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THE NEW **LODGE** STANDARD PLUG

(C3 new model)

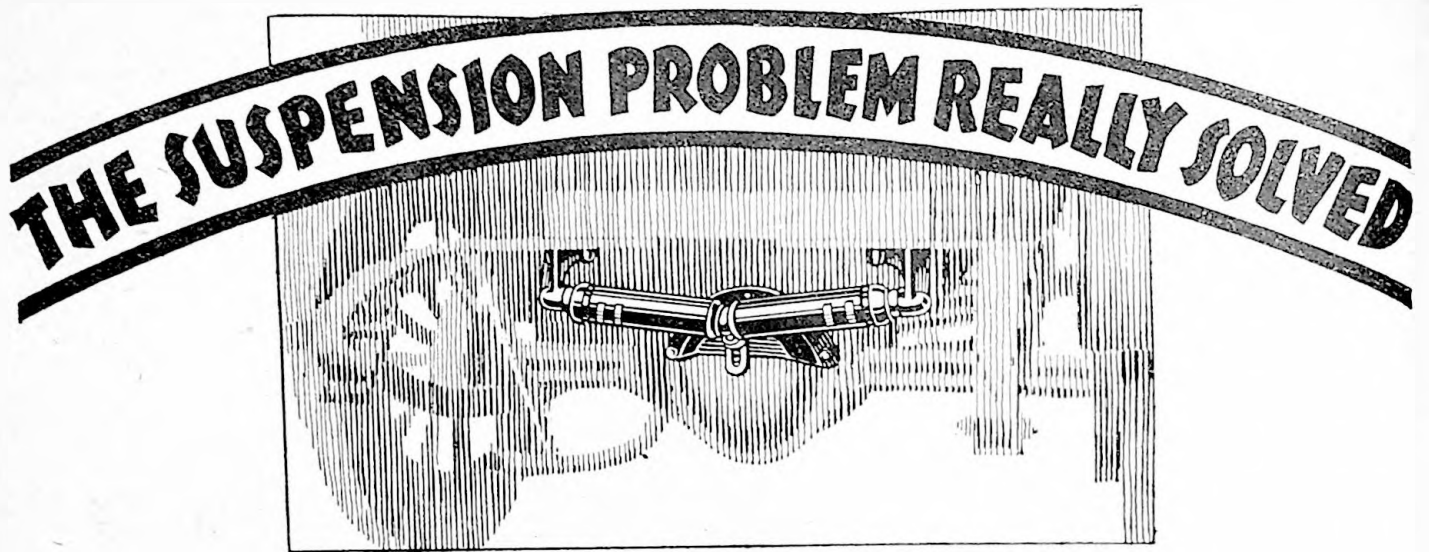
definitely solves the
plug problem of the
modern high-efficiency
engine.

On sale everywhere.

5/-

*Packed in sealed
red metal box*

Every part of every model of the
Lodge plug is made in England.



WHATEVER THE LOAD • WHATEVER THE ROAD
WHATEVER THE SPEED
-SMOOTH RIDING

The CARDINE Spring Suspension MODERATOR reduces the number of oscillations of the rear leaf springs from about 120 per minute to about 70 per minute, and it does this irrespective of the number of passengers or the condition of the road or the speed. The enclosed helical springs of the Cardine Moderator so control the operation of the car springs that a uniform rhythm of movement is obtained—no sudden jolt or jar—just a gentle smoothness

of riding with a complete "flattening out" of road unevenness. It greatly improves the road-holding properties of the car, the cornering stability, and annihilates all tendency for the back wheels to "dither."

With Cardine Moderators fitted you can ride with luxurious comfort alone. What a boon to be able to ride as comfortably alone as when a full complement of passengers is up!

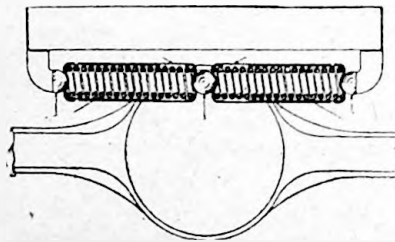
Let us send you our Leaflet.

The
CARDINE SPRING
SUSPENSION **MODERATOR**
(ENTIRELY BRITISH MADE)

Complete sets available now for Clyno and Austin 7 h.p. Cars.
If your Car is not mentioned here, send us details of make, year, type of body, chassis number, and we will give a delivery date.

PRICE, complete with fittings for LIGHT CARS £4 0 0
PRICE, complete with fittings for MEDIUM CARS £5 0 0

Gentlemen,
Permit me to express my appreciation of your Suspension Moderators which you recently fitted to my Morris-Cowley Car.
Since having same fitted I have not to slacken speed over pot-holes or ridges, the motor keeping the road beautifully.
The ladies express their praise with the comfort it gives them in the back seats, and join with me in thanking you for this additional boon to motoring.
Believe me,
Yours respectfully,
Signed J. LEWIS.



Equipment made up 3 distinctive parts only—helical springs, their casings and the bearing spheres. See illustration. Easily fitted. Fitting only slight amount of time and labour.

Delco-Remy & Hyatt Ltd.,

111, Grosvenor Rd., S.W.1.

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



11.4 h.p. All-Steel Saloon, F.W.B. (Four Doors.)

4 DOORS, 4-WHEEL BRAKES and Fullest Equipment

including-

Electric Lighting and Starting, 5 Wheels and Tyres, Clock, Speedometer, E. Motometer, Petrol Filter, Driving Mirror, Licence Holder, Inspection Lamp, Dash Lamp, Oil Gun Chassis Lubrication, Shock Absorbers, Automatic Windscreen Wiper, Sun Shield, Window Winders, Silk Spring Window Blinds, Interior Lighting, etc., etc.

11.4 h.p. All-Steel 4-seater, F.W.B.	..	£165
11.4 h.p. All-Steel Saloon, 4 doors	..	£190
11.4 h.p. 3-seater Coupé		£200

Prices Ex British Works, Slough.

IMMEDIATE DELIVERY FROM BRITISH WORKS, SLOUGH.

Send for Citroën Book 18, giving full particulars of these and other models.

CITROËN CARS LTD.,
Citroën Building, Brook Green,
Hammersmith, London, W.6.

Showrooms:
DEVONSHIRE HOUSE,
PICCADILLY, W.1.

D.A.230.

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

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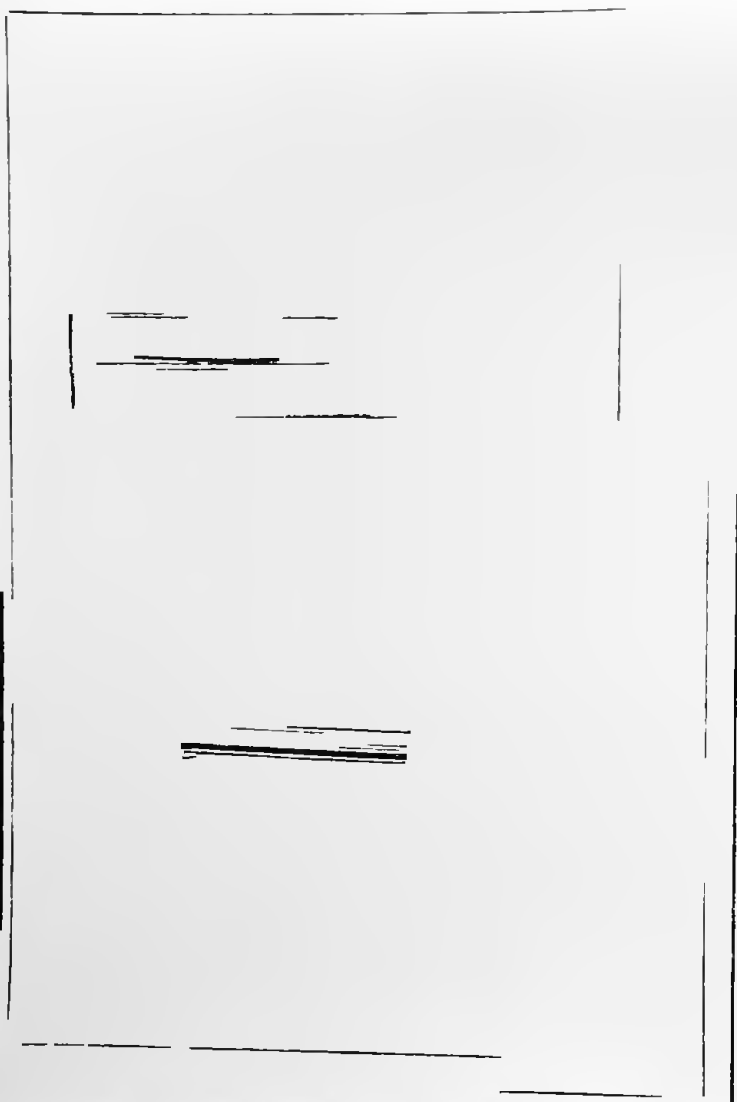
The SILENT that means so mu

The wheels of a car are like the strong right hand of a healthy man—they are "taken for granted." It is only in times of emergency that any test can be made; only in a crisis can the strong hand—the sturdy wheel—be appreciated.

Sankey Pressed Steel Wheels have, since 1908, carried millions of people safely and silently through every phase of joy and danger. The catastrophes these unbreakable wheels have averted cannot be catalogued—but they can be borne in mind. When you see the word "Sankey," there also is the word "Safety."

Sankey WHEELS

Joseph Sankey & Sons Ltd., Wellington, Shropshire



THE WISE MAN OF THE ROAD

BOUNCING IN CARS—No. 5.

Most motorists think that broken springs are caused through overloading, but I say that more springs are broken through travelling light. It stands to reason that when going over a bumpy surface with no load in the car there is more pitching motion than when the car is loaded. It is this pitching motion which causes the leaves of the springs to snap. Why? Because the springs are not damped sufficiently to bring the body of the car to rest immediately the chassis has taken a bump.

MORAL—FIT THE STOTT ANTI-BOUNCE, THE ONLY SHOCK ABSORBER WORKING EFFECTIVELY ON THE SPRING.

PRICE 11/6 per pair.

Drop a post card to the makers who will tell you all about them.

RICHARD BERRY & SON,
Dept. "A."

MAFeking ROAD,
SMETHWICK, BIRMINGHAM

Phone: Smethwick 631.
Grams: "Springs, Smethwick."

30,000 Rogues. A History of Yorkshire

When James the Sixth of Scotland

became James the First of England he was so moved by the distress of the London poor that he sent a wire to Edinburgh: "Send 30,000 brogues"—being determined that at any rate the citizens should not go barefoot.

The wire was mutilated in transmission (as wires sometimes are) and was received: "Send 30,000 rogues." Scotland was scoured, and the 30,000 set off on their march southward. In due course they reached Yorkshire, and were so pleased with the county that they settled there, and these are supposed to be our forbears.

We have grave doubts as to the authenticity of this piece of history, but we realise there may be some people who accept it as veracious. We ask these people (if such there be) to consider the following:

The Jowett cars are panelled in aluminium which cannot rust if the paint is chipped. Black iron will.

The Jowett seats are upholstered in real leather. We could save quite a lot of money by using an imitation, but it would be at your expense.

The Jowett seats are stuffed with real hair. We could use fibre, or a mixture of hair and fibre, but here again you would be the losers.

Can you name one car at anywhere near our price with these desirable features?

And, more important still, the Jowett chassis, which is built to last a lifetime and does. Why? Because an independent laboratory maintains a strict and unbiased watch on all stressed materials, so that nothing but the best is good enough for the Jowett.

The cheapest car to buy. The cheapest car to run. Short Two, £139; Long Two, £150; Light Four, £145; Full Four, £150; Saloon, £185.

We have a lot of interesting literature for YOU.

JOWETT CARS LTD., IDLE, BRADFORD, YORKS.

A Real Four-Seater **£148/10** for **£148/10**

YOU can now get the World-famed Singer Reliability and Service in a compact little Car which really holds four full-sized people.

It embraces every comfort and convenience.

Adjustable bucket seats in front; three wide doors with rigid side screens, giving real weather protection; and a remarkably smooth running engine.

It provides you with every refinement; 2-panel windscreen; glove pocket in instrument board; pockets in doors; easily cleaned disc wheels; oil gauge; speedometer; screen wiper; Dunlop low pressure tyres; kick step mats; hood cover; everything, in fact, that

you would look for in a much more expensive car.

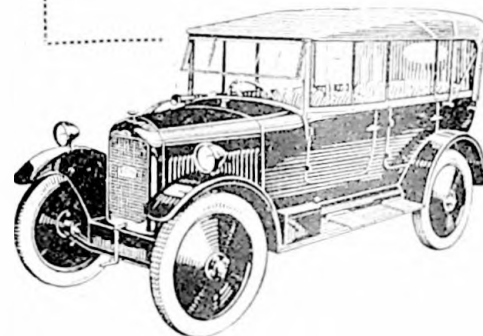
The Cellulose finish makes cleaning a matter of moments and ensures you a permanently smart finish.

This is not a toy nor a miniature car, but a serious, full-size Motor Car, the performance of which must be experienced to be believed.

May we send you full particulars, or give you a trial run?

Price £148-10-0

SINGER SENIOR
2 and 4-Seater De
Luxe Models . . £220
4 - Door Coachbuilt
Saloon £260



SOLE LONDON DISTRIBUTORS FOR SINGER CARS

COOK & PALMER, LTD.,
202, Great Portland St., W.1.
Telephone - - - Langham 3314.

Woodwright.

**The Best Cure for Worn Cylinders
and Slapping Pistons**

Laystall

**De Luxe
Lightweight
Cast Iron
Pistons**

**INSEPARABLE
for Best Results**

Illustrated booklet with
prices, sent on request.

LAYSTALL
SPECIAL MOTOR REPAIRS

EWER ST., SOUTHWARK, LONDON, SE.1

Telephone HOP 6140 (7 lines)

and at 55, FONTENOY ST., LIVERPOOL. Telephone CENTRAL 5306

**You can
lower your
running costs**

**FREE
Illustrated
Leaflet
on
application
to
Dept. L. A.**

Because of their unequalled efficiency, CLUPET PISTON RINGS will effect economies that will considerably lower your running costs. The patent Bridge—the special feature—traps all loss of power, ensures a perfect Piston seal, secures increased compression, and prevents waste of oil and petrol. Fit your motor car with

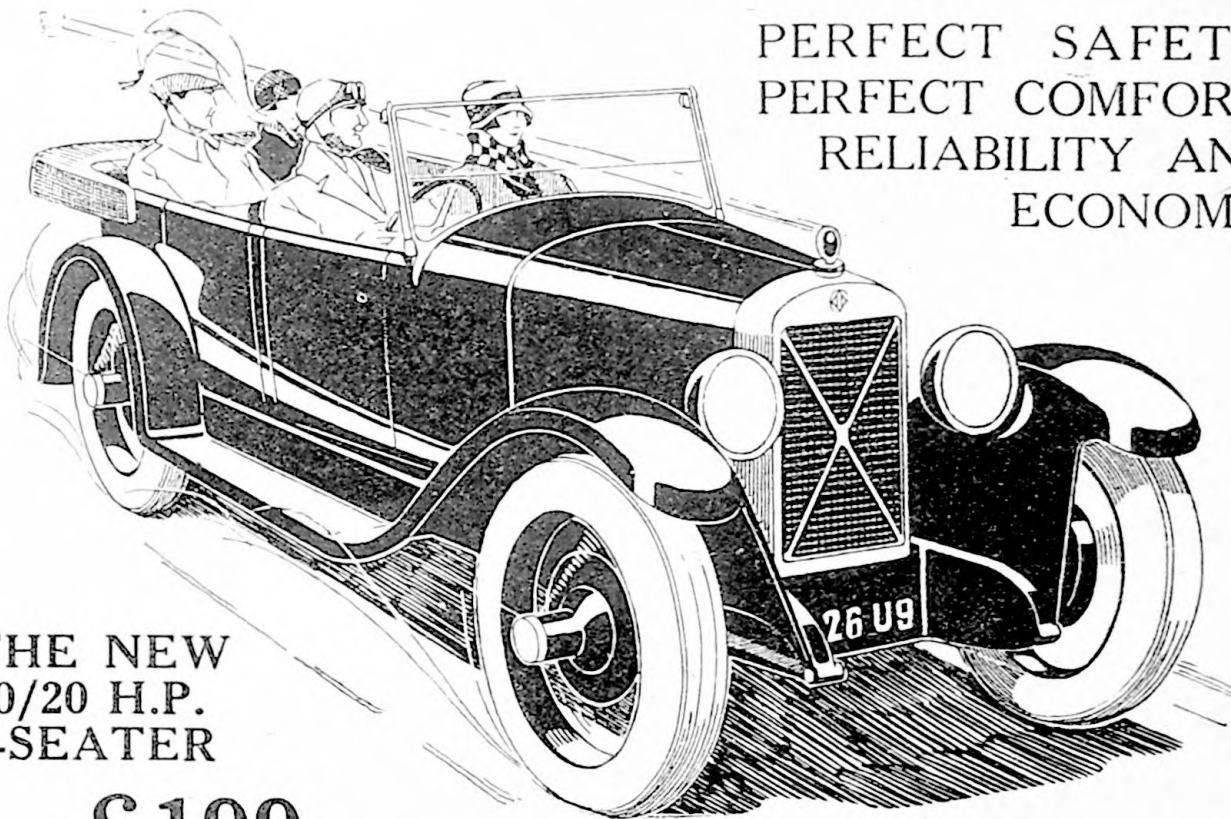
Clupet
PATENT **PISTON
RINGS**

to reduce your running costs.

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Ltd., West Heath Works, Mill Lane, West
Hampstead, N.W.6. Telephone: Hampstead 8691



THE CAR THAT WINS



PERFECT SAFETY.
PERFECT COMFORT.
RELIABILITY AND
ECONOMY.

THE NEW
10/20 H.P.
4-SEATER

£199

FOUR DOORS, FOUR - WHEEL BRAKES, RIGID CURTAINS,
STARTER, SPEEDOMETER, CLOCK, ADJUSTABLE SEATS.

FOR SHEER SPEED
THE GRAND SPORT
SPECIAL

GUARANTEED
85 M.P.H.

£315

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SOLE LONDON

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DEFERRED TERMS.

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MAYFAIR 0267-8-9.

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*Phone : CHISWICK 3531.

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"WELLINGTON" LIQUID METAL POLISH

A
POLISH
THAT,
with a
minimum
of labour,
GIVES A
REAL
BURNISH
THAT
LASTS.



CLEANS
and
POLISHES
ALL
METALS
(including
Silver)
and
GLASS
(Windows,
Mirrors),
Motor-Screens
(Glass or
Celluloid).

TRY IT
and
PROVE IT.

In TINS, 3d., 4d., 7d. & 1/3; also in 1/2 & 1 Gallon Cans.

JOHN OAKEY & SONS, LTD.,
WELLINGTON MILLS, LONDON, S.E.1.

Each night and
every night
Mazda Lamps
on the car
ensure safety
on the roads.

FROM ALL GARAGES
& ELECTRICAL DEALERS.

The
British Thomson-Houston Co., Ltd.
Crown House, Aldwych, London, W.C. 2

There are many links in the chain

—from the microphone in the studio
to the loud speaker in your home.
There are many transformations:
each with its possibilities for inter-
ference and distortion. Your aerial
circuit, your receiver, your batteries,
your valves, and your loud speaker
—each may contribute its share.

See that your aerial circuit is per-
fect, have a really good receiver,
be sure that your batteries are
reliable, have an Amplion Loud
Speaker and, above all, have the
right kind of valve.

AMPLION VALVES

are specially designed by the manufac-
turers of the world-famous Amplion loud
speaker with the object of ensuring

Better Radio Reproduction

Announcement of Graham Amplion Limited, 25, Savile Row, London, W.1.

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



RADIATOR MUFFS.

They give a wide range of temperature control. Top half rolls up; bottom half may be rolled down or remain closed as desired.

Prices from **18/-**

COVER
YOUR CAR
WITH A
FABRAM
DUST SHEET.

COVER
YOURSELF
WITH A
RAMSO
COVER COAT.

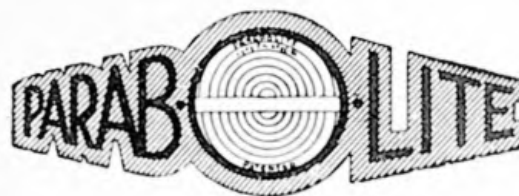
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TO DEPT. L.

Obtainable from all Garages and Agents, or direct from:
RAMSDENS (HALIFAX) LIMITED
147/9, Great Portland Street, London, W.1

Station Works

Halifax, England

Better Driving Light for YOU
—Safer for HIM.



HEAD LAMP LENSES

prevent dangerous dazzle and increase the intensity of light where it is required—on the road. They undoubtedly make night driving safe for yourself and the other man.

Prices from **7/6** per pair.



JEAVONS will enable you to enjoy more comfort by keeping your Car Springs perfectly lubricated. Ask for JEAVONS, the Gaiter with the Wick Tube.

CITROEN (7-5)	..	..	..	..	£1 15 0
CITROEN (11-4), 1927	..	..	..	..	£4 10
FIAT "509" (9)	..	..	..	..	£5 5
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Have your own Motor House

Be independent—save garage charges and reduce your repair account. Boulton & Paul Motor Houses are tenants' fixtures—easily erected by any handy man—high grade in every detail.

Examples:

No. B.217—Urban Motor House.

This house is designed to comply with the Bye-Laws of Urban areas.

Standard Sizes and Prices:

Size 14' x 8' x 6' 6" high to eaves, for two-seater **£16:15s.** Size 16' x 8' x 6' 6" high to eaves, for four-seater **£19**

No. B.203—Motor Car House

may be seen at our London Showroom.

A superior house at a low price. Will have a market value twenty years hence.

Standard Sizes and Prices:

Size 12' x 8' x 6' 6" high to eaves, for two-seater **£25:10s.** Size 16' x 10' x 7' 6" high to eaves, for four-seater **£37:10s.**

Carriage Paid to stations in England and Wales for erection by purchaser. Also in other suitable sizes. Full particulars on request. Ask for Catalogue No. 629.

Boulton & Paul Ltd

Telegrams **BOLTON NORWICH** Telephone **NORWICH 8511 (5 lines)**

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Say good-bye to rags, swabs, dusters, leathers, sponges and cotton waste, and use only the "Yu-use-it" on your car. Specially manufactured to do the work of all of them—but much better. Saves its initial cost many times over by its efficiency. Can be cleaned and used again and again. Try it and you will never be without it.

Small size, 6½d.
Large size, 10½d.

GREY for
oil.

WHITE for
polishing.

THE
'Yu-use-it'
UTILITY
PAD

GET IT FROM
YOUR GARAGE

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

There's Music in an

S A

It is a song known to all true engineers, the song of a perfect engine—so gentle that it will purr at a touch, so powerful that it will sweep 60 miles behind in sixty minutes—a thing of music and harmony. Our Kipling knew it and transformed engines into poetry. Ask any engineer on the Seven Seas, in the hangars of the World's Air routes, or, if you will, on Stoneleigh Hill three and a half miles out from Coventry, the home of the world's best motor engineers. Here on any fine evening you will find a dozen with heads full of "book-learning" and practical grimy hands. They can tell you of a master engine, the Coventry Climax, which gives the true song of power, the music which tells of perfect mechanical harmony, an engine that excels in efficiency.

Is YOUR car fitted with a Coventry Climax Engine?

MOTOR CAR MANUFACTURERS should note that Coventry Climax Engines are made in Four-cylinder and Six-cylinder types. Full particulars and quotations upon request to COVENTRY CLIMAX ENGINES LTD., Engine and Gearbox Manufacturers, Friars Rd., Coventry.

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

Engines for every type of Light Car
COVENTRY
CLIMAX
ENGINES

H.P.

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

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The triangle for Safety and Philips Lamps for Double Security
 Blue daylight auto bulbs to turn night driving into day
 For Perfect Road Security

Use Philips Lamps
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Obtainable from your local garage or electrician.

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PHILIPS
AUTOMOBILE LAMPS

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Get Your 1927 Car at HOMAC'S

For the best terms possible when buying your New Car come to Homac's, the people for a fair and square deal. We will arrange convenient terms, give full credit for your old car, free tuition and advice, early delivery and specialised service after sale. Call, if convenient, or write telling us your requirements.

MOTOR AGENT

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Phone—Clissold 2408. Works—46, London Road, E.5

THE OFFICIAL
MORGAN LONDON
SERVICE DEPOT.

We supply Morgans
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DEFERRED TERMS
Write for Catalogue.

TRADE SUPPLIED
REPAIRS AND
OVERHAULS BY
MORGAN EXPERTS

if so, why not join the happy band of satisfied Austin 7 Owners by fitting the BODELO BRAKE ATTACHMENT. This has been fitted to thousands of Austin 7 Cars and we are continually receiving letters from owners testifying as to the immense improvement and comfort gained in driving an Austin 7 after the BODELO ATTACHMENT has been fitted.

The BODELO BRAKE ATTACHMENT enables all four Brakes to be operated by means of the foot pedal only, leaving the hands quite free for signalling and steering, at the same time it in no way interferes with the hand lever mechanism. The BODELO can be fitted to any Austin 7 in a few minutes.

PRICE 30/-

Let us send you our illustrated leaflet together with full fitting instructions.

LLOYD & DEELEY,
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BIRMINGHAM.

Wholesale Stockists:
Brown Brothers, Ltd.,
London & Branches.

