

WAIT

**BEFORE YOU
BUY
BUT
PURCHASE A
SMALL SALOON**

FROM THE

AUSTIN SEVEN SHOP

Cash
or
GRADUAL
PAYMENTS.



BALANCE
FROM

Saloon Model, £150

7 DIFFERENT AUSTINS
TO CHOOSE FROM.

SALOONS IN SPECIAL
ATTRACTIVE COLOURS.

IMMEDIATE DELIVERY.

Open until 6 p.m. Saturdays.

WILKINS, SIMPSON & CO.,

11, Hammersmith Road, Kensington, W.14.

(OPPOSITE OLYMPIA)

TELEPHONE: WESTERN 4757.

TELEPHONE: WESTERN 4757.

FIAT

The Car of International Reputation

EVERYTHING YOU DESIRE

in a closed car
you will find

in the
9 h.p.
Saloon



£250

(Tax £8)

Range: 9 h.p., 12 h.p. (4-cyl.)

From £195

Gradual Payments Arranged.

Warning. With every Fiat Car a full guarantee is issued by this Company. Every purchaser should obtain this guarantee and see that it bears the chassis and engine numbers of the machine purchased. The public is warned not to purchase a car without this guarantee.

Registered Offices and Showrooms.

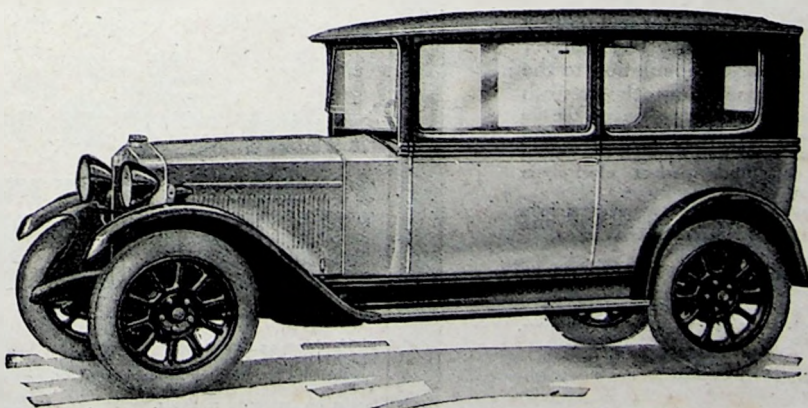
43-44, Albemarle St., London, W.1

Phone: Gerrard 7946 (4 lines).

Wires: "Fiatism, Piccy, London."

For everything pertaining to spares, service, etc., communicate direct with the Works, Wembley Middlesex.

FIAT (England) LTD.



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



ment of the battery. We therefore set ourselves this task, and by continual research and practical experience, the C.A.V. Battery of to-day has been evolved.

An important step in the right direction was the adoption of Patent "Threaded Rubber" Separators, an insulating material of rubber containing thousands of cotton threads to the square inch. The merits of this type of separator will readily be appreciated. The rubber acts as perfect insulation to the plates, thus adding to the strength of each section, and prolonging the life of the battery, whilst free percolation of the acid solution through the cotton threads affords perfect electrolytic action.

OUR PRICE LIST AND THE ADDRESS OF YOUR LOCAL C.A.V. BATTERY SERVICE AGENT WILL BE FORWARDED UPON APPLICATION.

C.A.V. andervell & Co. Ltd.
ACTON LONDON, W 3

SALES AND SERVICE DEPOTS AT
Belfast, Birmingham, Bristol, Coventry,
Dublin, Glasgow, Leeds, Manchester, and
Newcastle-on-Tyne.

Battery Service Agents in every important centre throughout the country.

ELEPHANT SERVICE

Always insist on ELEPHANT replacements.

PARTS IN STOCK FOR

A.C. AUTOCRAT, CALTHORPE, CALCOTT, CASTLE 3, ENFIELD, ERIC CAMPBELL, HAMMOND, HORSTMAN, LAGONDA, MARSEAL, MERCURY, METEORITE, SINGER, STELLITE, SWIFT, WARREN-LAMBERT, DUPLEX, LITTLE GREG, etc., etc.

WE ARE ACTUAL MANUFACTURERS.

BELSIZE-BRADSHAW SERVICE

Sole Makers of all parts for these cars. Send for Instruction and Improvement Book 2/6

DEEMSTER SERVICE

All parts for all models with improvements at lower prices than Deemster official prices.

WORM WHEEL SERVICE

All makes from stock in special Phosphor-Bronze. Special Worm Wheels made in three days.

Gear Cutters, Machinists, Founders & Engineers.

Elephant Motors Ltd.

ELEPHANT HOUSE,

97-101, Newington Causeway, London, S.E.1.

'Phone—Hop 7076-7-8.

'Grams—"Multimart, Sedist, London."

HE BROKE DOWN THEN

THEN
SOMEBODY LENT HIM
FLUXITE
it simplifies soldering

FLUXITE
SOLDERING
SET—complete
7/6

All Hardware and Ironmongery Stores sell
FLUXITE in tins, price 8d., 1/4 and 2/8.
Another use for Fluxite—Hardening
Tools and Case Hardening. Ask for
leaflet on improved methods.

FLUXITE LTD.
(Dept. 420), Rotherhithe, S.E.6



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

Extending Again!

The continued and enhanced popularity of the Jowett is reflected in the walls of our new extension. These are now rising from their sturdy foundations and the new building will soon be adding its quota to production.

Similarly—

The Jowett's foundations of economy, reliability and efficiency support an ever-growing number of satisfied Jowett owners, and every day we receive letters from these friends eulogising the car's extraordinary efficiency, cheapness of operation, and year-in, year-out freedom from trouble.

To buy and to run a Jowett is to have the satisfying feeling that your motoring is being obtained at the lowest possible cost.

The Jowett owner has no vain regrets. Decide on a Jowett now.

Our range of literature will interest you.

1928 Prices and Models.

Short two, £134. Long two, £142. Chummy, £142.

Coupé, £168. Saloon, £170.

Sports (guaranteed 60 m.p.h.), £145.

Dunlop Balloons and Stewart Speedometers standard.

JOWETT CARS LTD., IDLE, BRADFORD

a
"Baby"
 that Knocks out
 Fires



THE NEW SIZE FOR LIGHT CARS, CYCLECARS, ETC.

AS SUPPLIED TO POLICE AUTHORITIES.

Extinguisher filled; ready for use, and complete with bracket for fixing on car.....

(Nickel-plated only.)

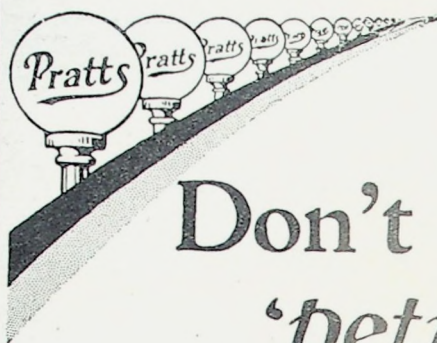
28'6

EXTRA REFILL..... 2/10

ASK YOUR GARAGE

or write to:—

KNOCK-OUT FIRE EXTINGUISHERS LTD.
 16-18, BARDWELL STREET, NORTH ROAD, LONDON, N.7.
 North 3747.



Don't say
 'petrol'
 say

Pratts

The
 Guaranteed Petrol



A quick and satisfactory method of repairing **DAMAGED TYRES**

You are offered a simple, quick and safe means for increasing the life of your tyres. No heat treatment is necessary—the Alligator is self-vulcanising.

ALLIGATOR Tyre Plasters

require but to be moistened with petrol, placed over the burst inside the cover, the tube inserted and inflated, and a perfect repair results. The Alligator vulcanises itself to the cover, holding the fractured cords together, thus preventing ingress of wet and grit. Cheap and absolutely satisfactory. Will save you pounds in the course of a year.

SIZES AND PRICES.			
Spot Plasters.....	Each.	4in.	Each.
Motorcycle Size	1/9	3/6	4'40in.
3in.	2/-	4/-	5'25in.
3 1/2in.	2/6	5/-	6'20in.
3 3/4in.	3/-	6/-	7'23in.

Obtainable through all Motor Dealers.

Brown Brothers

THOMSON AND BROWN BROTHERS LTD
 BROWN BROTHERS (LONDON) LTD

(Wholesale only).
 Head Offices & Warehouses:
GREAT EASTERN ST.,
LONDON, E.C.2.
 120, George Street,
EDINBURGH,
 and Branches.

The fourth time
RECORD BROKEN
for
SHELSLEY WALSH
with
LODGE
PLUGS.

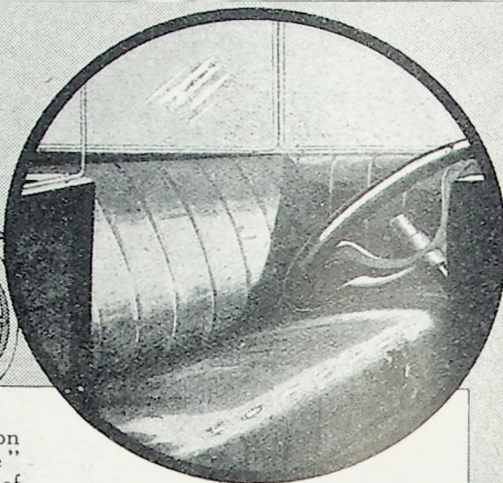
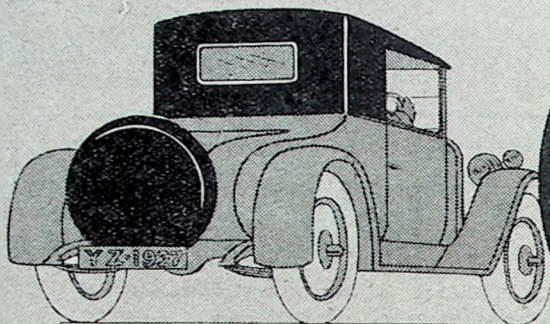
Time $47\frac{4}{5}$ secs.

