

The Light Car and Cyclecar

1^p

Vol. V No 119
1st March 1915
Registered at the G.P.O.
as a Newspaper.



In the Last
Grey Days
of Winter

The JONES SPEEDOMETER

New
FORD Model

with
all fittings

A genuine 'Jones' with trip and total mileage recorder and showing speed to 50 m.p.h.

IN ALL BLACK
FINISH.

PRICE—
£2 - 15 - 0

MARKT & Co. (London),
Ltd., 98/100, Clerkenwell Rd.,
E.C.



One announcement of the new JONES was enough to flood us with orders.

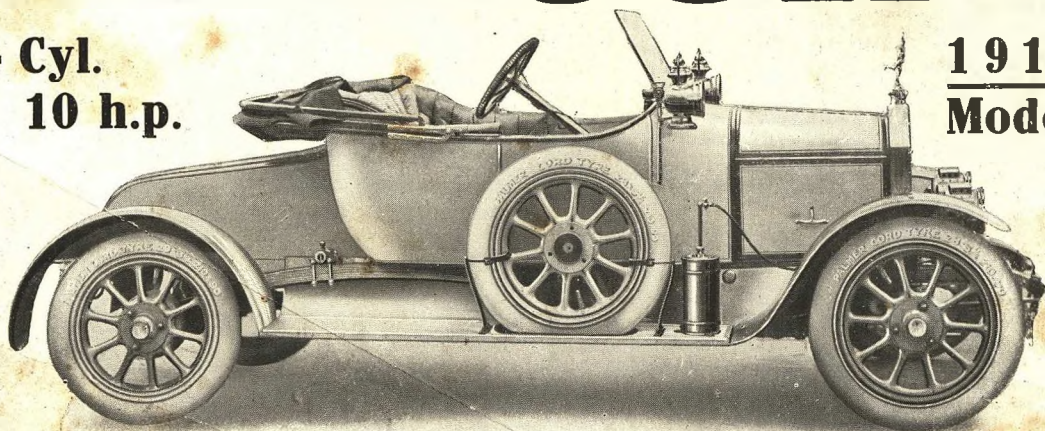
Do not be persuaded to purchase (for the sake of a few shillings) a cheaper instrument—compare it with the JONES; we rest secure in your judgment.

Remember the JONES is not subject to any magnetic influences or temperature changes, and has a reputation of many years.

MERCURY

4 Cyl.
10 h.p.

1915
Model



2 Seater with Dicky, finished to suit individual taste, upholstered in real leather, fully equipped, including spare wheel and tyre (Palmer Cord Car tyre 710 x 90), hood, screen, lamps, generator, electric horn, dash clock, speedometer and mascot.

Mercury Works,
May Road,
Twickenham, S.W.

£200

Showrooms and Offices:
110, HIGH STREET, MARYLEBONE,
LONDON, W.

where all communications should be addressed.

Telephone: 8978 Mayfair.

Telegrams: "Obotit London."

BROLT

ENGINE STARTER

The BROLT Engine Starter is a specially constructed high-speed electric motor, which drives the engine by means of a gear ring on the flywheel. The supply of electric current for the motor is obtained from a special storage battery, which is also used in connection with the electric lighting system.

The pressure of a pedal is all that is necessary to positively start the engine every time—the positive drive never fails.

From an economical point of view the BROLT Electric Starter is worth consideration as the engine can be stopped and started whenever a halt is made, thus saving fuel and oil, and reducing wear and tear of engine and chassis. The cost of installation is therefore covered after the BROLT Starter has been in use for some time. Standardised by several of the leading manufacturers on their 1915 models. Specify the BROLT Engine Starter on your car. Entirely British made, and fully guaranteed.

Write for the new BROLT Catalogue—

BROWN BROTHERS, LIMITED,
London, Manchester, and Paris.

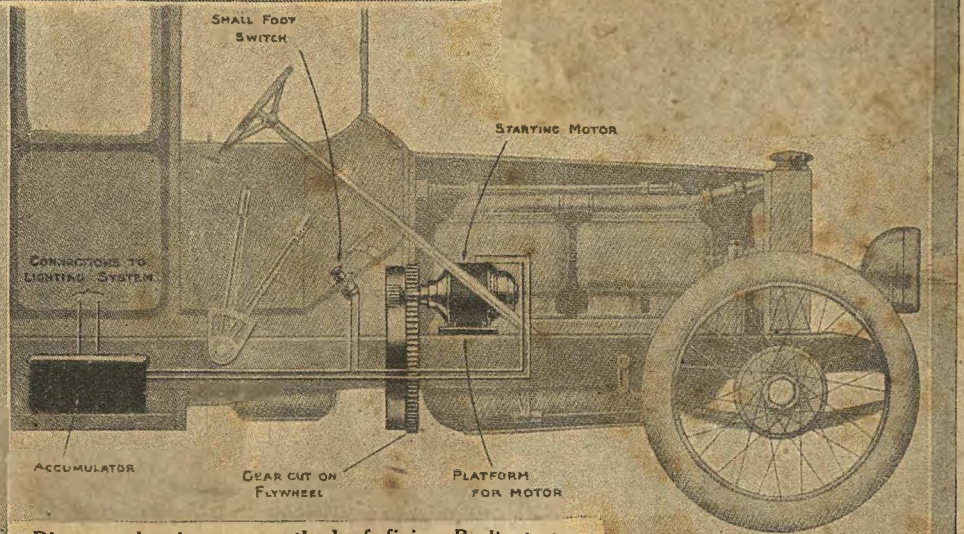


Diagram showing one method of fixing Brolt starter.



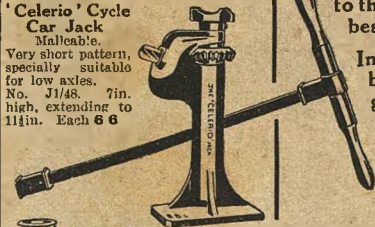
"AGLAZE."

NON-FREEZING COMPOSITION. Used by the War Office and Admiralty. Prevents water from freezing and radiators bursting through frost or explosions by evaporation. Further, it will act as a preserver of metal from corrosion, and will not affect fittings, while at the same time it is inexpensive, as it will not deteriorate by use, and the solution can be used over and over again. Per gallon drum, 5/-.

Full particulars on request.

'Celerio' Cycle Car Jack

Malleable. Very short pattern, specially suitable for low axles. No. J1/48. 7in. high, extending to 11in. Each 6/6



'Accordian' Flexible Paint

No. 10499t. Buff, brown, black and grey. Quart, 5/6; 1 gallon, 10/6; 1 all, 20/-

SPARTON

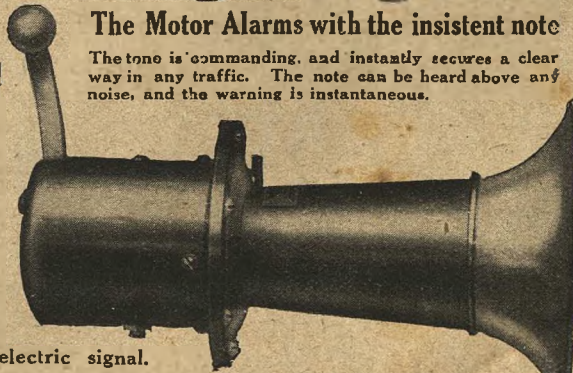
Warning Signals

The Motor Alarms with the insistent note

The tone is commanding, and instantly secures a clear way in any traffic. The note can be heard above any noise, and the warning is instantaneous.

The Hand Operated Sparton Horns

give a deep sonorous warning, almost equal in tone to the best electric signal.



In these mechanical horns all complicated gearing has been reduced to a minimum; therefore they cannot get out of order. The note may be altered with an ordinary screwdriver without disassembling.

Illustration shows Model "E.B." Mechanical Sparton. Can be operated by the hand, elbow, knee, or foot, and fitted to any car in ten minutes. All black. Price 25/- each. "SPARTON" FOLDER ON REQUEST.



"SOLDERENE."

For Repairing Leaky Radiators without using the Soldering Iron. It is only necessary to add a quantity to the water before filling the radiator and after a short run all the leaks are sealed. 2 lb. Tins, 5/6 net.



Schrader Universal Tyre Pressure Gauge.

A scientifically constructed and accurate gauge—beautifully finish it in nickel. Packed in neat leather wallet. Suits the pocket like a fountain pen but smaller. No. T23/21. Each 4/6

Brown Brothers Ltd

GREAT EASTERN STREET, LONDON, E.C.
Deansgate, Manchester. Showrooms: 15, Newman Street, W.



STEERING JOINT. Toggle Joint Covers. All Patterns. Prices on request.

TO THE READER

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

A4

TO THOSE WHO HAVE NOT YET FITTED "J.M.'S"

FIT "J.M.'s," and if they do not give you
1,000 more miles per cover than before



"J.M." Shock Absorbers,
92, Gloucester Rd., S.W.

Telephone—Kensington 4532.

Telegrams—
"Jayemshoka, Southkens, London."



WE WILL PAY YOU IN CASH

the proportionate equivalent of the unob-
tained extra mileage. That means that the
saving on your tyres pays for the "J.M.'s,"
and you get all the "J.M." comfort for
nothing. "J.M.'s" cost from £3-16-0 per
set. Easily fitted to any car and any style
of springing. Guaranteed for 10 years. Over
100,000 cars already fitted. Obtainable of all
garages and dealers, or direct from:

C.D.O.

Radiators,
Bonnets,
Tanks,
Ball Control
Joints,
Fans,
Filters,
Steering
Wheels,
Petrol Level
Indicators,
etc.

The Finest
LIGHT CARS AND CYCLECARS
are Water-cooled. The Finest
Water-cooled **LIGHT CARS** and
CYCLECARS are Fitted with

C.M.F.

RELIABLE

RADIATORS

They are equally
suitable for **CARS**
and **DELIVERY**
VANS.

The **COVENTRY MOTOR FITTINGS Co.**

Far Gosford Street,
COVENTRY.

As fitted to—
Standard,
Singer,
Morris-
Oxford,
Day-Leeds,
Salmon,
Armstrong
etc.

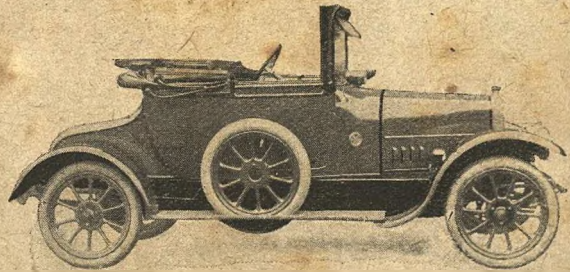


**HELP THE
MOVEMENT**

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

IF YOU LIVE WITHIN RADIUS of One of THESE TOWNS—

Please accept this as a personal invitation to call upon our Agent there and fix up a trial run in his **CALTHORPE Minor demonstration car**. There is no formality whatever—just drop in at your own time and go where you will—put this amazing little car to any sort of test you choose. You have been given to expect more from it than from any other light car. You will not be disappointed



SPECIFICATION—Calthorpe Minor Coupe, luxuriously finished, upholstered in best cloth, fitted with spring cushions, 5 tyres, 2 acetylene head lamps, 2 electric side & tail lamps, & all tools **Price 200 Gns.**

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WOODHALL SPA.—W. A. Dickinson, Tettshall Road, Woodhall Spa, Lincs.
WELSHPOOL.—J. H. Jehu, Meifod.
WHITCHURCH.—L. Hopley & Son, Dodington, Whitchurch, Salop.
WREXHAM.—Wrexham Motor Garage, 38, Chester Street.
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Stanton, Turner & Co., 133, Castlereagh Street, Sydney, N.S.W.
Bradley & Williams, 9, St. George's House, St. George's Terrace, Perth, W. Australia.
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F. Storey & Co., 330, Hereford Street, Christchurch.
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Newton King, New Plymouth.
JAVA.
N.V. Velodrome, Soerabaya.
N.V. Velodrome, Samarang.
RUSSIA.
P. Serck, Warwick Road, Green, Birmingham (Sole Concessionaires for Russia).
COPENHAGEN.
N. Raanberg & Co., Farvergade 10, Copenhagen.
JOHANNESBURG.
Diamond Cycle Co., 110, Commissioner Street, Johannesburg.
INDIA.
A. H. Wheeler & Co., 15, Elgin Road, Allahabad.
A. H. Wheeler & Co., Wheeler's Buildings, Bombay.
A. H. Wheeler and Co., Chartered Bank Buildings, Calcutta.
H. Ormerod, 4a, South Parade, Bangalore (Madras Presidency).
London Address: Temple Avenue, London.

A Trial Run on a **CALTHORPE Minor**
Opens a New and Thrilling Chapter in your
Book of Sensation.

WRITE FOR ILLUSTRATED CATALOGUE.

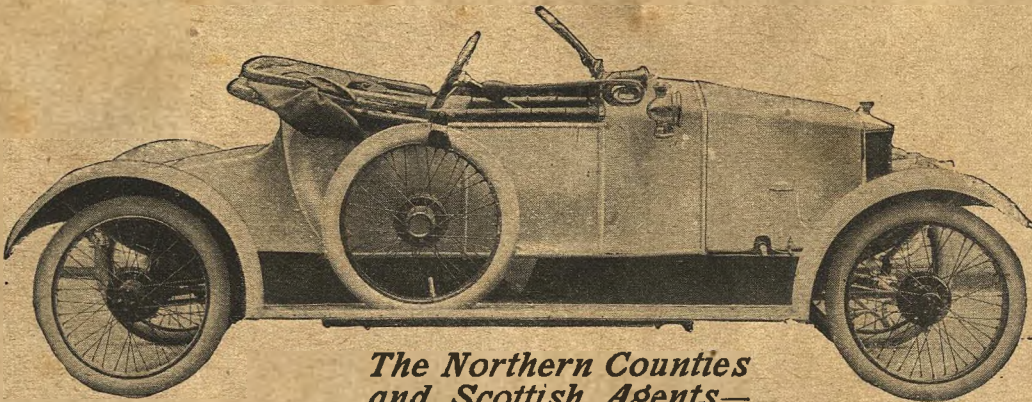
The **CALTHORPE Minor**
CALTHORPE MOTOR Co. (1912) Ltd., Bordesley Green, Birmingham.

BRITISH
BUILTBRITISH
BUILT

THE HORSTMANN CAR

*The London Agents and
Sole Agents for Kent:*

WALTER ENGALL & Co., Ltd., 21, Mercer Street, Long Acre. Telephone—
Gerrard 1918



Horstmann
Car
complete
£155

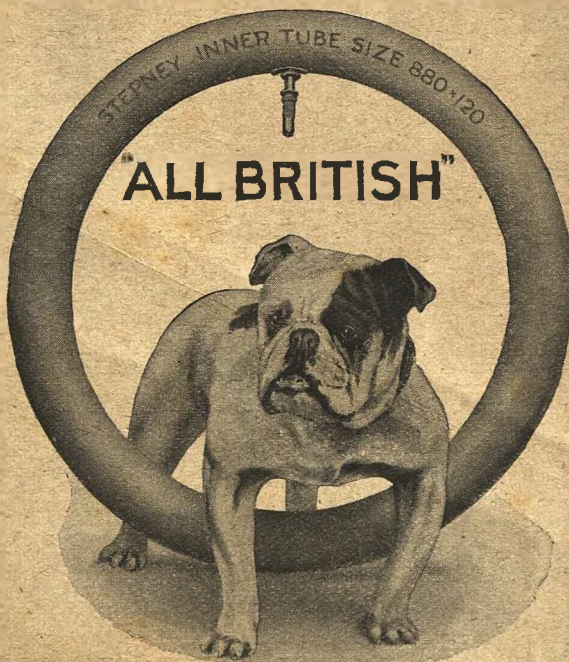
Horstmann
Car de Luxe
175 Gns.

Horstmann
Light Van
(not including
lamps, etc.),
£145

*The Northern Counties
and Scottish Agents—*

G. MAYNARD, DICKINS, Ltd., 83, Albion Street, LEEDS. Telephone—
Central 472.

STEPNEY INNER TUBES



A GOOD inner tube will often save a tyre.
If the tube gives out and you run on the
deflated tyre the latter is often ruined.

The Stepney Tube is guaranteed to be of the
finest red rubber quality obtainable, and to
give entire satisfaction.

If you desire a better quality tube, we recom-
mend you to give the "STEPNEY" a trial.

As supplied to the British, French and
Belgian Governments.

Ordinary Prices. Carriage Paid.

Sample section sent on application.

THE STEPNEY SPARE MOTOR WHEEL LTD.,
Stepney Works, 168, Great Portland Street,
LLANELLY. LONDON, W.



Simplicity

THE simplest, most efficient and most perfect solution of the lighting and starting of the modern motor car is

The SCOTT PATENT STARTER

It is a Single Unit.

It is made of the smallest possible number of parts. It is not only the most efficient starter—it is the most efficient and most powerful machine of its size in the world. It absorbs less current—its first cost is less—it takes up less room—it costs less to fit, and it weighs less than any other lighting and starting system. It runs with absolute silence.

Specify the SCOTT Starter for your new car.



The Scott Starter, arranged for direct coupled drive.

A beautifully printed booklet gives a history of the Scott Starter together with a detailed and clear description. It is illustrated from drawings by Mr. Harry Furniss, and from fine photographs. It will be sent post free on receipt of visiting card.

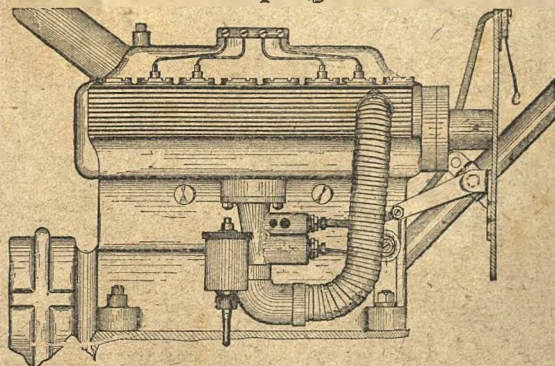
THE EFANDEM CO. LTD.

Head Office: TENNYSON HOUSE, 159-161, GERRARD STREET, LONDON, ENGLAND.
Works: FALLINGS PARK WORKS, WOLVERHAMPTON, ENGLAND.

All Correspondence to be addressed to the Head Office

A REVOLUTION IN CARBURETTORS

THE WONDERFUL "BINKS"
3-Phase Jet-Damping CARBURETTER



The great success of this carburetter on ordinary cars is even more pronounced on the tiny four-cylinder engines of the modern light car, converting them into veritable steam engines as far as dead slow running and flexibility are concerned and giving great economy in petrol consumption. The carburetter has three jets, and each jet is damped out of action when not in use, and in running down hill all jets are damped out and the engine scavenged with cool clean air, preventing fouling of the engine and converting your engine into a good air brake. This instrument gives a most perfect tick over when idle and violent acceleration when opened out, and will pull slower on top gear than any other carburetter in the world, and you can have it on a month's trial and your money returned, less the examination fee, if in any way you are not thoroughly satisfied.

Easily Fitted

In many cases like the A.-C. Light Car as shown in this illustration or the Stellite, we supply special models that fit right on complete at a slight extra cost.

Price—

£2.17.6

Complete with 6 spare jets, key and full instructions.

Extracts from Letters just received:

"The improvement your carburetter has made to my A.-C. is most gratifying, it is indeed now a perfect little car."

"Since I have fitted your carburetter to my Stellite I have had no further trouble, and the car is far more flexible and runs so slowly that I cannot tell the engine is running."

SEND FOR LIST and Treatise on Carburation.

C. BINKS, Ltd.,

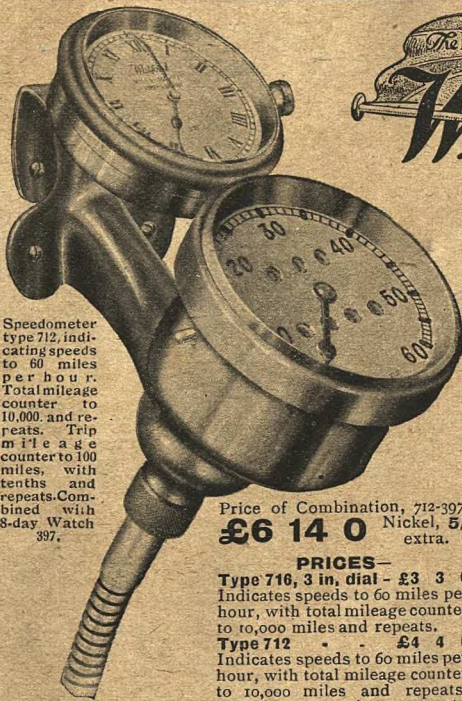
Phoenix Works,
ECCLES, Manchester



TO THE
READER

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

A5



Speedometer type 712, indicating speeds to 60 miles per hour. Total mileage counter to 10,000, and repeats. Trip mileage counter to 100 miles, with tenths and repeats. Combined with 8-day Watch 397.



are the outcome of the unique experience of a first-grade English watch manufacturing firm, established in London 1839.

**BUY IT BECAUSE
IT'S A BETTER INSTRUMENT.**

Write for Catalogue to—

NICOLE, NIELSEN & CO., LTD.,

Inventors and Patentees of the Chronograph 1862, Split Seconds 1871, and Speedometer 1904.

THE WATFORD SPEEDOMETER WORKS,

Factory—Whippendell Rd., Watford.

London Showrooms—14, Soho Sq., W.

Telephone—124 Watford.

Telegrams—"Niconielco, Watford."

Telephone—2833 Central.

Telegrams—"Niconielco, London."

Price of Combination, 712-397.
£6 14 0 Nickel, 5/- extra.

PRICES—

Type 716, 3 in. dial - **£3 3 0**
Indicates speeds to 60 miles per hour, with total mileage counter to 10,000 miles and repeats.

Type 712 - **£4 4 0**
Indicates speeds to 60 miles per hour, with total mileage counter to 10,000 miles and repeats. Quickly re-set trip counter to 100 miles.

Type 710 - **£5 5 0**
Indicates speeds to 60 miles per hour, with total mileage counter to 10,000 miles and repeats. Quickly re-set trip counter to 100 miles. Maximum speed hand.
With type 397 watch **£2 10 0** extra.



Watford Speedometer fitted flush.

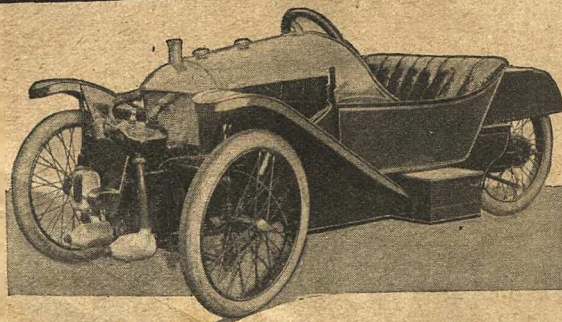
Why worry about the '£100 car'?

when you can purchase a

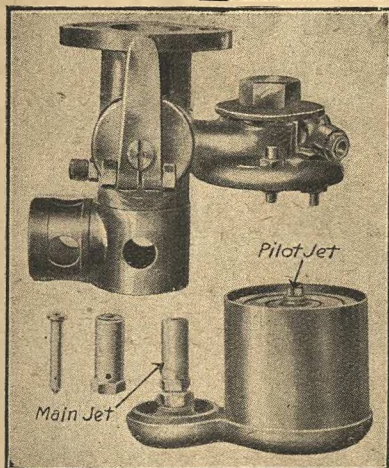
Morgan Runabout

for **£90**

The "Morgan" has proved itself in numberless trials the fastest, most economical and most reliable of all Light Cars and Cyclecars. It won the Grand Prix of France in which no Motorcycle and Sidecar finished.



MORGAN MOTOR CO., Ltd., Malvern Link.



THE surest way to cut down your running costs and to increase the efficiency of your engine is to fit a Solex Carburetter.

For flexibility, quick acceleration, and remarkable economy there is no other carburetter to equal the Solex—it saves 40% of your petrol bill.

You cannot do better than fit your new car with

Solex

THE CARBURETTER

Catalogue with pleasure on request.

S. WOLF & CO., Ltd., 115, Southwark St., London, S.E.

Telephone—5172 Central, 2734 Hop.

Telegrams—"Widerstand, London."

SPECIFICATION

of the 10 h.p. FOUR-CYLINDER NERO ENGINE for LIGHT CARS.

The BORE is 63 mm., and the STROKE 88 mm., 1096 c.c.

The CYLINDERS are cast monobloc; thermo-siphon cooling, induction pipe cast in between the cylinders; wide waterways.

The VALVES are interchangeable, and no less than 35 mm. in diameter; adjustable tappets with fibre tips enclosed behind aluminium cover plate.

The CRANK CASE is of aluminium in two halves bolted at the centre, fitted with filter tray (having 26 sq. ins. of gauze), which can be drawn out from the front of the engine by simply unscrewing two nuts without raising bonnet, and without emptying out oil. A substantial sump is provided in bottom half of crank case, the amount of oil being indicated by means of a float.

The CRANK SHAFT is of high resistance steel, and of ample proportions, running in three white metal bearings 1 1/4 ins. in diameter.

The CAM SHAFT, of rigid design, also runs in three bearings, and is removable from the front of the engine without interfering with the crank case.

LUBRICATION is by forced feed to all bearings, including crank shaft, cam shaft, and magneto shaft. Oil is carried from the crank shaft to the connecting rod big ends. A GEAR PUMP is fitted in the sump, and, being always in the oil, needs no priming; it is driven from the crank shaft by means of spiral gears, and it can be removed with all driving gear intact without taking the bottom half of the crank case off; also the bottom can be removed without interfering with pump. All oil pipes are cast in so that there is no cracking due to vibration. All oil pipes can easily be cleared out.

IGNITION.—Magneto, variable, fitted with a silent coupling.

CARBURETTER.—Zenith (or as required).

The 10 h.p. NERO ENGINE

The Most Efficient Engine for Light Cars.

WONDERFUL ACCESSIBILITY.

FORCED LUBRICATION TO ALL BEARINGS.

3-BEARING CRANKSHAFT.

VARIABLE IGNITION.

Manufactured by the NERO ENGINE CO., LTD., Sterling Works, COVENTRY.

Sole Concessionnaires:

MOTOR EXPORTERS, LTD., 65, Long Acre, LONDON, W.C.

Telephone No.—Regent 1471.

Telegrams—"Atwaneri, Phone, London."

