fast, smart and reliable, £9 16s. down and 10 equal payments, or cash £98; year's free insurance; also choice of 3 others, from £85. Bonmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 618-16

A.B.C., 1923, super-sports 2-seater, special aluminium body, dynamo, new cord oversize tyres, lavishly equipped, as brand new, 120 guineas; exchange Morgan combination, etc. Parsons, 1 Acton Lane, Chiswick. 618-1746

A.C. Try Hanly's. You cannot beat their terms. 91 and 165 Gt. Portland St., W. Mayfair 4201. zzz-297

A.C., sports aluminium body, very small mileage, perfect order, tax paid to December 31st, £180. The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 618-901

A.C., 1922, 2-seater, painted blue, all-weather fittings, as new, £175; many other second-hand cars in stock. Smith and Hunter, 90 Gt. Portland St., W. Phone, Museum 8136. 618-856

A.O. Wanted, A.C. cars in exchange for new models; highest market value allowed. Deferred terms. Caithness and Co., Ltd., 65 Gt. Portland St., W.1. Tel., Langham 2172. 618-890

A.O., 2-seater, 1921, fitted new balloon tyres, rovarnished, in perfect condition, large dickey seat, bargain, £150. 41 Dumbarton Rd., Brixton Hill, S.W. 618-1363

A.C., 1920, 2-seater, repainted October 1923, examination, trial, taxed, insured, £135. Jones, Devon, Wyndham Rd., Salisbury. 620-1262

A.C., fine clover-leaf 2-3-seater, 10hp, 4-cylinder monobloc, 5 detachable wheels, hood, screen, 5 lamps, speedometer, runs beautifully; others, exchange motorcycle, easy terms. Wandsworth Motor Exchange, Eber St., Wandsworth (Town station). 618-990

A.C., 1921, 11.9hp, 2-seater, dickey, first-class order, £120. Bartlett's, 93 Gt. Portland St. 618-989

A.C., 1924, any-weather, Empire 2-seater, in almost new condition, tax paid, mileage under 1,000, £290. Newnam Motor Co., 245 Hammer-smith Rd., W.6. Phone, Hammer-smith 80. 618-965

A.C., 1921, coupe, in exceptionally nice condition, £175. Newnam Motor Co., 245 Hammer-smith Rd., W.6. Phone, Hammer-smith 80. 618-964

A.O. Cass's Motor Mart, Ltd. 1919 3-seater, painted blue, dynamo, clock, speedometer, taxed December, exceptionally fine condition, deferred terms, exchanges, bargain, £85. 5 Warren St., W.1. Museum 6235. 618-990

A.C., 1924, 12hp. Royal 2-seater, makers' specification, licensed, as brand new throughout, 255 guineas. Below.

A.C., 1923, 12hp. Royal 2-seater, licensed, £25 worth of extras, excellent condition, 195 guineas; exchanges or deferred. Edwards, 175-177 Gt. Portland St., W. Mayfair 4027. 618-64

A.C., 1924, 2-seater, dickey, a-w. curtains, specially finished, Marles steering, 4 months old, indistinguishable from new, tax and insurance, £275. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 618-48

A.C., 1920, standard model, C.A.V. dynamo lighting, full equipment, including 5 lamps, speedometer, clock, tax paid, £155. Mandes, 100 Gt. Portland St., London. 618-35

A.C., 1922, aluminium, sports, starter, copper exhaust, rev. counter, speedometer, new tyres, taxed, faultless condition, £185. 7 Exhibition Rd., S.W.7. 618-83

A.C. sports, 9.5, tax September, 1919, perfect mechanical condition, all brand-new Dunlop tyres, Sankey detachable wheels, 5 lamps, C.A.V. dynamo lighting, new battery, tools, hood, screen, polished aluminium body, rubber pedal covers, aluminium number plates, electric horn, jack, very smart, any trial, £100. 20 Heath Rd., Twickenham. 618-91

A.C., 1924 (April), any weather 2-seater, grey, Marles steering, many extras, small mileage, new condition throughout, £270. Shaw, 5 Harcourt St., York. 618-1730

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).

- A.C.**, 1921, sports all-aluminium polished body. £40 just spent on engine, very fast, very nice order throughout, £150, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Phone, Museum 5391. 618-111
- A.C.**, 1923 Empire model 2-seater, very little used, beautiful order throughout, £175, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Phone, Museum 5391. 618-110
- A.C.**, 1924, 2-seater, with dickey, in new condition, fitted with many extras and fully licensed. £215, cash or deferred payment. Chinery, 1 Hammersmith Rd., Kensington. Phone, Western 4140-5568. zzz-129
- A.C.**, 1921, all-weather 2-seater, fullest electric equipment, splendid condition, licensed December, £140; exchanges. 284 South Lambeth Rd., S.W.8. 618-1767
- ALLDAYS**, 1916, 10hp, 2-seater, dickey, dynamo, good tyres, side screens, tax and insurance policy, runs splendid, £36; exchanges. Alber Garage, Thornhill Rd., Earlsfield, S.W. 618-948
- 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 4203. Alvis Spare Parts and Service Dept., 31-32 Foley St., W. Mayfair 4203. zzz-304
- ALVIS**, 1921, 11hp, 2-seater, dickey, starter, £125. Bartlett's, 93 Gt. Portland St. 618-983
- ALVIS**, brand new, 1924, 12hp, 4-seater de luxe, list price £495, would accept £425, or exchange 2-seater. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 618-966
- ALVIS**, 1924, 4-seater, small mileage, licensed, insured, guaranteed, accept £355 or nearest. Lindley, 29 Elmsmere Rd., Chorlton-on-Medley, Manchester. 620-1760
- AMILCAR**, Boon and Porter, Ltd., Amilcar specialists, offer—1922 8hp, semi-sports, special engine, very fast, £110; 1923 8hp, long chassis, 3-seater sports, starting, many extras, £135; latest model 3-seater, semi-sports, new, £215. Exchanges and deferred terms. 159-161 Castelnau, Barnes, S.W.13. 618-940
- AMILCAR**, 1923, semi-sports, aluminium pistons, dynamo lighting, electric horn, fast side screens, 85 guineas; private owner. 178 Hornsey Rd., Phone, North 3176. 618-x901
- ARIEL**, 1924, 4-cylinder, electric lighting, self-starter, unregistered, used for few demonstrations only, list price £210, accept £180 for quick sale, Rover 8 considered in part exchange. H. H. Matthews, 9 The Triangle, Clevedon. 618-4518
- ARIEL**, 10, 1924, de luxe model, all-weather equipment, dashlamps, speedometer, electric horn, mileage 2,400, absolutely faultless condition, will accept £180, price guaranteed. Black and Finch, 222 Gt. Portland St., London, W.1. Phone, Museum 2271. 618-973
- AUSTINS**, Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4203. zzz-299
- AUSTIN** 7, late 1923, perfect condition, complete accessories, small mileage, any trial at Colwyn Bay. Box No. 6726, c/o. "The Light Car and Cyclecar." 618-496
- AUSTIN** 7, 1924, starter, perfect, £130. Smith and Hunter, 90 Gt. Portland St., W. Phone, Museum 8136. 618-857
- AUSTIN** 7, Gordon England Brooklands model, complete with hood, windscreen, wings, speedometer, rev. counter, spotlights, licensed to end of year, bought for advertising purposes and only run about 1,000 miles; would return to Gordon England for tuning before sale; today's value £314 17s. 6d., specially offered at £260; exchange entertained. Cater Motor Co., Ltd., Cheltenham Rd., Bristol. 620-845
- AUSTIN**, £115; 1924, 7hp, all-weather chummy, self-starter model, appearance indistinguishable from new, taxed to December. 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 607. 618-1
- AUSTIN** 7, £125, offer, 1923, as new, speedometer, mileage 2,722, taxed, consider exchange. Ewers, Newton Rd., Burton-on-Trent. Phone 385. 618-x900
- AUSTIN**, 7hp, all-weather, Hartford shock absorbers, speedometer, Dunlop cord tyres, mahogany dash, perfect condition, £112. Titterton, 251 Archway Rd., Highgate. 618-x899
- AUSTIN** 7, 1924 (July), starter, a-w curtains, practically new, £135; also 1925, mileage 2,000, indistinguishable from new £115. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 618-49
- AUSTIN** 7, 1923, all-weather, chummy, mileage 3,500, perfect, taxed, £110. Lionel H. Fugb, 9 South Molton St., W.1. Mayfair 4433. 618-38
- AUSTIN** 7, 1924, as new, small mileage, tax paid, £139. Dunn, The Rowans, Redbourn, Herts. 618-1703
- AUSTIN** 7, 1924 model, little used, any trial, London district, £130 or nearest. Write, Box No. 6781, c/o. "Light Car and Cyclecar." 618-1714
- AUSTIN** 7, 1923 (October), mileage 3,000, spring gaiters, aluminium elements, mirror, taxed to December 31st, £97 10s. Perkins, 35 Veevil Rd., Sherborne, Dorset. 618-1737
- AUSTIN** 7, late 1923, new tyres, recently overhauled, taxed and insured to March, 1925, perfect condition, £115 cash. Jephson, Potten End, Berkhamsted. 618-1768
- AUSTIN** 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. 618-1776
- AUSTIN** 7, 1923, shock absorbers, side curtains, electric and Klaxon horns, spare wheel and tyre, excellent condition, tax paid, bargain, £105; cash or easy payments. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 618-1774
- A.V.** 9, sports, 2-seater, late 1921, electric lighting, reverse, speedometer, discs, hood, 4,000 miles. £45. 107 Gilmore Rd., Lea. 618-1696
- A.V.**, £25; exchanges, deferred payments. 1921 A.V. monocar, 8hp J.A.P. 2 speeds, disc wheels, smart, fast. Seabridge, 35 Haneler Rd., East Dulwich, Sydenham 2482. 618-118