Record for hill and fastest time of the day, irrespective of engine size, made by Mr. B. H. Davenport on Frazer-Nash (Spider) fitted with Lodge plugs.

L The portion of the hill used for the climb is 1,000 yards long. The gradient begins at 1 in 11, rises to 1 in 6'2 followed by an S bend of 1 in 6'8; final stretch 1 in 10'4. Terrific acceleration is the main factor for a win, and it is significant that for five years the winners have selected Lodge plugs.

LODGE PLUGS LTD.,
RUGBY.

Lodge plugs will be at Olympia—Stand 498 (Main Hall Gallery).



Hard wear in all sorts of weather soon makes leather upholstery shabby. "Rexine" Leathercloth is infinitely better—it is proof against water and grease, cannot fade, looks exactly like leather but costs less. When soiled it can be sponged clean.

"Rexine" Rubbercloth is ideal for Hoods, Hood Envelopes, etc.—it is absolutely waterproof and keeps smart for years.

"Rexine"
BRAND LEATHERCLOTH
& RUBBERCLOTH

REXINE LTD., 70, Spring Gardens, Manchester.
London Office: 60, Wilson Street, Finsbury, E.C.

BUY BRITISH GOODS — SELL BRITISH GOODS

You can see at a glance

Why

your springs, when fitted with Quick Fit Gaiters, are able to function correctly owing to the complete enclosure of the spring which keeps grease or oil in, dirt and water out.

"Quick Fit you will eventually fit."

Quick Fit
Gaiters
PAT. NO. 163,577/20

W. DICKINS & Co., LTD.
CROSS CHEAPING, COVENTRY
Telephone 5176. Telegrams: "Leather, Coventry." CDEWT

TAYLORS

SPECIAL SPORTS

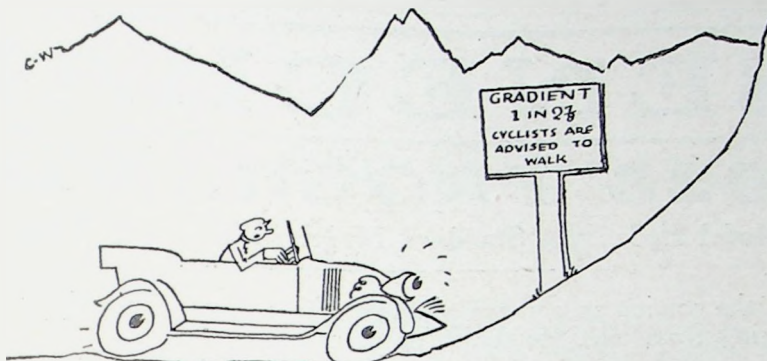
AUSTIN 7, £165

HERE is a real Thoroughbred at a price only slightly in excess of the mass production article. This graceful, well-balanced 2-seater is built upon the special Austin 7 Sports Chassis and it is an exclusive Taylor design. The body allows ample leg room which can be varied to suit your individual requirements. The luggage accommodation is excellent, ample space being available for two suit cases. An extra low centre of gravity makes speed both safe and enjoyable, and the V-shaped windscreen adds to the general attractiveness of the car as a whole. We can give early delivery of this fine little sports car which can be finished to your own choice of colours. Call, inspect and try a demonstration car. We will gladly run you over to the body works so that you can see these exclusive bodies in actual course of construction. You will be amazed at the care with which they are made.

ALL MAKES SUPPLIED FOR CASH, EXCHANGE, OR UPON OUR NEW "NO DEPOSIT" EASY PAYMENT PLAN.

THIS WEEK'S USED SNIPS
10 H.P. F.I.A.T. 2-Seater £75 | AERO MORGAN 1927, £105

H. TAYLOR & Co., Ltd.,
49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.7.
Telephone: Kensington 8558/9 and 5540. Telegrams: "Dynametro, Southkens."



The foolish case of a faint-hearted engine

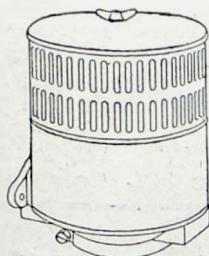
On the flat or up any fair slope this engine gave no trouble, but at the bottom of a stiffish climb it at once stopped short, grew frightened and wouldn't budge an inch. Sheer funk seemed to possess it.

Its owner knew that it ought to do better so he took it to a man who understood engines.

He soon spotted the cause. The heart was sound enough but it was being worked on too poor blood.

A Zenith was fitted and the cure was instant. Because of the Compensated Jet System (an exclusive feature of the Zenith Carburetter) the engine received just the correct mixture of air and petrol it needed to suit whatever task was required of it.

So that now this engine has less wear and tear, accelerates better, saves on petrol, and simply revels in conquering hills.



**Zenith
Air Cleaner**

Ensures clear air and prevents harmful grit entering engine and causing premature engine wear and carbon deposit. Full description and all details in our latest Booklet sent post free. Write to-day mentioning make and year of your car.

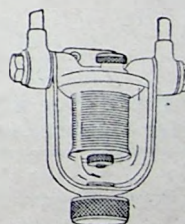
30 DAYS' FREE TRIAL

Send make of car and have a Zenith for one month's fair testing. Remittance returned if not satisfied. Send for free booklet "The Book of the Zenith."

ZENITH

CARBURETTER

makes the whitest feather see red



**Zenith
Petrol Filter**

Utilises entirely new principles. Has no gauze or leather. Cannot choke or clog. Lasts for ever. Instantly cleaned without use of tools. Sediment at 24/- ways in sight. Postage 6d. extra.

Advt. Zenith Carburetter Co., Ltd., 40-42 Newman Street, W. 1.

5585.



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.

SENECHAL

1928 PROGRAMME

Popular Model £185

Standard Model £215

De Luxe Model £250

For the coming season we shall list three Sports Models at prices ranging from £185 to £250, as above.

Owing to the very great success of our "Popular" Model at £185, we shall carry on with this unchanged. The "Standard" Model will be further improved in detail and finish.

The "De Luxe" chassis will retain the four-speed gearbox and all main features, and we shall continue to fit English bodies. The price will be reduced from £295 to £250.

All models are on view at 166, Great Portland Street, and early delivery can be given.

DEFERRED PAYMENTS.

PART EXCHANGES.

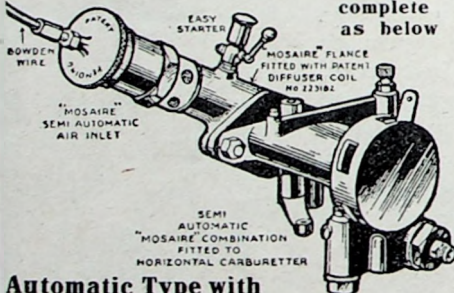
A. S. C.

THE AUTOMOBILE SERVICE COMPANY, LIMITED,

166, GREAT PORTLAND STREET, LONDON, W.1.

TELEPHONE—
MUSEUM 6626.

Semi-Automatic Type, Price 35/- complete as below



Automatic Type with Rubber Diaphragms, Price 40/- complete

Fit The "Master" Extra Air Valve on 30 days' Free Trial, and obtain

- 1.—More miles per gallon.
- 2.—Increased power, due to the admission of a larger volume of more intimately mixed gaseous fuel into the cylinders. A super-charger in simple form.
- 3.—A sweeter running engine.
- 4.—Freedom from oily plugs and less oil consumption.
- 5.—More efficient braking power with less wear on linings.

Send for our 54-page Booklet giving the Opinions of Owner-Drivers under all sorts of conditions.

ALDAM & CO.

(M Dept.), MISTERTON, DONCASTER.

Distributors for Birmingham and District:
Ashton Engineering Co., Ltd., Floodgate St., Birmingham



Hand-operated model with Patent Diffuser Coil as above,
Price 30/- Complete.



For Safety, Service, and Satisfaction.

STEPNEY TYRES

OBTAINABLE AT ALL GARAGES.

Makers: STEPNEY TYRES LTD., LLANELLY, WALES, & WALTHAMSTOW, LONDON, E.17.

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

Are you a regular reader of

Motor ?

The National Motor Journal



**If not, buy a trial copy
this week. Here are
some special features of
the Sept. 27th issue :**

NEW CARS FOR 1928.

Entirely new Six-cylinder Armstrong Siddeley — First fully illustrated description. A new 1½-Litre Four-cylinder Wolseley. The new Six-cylinder Guyot Special. A new 7 h.p. Triumph. A Welded Sheet-steel Car, the 10 h.p. Ascot.

AVOIDING CONGESTED ROADS.

A Picturesque Corner of Northamptonshire.

SIMPLE DEVICE FOR CHECKING BRAKE EFFICIENCY.

Instrument Working on the Inertia Principle.

OUR VARIABLE ROADS.

A List of the Different Types of Roads Laid in this Country. Some Relatively Safe, Others Dangerous.

MAGNETIC GEAR CHANGING.

Is it Likely Eventually to Prove a Practicable System?

RECORDS SMASHED AT SHELSLEY WALSH.

Keen Rivalry Despite Appalling Weather.

STARTLING NEW FORD POSSIBILITIES.

COMFORT OF PNEUMATIC UPHOLSTERY

EVERY TUESDAY 4d.

Offices : 5-15, Rosebery Avenue, London, E.C.1.