**TO THE
READER**

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The New Home of the **G.W.K.**

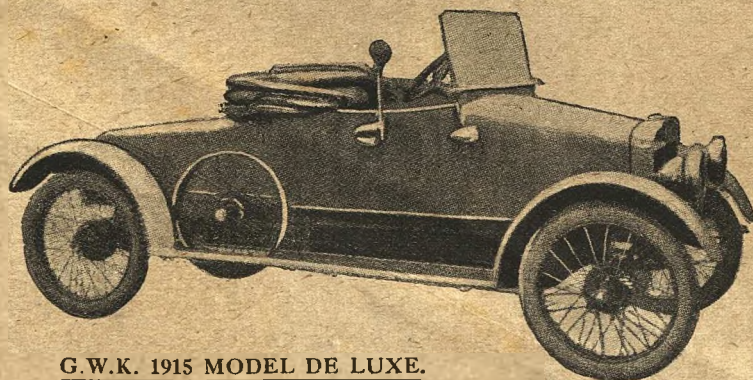
Cordwalles Works, Maidenhead

New and larger premises for the manufacture of G.W.K. Cars have been acquired at Maidenhead. These have been **specially built** and are more than **double the size and capacity** of those at Datchet. A feature of the new works is the **special body shops**, while **modern machinery** of the value of thousands of pounds has been installed.

REPAIRS. It should be noted that in future all repairs to G.W.K. Cars will be carried out at the new Works.

G.W.K. LIMITED,
Cordwalles Works, Maidenhead.

Where all communications should be sent.



G.W.K. 1915 MODEL DE LUXE.
190 GUINEAS.

*Electric Lighting,
Electric Self-Starter,
Inside Brake, Auto-
matic Lubrication,
Speedometer, Nickel
Fittings, etc. — fea-
tures of the model
illustrated.*

Other models:
Standard - 150 gns.
4-seater - 170 gns.
Coupe - £230

AN ILLUSTRATED ARTICLE ON OVERHAULING. (SEE CENTRE PAGES.)



Notes, News and Gossip of the New Motoring.

The way one cyclecarist looks at another when they meet on the road reminds us of two children each fondling some cherished toy and regarding with contempt the other's paltry idol.

The much-debated question whether that popular resort on the Ripley road should be known as Wisley or Boldremere has been settled by a visitor who escaped the thousands of motors flashing by, and who says its proper name is Whizzly!

In one recent lighting case it was stated that the maximum beam of light permitted from the lamps by the military authority was 30 yds., and this has misled many motorists who have been summoned for using side lamps that did not throw a beam so far as this.

The A.A. and M.U. are stationing scouts on main roads at the boundary marks of the Metropolitan area to warn motorists to extinguish their headlights, thus meeting the wishes of the military authorities and defeating the police attempt to obtain a rich haul in fines.

A well-known member of the Cyclecar Club, who has been granted a commission, has had to forsake his light car for a horse. He finds the brakes are very bad, acceleration positively violent, and springing and upholstery too poor for description. So far he has not seized a big-end.

In view of possible suggestions of signalling to Zeppelins great care should be taken that matches are not struck in the vicinity of unlighted areas, and oil-lamps should not be lit after 5 o'clock. Suspicious cases of guiding enemy aircraft with "powerful" taxicab oil-lamps are reported by a veracious correspondent.

The small boy who occasionally throws stones at passing motorists and has a special bent for defacing signposts and other targets for his missiles has none of the advantages of the United States. The California State Automobile Association has placed a bull's-eye target on each of their road signs, with the inscription "If you must shoot, shoot this."

Neglectful taxicab drivers who do not clean their lamps and keep the reflectors bright are reducing our last hope in this Cimmerian gloom, for they are lowering the standard of illumination.

While the price of sidecar machines continues to increase, and the latest model costs £120, the Peugeot Co. have created a sensation by producing the 1915 model of the Bébé Peugeot at £125 with lamps.

Once again the committee of the R.A.C. has expressed an opinion that "reflex lights" are sufficient in the case of cyclists in its rear lighting recommendations. Fortunately, the police think otherwise.

We fear that certain roads will have to be classed shortly as "impassable" to motor traffic. The A.A. advise us that the road between Abergele and St. Asaph has, in parts, almost reached this state, owing to heavy motor traffic.

"We are not getting anything like so much in fines since the war started," they said; and then the lighting order was made, and £1 fines are absurd when the limit is £100! "We can maintain our reputation as the anti-motoring county par excellence," they whispered, joyously.

An American inventor who was testing a new petrol "dope" has evidently discovered a sure means of increasing the power, for on starting up the engine there was a terrific explosion, which hurled the workmen in all directions, while the inventor and his secret hid them to another world.

Those who are urging that the salvation of the fuel problem is alcohol should take heed of Germany's plight. "German alcohol," says Professor Lewes, lecturing on motor fuels, "is mostly made from potatoes, and the immense demand on this crop for food left none available for fermentation."

The "farthing rushlight," familiar to our forefathers, should come into favour shortly as the maximum illumination permitted on motorcars. At present, however, the standard is quite high, no less than the paraffin lamp used on taxicabs, provided, of course, that it is not kept in a clean and polished condition, which would make it dangerous.

THE POLICE DEFINE "POWERFUL" LIGHTS.

The Fitful Glimmer of a Taxicab Lamp the Standard of 'Illumination.'

THE police have at last defined the limit of lighting that will be allowed upon cars. "Any lamps showing a greater power than that of the ordinary oil lamp carried by taxicabs would be considered a 'powerful light' within the meaning of the regulations now in force."

This important pronouncement has been made in a case in which a member of the A.A., defended by their legal department, was summoned for having "powerful" lights, to wit, two six candle-power electric sidelights. The police, in supporting the summons, stated that the Commissioner had taken the opinion of the Law Officers of the Crown, who had given as their view the statement reproduced above.

Coincidentally, an enormous number of prosecutions of motorists has taken place, and others are promised. In certain districts the offenders have been treated leniently, usually dismissal of the summons on payment of costs. Those benches who in the past have dealt out heavy-handed justice in motor prosecutions have not lost the opportunity of once more raking in a harvest of fines from the unfortunate motorist. This is especially the case in districts which no alien enemies are ever likely to visit, and not round by the Houses of Parliament, where extra caution would be reasonable.

Motorists, however, will have to dim their lights, as we advised last week, or be mulcted in very heavy fines, which can, at the discretion of the magistrates, amount to £100 for one offence. They must drive with great caution, and take steps to compel the

police to prosecute cyclists and van drivers who have not clearly visible tail lights.

The best method of dimming the lights is to paint the inside of the lens front with the various compounds sold for the purpose. One that is easily made is a little whitening, such as is used for polishing plate, preferably mixed with size. It will dim the light very effectively, and give it a slightly yellowish tinge. In the case of very powerful side lights this will be insufficient, and bulbs of lower candle power should be obtained. Another excellent method is to dip the bulbs in a special transparent blue paint sold for the purpose.

Transparent green celluloid discs placed over the lamps cut down the rays very effectively, and yet permit a light which would pick out an unlighted vehicle. We should think that they would be permitted by the authorities, but their use at present is attended with some risk. So far we have not been advised of the result of the experiments with coloured celluloid that we assisted the authorities in carrying out some time back.

The practice of partly obscuring the lights by inserting discs of cardboard with holes in the centre behind the lenses will probably have to be discontinued, while merely turning down the gas in the case of an acetylene lamp will be ineffective, for the simple reason that, owing to its whiteness, even a small acetylene light looks bright—and that means powerful to the police on the look out for offenders, as several recent cases have shown.

A Warning From the Police.

The following is a copy of a letter received by the A.A. and M.U. from the Commissioner of Police of the Metropolis under date of 18th February:—

Defence of the Realm Regulations.

Re powerful Lamps on motor and other vehicles.

Sir,—I am directed by the Commissioner of Police of the Metropolis to bring to your notice the fact that the regulation prohibiting the use of powerful lamps on motor and other vehicles—which is considered by the expert advisers of the Government to be of prime importance—continues to be disregarded by motorists.

It is now more than four months since the first Order was made, and wide publicity has been

given to it, but in spite of this a large number of offenders are reported daily. For a considerable time no proceedings were taken against them, but, cautions having proved unavailing and a number of drivers having been reported for a second time, the Commissioner thinks it desirable to intimate that persons offending in this respect are now being prosecuted under a Defence of the Realm Regulation whenever an offence is detected. This being so, he hopes that the Automobile Association and Motor Union will be good enough to give publicity to this warning.

I am, Sir,

Your obedient Servant,

(Signed) W. H. KENDALL.

A.A. Announce No More Free Defence in Headlight Cases.

The Automobile Association and Motor Union has recently given careful consideration to its position in relation to the regulations made under the Defence of the Realm Act, 1914, which prohibit the use of powerful lights on motorcars and motorcycles within the Metropolitan Police Area.

Since the issue of the regulations in November, the Association has, with few exceptions, defended members and their drivers who received summonses for infringements, although, strictly speaking, such offences are not covered under the Free Legal Defence Scheme, which applies solely to offences under the Motor Car Act, and its regulations.

Having regard to the period (three months) during which the regulations have been operative, it is felt,

however, that the time has arrived when there can no longer be any question of the provisions not being within the knowledge of motorists generally. The Committee have, therefore, decided that, except in such cases where the Association is satisfied that a conviction would be a serious miscarriage of justice, the benefit of free legal defence shall not cover infringements committed after 6th March next.

In arriving at this decision, the Committee have in view the fact that the regulations in question were made for the safety of the public and property in the crisis through which the country is passing, and that it would be extremely undesirable for the Association to adopt any attitude which might be open to serious misinterpretation.

A Rich Harvest of Fines.

Police New Methods.

By defining the area of the lighting regulations as that of the Metropolitan Police District, some of the anti-motoring counties adjacent thereto have been enabled to reap a rich harvest in fines.

If the police really wished to help the authorities, they would warn motorists at the beginning of the prescribed area. It is ridiculous to assume that the vagaries of an erratic boundary line divide an area where it is dangerous to have a headlight from one that is not, when both are traversed by an absolutely unlighted country road.

New Work for the Scouts.

We have suggested to the R.A.C. and the A.A. and M.U. that their guides and scouts could be very usefully employed at the present time in warning motorists to extinguish their headlights at the boundary marking the beginning of the restricted area. This would assist the military authorities, as there is no doubt that motorists are quite ready to extinguish their headlights where desired, but, naturally are in ignorance of the border line, especially when it happens to fall in an unlighted country lane, and at the same time would prevent the police making capital out of the regulations in a rich harvest of fines.

We are glad to announce that the A.A. and M.U. have replied that the matter opportunely raised by us has been already discussed and arrangements have been made for the patrols to be stationed on various roads at night for the purpose of warning motor traffic.

Our letters were on the following lines:—

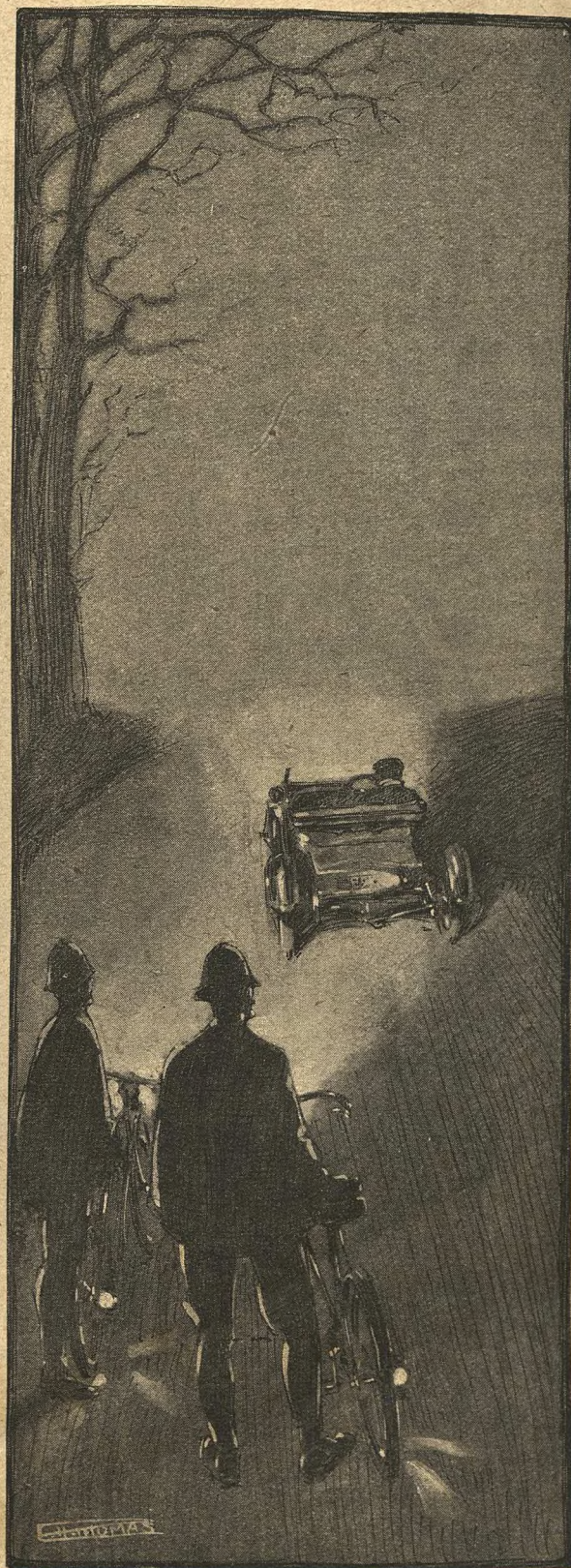
In various districts that have always been notorious for extortionate fines and harsh treatment of motorists, a very unfair advantage is being taken of the present lighting regulations.

There are quite a number of main roads, some miles of which are unlighted, and to unsuspecting motorists would not be considered to be within the Metropolitan area, especially as on some of these stretches of roads there are practically no houses.

The practice of the police is now to stop motorists in these unlighted stretches of road, and they are then summoned and fined in big batches for having their headlights alight. May we suggest therefore to combat these unfair tactics that if scouts could be posted at the boundary marks, warning motorists, a very great service would be rendered.

As an instance, few motorists suspect that the Metropolitan police boundary is situated in the vicinity of Leatherhead, before the last lights of that town are left behind, on the road from Leatherhead to Kingston. There are then four miles of unlighted road, containing hardly a house, in the middle of which stretch of road a police trap (for headlights) is being laid regularly.

Another method of the police is interesting. In order to stop cars, two constables, with red tail lamps on their bicycles, stand their machines in the road with their rear lights facing the approaching car. To the motorist there appears nothing unusual in this procedure, and naturally he passes the machines, and if he fails to hear the command to stop and his identification plate (which is illuminated by the bright front lamps on the policemen's bicycles) is sufficiently clear, he will be summoned for having failed to stop when called upon. Anything more idiotic than this method of stopping motorists can hardly be imagined, but on being remonstrated with and on it being suggested that the proper thing to do would be to wave a red light in order to stop motorists, the police reply that they have got instructions to carry out the method adopted.



No one would expect that when two policemen point the tail lamps of their bicycles towards an approaching car that the driver is expected to stop. Yet this is how the police are pulling up motorists round London! Naturally, the cars go by.

HOW TO TEST LAMP ILLUMINATION.

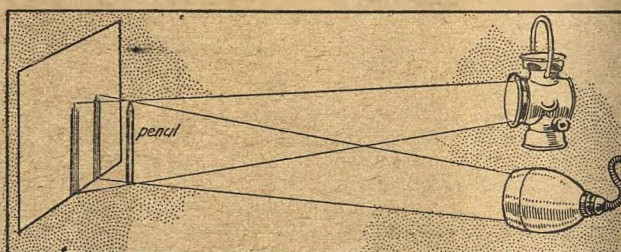
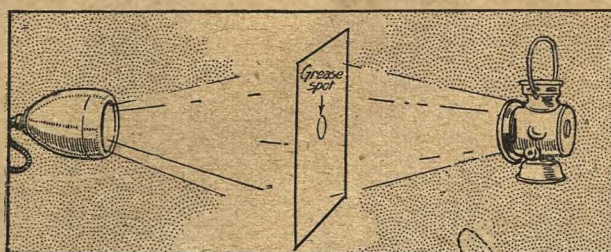
A Simple Method of Obtaining the Standard of Power Allowed.

As the ordinary oil side lamp has been given as the standard of illumination for restricted lighting areas, some method of comparing the intensities of various lights which is easy of application will be very useful to the owner-driver who wishes to avoid conflict with the police.

There are many forms of photometers or light-measuring instruments, but two of the simplest are Bunsen's grease spot photometer and Rumford's shadow photometer. These are based on the law that the intensity of the light received by a given surface is proportional to the square of the distance of that surface from the source of light. From this law it follows that if two sources of light are placed at such distances from a given object that the latter is equally

say, with the standard oil side lamp. Accordingly, our two lamps are arranged shining towards each other, and a convenient distance apart, say, 10 ft. The screen, consisting of a sheet of white cartridge paper with a spot of oil in the centre of it, is placed midway between the two lamps. We must now dim the electric side lamp by some means until the grease spot becomes invisible, when, the distances being equal, the intensities of the lights will be equal.

The dimming process may be carried out electrically, by using bulbs of smaller candle-power, or by introducing some extra resistance in the circuit, or by merely obstructing the passage of the light by means of one of the special varnishes on the bulb or lens, or by layers of tissue paper behind the lens. Probably



Two simple methods of comparing the intensities of illumination of an oil side lamp and an electric side lamp. Left, the Bunsen grease spot photometer; right, the Rumford shadow photometer.

illuminated by both, the relative intensities of the two sources of light are proportional to the squares of their respective distances from the object.

Bunsen's grease spot photometer is simply a piece of opaque paper on which a spot of grease has been allowed to fall, the grease spot being semi-transparent. The two sources of light are placed one on each side of the screen, and their distances from it adjusted until the grease spot becomes invisible, which happens when both sides of the screen are equally illuminated. In this case the intensities of the two sources of light are given by the squares of their distances from the screen, and if one light were 1 ft. away and the other 4 ft., then their intensities would be as 1 is to 16, and if the one light were of 1 candle-power, the other would be of 16 candle-power.

Now the actual candle-power does not concern us, for we only require to compare an electric side lamp,

the tissue paper method is the easier, as layer after layer may be added until the desired result is obtained.

Rumford's shadow photometer consists of a white screen, in front of which is a solid opaque rod. A sheet of white cardboard and a lead pencil will serve admirably. The sources of light are arranged to throw two shadows of the pencil on the screen, and the distances of the lights are arranged until the two shadows are equal in intensity. This can be judged very minutely, and the pencil is then equally illuminated by both sources of light, and the intensities are given by the squares of the distances of the lights from the pencil.

For our purpose we may arrange the two lamps at the same distance from the pencil and dim the electric lamp until the shadows exactly match. The intensities of the illumination will then be equal.

SUGGESTED STANDARDIZATION OF ELECTRIC BULBS.

Proposals of the Engineering Standards Committee.

VERY important proposals are made by the Engineering Standards Committee—which is formed by representatives of the various engineering bodies—with regard to the standardization of electric lamp bulbs. The most important proposal is to limit, in future, the bulbs suitable for motor lamps to two voltages only, 6 volts and 12 volts. The object of this is to reduce the variety of lamps which motor stockists now have to carry, and which comprise 2-volt, 3-volt, 4-volt, 6-volt, 8-volt, 12-volt, and 16-volt bulbs. After a time, voltages other than those standardized—should the manufacturers accept the proposals—would be unobtainable, and we think that some serious objections to these proposals can be made, as they affect light car users.

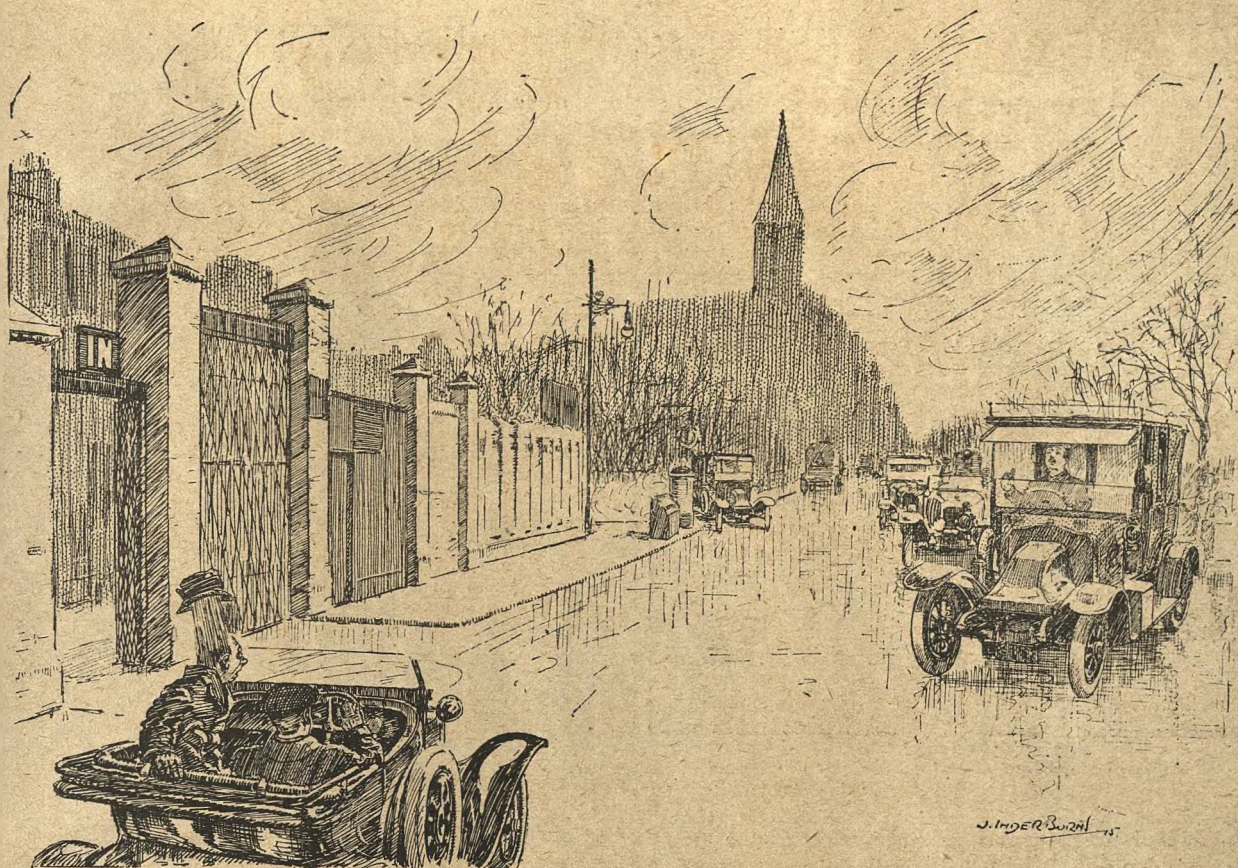
Many of the lighting sets now supplied—in fact the great majority in use on light cars—are of 8 volts. There must be thousands of 8-volt sets in use. To be unable to obtain 8-volt bulbs would

be undoubtedly a very serious inconvenience to users. In quite a number of lighting sets the tail and dashboard lights are in series, so that if the tail light fails the driver is made aware of the fact by the failure of the dash light, and for this purpose 4-volt bulbs are necessary.

It is common to use 4-volt accumulator sets for lighting side lamps only on cyclecars and light cars not fitted with dynamo lighting sets, and often with a tail lamp in series with one on the dash. To have to increase the voltage to 6 would mean increasing the accumulators, and if 3-volt bulbs were then unobtainable lamps could not be used in series.

When motorcyclists also are considered, the impracticability of the proposals is more apparent.

We are afraid that the Engineering Standards Committee have looked at the matter from the point of view of the big car user only and entirely forgotten the smaller fry.



A remarkable scene witnessed on the Thames Embankment the other morning. A taxicab driver actually stopped his cab before entering the cab company's garage, warned overtaking traffic by holding up his arm, and waited until the stream of vehicles going in the opposite direction had passed, instead of making the usual plunge into it, beckoning other traffic on.

Keep It Up!

A wire received from Jacquet-Maurel et Condac (J.M. Shock Absorbers) last Monday. "Another excellent number of THE LIGHT CAR AND CYCLECAR. Hearty congratulations. Keep it up!"

From a Letter.

"My weekly motor literature has for some years been 'The Motor' and a motor-cycling paper. In December last I changed the latter for your publication, THE LIGHT CAR AND CYCLECAR, which I now consider the best pennyworth on the market."

A Mileage Chart.

THE LIGHT CAR AND CYCLECAR mileage and running costs chart is published at 1d. (or 1½d. post free). It affords an easy method of recording mileage and running expenses for the year and serves to keep a check on unnecessary expenditure. Every careful light car driver should have a copy; it may be obtained from Temple Press Ltd., 7-15, Rosebery Avenue, London, E.C.

Bark Worse than their Bite.

According to the "Daily Mail," a foot passenger who was bitten by a horse in a London street last week was so pleased with his unusual experience that he burst into raptures over it. "Since the motors came, it is years since I've been snapped at by a horse," quoth he; "motors don't snap at you; there's no individuality in a single one of them." Clearly a case of their bark being worse than their bite.

Our Front Cover Picture.

The light car on the front cover this week is an "Elegant Enfield," a description of a test of which appears elsewhere in this issue.

An 8d. Toll.

The R.A.C. are taking steps to secure an amendment to the Blyth Harbour Bill, which seeks to obtain sanction for the imposition of a toll of 8d. for a motor-car and 4d. for a motor-bicycle and sidecar.

A.-C.U. Handbook.

The 1915 edition of the A.-C.U. annual touring guide will be ready shortly and will be forwarded to members of clubs affiliated to the A.-C.U. under Div. B. A Sporting Handbook, of special interest to clubmen and competition riders, is being issued as a separate publication. Both these books are on sale to the general public at 3s. 6d. and 1s. respectively.

The Dangerous Butcher Boy.

The county surveyor of Flintshire is a level-headed man. He has protested that the Rhyl council's proposal to schedule most of the roads in that unimportant little North Wales town for a 10-mile limit was absolutely unnecessary. Says he:—"With the exception of motor traffic on the East and West Parades, which are straight and wide, all motorists in Rhyl have always appeared to me to travel with care—in fact, with much greater care than the drivers of butchers' traps and butchers' boys on cycles, who have made various attempts on my life in that noted town."

NOTES, NEWS AND GOSSIP (contd.).

Cyclecar Club's Successful Run.**The Lagonda Takes Mr. Higgs's Special Prize.**

A bright idea and a brilliant day brought out a splendid muster of the Cyclecar Club for the run to Chiddingstone. The bright idea was the offer of a dashboard clock by the new captain, Mr. G. N. Higgs, to the member who turned up with the most efficient mudguards of neat appearance, the test being the run from Godstone to Chiddingstone, anyone running slowly or cleaning his machine being disqualified.

The meet at Godstone attracted a large number of motorists, and the scene round the old Clayton Arms was a very animated one. When Mr. Higgs arrived, absolutely immaculate, in the Singer coupe that figured in the 1912 Show, a humorist tied a dilapidated clock of antiquated appearance on the door handle, and announced to all and sundry that it was the prize.