THE M.C.L. Booklet throws up the subject of car electrical equipment in a new light.

It explains the defects of common practice, and shows how those faults have been eliminated in the M.C.L. system, which strikes a novel note of its own, and is covered by no less than seven different patents. The care of the battery and dynamo are entirely automatic in M.C.L. equipment. Full particulars in the M.C.L. Booklet, free on request.

A novel feature of the M.C.L. System is the Junction Box, in which no screws employed.

**CAR LIGHTING
EQUIPMENT**

M.C.L. & REPETITION LTD.,

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BIGGER VALUE THAN EVER!

Read what you get for

Lojoint Weatherboards, exclusive to Thornbers, are always weathertight, never split warp—these are used for sides and ends, and will last a lifetime. All sections sent ready framed, easily erected, and all fittings supplied. All Timber planed. Superior construction throughout. Two windows that open. THORNBERS' GLIDING DOORS that move at a child's light push and occupy no room. FREE FIRE INSURANCE for 12 months. Tenant's fixture.

Size 16 ft. long, 9 ft. wide, 7 ft. to eaves, 9 ft. 6 in. to ridge. Price £15.
Carriage forward. Definite Carriage Paid Price on request. Wood
Floor £4 extra. Carriage Forward.

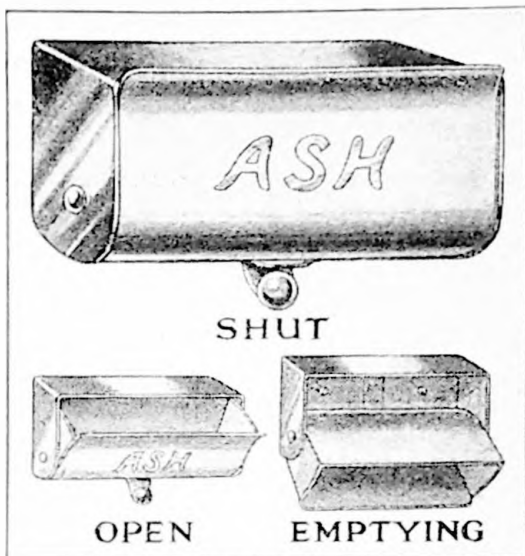
Send p.c. for descriptive folder and BIG FREE BOOK!

The Folder describes this Garage in detail, whilst the book deals with other Portable Buildings of every description—Garages, Shops, Pavilions, Bungalows, Outhouses, etc.

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Send p.c.
to-night for FREE BOOK.

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



THE MITCHELL SAFETY ASHTRAY.

EVERY motorist should fit a Mitchell Safety Ashtray to his car. This invention, which can be opened and closed with a touch of the finger, prevents the ash and sparks from blowing about and will extinguish a lighted cigarette. The method of fixing is by two small screws which are concealed when the Ashtray is closed. It is heavily plated and makes a handsome addition to any car.

Price **8/6** Post Free.

Supplied by Gamages, Dunhills, etc.

Address all orders to:—
(Phone: Pope-grove 1588)

THE LONDON MOTOR SUPPLIES CO.
TWICKENHAM - - MIDDLESEX.

Why the "Mitchell" Plug Tester is the best. Refuse foreign imitations.

Nearly every motorist to-day uses a Neon Gas Plug and Ignition Tester, which, owing to numerous advantages, has completely superseded the old screwdriver method. In consequence, plug testers of German manufacture are being offered for sale, about which a word of caution is required. These testers, which are often fitted at one end with a pencil, simply contain a plain vacuum Neon tube, with the result that they give imperfect and inaccurate readings, and thus cause endless trouble and annoyance. The Neon Gas tube in the "Mitchell" Plug Tester, however, is fitted with electrodes which not only cause it to be extremely reliable, but allow a device called a Detector to be used in addition, which intensifies the orange flashes in the inspection window and cuts out the spark at the plug points. Every motorist should, therefore, insist upon having a "Mitchell" Plug Tester, as it represents the best that money can buy and is of British Manufacture throughout. It will diagnose any of the following troubles in a few minutes:

Plug not sparking. Points too close. Points dirty or foul. Spark gap too wide. Broken porcelain. Plug sparking internally. High tension wires shorting. Weak magneto. Magneto Cams worn. Dirty distributor. Faulty Insulation.

DON'T INJURE YOUR PLUGS

Think how often you take out your plugs and clean them in case they need it. Nine times out of ten this is quite unnecessary and helps to damage the plugs and their seatings. If a plug really needs cleaning the "Mitchell" will detect the defaulter in a second and the other plugs need not be touched.

Seven Days' Free Trial.

Send P.O. or cheque to-day for 8/6 and you will receive a "Mitchell" Plug Tester and Detector complete per return of post. Test it for a week, and if you are not perfectly satisfied your money will be refunded in full.

Price **8/6** Post Free. To any part of the World.

Special attention given to Colonial orders. Demonstrations at Gamages, Bonetunks, Dunhills, Selfridges, Army & Navy Stores, and other well-known establishments.

Rolls-Royce Value at Ford Prices



LEATHER COATS. Surplus Stock Full Chrome Coats, ample length and fullness, lined brown fleece. Complete with wind cuffs. The best that money can buy. Price **95/-**. Send height and chest measurement.



LEATHER BERETS. Latest Leather Berets made in a variety of contrasting colours in full chrome as illustrated. Lined rubber dice waterproof material. Light 5/- each Ladies' and smart in appearance, 5/- and Gent's.

SHEEPSKIN BOOTS. Officers' Sheepskin Thigh Boots, lined sheepskin, rubber soles, made for the R.F.C. Cost the 20/- per Government pounds. State size required.

RUBBER BOOTS. Government Surplus Rubber Knee Boots, useful for the garage, field, stable, driving, etc. State size required. 17/6 each.

MOTOR OVERCOATS. British Govt. Motor Overcoats, as worn by the M.T. Section. Made from all-weatherproof brown twill, lined sheepskin. Fastens up with rustless metal clips. Complete with windcuffs. Will stand years of wear. State height and chest measurement. 50/- each.

FIRST IN THE FIELD WITH LEATHER COATS, MOTOR TRUNKS, ETC., TO SUIT EVERY POCKET.

CUSHIONS. Cushions for Back Rests, etc. Made of solid leather and stuffed with the finest Kapok. Will give years of service.

Prices 10/-, 12/6, 15/-, 20/-, 25/- each.

MOTOR TRUNKS. Motor Trunks made on three-ply birch wood foundation. Size: 28 in. long x 17 in. wide x 17 in. high, with fall front, covered with black leather cloth, 2 black bentwood battens extending round the top, back and base of the trunk, 2 flat wood battens along the base. Stout leather handles at each end for attaching to back of car, 2 nickel locks. Fitted with 2 large size "Everlast" fibre suit-cases. 78/-

DRIVING GLOVES. First-Class 5-finger Driving Glove, fleecy lined throughout with 5-inch semi-stiff Gauntlet. Three sizes—large, medium, small. 12/6 per pair.

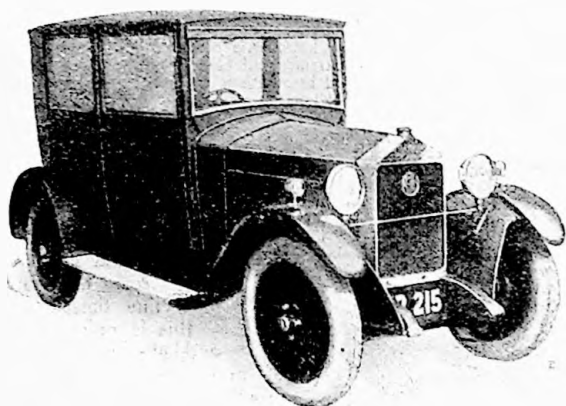
All prices include free delivery to your door.

A. OLSWANG,
Government Contractor,
39, BEECH STREET, BARBICAN,
LONDON, E.C.1.

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

MATHIS

PULLMAN COMFORT — BUS FARE COST.



THE new 10 H.P. (£9 Tax)
Mathis is a quality car,
above the average in appear-
ance, yet reasonable in price.
An economy car, too, for the
running cost is only a little
higher than ordinary bus fare.
The price of the
4-door Weymann Saloon is **£265**

Other models from £185

Accredited Agents for
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Fulllest particulars from the
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Wesdo, London."

G.I.S.
M15

WE ARE IN FOR A HARD WINTER
and it will soon be here.

Be prepared and ORDER AT ONCE YOUR
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RADIATOR COSY

Eliminates
all danger
of cracked
cylinders.
Ensures an
easy start
always.

Guaranteed
perfect fit-
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PRICES: Up to 9 h.p., 14/-; up to 12 h.p., 15/-
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The small advertisement columns of "The Light Car and Cyclecar" form a unique mart for the
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Foreword by **PRICE 2d**
Max Pemberton

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Edition of the
Standard Motoring
Work.

Issued by "The Motor."

THE 26th Edition (730th thousand) of "The Motor Manual" has been largely re-written and re-illustrated, and deals exhaustively with the subjects of motors and motoring in a concise and easily understandable way. The numerous illustrations are planned on a more pictorial scale than those in previous editions, and convey the maximum of practical information at a glance. No motorist who wishes to get the best out of his car should miss buying it.

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deals with:

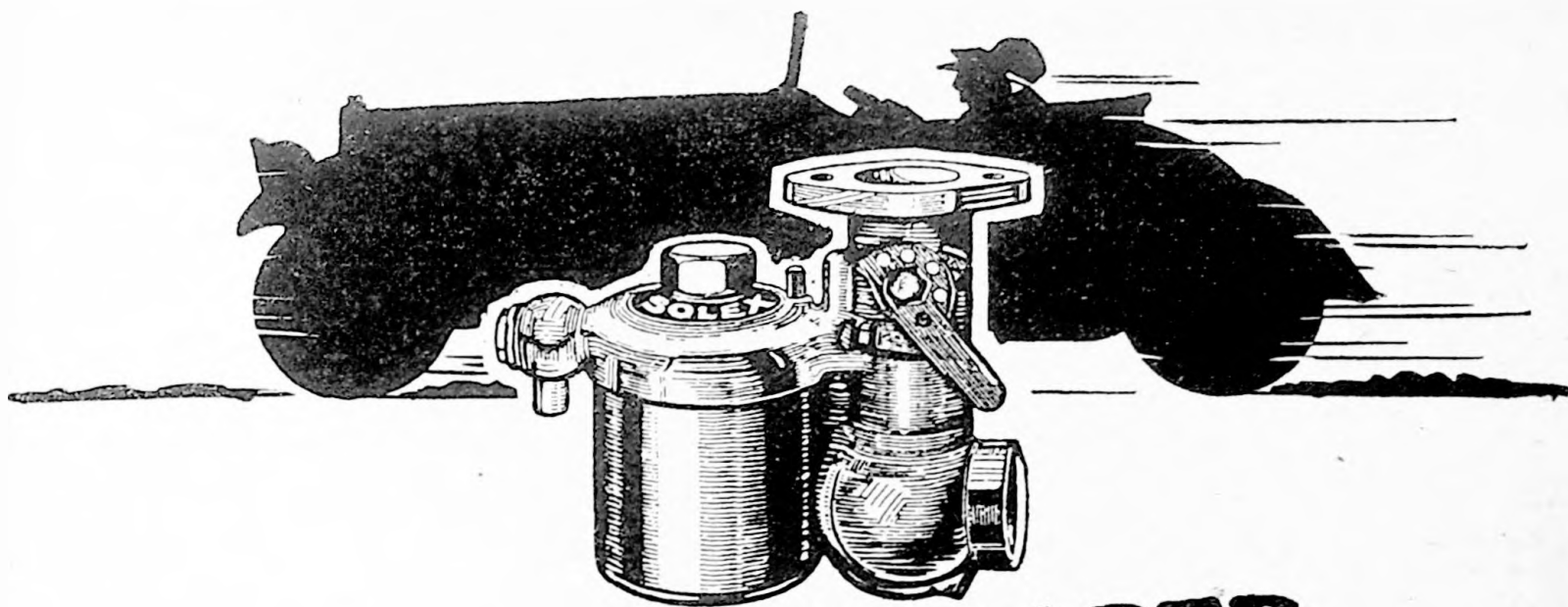
Engine types, operation and construction, valves, etc.—carburation, cooling, supercharging, silencing—transmission system from clutch to final drive—braking systems—ignition, starting and lighting—bodywork and equipment, tyres and accessories—choosing, housing and maintaining a car—adjustments and renewals—touring, legal matters, etc. Much general information and data of value to motorists is also given, including an extensive glossary of technical terms.

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B9

243
THE NEWNHAM MOTOR CO
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STANDARD
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INCLUDE ROVER
& A.C. CARS

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SAFETY FIRST
 INSURE YOUR CAR HERE NOW

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and generosity which, it should be remarked, are operative in any part of Great Britain. Our brochure "Cars of Beauty" will tell you more. May we send you a copy free of all cost, together with our current stock list of over 100 good used cars at remarkably attractive prices?

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

The Light Car & Cyclecar



THINGS ARE NOT ALWAYS WHAT THEY SEEM!

At this time of the year a snow setting causes hardly any interest and certainly very little surprise. The above photo is unusual, however, in that it was taken on the Yorkshire moors on—the first day of Spring!

NOTES, NEWS & GOSSIP *of the* WEEK

Cheap Meals.

The preliminary list of R.A.C. Approved Inns, at which the standard 2s. meal can be obtained, is now available, and copies can be had on application to the secretary of the R.A.C., Pall Mall, London, S.W. No fewer than 700 inns are included in the list already, and it is anticipated that over 2,000 names will be included in the final list. This will be published in due course.

This Week.

How is the general public to gauge the advance which the industry is making unless searching tests can be instituted periodically to try the capabilities of cars? In our centre pages we plead for such a test, and we feel sure that our appeal will fall on sympathetic ears no matter whether it be read by manufacturers or private users. Our road test report concerns the latest Imperia which, in saloon form, proved to be a very convincing little car. "The First 500 Miles" deals with the care and attention which a car requires in the initial stages of its career. The article is a conclusion to the subject which was dealt with last week under the title "When Taking Delivery—." No. 730. VOL XXIX.

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LIGHTING-UP TIMES (Rear Lamps) for Saturday, December 4th.

London	4.21	Edinburgh	4.01
Newcastle	4.09	Liverpool	4.29
Birmingham	4.23	Bristol	4.31

Northchurch: Caution.

The R.A.C. informs us that the 10 m.p.h. speed limit in the village of Northchurch, near Berkhamsted, is being rigorously enforced, and warns all motorists against exceeding this speed when passing through the "controlled" section.

Free Number Plates.

The United States authorities when registering cars provide number plates. Each year the plate has a different colour. In 1915 it was yellow, this year it is blue.

Developments in Front wheel Brakes.

The Commissioner of Police of the Metropolis has approved a trial of front-wheel brakes on a limited number of buses, and is prepared to consider the application of any four-wheel-braking system to licensed motorcabs and chars-à-bancs.

Next Week.

"Fog Facts" is the title of an article which deals with the results obtained in a real "pea-souper" by employing a coloured filtering material over the headlamp glasses. Other aspects of fog driving will also be discussed. Metals—their composition and uses—will form the subject of a three-page contribution, which should be of particular interest for the science of metallurgy plays one of the most important parts in modern light car design.

A Guinea Going Begging.

"Quaint Queries" are interesting and amusing. Have a shot at this week's guinea.

Sir Alan Cobham.

Warwick Wright, Ltd., informs us that Sir Alan Cobham, of long-distance flying fame, has recently joined their board of directors.

Meeting of I.A.E.

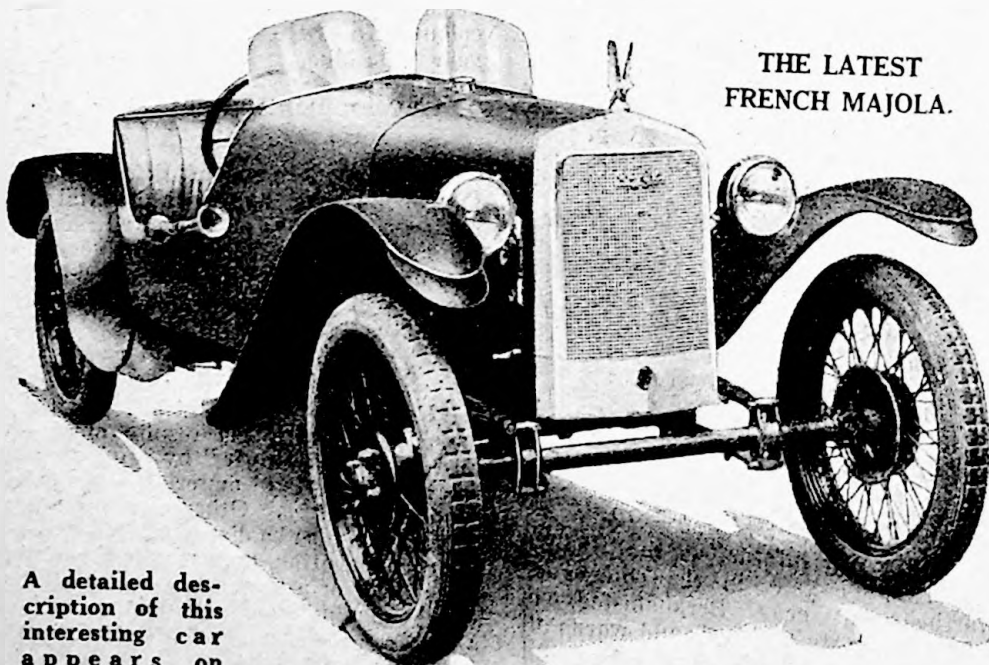
A general meeting of the Institution of Automobile Engineers will be held on Tuesday next at the Royal Society of Arts, when a paper entitled "The Use of the Optical Indicator as a Means of Examining Combustion in Internal-combustion Engines" will be read by Prof. W. Morgan.



After 6,000 miles—a Palmer balloon tyre on a Clyno.

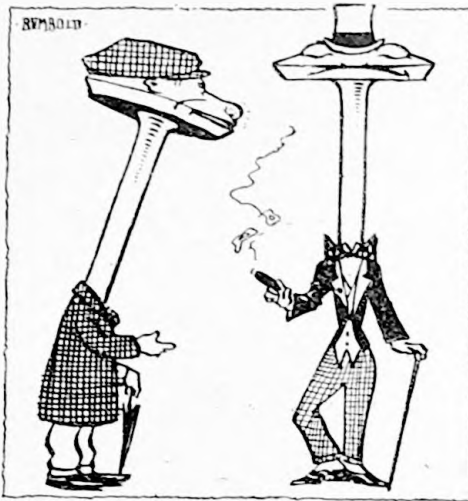
Good Service from Balloons.

The above photograph shows one of four Palmer balloon tyres fitted to a 12-25 h.p. Clyno. These have now covered over 6,000 miles under fairly strenuous conditions, no punctures have been experienced, and it will be seen that the tread is particularly well defined. A feature of these tyres is that they give almost complete immunity from skidding—the bold tread pattern obtaining a grip on all road surfaces.



A detailed description of this interesting car appears on another page.

B12



QUAINT QUERIES.—No. 6.

WHAT DID THE INLET VALVE SAY TO THE EXHAUST?

For the wittiest and most appropriate answer to this "quaint query" we offer a prize of ONE GUINEA. Efforts should be sent on postcards only, addressed to The Editor, The Light Car and Cyclecar, 7-15, Rosebery Avenue, London, E.C.1, and plainly marked "Q. Q. No. 6." If two or more readers submit the same winning line, the prize will go to the sender of the first to be judged. No judging will be done before or after next Tuesday. For winner's name and address see next week's "Around the Trade."

'Aaron Stevens.

Motorists passing the junction of the four roads at Park Langley, Beckenham, have been interested in the old man who, wearing a pair of large and very ancient leather gauntlet gloves, controls the traffic. He is Aaron Stevens, aged 88, who occupies the cottage close to the cross-roads.

Courtesy Unrewarded.

Wishing to observe the courtesies of the road a motorist stopped at a terminus whilst the passengers alighted from a tram. At the same time the conductor, walking backwards with the trolley-pole, collided with the radiator of the car and immediately upbraided the driver for not sounding his horn, alleging that he was driving dangerously. The question arises—Can one "drive" dangerously in a stationary car?

THE LATEST FRENCH MAJOLA.

Bridging the Tweed.

The fourth, final and longest arch of the new and very fine bridge over the River Tweed at Berwick is now well in hand, and the work, which was begun in January, 1925, should be completed well within the time limit of two years and a half.

A Strong Appeal.

"I am desperately anxious that the help we give British blinded soldiers may not be diminished as the years go on and the sufferings of the war begin to be forgotten," is the opening sentence of Capt. Ian Fraser's annual appeal for St. Dunstan's.

Wireless Photographs.

Our associated journal, *The Motor*, published last Tuesday an all-wireless, illustrated report of the New York Show which opened the previous Sunday. The wireless pictures show some curious American bodywork innovations, and are particularly clear. The enterprise is at present a costly one and



Not very informative at a distance—a danger sign on the Aldeburgh road (Suffolk).

the pictures are far from perfect, but, as was the case with half-tone blocks which, introduced in the 'nineties, enabled photographs to be reproduced in printed journals, improvement is only a matter of time.

Old Iron.

Junk heaps (collections of component parts of motorcars with some sales value) are concentrated in the southwest area of Los Angeles, and many of them reach to such a height that the tops can be reached only by ladders. The prices are, of course, correspondingly low!

Wolseley Motors.

To avoid any impression there may be that the business of Wolseley Motors, Ltd., is being discontinued forthwith, the joint receivers and managers point out that the order for the compulsory winding up of Wolseley Motors, Ltd., does not affect the position of the joint receivers nor their intention to continue in the meantime with the manufacture of cars, in order, so far as possible, to meet the demand. Spare parts will be available as heretofore.

DECEMBER 3, 1926.

3

Helping Fellow Readers.

Each week our "Information Wanted" column contains requests for instruction books no longer obtainable from the car manufacturers concerned. Readers who have by them instruction books for which they have no further use can help their fellow motorists by passing them on.

"Piffing" Offences.

The Home Secretary has promised to investigate the whole question of the duties performed by the police—with particular reference to the time taken up in prosecuting motorists. Following hard on the heels of a few candid remarks by Mr. Snell, magistrate at the North London Police Court, Mr. Bingley, the Marylebone magistrate, has protested strongly against the issue of summonses for what he calls "piffing" offences by motorists.

Winter Guides.

The Royal Automobile Club hits the nail on the head when it says that it has been found that guides are frequently more in demand in the winter than in the summer, their services and local knowledge being of inestimable advantage to motorists in foggy weather, when roads are flooded or ice-bound. It is all the more encouraging to note, therefore, that during the winter the Club is maintaining an augmented service of R.A.C. guides.

"Bunkum."

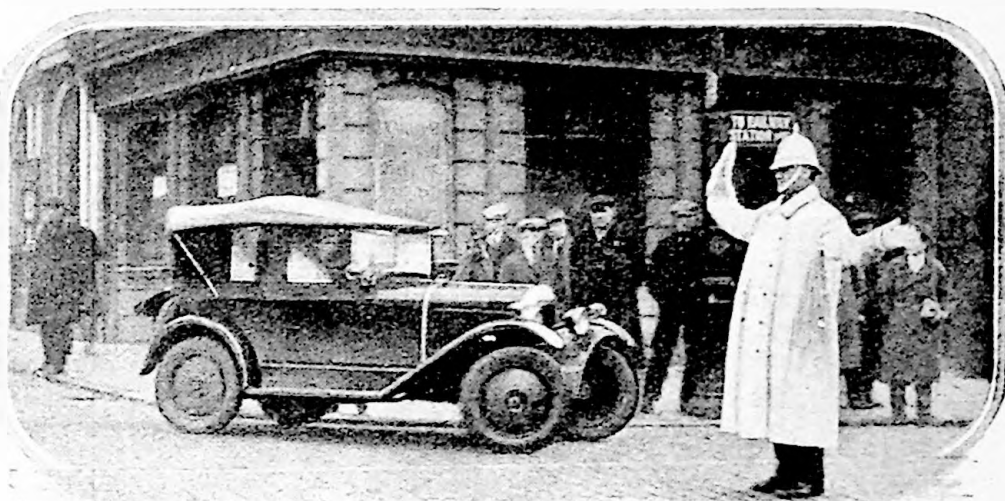
An evening paper writer on "Winter Problems for Luckless Car Drivers" says that if you have to travel along flooded roads you should "advance the ignition rather to get strength and have a better chance of preventing misfiring. . . . When you

A Bright House Journal

Printed on art paper, "The Advocate," the Austin car owners' journal, is undoubtedly one of the most tasteful and pleasing of the many house journals which are being produced nowadays. There are plenty of illustrations and, naturally, all the latest news concerning Austin developments are given. "The Advocate" is mailed to subscribers for 5s. per annum, post free, at home and abroad. Further details can be obtained from the publishers, the Austin Motor Co., Ltd.

Relieving the Police.

A warm tribute to the efficiency of the R.A.C. guides has been paid by the Grantham authorities, who have requested the R.A.C. to station two guides at certain danger points to act as traffic controllers. Gratifying, certainly, but we cannot help asking whether the police of Grantham are ever engaged in trapping, examining number plates and so on—jobs which reasonably might be done by two policemen relieved of traffic duties at, shall we say, two danger points in Grantham?



LONDON WANTS
THEM TOO!

Coventry has adopted the "all-white" traffic controller. When will London and other large cities follow?