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

- A.V.**, runabout, 1922, 2-seater, dynamo lighting, speedometer. £55. Below.
- A.V.**, 1921, 2-seater, acetylene lighting. £45. Below.
- A.V.**, monocars, from £19. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 619-844
- A.V.**, monocars. 8hp J.A.P., all-chain drive, perfect order, £25 and £30. Below.
- A.V.** 2-seaters, 8hp, 2 speeds, reverse, dynamo, speedometer, 5 detachable, £45 each. Below.
- A.V.** 2-seater, 1922 model, dynamo, speedometer, extras, bargain, £55.
- A.V.** as above supplied on deferred terms and exchanges arranged. Andrews Motor Mart, 151 White Hart Lane, Barnes. 618-942
- BAYLISS-THOMAS**, shop-soiled only, 9.19hp, 4-seater, list price £235, our price 200 guineas, 12.22hp, all-weather, list price £300, our price £275, including licence, usual guarantee. Mann and Oerlema, Ltd., 10 Lower Grosvenor Place, S.W.1. Tel., Victoria 4634. 618-990
- BELSIZE**, private owner wishes to dispose of latest model 10.20hp 4-cylinder 2-seater Belsize car that has run under 1,000 miles, absolutely as new, £250. Box No. 6778, c/o. "The Light Car and Cyclecar." 618-107
- BELSIZE-BRADSHAW**, Gordon Watney and Co., Ltd., 31 Brook St., W.1. Phone, Mayfair 29661, London agents. Several second-hand in stock, guaranteed, from £100; deferred payments and part exchanges. zzz-165
- BELSIZE-BRADSHAW**, 1923, 4-seater, lighting, starting, all-weather equipment, taxed, insured, excellent condition, £140 or near offer. S. J. A. Woodhall, Church Lane, Merion Park, SW. 620-1129
- BELSIZE-BRADSHAW**, 1923, 2-seater, dynamo lighting and self-starter, speedometer, fully equipped, excellent condition, £115. Mebes and Mebes (Established 1893), The Original Light Car Specialists, 144 Gt. Portland St., W.1. Phone, Langham 2230. 618-881
- BELSIZE-BRADSHAW**, 1923, 2-3-seater, special sports engine, speedometer, very fast and exceptionally good order, 98 guineas. Alston, Tailor, Dover. 618-1673
- BELSIZE-BRADSHAW**, 1923, 4-seater, self-starter, dynamo lighting, speedometer, clock, clear booter, taxed, excellent condition, £140. Alston, Tailor, Dover. 618-1672
- BELSIZE-BRADSHAW**, 1922, 8hp, 2-seater and dickey, dynamo lighting, starter, speedometer, side curtains, tax paid, condition like new, £115. Maude's, 100 Gt. Portland St., London, W.1. 618-34
- BELSIZE-BRADSHAW**, 1922 (Nov.), 4-seater, starter, dynamo, all-weather equipment, clock, speedometer, excellent tyres, tax paid, £100. K.J. Motors, Bromley. 620-67
- BELSIZE-BRADSHAW**, 100 gns., 1923, 9hp, 2-seater, in excellent condition throughout, painted royal blue, tax paid. Jarvis, Victoria Crescent, Wimbledon. Phone 2526. 618-115
- BLERIOT-WHIPPET**, 2-seater, new June, 1923, speedometer, spare wheel, under 2,000 miles, £29. Adam's Garage, 243 Putney Bridge Rd., Putney. 618-1598
- BLERIOT-WHIPPET**, 1923, 8hp, 2-seater (brand new), electric lighting, spare wheel, handle starter, hood, screen, etc., makers' full guarantee, 79 guineas. Below.
- BLERIOT-WHIPPET**, 1923, 8hp, 2-seater, electric lighting, spare wheel, handle starter, excellent condition, 42 guineas, exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 618-56
- BLERIOT-WHIPPET**, 1922, 2-seater, electric lighting, detachable wire wheels, spare tyres good, all accessories, upholstery, paint, etc., good, in first-class mechanical condition, speedometer, etc., very fast, smart and economical little car, exchanges, etc., £28. Henmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1609. 618-18
- BLERIOT-WHIPPET**, 1921 8hp Blackburne, electric equipment, nice condition, £24 for quick sale. Bloxam, Rosebank, Parrock Rd., Gravesend. 618-1668
- BLERIOT-WHIPPETS** at knock-out prices. Give us a call or send for list. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 618-944
- BLERIOT-WHIPPET**, 1923, electric lighting, spare wheel, 2 new tyres, year's tax, Blackburne engine, £30 or motorcycle and cash. 170 Hornsey Lane, Highgate. 618-997
- BLERIOT-WHIPPET**, 1923, 2-seater, 9hp, chain drive, 3 speeds and reverse (gearbox), electric and gas lamps, spare wheel, etc., taxed, splendid condition, £33, or exchange. Teddington Garage, 160 High St., Teddington. Kingston 2562. 618-1763
- BLERIOT-WHIPPET**, 1921 (late), 9hp, 2-seater, electric lamps, spare wheel, reverse, etc., mechanically perfect, requires painting, £22. Teddington Garage, 160 High St., Teddington. Kingston 2562. 618-1761
- B.S.A.**, 10hp, de luxe 2-seater, dickey, self-starter, still carrying makers' guarantee, mileage under 2,000, tax paid, £140. Rogers, 21 New Rd., Brentwood. 618-1667
- BUCKINGHAM**, 1923, 85 guineas, 10hp, 2-seater, roomy dickey, dynamo, smart appearance, excellent order throughout, private owner, trial invited. Write for appointment. 56 Adelaide Rd., S.E. 4. 619-1519
- BUCKINGHAM**, 10hp, 3-seater, 1922, perfect condition, tyres as new, speedometer, owner-driven throughout, insured year, any trial, £65. Higham, The Nook, Oswestry. 618-1704
- BUCKINGHAM**, 1923, 10hp, 2-seater, dickey, dynamo, leather upholstery, splendid order, 89 gns, exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 618-57
- BUGATTI**, 1914, Brescia model, sports, 2-seater, exceptionally fast, £135, or near offer. Raiton Cobham and Co., Ltd., 5 Cumberland St., Manchester. 618-42
- BUGATTI**, 1922, sports, 2-seater, 16-valve, exceptional car, fitted as follows:—New Solex carburettor, Autovac, shock absorbers, motometer, air sprung upholstery, V windscreen, rigid transparent side curtains, black hood, electric lamps, horn and starter, ideal fast touring car, delivery 200 miles free, £280. King-Smith, c/o Bablake Garage, Queen Victoria Rd., Coventry. zzz-901
- BUGATTI**, 16-valve, 1922, clover-leaf 3-seater, just repainted ebony black, red wheels, fitted special hollow crankshaft, with forced lubrication to all bearings, very full equipment, including 2 spare wheels, spotlight, etc., redesigned braking system, oversize tyres. This car has been specially equipped and tuned for fast Continental touring, and no money has been spared to maintain it in first-class condition, price £250. Jarvis, Victoria Crescent, Wimbledon. Phone 2526. 618-114

"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).

CALCOTTS (new), just arrived, 10.5hp, all-weather, list £265, offers, cash, exchange, deferred. Cleveland Garage, Ackworth. Phone 33. 618-162

CALCOTT, 1917, 10.4hp, 2-seater, dickey, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, taxed, many extras, upholstery, paint and hood perfect, in really first-class mechanical condition throughout, year's free insurance, very smart, economical little car, £6 16s. down and 10 equal payments or cash £68. Benmotors, 70-72 High St., Wandsworth, S.W.18. Battersea 1509. 618-17

CALCOTT, £125, 2-seater, 1922, starter, lighting, taxed, exceptional condition, bargain. Ashby, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Victoria 3433. 618-20

CALCOTT 1921 2-seater, dickey, Lucas lighting and starter, speedometer, clock, very small mileage, finished royal blue, tax paid December, £130. Maude's, 100 Gt. Portland St., London, W.1. 618-32

CALCOTT, 1919 standard model, dynamo lighting, 2-seater and dickey, speedometer, 2 horns, 2 spare wheels, bargain, £70. Maude's, Walsall Garage, Walsall. 618-30

CALCOTT, £48, exchanges and deferred payments, 1914, 2-seater, dickey, new, all-weather hood, side screens, 5 detachable wheels, electric lamp, taxed, splendid condition. Seabridge, 35 Ilansler Rd., East Dulwich, Sydenham 2432. 618-124

CALCOTT, 1924, 10.5hp, 4-seater, new but slightly showroom-soiled, £225, cash or easy payments, exceptional bargain, usual price £285. Wilkins, Simpson, opposite Olympia, London. 618-4770

CALTHORPE, Moore's 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, 1920, 2-seater, dynamo lighting, starter, speedometer, etc., £75. Keys, Ltd., 175 Gt. Portland St., Phone, Langham 1257. 618-868

CALTHORPE, £95, offers, 10.5hp, 4-seater, starting and lighting, many extras, good economical and smart, exchange. Ewers, Newall Rd., Burton-on-Trent. Phone 385. 618-1623

CALTHORPE, 1922, 10hp, sports model, starter and lighting, spare wheel, specially tuned engine, in exceptionally good condition, £98. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. 619-936

CALTHORPE, 1922 10hp 2-seater, dynamo and starter, dickey seat, engine thoroughly overhauled, spare wheel, speedometer, luggage grid, in excellent condition, £86. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. 618-935

CALTHORPE, 1920, 10hp, 4-seater, self-starter, side curtains, excellent order, £95. Bartlett's, 95 Gt. Portland St. 618-984

CALTHORPE, £95; 10hp, 2-seater, double dickey, dynamo, starter, speedometer, spare wheel, taxed, good tyres upholstery and hood in first-class condition, any trial willingly; deferred terms. 235 High Rd., Chiswick, W.4. Phone 303. 618-25

CALTHORPE, 1916 model, 2-seater, dynamo lighting, £55; exchanges or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 618-984

CALTHORPE, de luxe, 10hp, 1921, 2-seater, double dickey, lighting and starting, offers. 5 Brudenell Mt., Leeds. 618-1699

CALTHORPE car, 1914, in splendid condition, electric light, coupe all-weather body, £35 or near offer. W. Fothergill, Nettlewell Cross, Burnt Mill. 618-1729

CALTHORPE, £79; sports 1919-20, 10hp, 2-seater, dynamo lighting, speedometer, clock, disc, leather upholstery, aluminium bonnet, spare wheel, tools, tyres excellent, engine just completely overhauled (receipt shown), fitted aluminium pistons, fast, economical, smart little car, painted maroon, any trial; photo. K., 7 Broomhill Rd., Ipswich. 618-4758

CARDEN official repair depot. All spares 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

CARDEN cyclecar, 1921 model, sundry improvements, good running order. Apply Harris, 47 Falcon Avenue, Edinburgh. 618-x850

CARDEN 2-seater, fully equipped, 1921 models at £20, £25, £30 and £35. We handle more second-hand Cardens than any other firm in the trade. Andrew's Motor Mart, White Hart Lane, Barnes. 618-946

CARDEN 7, 1921, 2-seater, electric and oil lamps, perfect, £18. 16 Clissold Rd., Stoke Newington. 618-1750

CITROENS, Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-298

CITROEN, 1923, 11hp, 4-seater, English body, rear screen, luggage grid, self-starter, etc., excellent condition, £160. H. B., 17 Alameda Rd., Bournemouth. 618-1263

CITROEN, 1923-4, 7hp, 2-seater, £95; also 1922 model, £80; both full equipment, licensed, nice order. 54 Coral Rd., Mortlake. 618-4

CITROEN, 1923, 11.4hp, 2-seater, English body, double dickey, a-w. curtains, perfect condition, year's licence, £155. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 618-50

CITROEN, 1924, 7hp, 3-seater, excellent condition, £125; 1923 4-seater, dynamo and starter, £130; exchanges or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 618-985