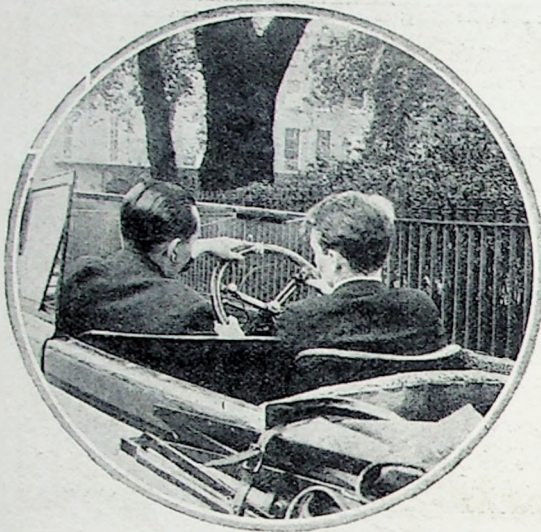
NEXT WEEK

**TUESDAY,
October 4th.**

FIRST OF THE THREE SPECIAL SHOW NUMBERS.

All the Outstanding Features of the New 1928 Cars to be seen at Olympia will be adequately dealt with.

The Issue will also contain the First Published Fully Illustrated Report of the British Grand Prix Race at Brooklands.



"HOW TO DRIVE A CAR."

A Motoring Tutor for 2/6!

THERE'S no better driving tutor than the well-known T.P. Manual, "How to Drive a Car," by the Editor of "The Motor."

This handbook gives in simple language a clear explanation of the principles of correct driving, and tells how to deal with the numerous road problems that need accurate judgment and instant decision.

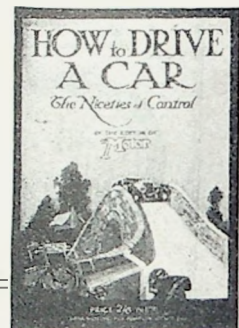
All the finer points of car control are made clear by numerous illustrations.

PRICE 2/6 NET

Of bookstalls and booksellers, or
2/9 post free direct from

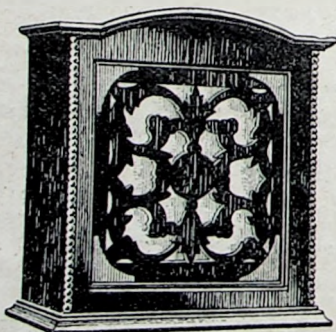
TEMPLE PRESS LTD.,
5-15, Rosebery Avenue,
London, E.C.1.

Wholesale: E. J. Laby, Ltd., 30,
Paternoster Row, E.C.4.



Ask your radio dealer
to demonstrate the
"NATURAL TONE"
Loud Speaker.

Open
types
from
52/6



Jacobean Oak, £6 - 10 - 0

Other
Cabinet
models
from
£4-0-0

The
AMPLION
CONE SPEAKER

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

The Light Car Co.
Way

SATISFACTION

OUR USED
CARS ARE
GUARANTEED

A.C., 1926, Royal 2-seater, F.W.B.	£185
AUSTIN 7 h.p. Chummy Models, from	£85
CITROEN, 1926, 3-seater, from	£65
1925, English 2-seater Coupe	£95
CLYNO, 1927, 2-seater	£125
FIAT, 1924, 10/15 h.p., English Coupe	£125
HANDS, 1927, 2-seater	£65
HILLMAN, 1924, 11 h.p., "All-weather" 4-seater	£85
LEA-FRANCIS, 1924, Chummy	£85
RENAULT, 1925, 9 h.p., 4-seater	£85
ROVER, brand new 9/20 h.p., de Luxe 2-seater	£165
SINGER 1927, 10/26 h.p., 4-seater, as new	£165
STANDARD, several 11'4 h.p., "All-weather" 4-seaters from	£65

100 OTHER BARGAINS from £50 to £250.
Best Exchange and Deferred Terms in London.

You never take a risk when buying a Used Car from

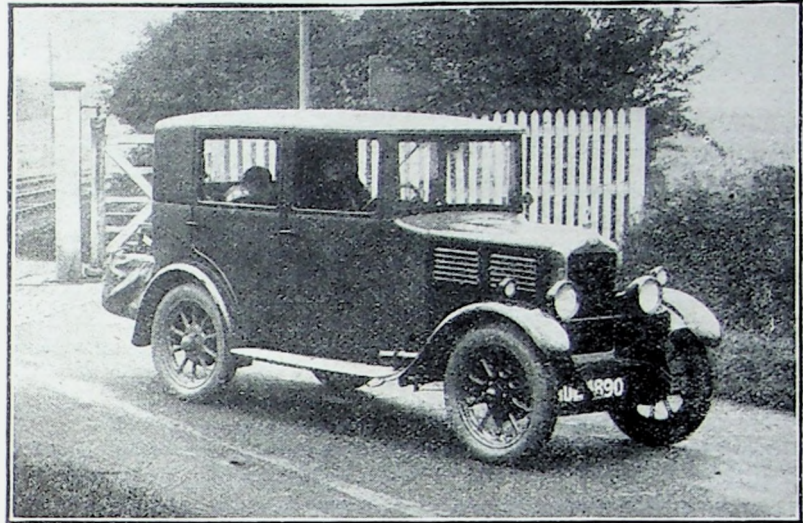
The Light Car Co.

404, 410-414, EUSTON ROAD,
LONDON, N.W.1.

'Phones - - Museum 3081, 2122 and 0140.



The 9 h.p.
"Falmouth"
Fabric Saloon,
£215.



The Revival of the 9 h.p. *The All British* Standard

BEFORE you buy any light car see this Standard and try it. Bear in mind what "The Autocar" calls "the splendid reputation" of Standard light cars. Deliveries begin November.

READ what "The Autocar" says: "The chassis has been kept as small as might be commensurate with obtaining certain features of road performance, these being, chiefly, refined and smooth running, excellent brakes, light steering, a maximum speed with full load of about 45 m.p.h., and a petrol consumption of 38-40 m.p.g."

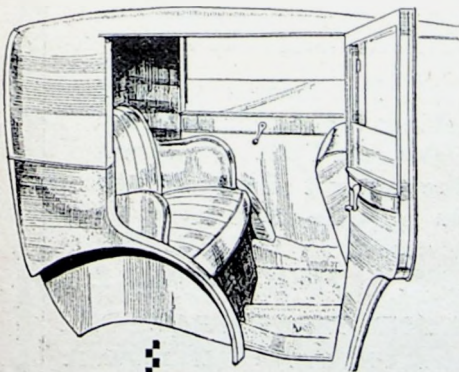
The Standard 9 h.p. is large enough for four six-foot passengers. It is amazing

how such a compact body on a wheel-base of only 7' 8" and track of 3' 9" can hold comfortably four big people. The frame is very low. Maximum legroom has been obtained by dropping floor boards to level of bottom of the frame.

All the speed you need, low running costs, accessibility, no trouble.

You would ordinarily expect a car of plain appearance when you consider the price, but in the Standard you get a really good-looking car that satisfies your good taste as well as your pocket.

The 9 h.p. "Selby" 4-seater - **£190**
or "Coleshill" 2-seater -
The "Falmouth" Fabric Saloon, £215
Dunlop Tyres.



Notice, in the illustration above, how comfort has been studied. The floorboards have been dropped to give plenty of legroom.

All Standard Cars are cellulose finished in red, blue or fawn.

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

Agents Everywhere.

OLYMPIA, STAND 61

"COUNT THEM ON THE ROAD"

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

*Wonderful Value
in Electric Horns*

DELCO-REMY HORNS

The warning note emitted by Delco-Remy Horns is clear and musically penetrating. It can be heard high above the drone of heavy city traffic or far down winding country lanes.

Delco-Remy Horns are made in five models, so there is one to suit your particular purpose. From the model 8c at 16/6 to the 73/6 Model 25, each is perfect in its class. In style, in finish, in usefulness, in reliability they cannot be excelled.

Ask your dealer to demonstrate or write us direct stating 6 or 12 volt.

Model 11

Model 11 (as illustrated)

Electric Vibrator Horn, high frequency note. Length 11 1/2" complete with bracket. 6 or 12 volt. Wonderful value at 20/- postage 1/- extra.

OTHER MODELS:

Model 8c 16/6, post 9d. (electric)
Model 3v 18/9, post 9d. (hand operated)
Model 18 40/-, post 1/- (electric)
Model 25 73/6, post 1/- (electric)

Another
Delco-Remy Accessory—

For Winter Driving

YOU NEED A
**SYLPHON
THERMOSTAT**

With the Sylphon Thermostat the water is up to 150° F. before it reaches the radiator—then it circulates. Result—a warm engine in sixty seconds. Saves time, engine strain, petrol. Automatic. Quickly fitted. Recommended only for pump-cooled engine.

Price 24/-
Postage 9d.

Ask your dealer to show you one or write us, giving the pipe diameter, for information and nearest stock.

OLYMPIA
MOTOR SHOW
STAND No. 327

Delco-Remy

111, Grosvenor

Telephones—Franklin
"ans."—Delco-Remy
Churton, London.

Road, S. W. 1

6446, 7, 8 and 9 (4 lines)

A B. & P. Motor House will save Garage Expense

Model No. B202
(as illustrated)



CONSTRUCTED of first-class materials and excellently designed, these Motor Houses are a sound proposition at any time. Start saving your garage bills now. These houses are tenant's fixtures and may be easily erected or dismantled by any handy man. High grade finish in every detail.

Prices of other Standard Designs

No. B217 Urban Motor House

Size 14' x 8' x 6' 6" high to eaves, for two-seater £15 : 5

Size 16' x 8' x 6' 6" high to eaves, for four-seater £17 : 10

No. B216 MOTOR HOUSE

Size 14' x 8' x 6' 6" high to eaves, for two-seater £16 : 0

Size 16' x 8' x 6' 6" high to eaves for four-seater £18 : 10

Carriage paid to stations in England and Wales

Ask for Catalogue No. 627

Boulton & Paul Ltd

BOULTON NORWICH NORWICH 851 (5 lines)
LONDON OFFICE 135-137 QUEEN VICTORIA ST EC
Telegrams Boutique Cent London Telephone 4642 Cent

1928 MORGANS

NOW AVAILABLE.