But Still Dear Enough!

We hear that a well-known oil company in Australia is reducing the price of petrol by 1d. a gallon. Even then, however, the price per gallon will be 2s. 2d.

Safety First.

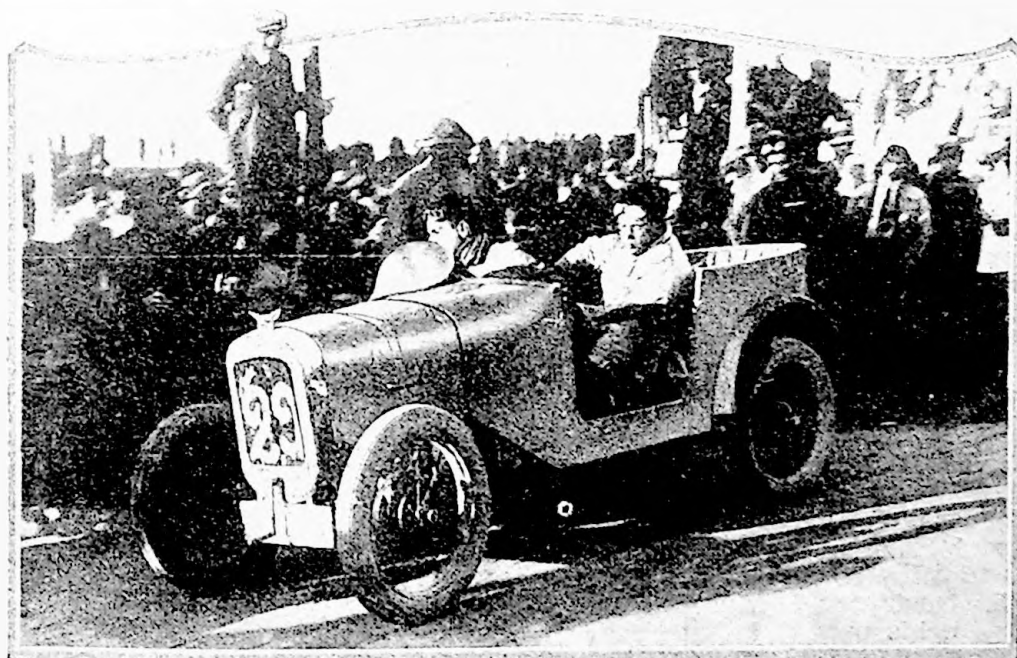
A device in the form of a life-guard for use on motorcars may shortly be placed on the market. It is claimed for the invention that anyone knocked down by a car to which it is fitted will be rolled clear in a harmless manner and cannot possibly be run over by the wheels.

Petrol Tax for South Africa.

Commenting upon a proposed petrol tax, the R.A.C. of South Africa says:—"In principle the proposed taxation is quite sound, for it is obvious that taxation of user is far more equitable than taxation of ownership. This principle has recently been acknowledged as fair and reasonable even in England, where the very unsound and unfair horsepower tax, which reduced the British motorcar industry almost to extinction, has been in vogue for so many years." Cars in South Africa are at present taxed by weight.

Hush-Hush Delage.

A most extraordinary reciprocating engine, which revolves at turbine speed, is said to be running on the test bench in the racing department of the Delage Co. The engine has 12 cylinders, but a total capacity of only 1,000 c.c. Its normal speed is 9,800 r.p.m., and it develops 200 b.h.p. Although a four-stroke, induction takes place at the bottom of the piston stroke, the gas being injected at a high pressure through ports in the cylinder wall. The exhaust valves are said to be placed centrally in the cylinder heads. Ordinary sparking plugs are not used, as the system of ignition is entirely novel.



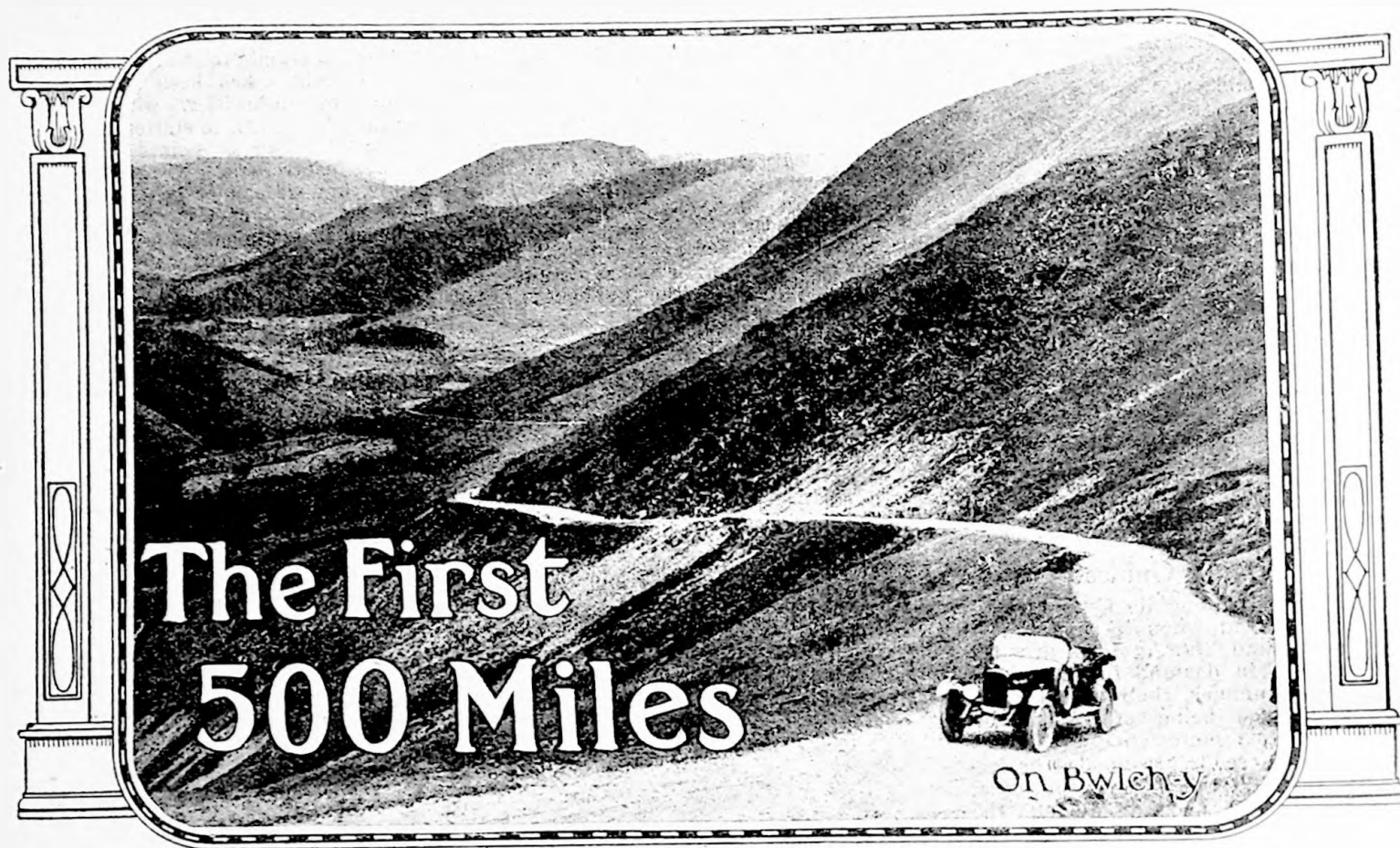
THE FASTEST TAXI
IN THE WORLD?

The Austin Seven taxi, which was second in a Spanish six-hour race, photographed at the start.

New Use For Aluminium.

Boottle Corporation is experimenting with aluminium blocks for white safety lines. It is claimed that they are easily seen by night as well as by day, and that rubber-tired vehicles help to keep them polished.

are clear of the water travel slowly, for, if the flood has become extensive, the engine will have become cold and congealed the oil." For the benefit of any of our readers who may have read this quaint article we may say that at least the two sentences quoted are absolute rubbish.



A SEQUEL TO AN ARTICLE WHICH APPEARED LAST WEEK ENTITLED, "WHEN TAKING DELIVERY—," HOW TO HANDLE A NEW CAR—THE IMPORTANCE OF BECOMING FAMILIAR WITH THE DESIGN—NECESSARY ADJUSTMENTS.



IN last week's issue of *The Light Car and Cyclecar* we dealt with the problems which beset motorists when taking over a new car, but the treatment it should receive after leaving the factory or the agent's showroom was not considered in detail. Let us assume, therefore, that the new owner has taken his place at the wheel and is about to set out on his first trip in the new model.

The main objective is, of course, to get the car home and it is best to choose a quiet route, even if a fairly considerable detour has to be made to achieve this end. The general "stickiness" usually associated with new cars, coupled in all probability with unfamiliar controls, makes the new owner feel far from comfortable, and, in busy traffic, he may cause considerable inconvenience to other drivers.

"A Friend in Need . . ."

If should be pointed out that in the case of an absolute novice, who has, perhaps, learned to drive in a friend's car, it is far better for him to enlist the services of an experienced driver to pilot the car home; the owner can then familiarize himself with his new possession on quiet roads. Those who are unable to obtain such assistance should treat the new car as sympathetically as possible, remembering that its life can be materially reduced by harsh treatment. In this connection it may be mentioned that it is best to avoid really severe hills, such as that depicted at the top of this page, until the car has been thoroughly run-in.

On no account should the engine be forced to its limit, and for the first 500 miles it is best to be content with a maximum speed in top gear of 25 m.p.h. to 30 m.p.h. A mistake often made by those who have had this impressed upon their minds is to adhere religiously to the maximum specified, but to allow

the car to stagger up a hill at about 18 m.p.h. instead of changing into a lower gear. It is erroneous, however, to assume that, provided the car does not exceed 25 m.p.h., it does not matter how much the engine is "revved" in second gear. The point to remember is that the task of the engine should be made as easy as possible, and if a change from top to second will achieve this end do not hesitate.

In the course of the first trip an early opportunity should be taken to test the brakes. Unless this is done the driver may find that he cannot stop as quickly as he anticipated and, as a result, an awkward situation may arise.

The Better Way.

On arriving home it is far better to spend an hour or two examining the car thoroughly, and making one or two minor adjustments if necessary, than to give way to the natural temptation to take members of the family or friends for a short run.

While carrying out this examination the opportunity may be taken to become thoroughly familiar with the lay-out of the car and the purpose of each component. Knowledge so obtained is often of considerable use if a fault develops at a future date, as the owner will probably be able to trace the trouble and set matters right fairly quickly.

On arrival home, therefore, change into an old suit and set about making a thorough examination. It is best to remove the bonnet and to take out the floorboards, as the chassis will then be more accessible. The owner should go carefully through the instruction-book, at the same time identifying the parts mentioned and finding out the purpose of every detail in the specification.

Having done this, it is a good plan to discover every point on the chassis needing lubrication, giving each its quota of grease or oil. Do not overfill the back

or the sump: this is mistaken kindness. The owner will now be sure that no bearing is running dry, and he will also be able to find each grease-gun nipple readily when the time again comes for greasing. It must be admitted that, even on up-to-date cars, the nipples are placed in extremely awkward places, and it is much easier to find out the best way of reaching them when wearing an old suit than to leave the job until later when, perhaps, it may have to be done just before setting out for a run.

The owner may now turn his attention to the buretter, the filter of which should be cleaned. It is unusual nowadays to find fluff, dirt or globules of oil, but it is as well to be on the safe side. With the aid of the instruction-book no difficulty should be experienced in undertaking the necessary dismantling, and it is far better to do it for the first time in the garage than to have it forced upon one during a rainy day, when it may, possibly, be raining or dark.

Another job which may save much time in the future is to jack up one wheel and find out exactly how to move it. Modern detachable wheels do not, as a rule, present any difficulty, but, to quote an old saying, "practice makes perfect," and the quicker this job is accomplished the better.

Before replacing the wheel it is a good plan to grease the hub shell and the nuts with grease or graphite, so that the wheel cannot become rusted on, and so make the subsequent task of removal very difficult. Incidentally, should it be found that the hub has not been greased in this way by the makers, it is advisable to remove the other wheels and deal with them in a similar manner.

The Brake Adjustments.

The brakes should now receive attention, and the method of adjustment is the chief point to be ascertained. No endeavour should be made to alter the adjustment—if they appear to be working properly—all the owner thoroughly understands the principle which governs their application.

It is an excellent idea, also, to take an oil-can and make a drop or two of lubricant to such parts as the axle locks, the joints of the throttle control, and so on. These points are not usually provided with lubricators, and are often omitted in the maker's list of points requiring lubrication.

Now turn to the tool-kit and examine each tool in

turn so as to find out its purpose. It often happens, for example, that certain nuts can be turned only with a particular spanner, and much time may be lost on the road by attempting to use an unsuitable tool. The magneto spanner and jet key may with advantage be taken out of the tool roll and kept in a special bag, for, being small, they are very easily lost.

Having given the car a general "look over" in the manner outlined, the owner will be able to set out on his first long trip with far more confidence than would otherwise be the case.

As we have already mentioned, the car must be run gently for the first few weeks, and it is not advisable to exceed 25 m.p.h. to 30 m.p.h. Not until 1,000 miles have been covered should an attempt be made to put the car through its paces and find out what it will do "flat out."

After the first long trip it is a good plan to try the nuts holding down the cylinder head, as it will usually be found that these can be tightened to the extent of one-eighth or perhaps a quarter of a turn. Care must be taken not to tighten them unevenly, and it is best to start with those in the centre of the cylinder-block.

The Importance of Lubrication.

Most manufacturers recommend that the sump should be drained and refilled with fresh oil after the first 500 miles or so, and this advice should on no account be forgotten. The oil should be drained off, and the filter removed and cleaned with petrol.

The rear axle and gearbox may also be drained and refilled with the particular lubricant recommended by the makers. It is best not to overfill the gearbox, as no good purpose will be served by doing so and in all probability the oil will be forced out.

In the case of the rear axle special care should be taken to avoid adding too much lubricant. If this is done it will very probably find its way on to the brake linings and impair their efficiency. When this happens the only really satisfactory remedy is to remove the drums and burn off the oil.

An early opportunity of going over all nuts and bolts in the car, making sure that they are tight, should be taken, but in the case of those locked by a split pin or other means no attempt should be made to tighten them, unless they are obviously very slack. If this is the case the split pin will have to be removed and refitted after tightening.



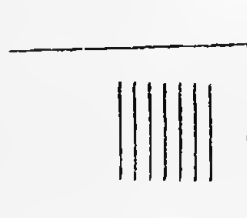
WHERE A NOVICE
IS "AT SEA."

The combination of the inexperience of a new driver and the "stickiness" of a new car makes it advisable for those who have just purchased their first car to avoid heavy traffic as much as possible.

Road Tests of 1927 Models.

THE 11-24 H.P. IMPERIA SALOON.

AN INTERESTING STUDY IN
POWER-WEIGHT RATIO—
1,100 c.c. ENGINE WITH VERY
LIVELY CHARACTERISTICS—
COMPLETE CAR THAT
WEIGHS OVER ONE TON.



OF BELGIAN ORIGIN.

The manufacture of Imperia cars has been carried on at Liege for several years; they are now to be made in England. The above photo gives an excellent impression of the body lines and so on of the Belgian-built saloon which we tested.

EMANATING from Liège, Belgium, but now being built in this country by G.W.K., Ltd., Cordwallers Works, Maidenhead, the Imperia is characterized chiefly by the unusual valve design of its diminutive four-cylinder engine. The system has been described on a number of occasions in this journal, and we need not, therefore, enter into further details. To refresh the memory of the reader, however, we may mention that the valve ports are covered and uncovered by vertical sliding shoes which are sunk into the bore of each cylinder.

The £399 saloon which we recently took over for test proved surprising in many ways. We noticed, for instance, that, efficient as the engine proved to be in 1925, the 1927 engine is even more powerful, although the dimensions are the same, namely, 66 mm. by 80 mm., giving a capacity of 1,094 c.c.

It appeared to us that a slightly higher compression ratio is being used on the latest engines, whilst lighter reciprocating parts have, we understand, been introduced; in short, the engine is now benefiting by the finishing touches which have been given to it.

With its detachable cylinder head, pressure lubrication, aluminium pistons, detachable cylinder block and three-point rubber block mounting, the engine is thoroughly up to date and, judging by our experiences, is certainly one of the most efficient small fours now on the market.

Although the four-door saloon is very roomy, extremely well finished and thoroughly comfortable, it

does not give one the impression of being too heavy; yet—and here was another cause for surprise—the car turned the scale at over 1 ton. It is a little difficult at first to get down to the fact that an engine of under 1,100 c.c. is able to cope with such a load without showing distressing signs of sluggishness, but without qualification we are able to assert that, by making proper use of the four-speed gearbox, a quite unusual road performance for such a heavy-bodied car can be attained, the acceleration in the various gears being very good indeed.

Comparisons between old and new models of the same make are always interesting, and whereas the four-seater Imperia of 1925 was not as lively on hills as many cars of the same engine capacity that we have driven, the latest production is a "hill-eater." Of the four ratios, third speed—6.7 to 1—is particularly useful, for directly the power of the engine shows signs of falling off one changes down smartly and, even on a gradient of 1 in 10, the speed of the car can be pushed up to nearly 45 m.p.h.—the running being very smooth and vibrationless.

The maximum on top speed—5.1 to 1—is just about 55 m.p.h. On second speed—10.2 to 1—just under 30 m.p.h. can be attained, whilst a possible maximum of 15 m.p.h. on a bottom gear of 20.4 to 1 is extremely useful for freak country. Our figures are based on speedometer readings.

The clutch is sweet and the engine will easily pick up its load on the level in second gear; the gear change

A front view taken with the half-roof slid back. The lighter—and brighter—interior that results can be gauged by the clearness with which driver and passenger can be seen in this untouched photograph.

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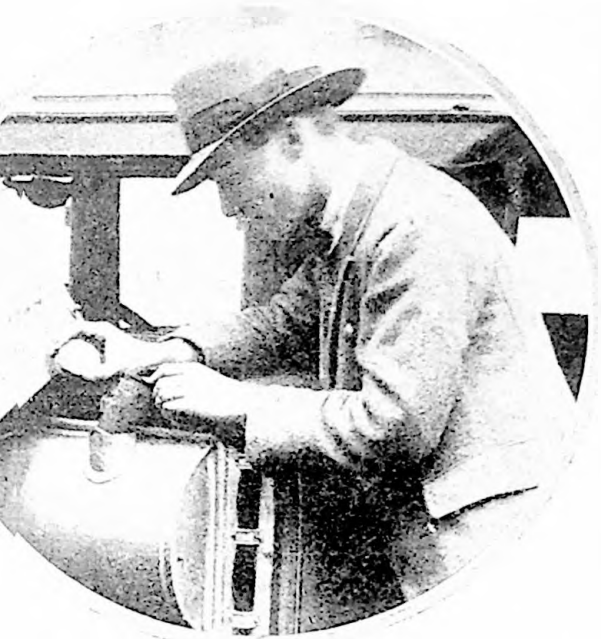
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and rapid changes up or down can be made. Two-operated brakes work with really convincing alinty, the lightest application of the pedal the transmission brake, which, in turn, by action, applies the front-wheel brakes. We



million petrol tank with a large filler orifice and liter is one of the interesting points in the design. Fuel for about 350 miles' running can be carried.

That braking was almost as powerful with the pedal depressed as when it was thrust out with ample force. The rear-wheel brakes are applied

and the steering was all that it should be, but it was necessary to have the front tyres pumped up to almost exactly the same pressure to avoid one way or the other at low road speeds. The tyres, by the way, are shod with 730 mm. by 130 mm. inflated balloons—an unusually generous size in view of the car's smallness.

An endeavour to swing the engine from cold reveals one of the secrets of its power, for the compression is high and swinging calls for a considerable amount of strength. Without the assistance of the powerful Ducellier starter-motor we experienced some difficulty in starting up from dead cold.

The body merits a special word of mention, for it represents an excellent example of really high-class Belgian workmanship. If anything, it is slightly on the too substantial side, and we understand that the bodies made in this country will be lighter without being less comfortable.

The equipment includes a five-lamp lighting set, interior roof light, electric starter, clock, speedometer, automatic windscreen wiper, interior mirror, electric horn, two-panel windscreen and winding side windows, adjustable front seats and screen vizor. The interior furnishings are in excellent taste and the general appearance of the car is elegant.

The car has the distinction of being the first in the light car class to have a sliding half-roof, and we regretted our inability to enjoy the added pleasure obtained by opening up the car, for we encountered heavy rain during practically the whole of our test run. We proved to our satisfaction, however, that the roof was water-tight, and we satisfied ourselves in the garage that sliding back the roof member was a quite simple matter.

It is sometimes erroneously claimed that the smaller an engine the more economical it is to run; that this is far from being the case is proved by careful comparison; after all, it is the amount of work which an engine has to perform that is the principal factor. It is re-

LUXURIOUS BODYWORK.

Comfort in every detail has been studied in the interior furnishings of the Imperia saloon. Numerous interesting coachwork points are revealed by these photographs.

elliptic springs of exceptional length and with a master leaf give a suspension system distinctly good. We noted that provision had been made for the fitting of shock absorbers at the rear, and we think that these would have been advantageous for fast travelling over undulating road

freshing, therefore, to observe that only 35 m.p.g. of fuel is claimed for the Imperia and 1,000 m.p.g. of oil. These are reasonable figures, and, so far as we were able to judge, represent fairly accurately the actual consumption of the car. For straightforward country work we believe that an even better m.p.g. of petrol could be obtained.

Many misconceptions exist concerning the "rules of the road" and kindred matters. This article explains how they are viewed by the law.

THERE is an impression among many drivers that a motorist on a main road has what they call a "right of way" as opposed to a motorist who is coming out of a side turning or who is crossing the main road. This impression is wrong, and no such right exists in English law. It is perfectly true that it is the duty of anyone coming out of a side road to take care in so doing, but there is a corresponding duty on the part of the man on the main road to look out for cars coming out of side turnings.

The impression seems to have been gained from a judgment in a case in the Scottish Court of Session in 1909. In that case (*MacAndrew v. Tillard*, 1909, S.C. 78) Lord Dunedin said, "If there is one rule more than another that it is necessary to lay down for the practical conduct of traffic, it is that it is the business of those who are on the cross-road and going to cross the main road to look out when they enter the main road, and to give way to all traffic which is coming along the main road."

The learned judge also said that, where there was any possibility of collision, it was the business of the person on the side road to give way to the person on the main road. He was, however, careful to add, "It is certainly the business of persons driving on the main road to approach a crossing on the main road with caution and without excessive speed."

A Question of Precedence.

In spite of this last qualification much was made of the Lord President's remarks, and it was frequently suggested that this decision had created a definite precedence for the user of the main road over the user of the side or cross-road.

In a later case in 1912 (also in the Scottish Court of Session) one of the judges said, "There is a duty on those using the main road towards traffic on the side road; there is a greater duty on the part of those coming from the side road with regard to traffic on the main road."

This statement of the law was quite as forcible as anyone could have justifiably put it, but it was continually argued that where there was a collision the fault was *prima facie* that of the car coming from the side turning.

It remained for the court to consider the effect of these and other decisions from 1909 onwards in the more recent case of *M'Nair v. Glasgow Corporation*, which was decided in 1923, and where the true principles of the Scotch law are set forth.

In that case it was held that there was no variation in the standard of care demanded by the law

of Scotland from all traffic to avoid bringing other traffic into danger.

"The legal duty of traffic to other traffic is general and invariable," said one of the judges. "The manœuvre of the turning or crossing vehicle must be so performed as not to endanger the other traffic, but the other traffic, duly apprised of the intended manœuvre, has no right at law to ignore it and to continue course and speed, but must accommodate itself to the manœuvre so as not to endanger the vehicle performing it."

Common Sense.

"It depends upon practical good sense as applied to the circumstances of the case and not upon any code of specific legal rights and duties super-added to the general obligation of respecting the safety of others. The decision in *MacAndrew v. Tillard* does not set up a special code of legal rights and duties for the case of a side-road vehicle entering or crossing a main road."

It was also pointed out by the judge that the distinction between a main road and a side road was in a vast number of instances very uncertain.

Lord Sands did, indeed, in this case say that he thought the rule that the side-road traffic should give way to main-road traffic was, subject to certain considerations, a useful one, but it is quite clear from the judgment of the court that Scottish law gives no legal precedence to the user of the main road.

Caution Essential.

It should, of course, be remembered that decisions of the Scottish Court are not binding in England, but they will in most cases be treated with respect and in many cases followed by English Courts. This seems to be one of the examples where English and Scottish law would be the same. What the decisions cited above really lay down is that every driver must always be careful, but that there are certain occasions when greater risks are involved and greater precautions demanded. The standard of care required by law never varies, but each particular set of circumstances calls for slightly varying treatment.

Whatever construction may be put on the Scottish cases, it is quite clear that there are in

England no separate rights and duties for users of main roads and people entering or crossing them from side roads. Every driver must exercise due care according to the particular circumstances in which he finds himself.

It has been suggested that the law should be altered in this respect—that every road should be marked “main” or “subsidiary,” and that in the event of a collision there should be a legal presumption that the entrant from the subsidiary on to the main road was to blame. In the case of main roads that cross, one stream of traffic would be given precedence over the other, and so long as it was made certain it would not matter which enjoyed the advantage.