All sorts and conditions of machines appeared. The smallest was Mr. Leno's yellow Baby Peugeot, with its racing body and Brooklands "bark." The cyclecars were represented by two Victors, both running exceedingly well, a Grand Prix, and a tourist model G.N. The other cars included a new four-seater Lagonda, several Swifts, a Standard, a Charronette, and a Mercury.

Owing to the dustless roads, the cars could keep well together, and wound through charming lanes to the picturesque Kentish village, where the judging for the award took place. It was rather difficult to decide the winner, but eventually Mr. Oates's almost spotless Lagonda was awarded the clock.

The return run was made by various routes to the Burford Bridge Hotel, for tea, one party getting temporarily lost at Edenbridge, but nevertheless arriving first at the tea meet after a quick run.

Next Sunday's run is to the Burford Bridge Hotel, near Dorking, for lunch, and Mr. Higgs is adopting quite a novel method of attracting a big party for the tables specially engaged by sending out a copy of the menu.

After-dinner Anecdotes.

A most amusing book entitled "Bulls and Blunders" has just been produced by Mr. J. C. Percy. A few of the "spiciest" are well worth quoting.

A lady motorist was recently summoned for going round the wrong side of a constable on point duty.

"How am I to know," she asked, "when to go round a constable?"

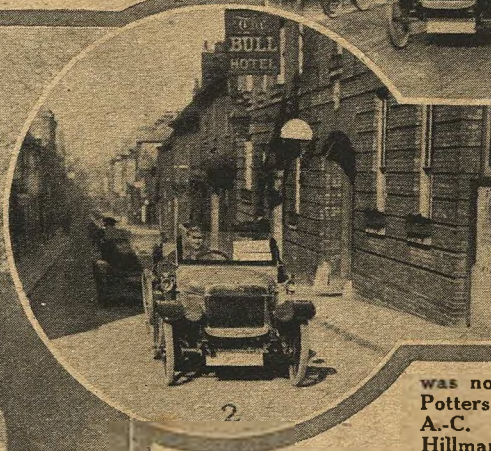
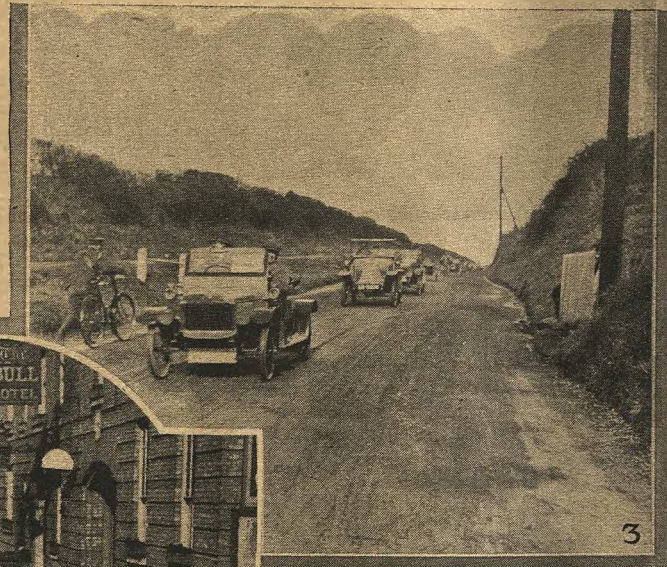
To which she was answered, "When you see a policeman standing in the middle of the street doing nothing, he is regulating the traffic."

An extract from a well-known motor journal runs as follows:—"The man who buys a car, and particularly if it happens to be a woman, is far more attracted by a carriage than a piece of machinery."

A gentleman who had motored on the Continent remarked that "there were iron milestones every few hundred yards," while the Dublin Recorder, in a motor case, told the jury that "the only people I see who pay any attention to motor horns are dogs."

And so it continues, being, in our opinion, one of the best "shillingworth's" of its kind. Apart from its amusing character, there is a useful chapter on after-dinner speaking of which none could write better than Mr. Percy, one of the most entertaining post-prandial orators in the motor trade.

("Bulls and Blunders and Spice for Speeches," J. C. Percy. Mecredy, Percy and Co. Dublin; 1s. net.)



As a test of efficiency the U.A.F. were told to mobilize and cover a stretch of country, a distance of 72 miles, in the quickest possible time. The average speed, however,

was not very high. 1. Between Hatfield and Potters Bar; a Humberette followed by an A.C. 2. In Royston; a G.W.K. followed by a Hillman. 3. On the road near Ware.

Magneto Ignition.

At a meeting of the Institution of Automobile Engineers, on 10th February, Mr. T. F. Henderson gave a most informative paper on "Magneto Ignition." At the present time, when British makers are endeavouring to combat the foreign trade in magnetos, this is particularly of interest. The special committee which is considering the steel industry consists of representatives from such firms as Vickers, Ltd., Kayser, Ellison and Co., Daimler Co., Ltd., Sheffield-Simplex, Ltd., and some of the largest Midland steel stamping works.

NOTES, NEWS AND GOSSIP (contd.).

How They Do Things in Birmingham.

In Birmingham the motorist receives definite instructions when he reaches the "headlights out" area, for on every road leading into the city there is a police patrol of two men, provided with special lamps with large red slides. These they wave in the air, so that an approaching driver knows at once that he is required to stop. This contrasts with the method adopted in the anti-motoring counties adjoining London, to which we refer on another page.



4. A two-cylinder Swift in Royston.
5. An A.C. entering Hatfield. 6. A halt between Royston and Buntingford.
The course was from Barnet to Hatfield, Stevenage, Baldock, Royston, Buntingford, Ware, Hertford, Hatfield and Barnet, a most interesting and instructive field day.

A Second-hand Boom.

As pointed out in our last issue, there is a very remarkable "boom" in second-hand light cars. This has been produced chiefly by the demand from officers for machines to run about in while quartered at the various camps, and owing to the difficulty of obtaining quick delivery of new cars, second-hand machines are finding very ready purchasers. All light car and cyclecar owners who wish to dispose of their machines this year should lose no time in advertising them, especially in the next two issues of THE LIGHT CAR AND CYCLECAR. Our issue of the 15th March will be largely devoted to second-hand machines. Advertisements must reach our offices not later than first post Wednesday to ensure insertion in the following Monday's issue.

Not the "Castle" He Meant.

I was returning from a trip in the Wye Valley, writes a correspondent, and arrived at Chepstow about 10 a.m. Being anxious to visit the castle and not knowing the way to it, I accosted a group of loafers who were lounging at a street corner, pipes in mouths and hands in pockets.

"Would you direct me to the castle?" I asked.

"'Castle,' 'Castle'! I don't know of no 'Castle' anywhere here," was the reply. Then turning to the others he asked: "Do you know of any 'Castle'?"

"No, there's no pub. of that name about here as I knows on. There's the Lion (pointing across the road), but I don't know of no 'Castle.'"

I ventured to suggest that it was rather early in the day to be inquiring for a pub., but this remark was not received with favour, and I explained that it was the historic castle of Chepstow which was in demand, and I evidently sank considerably in their estimation. They directed us to it with looks of disgust and pity.

Lady Drivers Increasing.

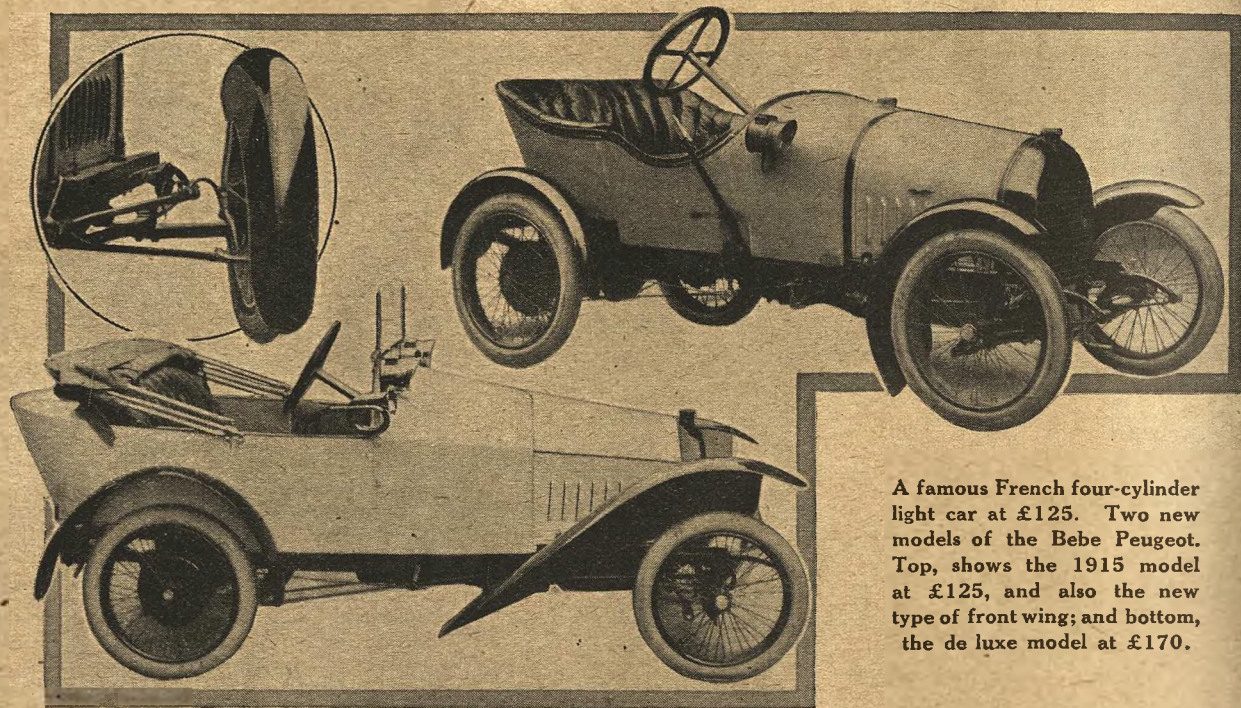
Owing to the absence of their husbands who are serving the King, many ladies, rather than be deprived of the pleasures of motoring, are taking the wheel themselves.

A Cross-country "Run."

The motor is of absolutely priceless value to the military, and it is used for practically every conceivable purpose. It remained, however, for several members of the Royal Naval Air Service to discover a new use for the motor, in this case a Tourist model G.N. We were humming happily along "somewhere in England," when we were signalled to stop by several members of the R.N.A.S. They were very hot and perspiring, and pantingly begged a lift. We naturally took as many as convenient on board, and set off for the village they named as their destination, 7 miles distant. En route we passed little groups of "overheated" naval men, who beseechingly asked for lifts. The overcrowded condition of the G.N. precluded us helping, so we hurried on. Just before reaching our destination we were requested to stop, and the Air Service again took to running. We asked some explanation of a friend we met in the same service, and his explanation was illuminating. "Oh! they are trying the men on a cross-country run to find the average speed at which they can get across country." Then we knew. The "average speed" of those we had transported was at least 20 m.p.h.—not bad for a cross country "run"!

A BÉBÉ PEUGEOT FOR £125.

A New de Luxe Model With Boat-shaped Body.



A famous French four-cylinder light car at £125. Two new models of the Bebe Peugeot. Top, shows the 1915 model at £125, and also the new type of front wing; and bottom, the de luxe model at £170.

WHEN the Bébé Peugeot was first introduced it attracted widespread attention, owing to the excellence of its design and construction. Its appearance is unconventional, but it is a car of class, it has a fair turn of speed and holds the road in a remarkable manner, is economical in running costs, and a very handy little vehicle.

Its price has now been reduced to £125. This is a reduction from £160, and the 1915 model at the reduced price, complete with lamps, etc., is mechanically practically identical with the higher-priced model of last year.

The engine is a neat little four-cylinder monobloc 55 mm. by 90 mm. The drive is through a leather cone clutch to a small gearbox, which provides the lowest of the three ratios and also a reverse gear. The other two speeds are both direct, a double bevel gear being employed in the back axle. Springing is by half elliptics at the front and by reversed quarter elliptics at the rear. The lines of the new model may be seen from the illustration.

A notable feature of this four-cylinder light car, which can be obtained at such a remarkably low price, is the arrangement of the mudguards. These are of the domed type with inside valances, and at the rear are rigidly fixed to the chassis. At the front, however, the wings are fixed to the steering heads, and thus pivot with the front wheels. A much smaller mudguard can thus be employed, and at the same time much better protection can be obtained.

A New de Luxe Model.

In addition to this low-priced model there is a higher-priced Bébé Peugeot having a more luxurious boat-shaped body and better finish. The body, finished in black and white, is one of the smartest we have seen, and a very good idea of its symmetrical lines will be obtained from the illustration. The bonnet is now provided with three hinges, thus either side

can be raised, without it being necessary to detach the whole bonnet as on last year's model. The petrol tank is still carried behind the seats, but a locker in the boat-shaped tail allows of far more room for stowing away tools and spares.

Although not new in this model, the Bébé Peugeot has a distinctive point in its engine cooling. The water is positively circulated by a centrifugal pump, which is driven off the same shaft as the magneto, and as a result the engine keeps remarkably cool, and a notable saving can be made in the weight of cooling water carried.

Lubrication is by gravity from an oil tank set on the dash, a noteworthy detail being the interconnection between the drips and the switch, so that the simple operation of switching off also turns off the oil feed.

The price of this model is £170, complete with hood, screen, lamps and horn. The body builders have successfully overcome the somewhat petite appearance possessed by the original Bébé Peugeot. Its small dimensions do not impress themselves on the observer to such an extent as previously.

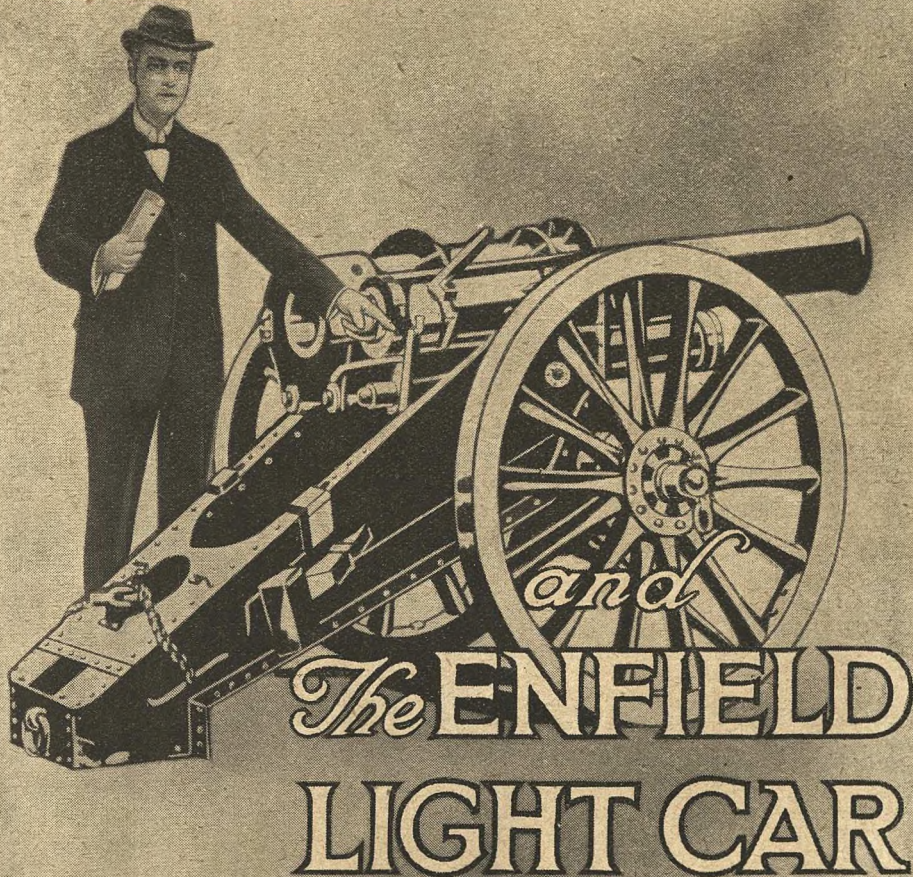
Prospective purchasers, we understand, need have no doubt as to receiving delivery or of obtaining spare parts, as complete cars can be delivered immediately. The Peugeot factory in which the "Bébé" is made is affected very little by the state of war in France, and the wants of the British market can be more than amply filled.

Both these models can be inspected at the show-rooms of Messrs. Peugeot (England), Ltd., 10, Brompton Road, London, S.W.

Increase in G.W.K. Price.

Owing to the great increase in wages and the price of raw material, G.W.K., Ltd., have been compelled to raise their prices by £10 10s for their cars, and £10 for their vans as from 1st March next.

THE MAN BEHIND THE GUN



is the title of the profusely illustrated Booklet which describes the **ENFIELD 10 h.p. LIGHT CAR** for 1915. It will interest *every* prospective Light Car Buyer and will be sent Post Free on request. Enfield Light Cars are made in three models:

Two-seater, price £185—Three-seater £200—Coupe £225

complete with road equipment, including Dynamo, Electric Lighting Set and Five Lamps. No better value is obtainable. Please enquire for Light Car Booklet.

THE ENFIELD AUTOCAR CO., LTD., Sparkbrook, Birmingham.

Trial Runs can be arranged with the following:

MANCHESTER—C. Inglefield, 133, Withington Road, Whalley Range. **LIVERPOOL**—Hitchings, Ltd., 74, Bold Street. **SHEFFIELD**—Roper & Wrecks, 112, Arundel Street. **LEEDS**—E. E. Burton & Co., 9, Woodhouse Lane. **BIRMINGHAM**—Colmore Depot, John Bright Street. **LEWES**—J. C. H. Martin, Ltd., Cliffe Garage. **CARDIFF**—J. Parsons & Co., 54, Albany Road. **GLOUCESTER**—E. C. Stretton, Worcester Street. **AMMANFORD**—David Jones, The Garage. **ABERDEEN**—J. Jackson, North Silver Street. **BIRKENHEAD**—W. Furnival, 59, Argyle Street. **HULL**—Embros Motor Co., 21, Charlotte Street. **EXMOUTH**—A. Harris, The Parade. **PLYMOUTH**—The Plymouth Garage Co., Milbay Park. **TORQUAY**—Bartlam & Sons, 12, Fleet Street. **GLASGOW**—J. C. Munro, 23, Renfrew Street. **IRELAND**—Harry Ferguson, Ltd., May Street, Belfast, and 39, Dawson Street, Dublin.

Concessionaires for London and District: The Service Co., Ltd., 10a, Featherstone Buildings, Holborn.

**TO THE
READER**

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

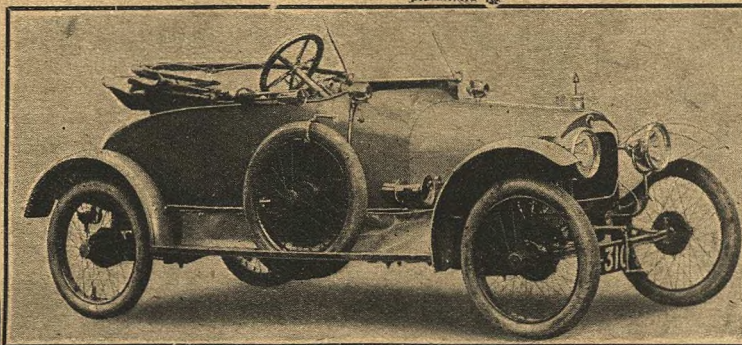
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EXCHANGES QUOTED

on 1915 Morgans, Swifts,
G.W.K., Enfield, Singer, Etc.

Ex
Actual
Stock.

with
Motorcycles,
Combinations,
or
Other Light
Cars or
Cyclecars.



Speciality:

1915 No. 1
Grand Prix
MORGANS,
in black and
white or red,
with disc
wheels, 80
mm. tyres,
£109:0:0
Ex Actual
Stock.

The 1915
ENFIELD

£185

ALL-ON

MAUDE'S MOTOR MART,

136, GREAT PORTLAND STREET,

'Phone—552 Mayfair.

'Grams—"Abdicate, Wesdo, London."

London, W.

MotorCycling

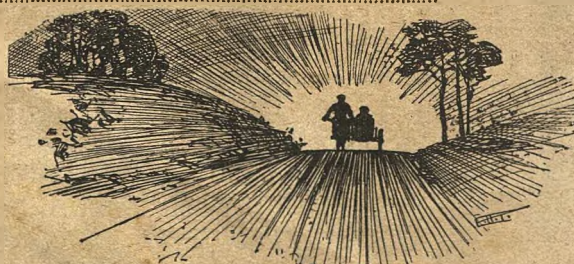
All the 1915 Models are
described and illustrated in the

**NEW SEASON
NUMBER**

On Sale To-morrow, 1d.

Tuesday, 2nd March, 1915.

OTHER special
features of this
issue will be sections
dealing respectively with
motorcyclettes, side-
cigarettes, sidecars-de-luxe
and accessories. ★ ★
The usual exclusive
features will be retained.



Offices of
"Motor Cycling,"
7-15, Rosebery Ave., E.C.

At 3

**HELP THE
MOVEMENT**

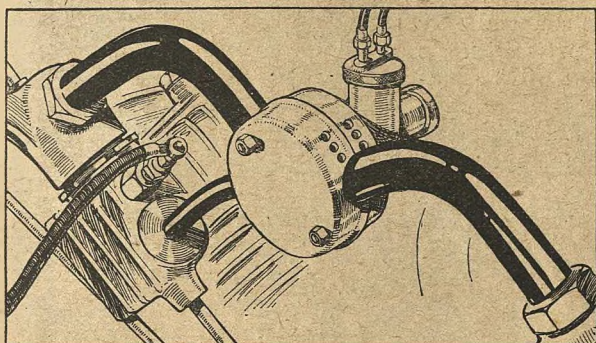
by letting advertisers know that their advertisements
in "The Light Car and Cyclecar" interest you.

IMPROVEMENTS IN THE LATEST G.N.s.

An Exhaust-heated Inlet Pipe—A New Reverse—Stronger Steering Heads—
A Symmetrical Bonnet.

NUMEROUS improvements have recently been incorporated in the latest models of the G.N. cyclecars. The most striking alteration, which is at once visible, is the new bonnet, which is now common to the Tourist, the Grand Prix and the Vitesse models. The bonnet is tapered and terminates in a V-shaped dummy radiator at the front, which certainly gives a more finished appearance than the old cigar-shaped front.

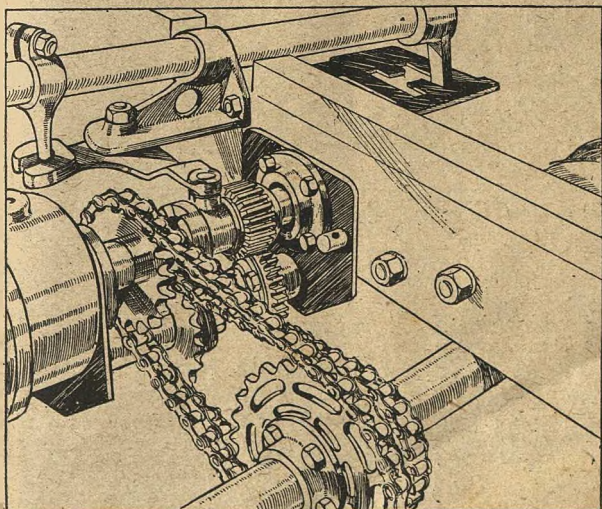
A practical improvement which should still further enhance the fuel economy and the ease of control is



The hot air muffler, heated from an exhaust port, on the induction pipe.

an exhaust jacket surrounding the inlet pipe. The gas is drawn from one of the valve ports and circulates through the jacket, a neat aluminium casting causing the inlet gases to be maintained at an equable temperature, and preventing condensation of the charge. This allows the standard B. and B. carburettor to be controlled practically on the throttle.

A simple yet reliable form of reverse is now fitted as standard on the Grand Prix and Vitesse models. It will be remembered that the changes of speed on a G.N. are made by engaging different sprockets by means of sliding dogs on the first countershaft. These sprockets drive by chains to the second countershaft,



The new reverse gear, as fitted on the Grand Prix machines as an optional alternative to a fourth speed.

which carries the belt pulleys. To obtain the reverse a spur wheel is locked at will to the countershaft, and this drives another spur wheel, rigidly fixed to a sprocket, which drives the second countershaft by chain. The illustration will make plain the mode of operation. Both the Grand Prix and Vitesse models can be obtained either with three speeds and a reverse or with four forward speeds.

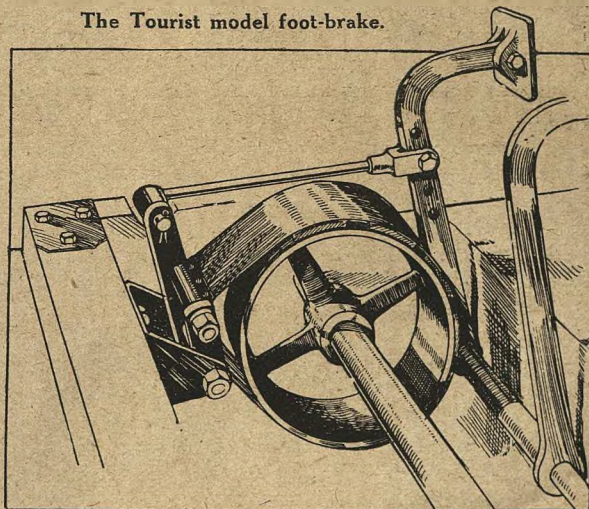
On the Tourist model larger steering heads have been standardized. These afford increased bearing surface, lessening the tendency to wear, while making the steering even easier than at present.

A neat form of countershaft foot brake, which is exceptionally powerful in action, and, owing to the absence of a differential, distributes the braking effect equally, is fitted to the Tourist model.

A new catalogue of the three G.N. models has been issued, copies of which may be obtained on application to Messrs. G.N., Ltd., Etna Works, Bell Lane, Hendon, London, N.W. The prices of the three models are respectively: Touring 88 guineas, Grand Prix £112, and Vitesse £155.

The catalogue is a really remarkable production, and deserves more fully mentioning than space per-

The Tourist model foot-brake.



mits. Its general appearance is very original and interesting; the illustrations and make-up novel; and it is produced in a style that equals or exceeds anything that the big manufacturers have produced. It makes a book of 36 pages.

Further suggestions for Easter tours will appear in next and succeeding issues of *THE LIGHT CAR AND CYCLECAR*.

In spite of the fact that we are publishing 20 letters this week, a large number have had to be held over until the following issue.

To-morrow's issue of "Motor Cycling" is the New Season Number, dealing with the very latest improvements in motorcycles and accessories.

The Croydon magistrates were asked to give a definition of "powerful" lights last week, but refused, and after making a test of a small acetylene bicycle lamp on a taxicab, said to give a beam of only 25 yds., inflicted a fine of £2 and costs upon the driver.

Topics of the Day

The Effect of the Second-hand Boom.