To all Purchasers of new machines from this date we **GUARANTEE** a refund of the amount of any reductions in price that may be announced at the **MOTOR SHOW. WHY WAIT?**

**DEFERRED TERMS ARRANGED.
TRADE SUPPLIED. ALL SPARES.**

HOMAC'S
MOTOR AGENTS

243/7, LOWER CLAPTON ROAD.
Works: 46, London Road, Clapton, E.5.

Send
for
Lists,

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.

**STAND No. 9****:: OLYMPIA ::**

1928 brings with it a brilliant new chapter in the History of the Rhode Motor Co. Patented and exclusive features are incorporated in the latest productions, commanding a new degree of exclusive style, superb luxury, and a masterful performance that enhances the finest Rhode traditions of craftsmanship.

ENTIRELY REDESIGNED 2/6-SEATER DE-LUXE

Incorporating the famous 10'30 in its latest development with the double exhaust port cylinder head engine. A completely redesigned 2/6-seater body, with full de-luxe equipment and real leather upholstery .. **£198**

FULL FIVE-SEATER TOURING DE-LUXE

1928 brings the inclusion of a full five-seater Touring model, incorporating the redesigned developments of the famous 10'30, and with the same full de-luxe equipment as the 2/6-seater. Individual front tip-up seats with ample accommodation for 3 passengers in the rear — with armrests, luggage carrier and protection strips .. **£205**

5-SEATER COACHBUILT SALOON DE-LUXE

An entirely new development in Saloon construction, embodying the principle of the "Fabric" type Saloon combined with the rigidity of the Coachbuilt Saloon. A patented principle which is exclusive to the Rhode only. Full de-luxe equipment and upholstered in real leather hide or Bedford Cord .. **£250**

Write to-day for all details.

40 HONEST MILES PER GALLON
55 HONEST MILES PER HOUR.

? Can you answer these questions about the MOTOR CAR?

How does the differential work?

What's inside the gearbox?

What is the "working cycle" of operations in a cylinder.

What is the principle of the timing gear?

Why does an engine "knock"?

How does a sleeve-valve engine work?

"The Motor Manual" deals with: Engine types, operation and construction, valves, etc. — carburation, cooling — super-charging, silencing — transmission system — braking systems — ignition, starting, lighting — bodywork, equipment, tyres, accessories — choosing, housing and maintaining a car — adjustments and renewals — touring, legal matters, etc. Glossary of technical terms included.

These are a few of hundreds of matters dealt with in the 26th Edition of "The Motor Manual." In its 206 well-illustrated pages it contains more information on motors and motoring than any other single book.

You get twice the pleasure from motoring if you thoroughly understand your car. Let "The Motor Manual" tell you what you want to know!

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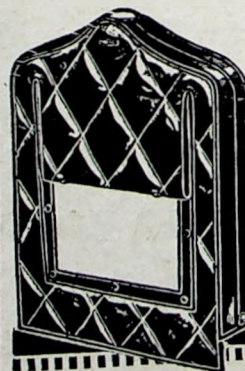
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The small advertisement columns of "The Light Car and Cyclecar" form a unique mart for the disposal of all goods of interest to small car users.

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A wonderful new production
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OLYMPIA SHOW NUMBERS

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*Order these
important
issues well
in
advance!*

**1ST SHOW NUMBER. FRIDAY,
October 7th.** Containing complete details of all the small cars on the British market, this issue will be invaluable in helping intending visitors to the Show to decide what Stands they particularly wish to visit. It will contain all the usual features in addition to many special articles dealing with 1928 developments.

2ND SHOW NUMBER. FRIDAY, OCTOBER 14th. On sale at Olympia on the opening day of the Show, this issue will contain comprehensive descriptions of the small-car exhibits. Not only will it form an invaluable guide to the Show, but it will be of considerable interest to all who are unable to visit Olympia. A report of the small-car exhibits at the Paris Salon will be included.

**3RD SHOW NUMBER. FRIDAY,
OCTOBER 21st.** An exceedingly helpful issue to all those who are contemplating the purchase of a 1928 model. It will comprise a review of the exhibits from a technical standpoint, but written in language which all can understand. A report of the 200 Mile Race will also be included.

Offices of
"The Light Car and Cyclecar."
5-15, Rosebery Avenue, London, E.C.1.



**OLYMPIA MOTOR SHOW
October 13th—22nd, 1927.**

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THE 'CLEARING HOUSE' FOR SMALL CARS

I COULD HAVE CHANGED IT.

PICTURE YOURSELF AS A DISSATISFIED PURCHASER SAYING THIS— THEN—BUY SAFE—PROTECTED BY A GUARANTEE LIKE

THIS

Our Guarantee which goes with every car sold, whether £20 or £99.

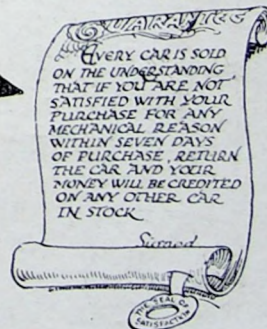


EXCHANGES

Can be effected anywhere, just forward us full particulars of your present car or motor-cycle and we will quote you a definite price per return—this sum can act as deposit if desired—balance to suit yourself.

TERMS.

From one-tenth of the purchase price down on any car.—May we forward our Brochure "Ways & Means," this will tell you more about cars which can be bought under £100.



GET OUR DAILY LISTS OF

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SMALL CARS ALWAYS

UNDER

£100

These will be forwarded willingly post free without any obligation to purchase. To obtain these it is only necessary to tear out this page and forward with your name and address.

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OLYMPIA
Oct. 13th-22nd
STAND No.

94



The car without a counterpart

Remember the Austin Seven is not a cramped adaptation of a big car. For two adults and two or three kiddies or luggage it has no competitor. Extraordinarily economical in first cost, running expenses negligible, easy to garage, simple to drive, equipped with every motoring comfort. Its road performance has confounded the most captious critics.

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£135

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The
**Austin
Seven**

SALOON
Model

£150

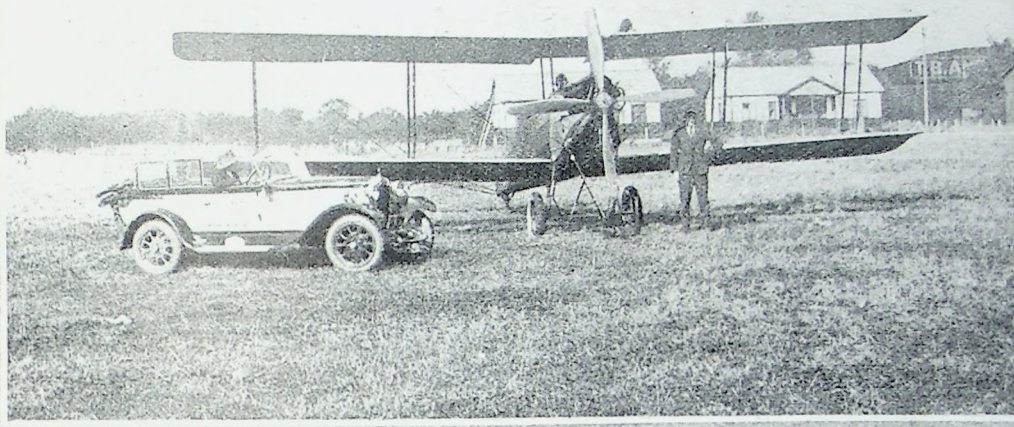
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WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.

The Light Car & Cyclecar



"ROVERS" OF
LAND AND AIR!

A 10-25 h.p. Rover sheltering under the wing of an 80 h.p. Renault-engined Avro. The photograph was taken at the Henderson Flying School, Brooklands, and forms a striking contrast in modern methods of travel.

NOTES, NEWS & GOSSIP *of the* WEEK

ON OTHER PAGES

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LIGHTING-UP TIMES (Rear Lamps)			
for Saturday, October 1st.			
London ..	7.7	Edinburgh ..	7.17
Newcastle ..	7.11	Liverpool ..	7.18
Birmingham	7.13	Bristol ..	7.17
Moon—First quarter, Oct. 4th.			

The Grand Prix

--tomorrow at Brooklands, starting promptly at noon. Get there early.

New "Nines."

Look out for the new 9 h.p. models at Olympia. They are going to be one of the big attractions of the show.

Piccadilly "Up" Again.

In order to insert a "Turn Left" sign in the roadway, part of Piccadilly which had been opened after repairs was again closed recently. Large letter blocks let into the surface are used for the traffic indications.

This Week.

A number of new models and programmes are dealt with in this issue, including a six-cylinder Renault light car, the range of 9 h.p. Clynos, the Swift programme, Salmson developments and so on. Particular interest attaches to the Clyno, for the 9 h.p. model represents a worthy bid on the part of its manufacturers to supply a market which is rapidly growing. The Ascot light car, built under Fejes patents, is described in detail. This car is built up mainly of stampings and its construction is probably unique in the world of car manufacture. We give a full programme and last-minute details of the Grand Prix.

No. 773. VOL. XXX.

Super Equipment.

A wireless set and a luncheon cabinet each concealed in a separate polished walnut cabinet form part of the standard equipment of a very striking and original 16 h.p. sports saloon which will be seen at Olympia this year.

Book Early.

Provincial visitors to London for the Motor Show, which opens on Thursday, October 13th, are advised to book hotel accommodation early. Already some of the hotels and boarding houses near Olympia are very nearly full for Show week.

Next Week.