The idea, of course, sounds practical and

appears to have a great deal of sense in it, but the fact must be faced that it has been thoroughly thrashed out by experts and that their opinions have always been divided. Some say that wherever roads cross it is the duty of all parties to exercise extreme care and that labelling the roads “main” and “secondary” would encourage excessive speed by main-road users; others declare that a labelling scheme would not necessarily have this effect and that, as a safety measure, we cannot afford to ignore it.

For the moment, however, motorists must disabuse their minds of notions of “rights of way,” and realize that, for better or worse, there is one standard of care for all as the law stands at present.

THE TRIALS OF TWO NOVICES

AT the beginning of last July, John and Irene bought a Grand Prix Morgan. Unfortunately, this well-beloved little bus developed “une grande passion” for a large touring car, which it affectionately embraced, on the top of Devil’s Bridge, Kirkby Lonsdale, on its maiden trip. Have you ever seen this bridge? Well, take Irene’s word for it—there is no possible doubt whatever that a black angel was present at its christening!

The bridge is very high and narrows to a bottle-neck. Of course the Morgan, being the smaller, had the worst of the argument, and John and Irene had to suffer the intense humiliation of leaving their brand-new bus in a strange garage and of returning home by train.

This proved most entertaining, seeing that the coal boiler was in its infancy and all the best trains were cancelled.

The garage people did their best—or said they did—to put the Morgan on its pins again, and it was despatched home after an interval of eight weeks—namely, after the disappearance of summer.

In the evenings John set to work to teach Irene to drive, and they decided to get up early so that they could go for a long spin on Sunday, which was their only free day.

Six o’clock on Sunday morning found them giving the radiator a nice long drink and filling the petrol and oil tanks. All being ready, John tried to crank up the engine, but there was nothing doing.

“Here, Irene, hold the valve lifter back while I have a good swing.”

Irene obeyed, but still with no result. They tinkered about for quite a long time. Irene couldn’t move the handle more than two inches, and when John tried he couldn’t do much more.

“Why not try the effect of priming it with petrol?” suggested Irene.

“It has started all right all this week, and it is a new engine, so it shouldn’t need priming,” John replied.

After he had been reduced to the semblance of an inanimate greasy sponge he decided to take her advice, but ’twas all in vain.

About eight o’clock a passer-by suggested cleaning the plugs. The idea was pounced upon and they whipped out the innocent-looking plugs, cleaned them and put them back. This short respite had evidently given John’s muscles a rest, for he was able to get a good swing at the next attempt, and she started to fire evenly.

After luncheon the same performance had to be repeated. This time John hit his chin in his effort to get the handle round; his remarks were terse and very much to the point!

“You had better ask the garage people to look at it when we get back,” Irene said.

“What! Spend money on a new bus! Why, if I had wanted to waste money I would have bought a secondhand one,” John answered disgustedly. “Besides, we have to get home first.”

This with another unsuccessful attempt.

“Hop in, and I’ll give you a shove; maybe she’ll start that way,” quoth Irene. Two turns of the wheels and—oh, joy—the engine fired!

“That’s A1; now we’ll always start her that way,” said John.

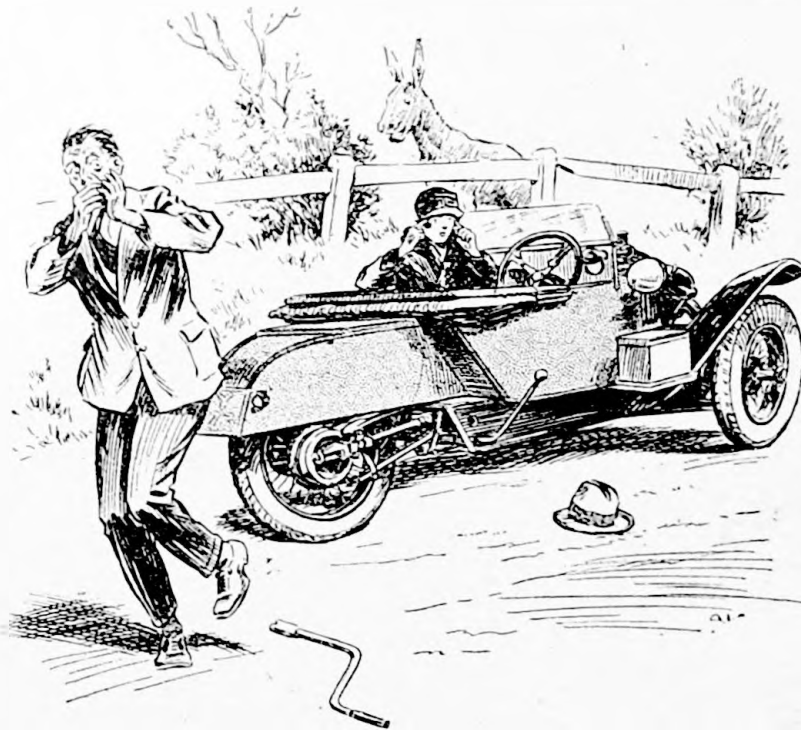
Later in the afternoon Irene begged to have a turn at the wheel, but, in spite of much advice from John, she stalled the engine in moving off. She jumped out, John took charge and she pushed him up the hill—a tedious task, to say the least of it.

“What on earth’s the matter?” asked Mr. Bridges, a motoring friend, stealing up behind them in his car.

“We can’t turn the handle round, so we are giving it a running start,” said John.

Bridges left his car, gave two turns to a small screw, and lo! a little child could have swung the engine.

“The valve lifter,” quoth the sarcastic Bridges, “is designed to lift the valves, which function it will now perform!”



“He was able to get a good swing at it . . . this time John hit his chin in the effort!”



A Repair Man's Responsibilities.

ONE often hears of repair work having been badly carried out, but the customer seldom manages to bring—or, for that matter, goes to the trouble of bringing—a successful case against the proprietor of the repair shop. A correspondent informs me, however, that at the Wellingborough County Court recently a commercial traveller appeared on account of his having refused to pay a bill for decarbonizing his Rover Eight engine. It transpired that a repair shop had failed to fit brass caps to the ends of one gudgeon pin, and so had caused a cylinder to be badly scored. Judgment was given in favour of the car owner.

Traffic Control by Lads.

IN these days there are many places where road widening is in progress, and it is often the practice to employ a youth with a red flag at one or both ends of a narrow section to control the traffic. In many cases a driver at one end cannot see for himself whether the course is clear, and therefore has to rely upon the judgment of the traffic regulators. On two occasions recently, had it not been for intentional skids, my car would have been off the road for several days for repairs, as the bright boys concerned were so busy thinking of the latest penny dreadful that they had not time to look both ways before waving the signal flag. Incidentally, how extremely vague some of these signals are! It is best to proceed with extra caution where more or less irresponsible people are in control of traffic; the task is far more difficult than it seems.

Tyre Tricks.

WHEN strolling through Fort Dunlop recently I went into the department dealing with claims by users who declare they have a faulty tyre. Some of the examples I saw there, and had explained to me, convinced me that people who "try it on" with insurance claims are but babes and sucklings compared with tyre twisters.

One cover was handed to me to examine and to give a suggestion as to the probable cause of damage. At one point a large piece of the side of the tread and part of the wall were worn away, the canvas showing through, whereas the rest of the tyre was quite sound. At another point on the same side of the tyre was a big burn. For some time I puzzled over those two defects, but gave it up. The theory put forward by the official who inspected the tyre was that the cover was on a spare wheel carried at the rear. The upper fixing for the wheel gave way, and it was dragged along the

road, as the lower fixing held the wheel, thus wearing away the wall and edge of the tread. The burnt place was caused by contact with the exhaust pipe.

The wheel must have been found hanging down by the owner, but apparently he tried to bluff the makers into a cheap replacement. The solving of similar problems goes on every day, and the examiners become like the redoubtable Sherlock Holmes in the tyre world.

A Dog's Life

HOW easily circumstantial evidence may be inaccurate was amusingly revealed to me during a run last week. I was passing through a village when a large collie dog emerged from a gate on my left and walked slowly across the road in front of my wheels. It was so close that braking alone would not have saved it, so I had no other alternative but to swerve. Locking over to the left, the car skidded round almost broadside, then straightened out behind the dog.

The animal had continued to waddle towards the centre of the road, and the result of the manoeuvre was that in a second or so the car and the dog had changed places. I had, of course, pulled up simultaneously with a general outcry in the village street.

—Its Death and Reincarnation.

"YOU'VE killed a dog!" shouted a dozen voices, and there, sure enough, was the dog lying flat on its back and squirming about with every indication of being in its death-throes! The owner and his wife came out and added to the chorus of lamentation, and, I hope, listened to my protests that I had not touched the animal. As usual, uncomplimentary comments about "these dangerous motorists" began to be voiced, and matters were becoming uncomfortable, when the dog suddenly sprang to its feet, shook itself and walked away.

What had actually happened was that the dog had had a bath and, the morning being sunny, had gone to roll—as dogs will—in the road. I do not like to think what would have happened had the dog, by a coincidence, died in a fit!

Circumstantial Evidence.

A GARAGE proprietor to whom I related the incident capped it with another yarn of a similar character. One Sunday morning last winter, when the streets were particularly treacherous after a fall of snow, he was going out early to a job when he saw a youth cycling with a couple of milk-cans on the handlebars come down heavily in the slush.

The car driver drew up beside him and, as the youth seemed stunned, he stood considering whether he ought not to drive him to hospital. Just then the door of a house opposite opened and out rushed a police-sergeant. "Now, how did this happen?" he demanded. "How came you to knock him down?" The astonished driver naturally repudiated the suggestion with some heat, but the officer was sceptical. Fortunately, an embarrassing situation was saved by the youth reviving and explaining the position.

Resource in Excelsis.

THE suggestion made by "FK2118," which I quoted recently, concerning a get-you-home petrol system reminds me of a true occurrence of a few years ago. A chauffeur is the hero of the story. He was out with his car one evening when the carburetter broke away from the induction manifold. To most people this would have put an end to the journey, but the chauffeur was not so easily discouraged.

He disconnected the petrol pipe and throttle control and put the carburetter in the toolbox; then he wired a pad of cotton-waste over the end of the broken induction pipe and bent the petrol pipe so that its end was within the pad. In this way a crude kind of surface-cum-wick carburetter was formed when the petrol tap was turned slightly on. Fairly vigorous swinging started the engine, and the car was driven with this jury rig a distance of nearly ten miles, the speed being controlled by the ignition switch.

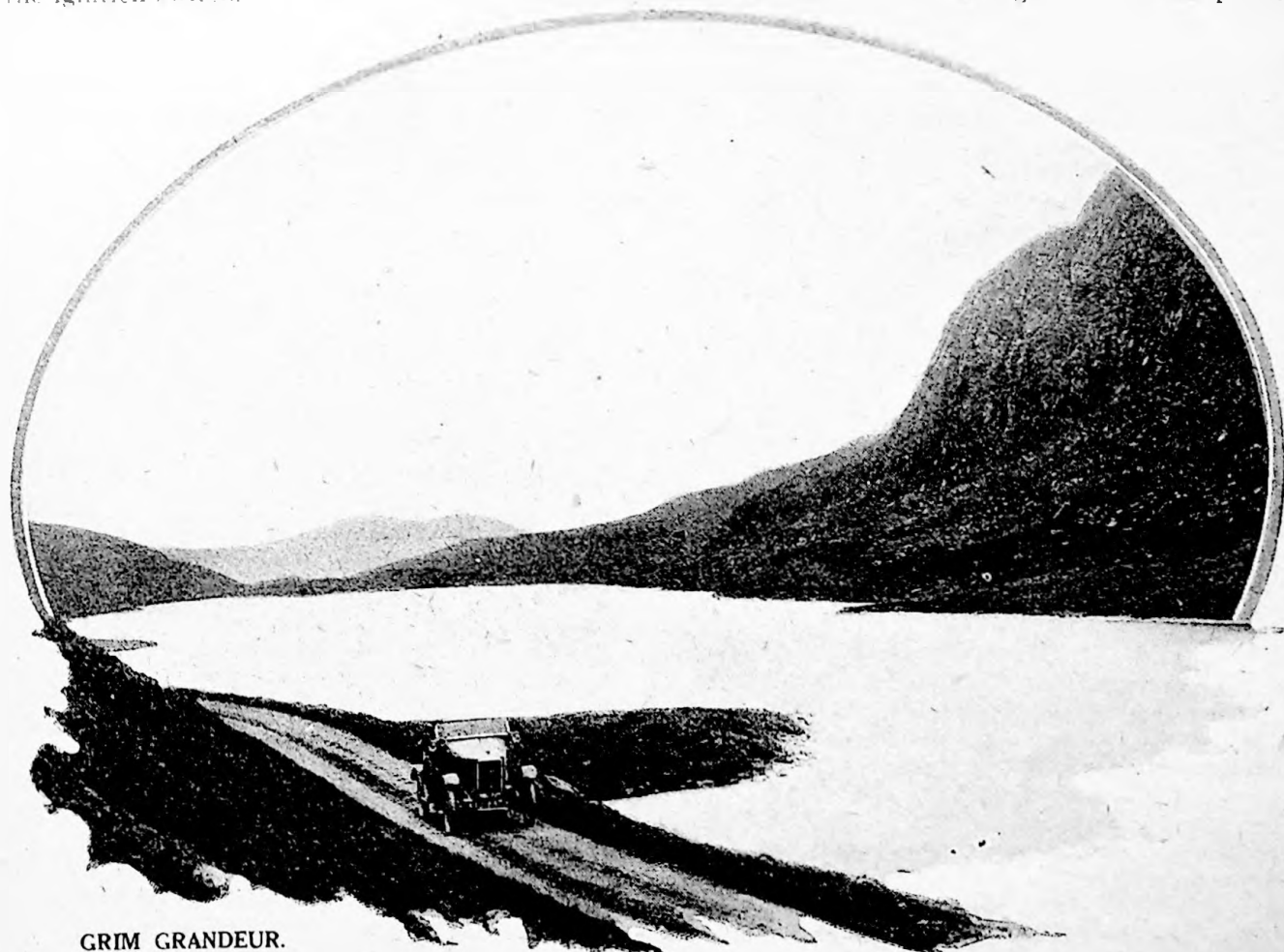
Worth Copying.

ON the Great North Road outside Stilton, when travelling north, there is a fairly stiff little rise, and on one side of the road some thoughtful engineer has arranged for a soft-surfaced stretch beside the hard highway for the benefit of horses. Almost every time I have passed the spot some horse-drawn vehicle has been going along it, to the obvious comfort of the horse and to the benefit of motorists, as there is no temptation for the horse driver to zigzag his cart across the road in order to ease the burden. Surely the idea is worth copying on important roads where hills have to be contended with. It appears to cost comparatively little, and benefits two classes of road user in no uncertain way.

A Cause of Accidents.

WHILST waiting for a train I was standing on the footpath outside a station, and there were several cars drawn up on the opposite side of the road. From time to time the owner of one or other of them came to collect his property and pulled out more or less recklessly into the traffic stream. As I watched, it was, on three occasions, only the caution of another driver which prevented an accident.

Nearly all the drivers concerned were hampered because the side curtains of their cars would not open sufficiently to enable the driver to look out, and, as it was raining, the rear-view mirrors were of comparatively little use. The careful one, however, had a side screen divided vertically in its centre, and he could swing out the free portion



GRIM GRANDEUR.

To lovers of mountain solitudes there is no road in Great Britain more delightful than this rugged stretch between Loch Tay and Bridge of Balgie, in Glen Lyon.

of the celluloid curtain and have an uninterrupted look around before starting. Every car, in my opinion, should have a screen of this kind on the driver's side. As one is fitted to the £148 10s. Singer Junior, surely nobody can plead that expense is a bar!

Our "Ordinary" Garb.

HUNTING, cricket, golf and almost all other forms of sport and pastime have their distinguishing attire, but motoring has successfully resisted any attempt to saddle it with a peculiar garb. The beret has enjoyed some popularity this season, but it is only ephemeral. In the early days one always knew a motorist by his headgear—a flat-topped peaked cap like a Service cap with the wires out, and almost invariably he wore black leggings, but the custom did not last. To-day we refuse to be hall-marked and the more we can drive in ordinary attire the better we are pleased. Perhaps the reason is that motoring, unlike most other sports, demands no special clothes for its comfort and has a utilitarian side which makes them undesirable.

Defeat!

A FRIEND of mine relates a humorous experience he had recently when touring in the West of England. A party of Americans displayed much amusement when their huge, super-sporting "roadster" was overtaken in fair fight by an Aero-Morgan on a straight stretch of road near Salisbury. With cries of "Attiboy!" they good-naturedly admitted defeat, and when, later, both cars drew up at the same hotel for lunch, the visitors showed great interest in the three-wheeler, which the ladies described as "just too cute!"

One smiles to think of the diversion a Morgan would cause in the States, where even small four-wheelers are looked upon as freaks fit only for a local museum.

Go-anywhere Cars.

A CUNNING notion which will, I believe, find a field in the future and which originates from the Continent, is a double-reduction gear, by means of which a three-speed car can be converted to one having six-gear ratios. The lowest of these, of course, would enable even a medium-powered car to climb any gradient where the wheels could get a grip. There is just one other French innovation which I think is worthy of mention. It is the fitting of two petrol tanks—a useless elaboration, you will say, perhaps—but to my mind a very sensible plan, for it isolates the reserve supply far more effectively than the method now commonly employed, whilst, should the tank develop a leak in a lower seam the driver is not in a predicament, for with his reserve tank he would be able to go merrily on his way. The scheme, by the way, was adopted on a British cyclecar which, I believe, is now extinct.

Garage Intelligence.

THE scene is a busy garage, and a string of cars are waiting for petrol while the proprietor labours with a refractory bicycle. "Boy!" he roars at the diminutive "hand." "Go and fetch me a force-feed oilcan!" A long lapse ensues, during which 104 more cars are added to the queue. At last the lad returns empty-handed. "Please, guv'nor," he complains, "we ain't got a four-speed oilcan in the place!"

TROJAN ORIGINALITY.

The engine of the Trojan operates on the two-stroke principle, its four cylinders share two combustion chambers and it is mounted horizontally beneath the seats. The transmission is by epicyclic gearing and a chain to a "solid" axle. In the face of the great success of this entirely unconventional car, who can say that design has reached finality?

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NO CAR WITH AN ENGINE CAPACITY
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THAT CAPACITY BEING GENERALLY
RECOGNIZED AND ACCEPTED AS THE
LIMIT FOR A LIGHT CAR ENGINE.

The Competition Stimulus.

THE small car industry of Great Britain would receive, in our opinion, a real and potent fillip if 1927 could witness the holding of an important trial. On our centre pages this week we state some of the reasons why we hold this view, and we point out how valuable such events have been in the past. They have shown the world that a small car is not necessarily an unreliable car; they have shown manufacturers how and where to improve their products, and they have shown potential buyers which type and make of vehicle was most likely to suit their particular requirements.

There is another direction in which reliability trials have done a vast amount of good. They have killed off out-of-date models by putting new ideas and new methods of construction and design into the limelight. It was in the competition firmament that some of our very best light cars rose into the public view, giving the young blood behind them a chance to achieve commercial success and to open up business overseas.

There has been noticeable during the past few years a tendency for the smaller manufacturers to be put out of business from lack of opportunity to show the public how good their productions were. With them have died a number of really sound designs, and, with their passing, brains which might have gone far to advance the motor industry have become occupied in other directions.

Cellulose Lacquers.

FOR the past three months we have had under observation two staff cars finished in cellulose by firms of repute. Car A left the factory with ordinary coachwork finish and in due course became shabby. It was then handed over to a firm of experts, who stripped the original covering only where it had worn very badly, applied a special ground coat all over and forthwith finished it off with their own preparation of cellulose. Car B left the factory with cellulose lacquer applied in the first instance. The cars began their "lacquered" careers within a few days of one another.

The results to date are entirely satisfactory, and the claims put forward have been adequately upheld. Neither of the two finishes has shown

signs of flaking—even at beaded edges—and both respond readily and brilliantly to approved polishing compounds. Very severe tests for scratching have been undertaken. In both cases dry mud has several times been rubbed off vigorously with a duster, and the lacquer shows no signs of abrasion. The bodies have never been leathered down after a wet run and no signs of spotting have been in evidence when the water has dried off. We regard these

results with satisfaction, for it would appear that at last a near approach to the ideal body finish has been discovered both for new and second-hand cars. So far, so good; we have yet to see how these finishes stand up to more extended wear, and, for the benefit of our readers, we propose to reopen the whole subject after a few months have elapsed.

Parking Prosecutions.

WHEN a man was summoned at Stamford Hill recently for causing obstruction with his car, Mr. Ivan Snell, the North London magistrate, dismissed the case, and remarked that the heads of police responsible for instructing the issue of such summonses should pay more attention to the comfort and convenience of motorists. The same thing, he said, was happening in every district in London, and was becoming intolerable.

Of course, we agree with Mr. Snell, and we must emphasize that the trouble is no more noticeable in London than in the other large—and, in some cases, small—towns of the country. The police are instructed to allow no cars to be left standing, and they carry out their instructions to the letter. Their superiors seem unable to grasp the fact that their duty is to protect the interests of the community as a whole and not to persecute one section of it in a manner which Mr. Snell rightly described as intolerable.

We suggest to chief constables that our town streets would be kept far more free from standing vehicles by organizing proper parking-places and adequate direction boards than by a ruthless system of prosecutions. True there are authorized parks, but these are not sufficiently plentiful in districts where they are needed most, nor are they easy for strangers to find.

CYCLECAR COMMENTS.

SKILFUL AMATEUR BODY-BUILDING—MERITS OF BELT-DRIVE—THE NORMAL SYSTEM AND A SUGGESTION FOR AN ALTERNATIVE LAYOUT.

AMATEUR attempts at body-building are not always a success, but occasionally one meets with a really good example, such as that depicted in the adjacent photograph. The cyclecar is a belt-driven Bleriot Whippet, which has been rebuilt by Mr. A. Issigonis. I gather that no extensive chassis alterations have been made, the work being confined almost entirely to the new body.

In his letter to me, Mr. Issigonis says that as he had no proper workshop equipment he decided to design the body on the simplest possible lines. The three main supports are of angle-iron bent to a hoop shape and bolted to the chassis side members.

One hoop surrounds the dashboard, another supports the scuttle just in front of the steering wheel, whilst the third forms the back of the seat squab. Beyond this point the body continues aft in the form of a streamlined tail. Sheet aluminium is used for the panels and for the fairing below the bonnet boards.

The new body made it necessary to increase the length of the steering column by 6½ ins. and an 18-in. sports-type steering wheel was fitted. The normal position of the Amac carburettor controls in the centre of the steering wheel was found unsatisfactory; they have now been moved to a position on the inside of the body.

With regard to the performance of the cyclecar, Mr. Issigonis says that at first he thought the expanding pulley belt-drive a disadvantage, but after overhauling the mechanism and fitting a John Bull belt he now finds the drive to be most efficient. Its great advantage, he says, is that it allows a quick getaway, as the gear can be raised from bottom to top without declutching, whereas with a gearbox there must be pauses, however short, during each change.

I am glad to find someone who thinks as I do regarding belt-drive. From time to time I have advocated its use, but present-day cyclecarists refuse to appreciate the many advantages of this simple and efficient form of transmission.

In the old days nearly all our cyclecars were belt-driven, and I admit that quite often we lost a belt

A praiseworthy Bleriot Whippet body conversion by an amateur.

on the road, but there were several methods, generally in the shape of simple signalling devices, of overcoming this trouble. Of course, with a single belt its loss was at once obvious in any case, but with twin belt-drive one belt could be left on the road and the driver be none the wiser.

Given proper-sized pulleys machined to the correct angle of 29 degrees and good quality belts there was little or no slipping even in wet weather—at least, that was my experience.

I remember once having to undertake a long journey in a Duo cyclecar through heavy snow and sleet. My route lay through a hilly district and my friends said that with belt-drive I should never "get there." So persistent were the "Dismal Jimmies" that I began to believe them; anyway I took with me a length of rope so that I could bribe lorry drivers to tow me up the hills.

Before I had covered many miles of the journey it became obvious that my belts had no intention of slipping, and when I came to the hills I found that it was the lorries which were stuck, owing to wheel-slip, whereas I could sail up without the slightest trouble; in fact, I was sorely tempted to offer a tow to the lorries!

Yes, I regret the demise of belt-drive and I feel sure that it could be revived with advantage on simple cyclecars. It may be argued that it is no longer used to any extent on motorcycles and, therefore, could hardly be desirable on a cyclecar.