AS announced in our last issue, there is something in the nature of a "boom" in second-hand light cars and cyclecars. This was hardly the case at the beginning of the war, which forced a great many owners to part with their cars at least six months before they would have thought of doing. Those who could afford to do so held on, as the prices obtained were a good deal below their proper value. Meanwhile, the demand has increased, chiefly owing to the large number of officers who are purchasing cars for use at the various encampments where the troops are quartered, which are often some distance from a station. The demand is further accentuated by the remarkably prosperous condition of the country, the absence of unemployment, and the higher prices of 1915 light cars. It is only natural that the demand now exceeds the supply, which means that the owner who parts with his old machine now should obtain a better price for it than will be possible in the future. The effect of this "boom" will be greatly to augment the number of devotees of the new motoring, and will in its turn spell a busy season for manufacturers, many of whom are already hopelessly behind with their deliveries.

Astonishing Popularity of the Pastime.

A FURTHER stimulus to the demand will be given by an early Easter, from which we are distant less than five weeks, especially if March proves, as is often the case, to be a mild and genial month. Already, we have been favoured with one or two delightful days, with dry roads, as dusty as in summer, and balmy breezes that conveyed a subtle, but not necessarily true, suggestion of the nearness of spring. Given fine week-ends now—and in this kaleidoscopic climate a complete metamorphosis of the weather is possible in 24 hours—and the roads will be thronged with light car owners, especially ladies, in a manner that will astonish, considering that we are engaged in a long and terrible war that has claimed the services of the best of our manhood. Who, when the greatest war of all time first began, would have predicted such a marvellous result? It is not a subject for regret, as a correspondent whose letter was published last week appeared to think, but an indication that, with its usual commonsense, the Nation is "carrying on" as it was bidden by the Chancellor of the Exchequer, and thus helping to forge the silver bullets that will make as much difference to the result of the war as those of lead and iron.

A Discordant Note.

WITH such bright prospects for the industry and the pastime it is a pity that a discordant note has been struck by the motorists' bete noir, the police. In a most arbitrary manner, the police suddenly decided to prosecute motorists for the use of "powerful" lights. The notification of this intention appears in our issue to-day, and the hundreds of cases that were heard in the courts the last two weeks were almost entirely divided into two categories: those for the use of side lights hitherto permitted and those in which unsuspecting motorists have been caught on the extremities of the metropolitan area, in entirely unlighted roads, where ignorance of the boundary line is excusable. We are very glad to be able to record that the Automobile Association has taken the matter up vigorously, and members of that Association will welcome the timely warning of the patrols who are to be posted on main roads at the boundary line. In doing this the Automobile Association will be vitally assisting the military authorities and frustrating the attempts of anti-motoring districts to make capital out of unwitting offenders. Motorists are warned that in the restricted area only very dim lights are permitted. Elsewhere we give suggestions for making comparative tests of illuminating powers.

The Light Car and Cyclecar

Mondays—1d.

Conducted by EDMUND DANGERFIELD.

TEMPLE PRESS LIMITED

(Proprietors of "THE MOTOR,"
"MOTOR CYCLING," &c.)

**7, 9, 11, 13, 15, Rosebery Avenue,
LONDON, E.C.**

Telephone—5292 Holborn (four lines).
Telegrams—"Pressimus, Holb., London."

MIDLAND OFFICES:

Birmingham:—9-10, Burlington
Chambers, New Street.

Telephone—2498 Midland.

Telegrams—"Presswork, Birmingham."

Coventry:—6, Warwick Row,
Hertford Street.

Telephone—983 Coventry.

Telegrams—"Presswork, Coventry."

NORTHERN OFFICES:

196, Deansgate, Manchester.

Telephone—Central 2467.

Telegrams—"Presswork, Manchester."

NOTICES.

Readers should ask for

"MONDAY'S 'LIGHT CAR

— AND CYCLECAR —"

from their newsagents.

If there is any difficulty in obtaining it a copy can be sent by post and will arrive at the breakfast table every Monday morning for a subscription of 6s. 6d. per annum.

Letters.

EDITORIAL Communications should be addressed to The Editor, "The Light Car and Cyclecar," 7, 9, 11, 13 and 15, Rosebery Avenue, London, E.C.

Letters relating to ADVERTISEMENT and PUBLISHING Departments should be addressed to The Manager. SUBSCRIPTIONS should be forwarded to the Manager (rate, 6s. 6d. per annum, or pro rata).

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

Press Times.

IMPORTANT LATE NEWS and Photographs can be accepted for insertion in the following Monday's issue by special arrangement previously.

Return of MSS., &c.

Drawings, Photographs and MSS. not suitable for publication will be returned if sufficient stamps are enclosed for this purpose, but the Publishers cannot hold themselves responsible for the safe keeping or return of contributions.

Subscriptions.

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

	12 ms.	6 ms.	3 ms.
United Kingdom	6s. 6d.	3s. 3d.	1s. 8d.
Canada	8s. 8d.	4s. 4d.	2s. 2d.
Elsewhere...	10s. 0d.	5s. 0d.	2s. 6d.

REMITTANCES.—Postal Orders, Cheques, etc., should be crossed and made payable to "Temple Press Ltd." All letters regarding subscriptions must be addressed to "The Manager."

LIGHT UP

Next Saturday, 6.46 p.m.

A Potter through Cornwall

By E. M. Wood



Miss Wood is an enthusiastic owner of a Standard light car, and her description of a little tour, which would make a delightful extended Easter holiday, is very charmingly told.

A FAVOURITE gibe, often thrown at the motorist, is one which taunts him with hurrying so rapidly from place to place that he has no time to admire the country through which he travels. It must be confessed that this is frequently the case where high-powered cars and paid drivers are employed. To my lady, whirling along in her limousine at 40 m.p.h., the passing glimpse down some woodland glade, or picturesque village street, is often denied. In the case of the light car and its owner-driver, all this is changed. "Pottering" becomes the rule rather than the reverse.

It was in this leisurely spirit that the artist and I started on our trip to Cornwall. Following the usual route, we spent three days on the run from London to Plymouth, which was reached without event. The next morning we awoke to find Plymouth enveloped in rain. Grey wisps of cloud hung amongst the tree tops on Mount Edgumbe; the street below my window was a running river. Undaunted by the wet, the artist and I donned our macintoshes and set out to see the sights of Plymouth. We lunched and afterwards started for Polperro, our first halting place.

Picturesque Polperro.

The rain had ceased, and the sky grew lighter as we left Plymouth, and by the time we reached West Looe the sun was shining. After a huge tea, at which jam and clotted cream played an important part, we crossed the river, and setting the car's bonnet westward, climbed the steep hill out of the main street. Leaving the main road, we turned down a narrow lane and dropped into Polperro by way of the precipitous Crumplehorn Hill. As the road disappeared from view below the radiator, I blessed the forethought which had prompted me to take up every spare millimetre on the brakes. We secured a couple of bedrooms, and strolled along to the harbour.

The boats were in, and groups of fishermen lounged about the jetty smoking and discussing the day's catch. After supper we went out to pay a call on a fisherman friend of the artist's. Picking our way through the narrow cobbled streets, we mounted a winding stairway, squeezed in between the white-washed walls of the houses, and reached a tiny courtyard. At the further end of the yard, facing the door into the house, was a stone water trough over-

hung by a wealth of vivid green ferns. The whole place was entirely roofed in by the spreading branches of a fig tree growing in the midst.

We knocked on the door, and at the sound five large black cats dropped one by one from the tree and fled away into the darkness. Entering the kitchen, we sat for some time cosily chatting in the firelight. At length a lamp was brought, and I saw the rare treasures of old silver and china which crowded the dresser shelves. Much of the china was Oriental; my praise of one particularly fine bowl elicited the information that it had been given to our friend's grandfather by a homeward-bound East Indian in exchange for his fish.

The "Crabbut" Maker.

The next morning I awoke in a blaze of brilliant sunshine, the sea, a Mediterranean blue, stretched out before me. Sauntering along the steep cliff paths, bright with golden gorse and the vivid pink of sea-thrift and snowy campion, we met a "crabbut" maker. He was a travelled person, this maker of crab pots, and garrulous as travellers often are. He had been to London, but the great city had failed to impress him. "Why," he said, "look at the fishmongers' shops! That'll tell you."

Two miles more brought us to Talland Church. Here lie Bevilles, Grenvilles, and all the names most famous in Cornish history. Emblazoned on the bench ends are gaily-coloured shields—bright splashes of colour amidst the sombre carving.

The next day we left Polperro for Mevagissey. It was a windy day of rollicking clouds and phantom sunshine, and we had only gone a few miles on our way before a storm overtook us, and we had to put up the hood. Reaching Fowey in time for lunch—where the usual orgy of jam and cream took place—we resumed our journey, and were soon in a land "running with milk"—or so it appeared, for the streams were white with china clay. Passing Par sands, we turned away to the left without entering St. Austell, and reached Mevagissey. Once in the town we met many people hurrying Cornish fashion to the bakers, with their uncooked pies. Our lodgings were in a tall, narrow house facing the street: one bedroom looked out upon it, the other, which was little larger than a cupboard, was at the back.

A POTTER THROUGH CORNWALL (contd.).

We tossed for rooms, and I lost, and took my things up to the cupboard—it was called the "Blue Room."

Chalked on the doors of all the rooms were their names. The parlour, which boasted a piano, a tin whistle and a mouth organ, was called the "Music Room." Half-way up the stairs a wooden wall cupboard with loosely-flapping doors, was "the safe."

I had been troubled with a "sticky" gate since leaving Polperro, so whilst the Artist sketched, I inspected the car. I found that the trouble was due to a thickening of the oil, owing to dust, etc., on the change-speed lever, which is encased in a hollow tube. A little fresh oil soon put this to rights, and I returned to supper.

Pony Racing.

Early next morning we left Meyagissey for Falmouth in pouring rain, which continued throughout the day. Passing through Tregony, we lunched at Truro, paying a hasty visit to the modern cathedral, then doubling backwards, continued our journey down the banks of the Fal.

The following day was "Flora Day" at Helston; thither we repaired, hoping to see something of the famous "Furry" dances. But we did not reach Helston until eleven o'clock, and the dances were all over, so we had to content ourselves with a horse show and pony racing, held in a meadow near by. Paying our shillings at the gate, we edged our way to the railings, where we hung, shouting and cheering with excited yokels, as the horses flashed by. Our destination that night was Kynance Cove, a place two miles short of Lizard Town. There was no road



The pedlar's cart at Polperro.

to Kynance, and no one we had met could tell us whether there were houses there or not. However, we "didn't seem to care," as the Artist put it, and leaving Helston in this adventurous mood, we ran down to Lizard Town, and garaging the car walked across the rough moorland track to Kynance, carrying a few necessaries for the night. A gale had been blowing, and the sea was still running high when we rounded the last huge shoulder of rock above Kynance—hundreds of feet below us the waves boomed and tore at the jagged rocks, dashing themselves to a white yeast in their fury. Shore and sea were strewn with wreckage from a ship which had broken up only a few hours before.

Close to the beach we spied a house—Thompson's Hotel. In answer to our shrill cries a man came out, and we made frantic signals to him from our rocky pinnacle, asking if he could take us in for the night. To our joy, he signalled back that he could, and we scattered down the steep path to the hotel.

We supped; and afterwards sped up the path to the top of the cliff. A cold wind was blowing, and it was almost dark. Seaward, the Lizard light gleamed bright over the troubled waters.

The next morning dawned clear and sunny. As soon as the tide was sufficiently low, we went off to explore the rocks. Asparagus Island, where the gulls rest in their thousands, the Devil's Post Box and Bellows—huge natural caverns where the waves meet and struggle with deafening roar, and the tall Steeple Rock. A fisherman whom we met gathering mussels gallantly offered to post a letter for me in the Devil's Post Box—a ticklish job requiring good nerves and a nice judgment. I had nothing to give him by way



Kynance Cove, the Devil's Bellows and Steeple Rock.

of a letter but a card of "Furnished Apartments," from the house where we had tea the day before.

"Queer place for furnished apartments?" murmured the man, as he clambered down to the Devil's Post Box. He tossed the card towards the slit in the rocks. For a moment it fluttered hesitatingly in the rainbow spray, then vanished, sucked quickly in by the powerful back-draught.

"Ugh!" shuddered the Artist, catching my arm. "I am sure I saw a black claw shoot out."

I laughed, and we turned away to continue our explorations. Late that afternoon we went back to Lizard Town to pick up our letters and the car. Much to her regret the Artist found an urgent telegram summoning her back to London. There was nothing for it but to comply. It was too late to reach London by rail that night, so we returned to Helston, and the Artist took her departure early the next day.

On our way to Helston we overtook a sister of the woman who kept the furnished apartments. She was crying bitterly, and we stopped to inquire the reason.

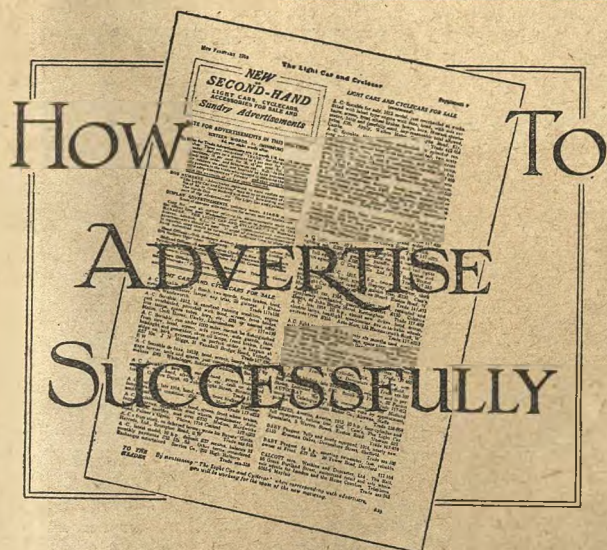
"It's my poor sister, miss. She was took last night, all of a sudden." "Not dead?" I asked anxiously.

"Yes, indeed, miss; took and gone."

After questioning her if there was anything we could do for her in Helston we parted. A mile further on the incorrigible Artist began to laugh.

"Well?" I asked, sharply.

"Let this be a warning to you never to put people's names in the Devil's Post Box again," she said, in mock solemnity. Of course, I had to laugh, too.



IT is apparent from any issue of THE LIGHT CAR AND CYCLECAR that many who advertise their old light cars for sale have no idea of any method of drafting an announcement. The most telling advertisements, as a rule, are drawn up by those who previously have had experience of buying a car, and who remember the prevarication, ambiguities, mistakes, and omissions of the announcements they have sifted in making their choice. Further, they will not waste money on advertising in journals where the public do not look naturally for particulars of second-hand cars. This choice of a medium is important, and we will deal with that point first.

Good and Bad Mediums.

Let us say, quite frankly, that there is only one sound medium in which to advertise, and that is THE LIGHT CAR AND CYCLECAR. The position of this journal is totally different to the rest of the motor Press. It was founded when the new motoring suddenly leapt into popularity, in 1912; it is identified the whole world over as the organ of that movement, and the fact that it carries so many advertisements of second-hand light cars and cyclecars for sale, or wanted, far in excess of any other journal, creates automatically the only recognized medium. In advertising a motorcycle or a big car, it is not possible to say that any one medium is better than another; but in selling a light car or cyclecar there is no room for doubt. General Press advertising is unsatisfactory, for two reasons. Firstly, amongst a very varied assortment of articles, a light car announcement is not likely to catch the eye of a purchaser. Secondly, the purchaser attracted by such a medium hardly expects to find a satisfactory investment in a light car advertised in such a way, and, rightly or wrongly, imagines that it is advertised in such a medium because it cannot be disposed of in a technical journal owing to inherent defects; he is a sceptical purchaser, and his price, if ever offered, is low. Local advertising might help, but naturally the field is restricted, and the probable purchaser in even the remotest parts of the country seeks out the technical journal for the purchase of such an important article as a car containing the largest number of such advertisements, which his newsagent will have no hesitation in naming as THE LIGHT CAR AND CYCLECAR. Forgive us if we are merely "puffing" ourselves, but not a few readers have written and pointed out their mistake in such a matter, although we have not thought it worth while to publish their comments.

How to Draft an "Ad."

In drafting a "small ad," the quickest method is to tabulate the heads of the various details, set the information briefly against each, and then condense the whole as much as possible. Thus, supposing we are dealing with a 1913 Swift, the details would read somewhat as follow, and the order in which they are here set out should be preserved:—

Make.—Swift.

Year.—1913.

Engine.—7 h.p. two-cylinder w.-c.

Special features.—Running boards added.

Mileage.—7000.

Amount of wear.—Carefully driven.

Overhaul.—Engine rebushed in December.

Appearance of bodywork.—Standard green; smart.

Condition of tyres.—Two driving tyres new October, unpunctured; treads sharp.

Equipment.—Acetylene headlamps, electric side-lights, 80 amp. accumulators, horn, spare wheel and tyre, pump, jack, tools, various spare parts.

Cost when new.—£143 10s.

Reason for selling.—Buying four-cylinder model.

Price.—£80.

Where it can be seen.—Leicester.

Advertiser's address (or box number).

Specimen Advt.

The bad and evasive advertiser will make out an advertisement from these particulars somewhat on these lines:—

SWIFT; as new; just overhauled; tyres sound; cost £145, accept £80 sacrifice; electric lighting; owner going abroad; write Box No. —.

He will deserve few replies and probably get none. If anyone is interested, many questions will be asked, and the efforts of the advertiser to avoid telling the truth about the mileage covered and the year of purchase will probably make a sale unlikely.

The straightforward telling advertisement would be drafted on the following lines:—

SWIFT, 1913, running boards added; mileage 7000, engine rebushed by makers December, carefully driven, appearance smart; driving tyres almost new, unpunctured; all accessories, electric side lamps and accumulators added; cost £143 10s., will take £80; seller buying another car; can be seen Leicester (photo. sent). Box No., etc.

It is not necessary to give particulars of engine or model for such a well-known machine. Equipment details can be added. In the case of a simple cyclecar, it would be important to say if hood and screen are fitted, to name the make of engine and cooling, transmission details, etc. The mention of running boards is rather necessary in the case of the 1913 Swift light cars, as they were not fitted with them, but many owners added them with advantage.

It is not the slightest use trying to get a higher price for a car by disguising the year of purchase or the mileage the car has covered. Nor is it much good trying to sell a worn-out car until it has been thoroughly overhauled. Although the owner may be going abroad, it is not advisable to mention it as a reason for selling, as a purchaser likes to know that if his investment proves, in vulgar parlance, a swindle, that he can proceed against the seller for his misleading statements. Never try to palm off an old car as one of more recent make, because a little inquiry from the manufacturer, giving the chassis number, will speedily disclose the truth.

Many advertisers hope to catch a "mug." Purchasers of second-hand cars are rarely taken in.

15th MARCH.—The next issue but one of "The Light Car and Cyclecar" will be a Special Number devoted to Second-hand Cars. Advertisements for this issue should come to hand by first post Wednesday, 10th MARCH.

THE light car owner who is going to sell his present mount will naturally desire to obtain the best price for it that he can, and this will depend to a great extent on the condition the car is in when the prospective customer sees it and tries it.

If a car looks clean and well kept it makes a good impression on the intending purchaser, and if on trying it he finds its inward state matches its outward appearance, then he is likely to complete the bargain, to the mutual satisfaction of himself and the former owner.

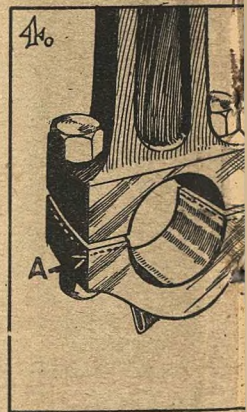
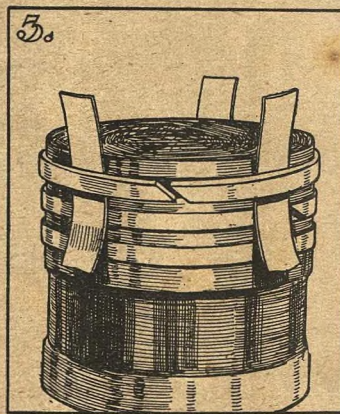
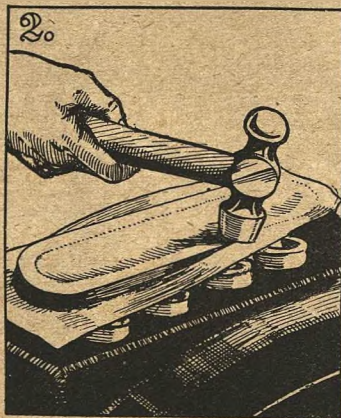
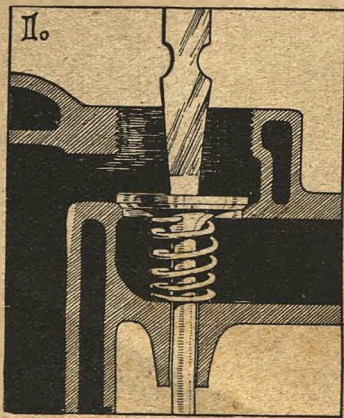
Having decided to sell his car, the owner should immediately proceed to clean and overhaul it to the best of his ability, and those adjustments which are beyond his capabilities, owing either to lack of mechanical knowledge or the proper tools and appliances, he should have done by a competent repairer, such, for example, as Messrs G. N. Higgs, 31, Vauxhall Bridge Road, London, S.W.; the Colville Motor Co., 40, Chiswick Common Road, Chiswick; or the Laystall Repair Works, 34, Queen Street, London, E.C., who make a speciality of such work.

A Small Bill.

In order that the repair and overhauling bill shall be as small as possible, the owner-driver should undertake all the small tasks that he feels capable of doing, and they are many. The first thing is to clean the car thoroughly both outside and inside. Having cleaned the car outside, it is quite a good plan to remove the bodywork, but if, on inspection, this does not appear very easy, then the owner will be well advised to leave it alone, although his overhauling may not be quite so unhampered.

ILLUSTRATING METHODS OF CARRYING OUT A THOROUGH OVERHAUL.

1. Grinding in a valve.
2. Cutting a new water-joint washer with a hammer.
3. Removing piston rings with three metal slips.
4. Where to adjust a big-end bearing.



Having cleaned the car, it may be securely jacked up in a convenient position and the tyres removed. If considerably worn and in need of retreading, they should be sent away while the owner proceeds with his task. A concern which makes a speciality of retreads is the Beldam Tyre Co., Ltd., Brentford, Middlesex, but all the tyre companies undertake this work. The tyres should be put in good condition before the car is offered for sale, for the simple reason that the purchaser expects everything to be in order, and if he sees that he will have to spend a five-pound note in tyres he will probably decline. If retreading is not yet necessary, then the tyres should be inspected and any deep cuts carefully marked for vulcanizing. If the owner has a Harvey Frost Baby vulcanizer he will doubtless do this himself, as the process is very simple with this apparatus, and rather interesting. The outfit costs little and is worth investing in, for it will save its cost in a season.

PREPARING A SECOND-HAND

£5 Spent on a Car will Add £10 to Its Value
We Illustrate and Describe the Methods that a Light

This Article Might be Described as One on How to

Having attended to the tyres, the engine and transmission should receive attention. If the engine has not been decarbonized for, say, 3000 miles, it will be in need of it very shortly, and it will be as well to take the cylinders down and do it. The carburetter and any controls attached to it should be removed, the exhaust connection undone, rubber water connections and any other attachments removed also. The holding-down nuts can then be undone, and the cylinder casting carefully lifted off.

Lifting the Cylinders.

This last process is not so simple as it seems, but it should not be beyond the average man's ability. The valve caps should first be removed, as otherwise the suction of the pistons in the cylinders as the casting is lifted will be an added difficulty. While the owner lifts the cylinder casting a friend should hold the flywheel so that the four pistons are all on the same level. The cylinders should be coaxed off and not forced, or the connecting rods may be sprung.

Having the cylinders off, the valves should be removed, carefully numbering them so that they are returned to their respective seatings. If the water outlet joint is perfectly watertight it will be as well to leave it in position, but if a new joint is desirable

the aluminium casting may be detached before the cylinders are cleaned. The combustion heads should be scraped quite free of all carbon deposit by a long-handled screw-driver, and any other scraping implement which lends itself to the rather cramped space into which it has to be manoeuvred. Special tools for this purpose are sold by Messrs. Brown Bros. The valve caps and ports should also be carefully scraped free from carbon.

It will probably be desirable to grind the valves in, and the valve and seat should be examined to see if any warping has taken place. Any serious warping is unlikely, but is easily remedied by touching up the valve and seating with a valve-facing tool, such as may now be obtained for this purpose. The procedure of grinding in a valve is simple. The face of the valve is smeared with a mixture of emery powder and lubricating oil (sold in shilling tins, each containing two grades, the finer being for finishing off), the

D MACHINE FOR SALE.

Why Not Carry Out a General Overhaul?
 Car Owner Can Employ in His Own Garage.

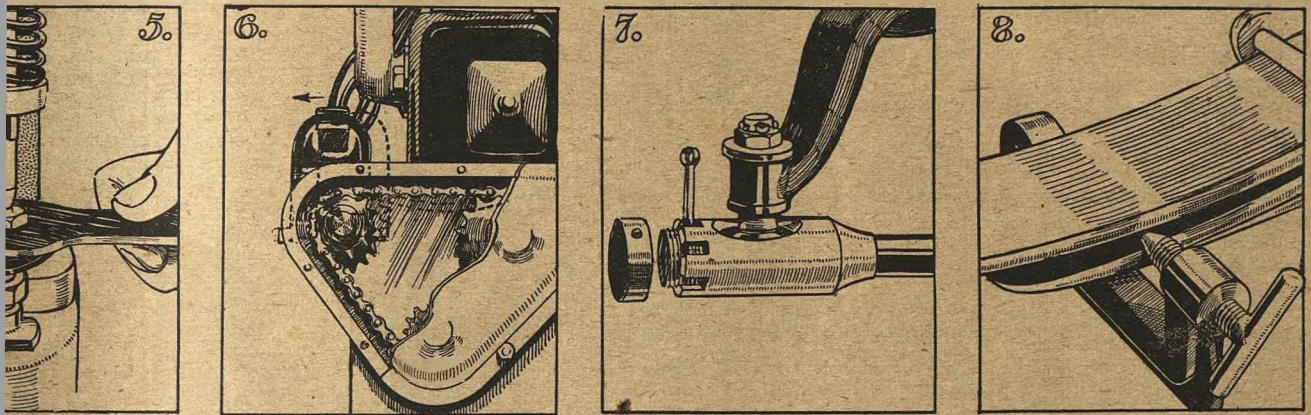
Gain Greater Efficiency and Better Running.

valve put into place and then rotated backwards and forwards with a screw-driver, a good pressure being put on. A light spring is put under the head of the valve to raise it when the pressure is released. The valve must not be rotated right round but backwards and forwards, the pressure being slightly released and the valve turned round slightly into a new position and then rotated backwards and forwards under pressure again. If the valve is rotated right round it will cause ridges to appear. The grinding process should continue until a bright band all round the valve and seat shows that there is perfect contact. When the compound is wiped away, black spots may

renewing, but big-end bearings are generally adjustable for wear.