Our next issue, dated October 7th, will be the first of three Show Numbers and, as usual, will be greatly enlarged and specially illustrated. One of the principal features will be the specifications of all the light cars on the British market and readers are advised to make sure of their copies by ordering them in advance; the list of specifications will be invaluable for reference purposes. Needless to say, we shall make a special endeavour to present our readers with a unique report of the British Grand Prix. This will be copiously illustrated by photographs representing the more noteworthy incidents of the race.

A Compliment.

The more important articles in the Italian *Motor* are printed in English as well as Italian.

Our Front Cover.

The car which figures in our front-cover photograph is one of the new "Falmouth" 9 h.p. Standard fabric saloons. The new range of 9 h.p. Standards was dealt with in detail in the issue of this journal dated September 9th.

This Week's Hint.

Don't light matches to look into the petrol tank: the wind may blow them out!

Barnet By-pass.

That part of the Barnet by-pass north of Hatfield to the main Hatfield-St. Albans road is now open to traffic.

New Peugeot Prices.

From October 1st the price of the popular little Peugeot 7-12 h.p. cabriolet and saloon cars will be £139 10s. This is a reduction of £25 10s.

I.A.E. Meeting.

The opening meeting of the session of the Institution of Automobile Engineers will be held at 8 p.m. on Tuesday, October 4th, in the Great Gallery of the R.A.C., Pall Mall, London, S.W.1.

Winter-time Road Patrols.

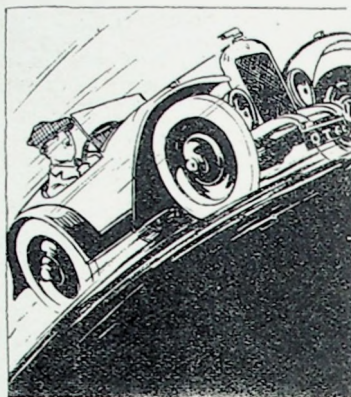
On October 2nd, when Summer Time ceases, the hours of duty for A.A. day patrols will be from 9 a.m. to one hour after sunset. Night patrols will commence duty at lighting-up time and remain on the roads until midnight.

A New Two-Stroke Engine.

A two-stroke motorcycle engine, designed and manufactured at the Automobile Engineering Training College under the supervision of Mr. J. Harrison, A.M.I.M.E., A.M.I.A.E., is being placed on the market in limited numbers. The engine is of the single-cylinder type, having a capacity of 172.5 c.c., and is known as the A.E.T.C. Those interested should communicate with the college at Coventry House, Coventry Street, London, W.1.

Morgan Breaks Records.

We mentioned last week that J. J. Hall succeeded in breaking a number of records at Brooklands before his Morgan overturned on the railway straight. The following class J records have been established, subject to confirmation:—100 miles in 1 hr. 26 mins. 41.20 secs (69.40 m.p.h.); 200 miles in 2 hrs. 56 mins. 47.72 secs. (67.87 m.p.h.); one hour, 68 miles 956 yds. (68.54 m.p.h.); two hours, 135 miles 1,143 yds. (67.82 m.p.h.); three hours, 203 miles 1,005 yds. (67.86 m.p.h.). It should be noted that the last two records, and also that for 200 miles, are in classes J and K.



WEEKLY WISDOM.

Make good use of the gears that are within thy box. Then shall thy hill-climbing be a marvel unto all men.

Weymouth Parking.

The watch committee of Weymouth has been requested by the Corporation to investigate existing parking facilities in the town and to report on the best way to provide additional parks.

No Trams—By Request!

Residents in Frenchmen's Bay and the surrounding district, who are without means of public transport, have petitioned the South Shields Corporation for buses. Motorists in the locality will be glad that better roads, and not tram lines, will be necessary.

Ex-Service Traffic "Police."

Commenting on a letter received by the Glasgow Corporation from the town clerk of Aberdeen, suggesting that ex-service men should be employed as traffic controllers, the chief constable said that traffic control calls for a high standard of health and physique and only constables of five years' service are chosen for the work. He added that ex-service men usually are ineligible on account of age and unfitness to become members of the force.

Summer Time Over.

Summer time comes to an end on Sunday next and clocks should be put back an hour before retiring on Saturday night. Don't forget to alter the face board clock, together with those in the house.

New Six-cylinder Donnet-Zedel.

A six-cylinder 12-40 h.p. model is included in the programme of Donnet Motors, Ltd. for 1928. It has a side-valve engine with a capacity of just over 1,300 c.c. and a Treasury rating of 14.9 h.p. A single dry-plate clutch transmits the drive to a four-speed gearbox, and a maximum speed of 60 m.p.h. is claimed. The prices are: English tourer £265, two-door saloon £285, four-door saloon £310. The four-cylinder 10-20 h.p. Donnet-Zedel will be continued.

Model Making.

Enthusiastic model makers thronged the Royal Horticultural Hall, Westminster, last week, when the Model Engineer Exhibition was in progress. Marvellously well made miniature locomotives, aeroplanes, steam engines, boats and buildings were to be seen, but we were rather surprised at the lack of model automobiles. During a fairly extensive tour of the exhibits we saw only one model chassis—a Humber. It was a perfect reproduction and measured about six inches long. From the amount of detail the constructor had put into his work it seems obvious that model cars are difficult to make.

JARVIS SPORTS
AUSTIN SEVEN.

An attractive sports body for Austin Sevens, painted in any two-colour scheme and upholstered in real leather, which is marketed by Jarvis and Sons, Ltd., Grove Works, Morden Road, London, S.W.19. The price of the complete car is £177.

New Welwyn Road.

In connection with the proposed spur road to the Welwyn by-pass the county surveyor of Hertfordshire has been in communication with the Ministry of Transport. The spur road will be approximately half-a-mile in length and will enable motorists going to Hitchin from the south to avoid passing through Welwyn.

For Sportsmen.

In our second-hand car advertisements this week the Frazer-Nash sports model which has been run with such success by E. Hillary is offered. This car has a very creditable history, having gained three first places in class awards at Shelsley Walsh, and competed in numerous other sporting events.

Temporary Islands.

A number of temporary road islands are springing up in different parts of the metropolis. If, judging by observations, they fulfil their mission they will probably be replaced by permanent islands.

Midland Racing Track.

There seems a hope that the long-awaited Midland racing track will shortly become an actuality. A company has been formed and the ground has been surveyed preparatory to building a track—about 30 ft. wide and including several sharp corners and a stretch of 1 in 3 gradient—in the neighbourhood of Shrewsbury.

I.M.T. Opening Meeting.

The opening meeting of the new session of the Institute of the Motor Trade will be held at the Holborn Restaurant, London, on Wednesday, October 5th. A lecture will be preceded by an informal dinner, commencing at 7.15 p.m., and on this occasion non-members of the institute are invited to be present. Tickets are 5s. each.

M.C.C. High-speed Trial.

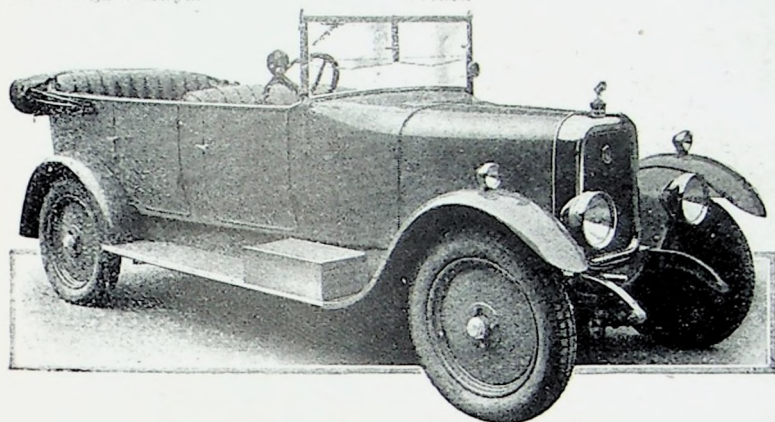
The M.C.C. high-speed reliability trial will be held at Brooklands on Saturday, October 22nd. There are 12 classes in all and the trial consists of a run of one hour's duration for which minimum distances are stipulated. For example, cars in the 1.100 c.c. class (the only light-car class) have to cover 19 laps. Four independent runs will be made during the course of the afternoon. Entries, which are confined to M.C.C. members, should be sent to Mr. F. T. Bidlake, 84, North End Road, London, N.W.1, before October 12th.

Olympia Radio Show.

Motorists requirements in the way of portable radio receivers for cars are well catered for at the Olympia radio exhibition, which closes to-morrow. About 30 of the makes of receiver exhibited are designed for outdoor use, and being sturdily constructed appear well adapted for carrying about in cars without risk of damage to valves and so forth. Great strides in various technical developments since last year have made sets in general more efficient, so that certain manufacturers are able to claim ranges of up to 500 miles and more for receivers costing under £20. Weight has been reduced to, in one instance, as low as 15 lb.

New Cyclecar Records.

Four new records were made by Douglas Hawkes last week at Moulthery. Driving the 500 c.c. H.S. cyclecar, Hawkes succeeded in breaking records for five kiloms., five miles, ten kiloms., and ten miles. The times made were as follow:—5 kiloms. in 2 mins. 30.26 secs., average speed 116.686 k.p.h. (72.496 m.p.h.); 5 miles in 4 mins. 15.92 secs., average speed 113.192 k.p.h. (70.326 m.p.h.); 10 kiloms. in 5 mins. 1.6 secs., average speed 113.350 k.p.h. (70.42 m.p.h.); 10 miles in 8 mins. 29.91 secs., average speed 113.62 k.p.h. (70.592 m.p.h.). The records were officially timed by the Moulthery electrical apparatus and observed by a commissaire of the A.C.F. Sporting Committee.



CHEAPER 12 H.P.
ARGYLLS.

Prices of all the 12 h.p. Argyll models have recently been reduced. The car illustrated is the standard touring model, price £395, which will be on show at Olympia.

Kingston By-Pass Bridges.