This argument, however, does not apply exactly, because with a motorcycle the drive is very short and, for this reason, the arc of contact of the belt on the driving pulley is

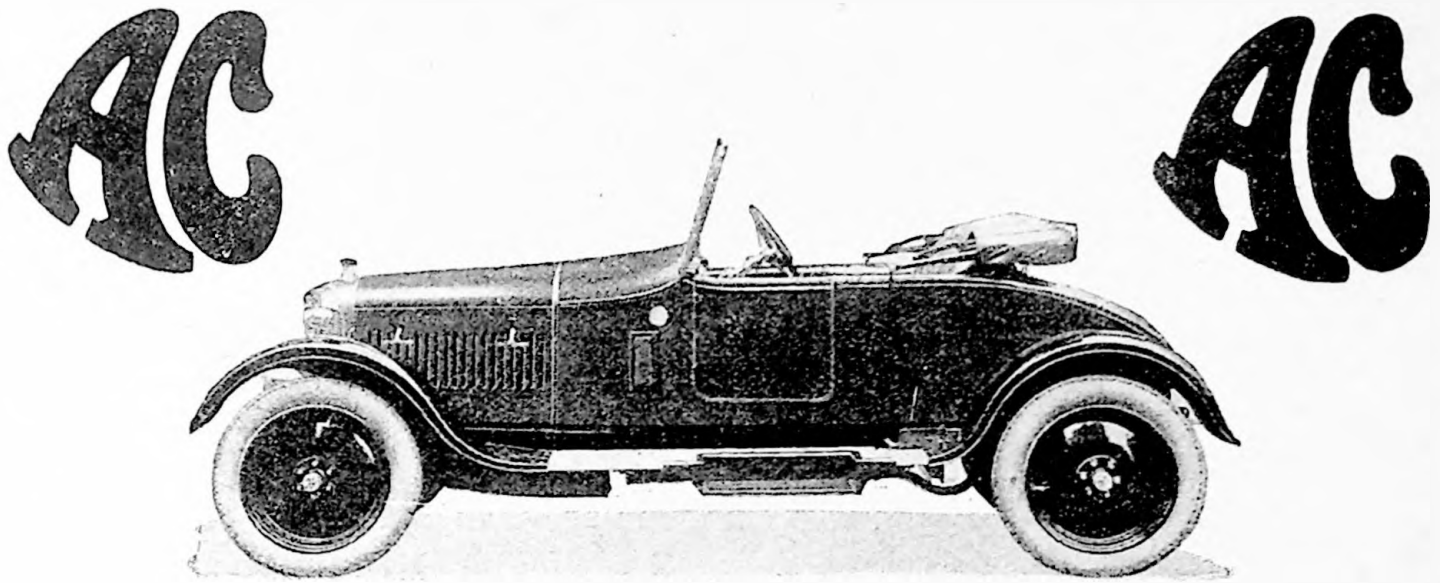
necessarily small. With a cyclecar, however, it is possible to arrange for long belts which, if the primary drive from the engine is reasonably low geared, can be run over large-diameter driving pulleys. In this way the arc of contact is increased; it could, in fact, be almost half the circumference.

If expanding pulleys were used to alter the gear ratio, the lowest gear position, with the belt near the pulley centre, would still provide sufficient grip, except under the very worst conditions.

Suppose that the back wheels were fitted with 20-in. belt rims and the driving pulleys in their closed position were 8 ins. diameter; this would give a gear ratio of 2.5 to 1. In the open position of the pulleys, the effective diameter on which the belt worked could be, say, 4 ins., thus making the gear ratio 5 to 1. The initial reduction from engine to countershaft might be 2.5 to 1, and with this the total reduction in top gear would be 6.25 to 1 and in bottom 12.5 to 1.

By incorporating a two-speed gearbox in the primary drive, however, and arranging it to work direct or to give a reduction of 2 to 1 a very large range of gears would be available without undue complication. For ordinary work the gearbox would be left in top and the ratios changed by the expanding pulleys. When exceptional circumstances demanded it a change down to second speed in the gearbox would provide the full range of gearing given by the expanding pulleys, but at the lower ratio.

I have never tried this arrangement, but anyone who is building a cyclecar might think it worth while to experiment. SHACKLEPIN.



12-24 H.P. or 12-40 H.P.

**"I have now completed
15,206 miles on this car,
so far without decarbon-
ising or valve-grinding,
and she runs excellently.
.....*I am the fourth owner.*"**

The above is part of a letter from Mr. Thomas White, of "Holmwood," Little Common, Bexhill-on-Sea. The italics in the final sentence are ours, because they sum up so strikingly the amazing *quality* of the A-C—the car that costs less to run per mile than any other car of equal road-performance and carrying-capacity.

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

B25

Don't Pretend any More!

You've known for years that your wife, children, and you yourself are not getting the most out of life. When friends go for a drive on a fine day, you pretend that weeding the garden path is more enjoyable; hours are wasted in train queues and on railway stations; you endure miles of enforced intimacy with strangers; where trains and trams do not go, you cannot go; you have become a "tripper," compelled to follow crowds.

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

WOLSELEY

MOTORS LIMITED.

The following letter has been issued
by the Joint Receivers and Managers:

Nov. 17th, 1926.

WOLSELEY MOTORS LIMITED.

You will no doubt have noticed the report appearing in the press in regard to the Order granted by the Court for the compulsory winding up of Wolseley Motors Limited.

In order to avoid any impression there may be that business is being discontinued forthwith, we think it well to inform you that this Order does not affect our position, nor our intention to continue in the meantime the manufacture of cars, in order as far as possible to meet the demand.

Spare Parts will be available for repair of cars in the same ready manner as heretofore.

Adderley Park,
Birmingham.

GILBERT GARNSEY,
THOMAS W. HORTON,
Joint Receivers and Managers.



NEW MAJOLA LIGHT CAR.

A PROMISING FRENCH UTILITY VEHICLE TO SELL AT A LOW PRICE—FOUR-CYLINDER, AIR-COOLED O.H.V. ENGINE AND UNIT THREE-SPEED GEARBOX.



A PRAISEWORTHY example of a very low-priced light car is now being marketed by Automobiles Majola, 2-4, Rue Ney, St. Denis, France. Hitherto this concern has produced medium-priced cars of orthodox design, but the new Majola is a complete breakaway from the standard models. It is an air-cooled utility car rated at 10.8 h.p. and selling for about £72 at the present rate of exchange.

The power unit is a development of the Henry Vaslin aviation engine, built under licence; the four air-cooled cylinders are arranged in two pairs, a pair being mounted horizontally on each side of the crankcase. Overhead valves are used and the detachable heads are cast in pairs. Valve operation is by means of gear-driven twin camshafts, push-rods and rockers.

Mounted centrally on the top of the crankcase is the distributor of the Delco ignition system, the shaft of the distributor being continued forward to drive the oil pump, which is mounted on the outside of the timing case; this can be seen in one of the accompanying photographs. Another picture shows the crankshaft, connecting rod and piston assembly.

at which speed about 15 b.h.p. is developed. By adopting unit construction a neat and compact job has resulted. A Ferodo-faced clutch is employed, and the gearbox is of the three-speed-and-reverse type.

In order to keep down production costs, the chassis layout is on very simple lines. The side members are of pressed steel of deep section, set so that they are wider apart at the rear than at the front. Steel pressings and drawn-steel tubing are used to build up the

The engine of the Majola has a dynamo driven directly from the crankshaft. The whole unit is very compact.

bevel-driven rear axle, which is attached to long splayed quarter-elliptic springs.

Steel tubing is used also for the front axle, suspension being by means of two sets of twin quarter-elliptics. The lower pair on each side are secured beneath the axle, whilst the superimposed upper pair work above the axle. The propeller shaft is housed in a tubular casing which acts as a torque stay.

Although, as we have said, the chassis layout is very simple, it will be seen that it is perfectly sound, and there seems to be no reason why it should not be quite satisfactory in use. The standard two-seater body is, perhaps, a little roughly finished according to English ideas, but Frenchmen do not expect luxury in a low-priced

car and it must be remembered that, as we have stated, the Majola costs only about £72.

The performance of the car on the road will be watched with interest during next season. It should be capable of a fair turn of speed, and with its good springing and low centre of gravity, should hold the road well.

A photograph of the £72 model appears in a news page this week, and it will be seen that it presents a very pleasing appearance. In addition to the two-seater utility body illustrated, the chassis can be obtained fitted with a three-seater sports body, a two-seater cabriolet or a small goods delivery body modelled on coupé de ville lines. A somewhat higher price is charged, of course, for Majola cars fitted with these bodies.

The arrangement of the big-ends can be seen clearly in this photograph of the balanced crankshaft. The pistons are of aluminium.

The crankshaft is a substantial one-piece forging, carefully balanced and running in ball bearings, whilst it will be seen that the big-end assembly for each pair of opposed cylinders works on the same crankpin. A single big-end bush is common to both connecting rods, the forked rod working on the outer surface of the bush, which is clamped to the centre rod; thus this rod takes its bearing directly on the crankpin. This system of compound bushing has been employed successfully in motorcycle practice.

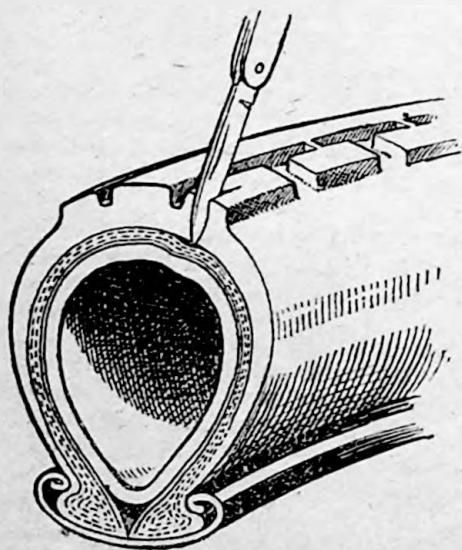
The engine is not of a high-speed type, its normal rate of revolutions being from 1,500 to 1,800 per minute,

ECONOMY AND TYRE REPAIRS.

HOW TO DEAL WITH
CUTS AND GASHES—
LOW-TEMPERATURE

THE most economical method of tyre maintenance is to carry out repairs effectively and at once. It will be instructive, therefore, to discuss the principal cover and tube failures and the methods which can be adopted to put right the damage in the most efficient way, which, in the end, is the cheapest.

One of the most common minor troubles which have to be dealt with is the small stone cut. Week by week the small flints, little pieces of glass and other sharp objects should be carefully picked out of the tread with the point of a pen-knife. In all cases where the cut is deep enough to reach the cord casing of the tyre stopping should be used to prevent water finding its way in and setting up rot, which sooner or later will completely ruin the tyre. Thus, when picking out the flints, if the point of the knife



A cut which goes through to the canvas should be repaired at once to prevent the ingress of water.

strikes the hard casing below the cut should immediately be stopped and made water-tight.

B.30

Anything in the nature of a large cut should be properly vulcanized or the low-temperature vulcanizing compound which is sold by the Dunlop Rubber Co., Ltd., may be used. This mixture can be applied quite simply and the source of heat consists of a kettle of not less than three pints capacity which is filled with boiling water and fixed over the damaged part for 30 mins., being tightly strapped down to the cover so as to apply a degree of pressure.

Temporary Measures.

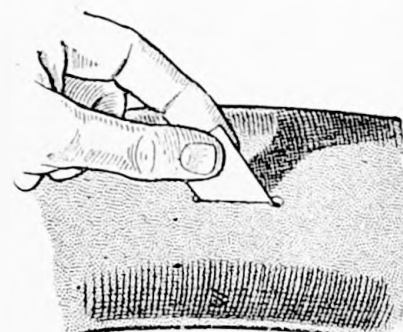
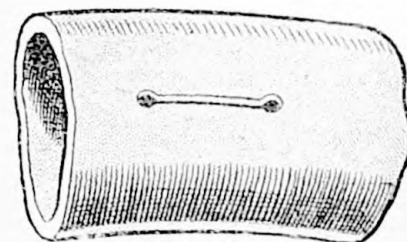
The next most common type of penetration of the cover is by a large nail or splinter of metal. This should, of course, be removed and an inside plaster may be put into the cover as a *temporary* measure to keep out the water, but a properly vulcanized repair should be made as soon as possible to seal the hole. When bursts occur or the beads of a cover break away from the walls, the tyre must be sent to a properly qualified tyre repairer, as the owner has no facilities for making a real job of it.

Likewise, when the tread of a tyre has a piece chipped out, say, by a broken bottle, the tread will have to be built up again, and this is a job for a tyre specialist, as a white-metal mould has to be cast from a sound part of the tread in order to obtain the correct proportions for the repaired part, as it must be level with the rest of the tread neither higher nor lower.

In the case of tyres which have perished for any reason no repair is possible, and the same holds good in the case of wired-on tyres which have been forced into position instead of being fitted according to the instructions. Force is likely to break the wires in the beads, and if this happens the cover must be scrapped.

Dealing now with inner tubes, a

puncture is the most likely trouble to be met, and when the hole is comparatively small a patch is all that is necessary. Where the hole takes the form of a slit, however, it is best to cut out a small circle of rubber from the tube at each end of the slit with a pair of scissors, to prevent



By rounding the ends of a slit in a tube (above), it will be prevented from extending under the patch. (Below) A piece of paper passed through the slit will prevent the solution sticking the inner sides of the tube together.

the cut spreading after the tube has been patched.

A popular repair outfit is the Dunlop which contains various sizes of Auto-Vulcanizing patches, and a few words with regard to the proper use of these will be advisable. The method of fixing by damping the patch with petrol should be used only in an emergency. The most satisfactory job is to put it on with solution in the ordinary way, and the warmth caused by subsequent running will then be sufficient to vulcanize the

patch in place, once the solution has taken its initial grip.

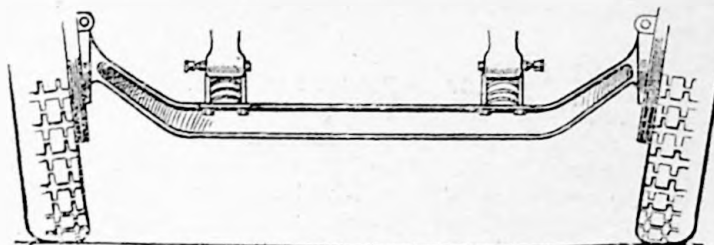
A good tip before putting the patch on to the tube, where the hole is fairly large, is to insert a paper patch through the hole, so that it lies inside the tube and will prevent any solution which passes through the cut from sticking together the opposite sides of the tube. Another point is to resist the temptation to lift a tacky patch "just to see how it is going." This disturbance is often fatal to making a good job.

Those who prefer to vulcanize the

be made and it is false economy to attempt it when the chances of success are so remote.

Up to now we have dealt with the repair of actual defects. Now we may consider for a few moments the

The tyres of canted wheels should be changed over from time to time to equalize wear.



question of precautions which should be taken to avoid tyre breakdowns. First and foremost there is the importance of correct inflation which cannot be stressed too highly; it is stated by the majority of tyre makers that possibly 90 per cent. of failures arise from neglect in this respect. The proper course is to take the car to a weighbridge with a full complement of passengers aboard and run it on to the bridge—first the two front wheels and

then the two back ones, noting the two results. One then knows the axle loads with which the tyres have to contend and the makers' pressure tables can be used with accuracy instead of relying on guess-work.

Every week one should go over the tyres with a penknife and pick out the little bits of flint which have embedded themselves in the treads. Keep an eye on the general condition of the tyres when looking for flints; for example, a damaged place in the wall of a tyre may be soundly repaired if it is taken in hand in time instead of being allowed to weaken the whole casing until a burst puts an end to the tyre. At the same

time a watch should be kept for oil and grease which may have got on to the tyres from the garage floor. Both of these do quite a lot of harm to the rubber, and the thing to do is to wipe them off with a rag

slightly damped with petrol. Where beaded-edge rims are used, dents should be suspected and an examination made occasionally to see that the clinches of the rims are not out of truth, as they will then tend to cut the beads or to tilt them so as to cause a possible tyre failure in due course. An immediate rim repair is the cheapest way out of the difficulty. Whenever a tyre has to be removed, take the opportunity to examine the inside of the rims, all signs of rust being cleaned off with emery paper and the rims afterwards painted with rim paint.

In the case of most modern cars the front wheels are canted to obtain easy and safe steering, especially where front-wheel brakes are used. In these circumstances the out-sides of the treads of both front tyres get more wear than the insides. From time to time the two front tyres should be changed over so as to equalize this wear and lengthen the life of both covers. Similarly the exchange of front and back tyres may be a good plan to give the longest life all round, but the change of each front tyre for its opposite number is more important.

The great point in all tyre maintenance work is to give regular and prompt attention without waiting until a failure demands an extensive repair.

HEAT, OIL AND SPARKING PLUGS.

TWO of the greatest enemies of sparking plugs are heat and oil. Unfortunately, as they do not go hand in hand it is difficult to design a plug which will withstand an excess of both.

Owners of super-sports engines know that their plugs, which behave perfectly when the engine is running fast, are prone to oil up when it is idling. Similarly, a plug which is designed to be effective in an oily engine may overheat and burn its electrodes if given a spell of full-load work in a hot engine.

Of course, the position of the plugs in the cylinders is very important, and designers usually endeavour to place them where the points will be protected as much as possible from oil and excessive heat

without, at the same time, pocketing them in a manner which might cause misfiring at certain speeds.

The material used for the insulated portion of a sparking plug must be chosen both for its heat and oil-resisting properties; at the same time it must be strong enough to withstand a fair amount of rough usage.

Other considerations apart, an ideal insulator would be highly glazed on the surface exposed to the heat, as the glaze prevents carbonized oil from finding a "foothold," as it were. There are reasons which need not be gone into here, however, why it is not always practicable to use highly glazed insulators in hot engines.

Porcelain, steatite and mica are

the materials commonly used for plug insulation, and each of them has its advantages. For use in very hot engines mica or steatite is highly suitable, but where cool-running engines are concerned glazed porcelain presents certain advantages. In an oily engine it is advisable usually to fit plugs which are just able to resist the heat involved; thus they will stand the maximum amount of oil, as their insulators and points will be able to burn off the excess.

The electrodes of sparking plugs are made, as a rule, of pure nickel, although sometimes stainless steel is used. It is important that the points should be thick enough to resist burning, and they should not be susceptible to corrosion.



THE reason why small cars became popular in this country was very largely because the pioneers had the courage and enterprise to organize and support important reliability trials which were very closely followed by the public and which, everyone must admit, did a very great deal of good.

Prior to the war at least one important six-day trial was held each year, and so soon as the industry settled down to production after the war the series was continued. The last was held in May, 1924, under the auspices of the Royal Automobile Club, and it followed a well-supported, informative and useful six-day event which was conducted the previous year by the Royal Scottish Automobile Club.

In the ordinary course of events, the R.S.A.C. should have held a six-day trial in 1925, but various reasons were put forward for their not doing so, and again in 1926 there were plenty of excuses current to prevent the materialization of a trial.

To make matters worse, the six-day trial in Scotland which has been organized annually for many years by the Edinburgh and District Motor Club and which has always been noteworthy for its admirable organization and fair treatment of competitors, was barred to trade-entered cars both this year and the year before.

The reason why there has been no big trial since 1924 is because the Society of Motor Manufacturers and Traders allow their members to take part only in those events of which they approve, and since the last R.A.C. trial none of the character which the public needs has been approved.

The Society's stringent regulations were framed at a time when their members were, to all intents and purposes, being bullied into taking part in a very large number of unimportant trials. They were not, in our opinion, intended to write finis to the series of six-day events which have gone so far to popularize small car motoring, to show the public both at home and abroad of what our small cars are capable and to reveal which amongst them are likely to prove most suitable for the needs of individual buyers.

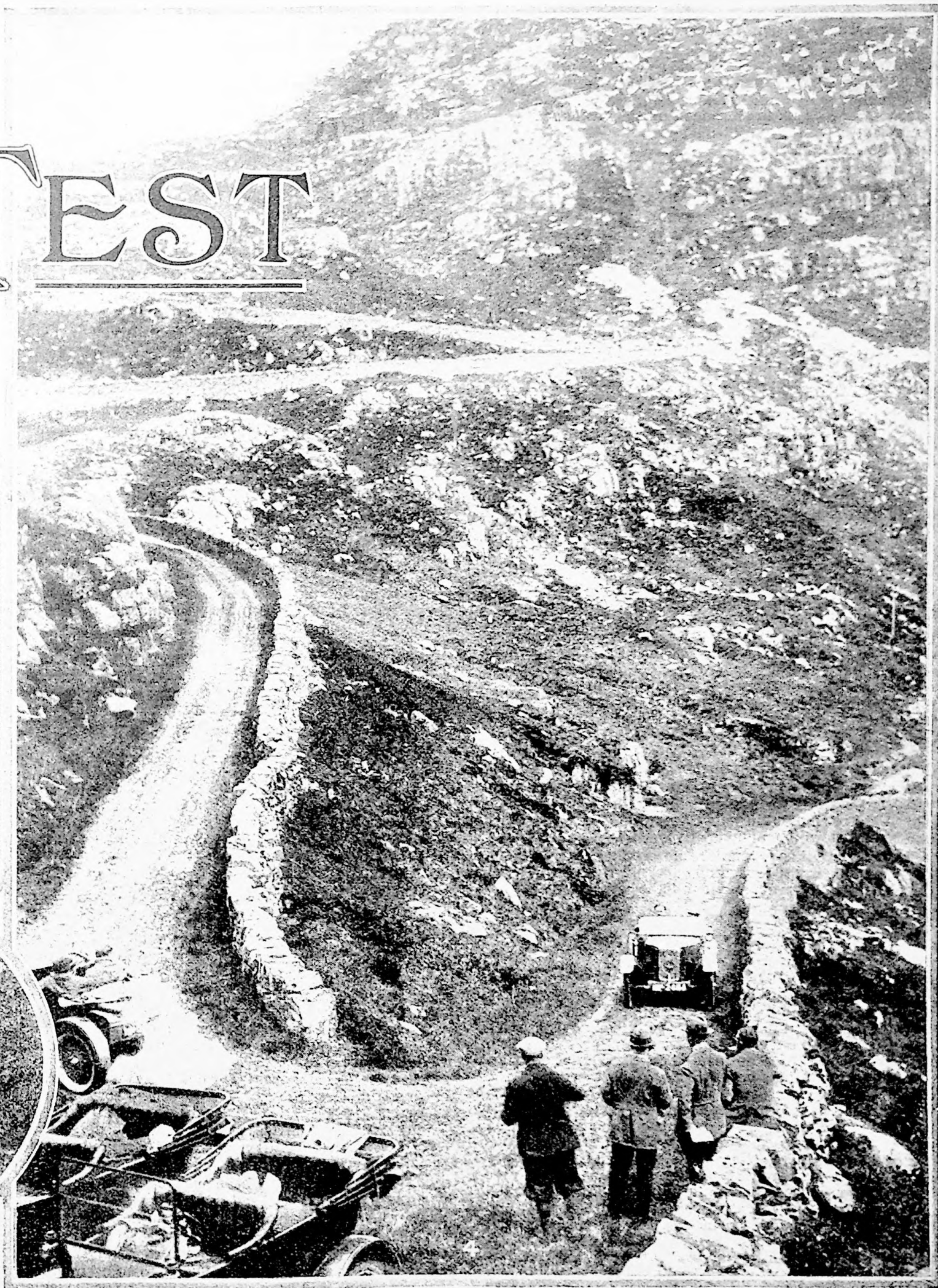
It has been suggested that lack of support for the Royal Automobile Club's 1924 event has been the cause of the R.S.A.C. failing to promote a six-day trial and to obtain the sanction of the S.M.M. and T. for it, and this, in part, is doubtless true. It must not be forgotten, however, that the regulations for that trial were open to a great deal of criticism, whilst the R.A.C. made,

Wanted A R E A

THE CASE FOR AN IMPORTANT
CAR TRIAL IN 1927—IT WOULD BE
THE FIRST FOR THREE YEARS.

Scenes in big trials of the past, when it has been found that the public and the press have taken a keen interest in them.
(1) A Lea-Francis on Apperly Hill. (2) A

TEST



performances of the cars. The large photograph (4) shows Rover Eights winning their spurs on Törnappress in 1921.
on Porlock. (3) A Bayliss-Thomas on High Oak.

in our view, a very grave error in offering a single premier award.

In events of this kind it is very unwise indeed to endeavour to find a winner. The object of the event should be to demonstrate the reliability of the competing vehicles, and there is no better plan to effect this than to set a certain standard of performance, the attainment of which qualifies competitors for first-class performance certificates or medals.

Readers will remember that the R.A.C. not only acted injudiciously by seeking to establish a "winner," but it also framed its regulations in such a manner that a premium was put upon sports cars. At the time this was not wanted. The public was evincing ten times as much interest in the small family four-seater as it was in the speedy two-seater, and potential entrants who were building the former type of car, finding that no fair chance would be given for their products to distinguish themselves, very naturally refrained from competing.

The trial in question took into account the speeds of the cars up various test hills. Those with four-speed gearboxes naturally scored heavily, whilst the lighter the car and the larger the engine the better the chance of success. The system of dividing the competitors into classes did not help to overcome this very great drawback, for classification by price was the system adopted. This meant that the man who entered a small saloon or four-seater stood every chance of having to compete on level terms against a sports car, with the regulations framed to favour the latter on almost every count.

A Representative Entry.

The actual number of entries received for that event was 29, of which number nine elected not to start, whilst three were outside the light car category. Of the 17 light cars which started, 14 different makes were represented, whilst the non-starters included four other makes. On the whole, therefore, the entry was quite representative and showed a real desire on the part of the trade to demonstrate their cars in this public manner, in spite of the fact that the dice were loaded against many of them by reason of the method of classification favouring a different type of car from that which they were producing.

In view of this, why should not a good representative entry be obtained for a small car six-day trial in 1927? At the Motor Show this year 37 makes of light car were exhibited, of which number 19 were British-made.

In our view there would be no good reason for confining such an event to British cars, nor would it appear to be good policy to confine it to light cars. We suggest

that a reasonable engine capacity limit would be two litres, that is 2,000 c.c.

There are many small car owners who would like a public demonstration of how slightly larger cars could behave under strenuous conditions, and there is no doubt an even greater number of owners of cars with engines between 1,500 c.c. and two litres who really cannot comfortably afford to run their present cars and would welcome the opportunity to be convinced that a smaller engine would meet their requirements equally well.