By detaching the crankcase sump the big-end bearings will be exposed to view, and if they need taking up the cap of the bearing must be removed, a small amount of metal taken off each side at the surface A (see illustration) with a file. If the owner has never done this or seen it done, he should not make the experiment, but should have the work carried out by a competent mechanic and make arrangements to watch the process. He might even take up the wear in one bearing under the watchful eye of the mechanic, but it is a task calling for a certain amount of skill and knowledge. The main bearings are most unlikely to show any signs of wear, and as to adjust them means taking the engine right down, the task will probably be left to the repairer.

The bearings being in good order, the crankcase and sump should be cleaned out with paraffin and the oil pump and filter as well. The sump may be replaced and the cylinder casting lowered into posi-



5. Adjusting tappets. 6. Adjusting slack in magneto and camshaft drive. 7. Taking up wear in steering connection ball joints. 8. Lubricating the leaves of the springs.

be apparent in the seating or on the valve, and these have got to be ground away by continuing the process until the spots disappear.

The cylinder casting should then be cleaned out with paraffin, all grit, emery and carbon being removed. The valves should then be replaced, the stems being cleaned and smeared with graphite to act as a lubricant. The threads of the valve caps should also be smeared with graphite and the caps screwed in gastight. If the valve springs appear flabby they should be replaced with new ones.

If a new joint is required for the water outlet this should be cut by placing the material on the cylinder casting and tapping it lightly with a hammer. The material for the joint may be purchased from any large accessory house or garage, and on no account should ordinary cartridge paper be trusted to. The cylinder casting is now ready for replacement, but attention must first be given to the rest of the engine.

Decarbonizing the Pistons.

The top of the crankcase should be covered with a cloth and the carbon deposit scraped off the pistons, both on the top and inside them. Then the rings should be removed by inserting three strips of tin under them and sliding them upwards over the tin. The piston rings are of cast-iron, and are exceedingly brittle, so they should be sprung open as little as possible. The rings and their slots should be freed from carbon deposit and the rings replaced. The connecting rod bearings should be examined for wear by trying to shake the piston up and down. If there is any wear in the little ends the bearings will want

tion, the two middle pistons being coaxed into place first. Help will be necessary with this, as the piston rings must be compressed to enable them to enter the cylinder. It is better, if it can be managed, to devise some mechanical method of supporting the cylinder casting, but the weight should not be too much for the average man to handle.

Making an Oil-tight Joint.

Having the engine re-assembled once more, the cylinder casting must be bolted down securely. A brown-paper washer should be used between the base of the cylinders and the crankcase, and if the existing washer was damaged in raising the cylinders a new one may be made by the same method as the new water-joint washer. Brown paper soaped liberally will make an admirable oiltight joint. The holding-down nuts should be tightened up slowly, half a turn at a time one after the other. If one nut was screwed quite tight and then another the casting would be strained badly in all probability.

The rubber water connections may require renewing, they are not expensive and give the engine a well-cared-for appearance. The valve tappets should be adjusted so that there is only just sufficient clearance between the tappets and valve stems to admit a visiting card, and as all modern engines have adjustable tappets this is an easy matter. The tappet should be screwed into position and locked with the locknut so that the clearance cannot vary.

The camshaft and magneto will probably be driven by a silent chain, and if slackness has developed this will affect the timing. The sagging of the chain may

PREPARING FOR SALE (contd.).

generally be eliminated by sliding the magneto on its base, provision being made for this. On some light cars the fan drive provides the adjustment. The fan belt may require shortening, and this should be done, if necessary, as it is a small job which makes all the difference in the running of the engine.

The exhaust pipe, carburetter, etc., should all be replaced, the crankcase filled up with a fresh supply of oil, radiator filled and everything put in running order. The engine should be vigorously swung by hand first, to draw the fresh oil through the pump and lubricating channels, and the engine may then be started and allowed to tick over slowly until it has warmed up.

The clutch will hardly want relining, but it should be adjusted and dressed according to the makers' instructions. A multi-plate clutch will be better for swilling out with paraffin and a supply of fresh clutch oil. Any wear in the clutch-operating mechanism should be taken up and the foot brake, hand brake and other controls looked to and adjusted at the same time.

The gearbox can be cleaned out and a fresh supply of grease given; universal joints will require but little attention, especially if of the leather or spring ring type. The back axle also does not lend itself to adjustment, and it should not require any, but a clean-out with paraffin and a fresh supply of grease or oil will improve its running. Brake drums should

be washed out and brakes adjusted, new shoes or linings being provided if necessary. The wheel bearings may also be inspected and, if required, adjusted and lubricated.

Steering connections should be adjusted and lubricated, and wear in the worm and wheel may be taken up by turning the wheel into a new position. The worm casing should be packed with grease. The springs should be carefully separated leaf by leaf and lubricant introduced; this will make the car much more comfortable to ride in and will eliminate all annoying squeaks from the springs. Any rattles or squeaks whatsoever should be overcome; a car which rattles is hardly likely to make a good impression.

Touching Up the Bodywork.

The bodywork will be much smartened up by the use of some special cream for the coachwork, and the upholstery will also benefit from similar treatment. The floorboards will not cost much to re-cover; if necessary, the running boards can be treated at the same time. If the paintwork is very shabby it will probably pay to have the car repainted. The hood may need attention, and nothing detracts more from a car's appearance than a shabby hood. It is not expensive to have it re-covered, and Pantasote may be obtained in practically any shade of colour. A Pantasote hood will give the car a very handsome appearance, greatly enhancing its selling value.

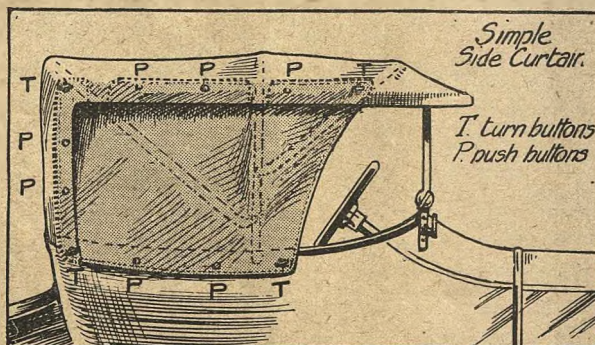
By spending five pounds on the car its value will often benefit by twice this amount.

TOUR AND COMMENT.

Side Curtains.

THE approach of spring has not, apparently, affected the liberal amount of rain we have received of late weeks; rather do we seem to get heavier falls in sharp showers. With heavy rain blowing sideways against the car, the hood affords but little protection on the windward side, unless side curtains be fitted. On two cars that I have lately driven side curtains were included in the equipment, and they were of a simple design, which would hardly add appreciably to the first cost of the car. At the same time, they were extremely efficient and kept all rain from blowing in on to the occupants. The steering wheel was also kept dry, and this is a boon, as otherwise the driver's hands will sooner or later get wet and consequently cold. See the accompanying illustration.

white with frost; but 40 or 50 miles of this and there comes a consciousness of a sinking feeling, which rapidly becomes worse, until the driver realizes it is the human machine calling for replenishment. Nothing easier, he thinks; but it is a sad mistake, for, until 8 o'clock or later, he will find it difficult to find any signs of life in the majority of hotels, and will perforce have to run on for another hour, feeling dis-



tinctly annoyed with the laziness of English hotel staffs. It cannot be helped where only a limited staff is kept, but where the hotel is any size, surely part could carry out the "early to bed early to rise" doctrine.

* * *

And Early Garages.

THE same trouble exists with regard to garages in the very early morning, for only in the large cities are they open. I always make a point of filling up with petrol and oil the night before, and seeing that there is a spare tin of petrol aboard also, and then, barring accidents, I am independent of garages for a considerable number of miles. I imagine the "open night and day" garages must do very much better in the big towns than those which close for the night.

"DR. SYNTAX."

Ancient Hostelrys.

I MUST confess when my hands get cold I lose all interest in driving, and thoughts of the nearest well-known motoring hostelry, a big fire, and hot drinks make driving still less attractive. One is soon warm again, but the trouble is that if the hostelry be some ancient oak-panelled house, with large, open hearths and marvellous pewter pots and plates; there is no desire to leave its hospitable portals. Such a haven of rest is the Feathers, at Ledbury, and one day, when a brilliant winter morning had given place to an afternoon of "rough winds and wintry weather," I called there for tea with a lady passenger. My hot buttered toast had to grow cold while I gazed round the room first to admire "that lovely old oak buffet," and next "that splendid piece of pewter," until I thought I should never tear the passenger away.

* * *

Early Morning Runs.

HOTELS never seem to open before 9 a.m. or thereabouts, and if one is making an early morning run this is rather trying. There is no time more enjoyable for motoring than when the sun is just making his arrival known, with a few faint pink blushes on the eastern horizon, and the roads are

The Elegant Enfield

THE first impression of the 1915 Enfield light car is the elegance of the turnout, for its graceful, sweeping lines are enhanced by the black domed wings and valances, the neat electric lamps, and the general appearance of finish which should always mark the product of a famous factory.

The first drive in the car again gives an impression of elegance, for it moves off from rest so smoothly, rides so comfortably, and pulls up so surely that it might be the magic carpet of the East in modern western guise. The alterations from last year's model are small and take the place of minor improvements and better finish.

The engine is a neat monobloc four-cylinder, with a bore and stroke of 59 mm. by 100 mm., thus coming inside the 1100 c.c. definition by 7 c.c. The accessibility of the carburetter and magneto has been carefully studied by the designer, and also the oil filler and level indicator. The lid of the oil filler is hinged and connected to the oil level tap, so that, as the filler is opened, the tap is also opened, without having to insinuate an arm right down the side of the crankcase.

A Sweet-running Engine.

The crankshaft is a nickel-steel forging, and is carefully machined and ground to size; it is carried in two large white-metal bearings, and the big-end bearings are also lined with white metal.

Lubrication is by a pump in the bottom half of the crankcase, which delivers oil to the main bearings and to troughs under the connecting rods. The connecting rods and pistons are kept as light as is consistent with strength, and the result is a very lively, easy-running engine, which gives good acceleration and possesses a useful reserve of power.

On the road we found the engine all that could be desired, while its balance is excellent, and, in consequence, the utmost use of the second gear may be made. By changing down on a hill early, there is no need to use the low gear, except on a freak hill or where traffic demands that the ascent shall be made at a mere crawl. The best results can be obtained from the engine, as the magneto advance is controlled

by a neat little quadrant just under the steering wheel, and this is very useful when picking up on top gear in traffic, saving quite an appreciable amount of gear changing.

Easy starting is dependent on carburetter adjustment more than the engine, so it speaks well for the testing department of the Enfield works that the engine invariably started with the first pull up when warm, and the second or third when cold.

We have mentioned the smooth manner in which the car gets away, and this is due to the design of the clutch. It is a leather-to-metal cone of ample size, and adjustable springs are placed under the leather, which is the secret of its smooth action. Once away from rest it is a simple matter to change up to second and third gear on the Enfield, and a slight pause before engaging the higher gear makes a silent change. Changing down is as simple, and a double clutch allows the gears to engage quite inaudibly. The quietness of the gearbox on the indirect gears compares most favourably with even large, expensive cars, and only a subdued hum is noticeable.

Between the clutch and gearbox there are two leather ring universals, which effectually take up any movement between those parts due to frame flexure, and also allow for clutch withdrawal. Another universal joint is placed behind the gearbox, and is composed of phosphor-bronze blocks sliding in a steel casing; this takes up any movement of the worm shaft due to the movement of the back axle.

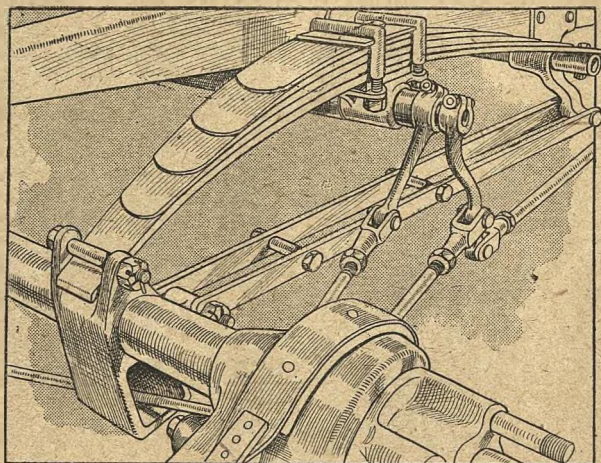
The precision of workmanship is evident throughout the car, but it is nowhere seen to better advantage than in the transmission. Gears are of the highest-quality steel, carefully case-hardened, and

THE ELEGANT ENFIELD (contd.).

ball bearings are used throughout gearbox and back axle. The back-axle casing is of steel and extends towards the gearbox, enclosing the worm shaft and acting as a torque tube. The worm is of hardened steel and engages with a phosphor-bronze worm wheel of generous dimensions.

The brake drums contain internal-expanding shoes operated by the brake pedal, and the hand brake operates contracting bands. Both sets of brakes are effective and smooth, and, despite the greasy condition of the roads when we made our test of the car, we never found the wheels locked and the car sliding uncontrollably towards a tram.

The car we drove was equipped with 700 mm. by 80 mm. wire wheels and tyres, and the ease with which



The long cantilever rear spring, radius rod and brake work of the Enfield light car.

the wheels could be detached was very apparent when a sharp flint caused a puncture. The axle was jacked up and the four nuts holding the wheel on the hub were easily and quickly removed, when the wheel slid off in response to a gentle rocking movement. The spare wheel slipped easily into place, the four bolts coinciding exactly with the four holes in the wheel hub. The spare wheel is carried in a well on the off running-board, and is kept securely in place by a bracket screwed to the bodywork. If desired, detachable steel wheels can be fitted.

Comfortable Springing.

Although we covered over 200 miles on the little car during our test, we experienced no trace of fatigue; even our wrists were quite unaffected by the lorry-shattered roads we traversed, for the worm-and-sector steering is easy and light and transmits no road vibration to the driver's arms. As regards the comfort of the car, it is difficult to give it adequate praise, for it is admittedly a difficult matter to secure efficient springing on a light car. The Enfield chassis, however, consists of a pressed-steel frame, braced with tubular cross-members and with a tubular sub-frame, which carries engine and gearbox. The frame is mounted on long, inverted, semi-elliptic springs arranged as cantilevers, and the full length of the spring is thus utilized.

The result is a very easy-riding car, which seems to float along, however bad the road may be. It too often happens with this type of springing that the rebound of the spring is excessive, but on the Enfield

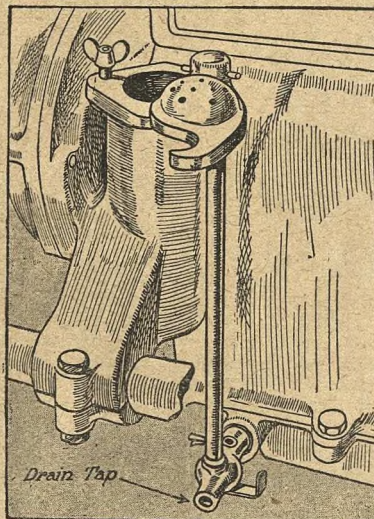
this is not so, and the size of the springs and number of leaves have evidently been very carefully calculated and checked by actual trials. The roads on which we took particular note of the springing are some of the worst in the Midlands at the present time, for, in addition to a heavy motorbus service, a continual stream of heavy lorries to and from a big factory has worn right through the very foundation of the road.

Bad Weather Defied.

In the bodywork, too, the passengers' comfort has been well studied, for the upholstery is soft and thickly padded, and there is ample room both in width and length. The sides and back of the body are high and are arranged to give the maximum support to the back. The screen is brought to the full width of the body, and affords the fullest protection, as we soon found out, while when it came on to rain we were able to erect the hood and side curtains without leaving the car. The side curtains kept out all rain,

and the hood came well down over the screen, so that we were able to tilt the screen back until we could see over it, without the rain blowing in.

Another good feature is the absence of annoying rattle from various parts of the body and chassis. The bonnet, domed wings, valances, and all sheet-metal parts are substantially made, and therefore cause no unpleasant drumming. The petrol tank is also free from this fault.



The inter-connected oil filler and level indicator top.

Towards the end of our run dusk came down on us, but a turn of the combination switch put on the side and tail lamps, and as the darkness deepened into night another turn of the switch added the two head-lights. We now found it possible to drive as fast as with daylight, and as we drew near to Birmingham and discerned the police patrol, another turn of the switch put out the headlamps and showed the police that we were conversant with the lighting regulations.

The dynamo is carried on a bracket fixed to the frame just beside the gearbox, and is driven by a Whittle belt from a pulley on the clutch shaft.

The completeness of the equipment of the Enfield is an attractive point, for with hood, screen and side curtains, electric lighting, spare wheel, horn, tools, etc., there is little for the owner to do except obtain licences, numbers and insurance.

On the road we found the little car could float along at twice the legal limit with ease, while no main-road hill called for more than a drop to second gear. The domed mudguards and metal valances kept the thick mud off the bodywork, while an undershield protected the engine and transmission efficiently. All over the car bears out the Enfield motto "Made like a gun," and it is an excellent £185 worth. The makers are the Enfield Autocar Co., Ltd., Enfield Works, Sparkbrook, Birmingham.

THOUGHTS AND OPINIONS.

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

We prefer letters that can be published with the name and address of the writer, but initials or nom de plume can be substituted if desired. Letters received up to Wednesday morning, first post, usually appear in the following Monday's issue of "The Light Car and Cyclecar." All letters should be written on one side of the paper only.

SUPER TUNING.

How 50 per cent. Better Consumption was Obtained.

We have received many letters from readers asking for an explanation of the detail work carried out on the engine of a correspondent who recorded a remarkable decrease of consumption as the result of "super tuning" by the Colville Motor Co., Ltd., and at our request they have explained what was done.

A number of inquiries have reached us as to how the results mentioned in Mr. Spencer Phillips's letter in your issue of 8th February were obtained. We think it may interest other of your readers who study the efficiency and economy of their engines to have some details on the subject.

In the particular car in question (a G.W.K. with Solex carburettor), after having noted the various important details in the design of the engine, such as size and height of lift of valves, design and area of induction and exhaust ports, etc., etc., and also having made the necessary calculations pertaining thereto, we found that the exhaust valves were opening and closing about 10 degrees too early; the inlet, although opening fairly correctly, closed too late by nearly 20 degrees. From these figures it is quite obvious that it would not be possible to improve matters by altering the meshing of the timing wheels; we mention this as in some of the letters we have received this method has been suggested. The only possible remedy is either to fit new cams or regrind the existing ones; in the latter case it is not always possible to achieve the very best results; but, on the other hand, it is much less expensive than making new cams, or, in the case of a solid camshaft, as fitted to many engines, an entirely new shaft.

The method of correction adopted by us on this particular car was to cut a new keyway in the timing wheel of the camshaft, and thus correct the 10 degree error of the exhaust valves; the alteration in the closing of the inlet valves was obtained by grinding the cam; the opening of these valves was, owing to the alteration of the keyway, rather later than we should have wished; this, however, could not be altered, except by fitting new cams. We did not advise this, as it was only a matter of a very few degrees, and would at this point not materially affect the consumption or efficiency for ordinary road use.

The result of these alterations, as Mr. Phillips has already stated, showed a clear gain of 50 per cent. in the petrol consumption, and this without detracting in any way from the power and efficiency of the engine. In addition to the economical advantages of a correctly-timed engine, the improved scavenging of the cylinders and complete combustion of the charge tend to minimize trouble caused by carbon deposit.

We observe, in the issue of your paper dated 15th February, an editorial article on the subject of tuning and carburettor setting. There is no doubt that the statements contained therein, in connection with engines specially tuned up to give excessive power and speed for their size, are quite correct, and that exceptionally high and quick lifts are not conducive to either long life or silence. We are, however, not quite in accordance with the views expressed as to economical consumption in conjunction with efficiency and power, and maintain that a car, which has been properly tuned up for consumption, can be handled by any ordinary amateur driver without any loss of power. As an instance of this we would quote the fuel-consumption trials of the Cyclecar Club in April, 1913, the results of which were published in your journal. The best result, on formula, was obtained by Mr. Whyte, who averaged 67 m.p.g. over the course of 22 miles on a car which we had especially tuned up for him. The car was fully equipped with mudguards, hood, screen, and all accessories, etc., etc., whereas a similar car without mudguards, fitted with streamline body, and driven by one of the maker's expert drivers, failed to attain the above figures. Mr. Whyte's car was tested for speed, and, without altering it in any way, a speed of 45 m.p.h. was attained, thus proving that the power of the engine had not been in any way reduced.

40, Chiswick Common Road, HENRY J. POOLE,
Chiswick, London, W. The Colville Motor Works, Ltd.

DR. LOW PROPOSES A VOLUNTARY TECHNICAL CORPS.

Expert Work with Searchlights, Wireless and Motor Repairs.

I have been somewhat impressed with the fact that, out of all the corps of men lately formed in connection with the Volunteer Reserve and similar units, they have all been devoted to transport work and to the formation of a guerrilla troop which for any practical purpose would have to be exceedingly well drilled and highly efficient in every respect. These corps are certainly very fine, but it has occurred to me that their membership is small—very small, in fact, compared with the vast number of people available.

Now the majority of men who are skilled in motor work and similar departments are often beyond military age; in any case they feel, rightly or wrongly, that in time of emergency the Government has no body of men which it could call up or draw upon to supply men whose technical knowledge is unquestioned, and whose capabilities for any serious engineering work, such as searchlights, small wireless outfits or motor repairs, are undoubted. Many people feel that they are only wasting their time and are not giving of their best by learning to drill one night a week, and these moreover are men who are really doing good service and work by giving employment to others.

I would like to make it quite clear that I am not speaking in any way personally, because I am, as you are aware, entirely engaged on official research work myself. There are thousands of people who are highly skilled, more so than many of those in actual service, and surely if they were registered and drawn up as a technical corps they would be of

genuine value. There is no unit approaching a technical corps at present. Such a body of men would receive occasional lectures on technical subjects applicable to modern warfare, and could be attached to a recognized unit so that they could provide themselves with uniforms.

They could then help to carry on (which is possibly a somewhat unfortunate phrase), and at the same time, by realizing the really serious nature of the situation and giving their knowledge and energies to some purpose, they would make themselves ready and efficient to undertake any work which the ordinary man could not attempt.

A technical corps of willing and really expert motorists and engineers is my suggestion. I would be happy to give any influence I have to assist the formation of such a section, and would be glad to receive names of anyone who is interested which would receive my attention, and thus the discovery made, if possible, of the value and ease of formation of this proposed corps.

Many thousands of people are willing to give work which has taken them six years to learn, and they feel that to work in a manner requiring three months to learn is, as I have said before, rightly or wrongly, not of the best.

I repeat that I am, and have been all the time, on official work myself and am quite disinterested in offering this suggestion.

A. M. Low, A.C.G.I., D.Sc., etc., etc.

* * Letters from readers interested should be addressed to the Editor, and will be forwarded to Dr. Low.—Ed.

WHY LIGHT CAR OWNERS ARE "UNPATRIOTIC."

Two Trenchant Replies to the Charges Brought by "R.N.V.R."

The Difficulty of Private Owner-drivers in Getting into the Army as Motor Drivers.

I quite agree with "R.N.V.R." as to the sad deterioration of the value of THE LIGHT CAR AND CYCLECAR, but I base my conclusion upon page 352, containing his letter. Before I had finished reading it I also concluded he was an officer. It is a great pity that some of those gentlemen see fit to abuse all and sundry, and their balance of judgment is somewhat upset by their patriotic feelings.

He introduces a subject (the by-product of his "exiguous leisure"), and concludes with a "I have said it and it is beneath my dignity to discuss it with you" sort of attitude. Personally, I think better use could be made of that space by advertising someone's pills or soap. Certainly, it would be more profitable to the publishers.

I think it is very unfortunate that someone has drawn up regulations stating that no driver will be interviewed who is unable to produce a reference stating he has been engaged in that capacity. The result is that a man with a scrap of paper (often this is its only value) is selected. The man with years of experience and good drivers who are private owners are completely ignored. From this I have come to the conclusion that it is the authorities who are not fully alive to the fact that we are at present at war. There are a great number detained at home by the direct orders of "R.N.V.R.'s" superiors, and much against their personal inclinations. Unfortunately, I am one of those who are unable to remove to that more fashionable residential district "Somewhere in France."

For the information of "R.N.V.R." and any others, I will conclude by adding that we who are supposed to be too cowardly to fight for ourselves, are passing away time by producing the materials for his use; also to assist in providing the

necessary which he is pleased to receive from the Paymaster. I regret, for reasons I will not trouble your readers with, I must sign myself
London. "X.Y.Z."

Are the Various Voluntary Corps of Any Real Use?

There is a note of bitterness in your comment on the result of your appeal to light car owners, which "met with a result as meagre as was anticipated"; moreover, it is curiously inconsistent with the editorial note appended to the letter signed "R.N.V.R.," which brings against the light car owner a similar charge of unpatriotism.

My own view of the position, put bluntly, is this: the light car owner, engaged during business hours, feels practically helpless. If he owned a Rolls-Royce and employed a chauffeur he might be of some use; but the man who can only give spare time, whether he be a motorist, cyclist or mere pedestrian, is not wanted, and the hint is made as broad as possible. The various civilian rifle corps keep people quiet and are beneficial to the members thereof, but does anyone place any serious reliance on their ultimate military value?

So far as I can see, the avenues of usefulness are confined to these:—

- (1) Enlistment in the Army or Navy.
- (2) Service as special constables.
- (3) Sending of big cars with chauffeurs.

All other efforts to help seem fated to be ill-organized, unpractical, and of doubtful service to the community.

Wherefore some of us, with little leisure and perhaps still less pocket-money, must needs "carry on," waiting for the opportunity for real service, and content, in the meantime, to remain under the stigma—"unpatriotic and selfish."

Coulsdon, Surrey. "HUMBERETTE."

Unfair Prosecutions.

With reference to the note with regard to the noise of the exhaust being mistaken for that of an aeroplane, I got fined £1 and 9s. 6d. costs for not having an efficient silencer! As a matter of fact, on my car, a Lagonda, I have a silencer, and the only thing I did to it was to cut my exhaust pipe a little shorter, which I considered gave a beautiful result. I was also accused of having a pedal so that I could control the exhaust (and cut out). I had nothing of the kind. I only cut about 4 ins. off the exhaust pipe. It seems unfair.