CITROEN, 11.4, de luxe, fully equipped, very nice condition, taxed, £130. Tilden and Hillier, 110 Woodvale, Honor Oak, S.E.25. Sydenham 2432. 618-93

CLULEY, de luxe model, 2-seater, brand new, 1924 engine, fully guaranteed, shop soiled, list price this model £350, reduced for quick sale to £228, 710 by 90 tyres, real leather upholstery, large Lucas 12-volt lamps; cash or easy terms. Bablake Garage, Queen Victoria Rd., Coventry. zzz-905

CLULEY, 1921, 2-seater, dynamo lighting, excellent condition, £85; exchanges or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 618-980

CLYNO, Mobes and Mobes (Est. 1893), Clyno specialists and distributors, offer the following 3 Clyno cars at bargain prices, all brand new, carrying makers' guarantee: One Popular 2-seater, list price £201, reduced price £165; one Occasional 4-seater, list price £208, reduced price £175; one De Luxe 4-seater, list £228, reduced price £185. All models fitted right-hand chance. 144 Gt. Portland St., W.1. Phone, Langham 2230. 618-878

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

CLYNO, several brand-new, 1924, 4-seater models, standard specification, dynamo lighting and starter, clock, speedometer, all-weather equipment, list price, £215, clearance price £175; exchange or deferred payments. Maude's, 100 Gt. Portland St., London; Wolverhampton St., Walsall; Paris St., Exeter; and 40 City Rd., Cardiff. 618-31

CLYNO, 11hp, 1924, occasional 4-seater, royal blue, dynamo lighting and self-starter, speedometer, clock, spare petrol can and carrier, excellent condition throughout, fully equipped, £145; tax paid for year. Mebes and Mebes (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W.1. Phone, Langham 2230. 618-995

CLYNO, 1923, occasional four, starter, etc., excellent condition, taxed, £215 or offer. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 618-103

COVENTRY-PREMIER 1922 2-seater with double sunken dickey, 5 detachable disc wheels, good set of Dunlop cords all round, dynamo lighting and starting, finished white, first-class condition, £78; another at £68; exchanges and terms arranged. Phone or wire, Paddington 6049; or call Kirk and Co., 22 Praed St., Paddington, W.2. 618-910

COVENTRY-PREMIER, 4-wheeler, 1922, £70 or near offer. Raiton, Cobham and Co., Ltd., 5 Cumberland St., Manchester. 618-45

COVENTRY-PREMIER, 1922, 4-wheeler, 8hp, water-cooled, 3 speeds and reverse, dynamo lighting, electric horn, mirror, speedometer, side curtains and full equipment, a special bargain at £65, or exchange. Teddington Garage, 160 High St., Teddington. Kingston 2562. 618-1762

COVENTRY-PREMIER, 1922, 8hp, 2-seater, double dickey, 5 detachable disc wheels, aluminium bonnet, dynamo lighting, very smart, 1924 conditioned, taxed, any trial, 65 gns.; exchanges considered. 31 On Goldhawk Rd., Shepherd's Bush. Phone, Hammersmith 2365. 618-102

COVENTRY-PREMIER, 1923, 4-seater, all-weather equipment, dynamo lighting, starter, taxed and ready, £120 cash, or £40 down, balance monthly. Several other 2 and 4-seaters in stock. The Garage, 12 Cornwall Terrace Mews, Allsop Place, N.W.1 (Baker St. Station). Phone, Langham 2933. 618-113

COVENTRY-PREMIER, 1921, 3 wheels, 3-speed, reverse, dickey seat, electric lighting, hood, side screens, spare wheel, good condition, £25. 23 Pierna Rd., Hampton. 618-1726

CROUCH, 1925, coupe, with self-starter, speedometer, etc., re-upholstered and repainted, in exceptional condition, will accept £135. Black and Finch, 222 Gt. Portland St., W.1. Phone, Museum 2271. 618-974

CROUCH motorcar, 2-3-seater, for sale, good as new, little used, new late 1920, cost £320, with now adjustable screen, take £55 or nearest offer. Venables, Ellerslie, Bawtry Rd., Doncaster. 618-1690

DEEMSTER Royal all-weather, 12hp, 1924 model, brand new except for short demonstrations, £225. The Haddingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 618-897

DEBBY, 1924, chummy model, improved windscreen and all-weather equipment, numerous accessories, electric lighting and starting, Chapuis-Dornier engine, splendid climber, taxed December, insured May, £145. A. Witcombe's Garage, Bristol. 618-1618

DOUGLAS, £46; 1921, 10hp 2-seater, dynamo lighting, very fast, nice order. 54 Coral Rd., Mortlake. 618-3

DOUGLAS, 1920, 2-seater, dynamo and starter, excellent condition, £75; exchanges or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 618-986

ENFIELD, 1923, sports, 3-seater, all-weather, starter, 5 lamps, full equipment, new condition, £195, cost over £500. Leslie, 26 Green Rd., Sparkhill, Birmingham. 618-199

ERIC-CAMPBELL, 1922, 11hp, 4-seater, self-starter, first-class order, £120. Bartlett's, 95 Gt. Portland St. 618-985

ERIC-CAMPBELL, Cass's Motor Mart, Ltd., late 1920, 2-seater, dynamo, taxed December, insured April, 1925, excellent condition, deferred terms, exchanges, bargain, £90. 5 Warren St., W.1. Museum 625. 618-991

ERIC-LONGDEN for a sportsman, 1923, 3-seater sports polished aluminium body, 4-cylinder engine, very fast little car, £125; extended payment and exchanges. White and Mears, 9a Brick St., Piccadilly. Phone, Grosvenor 1804. 618-125

G.N.s. We have several good second-hand cars for sale; reasonable prices. All spares stocked. Expert G.N. mechanics. Southern agents and service. The Eastgate Garage, Lewes. 620-907

G.N. specialists. Repairs; spares of every description in stock; largest service agency in Midlands. The Redditch Garages, Ltd., Redditch. Phone 117. zzz-496

G.N., 1921, dynamo lighting, speedometer, etc., £48. Rey's, Ltd., 175 Gt. Portland St., Phone, Langham 1257. 618-867

G.N., special sporting style, 1921, insured and taxed, thoroughly overhauled and newly painted, dynamo lighting, 5 wheels, trial run, letters only. A.B., 15 Howley Place, W.2. 618-1365

G.N., 1922, 2-seater and dickey, dynamo lighting, speedometer, double screen, tax paid for year, good condition, £62 10s.; exchanges and terms arranged. Phone or wire Paddington 6049; or call Kirk and Co., 22 Praed St., W.2. 618-915

G.N., 1921-22, dynamo and spare wheel, guaranteed condition, £54, exchange motorcycle. 31a Hydelthorpe Rd., Balham. 618-918

G.N., 1920, dynamo lighting, spare wheel and tyre, hood, windscreen, electric and bulb horns, speedometer, 8-day clock, etc., year's tax paid, £28. Rowland Smith, 78 High St., Hampstead. 618-908

G.N., 2-seater, first registered 1921, electric and gas lighting, 5 detachable wheels, tools, jack, hood, screen, etc., smart appearance, genuine bargain at £35 or near offer. Sutton, 41 Lewis Grove, Lewisham. 618-1664

G.N., 1921, specially tuned speed model, mechanically perfect, £36. Bridge Garage, Hinton Rd., S.E.24. 618-995

G.N., 1921, dynamo lighting, speedometer, taxed year, splendid condition, £37 10s. 5 Victoria Ave., Surbiton. 618-1665

G.N., 1921 model, dynamo lighting, etc., in splendid order and condition, £40; exchanges entertained. Cummings, 101 Fulham Rd., London, S.W.3. 618-10

G.N., chain drive, 4 cylinders, 10.8, 6 lamps, 6 wheels, perfect condition, any trial. Passmore, Roumelia Lane, Boscombe. 618-1677

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.
2s. net. 2s. 3d. post free.

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

G.M., 1921 Legere Show model, polished aluminium body, any trial, full particulars on application, privately owned, £55. Stapylton, Springdale, Marston Rd., Clevedon, Somerset. 618-6992

G.N., £45, 1921, dynamo lighting, speedometer, side curtains, 5 wheels, perfect condition, very fast, only wants seeing. Ware, Woodite, Mitcham. Phone, London Wall 4310. 618-6694

G.N. concessionaires, Black and Finch, Ltd., 222 Gt. Portland St., W.1, have 1920 touring model, £36; 1921 touring model, £37 10s.; 1922 touring model, £75; 1922 V. over head camshaft, etc., completely overhauled, very fast, £165. Phone Museum 2271. 618-975

G.N., 1922, 2-seater and dickey, Frazer-Nash o.h.v. engine, dynamo, speedometer, capable very much performance, 85 guineas. Below.

G.N., 1923, 2-seater, dickey, fully equipped, excellent condition, 90 guineas. Below.

G.N., 1921, fitted with 1922 2-seater body, sunk dickey, dynamo lighting, equipped, good order, 68 guineas. Below.

G.N., 1921, 2-seater, dynamo, fully equipped, repainted, dickey, excellent condition, licensed, 63 guineas. Below.

G.N., 1922, all-weather coupe, 2-seater, dickey, dynamo equipped, licensed, excellent order, 80 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 618-58

G.N., de luxe, 1923, 9hp, 2-seater and dickey, loves hills, taxed end year, £80. 99 Ardgowan Rd., Catford. 618-1702

G.N., 1921, 2-seater and dickey, dynamo lighting, 3 lamps, electric horn, speedometer, spare wheel, 3 new tyres, engine, etc., recently overhauled, perfect condition, £30 or exchange. Teddington Garage, 160 High St., Teddington. Kingston 2562. 618-1765

G.N., 1921, Legere, polished aluminium, re-upholstered deep crimson, dynamo, speedometer, 5 detachable wire wheels, tyres good, taxed, new engine bearings, brakes just relined, specially tuned, aluminium pistons, straight-through exhaust pipes, large cord-bound steering wheel, wind-screen wiper, mirror, hood, aluminium number plates, £48, lowest, appointment. Penn, Hailsham, Sussex. 618-1755

G.N., 1922, all-weather, very smart, excellent condition, £62 10s., year's licence; seen G.N., Wandsworth, Box No. 6780, c/o "The Light Car and Cyclecar." 618-1715

G.N. Vitessa, 75 m.p.h., overhead camshaft model, special chassis, fitted Hartford front and back, 2-seater, polished aluminium sports body, fully equipped with electric lighting, rev. counter, speedometer, hood, etc., small mileage, absolutely like new, one of the latest cars on the road, bargain, £155. S. Allen, 156 Sloane St., London, S.W. 618-x902

G.N., 1921 Legere, aluminium body, been carefully driven and well looked after, side screens, clock, speedometer, dynamo lighting, electric Klaxon, dash-controlled jet, 5 oversize tyres, hood re-covered, £50. Letter in first instance, Southcomb May. 66 Gordon Sq., W.C.1. 618-1130