No opportunity has been given to the public for a considerable number of years to see how medium-sized family cars behave in open events, although both the R.A.C. and the Edinburgh and District Motor Club extended the engine capacity limit from 1,500 c.c. to 1,600 c.c. in the last important Six Days' trials which they organized. The adoption of a 1,600 c.c. limit on these occasions was widely criticised, it being contended that there were not sufficient cars between 1,500 c.c. and 1,600 c.c. to justify it, whilst permitting the extra 100 c.c. tended to weaken the recognized limit of 1½ litres for a light car engine.

Admit the Foreigners.

If foreign cars took part, an international flavour would be given to the trial, which would secure it much wider publicity in the Press of other nations and which would give potential buyers overseas a sound impression of how the popular type of British car compared with its Continental competitors.

If the Royal Automobile Club and the Society of Motor Manufacturers and Traders consider that an event of this kind would not be informative to-day by reason of the fact that cars have grown so reliable that, within the compass of six days, it would be impossible for sufficient faults to be revealed to supply the necessary data, then we suggest that consideration be given to a 12, 18, 24 or, if need be, a 30-day trial. We cannot, however, imagine that this would be necessary.

In the 1924 "Six Days" of the 17 light cars which took part, four retired with various mechanical troubles; all save six were penalized for adjustments having to be effected, and several faults, such as under-cooled engines, defective front-axle design and so forth, were revealed.

The Stock Machine Trial, the International "Six Days" and the Scottish "Six Days" have, in our opinion, helped enormously to make the British motorcycle renowned as the most dependable and efficient in the world. Why should not similar opportunities be given to car manufacturers to establish the worth of their products? We trust that the R.A.C., the R.S.A.C. and the industry will give the matter their most serious attention.

MORE ABOUT COMPULSORY INSURANCE.

ACCORDING to Mr. Macquisten, who is about the only humorist left in a prosaic House of Commons, the pedestrian who is knocked down by a London omnibus may consider himself fortunate in comparison with people who suffer a like fate from similar vehicles in some other places. The injured in the Metropolis can obtain compensation, because there the owners of the omnibuses are insured against third-party risks, whereas in some other parts of the country there is no such insurance and the owners of the vehicles often possess no goods upon which decrees could be levied.

Mr. Buchanan, a Glasgow member, became angry about this matter and stated that such cases as have been mentioned were known in his city. He threatened if the Government failed to take action that he would raise the question on the motion for the adjournment of the House.

This subject was introduced at question time by Colonel Woodcock, who asked whether the Government would set up a scheme for the insurance (which ought to be obligatory) of all owners of motor vehicles and

motorcycles against third-party risks. He suggested that, without any appreciable cost, a considerable amount of money could be made out of such a scheme.

The prospect, however, offered no temptation to the Minister of Transport, who briefly remarked that it was no matter for the Government to undertake.

All that Colonel Ashley would say was to repeat, once again, that the subject of compulsory insurance is under consideration in connection with the Road Vehicles Bill, which will be introduced next session.

"Why put it off until next year?" demanded a Scottish Labour member. The Minister gave no answer.

Many questions have been put to Ministers recently with regard to motors and motoring matters, but their answers have conveyed little that is new.

Colonel Moore-Brabazon, the Parliamentary Secretary to the Ministry of Transport, stated that the question of making it compulsory to affix mirrors to enclosed cars and chars-à-bancs was being considered in connection with the forthcoming Bill.

The PLANKETTE.

THE STORY OF A HOME-BUILT
CYCLECAR.

By C. E. T. MILNER.

I AM afraid my keenness for motoring matters has been pushed into the background lately—more especially so since Jane's little accident with our drive gate.

Therefore, when she suggested staying with her Aunt Emily for a week and leaving me in sole charge at home, my feelings can be better imagined by the married readers than the single ones.

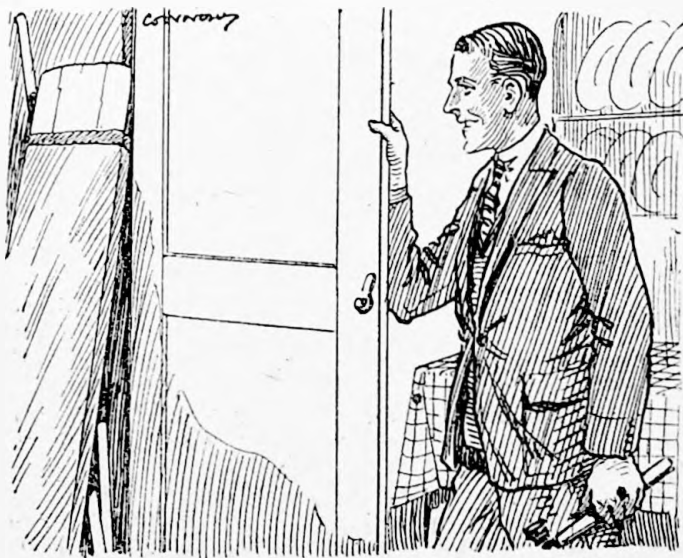
Anyway, she went, and the feeling of freedom that filled me was in itself a tonic. On Sunday I determined to put into execution a scheme that had been suggested to me by "Shacklepin," namely, the Plank Club. What better opportunity could I have than Jane's absence?

I walked down the road until I came to Jimmy's place. Now, Jimmy is a good fellow, runs his two-seater—when his wife has not got it—and a light-weight two-stroke—when his son and heir is not torturing it.

I was sure of support there.

"Yes, old man—just the idea! I tell you what, you roll out all you can towards it, and I'll trot along after lunch with the two-stroke, and we'll build it together," said he when he had heard my plans.

I hurried back home and studied "Shacklepin's" remarks. Very terse and to the point, I thought. Nothing involved. All you had to do was to take equal parts of copper wire, insulating tape, a plank, four wheels and an engine, fit it together—and get going.



"There seemed to be nothing in the plank line at all—until . . . I discovered Jane's ironing board."

I strolled round the house to see what I could get. There seemed to be nothing in the plank line at all—until in the pantry I discovered Jane's ironing board. "What the eye doesn't see," etc., I thought, so promptly took possession of it. In the garage I made my second discovery.

We were both very pleased with it. It looked somewhat sketchy, but was not finished yet."

It was a hand-truck, fitted with wheels, about the same diameter as Jimmy's two-stroke's wheels.

After about ten minutes' argument with the rusted bolts—aided with the coke-hammer—the axle and the wheels were removed intact.

When they were off I had another brain-wave.

In the middle of the axle was a bolt-hole; all I should have to do would be fit the ironing board on to the axle, drop one bolt through it and through the hole in the axle, put a nut on—and I had got my steering all ready.

Then I rested and had lunch. Just as I finished my liquid refreshment a fuss and a splutter, punctuated by vicious spits, announced Jimmy's arrival on the two-stroke.

Then we got to work.

Whilst Jimmy dismantled the bike I quested round for a back axle.

It seemed fruitless, until I discovered that the top bar of my old and decrepit bike was the same diameter as the hubs of the two-stroke's wheels.

A hack-saw did the rest; but when I had got it cut I discovered it was not long enough to span the ironing board. Anyway, I thought, might as well be hung for a sheep as a lamb, so I took eight inches off the width of the ironing board.

Then an oily Jimmy came butting in. "How are you going to fit the back wheels on that?" he asked, pointing to my erstwhile top bar.

"Easily," I replied. "Drill two holes about six inches from each end, drop a steel pin through, put the wheels on, then fit two pins outside to hold 'em in place."

He grunted and said, "Might do; let's try it." We did. Finally we got the chassis put together and wheels fitted. Simplicity was the key-note of the whole layout.

You sat on the plank, put your feet on the front axle—one by each wheel—and steered with your feet, and it answered.

We were both very pleased with it; it looked somewhat sketchy, but there—it was not finished yet.

By this time it was dark, so we adjourned until the following Saturday.

Jimmy turned up with a large wood block, which he had cut out to fit the crankcase of the engine. Two steel bands held the engine tightly to the block and the whole was bolted to the plank. We fastened it down tightly, mounted our gearbox—also from the bike—just behind, and fitted the primary chain. This involved further inroads into Jane's ironing board, which was now almost un-



"The drive gate was opened ready for our trip, and with a spitting cough the engine started."

recognizable—which was just as well. I thought!

Then we connected up the belt on to the off-side back wheel, screwed the handlebar controls on to the ironing board—and we were ready for the road.

We tossed up who should drive, and I won.

I shall never forget the thrill as I placed my feet on the front axle to steer, flooded the carburetter, set the controls and gave Jimmy the signal to push.

The drive gate was opened ready for our trip, and I eyed its narrow orifice with mixed feelings and longed for geared steering.

Then in response to Jimmy's pushing, with a spitting cough the engine started. Jimmy gave one jump, landed behind me and we were off.

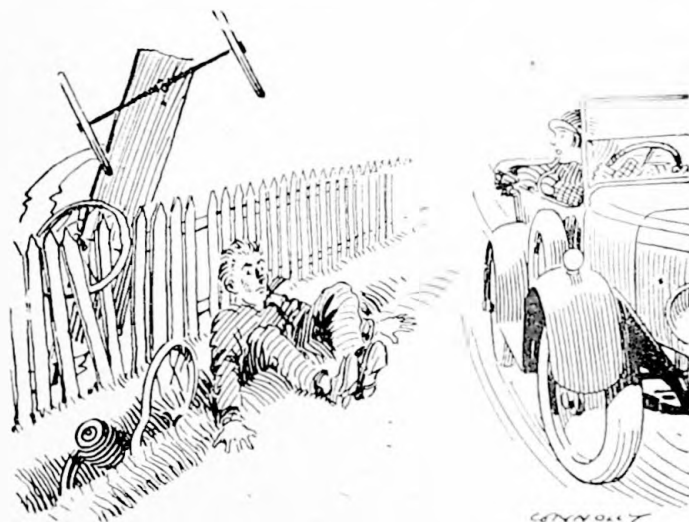
Down the drive in bottom, then, pushing my left foot well forward, I turned to the right up the road. No one about—so I opened out and changed up. They say you should never take your eye off the road as you change gear. Well, I did.

An agonized shout from Jimmy, then a sudden increase in the speed of my Plankette warned me that he had deserted the sinking ship, and I saw a four-seater car bearing silently down upon me, with Jane's shocked face staring at me from its driving seat.

She had returned!

I swung the front axle round, missed the approaching car, charged across the road—and finished up in Colonel Grimley's white fence.

Over the ensuing explanations (especially re the



"I swung the front axle round . . . and finished up in Colonel Grimley's white fence."

ironing board) I will draw a veil. But when I next saw Jimmy he said, "Everything quiet now?"

"Ominously so," I answered. "I'm going to get syncopated to drown my sorrows."

"Syncopated?" he goggled.

"Yes," I answered; "syncopated—an unsteady motion from bar to bar!"

UP-TO-DATE ADVERTISING.



AFTER reading a couple of American motor publications I feel compelled to try my hand at drawing up an advertisement. When, if ever, you have read the result you will, I think, agree that America is the only place for me. You might even be inclined to say that America is too near. My advertisement is meant to be set in the biggest type available and printed as a purple-and-pink supplement to the "American Automotive Engineer, Produce Merchant and Jobber." Owing to limitations of space—[and other considerations.—Ed.]—these embellishments will have to be omitted, and I will give you the text, devoid of flourishes, unnecessary superlatives and in a quite simple and ingenious form.

"BOYS! BE GO-GETTERS!"

"Pitch that pre-prohibition 'six' into the junk-yard and centre your attention all you know on the new 50-50 18-in-line Gubbinheimer-Supahkah.

"Here is something to sell, dealers; this real live line will make you big money and will bring you big

B36

business, coupled with 100 per cent. self-selling and quick-dealing capacities.

"Be independent of your creditors in 24 hours by mailing the attached coupon to:—

"The Gubbinheimer Mfg. Syn. Inc.,

"1888a-q to 10101c-d, Block 90-95,

"South by South-South-West Street,

"Hullabaloo City, Ohisao.

"Coupon.—Mail To-day!

"Gentlemen.—Ship me at once the following models of the Supahkah 18-in-line:—Sport Roadster, Coach Sport, Sporting Sedan, Phaeton, Sp. S. Phaeton, Sporting Limousine de Cab Coupé, Victoria (Super Sports), Speedster, Coupster, Phaester, Tourster, Land'auster and Broughamster. (Delete model not required.) Also rail me by earliest freight-car the free presentation packet of 'Beremint' which goes with the purchase of every 50 cars."

This, I reckon, is calculated to hit the "guy on the sidewalk" right where he needs it most—in the bank-roll.

V. A. CATION.

OL.

—WITH THE SIXTH
CENTURY.

NEW venues always welcomed, and dwellers in the west as well as some of the numerous voyagers who go touring there may like to know of an interesting spot recently made accessible to cars which hitherto could not approach nearer than the main road, a mile and a half away.

This is Dozmaré Pool, a sheet of water a few miles east of Camelford, which is on the Launceston-to-Wadebridge road. This pool is the centre of many folk stories and legends.

Best known of these, perhaps, is the one connected with King Arthur of Round Table fame, who lived in the sixth century. Tradition has it that a vision of the Holy Grail was granted to the King and his knights and that they set off in search of the sacred relic, said to have been made from one enormous ruby which fell from Heaven and which was in evidence at the Last Supper.

Taking advantage of this weakening of Arthur's forces, his nephew, Mordred, rose in revolt. The King hurried back and defeated the insurgents at Slaughter Bridge, a mile out of Camelford, slaying Mordred in single combat but receiving at the same time his own death wound.

When Arthur knew that he was doomed he bade his faithful knight, Sir Bedivere, take the famous sword Excalibur and throw it into the dark waters of Dozmaré. On the shores of the lake Sir Bedivere was seized with covetousness and desired to retain the wonderful weapon, of which it is said:—

For all the haft twinkled with diamond stars,
Myriads of topaz lights, and jacinth-work
Of subtlest jewelry.

Twice he disregarded a voice which, when he hesitated, ordered him to carry out the King's command, but on the third bidding he obeyed.

But ere he dipped the surface, rose an arm
Clothed in white samite, mystic, wonderful,
And caught him by the hilt and brandished him
Three times, and drew him under in the mere.

There are many other legends. One is that the pool is haunted by one Tregayle, a Cornish Blue-

When the dark waters of the pool were made even
more forbidding by thunder clouds.

beard with more than a touch of the Evil One himself. For his sins he was condemned to toil eternally at the task of emptying the pool with a limpet shell in which was a hole.

Like many another sheet of water, Dozmaré Pool is deemed to be bottomless, although one story has it that down in the depths slave the souls of evil men, who work out their punishment by trying to make ropes of sand. A bush thrown into the pool will, according to local belief, be sucked down, and reappear in Fowey Harbour some 20 miles south and not connected with the Pool by surface water.

However much or little one may believe in such stories, there is no denying that the pool is in an eerie-looking spot. It lies on the top of a hill, over 1,000 ft. above sea level, without a tree or bush within sight, overlooked only by the sombre slopes of Bron Gely, an imposing hill in the background.

On the day the writer paid his last visit the dark waters of the pool were given an even more forbidding appearance by thunder clouds of inky hue which hung almost stationary over the water, whilst all around the sun could be seen shining. In the gloomy, mystic light thus created one could understand how the superstitious Celtic Cornishmen have endowed the surroundings with so many peculiar legends.

To find the pool the easiest way is to seek the main Launceston-to-Bodmin road. About 10 miles from the Cornish capital lies the tiny hamlet of Bolventor, and at the village war memorial, which is very easily found, there is a narrow, sandy lane which takes one directly to the spot.

An alternative route from the direction of Plymouth lies via Liskeard and Dobwalls, whence one may conveniently follow the St. Cleer signpost, which will bring one to the village of Bolventor. The road by this route is rough in many places, but runs for five or six miles through most picturesque scenery along the banks of the Fowey River. It thus provides a temptation to linger rather than to press ahead, so that keeping down the speed becomes a pleasure instead of the hardship it otherwise might be with such an object in view as one's first visit to Dozmaré.

MARMADUKE.

ROAD SENSE FOR BEGINNERS.

AT a time when, according to some papers, motor traders are still suffering from writer's cramp as the result of booking so many orders for new cars at the Show, the pending advent of this flood of new motorists on our roads inevitably make the thoughts of older motorists turn to spring in the English lanes as it will be in 1927.

There will doubtless be a lot of "spring" about, for some people! But it will be no joking matter, nevertheless.

Statistics are horrible and unreliable things, but road accident statistics—so kindly published by the insurance companies each year to justify what they charge us for their "services"—placed beside the glowing esti-

mates of record sales at Olympia, are not a suitable mixed grill for the old-timer to go to bed on! He is liable to find himself waking up in a cold perspiration and "stamping on everything" as a result of his reading!

Even in the wonderful solitude of my West Country laid I begin to wonder what motoring is going to be like if our roads remain as they are and more and more people are going to run about in mile-a-minute cars with a road experience that has been acquired on the modern while-you-wait method!

It has been aptly said that road sense is a faculty with which some people are born, some acquire after long and costly experience, and others will never attain

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and

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A becoming moor

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e tested. Any fool
expert could avoid
out clever handling.

We older motorist
good advice, should be mot
are and give the beginner
experience. A run with at
and able to explain the "whys" and "wherefores."
is the best education a beginner can have. The old
hand should point the moral of every road incident as it
happens, why he did what he did and how he knew
what he knew.

It is this sort of training that must be served up,
together with the more obviously essential details con-
cerned with actually handling a car. Let every teacher
try to develop in his pupils an instinct to estimate the
relation between distance, speed and braking effective-
ness which will set up a subconscious reaction of the
mind and limbs. Steady alertness of eyes and ears is
the best protection of both the motoring community and
the other users of the "broad highway"—which is all
too often not quite broad enough!
A.L.O.

TWO IDEAS FOR AMATEUR MECHANICS.

ing or unscrewing a stud in, say,
should always be carried out in a
wise there will be a risk of damag-
prop read of the stud.
cases it is possible to grip the plain part
with a
to smooth
been formed, b
and more
method of remov
to use two nuts to
gether.

One nut is screwed on to
the stud until enough thread
projects to accommodate the
other, which is tightened
hard up against the first by
using two spanners, one on
each nut, just as when work-
ing on the locknuts of a
valve tappet.

When the two nuts are
tight an attempt to unscrew
the lower will result in the stud being unscrewed. Simi-
larly, the action of trying to screw down the top nut
will cause the stud to be tightened in its hole. When
the job is finished the locknuts can be undone by
using two spanners in a manner which causes the top
nut to be screwed off the stud whilst the lower is
screwed further on. So soon as the nuts are "un-
locked" they can be removed separately with the
238

An easy method of tightening or removing a stud
without damaging the thread.

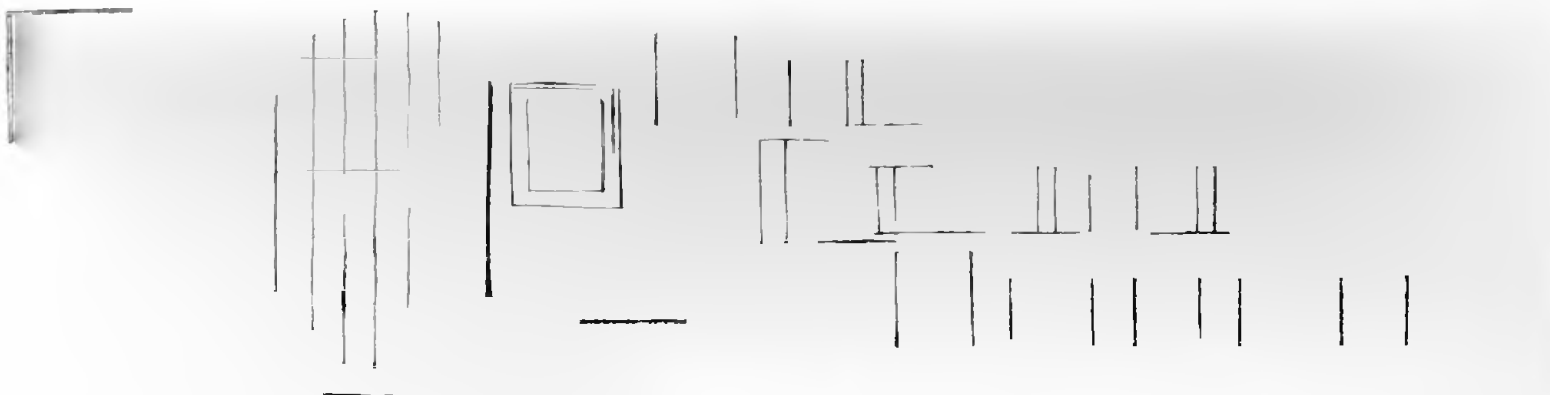
fingers or, of course, by the use of a spanner. A
simple rule to remember when using locknuts on a
stud is: to unscrew, pull with the spanner on the
lower nut; to screw up, pull on the top nut.

Sometimes a nut which is split-pinned has to be
removed so that, first, it is necessary to pull out the
pin. In many cases this is by no means easy, especially
if the pin is large and a tight
fit in the hole. The trouble
is usually that the legs of the
pin cannot be straightened
sufficiently so that any at-
tempt to hammer it out bends
it again just inside the slot of
the nut.

The best course to adopt in
this case is to grip each leg
in turn in a pair of pliers and
work it backwards and for-
wards until it breaks off. A
blunt-ended punch can then
be used to drive out the re-
mainder of the pin. If, for

any reason, the pin cannot be removed, it may, as a
last resort, be sheared by unscrewing the nut and
afterwards drilling out the pieces in the bolt. This is
however, a very unsatisfactory practice.

Sometimes when tightening a castellated nut the
slots come out of line with the split-pin hole in the
bolt when the nut is home. In this case it must be
removed and a washer inserted underneath it.



We take no responsibility for the opinions expressed by readers. Correspondents may use a nom de plume but every communication must be accompanied by the writer's full name and address. Letters for the next issue should reach us by Monday morning and should be addressed to the Editor, "The Light Car and Cyclecar," 7-15, Rosebery Avenue, London, E.C.1. We reserve the right to make any alterations or deletions which we deem necessary.

MAXIMUM SPEEDS IN LOWER GEARS.

Four-Speed Gearboxes versus Flexible Engines.

"40 m.p.h.-in-Second" Gentlemen Criticised.

The proud boasts of some of your correspondents regarding maximum speeds of their cars in second and bottom gears have amused me considerably. The question I would like to ask the "40 m.p.h.-in-second" gentlemen is: "Will your cars accelerate smartly from 15 m.p.h. in top gear? If not, how much better off are you than the owner of a car which will only reach 25 m.p.h. in second but will accelerate well in top from 15 m.p.h.?" The whole matter resolves itself into the question: Is it better to have a so-called high-efficiency engine and a four-speed gearbox which must be constantly used than to have a flexible engine and obtain the same results without much gear changing?

Pertinent Questions.

ENQUIRER.

The Advantages of Four Speeds.

The correspondence which has appeared on the subject of high speeds on lower gears is very interesting, but, unfortunately, all your correspondents seem to possess cars with only three speeds. I have a car with a four-speed gearbox and it gives the following speeds:—Bottom gear 20 m.p.h., second 38 m.p.h., third 56 m.p.h. and top 65-70 m.p.h. Unfortunately, perhaps, the engine capacity is just outside the 1,500 c.c. limit, but the makers produce a sports model of 1,496 c.c., the performance of which, I suppose, must be even better than that of my own car. My car is a standard open touring two-three-seater, and is a real joy to drive by reason of the well-chosen third-gear ratio. Apart from motives of strict economy, *all cars should have four forward speeds* (or, possibly, five or six).

A Real Joy to Drive.

A Private Owner's Requirements.

I have read Mr. Thursby's letter on the subject of a private owner's requirements, particularly in regard to the question of gear ratios. On A.C. 12 h.p. cars the top-gear ratio is $4\frac{1}{2}$ to 1. This will give a speed of 55-56 m.p.h., with a normal 12-24 h.p. engine, or over 60 m.p.h. with a 12-40 h.p. power unit, and at no time is the engine up to its maximum revs. We have, under R.A.C. observation, run over the following roads entirely in top gear:—London to Peterborough and back; London to Portsmouth and back; London to one mile beyond Dunchurch, on the Coventry road, and back; London to Brighton and back; London to Norwich and back; London to Bedford and back; London to Edinburgh and back; London to Folkestone.

S. F. EDGE,
A.C. CARS, LTD.

Better Top-gear Performance Wanted.

No sensible motorist would minimize the importance of second gear, but who wants to roar up a hill at 25-30 m.p.h. in second if he can go up quietly on top gear at something like 20 m.p.h.? Since the dust nuisance was overcome nothing has done more to mar the delights of the open country than noisy motorcycles and cars, and there are few of the latter that run quietly on second gear, except at low speeds. The driver who prefers top gear is not necessarily one who dreads a change down, but one who hates noise and racket and hates to inflict it on other people.

Noisy Lower Ratios.

There must be a large number of motorists and would-be motorists to whom a low-powered car with a good top-gear performance would appeal—a car of, say, 8-9 h.p. capable of running at 5 m.p.h. in top, and of climbing moderate hills without changing down. A maximum speed of 35 m.p.h. would be ample for the motorist who uses his car as a means of seeing the country and for making holiday jaunts. Such a car would not need a four-speed gearbox, and would be capable of maintaining an average speed quite high enough except for those who seem to think speed is everything.

COUNTRY LOVER.