I also see further on in THE LIGHT CAR AND CYCLECAR a paragraph about a light car owner let off and a big car driver fined for not having a tail light. The light car was a three-wheeled Morgan, and the "big" car was my Lagonda: it happened that my light went out just where they were widening the road. The road was in a terrible state, in fact it is the whole way from Evesham to Hampton, while the road which the Morgan took was from Pershore to Evesham, and it is fairly good. The Morgan got let off with costs, I got fined 10s. It seems to me that the bench do not know their business very well.

H. Brooks.

Lindon Villa, Hampton, Evesham.

Decarbonizing—7500 Miles on a Morris-Oxford.

Referring to your notes on this subject in your current issue, in which it is stated that 5000 miles is about the limit, I should like to say that I ran my Morris-Oxford 7500 miles before it showed any need for decarbonizing. It then began to develop a slight knock at times, so I had it done; but I believe it would have run another 1000 miles or more.

I ran the four Dunlop tyres 5000 miles before they showed any serious signs of wear.

Petrol consumption varies from 40 to 45 m.p.g. I work out the actual running cost, i.e., petrol, tyres, oil, at a small fraction over 1d. per mile. I do not think the total cost would exceed 2d., but it depends very much on circumstances and, to some extent, on luck. My total cost for repairs for 8000 miles has been less than £3.

I should like to say how much I appreciate your paper and the useful tips one gets from it.

GEO. W. NORTON.

149, Woodstock Road, Oxford.

A30

Water Injection in an Oil Engine.

I should esteem it a great favour if you would kindly give me your opinion on the following suggestion. I have a 1914 air-cooled Humberette, which I have just bought, shop-soiled. It has not run more than 500 miles, and gets very hot and knocks badly on hills. I have taken down the engine and removed all carbon deposit. The magneto is timed to fire $\frac{1}{4}$ in. advanced. I have tried different-sized jets to the Smith carburetter, but no improvement.

I also have a 6 h.p. oil engine which I use for milling, etc. It is provided with an automatic inlet air valve through which you can inject water from the water jacket. When the engine is on full power for half an hour it knocks badly, but by turning on the water tap and letting into combustion chamber a small quantity of water, the knocking immediately stops and engine runs faster. What I want to know is whether injecting water into the inlet pipe of my Humberette would stop the knocking and give more power on hills; also how many miles per gallon ought I to get using Crown spirit.

Thanking you in anticipation.

ARTHUR H. RACTLIFF.

Kilminster, Stroud.

* * We publish this letter because the practice of letting water into an oil engine has some bearing on the controversy regarding decarbonizing by that method. What probably happens is that the water, which would be quickly turned into steam, cools the oil engine and stops the pre-ignition, which is the cause of the knock. With regard to the Humberette, we suspect the magneto timing. As the ignition is variable, the $\frac{1}{4}$ in. advance should be the maximum obtainable, and, when fully retarded, the firing position should be on dead centre. We suggest that the magneto is too fully advanced. Other causes may be pre-ignition, through improper valve timing, faulty plugs, weak mixture (partial choking of the jet). It is not an inherent defect of the Humberette, and we suggest that our correspondent should communicate with the local agent. The Humberette should give 45 m.p.g. on No. 1 petrol, which we should try in place of Crown, which, however, would give slightly more.—Ed.]

Every 1500 Miles.

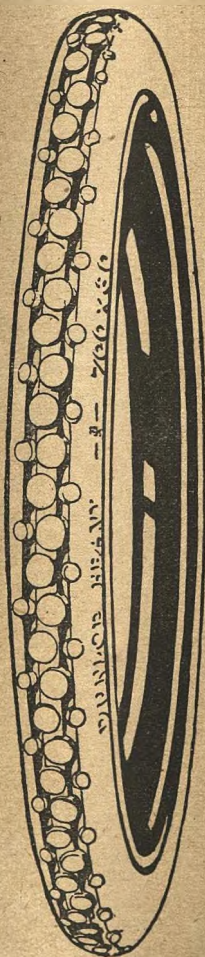
I consider an engine should be decarbonized every 1500 miles to get the best results.

E. SOUTHAM.

Peterstown Court, Ross-on-Wye.



Under-tyring.



Owners of light cars should be on their guard against under-tyring. The term "Light Car" is used in a relative sense only, the power of light cars frequently being equal to so-called heavy cars. Thus, the same strains are met with in starting and stopping in both classes of car, and it is here that damage is most likely to occur.

DUNLOP

light car tyres for 1915 contain two specially suitable for light car and cyclecar owners. They are the

RUBBER-STUDED COVER

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COMBINATION RUBBER and STEEL-STUDED COVER.

PRICES.

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Rubber-studded (Heavy)	700 x 80 mm.	...	2	1	9
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A31



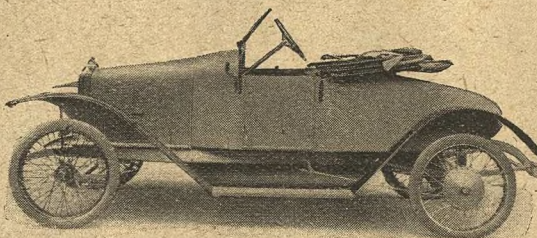
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Chevalier Bayard fought for France from early youth until his death at the battle of Rebec in 1523. His exploits form some of the most brilliant chapters of French military history, the triumph of the French Arms during the wars with Italy and Switzerland in the 16th Century, being mainly attributable to his leadership and personal bravery on the field. His motto—"Sans peur et sans reproche"—was applied to him by his admiring countrymen; his name is perpetuated in France as a title of merit.

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A thoroughly well-constructed car with a lively turn of speed. Ample accommodation for two. Equipped with hood, screen, hooter, 5 lamps and tool kit. Delivery from stock.



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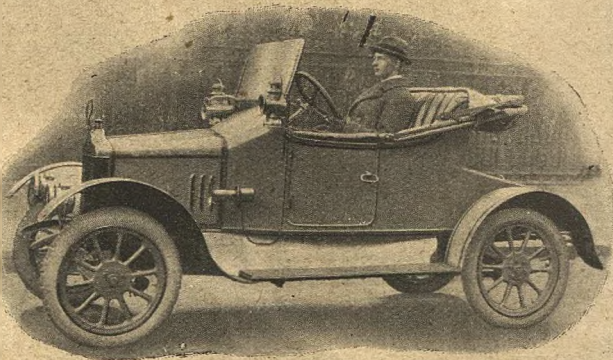
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The above Accessories are subject to 5 per cent. increase.

1915 STANDARD LIGHT CAR

Complete with five lamps, **£205** five detachable wheels, etc.

or £50 down and £160 in 12 monthly instalments.





AN ANIMATED SCENE. . . . Members arriving at Chiddingstone and discussing current topics on the occasion of the Cyclecar Club's run there, 20th February. A Swift in the foreground.

The Simple Cyclecar in Australia.

I am penning a few lines to give you my opinion of the most suitable class of cyclecar for Australia. I have read with interest your articles in issues of 2nd and 9th November. Personally, I believe in the following:—Engine, air-cooled for preference (my fancy is the Buckingham 8 to 10 h.p.), pressed-steel frame, 26 in. by 3 in. tyres, good heavy rims, 10 gauge spokes, 7 ft. 6 in. wheelbase, 3 ft. 8 in. track or thereabouts, Buckingham two-speed gear, long belt drive, cable and bobbin steering, low type of body, petrol capacity at least five gallons and one gallon of engine oil, 9 in. clearance at the lowest, only sufficient room to seat two with comfort, seat well back to keep weight on back wheels, 1 in. or 1½ in. belts, belt rim brakes, also band brake on wheel, good strong tubular axle of 1½ in. diameter at least of 10 gauge tubing.

In this rough country I would be very much afraid of a radiator springing a leak. I myself have taken particular notice of cars that call at my place of business for petrol, oil, etc., and I can honestly say that 8 out of 10 suffer from leaking radiators, due to excessive vibration, caused, no doubt, by the rough travelling. I have thoroughly tested out a single-cylinder air-cooled Buckingham engine. After a very heavy thunderstorm I had to travel 12 miles on the low gear of 8½ to 1 through heavy mud, with the thermometer at 103 in the shade, and, with good oiling, the engine did not over-heat. I might add that I have not any fan to assist cooling. Channel-steel frame is much easier to fit engine gears, etc., to than tubular, and, in my opinion, stronger and altogether more satisfactory; 26 in. by 3 in. tyres are much more comfortable than 26 in. by 2½ in., and relieve the springs and frame from a lot of the road shocks and wear much longer, and first cost is but little more than the smaller size. Good strong rims and spokes are, of course, necessary. A 3 ft. 8 in. track enables you to run between the ordinary cart track.

Long belt drive is, of course, another recognized principle, but my reason for belt drive, particularly combined with the Buckingham two-speed gear, is the simplicity of the whole thing: no cogs in gearbox, no shaft, differential, or any troublesome things of that description.

Seating accommodation over the rear wheels helps to keep the wheels well down to grip the road. Seating accommodation for two prevents a third party being carried.

A cyclecar of this description should sell very well, because it is practically foolproof, owing to its general simplicity.

In fact, in places where repairers are few and far between, the village blacksmith could help you out of difficulties.

Victoria, Australia.

COLONIAL CYCLECAR.

An Engine Stopping Problem.

My Alldays two-cylinder has run satisfactorily for over 1700 miles until a short time ago. I came up Reigate Hill in good style, but at the top, on the level, the engine died down until it was running on the pilot jet only. A motor man took down the carburetter (Zenith), and pronounced it all right, replaced it, and we went off again. Twice since then, after running about 10 miles, the same stoppage has occurred on the level, and in each case a practical man has taken the carburetter down, found nothing wrong, replaced it, and we have gone away again.

At each stoppage the float chamber was full. The tank has been emptied and petrol strained; no trace of water. The magneto is right, as it keeps running. Weather, ordinary fine wintry days. The mere act of emptying the carburetter and replacing seems to put matters right. I use Shell No. 2.

I only returned from South Africa last summer, and am not an expert in motor matters, but I take in your paper and try to pick up knowledge from it.

Can you suggest any cause for the stoppages, and what might be the remedy? (Rev.) A. ROWAND.

Carew, Walton-on-the-Hill, Surrey.

** We confess to being somewhat nonplussed. It points

* to a temporary stoppage of the main jet. Some floating substance which is sucked up by the open throttle and released when the throttle is closed. We should suggest detaching the jet and seeing that the passage to it from the float chamber is quite clear by blowing through it and probing with a piece of fine wire (such as is used to seal the stopper of a petrol can). Another explanation is temporary freezing of the main throttle, but it is unlikely. If the engine dies away, one cylinder going out first, we should suspect a sticking inlet valve, which frees in its guide as soon as the engine cools slightly. Perhaps our readers can throw some light on this problem.—Ed.

A SUCCESSFUL RUN OF THE CYCLECAR CLUB.



1. On the road at Limpsfield; a Victor in the van followed by a Mercury light car. 2. A snap from the back of a car of the Mercury and Charronette. 3. The official club group on the chiding stone, with Chiddingstone Church in the background. 4. The members get lost in Edenbridge on the return journey. On left, the racing Bebe Peugeot; centre, the Lagonda; and right, the Charronette.

THOUGHTS AND OPINIONS (contd.).

From Cyclecar to Ambulance.

Just a line to let you know that I am actually in France. We went down to Southampton on Monday; started at 3.30 from home, and the Mercedes went splendidly until I got to Farnham. After tea there we lit our lamps and started off. The engine started to miss badly, and I diagnosed carburettor trouble. However, by dint of racing in neutral, the obstruction was cleared and we went on gaily. A little later on the jet got absolutely choked up and the engine refused to fire. Having no jet spanner, the carburettor had to be taken off, but, as a stud started to come out, the whole induction pipe had to be dismantled. This delayed us a lot, especially as the rain was pouring down all the time. We then ran out of petrol and, further, had lamp trouble. Southampton was not reached until 11 o'clock. We stayed there on Tuesday, and at 7 p.m. we drove the machines down to the docks.

The following day we sailed without a light; the journey down Southampton Water was wonderful. We stayed at Havre Thursday and Friday, and then started for the Front on Saturday morning. Havre is a ripping town, and we all thoroughly enjoyed ourselves there. The drive was glorious, all along the Seine. We lunched at Rouen and arrived at Beauvais at night time.

It was most interesting coming through the country, and the inhabitants all cheered us en route, and the girls clamoured for buttons or some kind of souvenir; their desire was so strong that on one occasion I noticed my coat being pulled behind, and, looking round, I actually found a girl with a pair of scissors cutting off one of my buttons.

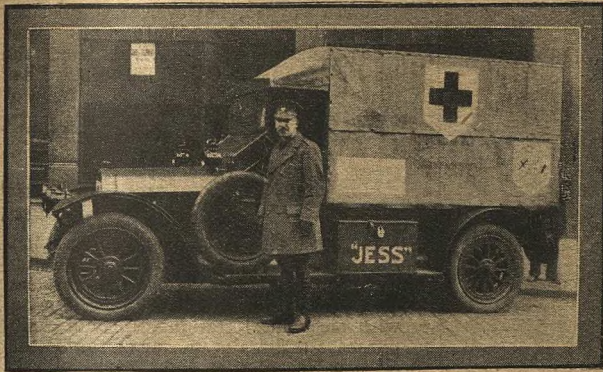
We are in the war zone, and have, of course, all to be in by 9 p.m. at night. One has really no idea of the conditions out here until one has actually seen the country. The men in the convoy are decent chaps, and we have great fun.

I have only seen three light cars in France: Violet Bogeys they were, I think.

A. P. BRADLEY.

Somewhere at the Front.

(Croix Rouge Francaise).



The Mercedes ambulance which Lieut. Bradley is now piloting "somewhere at the Front." A strange contrast with the little Duo, the Morgan monocar, the Sabella, and De P cyclecars which he has owned.

North of England Motor Show Abandoned.

At a meeting of the directors of the North of England Motor Shows, Ltd., held on the 19th inst., careful consideration was given to the opinions expressed by retail traders and others at a largely-attended meeting of the agents section, held at the Midland Hotel on Wednesday, the 17th, at which some of the directors of the North of England Motor Shows, Ltd., who are members of the agents section, were present.

After careful consideration it was decided that, notwithstanding extensive preparations made, expenses incurred, and spaces already allotted to prospective exhibitors, the directors would not be acting in their own interests in proceeding with the exhibition against the wishes of such a representative meeting of traders as above referred to, and accordingly it was resolved to abandon the exhibition for 1915.

Directions were given for the immediate return (in full) of all deposits and moneys paid by prospective exhibitors for space, etc., to be accompanied by information as to the reason for the decision of the directors.

F. BULLOCK, Manager and Secretary.

North of England Motor Shows, Ltd.

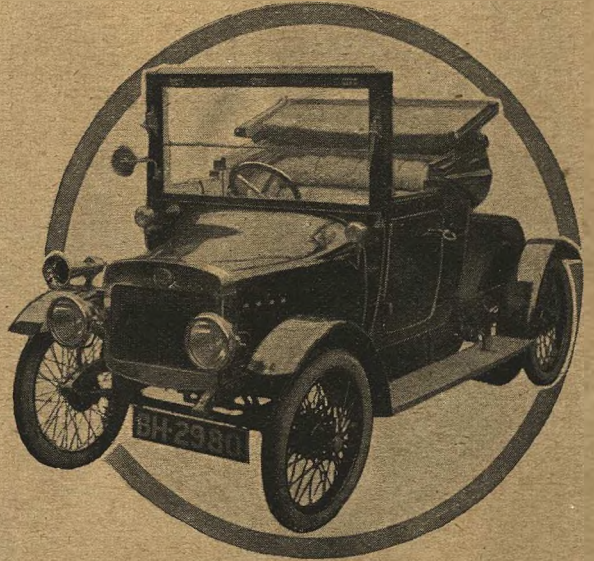
How Running Costs Are Arrived At.

"South Carolina" is quite right in saying that the prices asked for second-hand cars are not always those which can be obtained; neither, let me add, are the prices sometimes offered. I happen to know, however, that the prices asked in THE LIGHT CAR AND CYCLECAR are not always unobtainable. But the subject of my letter was not the actual but the comparative cost of running a light car, cyclecar or sidecar, and I wished to point out that, in drawing comparisons, the most important item, which is sometimes unaccountably omitted, is depreciation. In regard to the comparative cost of depreciation, the second-hand advertisements in your paper afford incontestable evidence, and from this it would appear that a cyclecar like the Morgan has an advantage over the more expensive light car, while the sidecar may possibly have the advantage over both.

Stoke Lacey, Bromyard.

MORGAN MOTOR CO., LTD.,

H. GEORGE MORGAN.



A G.W.K. cabriolet which has been supplied to a reader.

Extra Air Valve on a Swift.

I have noticed occasionally in your correspondence columns readers' letters giving particulars of the fixing of an air inlet to their Swift 1914 cyclecars, but I do not remember having seen the name of the carburettor to which the attachment was fixed.

For some time I have been considering the advisability of fixing a Bowden air inlet to the Longuemare carburettor (automatic air) on my Swift, and I should, therefore, be much obliged if any of your readers would kindly give me the benefit of their experiences.

SYDNEY H. IRISH.

Hazelhurst, Fenton, Staffs.

A G.W.K. Cabriolet.

The enclosed photograph may be of interest, showing my G.W.K. cabriolet. It is fitted with a Scott electric self-starter and lighting set. It also has a roof lamp. The coachwork is very good, and the car well sprung and well-upholstered. Painted dark red and lined black and with brass fittings, it looks altogether remarkably smart, and I can recommend it for the professional man. Usual disclaimer.

F. H. P. WILLS.

Stratton, Gt. Marlow, Bucks.

16,000 Miles on a Crouch.

I should like to publish, through the medium of your valuable paper, my experiences as a satisfied owner of a Crouch carette. Since May, 1914, I have covered over 16,000 miles, using my car practically every day.

It has been over all kinds of country in England and Scotland, and does over 40 miles to a gallon of petrol. I consider it is a wonderful little car for the price, and very reliable.

Highfield Villas, New Manston,
Cross Gates, Leeds.

V. THOMPSON.

READERS' EXPERIENCES OF OVERSIZE TYRES.

A Correspondent Asked, Last Week, if They Produced a Tendency to "Roll" on Corners.

How They Affect a Humberette.

I have a 1914 w. c. Humberette, and on it I have fitted 700 mm. by 80 mm. grooved Dunlop tyres, these being the largest I could get to fit 650 mm. by 65 mm. rims. I have run over 4500 miles on these tyres, mostly on Highland roads, which are generally admitted to be very hard on tyres. The front pair are hardly marked, the off rear is near the bottom of the groove, and the near rear is just past the bottom of the groove. This difference in wear of rear tyres is, I think, due to the spinning of the near wheel on loose surfaces with only the driver in the car. I am not careful of my tyres, as they often get oil on them, which remains till a convenient time for me to remove it; my clutch is sometimes on the fierce side, and I waste no time at corners, unless they be blind ones. The brakes, however, are very smooth acting, and I rarely skid the wheels by their application. I, however, do a fair amount of skidding on corners, and the tail wags a bit when "travelling" on rough roads. The Humberette will not do more than 38½ m.p.h., so far as I can judge, with a belt drive to the speedometer, and, if the road

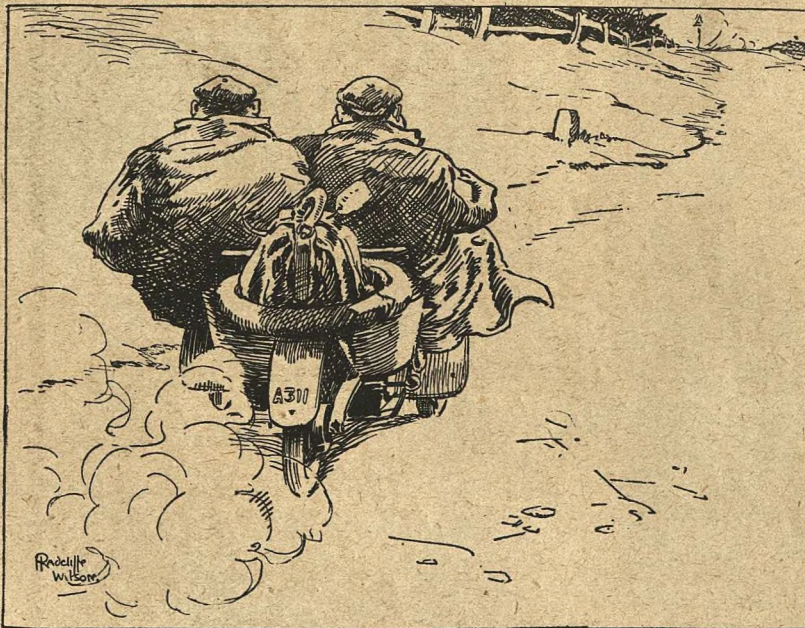
ing" on corners, but the Humberette rear springs are very flexible and would probably save the tyres.

I would venture to differ from you in the placing of the tyres, were I to use two 700 mm. by 80 mm. and two 650 mm. by 65 mm. I should put the 700 mm. by 80 mm. on the front wheels. Why? Because the front wheels get the worst of the bumps, the edges of pot-holes and the like. If you use 650 mm. by 65 mm. blown up to their best "living" pressure, the front axle and then the chassis come in for a bad hammering, and, to my mind, it is this hammering that "tires" the metal and loosens nuts. I have never had to tighten a nut or hunt for missing bolts. By using large tyres, not board hard, the axle is saved some heavy work. Now, if we consider the back wheels and axle, their case is different. The front wheels meeting an obstruction cause the chassis to oscillate vertically, so that there is no dead weight on the rear springs when the rear wheels reach this obstruction, and the impact is thus less severe.

That is my opinion. I may be wrong; but I think there is something in it. It may be that a transverse front spring is at a greater disadvantage than a parallel one when meeting the edges of pot-holes and similar kerb-like obstructions. I have not had sufficient experience of light cars with parallel front springs, but I have never struck a more comfortably-sprung car than the Humberette. "A Scot."

Edinburgh.

TWO'S COMPANY; THREE'S A BORE!



Constant Reader: "Can you recommend a three-wheeled cyclecar that will carry, side by side, three fairly stout people, with plenty of accommodation for luggage?"

be a smooth one, there is no difficulty in steering. If it be the usual type in vogue here, it is well to have an unimaginative passenger.

Whether by luck or good tyres I know not, but I have only had one puncture—a big nail which I found in a back tyre on leaving a friend's house. I had noticed some boys "admiring" the car, and "hae ma doots" as to the bonafides of the puncture. The hobnail and other varieties of small fry which will worry a 65 mm. merely act as studs until one gets home and removes them. I used to shudder when I saw their heads sticking out, remembering 650 mm. by 65 mm. days.

The big tyres skid on grease, and I fancy a non-skid on a front wheel (I find back-wheel skids of no moment, so long as the steering grips) would be essential for town work. In the country it is not of much moment, but if the mud be sticky the tyre may not reach the hard bottom, where a 65 mm. would.

I pump my back tyres fairly hard and my front have a distinct bulge. I prefer having them all hard on smooth roads, as I fancy one gets more speed and the steering is more automatic. I have never had any experience of "roll-

would be necessary either to dispose of the car or get another job.

* * One cannot feel very sympathetic with our correspondent, who desires his name and address to be withheld, for obvious reasons. If it is permitted him to ride a motorcycle, and he informs us in a covering letter that he is doing so, or drive a light car without producing jealousy from his fellow-workers, we suggest that he obtains a machine so much on the border line that nobody can say very positively that it is either one or the other.—Ed.

Singer Light Car Carburation.

My advice is not to be always fiddling about with the carburettor. I have driven a 1913 and a 1914 10 h.p. Singer upwards of 16,000 miles without a moment's trouble. To each model I fitted a Bowden air control—otherwise I have scarcely touched a nut. I use benzole at 11d. a gallon and get 47 m.p.g., instant acceleration, plenty of power on hills and absolute reliability. In the way of small cars I do not think there is anything better on the road to-day.

Lafford Holme, Sleaford.

NORMAN ED. SNOW.

The Price in the Colonies.

Referring to your very excellent article on oversize tyres, I may say I have found I was able to use larger covers on my 650 mm. by 65 mm. rims. I decided to fit 700 mm. by 80 mm. covers.

A sea voyage, however, has such an extraordinarily beneficial result that when retailed here (quoted from the head office in the Colony), the price has risen from £1 17s. 6d. (see your issue of 21st December) to £3 5s.

Kimberley.

"KINGFISHER."

A New Disadvantage of the Cyclecar.

In discussing the cyclecar question, have you ever taken into consideration the item of "jealousy"? As foreman of a certain department (engineering) with mechanical training, I could easily purchase and maintain one of the better-class cyclecars (not light car). But I know, were I to do so, such an undercurrent of jealousy and suspicion would ensue from men in a similar position in other departments, and even those receiving a higher salary, that things would be made so uncomfortable for me that it

either to dispose of the car or get another

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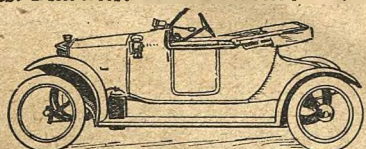
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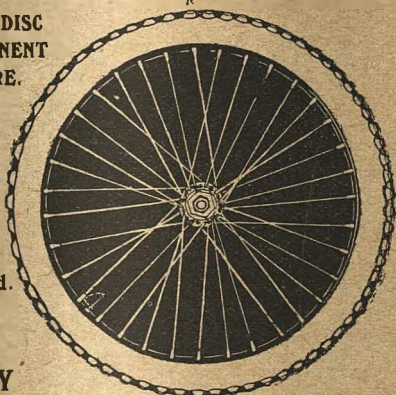
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For further particulars, or order to view, apply to—

H. CLAUDE PALMER, Chartered Accountant, St. Giles' Chambers, NORTHAMPTON.

MAR. 15.

See that the advertisement of your light car or cyclecar appears in this issue, which will deal specially with the subject of Second-hand Light Cars and Cyclecars, and be widely advertised.

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LARGEST CIRCULATION.

DEFENDS THE SKIN FROM THE INFLUENCE OF COLD, CUTTING WINDS.

Neither sticky nor greasy, does not show.

Of all Chemists at 6d.,
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FOR CHAPPED HANDS AND FACES.
GLYCOLA
SOFTENS AND BEAUTIFIES THE SKIN.

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SOAP, 4d. and
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EASILY
DETACHABLE



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EACH.
AND CHEAPER TYPES

The Best, Most Reli-
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Owing to their insulation
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specially recommended for
engines subject to ab-
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WELDING
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BRAKE LINING

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DISPLAY ADVERTISEMENTS. ordinary issues, £14-0-0 per page. Scale of charges with reduction for series, sent on application.

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

Head Offices:—7-15, Rosebery Avenue, London, E.C. Telephone No. 5292 Holborn (four lines). Telegrams: "Pressimus, Holb., London."

Midland Offices:—9 & 10, Burlington Chambers, New St., Birmingham. Telephone No. 2498 Midland. Telegrams: "Presswork, Birmingham." 6, Warwick Row, Coventry. Telephone No. 983, Coventry. Telegrams: "Presswork, Coventry."