G.N., 1922, dynamo, dickey, taxed December, £55, exchange combination, 22a Spring Grove, Strand-on-Green, Chiswick. 618-99

G.N., £48, exchanges, deferred payments, 1921 G.N., 2-seater, hood, green, electric lamps, clock, speedometer, nice condition. Scarborough, 35 Hansler Rd., East Dulwich. Sydenham 2452. 618-121

GRAMME WHITE, 2-seater, March, 1924, new condition, many improvements, insured March, taxed, £58. 105 Churchill Rd., Croydon. 618-1712

G.W.K., 1920, 10hp, 2-seater and dickey, dynamo lighting, fully equipped, tyres good, in excellent mechanical condition, £59. Naylor's 406 Garratt Lane, Earlsfield, S.W. 18. 618-934

G.W.K., 2-seater, dickey, speedometer, clock, good appearance, perfect running order, any trial, taxed, insured June, £58. Caerleon, 108 Wells, Southall. 618-1108

G.W.K., £55. We have several G.W.K. cars in stock from £35 upwards; any trial run given; inquiries invited. North Essex Motor Co., Saffron Walden. Phone 16. 618-896

G.W.K., 1922 model, 4-cylinder, electric lighting set, side curtains, 4-seater, first-class condition throughout, £110, Rover 8 considered in part exchange. H. H. Matthews, 9 The Triangle, Clevedon. 618-1517

G.W.K., 8hp, 4 speeds, speedometer, 700 by 80 tyres, spare wheel, all lamps, £58. Maude's, 100 Gt. Portland St., London. 618-35

G.W.K., 1915, 2-seater, tax paid, running order, 35 guineas. Howe, Outfitter, Mead Vale, Redhill. 618-1759

GWYNNE 8, late 1923, Chummy model, starter, clock, side curtains, very fast car, just overhauled, £135. Chinery, Gwynne Specialist, 1 Hammersmith Rd., Kensington. Phone, Western 4140, 3568. zzz-975

GWYNNE, 1924, chummy 4-seater, dynamo lighting, fully taxed, very fast, £150. Raiton, Cobham and Co., Ltd., 5 Cumberland St., Manchester. 618-46

GWYNNE, 1923, 8hp, chummy, 2-4-seater, dynamo, self-starter, fully equipped, excellent condition, 140 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 618-59

GWYNNE 8, 1923 chummy 3-seater, starter, speedometer, fully equipped, tyres good, mileage negligible, £130; also

GWYNNE, 1923 chummy, starter, tyres good, £120. Denman Motor Agency, 4 Denman St., Piccadilly Circus. Regent 986. 618-994

HAMPTON, 1924, brand new, shop-soiled, 10hp, 2-seater, dickey, etc., never registered, to-day's cost £275, accept £185; guaranteed. Vivian, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 618-951

HILLMAN cars. Official repairers, London district, J. C. Brodie, Ltd., 94a Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 5200. All spare parts in stock. Well-equipped works. 650-d292

HILLMAN racing car, run consistently at Brooklands, stream-lined, adapted for fast road use, dynamo, screen, mudguards, splendid condition, £195; extended terms. A. P. Rey, 378-334 Euston Rd. Museum 7600. 618-924

HILLMAN sports 1921 2-seater, aluminium body, exceptionally fast, smart appearance, bargain, £145. Vivian, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 618-954

HORSTMAN, 1922, 4-seater, exceptional condition, just repainted, tax paid to December, £155. The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 618-900

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

HORSTMAN, 1921, 11hp, 4-seater, starter, tax paid, excellent order, £120. Bartlett's, 95 Gt. Portland St. 618-986

HUMBER, 1914, 10hp, 2-seater and dickey, dynamo lighting, good condition, £110. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 618-885

HUMBERETTE, 8hp, water-cooled, 5 speeds, reverse, lighting, etc., one of the very best Humberettes on the road; deferred terms; exchanges; £50. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 618-945

HUMBERETTE, £16 10s.; 1914, 2-seater, sound condition, runs well, paint good, bargain to clear; exchange combination or solo. Allbar Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4588. 618-947

HUMBERETTE, £32, exchanges, deferred payments, 2-seater, 8hp, water-cooled, good tyres, hood, side curtains, lamps, smart. Senbridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 618-122

HUMBERETTE, 8hp, 2-3-seater, only wants seeing, £30; Sunday only, 10-1, or appointment. Weston, The Cottage, Grove Farm, Sudbury Hill Station, Middlesex. 618-1724

HUMBERETTE, 1914, w.e., 8.9hp, 2-seater, dickey, good condition, small mileage, £28. W. Corrigan, 45 Godolphin Rd., Shepherd's Bush. 618-1678

INVICTA, 2-seater, 8hp J.A.P., water-cooled, 5 speeds, reverse, all Chater, excellent condition, £22, bargain. 7 Cowdrey Rd., Wimbledon. 618-1688

JOWETT 1924 2-seater and dickey, taxed, as new, £135. Raiton Cobham and Co., Ltd., 5 Cumberland St., Manchester. 618-47

JOWETT, 2-seater with dickey, new May, 1924 mileage just over 4,000, £115. The Chester Engineering Co. (1918), Ltd., City Road, Chester. 618-847

JOWETT, 4-seater (Sept., 1923), electric starter, spring gaiters, Kinsey's silencers, tax end of year, insured until next May, owner driven, condition as new, mileage 3,000, £140. Owner, 157 Brockley Rise, Honor Oak Park, S.E. 618-1655

JOWETT, 1923, 7hp, 2-seater, dickey, side curtains, clock, etc., £115. Bartlett's, 95 Gt. Portland St. 618-987

JOWETT, April 1924, in perfect condition, a most comfortable 2-seater, with balloon tyres, on Sankey wheels, Smith's shock absorbers, gaiters, dickey, with screen, clock, speedometer, electric horn, wiper, mirror, etc., taxed December, cost £225, will accept £145. Weighell, 23 Abbey Rd., Darlington. 618-1758

JOWETT, 4-seater, new June last, only done 2,500 miles, starter, electric horn and full Jowett equipment, guaranteed in perfect condition, taxed year, £170, or near offer. Sibson's Garage, New Walk, Leicester. 618-1756

JOWETT, 2-seater, with double dickey and self-starter, 1925 model, collected September 2nd, delivery from stock, £162. J. Proudman and Son, authorized Jowett agents, 56 Park St., Grimsby. 619-1734

LAGONDA coupe, 1921, complete, fully equipped, tax paid, bargain, 26 High St., Saffron Walden. Phone 16. 618-897

LAGONDA. Second-hand models always in stock. Full particulars from Lagonda, Ltd., 195 Hammersmith Rd., W.6. 618-852

LAGONDA coupe, only run 1,800 miles, unscratched, perfect condition throughout, licensed to December, £195. 7 Market St., Leicester. 618-1273

LAGONDA coupe, done 6,000 miles, as new, bargain, £150. Grimes, 24 Bruton Place, Bond St., W.1. 618-923

LAGONDA, 79 gns., offers, 1920, 11.9, 4-seater, self-starter, dynamo lighting, taxed, smart, exchange. 181 Newton Rd., Burton-on-Trent. Phone, 385. 618-1622

LAGONDA, 1914-15 coupe, electric lighting, good tyres, sound condition throughout, 32 guineas, or exchange motorcycle. 51 Upper Richmond Rd., East Putney. 618-1657

LAGONDA, £70; 1921 4-seater, self-starter, 5 lamps, good tyres, sound condition, bargain to clear; exchange combination, etc. Allbar Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4588. 618-949

LAGONDA, 11hp, 1922 model, 2-seater coupe, dickey, starter, etc., splendid condition, cost £400, accept £115. Vivian, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 618-955

LAGONDA coupe, 1923, in splendid order and condition throughout, real bargain, £140; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W.3. 618-12

LAGONDA coupe, 1923 model, repainted and overhauled, £155. Below.

LAGONDA coupe, 1921, exceptional condition throughout, £105. Stretton and Smith, 12 Woodstock St., Oxford St., London. 618-8

LEA-FRANCIS, 1923, chummy model, starting, lighting, new condition throughout, taxed, any trial or examination, 115 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Hammersmith 2250. 618-72

LEA-FRANCIS, chummy model, mileage 200, equal to new, £120. James, over Alexanders, 482 Harrow Rd., Paddington. 618-127

MARSEAL, 1925, 4-seater, dynamo lighting, self-starter, all-weather equipment, clock, speedometer, double windscreen, licensed, excellent order, 125 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 618-60

MATCHLESS, 1924, 10hp, 4-seater, dynamo, equipped, taxed, new condition, 120 guineas; exchanges or deferred. 175 Gt. Portland St., W. Mayfair 4027. 618-61

MATCHLESS, 1924, 10hp, 4-seater, dynamo, 4-wheel brakes, new condition, taxed (cost £185), to clear 96 gns.; exchange combination, etc. Allbar Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4588. 618-950

MATCHLESS 4-5-seater light car, our own special demonstration model, bargain at £155. Sam. E. Clapham 27 Stockwell St., Greenwich. Phone 751. 618-85

MATHIS, 7hp, 4-cylinder, saloon, dynamo lighting and starter, upholstered Bedford cord, finished any colour to choice, Dunlop tyres, new and unused, £125. Maude's, 100 Gt. Portland St., London. 618-36

MATHIS 1922 8hp 2-seater, dickey, 4 speeds, dynamo, starter, licensed, splendid condition, 70 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 618-65

MERRALL-BROWN, 1921, 4-cylinder Coventry-Climax, detachable wheels, 4 new tyres, licensed December, £50. Paulson's Garage, North St., Wolverhampton. Tel. 1355. zzz-795

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SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued)

MORGANS, new and second-hand, cash, exchange, deferred. Cleveland Garage, Ackworth, Pontefract. Phone 33. 629-6903

MORGAN, James and Co. (Sheffield), Ltd., 261-267 Ecclesall Rd., Sheffield. Telephone, Central 2460. Good stock of spares carried. If in difficulty, wire "Tact, Sheffield." New and second-hand machines nearly always in stock. 222-467

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, 245 Lower Clapton Rd., E. 5. Dalston 2408. 222-84

MORGAN, de luxe, 1920, w.-c. M.A.G., electric, splendid order, £70, any trial. 41 Paternall Park, East Sheen, S.W.14. 618-920

MORGAN, 1922, de luxe, water-cooled M.A.G. engine, mechanically perfect, 65 guineas. 31a Hydehorpe Rd., Balham. 618-920

MORGAN runabout, Grand Prix model, speedometer, thoroughly overhauled, engine specially tuned, in excellent mechanical condition, taxed, £50. Naylor's, 406 Garratt Lane, Earlsfield, S.W. 18. 618-930

MORGAN 1921 model de luxe, water-cooled, absolutely as new, £65. Below.