At long last work is to be commenced on the three railway bridges which form part of the incomplete Kingston by-pass.

A Giant Bridge.

Work on a mile-and-a-half bridge to extend across the valley between New York City and Fort Lee was commenced recently. The bridge will cost approximately 60 million dollars and will not be finished till 1932.

Mitcham's Speed Limit.

Several motorists who have been caught in speed traps at Mitcham have complained that the speed limit signs are indistinct. The police have passed on the complaint to the authorities concerned and it is understood that the trouble will shortly be remedied.

Driving Licence Tests.

Applicants for driving licences in Holland will be required, after November 1st, to pass through certain tests before a committee of experts. Moreover, applicants will be required to produce a doctor's certificate, not more than a fortnight old, declaring that they are not suffering from any illness to justify the refusal of a licence.

Salmons in the "200."

Since the official list of entries for the 200-Mile Race was forwarded to us, we have been notified that two new eight-cylinder Salmons will make their debut in the J.C.C.'s event on October 15th at Brooklands. There was a rumour to this effect when we went to press with our previous issue, but only four-cylinder cars appeared in the entry list. These new Salmons will undoubtedly add a very lively degree of interest to the race.

New Burton Car Park.

A car park is shortly to be provided in New Street, Burton-on-Trent, at a cost of about £2,500.

Nothing Wrong.

A crowd estimated at 30,000 attended a stock car race at the Atlantic City Speedway, says "Motor Age" (Philadelphia). Nothing wrong, evidently, with motor sport in the States.

Licences Increasing Fast.

The Exchequer received on account of motor licences £1,284,000 more than last year for the inclusive period from April 1st to August 13th. The sum received between those two dates this year was £6,527,000.

Insurance Tables.

"Stone and Cox Motor Tables, 1927" (Stone and Cox, Ltd., 2s. 6d. post free) is a useful little book which gives a wealth of information about motorcar insurance. Private car, motor-cycle and commercial-vehicle policies are explained, whilst the premium rates and policy conditions of all insurance offices and associations are given, in addition to much other helpful data.

:: FIRST :: **Show Number** NEXT WEEK.

Specifications of all the light cars on the British market. Full story of the Grand Prix. Make sure of your copy by ordering in advance.

FRIDAY—3d. AS USUAL

ON the TAPIS

THE EDITOR DEALS WITH PLANS AND
POSSIBILITIES IN THE WORLD OF
LIGHT CARS.

BROOKLANDS this week has been a hub of world-wide interest, and the keenest disappointment was felt not only in this country but in Italy when it was learned that the Fiat concern could not spare sufficient time to concentrate on tuning up the three cars entered for the Grand Prix. Readers of this journal had doubtless been prepared, from information given in this feature, for the withdrawal of the Duesenberg; but the decision of the famous Italian concern came in the nature of a bombshell. One Brooklands habitue described it as a "fiatseo"! It would appear, then, that we shall not see the famous little red racers in this country until 1928, but it is indicated that next year they will take a very prominent part in all the big sporting events in the international calendar.

To-morrow's race will still be the most important of the year, and some very high lap speeds have been recorded during practice. It is fairly obvious, however, that the drivers are having very rough passages at these high speeds, particularly on those parts of the track which, owing to lack of time, were not repaired last winter. The authorities realize only too well that the three months or so that the track is closed every year do not provide enough time for comprehensive repairs, and only the worst patches can be dealt with. One of these days the track authorities will probably take their courage in both hands and close Brooklands from the October of one year to the June of the next. With modern methods of laying reinforced concrete and with the added knowledge gained since the track was built, enormous improvements of a practically permanent nature could be effected in that period.

Flying is becoming a very serious rival to motoring from a sporting point of view, and there are several well-known racing car drivers who are as often performing stunts in the air as they



are on the track. There is a suggestion that there should be a revival of Brooklands as a centre for flying meetings, and that races might take place above the concrete oval, using the limitations of the track as a recognized course. This, however, is very much "in the air," and it is doubtful whether it would appeal to those who regard Brooklands as the Mecca of sporting motorists.

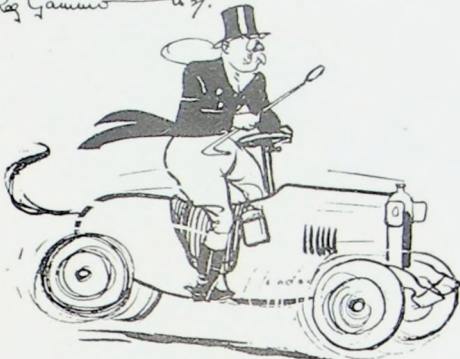
It will be observed from a description of the Ascot car which appears in this issue, that an alteration has been made in the plans of the Ascot folk concerning the production of this famous "pressed steel" car. We referred to this matter some time ago and gave exclusive information concerning the situation as it then stood. It will, presumably, still be impossible to buy an Ascot car until next year; in the meantime, however, the public will probably become familiar with its outline by seeing from time to time one of the half-dozen test cars which have been built and which will be given every chance to prove their worth on the road. Incidentally, one of the Ascots was put through its paces recently on the test hill at Brooklands. It was called upon to withstand rather more than was expected, but its driver and passenger took it home thoroughly satisfied as to its strength and durability!

The fabric body continues to be the most interesting subject for discussion in the Midlands. There are some who contend that its lightness, silence, cheapness and ease of cleaning ensure continued popularity for it; but there is a different school of thought which contends that a cellulose-finished steel or aluminium-panelled body is more durable and will ultimately oust the fabric body from favour. Actually, there is a great deal to be said for both patterns, and only time will show which the public prefers. We feel ourselves that if the fabric body had not arrived until cellulose finishes were firmly established it would not have captured the public fancy as it has, but now that it is with us and has gained so many enthusiastic adherents, all the indications are that many years will elapse before Olympia does not contain a fabric-covered body. It is significant, incidentally, contrary to popular belief a year or two ago, fabric coverings are not gaining ground for open cars, whilst the popularity of cellulose is increasing by leaps and bounds

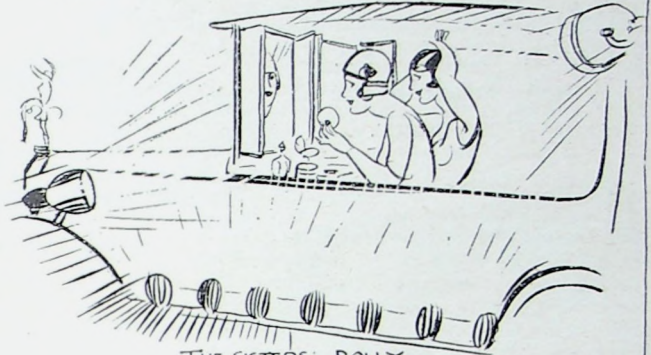


EVERY MAN TO HIS TASTE!

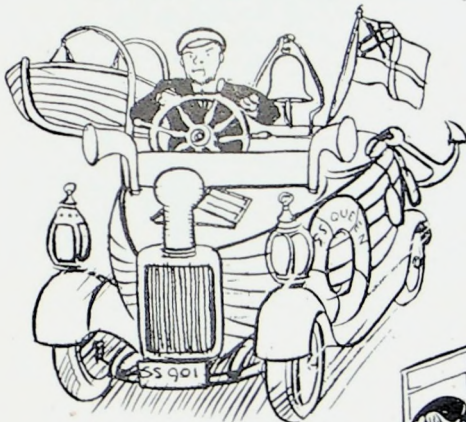
Reg Gammon 1927.



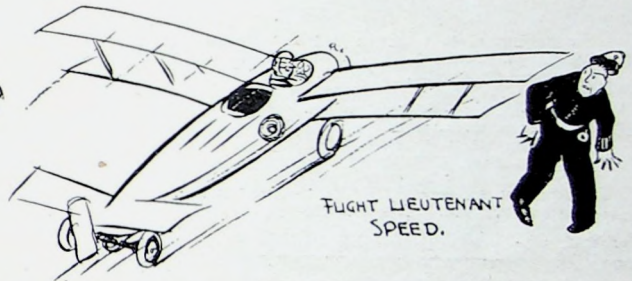
COLONEL DASHIT M.F.H.



THE SISTERS' POLLY.
PLAYING IN "MORE OFF THAN ON"
AT THE PALACEUM.



CAPTAIN BOWSPRIT
(RETIRED)



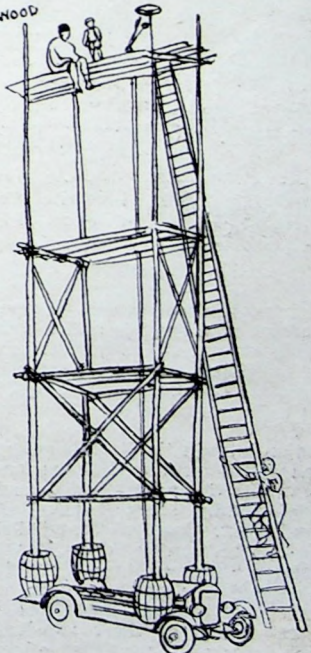
FLIGHT LIEUTENANT
SPEED.



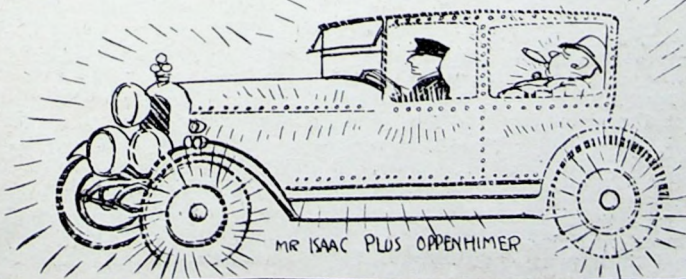
FARMER
HAYSEED



MISS POLLY PINK
OF HOLLYWOOD



MR JACK MORTAR.
RETIRED BRICKLAYERS
LABOURER.