Northern Offices:—196, Deansgate, Manchester. Telephone: Central 2467. Telegrams: "Presswork, Manchester."

LIGHT CARS AND CYCLECARS FOR SALE.

A.-C. Sociable for sale, 1913 model, just overhauled at works, fitted with latest type engine with fans, hood, with side curtains, screen, front wheel brakes, lamps, horn, Stewart speedometer, little and carefully used, any reasonable trial allowed, price £75 or exchange new motorcycle. Apply, Walbro Motor Co., Lynn Road, Ely, Cambs. Trade 119-n827

A.-C. Sociables repainted and completely overhauled, complete, all fittings, £55 upwards. Write for particulars, Colmore Depot, 49 John Bright Street, Birmingham. Trade 119-613

A.-C. Sociable, 1912, recently overhauled, large rear cover, hood, screen, lamps, speedometer, bargain, £30. 823 Stratford Road, Birmingham. Trade 119-n800

A.-C. Sociable, 1913, excellent condition, accessories, five lamps, what offers? Snowball, 1 Oriel Crescent, Scarborough. 119-n781

A.-C. (late) Sociable, 6 h.p., magneto, good tyres, hood, screen, speedometer, lamp, any trial, 28 guineas; exchange motorcycle. 1 Ebner Street, Wandsworth. Trade 119-a657

A.-C. Sociable, 1914, hood, screen, front brakes, fans, four lamps, luggage carrier, Rom back, magnificent condition, any expert examination. Gibb, White House, near Scarborough. 119-n847

A.-C. Sociable, 1911, recently overhauled, screen, two acetylene headlights, tail lamp, fans on engine, tyres all good, £26 cash. G. N. Higgs, 31 Vauxhall Bridge Road, Victoria, S.W. Trade 119-673

A.-C., latest model, 10 h.p., deposit £37 secures, balance 12 monthly payments £12 12s. 8d. Other terms considered. Exchanges entertained. Service Co., 292 High Holborn. Trade zzz-338

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

A.-C.s from stock, on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-616
A.-C., 10 h.p., two-seat and dickey, almost like new, £115. Rigby, Ferndean, 35 Heathfield Road, South Croydon. 119-a546

A.-C., 1915, immediate delivery, hood, screen, five lamps, Sankey wheels, etc., price £185, easy terms, motorcycle or light car taken in part payment, free delivery, expert tuition in driving and overhauling. Julian, A.-C. Specialist, 84 Broad Street, Reading. Biggest light car and motorcycle dealer in the south. Forty-four years reputation. Trade zzz-448

A.-C. light car, second-hand 1914 model, 10 h.p., complete with hood, screen, 8-volt C.A.V. lighting set, with head, side and tail lamps, horn, speedometer, clock, five detachable wheels and tyres, fast car, excellent condition, cost well over £200, accept £165; any make of light car taken in part exchange. Apply, Bristol and district agents, F. G. Cox and Co., Ltd., Perry Road, Bristol. Trade 119-n840

A.-C. light cars. 10 h.p. model, complete, ready for the road, £185, five detachable wheels and tyres, head, side and tail lamps and full equipment, extra for 8-volt C.A.V. lighting set, £15; any make of light car taken in part exchange; immediate delivery. Bristol and district agents F. G. Cox and Co., Ltd., Perry Road, Bristol. Trade 119-n834
A.-C. 1915 models, immediate delivery, cash or deferred terms. Colmore Depot, 49 John Bright Street, Birmingham. Trade 119-605

A.-C., 10 h.p., late 1914, almost new, dickey, hood, screen, electric lamps, headlights, speedometer, five detachable wheels, new tyres, £150. Auto Mart, 133 Hammersmith Road, W. Trade 119-a639

A.-C., 10 h.p., light car, late 1913, four-cylinder engine, three speeds and reverse, hood, screen, in exceptionally fine order, bargain, £100. 96 Crown Street, Ipswich. Trade 119-n851
ALLDAYS Midget, four-cylinder, 1914, nearly new, complete, £135. Freeman Oakes, Devonshire Street, Sheffield. Trade zzz-387

ALLDAYS light car, 1914 model, four-cylinder, painted French grey, five detachable wheels, condition as new, only run 300 miles, will sacrifice, £150, appointment. 247 New Cross Road, S.E. Trade 119-663
ALLDAYS, 1914, light car, 8-10 h.p., four-cylinder, had very little use, and just been repainted throughout, cost £180, with full equipment, sacrifice, £120. Portman Garage, 172-4 Upper Richmond Road. 119-664

ALLDAYS Midget, late 1913, fully equipped, in perfect condition, £80. Smith and Francis, 22 Pantons Street, Leicester Square. Trade 119-650

AUTOCRAT. Sole concessionaires for Midland counties. Catalogues on request; trial runs by appointment. Vincent Motor Co., Alrewas, Staffs. Trade 144-n784

AVERIES, Averages, Averages. 1913, 10 h.p., four-cylinder, three-speed and reverse, shaft drive, hood and screen, three lamps and speedometer, run 5000 miles, tuition free, bargain, £90. Cass's, The Light Car and Cyclecar Specialists, 5 Warren Street, Euston Road, W. Museum 623. Trade 119-586

BABY PEUGEOT, latest four-cylinder engine, complete, Bosch, Claudel, pump, enclosed valves, starting handle, etc., little used, £22. Goodhead, 19 Lilyville Road, Fulham, London. 119-n803

BABY PEUGEOT, 1913, four cylinders, two-seater, in topping order, £70. 337 Euston Road, London, N.W. Trade 119-n758

BABY cyclecar, fitted with 8 h.p. J.A.P. water-cooled 1914 engine, hood, screen, £65 lowest, exchange 1915 G.P. Morgan, cash adjustment. Box No. 5265, care of "The Light Car and Cyclecar." 119-n831

BAYARD car, 8 h.p., four cylinders, 60 by 120, two-seater body with dickey, painted dark blue, with hood, screen and five lamps, generator and horn, £140.

BAYARD car, 8 h.p., 1912 model, four cylinders, two-seater body, painted dark green, with hood, screen, Stepney wheel and tyre, four lamps, generator, horn and speedometer, £130. Bayard Cars, Ltd., 155-157 Great Portland Street, W. Trade 119-668

BE sure to advertise your light car or cyclecar (if disposing of it this year) in the next two issues of "The Light Car and Cyclecar," and especially in the issue of the 15th March. Advertisements should be sent in at once, but are taken up to Wednesday for insertion in the following Monday's issue.

LIGHT CARS AND CYCLECARS FOR SALE (continued).

BUCKINGHAMS, 1915 models, send for particulars. Potter, Yorkshire agent, Leicester Grove, Blackman Lane, Leeds. Tel., 4046. Trade 119-n846
BUCKINGHAM, 1914, 10-12, twin, painted red with black wings, hood, screen, two P. and M. acetylene headlights and large generator, two acetylene side lamps and small generator, tail lamp, Rom oversize combinations on back, speedometer, two spare large pulleys giving a speed of 62 m.p.h., two spare belts, two spare tyres, spare chain and valve, tools, etc., insured until May, 1915, £85 cash. G. N. Higgs, 31 Vauxhall Bridge Road, Victoria, S.W. Trade 119-674

CALCOTT cars. Watkins and Doncaster, Ltd., The Hall, 95 Great Portland Street, authorized retail and sole wholesale agents for London and the Home Counties. Telephone, 6565-6 Mayfair. Trade zzz-345

CALCOTT, 1915, with dynamo lighting set, immediate delivery, £200. Seeman and Stones, Ltd., 39 St. James Street, Piccadilly, W. Phone, Regent 212. Trade zzz-837

CALCOTTS from stock on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-617
CALCOTT Cars. T. Smirhwaite, Automobile Engineer, Northallerton, authorized Agent in North Yorkshire for these splendid cars. District including Hawes, Reeth, Richmond, Leyburn, Masham, Bedale, Thirsk, Helmsley, Stokesley and Yarm. Trials by appointment. Trade 135-k587

CALCOTT cars. H. H. Timberlake, Wigan, makes a speciality of these celebrated cars. All models in stock; trials any time. Trade 127-307

CALCOTT, earliest deliveries, exchanges entertained. Bradshaws, The Motor House, Fishergate, Preston. Tel., 988. Trade 119-n823

CALCOTT, Calcott, Calcott. 1915 models from £195, 2 per cent. extra deferred payments; tuition free. Cass's, The Light Car Specialists, 5 Warren Street, Euston Road. Museum 623. Trade 119-589

CALCOTT, 1915 models, immediate delivery, £195, dynamo lighting set £15 extra, dickey seat £4 10s. extra, all models in stock, best prices allowed for exchanges, free trials; we are Calcott experts and special authorized agents. Wilkins, Simpson and Co., 11 Hammersmith Road (opposite Olympia), London. Trade 120-n857

CALCOTT, 1914, two-seater, five lamps, spare wheel, speedometer, and two non-skids, only run 2000 miles, £150. Alfred Wastnag, Portland Court Garage, Great Portland Street, W. Trade 121-667

CALCOTT, 1915, two-seater, de luxe, complete with hood, screen, five detachable wheels and spares, acetylene headlights, £195, electrically lighted, £210, immediate delivery from stock. Heath's Garage, Birmingham. Trade 119-657
CALCOTT, 1915, complete with five lamps, horn, spare wheel, hood and screen, £185; with lighting set £200; motor-bicycles entertained in exchange. Telegrams, "Bicycles." Telephone, 388. Robinson's, Green Street, Cambridge. Trade 119-625

CALTHORPE Minors. All 1915 models in stock. More powerful engine, longer wheelbase, larger radiator and tyres, much smarter in appearance, having gained 1st and 2nd prizes at the Cyclecar 1915 Rally for appearance. Standard, two seater, 170 guineas; G.D.M., three-seater, 180 guineas; four-seater, 190 guineas; coupe, 200 guineas, with dickey. 205 guineas; my own sporting model, 180 guineas; with third seat, 185 guineas; my own special design of three-seater, 190 guineas. Send for catalogue. Sole Selling Agent for London, Kent and Surrey. R. D. Storey, 118 Great Portland Street, W. Trade zzz-363

CALTHORPE light cars. Sole Birmingham agent. Two-seater, 170 guineas; four-seater, 190 guineas; coupe, 200 guineas; immediate delivery from stock. P. J. Evans, John Bright Street, Birmingham. Trade 119-619

CALTHORPE, Calthorpe, Calthorpe. 1914, 10 h.p., four-cylinder, three speed and reverse, hood, screen, five lamps, generator and speedometer, run about 2500 miles, tuition free, bargain, £125. Cass's, Light Car Specialists 5 Warren Street, Euston Road. Museum 623. Trade 119-590

CALTHORPE, all 1915 models in stock, cash or deferred terms. Colmore Depot, 49 John Bright Street, Birmingham. Trade 119-606

CALTHORPE Minor, 1914-15, four-seater, unscratched, used for demonstration runs only, £175 cash. Colmore Depot, 49 John Bright Street, Birmingham. Trade 119-615

LIGHT CARS AND CYCLECARS FOR SALE (continued).

CALTHORPE Minor, 1914, five lamps, five detachable wheels, hood, screen, excellent condition, £123. Auto Mart, 133 Hammersmith Road, W. Trade 119-a640

CALTHORPE Minors, two-seaters and coupe, delivery from stock, easy terms, exchange. R. E. Jones (Garages), Ltd., Swansea, also at Cardiff. Trade zzz-661

CALTHORPE, latest model Brooklands, in stock, easy terms, exchange. R. E. Jones (Garages), Ltd., Swansea, also at Cardiff. Trade zzz-662

CALTHORPE Minor, 1914, coupe, five lamps, speedometer, clock, in excellent order, bargain, £165. R. D. Storey, 118 Great Portland Street, W. Trade 119-643

CALTHORPE Minor, 1914, two-seater, C.A.V. dynamo lighting set, speedometer, clock, whistle, in splendid order, £145. R. D. Storey, 118 Great Portland Street, W. Trade 119-644

CALTHORPE Minor, brand new, 1914, special wide body, listed 175 guineas, bargain, £165. R. D. Storey, 118 Great Portland Street, W. Trade 119-645

CARDEN Monocar, 5 h.p., J.A.P., two speeds, fully equipped, £85 or £17 deposit and 12 monthly instalments of £5 19s., less bonus; motorcycles part payment. Service Co., 292 High Holborn, W.C. Trade zzz-655

DAY-LEEDS, two-seater, new, maker's guarantee, cash £135, spare wheel, tyre, tube, any trial. 71 Wicker, Sheffield. Trade 119-n824

DE P., 1915, standard model, hood, screen, lamps, 8 h.p., w.c., Bloomfield, Bosch magneto, Solex carburetter, two speeds and reverse gearbox, detachable Sankey wheels, 43 m.p.h., 110 guineas. G. N. Higgs, 31 Vauxhall Bridge Road, Victoria, S.W. Trade 119-678

DE P., 1915, sporting model, 48 m.p.h., same specification as above but no hood or screen, 110 guineas. G. N. Higgs, 31 Vauxhall Bridge Road, Victoria, S.W. Trade 119-680

DUO, Grand Prix, the identical racer, not a copy, magnificent condition, sacrifice £75. Percival, 8 Carysfort Road, Crouch End, London, N. Trade 119-n778

ELAND cyclecar, Fafnir water-cooled, Bosch, Chater Lea fittings, three-speed, Dunlops, streamline coach body, as new, £55. Genn, 30 Ravenswood Road, Balham. Trade 119-n815

ENFIELD, 1915, 10 h.p., four-cylinder, fully equipped, spare wheel and tyre, dynamo set, just delivered; cash, exchange, or £37 deposit, and 12 monthly payments of £12 12s. 8d., less rebate. Service Co., 292 High Holborn, London. Trade zzz-642

ENFIELD light cars, two and three-seaters in stock. Colmore Depot, 49 John Bright Street, Birmingham. Trade 119-607

G.N., G.N., G.N. 1913, 8 h.p., two-cylinder, two speeds, hood and screen, three electric lamps, spare wheel, tuition free, £65. Cass's, Light Car Specialists, 5 Warren Street, Euston Road. Museum 623. Trade 119-591

GORDON was the only machine of any type to make a non-stop run in the recent Harrogate Colonial trial; send for catalogue of this excellent car to Gordon Armstrong, Beverley. Trade zzz-458

G.W.K.s from stock on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-614
G.W.K., last year's, newly painted, perfect condition, Lucas lamps, speedometer, spares, heavy tyres, £105, bargain. Motor Supply Co., Oxford Street, Manchester. Trade zzz-953

G.W.K., 1915, latest model, deposit 30 guineas, balance payable 12 monthly instalments of £10 15s. 3d., less bonus, motorcycle part payment. Service Co., 292 High Holborn, London. Trade zzz-643

G.W.K., 1913½, hood, screen, horn, speedometer, headlights, four new tyres, £90. McNeille, Showrooms, 47 Staines Road, Hounslow. Trade 119-n219

G.W.K., 1912, November, fully equipped, in good condition, two acetylene, three oil lamps, newly painted, £75. Paget, Wood Street Leamington. Trade 119-n844

G.W.K., 1913½, grey, upholstered green, brass finish, 4400 miles, new disc, tubes, tyres month ago, two Dunlop, two Avon, Stepney fitted complete, Bowden extra air inlet, hood, brass bound screen, five lamps, Smith generator, Jones speedometer, brass timetable, Jericho exhaust whistle, Solex carburetter, two mats, spare tube, many spares, plugs, valves, Cinch repair outfit, engine recently overhauled, perfect order, three-guinea licence paid, transferable, £100; owner wanting three-seater, or exchange. Fischer, St. Peter's Avenue, Cleethorpes, Lincolnshire. Trade 119-n770

LIGHT CARS AND CYCLECARS FOR SALE (continued).

G.W.K., new 1914 model de luxe, fitted with coupe body, painted dark blue, complete with detachable wheels and all lamps, £180. Samson and Veal, 12 Woodstock Street, Oxford Street. Mayfair 6826. Trade zzz-518

G.W.K., late 1913, with 1914 engine, excellent condition, five lamps, speedometer, clock, two horns, spare tyre-carrier, two spare tyres and tubes, any trial allowed, price £90, no offers, or in part payment for new light car, Hillman, Standard, Calcott, or Alldays. Box No. 5246, care of "The Light Car and Cyclecar." 119-n752

G.W.K. de luxe, 1915, fitted with electric lights and electric starter, a magnificent light car, smart in appearance, fitted with spare wheel, hood, screen, complete, £199 10s., take motorcycle or light car in part payment, or easy terms arranged, delivery free, expert tuition. Wauchope's, 9 Shoe Lane, Fleet Street, London. Trade 119-637

G.W.K., 1913 model, hood, screen, five lamps, speedometer, good order, £67 10s. Plastow, Grimsby. Trade 119-646

G.W.K., late 1912 with 1913 engine, speedometer, five lamps, £75. Smith and Francis, 22 Panton Street, Leicester Square. Trade 119-649

G.W.K., one 1914, complete with two Fallot incandescent acetylene headlamps, DA cylinder, speedometer, and special detail equipment, £110 for quick sale. Apply, Glendower Motor Co., Ltd., 3 Glendower Place, South Kensington. Trade 119-678

G.W.K. 1913, five lamps (three oil and two acetylene), many spares, a bargain, £79 15s. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 120-n858

G.W.K., 1913, repainted, five lamps, speedometer, a bargain, £87 10s. Wilkins, Simpson, and Co., 11 Hammersmith Road, London. Trade 120-n859

G.W.K., latest 1915 model, £157 10s., in stock, immediate delivery, tuition and delivery free, free trials, best prices allowed for exchanges, easy payments only 2 per cent. extra, trade supplied. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 120-n860

HILLMAN, 1915, with Lucas dynamo lighting set, the luxurious light car and most reliable, exchanged for Standard, Singer, Calthorpe, Morris-Oxford, Calcott, Perry, G.W.K., good allowances. Motor Supply Co., Oxford Street, Manchester. Trade 138-187

HILLMAN light cars. Two-seater model, complete ready for the road, £200; any make of light car taken in part exchange; immediate delivery. Bristol and district agents, F. G. Cox and Co., Ltd., Perry Road, Bristol. Trade 119-n836

HILLMAN, Hillman, Hillman. 1915 models from £210, 2 per cent. extra deferred payments; tuition free. Cass's, Light Car Specialists, 5 Warren Street, Euston Road. Museum 623. Trade 119-592

HILLMAN coupe, 1914 model, brand new, dynamo lighting, listed £275, accept £235. 337 Euston Road, London, N.W. Trade 119-n756

HILLMAN, 9 h.p., 1914, hood, screen, five lamps, spare wheel with tyre, recently overhauled, £145 or close offer. G. N. Higgs, 31 Vauxhall Bridge Road, Victoria, S.W. Trade 119-677

HILLMAN light car, 1915 model, fitted with dickey seat, hood, screen, electric side lamps and tail light, acetylene head-lights and generator, horn, five Sankey detachable wheels, £205, immediate delivery, motorcycle or light car taken in exchange, easy payments arranged. Wauchope's, 9 Shoe Lane, Fleet Street, London. Trade 119-633

HORSTMANN. The best light car irrespective of price, luxurious economy combined with efficiency. Edwards and Parry, the special London agents, can give delivery from stock; every car specially tuned and tested by our Brooklands racing expert: increased power and more miles per gallon guaranteed, no extra cost, trial runs by appointment. Write for illustrated catalogues, or call at 69 Great Queen Street, Kingsway. Regent 5086. Trade zzz-871

HUMBERETTE, 1913, newly repainted, overhauled, splendid condition, speedometer, complete, hood, screen, large lamps, £75. Motor Supply Co., Oxford Street, Manchester. Trade zzz-954

HUMBERETTE, two acetylene head, two electric side, and electric tail lamps, Stepney, speedometer, and accessories, complete, £65, exchange for new car considered. Arthur Oxley, Leyburn, Batley. 119-n802

LIGHT CARS AND CYCLECARS FOR SALE (continued).

HUMBERETTES from stock on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-611

HUMBERETTE, water-cooled model, shop-soiled, only £125; also Perry and Morgan. Turpin's, 22 and 29 Preston Road, Brighton. Trade 120-n812

HUMBERETTE, Humberette, Humberette. 1915 models from £120, 2 per cent. extra deferred payments; tuition free. Cass's, Light Car Specialists, 5 Warren Street, Euston Road, Museum 623. Trade 119-595

HUMBERETTE, late 1913, lamps, luggage grid, unscratched, had very little use, perfect, £80. Colmore Depot, 49 John Bright Street, Birmingham. Trade 119-612

HUMBERETTE, 1914, chocolate, unscratched, speedometer, spare tyre, any trial (Warwickshire), prefer to sell, £85, or exchange for 1914 combination and not less than £25 cash. Box No. 5262, care of "The Light Car and Cyclecar." 119-n828

HUMBERETTE, 1913, very little used, perfect order, painted aluminium, very neat, three speeds, 8 h.p., complete, price only £60; would accept two-stroke motorcycle in part payment. Mines, The Mount, Gresford. 119-n796

HUMBERETTE, air-cooled, late 1913, hardly used, not done 1000 miles, looks like new, unscratched, perfect in every way, very fully equipped, sacrifice £75, absolute bargain, only wants seeing, full covering insurance just taken out, transferred. Apply, 43 Swallowfield Road, Charlton, S.E. 119-n786

HUMBERETTE, water-cooled, hood, screen, lamps, Stepney, speedometer, perfect, £85. Auto Mart, 133 Hammersmith Road, W. Trade 119-a641

HUMBERETTE, 1913, air-cooled, fully equipped, Stepney, in exceptionally fine condition, 60 guineas. 337 Euston Road, London, N.W. Trade 119-n761

HUMBERETTE cyclecar, 1913 model, complete and ready for road, price £70. Apply, Sun Motor Co., Llangollen. Trade 119-652

HUMBERETTE, 1914, fully equipped, slightly shop-soiled, £20 down, 12 monthly payments of £7; discount for cash. Service Co., 292 High Holborn. Trade 121-656

HUMBERETTE, water-cooled, hood, screen, etc., standard equipment, Stepney with tyre, in excellent condition throughout, body unscratched, £80. G. N. Higgs, 31 Vauxhall Bridge Road, Victoria, S.W. Trade 119-675

IMP, 1915, light car, 10-12 h.p., water-cooled, Mea magneto, two seats side by side, hood, screen, electric lamps, cost £120 two months ago, owner will accept £55 cash. G. N. Higgs, 31 Vauxhall Bridge Road, Victoria, S.W. Trade 119-679

LAGONDA cars. Coupe model, complete, £150; four-seater model, complete, 150 guineas; delivery from stock; any make of light car taken in part exchange. Bristol and district agents, F. G. Cox and Co., Ltd., Perry Road, Bristol. Trade 119-n835

LAGONDA coupe, late 1914, five detachable wheels, five lamps, speedometer, clock, electric horn, excellent condition, £122. Auto Mart, 133 Hammersmith Road, W. Trade 119-a642

LAGONDA coupe, 1915, complete with spare wheel and tyre, speedometer, clock, electric horn, five lamps, not done 200 miles, bargain, £140. R. D. Storey, 118 Gt. Portland Street, W. Trade 119-642

LAGONDA coupe, 11 h.p., latest model, fully equipped, £150; also 1914, many extras, £120. Taylor's, Ltd., 21a Store Street, W.C. Trade zzz-524

MARSHALL-ARTER, 8-10 h.p., twin, w.-c., J.A.P., Solex carburetter, U.H. magneto, patent spring transmission, two speeds and reverse, mechanically perfect, hood, screen, coachwork, upholstering and tyres in splendid condition, three lamps, car bought June, 1914, done about 3000 miles, price £110, trial or approval, photo. "Cyclecar," 44 Square, Kelso, N.B. 119-n804

METEORITE, 1914, three-seater, run 4200 miles, practically new and in perfect order, owner leaving shortly for Front with Public Schools Brigade, and has no time to drive, price, £145. Miller, 40 Station Road, Epsom. 119-n789

MORGAN, immediate delivery of 1915 sporting model, complete with lamps, hood, screen, headlights, etc.; send for list. Julian, Morgan Specialist, Broad Street, Reading; 43 years reputation. Biggest light car dealer in the South. Trade zzz-391

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORGANS. All models for early delivery. Grand Prix in stock. Trade supplied. Rey, 378 Euston Road, N.W.

Trade 125-161

MORGANS, 1915, new and second-hand, trial runs, delivered free and taught driving. Burrows, Cudworth, Barnsley.

Trade 121-169

MORGANS for comfort, safety and economy, no complications or gearbox and back axle trouble, delivery from stock, free trials and driving lessons. Boddington, Morgan Agent, Worcester.

Trade 120-n240

MORGAN, for immediate sale, late 1913, in practically new condition, very little used, complete with all accessories, £65 cash; seen by appointment. Apply, M. Riddle, Candia, Purley Knoll, Purley, Surrey.

120-526

MORGAN, 1914, sporting, new July, good condition, Stepney, hood, screen, electric horn, lamps, clock, mats, several improvements, any trial, ride 50 miles to purchaser, £70, no offers or dealers, Lincoln district. Box No. 5261, care of "The Light Car and Cyclecar."

119-n801

MORGAN, Morgan, Morgan. In stock, 1915 No. 1 Grand Prix, full equipment, £123; No. 1 Grand Prix, £106; 2 per cent. extra deferred payments; tuition free. Cass's, Light Car Specialists, 5 Warren Street, Euston Road. Museum 623.

Trade 119-596

MORGANS. 1914, sporting models, fitted screen, headlights, etc., £65 and £75. Colmore Depot, 49 John Bright Street, Birmingham.

Trade 119-614

MORGANS. All models, immediate delivery, cash or deferred terms. Colmore Depot, 49 John Bright Street, Birmingham.

Trade 119-608

MORGANS. 1915 models, Grand Prix and Sporting, from stock; exchanges or extended terms arranged; also several second-hand Morgans in guaranteed sound order. Elce and Co., 15 Bishopsgate Avenue, Camomile Street, E.C.

Trade 119-603

MORGAN, Sporting, new December, 1913, 1914 engine and improvements, hood, screen, lamps, Boninsken's isochronous speedometer, Palmer cord car tyre back, extra strong front, all nearly new, cost complete £115, only done 5000 miles, any examination, accept £75. Hazell Smith, Carouge, Leamington Spa.

119-n843

MORGAN Runabout. Delivery from stock, either model, prices from £90; any make of light car or cyclecar taken in part exchange. Bristol and district agents, F. G. Cox and Co., Ltd., Perry Road, Bristol.

Trade 119-n838

MORGAN Runabout, 1914, No. 1 Grand Prix model, complete with hood, screen, speedometer, acetylene headlamps, generator, paraffin tail lamp, horn, tools, large tyres all round, only run 4000 miles, cost £130, painted yellow, excellent condition, accept £105; any make of cyclecar taken in part exchange. Apply, Bristol and district agents, F. G. Cox and Co., Ltd., Perry Road, Bristol.