MORGAN, Grand Prix model, water-cooled J.A.P. engine, taxed for year, Lucas dynamo lighting, 1921 improvements, chrome finish, small child's seat, good tyres, exceptionally fine condition, £65. Phone or wire, Paddington 6049; or call Kirk and Co., 22 Praed St., Paddington, W. 2. 618-911

MORGAN, 8hp J.A.P. engine, air cooled, model de luxe, good condition, tax paid, £55, exchanges and terms arranged. Phone or wire, Paddington 6049; or call Kirk and Co., 22 Praed St., W. 2. 618-916

MORGAN, de luxe, 1920, 8 J.A.P., whole recently overhauled, repainted make, new tyres, complete equipment, £60; appointment. Bean, 6 Parnassus Park Mansions, Liverpool. 618-1606

MORGAN, de luxe, 8hp J.A.P., perfect condition, dynamo lighting, speedometer, clock and disc, £55. 65 Malvern Rd., Dalston, E. 8. 618-1609

MORGAN, 1923, standard, grey, J.A.P. engine, footboards, inside brake, etc., excellent car, any trial, £65, bought larger. 53 Jeffreys Rd., Clapham, Brixton 2681. 618-1543

MORGAN, 1923, Grand Prix, water-cooled Anzani engine, clock, speedometer, running boards, hand control, new Lucas dynamo lighting set. £95. Ariel Motors, 320 Camberwell New Rd., S.E. 5. 618-904

MORGAN de luxe, w.-c., speedometer, discs, lamps, tax, etc., £90, beautiful running. 55 Freegrove Rd., Holloway, N. 7. 618-1588

MORGAN, 8hp, aero, 1920, special J.A.P. w.-c. engine, winner of 17 firsts and seconds in open speed trials, smart Aero sporting body, painted cream, red wings, clock and speedometer, taxed year, spare aluminium racing shell body, latest type rear forks with shock absorbers, clutch, bevels, etc., very fast, 98 guineas. Apply, Seabank Motors, Seabank Rd., Southport. 618-1251

MORGAN. Homas's have the following Morgans for sale. All fully guaranteed.

1920 Grand Prix, 8hp w.-c. J.A.P., dickey seat at rear, tax paid, £65. 1924 De Luxe, 8hp w.-c. J.A.P. dynamo, fully equipped, tax paid, £125. 1924 Aero, 10hp w.-c. Blackburne, dynamo, Dunlop straight-sided tyres, hood, front-wheel brakes, etc., mileage 700, £140. 1924 de luxe, 10hp, o.h.v. Blackburne, dynamo, front-wheel brakes, speedometer, clock, etc., £135. 1924 standard model, 8hp a.c. J.A.P., fully equipped, grey, brand new, in stock for immediate delivery, £110. 1922 Grand Prix, special streamlined body, special 8-10hp w.-c. J.A.P., aluminium pistons, dynamo, speedometer, many other extras, practically brand-new tyres, £95. Any of the above machines can be supplied on deferred terms. Your present machine accepted in part payment. Homas's Morgan Service Depot, 245 Lower Clapton Rd., N.E. Phone, Dalston 2408. 618-980

MORGAN, J.A.P., late model, engine, etc., as new, beautiful appearance, tax paid, drive away, bargain, £45. Oakhurst, Hainault Rd., Chigwell, London. Phone, Chigwell 27. 618-801

MORGAN, 1923, family, w.-c. Blackburne, speedometer, small mileage, splendid condition, £100. 15 Regent St., Coventry. 618-1674

MORGAN, 1924, Aero, Anzani engine, dynamo, speedometer, discs, etc., excellent order, taxed, £125. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C. 3. Phone, Avenue 5548. 618-106

MORGAN, de luxe, water-cooled M.A.G. engine, taxed December, good order, £55; exchange combination. 22a Spring Grove, Strand-on-Green, Chiswick. 618-100

MORGAN, 1922, Grand Prix, J.A.P., w.-c., dynamo, perfect condition, bargain. Barton, 9 Kitchener Rd., Forest Gate, E. 7. 618-1745

MORGAN, 1921, a.c., Grand Prix, J.A.P., taxed, electric lighting, C.A.V. lamps, horns, speedometer, good tyres, recently overhauled and repainted, first-class mechanical condition, £70 or offer. Burnett, Cockcrow Hill Lodge, Surbiton. 618-1740

MORGAN, de luxe, M.A.G., water-cooled, ratchet brake, new tyres, spares, taxed, insured, splendid condition, £80. 31 Parsons St., Hanbury. 618-1741

MORGAN, Family, 1924, 1,300 miles, M.A.G., water-cooled, electric lighting, speedometer, perfect condition, £125. 29 Osborne Rd., Romford. 618-1723

MORGAN, G.P., w.-c., 1920, lovely running order, just overhauled at £50, invoices can be seen, 60 guineas. 2 Wanless Rd., Loughborough Junction, S.E. 24. 618-1693

MORGAN 1922 de luxe model M.A.G. w.-c. engine, dynamo lighting, speedometer, new tyres, exceptionally fine condition, £85. Newnham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 618-967

MORGAN, 1922, Grand Prix, 8hp M.A.G. engine, water-cooled, M.L. magnet, B. and B. carburettor, 700 by 80 tyres, Lucas dynamo lighting, all lamps, excellent condition, £95. Below.

MORGAN, 1922, 8hp, acetylene lighting, 2 horns, 710 by 90 tyres, M.L. magnet, B. and B. carburettor, £50. Maude's, 108 Prince of Wales Rd., Norwich. Telephone 998. 618-29

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORGAN, 1921, 10hp M.A.G. de luxe, water-cooled, 700 by 80 tyres, Lucas dynamo, 3 lamps, Amac carburettor, dark green, reupholstered and new hood, Klaxon horn, Stewart speedometer, tax paid, £85. Below.

MORGAN, 1923, 8hp, Grand Prix, Anzani, disc wheels, 700 by 80 tyres, Amac carburettor, dark red and black, speedometer, tax paid, £105. Below.

MORGAN 1923 Aero, 8hp Anzani, water-cooled, 700 by 80 Dunlop tyres, Lucas dynamo, 3 lamps, Bonniksen speedometer, Klaxon horn, dark red, upholstered black, 2 Aero windcreens, tax paid, £117. Below.

MORGAN, 1924, 8hp air-cooled J.A.P., standard model, finished in grey, full lighting equipment, 700 by 80 tyres, horn, tax paid, £75. Maude's, 100 Gt. Portland St., London. Museum 7676. 618-28

MORGAN 1923 G.P., dynamo lighting, electric horn, splendid order, 90 guineas. Below.

MORGAN, 1924 G.P., o.h.v., Anzani engine, dynamo lighting, speedometer, licensed, superb condition, 120 guineas. Below.

MORGAN, 1922, G.P., M.A.G. engine, fully equipped, licensed, superb condition, 70 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 618-66

MORGAN, 1924, de luxe, 10hp M.A.G., dynamo lighting, dash and inspection lamps, horn, speedometer, tools, spares, perfect condition, £115. Richards, 6 Green Crediton, Devon. 618-1701

NEW CARDENS, 1923 and 1924, 2-seaters and 4-seaters, absolutely fully equipped from £50; send for list. Andrews Motor Mart, White Hart Lane, Barnes. 618-943

NEW CARDEN, 1924, take 4 anywhere, beautiful appearance, £75. Seen at Wellford's, Brighton. Bishop, Barcombe, Lewes. 618-1757

NEW HUDSON, 1921, 3-wheeler, Lucas lighting, dynamo, 3-speed-and-reverse gearbox, luggage grid, o.h.v. M.A.G. engine, only done 3,000 miles, and in new condition, nearest £85. White, Lion Garage, Stafford. 618-1752

NEW HUDSON, August, 1922, standard equipment, mileage guaranteed 6,000, side curtains, spares, new oversize back tyre, any trial, £110. Kelway, Kenwood, Seaford, Sussex. 618-1359

PEUGEOT late 1923 8-10hp de luxe 2-seater with dickey seat, dynamo, etc., car fully equipped and little used, bargain, £90, exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 3. 618-9

RENAULT, 1923, 8.3, 2-seater, taxed, perfect mechanical condition, £120, will exchange. 2 Ravenscourt Rd., Hammersmith. Phone, Hammersmith 353. 618-101

RHODE, Occasional 4, exceptionally powerful and fast, perfect order throughout, tax paid to December 31st, £100. The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 618-903

RHODE, 1922, all-weather, 4-seater, every accessory, tax paid, any inspection or trial, £95. Harvey, Hudson and Co., South Woodford, E. 18. Phone No., Wanstead 760. 618-851

RHODE, 9.5hp, 1923, all-weather saloon, light blue, black wings, dynamo lighting, self-starter, speedometer, clock, mirror, electric and ordinary horns, spring gaiters, grease-gun lubrication, Michelin Confort tyres, taxed, just been renovated at works and made as new, £185. Below.

RHODE, 9.5hp, 1923, sports, 2-seater, mauve, aluminium wings, dynamo lighting, speedometer, clock, spotlight and other extras, taxed, very smart and appearance as new, £190. Below.

RHODE, 9.5hp, 1922, occasional 4-seater, grey, black wings, dynamo lighting, speedometer, clock, dashlamp, cocoanut mats, fully equipped, excellent condition, taxed for year, £125. Mebes and Mebes (Established 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 618-880

RHODE 1922 occasional 4-seater, advertised last week, sacrifice quick sale, £115. Skinner, 310 Lower Addiscombe Rd., Croydon. 618-1698

RHODE 1923, dynamo, S.S., clock, speedometer, all-weather, trial, £120. Sawdust, 16 Haggerston Rd., E. 8. Dalston 2074. 618-1749

RICHARDSON 1920 light car, J.A.P. engine, splendid condition throughout, best offer or exchange combination. Silver Beech, Coroners Lane, Farnworth, Widnes. 618-1676

RILEY'S. Guaranteed second-hand Rileys, overhauled by Riley specialists. May we send you monthly lists? Lewes Motor Works, Sussex. 628-420

RILEY, 1924, 11-40hp, 4-seater, practically new, used for few demonstrations, £345. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 618-51

RILEY, 300 gns., 70 m.p.h. model sports, 2-seater, demonstration car, delivered November, 1923, mileage 3,000, tax paid, genuinely first-rate condition. Jarvis, Victoria Crescent, Wimbledon. Phone, 2526. 618-116

ROVER, chummy, 1923, in excellent condition, £110. Paulton's Garage, North St., Wolverhampton. Tel. 1335. 222-794

ROVER 8, 4-seater, de luxe, starter, 1924, dark blue, as new, taxed, insured, £140. Owner, 65 Magdalen Rd., S.W. 18. 618-859

ROVER 8, late 1922, taxed and insured, several extras, splendid condition, £85. 85 Millfields Rd., Clapton, E. 5. 618-145