MR ISAAC PLUS OPPENHIMER

Some 1928 models which will not be on view at Olympia!

TO-MORROW'S GREAT RACE.

Last-minute Information Concerning the
British Grand Prix,
Which Takes Place
at Brooklands.

STARTERS AND NON-STARTERS.

The six main
Grand Prix
Delage, Bugatti, Duesenberg
on extremely
have driven

DOWN TO START.

- | | |
|---|---------------------|
| 1. Bugatti, G. E. T. Eyston and S. C. H. Davis. | |
| 2. Delage, R. Benoist. | Reserve Drivers:— |
| 3. Delage, E. Bourlier. | A. Morel and |
| 4. Delage, A. Divo. | R. Senechal. |
| 5. Bugatti, Capt. Malcolm Campbell. | |
| 6. Thomas, W. B. Scott. | |
| 7. Thomas, H. W. Purdy. | |
| 9. Alvis, Major C. M. Harvey. | |
| 10. Bugatti, Count C. Conelli. | |
| 11. Bugatti, Materassi. | Reserve, Williamis. |
| 12. Bugatti, Giron. | |
| 14. Bugatti, Prince Ghica. | |

The race naturally bears the seal of international status, and all competitors are bound down by closely worded regulations drawn up by the leading motorcar clubs of the world; the actual organizers are, of course, the Royal Automobile Club.

The race is timed to start punctually at 12 noon, but things began to move on Monday last when practising



THE DELAGE
TEAM.

The photos show Benoist, Divo
and Bourlier. Benoist has won
three Grand Prix races.



BRITISH CAR
DRIVERS.

(Left to right) W. B. Scott
(Thomas), C. M. Harvey (Alvis)
and H. W. Purdy (Thomas).

TO-MORROW'S British Grand Prix, the second to be organized in this country by the Royal Automobile Club, is actually the fifth and last of the 1927 series of races for the championship of the world. Owing to the comparatively large and representative entry received—there were no fewer than four nations and six makes represented—it promised to be the most important of the series and it would have constituted an epic struggle. Unfortunately the three Fiats and the Duesenberg were withdrawn on Monday last, and this will rob the race of a lot of its interest; nevertheless it still ranks as one of the most important of the year.

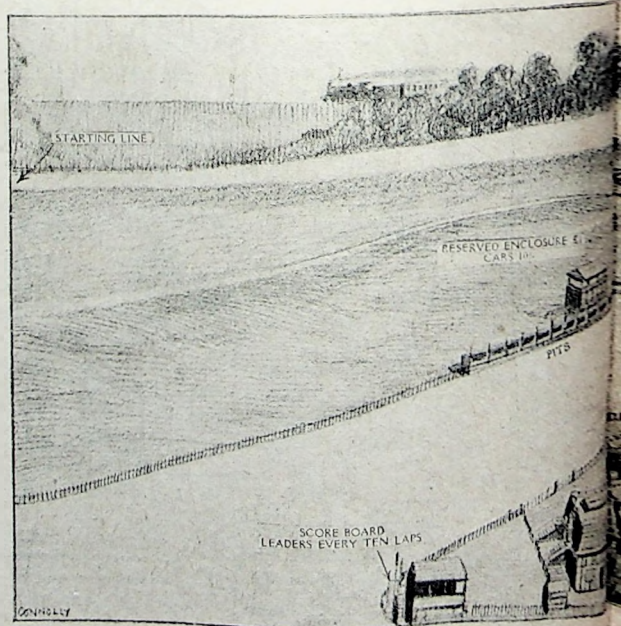
As an introduction to this guide to the race it would be as well to mention that the four previous championship events this year resulted as follow:—Indianapolis "500," won by George Souders (Duesenberg); French Grand Prix, Spanish Grand Prix and Grand Prix d'Europe, all won by Robert Benoist (Delage). Delage therefore have won three of the five races, thus gaining the coveted title, and it may be taken for granted that Benoist and his team-mates will very jealously guard the reputation of these wonderful 1,500 c.c. racers which sprang into prominence last year.

As an added inducement, of course, there is the prize money, amounting to £1,500, the winner receiving £1,000, second place securing £300, and third place £200; but it may be taken for granted that victory for the sake of victory will be the biggest inducement.

B16

began in earnest at the track. We deal with form and so on on another page.

The course will be similar to that adopted last year, with the rather important difference, however, that the second artificial bend will be eased somewhat so as to permit it to be taken by competitors at a far higher



A bird's-eye view of the "busy" part

which were down to start in the
re shown. (Left to right) Alvis,
mon-starter). Thomas Special,
berg (non-starter), and in circle
right, G. Souders, who was to
be Duesenberg.



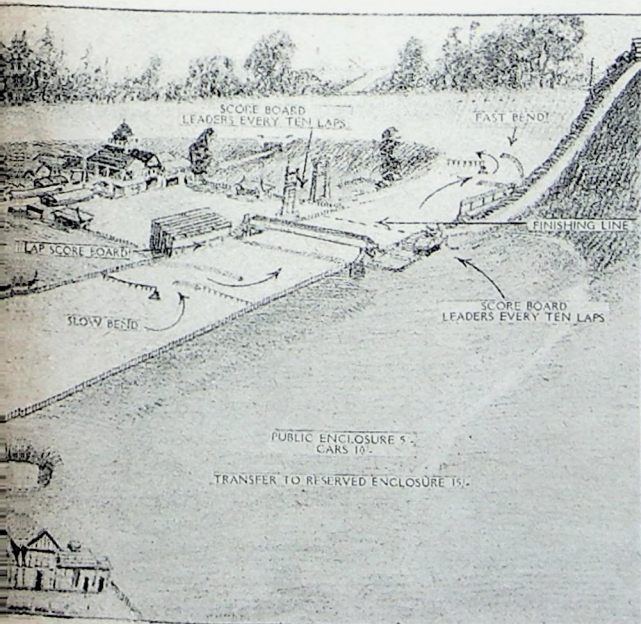
speed. An accompanying bird's-eye view shows clearly the most interesting parts of the course and it will suffice therefore if we say that from the starting line at the beginning of the "half-mile" in the railway straight cars will proceed in an anti-clockwise direction around the track and, coming off the Byfleet banking, will enter the finishing straight, passing the fork



NOT TO RUN. — The disappointed Fiat drivers—Salamano, Nazarro, and Bordino. The cars were scratched on Monday.

at speeds which may be anything in the neighbourhood of 100 m.p.h.

Violent deceleration, in which gears as well as brakes will play a prominent part, will be necessary to enable the cars to be slowed down sufficiently to take the first hair-pin bend, and although speeds may appear to be

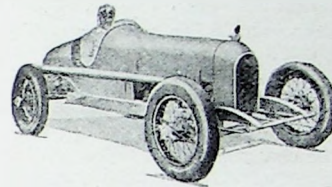


Brooklands during to-morrow's Grand Prix race.

slow round the sandbanks, they will probably not be lower than 30 m.p.h.

Any tourist who cares to try to negotiate a similar turn in a touring car at the same speed will appreciate that it is not nearly so tame as it appears to be. This bend, in fact, calls for very skilful handling of cars.

Split seconds count in a race of this sort, and for this reason drivers will make good use of the acceleration of their cars between the first and second bends; the latter is situated approximately at the end of the finishing straight. Here, again, cars will have to swerve from a straight course, but the bend is far easier and speeds in the neighbourhood of 35 m.p.h. to 40 m.p.h. will be possible.



Competitors will have to cover 125 circuits, amounting to 325 miles; the finishing line will be opposite the timekeeper's box at the foot of the test hill in the finishing straight.

To assist spectators in picking out the cars and their nationalities each car will carry a number in a prominent position, whilst the bodywork will be painted in the following colours:—France, blue, white numbers; Great Britain, green, white numbers.

No mechanics will be carried, but each car will have one assistant, appointed by the entrant, to help in replenishments. This assistant, moreover, will be authorized to aid in repairs, changing of wheels and so on, and will be the only member of the equipé allowed to set foot on the track.



BUGATTI DRIVERS. — G. E. T. Eyston, Prince Ghica—recovered from his Boulogne injuries—and Capt. Malcolm Campbell.

In view of the gruelling nature of the race one change of driver is permitted, but all changes of driver must be made at the replenishment stations and under the supervision of a marshal in charge.

As we have already signified, Robert Benoist will lead the Delage team, the remaining two cars being driven by E. Bourlier, who will be making his first appearance at Brooklands, and Albert Divo.

The London and Parisian Motor Co. on Monday last denied—on the authority of the makers—a rumour that the Delage team would not start. André Morel and Robert Sénéchal have been named as the reserve Delage drivers.

There are no fewer than six Bugattis, two of which are English entries. These will be driven respectively by Capt. Malcolm Campbell, who has entered the same straight-eight supercharged job which he ran last year, and G. E. T. Eyston, with S. C. H. Davis as reserve driver. Eyston's car is one of the latest productions of the famous French factory.

Prince Ghica is the entrant and named driver of a third Bugatti: he was injured at Boulogne and it was doubtful whether he would be a starter, but he came up smiling for practice work on Tuesday.

The three remaining Bugattis have been entered by the makers and will constitute a very strong team. The drivers are Conelli, Materassi and Giron, with Williams in reserve.

British enthusiasts will take a very keen interest in the Two Thomas Specials to be driven by W. B. Scott (reserve driver, J. R. Cobb) and H. W. Purdy. These cars are fairly fast and owing to their extremely low build can corner very easily, a feature which will give them an advantage over their competitors. The main British hope, however, is Major C. M. Harvey's new straight-eight Alvis which, with its front-wheel drive and other numerous technical refinements, will be one of the most promising cars in the race. Those who are anticipating a victory for Great Britain are pinning their faith to Harvey, who is more determined than ever to capture the laurels for this country.