Trade 119-n839

MORGAN, 1914, sporting, large tyres, two brand new, screen, electric horn and tail lamp, acetylene headlights, speedometer, tools and spares, insurance to Christmas, 1915, £72 10s., no offers. 29 Sandon Road, Birmingham.

119-n797

MORGAN, five months old, hood, screen, five lamps, all refinements, mechanical horn, etc., as new, £85. A. B., 163 Kennington Road, S.E.

120-n785

MORGAN, 1915, sporting model, padded back, windscreen, hood, three acetylene lamps, Low and Miller generators, horn, mirror, new 700 by 80 Stepney road grip on back, spare valves, plugs, and 700 by 80 Continental steel-studded tyre, in perfect condition, complete set of tools, including jack, only driven few hundred miles, condition as new, owner buying larger car, any trial arranged, cost £110, accept £90, lowest, cash. Marfians, 18 Pembroke Crescent, London, W.

119-n779

MORGAN, Grand Prix, 1914, condition equal to new, cost when new £140, any trial, 80 guineas. 39 Railway Road, Leigh, Lancs.

119-n777

MORGAN, special body, side doors, hood, screen, lamps, Smith's speedometer. Binks two-jet, under 2000, spares, seen by appointment. £60 cash. Spurgeon, Conevalli, 49 Langley Drive, Wanstead, Essex.

119-n765

MORGANS, 1915. No. 1 Grand Prix, blue and green, sporting models in stock, de luxe in a few days; also two 1913 sporting models, fully equipped, with speedometers included, excellent order, £60 each; cash only. Potter, District Morgan Agent, Leicester Grove, Blackman Lane, Leeds. Telephone. 4046.

Trade 119-n845

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORGANS, Morgans, Morgans, 1915 Grand Prix models Nos. 1 and 2, for immediate delivery from stock; also sporting and standard models. Wauchope's, 9 Shoe Lane, Fleet Street, London.

Trade 119-639

MORGANS, Morgans, Morgans, 1915 Grand Prix models, £106, from stock, also sporting and standard models, send for full specifications, easy terms, or exchange arranged. Wauchope, 9 Shoe Lane, Fleet Street, London. Trade 119-640

MORGAN, 1913, air-cooled, sporting model, in good condition, with hood, screen, lamps, horn, and spares, £55. Box No. 5245, care of "The Light Car and Cyclecar."

119-n750

MORGANS, two second-hand, one Grand Prix, one sporting model, both 1914 models, for sale, prices on application, or inspection invited. Wauchope, 9 Shoe Lane, Fleet Street, London.

Trade 119-636

MORGAN runabouts from £90, immediate delivery, sole Devon agents. The Exeter Motor Cycle and Light Car Co., Ltd., 7 Bath Road, Exeter; and 28 Tavistock Road, Plymouth.

Trade 119-632

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

Trade zzz-261

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

Trade 138-144

MORRIS-OXFORD. W. Watson and Co., Liverpool, Wholesale and Retail Agents. Early deliveries. Easy payments if desired.

Trade 128-371

MORRIS-OXFORD, 1914, de luxe model, fitted dickey seat, complete, perfect, £155. Colmore Depot, 49 John Bright Street, Birmingham.

Trade 119-611

MORRIS-OXFORD, popular model, 165 guineas, delivery from stock. The Exeter Motor Cycle and Light Car Co., Ltd., 7 Bath Road, Exeter.

Trade 119-631

MORRIS-OXFORD, 1914, electric lighting, done 1200 miles, cost £220, quick sale, £170. Apply, Glendower Motor Co., Ltd., 3 Glendower Place, South Kensington.

Trade 119-671

MORRIS-OXFORD light car, 1915, de luxe model, new, delivery from stock, fully equipped; this excellent little car is fitted with hood, screen, spare wheel, five lamps, horn, £199 10s., motorcycle or light car taken in part payment, easy terms arranged, free delivery included, expert tuition free. Wauchope's, the largest light car dealers, 9 Shoe Lane, Fleet Street, London.

Trade 119-634

MORRIS-OXFORD, 10 h.p., 1914, de luxe grey, complete as per catalogue, price £160. Apply, Sun Motor Co., Llan-gollen.

Trade 119-653

MORRIS-OXFORD, popular and de luxe models in stock, cash or deferred terms. Colmore Depot, 49 John Bright Street, Birmingham.

Trade 119-609

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

Trade 125-1356

PERRY light car, trial run arranged. Julian, Perry Specialist, Broad Street, Reading. Biggest light car dealer in the South; 43 years' reputation.

Trade zzz-394

PERRY, nearly new, used for demonstration, complete with extras, £120. Turpin's, 22 and 29 Preston Road, Brighton.

Trade 120-n811

PERRY, 1914, 8 h.p., two-seater, fitted with five detachable wheels, five lamps, speedometer, etc., £115. Mebes, 156 Gt. Portland Street, W. Telephone, 3426 Mayfair. Trade 119-665

PERRY, 1914, 8 h.p., almost new, late model, Lucas headlights, side lamps, hood, screen, spare wheel and all tools, painted grey and black, exchange considered, 100 guineas. Rodway, Horse Fair, Birmingham.

119-n843

PERRY, Perry, Perry, 1915 models, from £147 10s., 2 per cent. extra deferred payments, tuition free. Cass's, Light Car Specialists, 5 Warren Street, Euston Road. Museum 623.

Trade 119-597

PERRY, the de luxe light car, immediate delivery, two-seater, twin, 140 guineas, free delivery and tuition. Sole Birmingham and district agent, P. J. Evans, John Bright Street, Birmingham.

Trade 119-621

PERRY, practically brand new, cost £160 only week or so ago, expensively equipped, run no distance, great private bargain, seen any time by appointment, best offer over £125. F. N., Elmleigh, Bracknell, Berks.

119-n842

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

PERRY, 8 h.p., twin-cylinder, three speeds, hood, screen, lamps and horn, excellent condition, £88. P. J. Evans, John Bright Street, Birmingham. Trade 119-617

PERRY light cars, two-cylinder, 8 h.p. models, complete, ready for the road, full equipment, five detachable wheels and tyres, £147, immediate delivery, any make of light car taken in part exchange. Bristol and district agents, F. G. Cox and Co., Ltd., Perry Road, Bristol. Trade 119-n837

PERRY, 8 h.p., 1914, many extra accessories condition as new, cost £159, owner joined the Forces, £120. Particulars, write E., Beechcroft, Chislehurst, Kent. 119-n833

PREMIER motorette, 1913, hood, screen, accessories, little used, and good order, £40. George Heathcote, Bartley, Southampton. 119-n774

PREMIER cyclecar, 1914, 9 h.p., complete with hood, wind-screen, speedometer, lamps, in new condition, £70, would take good motorcycle and cash in exchange. J. Nuttall's Garage, Bolton Road, Kearsley, near Manchester. 119-n762

RANGER, 1914, shop-soiled only, cost £115, what offers? Any trial. Powell, 11 Raleigh Road, Coventry. 120-n202

RANGER, for sale, only run 2000 miles, in perfect order, electric lights and accessories. Howarth, Woodville, Cragg Vale, Yorks. 121-n806

ROLLO, 8, J.A.P., Bosch waterproof magneto, hood, screen, lamps, newly painted, bargain, £25. Wilks, Crickhowell. Trade 20-n763

SABELLA (latest) cyclecar, 8-10 J.A.P., water-cooled engine, magneto, hood, screen, lamps, nice order, 45 guineas; exchange motorcycle. 1 Ebner Street, Wandsworth. Trade 119-a658

SAXON, Saxon, Saxon. The super-excellent light car, 10 h.p., four-cylinder, two-seater, complete, 100 guineas. Communicate with the pioneer agents, Western Motor Works, Chislehurst, Kent. Trade 129-g766

SINGERS, from stock, on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-612
SINGER light car, 1915 model actually in stock. This wonderful car is fitted with dynamo electric lighting set, hood, screen, horn, painted suede grey, upholstered brown leather, with new type body, and is a most luxurious car. Price complete with dickey seat, £221. Motorcycle or light car taken in part payment. Easy terms arranged. Free delivery included. We give expert tuition in driving and overhauling, and do everything possible to assist purchasers. Julian, Singer Specialist, Broad Street, Reading. Biggest light car dealer in the South; 43 years reputation. Trade zzz-392

SINGER light cars, 10 h.p., 1915, immediate delivery, trade supplied. Rey, 378 Euston Road, N.W. Trade 125-162

SINGER, 1915, special radiator, actually in stock, will exchange for 1913, also 1914, good allowances. Singer specialists, Motor Supply Co., Oxford Street, Manchester. Trade 138-186

SINGER, 1913, 10 h.p., all accessories and speedometer, splendid condition, 110 guineas. Julian, Broad Street, Reading, biggest light car and motorcycle dealer in the south; 44 years reputation. Trade zzz-447

SINGER, 1915 models in stock, immediate deliveries, trade only. Palmer, 54 Stamford Brook Road, Hammersmith. Phone, 81. Trade 142-n246

SINGER, 10 h.p.; 1913, hood, screen, speedometer, horn, whistle, electric side and tail lamps, two acetylene headlights and extra oil tail lamp, spare wheel, two extra tyres, shock absorbers, insurance for five months, excellent condition, trial allowed, £115. A.C., 47 Hereford Road, Bayswater, London, W. 119-n206

SINGER, 1914 de luxe model, dynamo lighting, usual equipment, and speedometer and Klaxon hooter, £160. Eastern Garage Co., 418 Romford Road, Forest Gate, E. Trade 120-538

SINGER, 10 h.p., 1914, not done 4000 miles, splendid engine, fitted with special double windscreen, dynamo, lighting set, speedometer, full set accessories, £155. Berry, Abbotsleigh, Wanstead, N.E. 119-n821

SINGER, 10 h.p., September, 1913, complete, done about 3000, new tyres, back wheels, 1914 pattern, shock absorbers, condition as new, £125. Land, Highfield Villas, Woodford Road, Bramhall. 119-n767

SINGER, 10 h.p., 1914, dynamo lighting set, hood, screen, speedometer, five detachable wheels, perfect, £158. Auto Mart, 133 Hammersmith Road, W. Trade 119-a643

SINGER, 1914, 10 h.p., dynamo lighting set, fully equipped, condition as new, £150. Redford, Stevenage. 121-n783

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

SINGER, 1915, dynamo model, stone grey, all latest improvements, actually in stock, liberal allowance for your old Singer; we are experts in this make, therefore purchase from us. Bamford and Martin, Ltd., Callow Street, Fulham Road, S.W. Kensington 3920. Trade 119-680

SINGER light car, 1915, delivery from stock; this reliable and much improved light car, fitted with dynamo electric lighting set and fully equipped, standard finish, fitted with their very latest type body and radiator, a luxurious light car, price, including everything, £215, motorcycle or light car taken in exchange, easy terms. Wauchope, 9 Shoe Lane, London. Trade 119-635

SINGER light car, 10 h.p., with dynamo lighting set, £204 15s., early delivery. The Exeter Motor Cycle and Light Car Co., Ltd., 7 Bath Road, Exeter, and 28 Tavistock Road, Plymouth. Trade 119-630

SINGER, 1913 model, purchased January, 1914, done 400 miles, 1914 shafting and gearbox, speedometer, five lamps (two acetylene, three electric), five wheels, five tyres, bargain £110. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 120-n856

SINGER, 10 h.p., coupe, 1913, fitted with 1914 cylinders, propeller shaft and back axle, the body is most handsome, painted maroon with black mouldings, upholstered with Bedford cord, powerful lighting set, with 9-in. headlights, two side and tail lamps, two interior lights, speedometer, clock, flower vase, etc., spare wheel complete with tyre, tools, jack, pump, etc., a most attractive car suitable for lady or professional man, recently overhauled, cost £280, run 5000 miles, £155 cash. G. N. Higgs, 31 Vauxhall Bridge Road, Victoria, S.W. Trade 119-676

SINGERS, 10 h.p., delivery from stock; easy terms, exchange. R. E. Jones (Garages), Ltd., Swansea; also at Cardiff. Trade zzz-659

SINGER, 1915, light car, fresh from works, plated fittings, dynamo lighting, £215, in stock, immediate delivery, free trials, we teach you to drive and deliver to your door free, exchanges, easy payments only 2 per cent. extra, trade supplied. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 120-n861

SINGER, 1913, hood, screen, acetylene headlight, two electric side and tail lamps, speedometer, clock, spare Sankey wheel with tyre, etc., excellent condition, quick sale, £105, seen, and trial given by appointment. Write, Rex Mundy, 19 Grafton Mews, Warren Street, W. Trade 119-623

SINGER, Singer, Singer, in stock, 1915, 10 h.p., with dynamo lighting outfit, £215, 2 per cent. extra deferred payments, tuition free. Cass's, Light Car Specialists, 5 Warren Street, Euston Road. Museum 623. Trade 119-598

STANDARD, 1914 model, brand new, owner on service, stud cover, bargain, £180. Elsee's Garage, 137 High Road, Chiswick. Trade 119-a383

STANDARD, 1915 model, complete with dickey seat, electric lighting set, self-starter, grooved tyres on back wheels, price £231 10s. Send for full particulars of this magnificent car. Motorcycle or light car taken in part payment. Easy terms arranged. We include free delivery and expert tuition in driving and overhauling, and generally do everything possible to assist customers. Julian, Standard Specialist, Broad Street, Reading. Biggest light car dealer in the South; 43 years reputation. Trade zzz-393

STANDARD, 9.5, 1915, immediate delivery from stock, exchanges entertained. Bradshaw's, The Motor House, Fishergate, Preston. Tel. 988. Trade 119-n822

STANDARD, 1914, two-seater, with dickey, five Sankey wheels, practically new, £140. 337 Euston Road, London, N.W. Trade 119-n757

STANDARDS, 9.5 h.p., delivery from stock; easy terms, exchange. R. E. Jones (Garages), Ltd., Swansea; also at Cardiff. Trade zzz-660

STANDARD, 1914, 9 h.p., two-seater, dickey, speedometer, detachable wheels, five lamps, as new, £150. Smith and Francis, 22 Pantom Street, Leicester Square. Trade 119-651

STANDARDS in stock, the famous 9.5, for immediate delivery, free tuition and delivery. Sole district agent. P. J. Evans, John Bright Street, Birmingham. Trade 119-620

STELLITE, 1914, light car, new June last, with dickey, spare wheel and tyre, three lamps, horn and tools, £130; also new Stellite for immediate delivery. Main, 36 Parade, Leamington. Trade 119-a352

LIGHT CARS AND CYCLECARS FOR SALE*(continued).*

SWIFT, 1915, 10 h.p., four-cylinder, dynamo and full equipment, £200, or £40 down and 12 monthly payments of £13 13s. 4d., subject bonus; exchanges arranged. Service Co., 292 High Holborn, London. Trade zzz-629

SWIFT, 10 h.p., 1915, four-cylinder, complete electric equipment, £200, early delivery. Taylor's, Ltd., 21a Store Street, London, W.C. Trade zzz-803

SWIFT, 1915, 10 h.p., with dynamo lighting set, for early delivery. Seemann and Stones, Ltd., 39 St. James's Street, Piccadilly, W. Phone, Regent 212. Trade zzz-839

SWIFT, 10 h.p., light car, with dickey seat; 1915 models, delivery from stock. Wrexham Motor Co., Ltd., Wrexham. Trade 129-460

SWIFT, 1914, 7 h.p. light car, all spares, two large headlamps, £100. A. J. Young, Bury Road, Newmarket. Trade 120-462

SWIFT light cars. Immediate delivery from stock of 1915 from A. J. Young and Co., Ltd., Bury Road, Newmarket. Trade 120-463

SWIFT cyclecar, 1914 models, practically new, scarcely soiled, guaranteed perfect, £90. 337 Euston Road, London, N.W. Trade 119-n760

SWIFT light car, 1914 model; new August, 15-guinea speedometer fitted, £100. M. Mathews, Pawnbroker, W. Croydon. Trade 119-n776

SWIFT, 7-9, two-seater, hood, screen, lamps, speedometer, Stepney, etc., £55. Barr, 20 Avondale Road, Coventry. Trade 119-n788

SWIFT cyclecar, 1913, 7-9 h.p., good condition, great bargain, £85. Barrett, Langley Garage, Luton. Phone 479. Trade 119-n790

SWIFT, 8 h.p., 1914 cyclecar, new January, 1914, only 2000 mileage, shock absorbers, speedometer and all accessories, condition of car and tyres like new, £90, owner serving in France, must be sold. Apply, Thatcher, 32 Essex Street, W.C. Trade 119-n792

SWIFT, 1915, 7 h.p., new January, run 400 miles, speedometer, large headlamp, four grooved tyres, in perfect condition, cost £150, accept £125. Thomas H. Ellis, Salop Road, Oswestry. Trade 119-n813

SWIFT, twin-cylinder, 1913 model, hood, screen, Stepney complete, three brass oil and two ditto electric lamps, electric horn, Stewart speedometer, mirror, extra air, aluminium number-plates, ditto running boards and boot, foot mat, floor rug, jack, pump, tools, five Michelin tyres (excellent condition), body and engine like new used privately, driven carefully, cost £175, accept £90 cash, great bargain, must sell; view and try. Watson, 71 Braxted Park, Streatham, S.W. Trade 119-n751

SWIFT cyclecar, 1914, brand new, complete with hood, screen, lamps, etc., clearance price £115. Jarvis, Ltd., 205 Edgware Road, London, W. Trade 119-n754

SWIFT, 1915, 10 h.p., four-cylinder, dynamo lighting, complete with hood, screen, etc., £200. Jarvis, Ltd., 205 Edgware Road, London, W. Trade 119-n755

SWIFT, 10 h.p. light car, latest 1915 model, £210. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 120-n862

SWIFT. Officer's grey, 10 h.p., two-seater, all lamps, electric horn, £35. Railway Garage, Staines. Trade 120-n855

SWIFT, 7 h.p., 1914 cyclecar, fitted racing two-seater body, electric light, as raced at Brooklands last year, lightened pistons, enlarged valves, etc., £125. Mebes, 156 Gt. Portland Street, W. Telephone, 3426 Mayfair. Trade 119-666

SWIFT, 1915, 10 h.p., two-seater, £210; also coupe (blue). £267; both models complete, with electric lighting and full equipment, in stock and ready for immediate delivery. Heath's Garage, Birmingham. Trade 119-658

SWIFT, 7 h.p., 1915 model, not done 400 miles, complete, price £125. Apply, Sun Motor Co., Llangollen. Trade 119-654

SWIFT, 1914, fully equipped and in specially good condition, mechanically sound throughout, hood, screen, spare cover, powerful headlight, side and tail lamps, a splendid cyclecar at £110, any severe trial given. Wauchop's, 9 Shoe Lane, London. Trade 119-638

SWIFT, 1915, 10 h.p., light car, £210; also 7 h.p. cyclecar, £147; immediate delivery; exchanges or extended terms arranged; write to us for best terms. Elce and Co., 15 Bishopsgate Avenue, Camomile Street, E.C. Phone, Avenue 5548. Trade 119-604

LIGHT CARS AND CYCLECARS FOR SALE*(continued).*

SWIFT, 1915 models in stock. Colmore Depot, 49 John Bright Street, Birmingham. Trade 119-610

SWIFT, Swift, 1915 models, from £147, 2 per cent. extra deferred payments, tuition free. Cass's, Light Car Specialists, 5 Warren Street, Euston Road. Museum 623. Trade 119-599

TRUMBULL, £105, the ideal light car, 14-18 h.p., four cylinders, three-speed and reverse, magneto, electric lighting and horn, detachable wheels, hood, side curtains, hood envelope, screen, finest value on market. Agent, Meggitt, Engineer, Mansfield. Trade 125-m158

VICTOR cyclecar, belt drive, two-speed and reverse, hood and screen, complete with lamps, £100. Sole Devon Agents, the Exeter Motor Cycle and Light Car Co., Ltd., 7 Bath Road, Exeter, and 28 Tavistock Road, Plymouth. Trade 119-629

WARNE, 8 h.p., two speeds, hood, screen, speedometer, clock, acetylene lamps, excellent condition, £48. Auto Mart, 133 Hammersmith Road, W. Trade 119-a644

WHITING-GRANT, Whiting-Grant, Whiting-Grant, in stock, 1915 models, with electric self-starter and dynamo lighting outfit, from £150 2 per cent. extra deferred payments, tuition free. Cass's, Light Car Specialists, 5 Warren Street, Euston Road. Museum 623. Trade 119-593

WILKINSON, 1914, 10 h.p., four-cylinder, two-seated torpedo, hood, screen, headlights, in excellent order, bargain, £95. R. D. Storey, 118 Great Portland Street, W. Trade 119-641

MISCELLANEOUS LIGHT CARS AND CYCLECARS.

BARGAINS in Morgans, G.W.K.s and other cyclecars and light cars at Spencer's Garage, Uxbridge. Trade 132-36

BRIGHTON. Perry, Humberette, Morgan, Marlborough. Trials runs given. Easy terms arranged. Turpin, 22 and 29 Preston Road. Trade 167-m842

6 h.p. WATER-COOLED, two-cylinder, two-speed, three-wheeled Sociable, chain and clutch drive, good climber, red, three spare tyres, acetylene headlamp, photo., £15 for quick sale. Sears, Oxford Street, Workington. Trade 119-a348

BRAND new single-cylinder w.c. Buckingham engine, with magneto, what offers? New cyclecar, just finished building, three speeds and reverse gearbox, belt drive, 9 h.p. Alpha two-cylinder engine, £150. R. H. Morse, 27 Elder Place, London Road, Brighton, Sussex. Trade 120-a361

PHENIX cyclecar, good as new, low built, fully equipped, 8 h.p. F&M engine, speeds and reverse, great bargain, £45. Robertson, 101 Upperton Road, Leicester. Trade 119-n782

MONOCAR, 1915 model, kick-starter, electric lamps, speedometer, hood and screen, as new, £55. 72 High Street, Croydon. Trade 119-n764

NEW Victor two-seater, £100; new four-cylinder Lagonda, £150; 1914 8 h.p. three-speed J.A.P., £68 10s.; 1914 8 h.p. Crouch carette, £97 10s.; 8-10 Bedelia, £39 10s.; 10-12 four-cylinder Humber, dickey seat, £39 10s. Motories, 68 Horton Street, Halifax. Trade 120-627

P. J. EVANS Light Car Depot, large stock latest models: Standards, Calthorpes, and Perrys, also Singers, Swifts, Calcotts, and Fords, for immediate delivery. John Bright Street, Birmingham. Trade 119-618

CASS'S Motor Mart. The original light car and cyclecar specialists, can give immediate delivery of 1915 A.C., 10 h.p. Calcott, G.W.K., Hillman, Horstmann, Humberette, Lagonda, Morgan, Morris-Oxford, Singer, Standard, Stellite, Victor, Whiting-Grant, Wilton; and seven days—Perry, Saxon, Swift and any other make, tuition free, 2 per cent. extra for deferred payments, exchanges entertained. Several new and second-hand 1914 light cars and cyclecars at bargain prices. Send for lists. The Original Light Car and Cyclecar Specialists, 5 Warren Street, Euston Road, W. Museum 623. Trade 119-600

1913, 9 h.p., THREE WHEELED cyclecar, chain drive, two speeds, plate clutch, wide two seated sheet metal body, spring, upholstered, pilot jet carburettor, kick-starter, Kempshall and Avon tyres, in perfect condition, unpunctured, spare valves, springs, and tyre, the whole in first-class condition, photo on application, would suit commercial or tradesman, £40. Hurd, Avenue, Kidsgrove, Staffs. Trade 119-n841

BARGAIN, 1912, 8 h.p. J.A.P. cyclecar, Chater gearbox, Lukin, hood, screen, £32, offers. 53 Brownhill Road, Catford. Trade 119-n825

BIRMINGHAM House for light cars: Calthorpe, Standard and Perry, sole district agent; also stock Singer, Swift, Calcott and Ford, immediate delivery all models. P. J. Evans, John Bright Street. Trade 119-616

MISCELLANEOUS.

LIGHT-CAR manufacturers and dealers requiring cheap but well-made and reliable sets of torpedo electric lamps of British manufacture should communicate with the Essex Accumulator Co., 497, 499 Grove Green Road, Leytonstone, London.

Trade zzz-183

ACCUMULATORS. Over 100 sizes always in stock. The cheapest and best house in the trade for reliable accumulators for car lighting, ignition, etc.; stock of slightly shop-soiled accumulators at greatly-reduced prices. The Essex Accumulator Co., 497-499 Grove Green Road, Leytonstone, London, N.E.

Trade zzz-505

NEW, guaranteed worm-driven back axles, suitable for cars up to 12 cwt., 4 ft. track, complete with hubs, price £24 cash; also radiators at clearance prices. Turners, Lever Street, Wolverhampton.

Trade zzz-43

ALUMINIUM number plates, best quality, any number, raised letters, very handsome, 8s. 6d. per pair. Freeman, Oakes, Devonshire Street, Sheffield.

Trade zzz-805

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YOU cannot be certain of the results if you put your car in the hands of an unknown repairer. Having specialized in the repairs to light cars and cyclecars since 1909, when Mr. Higgs first introduced the A.-C. to the public, we know our job thoroughly and can guarantee satisfaction. Our terms are as low as consistent with first-class workmanship. G. N. Higgs, 31 Vauxhall Bridge Road (one minute from Victoria). 'Phone for estimates, 1215 Victoria. zzz-543
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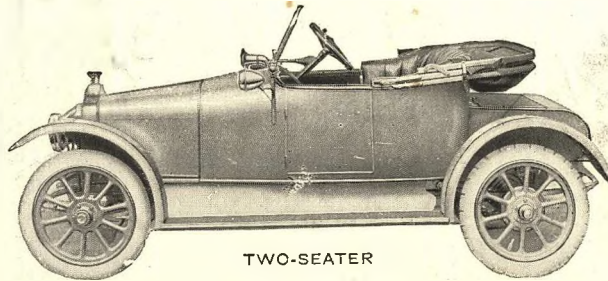
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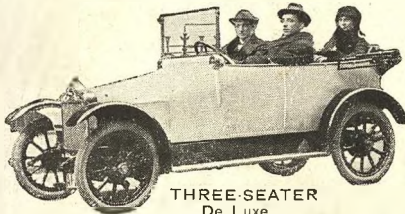
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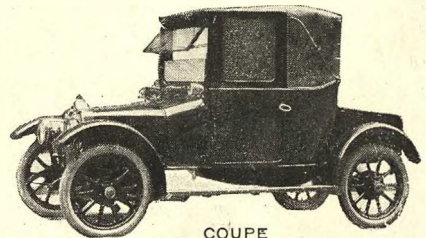


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