44 m.p.h. in Second Gear.

Your correspondent "Pin," whose letter appeared in your issue of November 19th, seems to think that 40 m.p.h. in second gear is an absurd claim for a small car with a three-speed gearbox. What the 750 c.c. cars can do I do not know, but 40 m.p.h. in second gear is quite an everyday performance for at least one car in the 1,000 c.c. class. My car is an 8-18 h.p. Talbot 1922 model, purchased second-hand in 1923, and in my hands it has covered 58,785 miles. Since decarbonizing it has run 10,244 miles. The car is, so far as I know, standard except that the cylinders were reground after 30,000 miles and new slightly oversize pistons were fitted; also 715 mm. by 115 mm. tyres are used on the back wheels.

I tested its speed in second gear a few days ago on an approximately level road, runs being made in both directions. The speedometer readings were: against the wind, 41½ m.p.h.; with the wind, 43½ m.p.h. The speedometer has been tested by the makers in my presence, and I have tested it many times against the watch. It is 1½ m.p.h. slow at 40 m.p.h. and the mean road speed was therefore 44 m.p.h.

If "Pin" classes my figures with his story of the 28-lb. minnow I should be pleased to show him what a well-designed little car will really do on the indirect gear ratios.

H. B. JOHNSON.

OUR READERS' OPINIONS (contd.).

A Slight Error and—

Will you please allow us space to reply to all those correspondents who have communicated with us with reference to our advertisement in your issue of November 19th?

—An
Apology.

In that advertisement we ventured to depict some characters from Gilbert and Sullivan's "Gondoliers," and described them as the Duke of Plaza-Toro and suite. As a matter of fact, Luiz, who was the suite, does not appear in the photograph, and it is on this point our correspondents are taking us to task. We are whole-hearted admirers of the Savoy operas and realized our slip as soon as we saw it in print, but it was then too late for correction.

The interest shown in this matter bears witness to the careful study which is given to advertisements in your valuable paper, and also affords, incidentally, striking testimony to the popularity of the Gilbert and Sullivan operas. Meanwhile we are sorry.

JOWETT CARS, LTD.

The Art of Advertising.

Mr. R. N. Blake, in your issue of November 26th, invites the opinion of readers on this topic. As an advertising man with many years' experience and a motorist withal,

Information
and Variety.

my view may be of interest. If I were giving out advertisements on behalf of a motor manufacturer for publication in motoring journals I should plump every time for the informative announcement. A little humour may be introduced with advantage when occasion offers, but the average reader of motoring papers wants information and not humour, which he can easily obtain elsewhere.

I should give an illustration of the car and a brief specification in every advertisement. I should include from time to time particulars of outstanding performances by standard cars and the principal points of interest and merit in the design of the car.

The object of advertising a car in the motoring papers is to influence the reader in his selection of a car. There is a very wide range from which to choose and the prospective purchaser needs guidance. The position is different from that of well-known commodities such as Sunlight soap and Worthington, where the main object of advertising is to attract attention and to keep the name fresh in the mind of the public. Readers of technical journals

can be trusted to read the advertisements; there is no need to resort to various devices to attract attention, as is the case with advertisements in the general Press, a large proportion of which are not even seen by readers.

I am a strong believer in the importance of changing the style of the advertising frequently, but I should certainly always include an illustration of the car, a brief specification and prices. The reason for this is that a very large percentage of the readers of a motor journal are casual readers. The new motorist studies the motor journals before he purchases his first car. He reads them whilst he is in his novitiate, then, maybe, he gives them up for a time, and reads them again when he contemplates exchanging his car for a new one.

Thus the readers of motoring journals are always prospective customers, and the advertiser must bear this in mind and give the fullest possible information. The ultra-enthusiastic motorist who reads his motor journal every week must certainly be borne in mind, and, as he does not want to see the same thing week after week, the importance of varying the nature of the advertisement from time to time is apparent.

My advice, therefore, to advertisers is to make advertisements in motoring journals always informative and instructive.

AD-VISOR.

What is the Best Road Surface?

I cannot help wondering exactly how much Sir Cooper Rawson, M.P., knows about modern road conditions, and I would wager that he has never ridden in a light car over some of the he-pot-holed surfaces that

Sir
Cooper Rawson
and Granite.

do duty nowadays in many places as main roads; otherwise, surely, he would not have asked, "why go round hunting for the skating rinks which are called roads at the present time?"

True, he was endeavouring to emphasize the durability of granite as a surfacing material, but why extol it when at its best—and presumably Sir Cooper Rawson is talking of it in that connection—it would be, if anything, only equal (and not superior) to other modern successful surfacing materials.

Perhaps he was referring to the slippery nature of some of the earlier new arterial roads, but if that be so I must remind him that the success of a roller-skating rink does not depend on its slipperiness. No, I can only conclude that Sir Cooper Rawson refuses to recognize any road surfacing material but granite, and his views, therefore, carry little weight.

ROLLER.

Reclaiming Used Oil.

We should like to make it clear that our letter published in your issue of November 12th was not prompted by a desire to hinder the use of any satisfactory reclamation process. We have often co-operated

Oil
Filters.

with our friends in motor and other works in the installation of apparatus for this purpose, merely on the principle that one's customers' interests are one's own; this very principle may be invoked in support of our remarks regarding the somewhat sweeping claims made for certain processes, and the probable result of their use by private individuals who have neither time nor inclination to go deeply into the technique of the matter.

We beg to differ from your correspondent who considers that the exposure of mineral oil to warm air would not generate tarry substances. It is a well-established fact that even the highest quality mineral lubricating oils gradually absorb oxygen with formation of asphaltic matter and soluble impurities of a gummy nature, and the Air Ministry and other authorities publish specific tests, according to which air is bubbled through mineral oil in order to determine more rapidly at what rate this deterioration takes place.

Vegetable and animal oils suffer deterioration more rapidly than mineral oils, but no type is immune. In our opinion, the only safe way to operate an oil-reclaiming process, the product of which is to be used on car engines, is to check the quality of the reclaimed oil by analytical methods. This is a simple and inexpensive precaution to a firm which has the equipment, but scarcely worth the trouble to the private user who owns only one car.

B40

Repairs and depreciation are the largest items in the annual motoring costs of the private individual, and any attempt to economize in lubricating oil, which may result in heavier repair and depreciation charges, is very false economy.

On the question of lubricating oil supplies becoming exhausted owing to their conversion into petrol by cracking it may be pointed out that the treatment of crude oil is regulated by the demand for the various products. While consumers are willing to pay in proportion for oil and for petrol the oil will be put on the market. A world shortage of "crude" cannot be affected to any appreciable extent by saving lubricating oil. Ninety-five per cent. of the petroleum products placed on the market are used as fuel, and of the remaining five per cent. only a fraction goes to car lubrication.

Economy, per se, is excellent. The only point to be emphasized by us is that economy in engine oil should be exercised with discretion, for there are many pitfalls. If we may offer a word of advice to the motorist who runs only one or two cars, it is this: Leave oil reclamation processes to those who can operate on a scale large enough to repay considerable trouble, and install one of the many excellent oil filters now available for insertion in the circulating system of the engine. These appreciably prolong the periods between draining out the crankcase. They save the engine more wear and tear than the most frequent periodical renewals of oil, and, in addition to saving oil, they reduce the amount of work in the garage instead of increasing it.

S. BOWREY.

(ALEXANDER DUCKHAM AND CO., LTD.)

OUR READERS' OPINIONS (contd.).

1926 8.3 h.p. Renault Owners' Experiences.

Praise for the Comfortable Body.

I took delivery of my 1926 8.3 Renault four-seater in March last and up to date it has done over 5,400 miles. It has not been decarbonized and judging by its present performance certainly does not require it yet. I find that benzole mixture is the best fuel for the car and 45 m.p.g. can easily be obtained, but with regard to oil consumption, I am unable to obtain more than 500-600 m.p.g., consequent, no doubt, on its high "revving" engine.

The car is roomy, well upholstered and exceptionally comfortable, whilst it holds the road wonderfully well and I have yet to observe the slightest sign of skidding. It is also very speedy, capable of rapid acceleration, and, taking into consideration its low horse-power, a splendid hill climber.

The original Dynastart supplied with the car did not prove entirely satisfactory and has been replaced with a S.E.V. instrument, which is functioning perfectly in every respect. The car is thoroughly reliable for I have not yet had an involuntary stop, whilst the engine keeps remarkably cool. The Renault is, in fact, a car that "takes you there and brings you back" without any fuss.

W. G. GILL.

18, Emlyn Road, Eastville, Bristol.

On Tour in France.

My four-seater Renault, bought new at Easter, has a mileage of over 8,000 to its credit. After running-in I took it on tour in France, where 2,411 miles were covered in 12½ days' running. The petrol consumption was checked twice, the figures being 51 m.p.g. and 44½ m.p.g. respectively.

Our itinerary was from St. Malo to Biarritz, where the track rod was adjusted as the off-side front tyre showed undue signs of wear, thence, by way of the Route des Pyrenees, to the French Riviera, where a short stay was made; during this stop the magneto, which had given a certain amount of trouble, was overhauled. From Nice the higher Route des Alpes was followed to Chamonix, and from there we travelled via Paris to Dieppe.

With a total weight of over one ton to pull the engine proved to have ample power to negotiate our route, which included seven of the highest passes in Europe. Neither two-hour stretches of low-gear climbing nor the tropical heat in Provence caused boiling. The brakes are good, as are the road-holding qualities of the car. The chassis stands up to high speed over bad roads and the springing, plus shock absorbers, is excellent. The maximum speeds according to the speedometer are: bottom gear, 15 m.p.h.; second, 31 m.p.h.; and top, 53 m.p.h.

W. G. MORRIS STEWART.

Park Gate, Petersham, Surrey.

14,500 Miles in the Two-seater Model.

I bought a two-seater 8.3 h.p. Renault in April last, and have so far covered 14,500 miles, consuming 340 gallons of petrol and 26 gallons of oil, giving consumptions of 42.6 m.p.g. and 55.8 m.p.g. respectively. On ordinary non-stop country runs of 100 miles or so the petrol consumption regularly averages 47 m.p.g.; the oil consumption includes the loss on emptying the crankcase—an operation which has been carried out four times.

The pistons and cylinder heads have been decarbonized twice and the valves were examined after covering 12,000 miles; they were in excellent condition and only required touching up with fine carborundum paste. I have been unfortunate with magneto trouble, two instruments, both French, being replaced free by the Renault concern, but apart from this and two broken valve springs the car has been quite free from mechanical trouble.

As regards speed, the car will maintain a steady 32-35 m.p.h. on normal roads, the maximum on the level being 42 m.p.h. on top gear, 22 m.p.h. on second and 10 m.p.h. on bottom. The acceleration on top gear is not as good as I could have wished, but in view of the engine capacity (951 c.c.) and the roomy body this is not surprising. I have always used Shell or benzole mixture and Castrol XL oil, which I changed for Castrol AA during the recent cold weather, with beneficial results so far as starting from cold is concerned.

The engine is most accessible and the chassis sturdily built; the coachwork and upholstery are high-class and, apart from accidental damage, show no signs of wear.

Cambrian Hotel.

S. E. FOX.

Neath, S. Wales.

With Three Adults and Luggage.

From December, 1925, when I took delivery of my 1926 model 8.3 h.p. Renault four-seater, I have covered over 12,000 miles. The first venture of any distance started on Christmas Day, the objective being a trip to Ilfracombe and back—a total distance of some 500-odd miles from Essex. This run occupied two days and was accomplished in very severe weather. During August I made two return journeys to Cornwall, covering a distance of 1,702 miles in 14 days without any involuntary stops.

The petrol consumption worked out at 39.7 m.p.g., whilst the figure for lubricating oil was 600 m.p.g.; the radiator needed no replenishment whatsoever. These trips and most of my others were carried out with a load of three adults and luggage.

The original set of five tyres is still in use and up to date I have had only two punctures. Decarbonizing has been carried out twice and the valves have been ground-in once. The car's most comfortable cruising speed is 30-33 m.p.h., and it appears to be capable of maintaining this pace "ad infinitum."

D. G. BROWN.

9, Seven Kings Road,
Seven Kings, Ilford, Essex.**The Makers' Service.**

I purchased my 8.3 h.p. Renault on July 12th this year and up to date have done 6,724 miles. My experience for the first month or two was rather disappointing and my misfortunes may be summarized as follows:—Four broken torque rods, one broken brake rod, one broken tank strap, one broken valve spring.

The new rods were immediately replaced under the guarantee, but it was found that the differential was slightly out of truth, causing violent vibration of the chassis. I met the managing director of Renault, Ltd., at Newcastle-upon-Tyne, and after explaining to him the circumstances he very kindly cabled to Paris and had a new chassis sent over to this country by aeroplane in order that my business would not suffer by having the car "in dock." The body was fitted to the new chassis the next day and the improvement was very marked. The engine is a little beauty, and will travel all day at 35-38 m.p.h. without the slightest sign of overheating, even when climbing the fells of Northumberland on a hot day with a following wind.

I get 38 m.p.g. of petrol and only 450 m.p.g. of oil.

The service of the makers is, I consider, second to none, and I have found they are always willing to extend a helping hand to owners of their smallest models, although they actually manufacture cars up to 45 h.p.

JOHN N. CONE.

Beverlea, 46, Paignton Avenue,
Monkseaton, Northumberland.**"Wonderful Roominess."**

I have completed just under 7,000 miles in my 8.3 h.p. four-seater Renault, and my candid opinion of the car is as follows. So far as design is concerned it leaves very little to be desired. All working parts which call for periodical attention are extremely accessible, whilst the body, in spite of its wonderful roominess and strength, is so remarkably light that the little engine is never overtaxed. The material used throughout the whole structure of the car is, except in two instances, evidently of the very best quality, for there is no sign of wear in any of the moving parts, whilst the coachwork still retains its pristine beauty. The two exceptions are the plating on the windscreen and hood frames, and the enamelling on some parts of the chassis.

My best petrol-consumption figure is 45 m.p.g. and my highest speed 42 m.p.h., but I have a suspicion that the speedometer is somewhat slow, and quite believe the car could be "pushed" to 48 m.p.h. It is a very pleasant car to drive and maintain; the controls are all conveniently placed, whilst the clean lines make the operation of washing and polishing a very easy one.

The oil consumption on my particular car has been disappointing, not more than 500 m.p.g. having been obtained.

I have, however, no hesitation in recommending the 8.3 h.p. Renault as an ideal light car, and the buyer can feel confident that the makers will invariably treat him with refreshing generosity and promptitude if any troubles arise.

B. G. SAWER.

98, Hamilton Road, Great Yarmouth.

OUR READERS' OPINIONS (contd.).

Competitions for Women Drivers.

I want to say how glad I was to see in last week's issue of *The Light Car and Cyclecar* that the Wood Green and District M.C. is holding a trial for ladies. This type of event is very much overdue, and my two friends jumped at the idea directly I showed them the paper. We shall certainly enter and hope that other girl drivers will turn up to show the "mere male" that the so-called "weaker sex" is quite able to hold its own in these events. We do hope, too, that in the near future other trials, such as the London-Exeter, will be open to us, as I am certain there are a large number of us who would be only too glad to enter.

The Idea Welcomed.

MERELY MOLLY.

"One-make" Clubs.

In your article "Why Not Compare Notes?" in *The Light Car and Cyclecar* of November 19th I was pleased to notice that you favour one-make clubs. Many owners do not realize what is to be gained by joining a one-make club. If they did, secretaries would not have to spend half so much time trying to get new members. I, for one, shall bring a suggestion for a round-table conference, such as you suggest, before my committee, who, I am sure, will be able to see the advantages which are to be gained by such a meeting. Further, manufacturers should do all they can to help these clubs, as good, sound criticism can be very helpful to them.

J. WALLACE,
Hon. Secretary, Austin Seven Car Club.
1488, Bristol Road South, Northfield, Birmingham.

Not for Sportsmen Only.

The article "Why Not Compare Notes?" in your issue of November 19th, discussed the value of "one-make" clubs. May I point out, for the benefit of those who do not already know, the fact that there is a Morgan club for owners of this make of three-wheeler. I know that the majority of owners run away with the idea that a one-make club is simply formed for the benefit of the "super-sporty" gentlemen who wish to dash about, and that the sole business of the club is to run reliability and speed trials. This is not so. True, we do arrange trials, but, then, we also have many social runs, and on these occasions we compare notes and the little problems which trouble us are thoroughly thrashed out.

Instructive Lectures.

Occasionally we have lectures on certain parts of the car, and I well remember the last occasion when, after a very pleasant run, finishing at Hatfield, we were told all about the clutch by one of our expert members, who had actually taken the trouble to bring a complete clutch assembly out with him, the whole thing being taken down and reassembled for our benefit.

W. E. A. NORMAN, Hon. Sec.,
Morgan Motor Club.
422, Upper Richmond Road, Putney, S.W.15.

One Woman's Knowledge.

Many unkind—and frequently untrue—things have been said about women motorists, but at a risk of offending them still more I should like to relate a true yarn. I have a friend whose wife is quite a good driver and who imagines herself to be *au fait* with the mechanical side of motoring. By this I mean that whenever her husband tries to tell her anything about the mechanism of the car she says, "Well, of course, I know that, dear. Do you think I can't drive?" Not long ago my friend decided to decarbonize his engine and grind-in the valves, working in his spare time.

The work reached a stage when the engine was partly reassembled, one of the few remaining jobs being the replacement of the eight valve springs. My friend's wife had helped him with the work and appeared to understand what was happening. Imagine his surprise, then, when he was rung up at his office and heard his wife's voice say, "I want to use the car to-day. We finished it last night, didn't we? Anyway, there are only those springs standing on the bench and it won't hurt to go without them, will it?"

BERNES JONAH.

Wings Incorporating Mud Channels.

I notice under "Condensed Correspondence" last week that two people advocate mudguards incorporating channels as a means for preventing the body of a car getting splashed with mud. After twelve months' experience with wings of this kind I have found that exactly the reverse is the case. Unless one goes to the trouble, after every muddy run, of using a specially made tool to scrape mud out of the channels it collects in them in an extraordinarily short time and, if allowed to dry, needs a hammer and chisel to chip it out. My new car has wings devoid of mud channels, and I am convinced that they are best for everyone who does not keep a chauffeur to wash the car after every muddy run.

"Focus" Replies.

Focus.

CONDENSED CORRESPONDENCE.

"Country Vicar" writes in praise of the Benjamin radiator shutter; he has fitted one of these to his Austin Seven, and finds that when used in conjunction with a Boyce motorometer it enables perfect control of the engine temperature to be maintained.

Mr. H. D. Spratt writes in praise of the courteous treatment he has received from Gordon Watney and Co., Ltd., in connection with the purchase of a Salmson car, and concludes his remarks by expressing the opinion that the Salmson concern is "very fortunate in having such painstaking and smart agents."

The courtesy and good workmanship of the Yeomah Garage, Bearsted, near Maidstone, are vouched for by "Devonian," whose car recently broke down and was towed to this garage for repair. When he called for it a week later he found that it had been carefully cleaned as well as repaired, whilst the charge proved to be very reasonable.

Following our recent article entitled "Dampness Adds to Depreciation" we have received a letter from Brunner, Mond and Co., Ltd., Northwich, stating that they have carried out a considerable amount of experimental work in connection with the use of silicate of soda for making concrete waterproof, and now manufacture a special grade (P.84) for this purpose.

"Quix," the writer of an article which we published last week under the title of "By Mountain Roads to Chamonix," writes to clear up any misapprehension which may have arisen with regard to the efficiency of the cooling system of his Alvis. He points out that the Col de la Forclaz is an exceedingly stiff ascent and was climbed with a warm following wind, whilst, in addition, the car was running on inferior spirit. This combination of circumstances would have made practically any car boil, and during the course of 30,000 miles of hard running this was the only occasion when the temperature of the cooling water of his car reached boiling point.

INFORMATION WANTED.

PEUGEOT.—The experiences of owners of 7 h.p. models are requested.—E. Fishlock, 37, Stamford Hill, Stoke Newington, London, N.16.

PERRY.—Any reader who is willing to sell or lend an instruction book dealing with the two-cylinder model is asked to communicate with J. Metcalfe, 3, Court Terrace, Ripon, Yorks.

CHOICE OF CAR.—Readers' experiences of the 7 h.p. Jowett and other cars of about the same price would be much appreciated.—"Pro 7 h.p.," 24, Ardshiel Road, Drumoyne, Govan.

BAYLISS THOMAS.—The opportunity to buy or borrow an instruction book dealing with the 1924 10-20 h.p. two-seater model would be appreciated.—F. J. Barks, 437, Walpole Street, Peterborough.

LOST.

On the Aldershot-Wrecklesham road recently, a spare wheel painted blue, complete with tyre. If the finder will communicate with the Secretary, R.A.C., Pall Mall, London, S.W., he will be placed in communication with the owner.

"Light

on ORDINARY SHELL OIL at 112 M.P.H

(Exactly the same quality as is sold to the public)

RIVING his 1½-litre car, Mr. J. G. Parry Thomas won this Cup and smashed another World's Record (Class F) by covering 112.77 miles in the hour.

In achieving this record, he used nothing but *ordinary* Triple Shell Oil—exactly the same as is sold to the public from the branded Shell cabinets everywhere—to give him flawless lubrication at high speed over long periods.

Mr. J. G. Parry Thomas now holds all the more important World's Records—and all were set up on *ordinary* Triple Shell—including the following:—

World's Kilo. Record	171.01 m.p.h.
1 hour World's "	121.74 m.p.h.
3 hours " "	at 111.28 m.p.h.
500 miles " "	at 110.04 m.p.h.

(The last three are subject to official confirmation)

No other oil has given such proof of stability and high lubricating qualities.

We recommend
TRIPLE SHELL
for the following
cars for winter lubrication:—

AUSTIN
BENTLEY
CHRYSLER
F.I.A.T.
HISPANO-SUIZA
ROLLS ROYCE...
SALMONSON

Have you had your copy of
"A Guide to better Lubri-
cation" by R. T. Nicholson,
M.A.? Sent post free on
receipt of a post card
addressed to Shell-Mex Ltd.
(Dept. No. 66), Kingsway,
London, W.C.2.

MOTOR SHELL OIL
As Good as Shell Petrol

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

Wakefield CASTROL is the one oil equal to every demand of the modern high-efficiency engine.

See the Wakefield Recommendation Chart at any Garage—try the grade recommended for your engine—and note the difference in its running!

**C. C. WAKEFIELD
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All-British Firm,
Specialists in Motor Lubrication,
**Wakefield House,
Cheapside, London,
E.C.2.**

Wakefield CASTROL, while providing a and viscous friction-reducing oil-film at the temperatures which prevail under working conditions, remains fluid at very low temperatures.

Thus on the coldest morning an easy start is assured if you follow the advice of over 200 Leading Motor Manufacturers and use—



❖ *Warwick Wright Says* ❖

THE facilities, for the purchase and exchange of high and medium-priced cars, which have built up the huge business of Warwick Wright Ltd., are now applicable to any make of light car.

We specialise in Lea-Francis, Riley and Singer Cars.

The easiest of Deferred Terms arranged to suit your individual pocket.

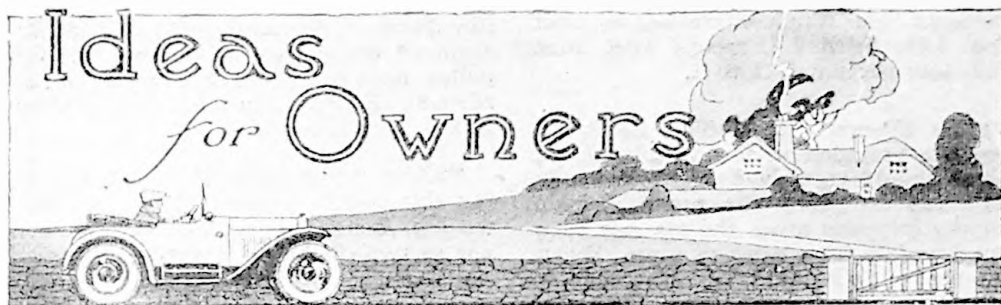
Your present Car valued free, whether you want to part with it or no.

Write now for our Booklet.

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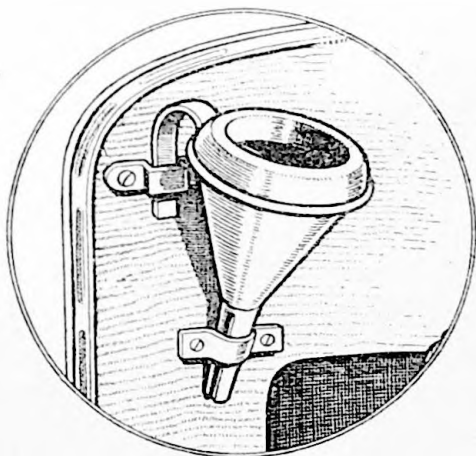
(Mayfair 2904)



We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published, but we cannot undertake to return contributions not used.

Austin Seven Headlamps.

Owners of 1926 and earlier models of Austin Sevens who wish to move their headlamps to the position on the mudguards which they occupy on the 1927 models can easily do this by means of two brackets and a sufficient length of armoured cable. The brackets should be obtained from the Austin Motor Co., Ltd., but longer bolts will be required to fix them to the existing mudguard stays. The old cables should be removed and new lengths substituted. If a hole is drilled in each bonnet "board" the cables may be brought through these to the lamps. The change is readily and cheaply made and the light is thrown well ahead on to the road.