ROVER, late 1922, 8hp, repainted primrose, low pressure on tyres, 1,000 miles, all-weather equipment, many extras, mileage 6,875, bargain £85; owner buying larger car. Clark, 61 Madeney Rd., Ealing. Phone, Ealing 1703. 619-867

ROVER, 1923-24, chummy model, de luxe, fitted with every conceivable accessory, clock, speedometer, dash lamp, etc., new tyres, leather upholstery, unscratched, mileage negligible, will drive 100 miles to genuine purchaser, 90 guineas. 31a Hydehorpe Rd., Balham. Phone, Streatham 3440. 618-921

ROVER, de luxe, 1922, 8hp, fully equipped, in excellent condition, tax paid, £79. Naylor's, 406 Garratt Lane, Earlsfield, S.W. 18. 618-931

ROVER, 1921, 8hp, 2-seater, spare wheel, tyres very good, smart appearance, excellent mechanical condition, £65. Naylor's, 406 Garratt Lane, Earlsfield S.W. 18. 618-933

ROVER, 1922, 8hp, 2-seater and dickey, speedometer, spare wheel, tyres excellent, very smart appearance, £79. Naylor's, 406 Garratt Lane, Earlsfield S.W. 18. 618-932

ROVER, 1922, dynamo lighting, spare wheel, Michelin cables throughout, hood, windscreen, speedometer, electric and bulb horns, etc., licensed to 1925, £67 10s. Delancey Street Garage, Camden Town, N.W. 1. 618-1523

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

- ROVER**, 1923, 8hp, de luxe chummy model, self-starter, taxed, 2 spare wheels, £110. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 618-884
- ROVER** 8, £68, 1921, taxed, side curtains, speedometer, clock, dash light, perfect, smart. 181 Newton Rd., Burton-on-Trent. 618-1621
- ROVER**, 1924, 8hp, 4-seater, bulb and electric horns, side curtains, insured till December, excellent condition, mileage 3,000, seen any time, trial by appointment, £120. Keach, Parkstone Station Garage, Parkstone, Dorset. 618-1613
- ROVER** 8, 1923, de luxe chummy, fully equipped, excellent condition, taxed, insured, £115, near offer. Clark, Chapple, Launceston. 618-1612
- ROVER**, 8hp, 1924, 4-seater, blue, tax December, insurance May, 3,000 miles, speedometer, mirror, wiper, electric horn, £130. Leach, 13 Westbury Rd., Croydon. 618-1611
- ROVER** 8, chummy, as new, speedometer, 6,700 miles, a-w. equipment, £110, or exchange Morgan and cash. 52 Lower Ham Rd., Kingston. 618-1608
- ROVER** 9, cannot take delivery, 5 per cent. under list. 120 Marlborough Place, Walton St., Chelsea, S.W. 3. 618-1607
- ROVER**, 8hp, 1923 chummy model de luxe, with self-starter, leather upholstery, speedometer, all-weather screens, complete, very smart and in specially nice condition, £110. Below.
- ROVER**, 8hp, 1921, dynamo lighting, spare wheel, very nice mechanical condition, good appearance, £59. Below.
- ROVER**, 8hp, 1922, 2-seater, dynamo lighting, spare wheel, speedometer, very nice condition, £75; exchanges and terms arranged. Phone or wire, Paddington 6049; or call Kirk and Co., 22 Praed St., Paddington, W. 2. 618-909
- ROVER** 8, Kirk and Co., 1923, 2-seater, model de luxe, leather upholstery, speedometer, clock, etc., tax paid, good tyres, splendid condition, £90; exchanges and terms arranged. Phone or wire, Paddington 6049, or call, Kirk and Co., 22 Praed St., W. 2. 618-914
- ROVER**, 8hp, 2-seater and double dickey, latest model, starter, slightly shop-soiled, liberal exchange allowance or deferred terms. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. 13. 618-941
- ROVER** 8, 1923, 2-seater de luxe, all-weather equipment, good tyres, clock, speedometer, real leather upholstery, etc., 80 gns., or exchange motorcycle part. 51 Upper Richmond Rd., East Putney. 618-458
- ROVER** 8, November, 1923, de luxe chummy model, taxed to December, insured to July 1925, splendid condition, £110; any trial. Write M., 15 Blackstock Rd., N. 619-1652
- ROVER** 8 de luxe, late 1922, with 1923 engine, dynamo lighting, extra extra refinement for comfort and reliability, condition perfect, insured to July, 1925, taxed year, nearest offer to £90. Burnside, Melio d Rd., Sudbury, Suffolk. 618-1665
- ROVER** 8, Capt. W. C. Joyce wishes to dispose of a 1924 4-seater, taxed and fully insured, £110; only used during 6 months' leave in England, condition as new, any expert examination or trial with pleasure. Can be seen any time at the Hampton Eng. Co. Garage, St. John's Rd., Hampton Wick, Middlesex. Phone, Kingston 202. 618-2
- ROVER**, 1922, 8hp, 2-seater, excellent condition, £80. Bartlett's, 93 Gt. Portland St. 618-988
- ROVER** 8, 1924, 4-seater, only done 4,000 miles, perfect condition, dynamo, speedometer, dashlight, all-weather curtains, Nic blue, tax and insurance paid, bargain, £125. Ogden, Great Baddow, Chelmsford. 618-1670
- ROVER** 8, 1921, 2-seater, dickey, dynamo lighting, speedometer, all-weather equipment, licence, excellent condition, £55, exchanges, terms. 63 Solon Rd., Brixton. 618-1709
- ROVER** 8's. We have several to choose from. Railton Cobham and Co., Ltd., 5 Cumberland St., Manchester. 618-41
- ROVER**, 1923, 8hp de luxe chummy, dynamo lighting, self-starter, leather upholstery, equipped, licensed, all-weather equipment, excellent condition, 115 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 618-62
- ROVER** 1923 8hp chummy 4-seater, excellent condition, £95; exchanges or hire purchase. The Light Car Co., 331-410-414 Euston Rd., London. 618-988
- ROVER**, £88, 8hp, 1923, 2-seater, as new, dickey, speedometer, side curtain, taxed, great bargain. Ashby, 162 Grosvenor Rd., Vauxhall Bridge, Victoria 3433. 618-21
- ROVER** 1924 8hp 4-seater de luxe, in new condition, £130; also 1924 8hp chummy model, in new condition, £110. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 618-958
- ROVER** 1923 8hp chummy model, as new throughout, all-weather equipment, many extras, trial willingly, £100. 77 West Green Rd., Tottenham. 618-1697
- ROVER** 8, 1922, de luxe, clock, speedometer, leather upholstery, step-mat, inside mat, petrol can and carrier, driving mirror, Easting side screens, all-weather curtains, 4 new Dunlops, just completely overhauled and in perfect order, £78 or part exchange 1924 Cowley 2-seater or chummy. R. Welch, Gt. Missenden, Bucks. 618-1691
- ROVER** 8, late 1922, all-weather, taxed December, excellent condition, £80. 24 First Mansions, Muswell Hill. 618-1685
- ROVER** 8, 1920, sound condition, in regular private use to date, £40. Jenner Parson, Ltd., Welwyn Garden City. Phone, 206 Welwyn Garden City. 618-4673
- ROVER**, 1922 type, 8hp, all-weather equipment, ready for immediate use, bargain, £70, exchanges, easy terms, etc., arranged. Cummings, 101 Pullham Rd., London, S.W. 3. 618-11
- ROVER** 8, 1923 model, 2-seater de luxe, clock, speedometer, self-starter, tax paid, £105. 102 Westwood Rd., Earlsden, Coventry. 618-1721
- ROVER** 8, '21, perfect condition, speedometer, dynamo lighting, inspection lamp, 5 detachable wheels, taxed end of year, bargain, £67 10s. Major Barrington, 12 Borsborough Gardens, Westminster, S.W. 1. Phone, Victoria 1792. 618-9505
- ROVER** 8, 1923, dynamo, self-starter, appearance, mechanical condition and Dunlop tyres absolutely as new, complete equipment, £95; after 5.30. 89 Balham Hill, S.W. 618-1742

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

- ROVER** 8 de luxe, 1923, 2-seater, dickey, small mileage, number extra, smart, always carefully owner-driven and looked after, guaranteed splendid order, taxed, insured, absolutely genuine bargain, £100. 55 Museum Chambers, Bury St., W.C. 1. 618-1736
- ROVER**, 1923 8hp, 2-seater, dickey, dynamo lighting, self-starter, clock, speedometer, fully equipped, excellent condition throughout, trial, £120. Gill, 138 Junction Place, N. 19. 618-1743
- ROVER**, 1924, 8hp, 4-seater, dynamo, speedometer, side curtains, etc., perfect condition, very fast, appearance as new, colour pale blue, taxed for year, £110. Caboon, Westgate House, Bedford Place, W.C. 618-92
- ROVER** 8, 1922, standard equipment throughout, in splendid condition, most excellent town and long-distance car, recently climbed Countisbury and Porlock, £78. Will drive 75 miles to genuine inquirer. Agar, Stella St., Mansfield. 618-1739
- ROVER** 8, 1923, chummy, black, all-weather equipment, as new throughout, 50 gns; also 1924 4-seater at £125; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammer-smith 2230. 618-174
- ROVER**, 8hp, 1923, chummy model, taxed, insured, just overhauled, speedometer fitted, £98, a bargain. Trimmings Garage, Lent Rise, Taplow, Bucks. 618-1715
- SALMON**. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmon cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W. 1. Phone, Mayfair 2966. 618-283
- SALMON**, Mann and Handover, Ltd., authorized agents for Salmon cars, always have a selection of good second-hand models; deferred terms or part exchange. 116 Gt. Portland St. Museum 2878. 618-743
- SALMON**, late 1922, de luxe, all-weather, dickey, dynamo, new tyres, insured, excellent condition, £95, or near offer. 66 Cecile Park, Craich End, N. 8. 618-1610
- SALMON**, de luxe, 2-seater and dickey, licensed to December, unscratched, owner buying larger car, £145. 7 Market St., Leicester. 618-1274
- SALMON** 1922 de luxe 2-seater, electric and bulb horns, speedometer, clock, splendid condition, £85. Box No. 6783, c/o "The Light Car and Cyclecar." 618-1755
- SALMON**, 1922, de luxe, all-weather, dickey, dynamo, speedometer, oversize tyres, excellent condition, £85. K.J. Motors, Bromley. 620-68
- SALMON**, 2-seater, dynamo, 1922 model, splendid condition, taxed, £85. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C. 3. Phone, Avenue 5548. 618-104
- SALMON**, 1922, £95, 2-seater, dickey, dynamo, spare wheel, speedometer, taxed, exceptionally smart, any inspection or trial, deferred terms. 325 High Rd., Chiswick, W. 4. Phone 303. 618-26
- SINGER**, 1924, de luxe, 2-seater, clock, hood cover, fully taxed, splendid condition, price £175. E. G. Davis, 27 Southfields Rd., Wandsworth, S.W. 18. 618-1613
- SINGER**, 1921, 2-seater, large dickey, electric light and starter, £95, Metherell, Town Hall, Fovey. 618-1605
- SINGER**, 48 guineas, 1919, 10hp, 2-seater, taxed, dynamo, running order, bargain. Ewers, Newton Rd., Burton-on-Trent. 618-1624
- SINGER**, 1921, coupe, 10hp, starter and lighting, speedometer, spare wheel, new hood, £20 spent in painting, taxed for year, £85. Naylor's, 406 Garratt Lane, Earlsfield, S.W. 18. 618-929
- SINGER**, 2-seater, 3-speed and reverse, been overhauled, any trial, tax paid, 29 guineas. 67 Fernlea Rd., Balham. Phone, Streatham 3440. 618-919
- SINGER**, £85; exchanges, deferred payments, very nice 1919-20 Singer coupe, dickey, lighter, starter, Bedford 5 detachables, smart, last. Seabridge, 35 Hamlet Rd., East Dulwich. Sydenham 2452. 618-119
- SINGER**, 1924, 4-seater de luxe, brand new, slightly showroom soiled, accept £182 10s, maker's price £235, exceptional bargain. Wilkins, Simpson, opposite Olympia, London. Telephone, Hammersmith 238. 618-1775
- SINGER** 10hp 1924 Popular 2-seater with self-starter, brand new, slightly showroom soiled, accept £165, special bargain, deferred terms if desired. Eagles and Co., 275 High St., Acton. 618-69
- SINGERS**, 1924 10hp de luxe 4-seaters, brand new, unregistered, full maker's guarantee, complete equipment, list price £235, our price £190. Exchanges; extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 618-73
- SINGER** 1921 sports, dynamo, self-starter, in splendid condition, £80, late G.N. or Morgan part payment. Earl's, Ltd., The Vale, Hampstead. Phone, Hampstead 3287. 618-905
- SINGER**, July 1923, 4-seater de luxe, run 4,000 miles only, carefully used, tax paid, £150. Luce, 3 Little Dean's Yard, Westminster. 618-1744
- SINGER** 1921 2-seater, dickey, balloon tyres, spotlight, speedometer, radiator thermometer, splendid condition, £80 or exchange Morgan. 2 Ravenscourt Sq., Goldhawk Rd., Shepherd's Bush. 618-1755
- SINGER** 1924 de luxe 4-seater, all-weather model, self-starter, speedometer, etc., owner-driven, taxed to December and insured, bargain, £165, any trial. Shaw, Emery Ave., Westlands, Newcastle, Staffs. 618-1733
- SINGER** 1923 de luxe, 10hp, 4-seater, starting, lighting, etc., excellent condition, taxed, £137 10s. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C. 3. Phone, Avenue 5548. 618-105
- SINGER** cars in stock at Cummings and Simpson
- SHOP-SOILED** unregistered Singer cars at greatly reduced prices, with or without balloon tyres, 2 or 4-seaters, de luxe cars, list price £235, our special price £195, all cars fully guaranteed, exchanges and deferred terms arranged, call and inspect our stock. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 618-13
- SINGER**, 1921, 2-seater, dickey, dynamo lighting, starter, detachable wheels, spare tyres almost new, all accessories, taxed December, green leather upholstery, paint and hood as new, in exceptionally good mechanical condition throughout, very smart fast and reliable car, any examination, £7 16s. down and 10 equal payments, or cash £78, ten's free insurance included, choice of 6 others in stock. Benmotor, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 618-19

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

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

SINGER, 1924, 10hp, 4-seater de luxe, starter and lighting, full equipment, good condition, £155. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 618-969

SINGER, 1924, de luxe 4-seater, shop-soiled, £200; 1920 2-seater with dickey, £65; 1918 coupe, £40, exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 618-987

SINGER, 10hp, 1920-21, coupe, dynamo, speedometer, dickey, upholstered Bedford cord, in absolutely exquisite condition, taxed, £110. K.J. Motors, Bromley. 618-751

SINGER coupe, 2-seater, dickey, dynamo lighting, good condition, tax paid, £60, near offer. Red House, Dartmouth Grove, Blackheath. 618-1700

STANDARD, Moors 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. 222-755

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STANDARD 9.5 1915 2-seater, always owner-driven, Brolt lighting, speedometer, good dickey, body, engine, tyres exceptional condition, £75. Richards, 12 Spring St., Paddington. 620-1718

STANDARD, 9.5, dynamo, dickey, new tyres, speedometer and clock, tax paid, exceptional condition, £57 10s. Seen at 85 Camden Mews, N.W.1. 618-1748

STANDARD 2-seater, 9.5hp, 1923, o.h.v. engine, dynamo lighting and starting, latest type double-shaken dickey, taxed for year, really nice car, in first-class condition, £145, exchanges and terms arranged. Phone or wire, Paddington 6049; or call Kirk and Co., 22 Praed St., Paddington, W.2. 618-912

STANDARD, 1924, 11.4, 2-seater, practically new, 2,000 miles, doctor's car, every conceivable accessory, 2 spare wheels, etc., tax and insurance paid, £200, seen or trial any time, doctor buying larger car. Dr. B. 36 West India Dock Rd., E. 14. 618-1367

STANDARD, £35, 9.5hp 2-seater, dickey, 5 detachable wheels, lamps, tax paid, excellent condition, real bargain, £55. Ashby, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Victoria 3433. 618-22

STANDARD, 1924, 11.4, 2-seater, all-weather, practically new, taxed, £175. Lionel H. Pugh, 9 South Molton St. W.1. Mayfair 4435. 618-39

STANDARD, Kirk and Co., 1920, 9.5hp, 2-seater and dickey, starter and lighting, good tyres, tax paid, nicely equipped, very fine condition, £110; exchanges and terms arranged. Phone or wire Paddington 6049; or call Kirk and Co., 22 Praed St., W.2. 618-917

STANDARD, 11.4, late 1925, 2-seater, as new, licence and insurance, £170, any trial. Mofa Cottage, Horley, Surrey. 618-1387

STANDARD, 11.4hp, 1924, 4-seater, completely equipped, taxed, etc., perfect order, £170. Vician, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 618-952

STELLITE, 1919, No. 1,369, 2-seater, overhauled and repainted green, licensed in and out year, electric lighting, £100. Stevenson's Garage, Tunbridge Wells. Tel. 425. 222-160

STELLITE, £45, exchanges, deferred payments, 1914, 2-seater, dickey, 5 detachable, hood, screen, electric lamps, taxed. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 618-123

STELLITE, £42 10s., 2-seater, spare wheel, taxed, good tyres, upholstery and paintwork good, in thorough good condition throughout; deferred terms. 325 High Rd., Chiswick, W.4. Phone 303. 618-24

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SWIFT, 1922, 2-seater, with dickey, 6 detachable wheels, dynamo and starter, excellent condition, £110; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 618-981

SWIFT, late 1915, 7-9, famous staggered 2-seater, hood, screen, side-screens, curtains, taxed, perfect, bargain, £35. 7 Cowdrey Rd., Wimbledon. 618-1689

SWIFT, 1925, late, 10hp, 2-seater, dickey, Hartfords, starter, speedometer, etc., mileage under 4,000, as new, £145, no offers. Hill, 60 Marchmont St., Russell Square, London. 618-1682

SWIFT, 1920, 2-seater, dynamo lighting, stored for over 2 years, £85; deferred terms arranged. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 618-14

SWIFT, 7hp, s.e., 2-seater, perfect running order, licensed, £23. Knoll, 5 Langham Place, Graham Rd., West Green. 618-1666

SWIFT, 10hp, 1915, 2-seater, dickey, dynamo, excellent condition, £65. Gye, 27 Holland Rd., Kensington. Park 5755. 618-1260

SWIFT, what offers, 1921, 10hp, 2-seater, double dickey, starting, lighting, taxed, many extras, really smart and good, little used. Ewers, Newton Rd., Burton-on-Trent. 618-1620

SWIFT, 7hp, dynamo lighting, 5 new tyres, in perfect order, best offer over £40. W. Fuller, 106 Leslie Rd., E. Finchley, N.2. 618-1364

TALBOTS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. 222-302

TALBOT, 1922, 8-18, any trial, £135. Ellis, "Mildura," Blenheim Rd., Bickley, Kent. 619-1553

TALBOT, 1923, 8-18, coupe, many extras, 2 spare wheels, mechanical screen wiper, tax paid, practically new, 260 guineas. Lionel H. Pugh, 9 South Molton St., W.1. Mayfair 4435. 618-37

TALBOT, 10-23, £320, 1924, very latest model, 4-seater, blue, many accessories, including luggage grid, screen wiper, etc., specially tuned engine, small mileage, privately owned. May be seen Motor Necessities, Ltd., 45 Horseferry Rd., S.W.1. 618-905

TALBOT, 8-18, 1923 (late), good condition, £155, taxed. Grimes, 24 Bruton Place, Bond St., W.1. 618-922

TALBOT, 8-18, coupe, slightly shop soiled. £295. 7 Market St., Leicester. 618-1275

TALBOT 1923 10-23 4-seater, starting, lighting, faultless condition throughout, tax paid, 200 guineas. Exchanges, extended payment, Mears and Bishop, 225a Hammersmith Rd., W.6. Hammersmith 2230. 618-71

TALBOT 10-23 1924 three-quarter coupe, practically unused, £330.

TALBOT 10-23 4-seater de luxe, all-weather equipment, as new, £230.