An extremely neat and accessible position for a petrol funnel.

Carrying a Funnel.

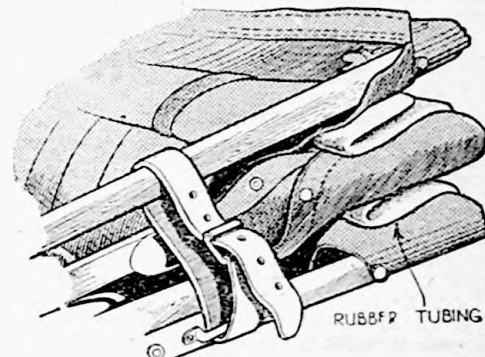
Useful as it may be to carry a small petrol funnel on the car, many owners do not do so on account of the difficulty of accommodating one in the tool locker. An excellent plan is to clip the funnel to the front of the dashboard, where it is not likely to be damaged and will be quite out of the way until wanted. A strip of sheet metal should be soldered on to the edge of the funnel and bent over, as shown in the accompanying illustration. A second metal strip may then be bent to receive the first and secured to the dash, whilst a short leather strap, also attached by means of screws, should be arranged to accommodate the nozzle of the funnel. The idea is quite simple to carry out and the materials needed are usually to be found lying about in the average private owner's garage.

Rawlplugs on the Car.

The many uses to which Rawlplugs can be put in connection with motors do not seem to be fully realized by owners. They are just the thing for refixing a screw in the body, whilst small set screws which are lost or have become stripped can be replaced by a wood screw and a Rawlplug of suitable size, until a permanent cure can be effected. A touch of Seccotine assures an even firmer fixing, but a glued plug is more difficult to remove.

Easier Starting for Jowetts.

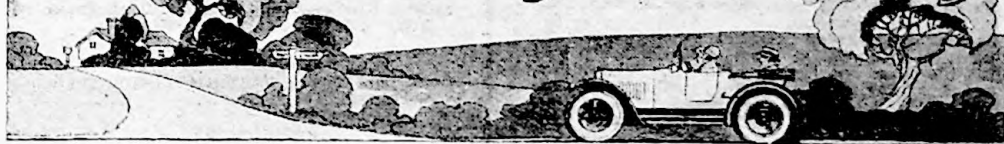
Some owners of Jowetts like to set the slow-running adjustment of the Zenith carburettor so that the engine just ticks over when warm. But this position is not suitable for starting in cold weather and the engine usually stops before the driver is able to get seated and accelerate. This can be overcome by suspending a small piece of leather, about the thickness of a penny, from the induction pipe directly over the carburettor by a small spring, which is just the right length to keep the leather clear of the throttle stop. When hand starting the spring is extended and the leather placed between the throttle and the stop. The thickness of the leather is enough to keep the throttle open sufficiently to enable a good tick over to be maintained until the driver is seated and ready to depress the accelerator, when the leather is lifted clear by the spring. A piece of metal could be used instead of leather, but it might tinkle when hanging loose.



A new use for a discarded inner tube—to prevent hood rattle and chafing.

Ordinary cycle valve rubber can be used to advantage in stopping rain leaking into a car at the point where glass panes of a windscreen fit into the metal framework. On single-panel windcreens rain sometimes penetrates through the joint between the metal frame and the woodwork; here, again, valve tubing is useful. A length equal to the width of the screen should be tacked into the groove (the screen is first removed) with small brass upholstery nails, the heads of which should be punched right into the tubing.

In Answer to your Query



Queries of general interest will be answered under this heading whenever possible, but a stamped addressed envelope must be enclosed for reply by post. Telephonic inquiries cannot be answered.

W.S.R. (Blacnavon).—If the engine of your 11.4 h.p. Standard is in good order it will not overheat under ordinary running conditions. Try refitting the smaller jet in the carburettor and make sure that the valves are seating properly. The magneto armature and distributor must be set correctly in relation to each other; as a rule the gear teeth are marked for the meshing position.

M.G. (Andover).—The oil pressure varies in different makes of engine, and depends upon the system used. After starting from cold you should not rev. your engine unduly, as the oil will not circulate easily until it is warm.

E.M.D. (Co. Durham).—The cellulose finish of the 9-20 h.p. Rover cars is eminently satisfactory, and only a minimum of attention is required to keep it clean. We think you will find this finish preferable to aluminium.

L.F. de L. (Dover).—The 1922 Bleriot-Whippet was fitted with a final-chain drive by Brampton spring chain. No adjustment was provided as the chain was slightly stretched when fitted to the sprockets, so that wear was taken up automatically.

O.O.C. (Cork).—The clutch of the 11.4 h.p. Standard requires no direct lubrication whatever, for all parts of it are automatically oiled from the engine sump.

A.P.M. (Leicester).—The series number of the chassis of 7 h.p. Peugeot cars will be found on the outer surface of the near-side rear dumb-iron. The engine series number is stamped on the top of the cylinder casting at the forward end, near the valve caps.

T.S.O. (Southwark).—As the reduction gears of the Trojan are ground and mated in pairs, we should not advise you to renew one without the other. No, the Trojan engine cannot run backwards as there is an anti-reversing device on the contact breaker; this also prevents back-firing.

W.M.M. (Eastbourne).—The gear ratios of the Windsor two-seater are: Top 4.44, third 7.5, second 10.4, first 17.7, and reverse 17.7 to 1.

S.M. (Portsmouth).—The Swift oil pump is provided with a priming cock, which should be opened only when it is necessary to prime the pump. This usually happens after the car has been standing idle for a week or more. When the engine is started the oil-indicator button may not come out. With the engine running slowly open the cock and, if the pump is working, oil will flow out through the open cock. If this does not happen, stop the engine and fill the pump with oil. Whether the button is working or not it is a safe indication that everything is O.K. if oil runs out when the cock is opened.

C.H.E. (Coventry).—A rear lamp illuminating the number-plate is legally required when a car is parked, but the police usually ignore the point if an efficient off-side lamp with a ruby glass at the back is used.

P.C. (Cambridge).—The tension of the dynamotor driving chain on your 8.3 h.p. Renault is adjusted by placing one or two thick paper washers between the timing casing and the dynamotor support casing.

G.M. (Paddington).—The Belsize-Bradshaw Light Car Club has a very large membership, but is in no way connected with *The Light Car and Cyclecar*. If your car is in good condition it should be worth about £45. Try an advertisement in this journal.

CLUB ITEMS AND SPORTING EVENTS.

A NEW CLUB.

A new club, to be known as the Bexhill and District Motor Club has been formed. At a meeting held last week the various officers were elected, and the services of the ex-mayor of the town, Councillor F. B. Bending, J.P., were secured as chairman. About 56 proposed members were present. Over 20 residents in Eastbourne have expressed their desire to become members, and 40 or more from Bexhill have done likewise.

It was decided that the club should become affiliated to the A.C.U. and R.A.C., and that it should include both motorists and motor-cyclists. The entrance fee was fixed at 2s. 6d. (to include a badge) and the subscription is to be 7s. 6d. per annum. The hon. secretary is Mr. E. H. Coppard, 48 Western Road, Bexhill-on-Sea, Sussex.

TO CLUB SECRETARIES.

Reports and announcements intended for inclusion in next Friday's issue of "*The Light Car and Cyclecar*" must reach us by the first post on Monday morning.

CITY OF LONDON M.A.

The London-Stratford-London trial which will be run off on January 16th by the City of London Motoring Association is open to members of the London Eagle, Bucks County, Egham and District, Watford and City of London Motor Clubs. The entrance fee has been fixed at 5s. Those interested should communicate with the hon. trials secretary, Mr. N. E. Hollis, 14, Bienenheim Gardens, Cricklewood, N.W.2. On December 5th members will take part in a reliability trial organized by the Watford and District A.C.

The club's annual general meeting will be held in the committee room of the R.A.C., Pall Mall, London, at 7.30 p.m., on Wednesday, December 8th. The annual subscription is 10s. 6d., and the hon. secretary is Mr. T. C. Coombs, 27, Allen's Buildings, Leonard Street, London, E.C.2.

LEEDS M.C.

With its incorporation under the Companies Acts, on October 15th, the Leeds Motor Club, Ltd., has entered on a new stage. Premises known as Avenue House, in Woodhouse Lane, Leeds, have been secured as a club house; and with a membership of 615 the organization is one of the largest provincial motor clubs in the country. Except for the Leeds-Edinburgh-Leeds Trial, which had to be abandoned on account of the General Strike, a full and successful season has been enjoyed. The four Post Hill events have attracted "gates" of 8,000, 10,000, 12,000 and 16,000 respectively, over £700 being received on the last occasion. On an average over 60 entries have been obtained for each reliability trial held during the season. Much of the club's present success is due to the splendid work of Mr. Stanley Jepson, the president, especially in connection with the amalgamation of the Leeds and District Motor Club and the Leeds Motor Union into the present organization.

The annual general meeting was recently held and the turnover was reported to be very satisfactory. The annual dinner is fixed for December 16th, and an early application for tickets is advised. Communications should be addressed to the secretary at the new headquarters.

FORTHCOMING EVENTS.

December 3.

J.C.C. Annual Dinner and Dance.
M.C.C. Annual Dinner and Dance.

December 4.

M.C.A.C. Annual Dinner.
North London M.C.C. Annual Dinner.
Bury St Edmund's and D. M.C. and
L.C.C. Annual Dinner.
Cambridge University A.C. Speed Trials
at Hatley Park.

December 7.

B.A.R.C. Annual Dinner.

December 8.

Bradford and D. M.C. Annual Winter
Trial.

December 10-18.

Scottish Motor Show, Industrial Hall,
Edinburgh.

December 11.

North West London M.C. London-
Gloucester-London Trial.
Cattord M.C. Club Night.
Kent and Sussex L.C.C. Annual Dinner
and Prize Distribution.
Brighton and Hove M.C. Annual Din-
ner and Dance.
J.C.C. Yorks Centre Slippery Anne Drive.

December 15.

Enfield and D. M.C.C. Annual Dinner.
Portsmouth District Jowett Club. Prize
Distribution and Dance.

December 16.

Leeds M.C. Annual Dinner.

December 17.

Surbiton Motor Club. Annual Dinner.
Sutton Coldfield and North Birmingham
A.C. Annual General Meeting.

December 26.

Southport M.C. Southport-Scarborough-
Southport Trial Starts.

December 27.

M.C.C. London-Exeter Run Starts.

January 8.

Wood Green and D. M.C. All Ladies'
Trial.

BRADFORD AND D. M.C.

The R.A.C. has granted a closed permit to the Bradford and D. M.C. for that club's annual winter trial to take place on December 8th.

SURBITON M.C.

Jack Howard's band has been engaged for the annual dinner of the Surbiton M.C., which takes place at the Hotel Cecil on Friday, December 17th. Separate tables for six and upwards can be booked. Full particulars and tickets at 12s. each can be obtained from the hon. secretary, Mr. Kaye Don, 343, Euston Road, N.W.1.

NEXT SEASON'S PROGRAMMES.

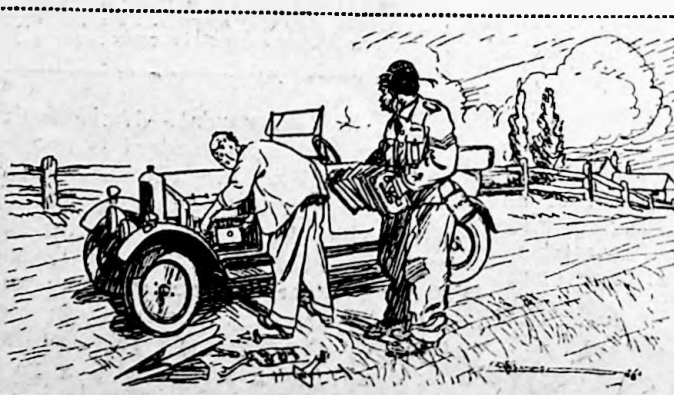
Annual general meetings, new committees and tentative plans for next year will soon be the order of the day, and we shall be very pleased to receive notification of changes of officers and the proposed programmes of individual clubs for the coming season. The name, address and telephone number, if any, of the secretary is important. If there is "no change" secretaries are courteously requested to inform us.

STAINES M.C.

The following are the results of the Staines M.C.'s open Glue Bowl Trial held on November 21st. Bowl and replica, F. Taylor and L. Shepherd (tied); visitors' replicas, C. Howarth and D. Dudley (tied). Second prize, L. Light; silver medals, Messrs. Nickless, Wilde, Broderidge, Barnes and Pearce; team prize, Messrs. West, Dallas and Wilde. The club's first annual dinner was voted a great success, over 100 members and friends attending.

BRIGHTON AND HOVE M.C.

About 15 members of the Brighton and Hove M.C. took part in the club's winter trial for the Russell and Drevitt Cups on November 28th. The start was at Rottingdean, near Brighton, and the 21-mile course had to be covered twice non-stop. No watches, clocks or speedometers were allowed, the competitors having to guess their speed at 20 m.p.h. Two checks were taken, one at the finish of each circuit. According to the provisional results, the best light car performance was put up by P. A. Boggia (Aero-Morgan), who was only 4 secs. out on the first circuit and 3 mins. 12 secs. on the second circuit. The club's annual dinner, prize distribution and dance will take place at the Grand Hotel, Brighton, on December 11th. Application for tickets should be made to the hon. secretary and treasurer, Mr. Laurence Clayton, 10, Prince Albert Street, Brighton. Viscount Ouzon, M.P., has consented to become president of the club for the ensuing year. Mr. Chater-Lea having decided to resign owing to pressure of business.



Persistent Rogue:
"Used to play the concertina in the 'Orse Guards, I did, sir. I can give you a few 'chunes' while you does that little job, if you like."

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THE outstanding successes which have been consistently achieved by Lea-Francis Cars in all the principal reliability trials are the more creditable since every Lea-Francis entered is a standard model identical with those in the showrooms of ourselves and our agents.

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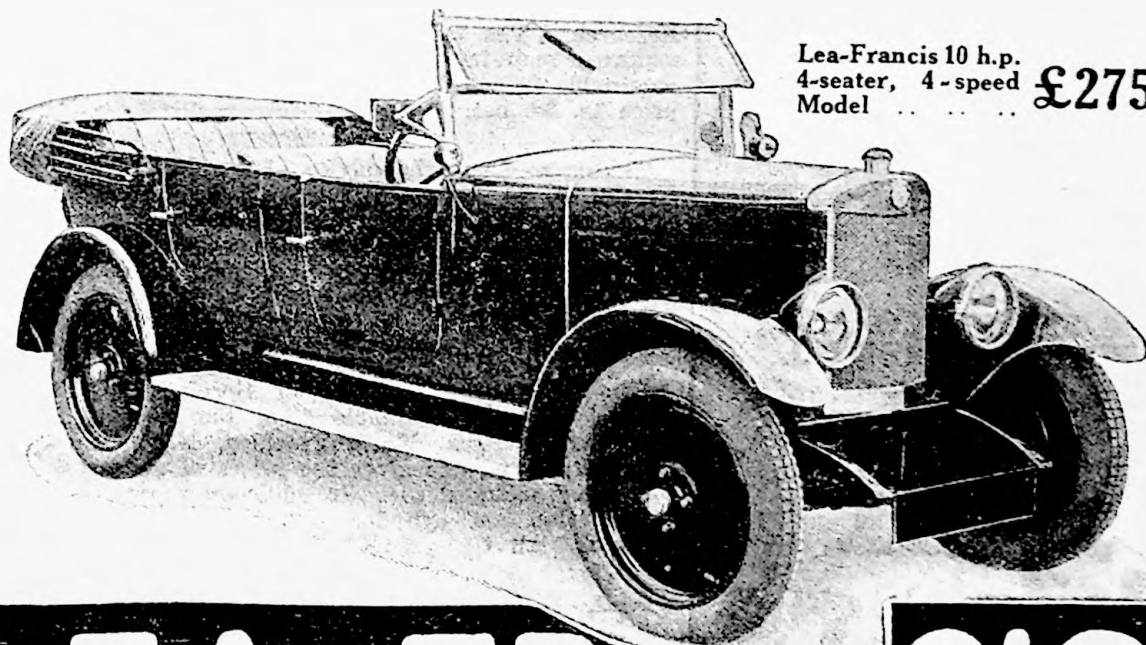
In running costs, the economy of the Lea-Francis is remarkable in view of its performance, whilst, of course, its reliability reduces upkeep expenses to a negligible amount.

A full range of models is available for your inspection, and we shall be pleased to arrange a trial run at your convenience.

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Gabriel Snubbers are the only spring control devices employing the patented snubber principle which prevents rebound. Their action is gradual and smooth. The snubber pays the belt out gently and the springs go gently back to normal.

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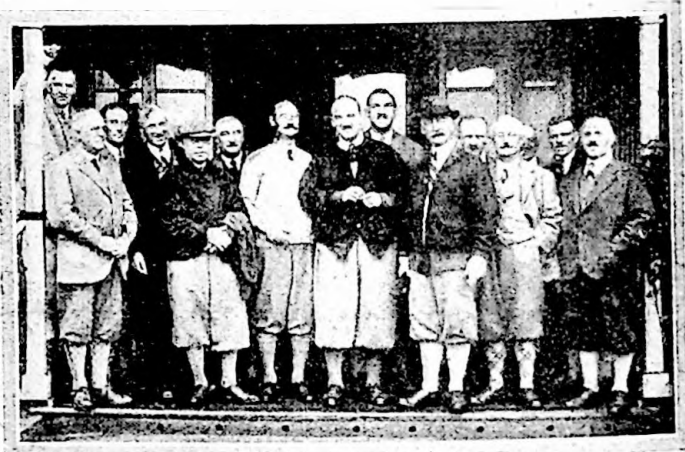
Not to be confused with ordinary shock absorbers.

AROUND THE TRADE.

The Leverett Kearton Co., Ltd., inform us that their recent advertisement offering a map to every purchaser of a K.L.G. plug has resulted in such a large number of replies that there is some delay in fulfilling the orders. The applications are being dealt with in strict rotation.

Austin and Morgan owners should be interested in the Esco petrol vaporizer manufactured by Messrs. Skett and Co., Frederick Street, Birmingham. The advantages claimed are increased mileage, 50 per cent. better acceleration and a quicker get-away in cold weather. It can be easily fitted and no alterations are necessary.

Six members of the Dunlop Troop of Boy Scouts, all under 16 years of age, have put up a fine performance in rifle shooting for the challenge shield offered by H.R.H. the Duke of Connaught. Although this was the first season, they have come out runners-up in a competition open to the British Empire. The shield has been won by the Cleveland Troop, Johannesburg.



Competitors in the Automobile Golfing Society's
Winter Meeting at The Royal Mid-Surrey Golf
Course, Richmond.

A treatise entitled "The Anodic Oxidation of Aluminium and its Alloys as a Protection Against Corrosion" has just been issued by the Department of Scientific and Industrial Research. The subject, which should be of interest to motorcar manufacturers, is treated very fully. Copies are obtainable from Adastral House, Kingsway, London, W.C.2, price 1s. 3d. net.

Taking to heart the advice of the Dominions' Premiers, Lt.-Col. A. F. Watt, D.S.O., a director of the Pyrene Co., Ltd., started on Saturday last on a world tour. It is expected that he will reach London towards the end of next June. It is interesting to note that additional plant is being installed in the company's London works to secure increased production to cope with extended business.

The 1927 car price list of Specialloid "Hot Stuff" pistons is now obtainable from the makers, Specialloid, Ltd., Friern Park, North Finchley, N.12. The booklet is fully illustrated and gives the prices of pistons for practically every make of car. In addition, there is much useful information on cylinder grinding, oversize and racing pistons. All the prices given include gudgeon pins and rings.

QUAINT QUERIES—No. 5.

The winner is Mr. William Smith, care of Mrs. Bussell, 3, Dallfield Terrace, Dundee, N.B. The Quaint Query was: "What did the Starting Handle say to the Crankshaft?" and the winning answer was "There'll be plenty of 'torque' when we're 'engaged'."

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IF YOU SEE NOTHING OF IMMEDIATE INTEREST I WALK OUT, WE WON'T WALK IN AND INSPECT OUR STOCK. THEY WILL INTEREST YOU AND UNDER 12 H.P. 100 SMALL CARS

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YOUR PRESENT MACHINE AS DEPOSIT. WE WILL QUOTE A DEFINITE ALLOWANCE PER RETURN ON RECEIPT OF FULL PARTICULARS DELIVERY AND COLLECTION £2:10:0 ANYWHERE IN ENGLAND, SCOTLAND AND WALES.

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WE DO A LARGE BUSINESS THROUGH THE POST, YOUR PROTECTION BEING OUR GUARANTEE.

GUARANTEE
EVERY PURCHASER OF A USED CAR BUYS IT ON THE UNDERSTANDING THAT IF NOT SATISFIED FOR ANY MECHANICAL REASON WITHIN 7 DAYS WE WILL ALLOW THE PRICE PAID ON ANY OTHER CAR IN STOCK

FAIR DEALING
EVERY CAR IS CONSPICUOUSLY MARKED WITH ITS PRICE, SO COME AND WALK ROUND.

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HOURS 8-30 to 7pm

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4-Seater, 6-Cylinder, 4-Speed, Dynamo Lighting and Starting, Tax £12	Price	£ 150
2-Seater, 4-Cylinder, 4-Speed, Dynamo Lighting and Starting, Tax £8	Price	£ 90
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MORGAN, Aero Model. Speed over 70 m.p.h., water-cooled O.H.V. engine £127. 10-40 h.p. O.H.V. racing engine, £140

SINGER JUNIOR. A beautifully designed Car on modern lines. A model of splendid proportions, smart, well finished, efficient—a credit to the Singer name and reputation.

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Send for our 64-page Booklet giving full particulars and the Opinions of Owner-Drivers on various makes of cars under all sorts of conditions.

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If you want to get away quickly, use a

SYLPHON THERMOSTAT

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Deleo-Remy & Hyatt, Ltd., 111, Grosvenor Rd., London, S.W.1. Telephone: Franklin 6440, 6447, 6448, 6449. (4 lines). Telegrams: 'Delremhyat', Churton, London.

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CHEKKO cannot perish from frictional heat however severe or prolonged, because it is warranted to be all Asbestos and brass wire. It contains no cotton. The one Brake Lining which fully sustains this claim!

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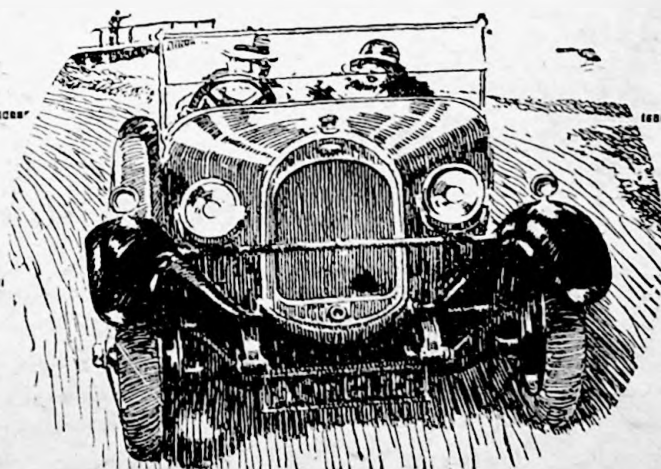
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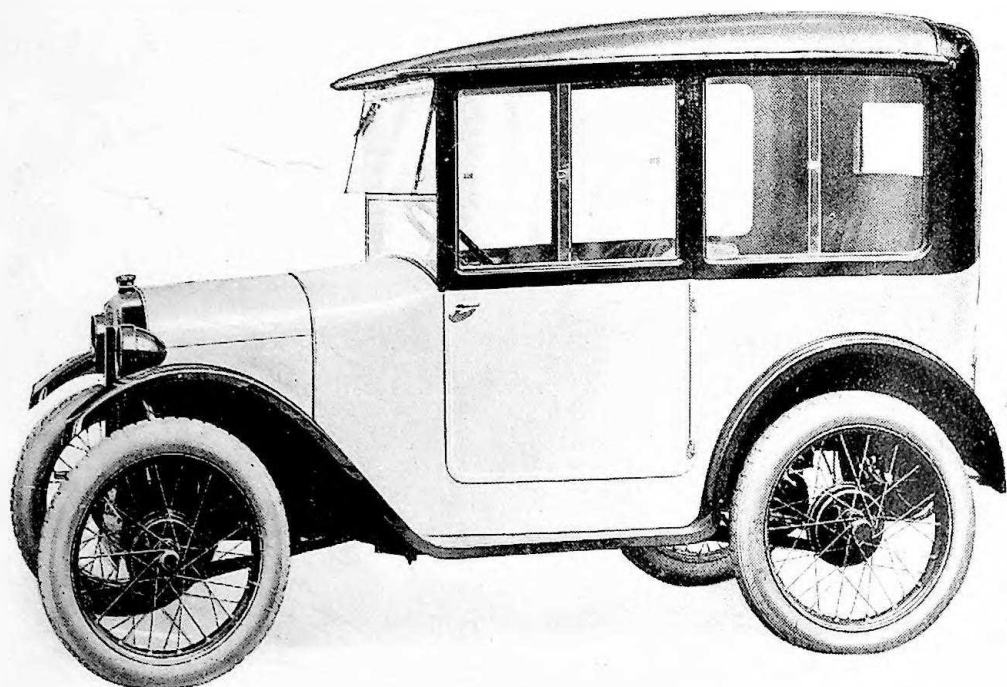
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