TALBOT 10-23 coupe, 1923, special magnet model, 2 spare wheels, on-scratched, £285. James, over Alexanders, 482 Harrow Rd., Paddington. 618-128

TALBOT 1924 8-18 de luxe, self-starter, magnetos, model Hartford, all-round Triplex double screen, bargain, £175, late G.N. or Morgan part exchange. See at Earls, Ltd. The Vale, Hampstead. Phone, Hampstead 3287. 618-904

TAMPLIN, 1922, side-by-side 2-seater, 3-speed, reverse, dynamo, splendid order, 55 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 618-63

T.B., 3-wheeler, 1923 model, 10hp water-cooled Blackburne, 3 speeds and reverse, hood, windscreen, side screens, perfect condition, £85; interchangeable wheels, tools 170 Hornsey Lane, Highgate. 618-998

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WOLSELEY 10, de luxe model, perfect order, many extras, tax paid, £210. The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 618-902

WOLSELEYS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. 222-303

WOLSELEY, £125, 10hp, 2-seater, 1922, dickey, 5 detachable wheels, lovely condition, bargain. Ashby, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Victoria 3433. 618-23

WOLSELEY 1921 2-seater coupe, dynamo and starter, excellent condition, £145. Exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 618-982

WOLSELEY 10, 1924, 2-seater, with S.S., new, slightly shop soiled, list £265, accept £240, cash, deferred or exchange. Tankard and Smith, 232 High Rd., Tottenham, N.15. Phone, Tott 1444. 618-899

WOLSELEY 7, April, 1923, 2-seater, hood and side curtains, dynamo lighting, very nice condition, taxed, £115. Barry, 5 Hurdon Rd., Lanchester. 618-671

WOLSELEYS, 1924, £50 and you are on the road with any 10hp model, tax and insurance paid for one year, balance in 12 or 24 monthly payments. Before buying a second hand car, give this proposition your serious consideration. Full details, Kingsway Motor Co. Waldorf House, Catherine St., Aldwych, W.C.2. Regent 691. 618-88

WOLSELEY 1924 10hp 2-seater, model de luxe, new but slightly show-room-soiled, £250, usual price £325, special bargain, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 618-1773

LE ZEBRE, 1922, brand new (shop-soiled), 2-seater with dickey, dynamo and starter, £110; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 618-983

LE ZEBRE, 1922, 8hp, 2-seater, dickey, dynamo lighting, starter, detachable wire wheels, spare tyres, very good, all accessories, taxed December, upholstery, paint and hood very good, in exceptionally good mechanical condition throughout, very fast, smart and reliable, year's free insurance, £7 16s. down and 10 equal payments, or cash £78; choice of 2 others. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 618-15

LE ZEBRE, 50 per cent under list. Brand new, 8hp, chummy 4-seaters, differential, cantilever springing, lighting and starting, detachable wheels, wire, 710-80 mm cord tyres full equipment, complete for road, £145; 2-seater, £135; chassis, £100; exchanges and deferred terms; all spares stocked. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. (adjoining Hammersmith Bridge). 618-939

LE ZEBRE, 8hp, 4-cylinder, sports, chummy, 4-speed, cantilever rear springing, dynamo lighting and starter, spare wheel, Michelin cables throughout, hood, windscreen, electric and bulb horns, etc.; demonstration of slow running, speed, braking and hill-climbing will be given. £77 10s. Rowland Smith, 78 High St., Hampstead. 618-907

ZENDIK, splendid 2-seater, 8hp J.A.P. engine, 3 speeds, reverse, hood, screen, lamp, gift, 25 guineas; exchange motorcycle; easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 618-991

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A.B.C. Cars. A.B.C. Motors, Ltd., Walton-on-Thames, Surrey. zzz-209

A.C. Gordon Watney and Co., Ltd. (West End Agents). All models in stock from £275. We specialise in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-659

A.C., 12hp. Try the authorized agents for immediate delivery. Jackson's Garage, Guildford. Phone, 545. zzz-206

A.C. Autocars, Ltd. (Authorized Agents), offer immediate delivery all models; deferred terms to suit customers. 84 Victoria St., Westminster, S.W.1. zzz-92

A.C. cars. Write to Calthness and Co., Ltd., the leading A.C. agents, 65 Gt. Portland St., W.1 Tel., Langham 2172. 618-891

A.C., 1925 models in stock for instant delivery. Royal 2-seater, £350, choice of colours; 12hp Royal 4-seater, £389. Very high prices allowed for second-hand cars in part payment. Exchanges arranged in any part of the country. Deferred payments if required. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 618-959

ALVIS. Debnam Atherstone Mews Gloucester Rd. Station. Ken. 2917. zzz-855

AMILCAR concessionaire. Spare and repair services. Vernon Balls, 25 High St., Fulham. Putney 1995. 629-685

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AMILCAR, 8hp semi-sports 2-seater, starter, etc., £185. Concessionaire, Vernon Balls, 25 High St., Fulham, S.W. Phone Putney 1995. 618-1679

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ARIEL. Sole agent for Bournemouth and district. Primaveil, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. Phone, 2895. zzz-771

ARIEL. North London agents. Exchanges. Deferred payments. Jones Garage, Muswell Hill, N.10. Phone, Hornsey 2917. zzz-206

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SINGER, 10hp. All models for immediate delivery. Authorized agents. Jackson's Garage, Guildford 'Phone 345. zzz-212

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

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SINGER, Immediate deliveries 1924 models: 2-seater £225, 4-seater £235; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton. 618-888

SINGER 10, 4-seater, brand new, usual price £235, our price £210 cash or £52 10s. down and 12 payments of £13 15s. 8d., with the option of a special rebate. Do not delay to secure one of these bargains, only two left, one grey and one blue finish; motorcycle exchanges, Lamb's Ltd., opposite Hae St. Station, Walthamslow; 50 High Rd., Wood Green; 387 Euston Rd., N.W. 618-865

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NEW LIGHT CARS AND CYCLECARS

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STANDARD, immediate delivery of 11hp model. Jackson's Garage, Guildford 'Phone 345. zzz-42

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

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, The Light Car Co., official agents, can give quick delivery of all models, and will allow you best prices for your second-hand car, the balance on deferred terms if desired. 331 Euston Rd. N.W.1. zzz-123

STANDARDS, Standards! Autoveyors, Ltd. (Authorized), can offer immediate delivery all models; deferred terms arranged. 84 Victoria St., S.W.1. zzz-93

STANDARDS, 11.4 model, 4-seater, actually in stock for immediate delivery; best prices allowed for cars or motorcycles in part exchange; deferred terms for 12 or 18 months. £50 deposit. Caithness and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 618-893

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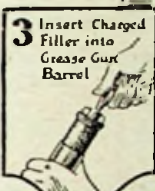
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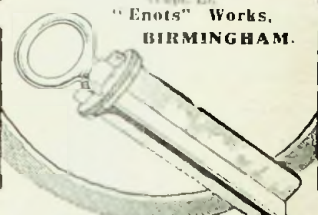
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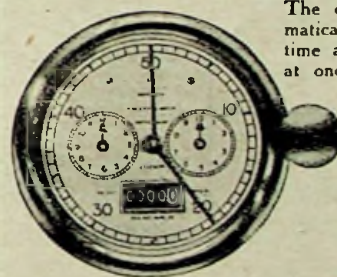
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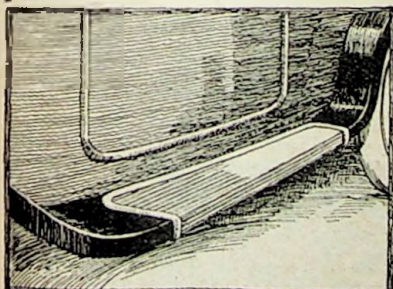
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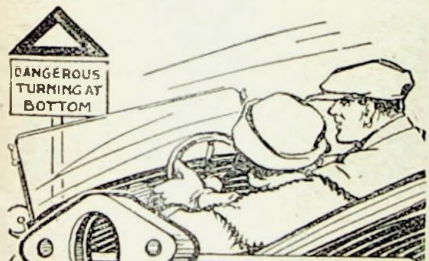


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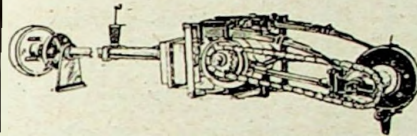
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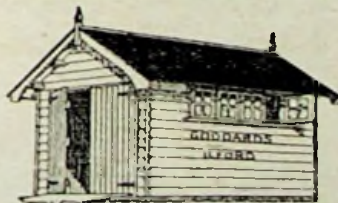
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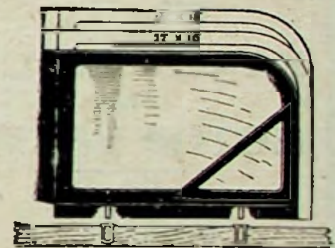
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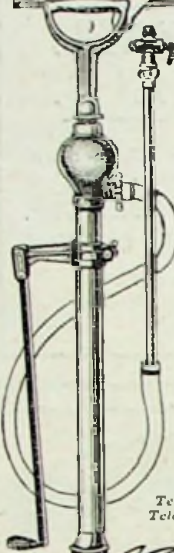
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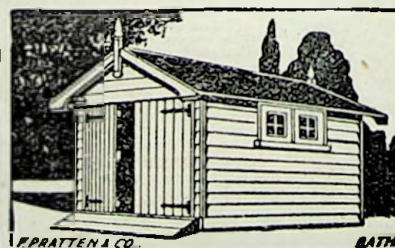
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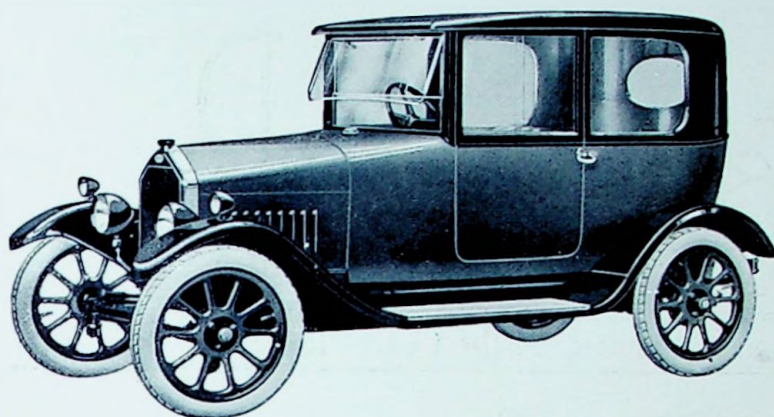
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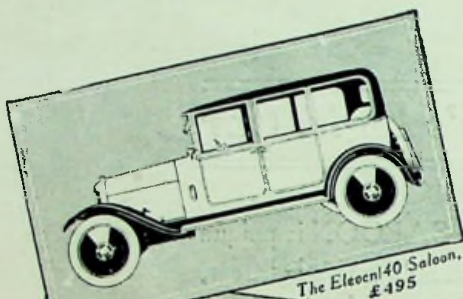
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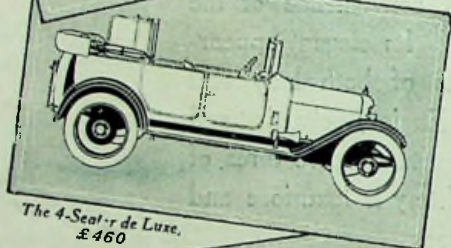
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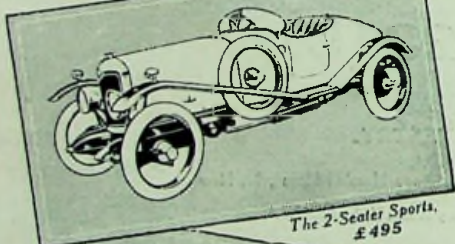
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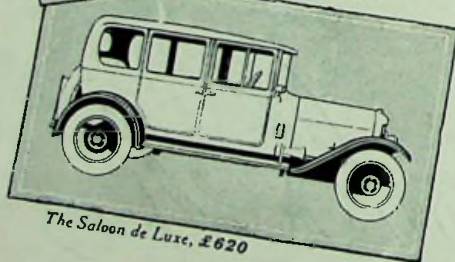
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