Admission Charges.

The arrangements for the public are as follow:—To-day (Friday) practising will be in progress and the public will be admitted at a charge of 2s. per head. To-morrow (Saturday) the track will be open at 10 a.m., entrance being obtained by the main gates for the public enclosure and by Boxalls Lodge for the reserved enclosure. The charges for admission will be as follow:—Public enclosure, 5s. per person, 10s. per car; transfer to reserved enclosure, 15s.; reserved enclosure £1 per person, 10s. per car; children under 14, half-price. The ordinary facilities will be at the disposal of B.A.R.C. and R.A.C. members.

For those who do not wish to go to the expense of bringing their cars adjacent to the course there are special garage facilities in and near the grounds, a charge of 5s. per car being made, whilst those who want to make sure of a berth for their cars should apply at once to the Secretary, R.A.C. Touring Guides Department, Pall Mall, London, S.W.1, no extra charge being made for booking.

A rather interesting feature of this year's race is that far less practising than is usual in a classic meeting of this sort has been done; in fact on Monday last, when it was expected some serious work would be put in, only the Delage team and Eyston's Bugatti came

out. The three Delages are striking vehicles, neat, diminutive and compact, their low build and general lines conveying an impression of speed capability which was well borne out by their practice runs during which lap speeds far higher than those recorded last year were attained. Their cornering is particularly impressive, whilst the acceleration which they show is little short of marvellous.

Eyston, with Davis, his reserve driver, lapped far more swiftly than had been anticipated, and this Bugatti is one of the most promising entries having a British crew.

C. M. Harvey made one or two circuits of the track last week before the sandbanks were erected. He attained a maximum speed in the neighbourhood of 120 m.p.h.—a marvellous tribute to the powers of the new straight-eight Alvis, the acceleration of which is quite in keeping with its flat-out speed. On the actual course this car can give a surprisingly fine performance, and undoubtedly it will stand a chance of being one of the star turns of the day.

On Tuesday there were few signs of life, but a very welcome visitor to the track was Prince Ghica, who has so far recovered from the injuries he suffered at



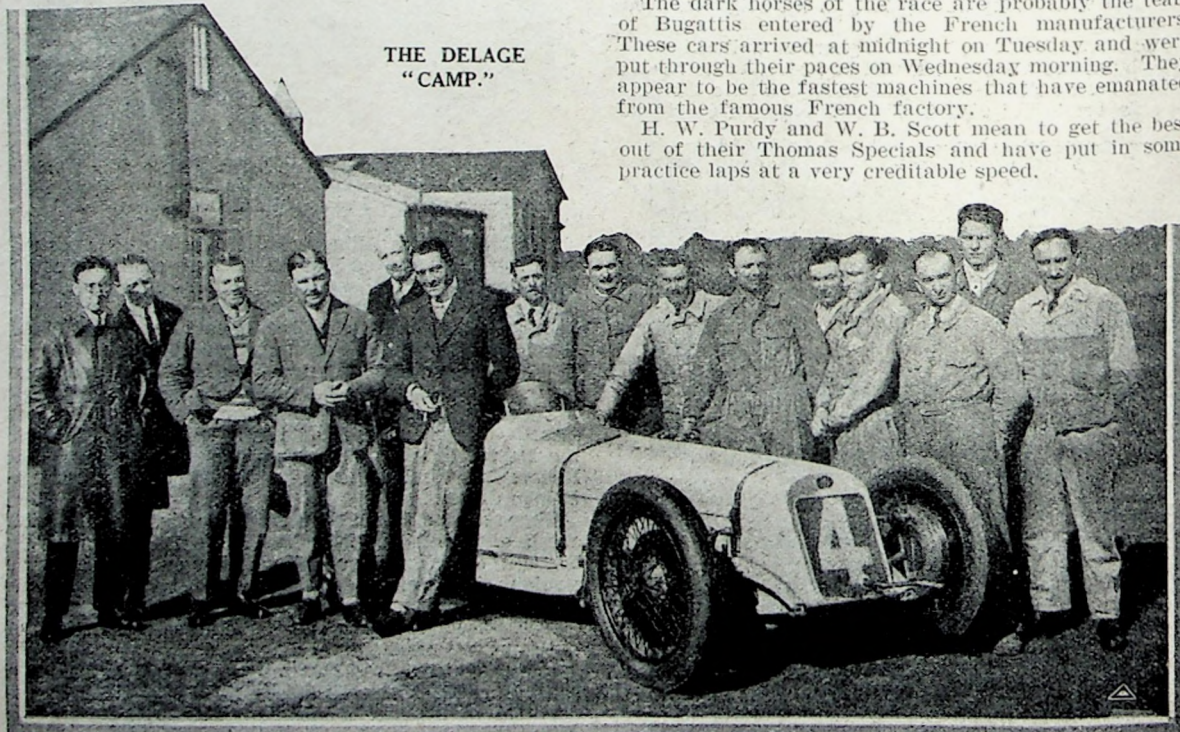
Count C. Conelli, a well-known racing car exponent, who will drive one of the Bugattis entered by the manufacturers.

Boulogne as to be able to take his place, it is confidently anticipated, amongst the starters to-morrow.

Capt. Malcolm Campbell is making no promises, but he is one of the steadiest, most skilful and most reliable drivers, and, if he cannot win, it may be taken for granted that he will add to his prestige at Brooklands.

The dark horses of the race are probably the team of Bugattis entered by the French manufacturers. These cars arrived at midnight on Tuesday and were put through their paces on Wednesday morning. They appear to be the fastest machines that have emanated from the famous French factory.

H. W. Purdy and W. B. Scott mean to get the best out of their Thomas Specials and have put in some practice laps at a very creditable speed.



The full significance to big racing firms of an affair like the Grand Prix is conveyed by this photograph of the members of the Delage camp—all brought over especially for the race. Third from the left is Bourlier, beside him Divo and Benoist.

*New Models and Programmes.***A 1,474 c.c. SIX-CYLINDER RENAULT**

AN UNDERSLUNG CHASSIS, DELCO COIL IGNITION AND MODIFIED ENGINE CONTROLS ARE FEATURES OF THE NEW 12 h.p. MODEL TO BE KNOWN AS THE MONASIX.

A VERY interesting addition to the range of Renault cars for 1928 is a six-cylinder job to be known as the Monasix. The engine is, of course, of Renault design with side-by-side valves and detachable head, but the crankshaft has four bearings. The bore and stroke are 58 mm. and 93 mm., giving a capacity of 1,474 c.c. and a R.A.C. rating of just over 12 h.p.

There are several novel features connected with the car. The chassis, for instance, is underslung, whilst, although transverse springing is used at the rear, an entirely new design has been incorporated in which the spring is behind the axle. At the front semi-elliptics are used. To give greater access to the wiring and so forth the instrument board is hinged to the dashboard so that it can be swung outwards.

A departure from previous Renault practice consists in the fitting of Delco ignition, the distributor being mounted above the cylinder block on the near side of the engine and driven by a vertical shaft. The Renault carburettor,

Handsome body lines have been achieved in the six-cylinder 12 h.p. Renault Monasix saloon which is priced at £259.

tests in France and speeds of over 60 m.p.h. have been reached and maintained for useful distances. The petrol consumption of the new model is said to be between 30 and 35 m.p.g.

So far as the 9-15 h.p. models are concerned, the prices of the open cars have been slightly advanced, whilst those of the saloons have been reduced. The following is the 1928 schedule:—Two-seater, £175; four-seater standard tourer, £169; de luxe four-seater tourer, £179; saloon with either metal or Weymann body, £199; folding-head coupé with double dickey, £224.

Apart from minor improvements, these cars have the same specification as the 1927 models.

The four-cylinder engine has a bore and stroke of 58 mm. and 90 mm. respectively, giving a capacity of 950 c.c. with a £9 tax. The cylinder head is detachable, and the engine is fitted with side valves and a two-bearing crankshaft. Splash lubrication is used, and of course the Renault carburettor is standardized. Transmission is by means of an inverted cone clutch, and a unit construction gearbox with central control, final drive being by enclosed propeller shaft to the rear axle, which is fitted with a differential. Four-wheel brakes are fitted, the pedal applying shoes in all drums, whilst the centrally disposed hand-lever applies shoes in the rear-wheel drums.

There is a large selection of bodies available, and this car has proved particularly popular since it was first introduced. The makers are Renault, Ltd., Billancourt, France, the English showrooms being at 21, Pall Mall, London, S.W.1.

ter, which has two jets and a valve operated by a hydraulic dashpot, is retained, but the controls are now mounted on the steering column as depicted in an accompanying photograph.

For the rest the chassis details of the new car follow closely those of the 9 h.p. model, the dynamotor being mounted on the nose of the crankcase and coupled to the crankshaft. It will be seen from the photograph of the four-door saloon model that the makers have succeeded in producing a car of very handsome appearance.

The prices of the new Monasix models are as follow: Five-seater tourer, £279; saloon with either metal or Weymann body, £299; fixed-head coupé and folding-head coupé, £314.

The car has undergone exhaustive

**DETAILS OF THE
NEW RENAULT.**

The neat instrument board and the new arrangement of the engine controls is shown in the oval, whilst, below, the Delco coil and distributor arrangement together with the combined inlet and exhaust manifold on the six-cylinder engine can be seen.

New Models and Programmes (contd.).

THE NEW 9 H.P. CLYNO MAKES ITS BOW.

MORE DETAILS OF A STRIKING NEW MODEL WHICH HAS BEEN ON TEST FOR TWO YEARS.— WORTHY ADDITION TO THE RANGE OF 1928 9 H.P. CARS.

The two-door body is of a light and roomy type. Spoked wheels will be used for production models and the radiator will be higher.

LIKE a weakly chicken, the 9 h.p. Clyno emerges from its shell just a little at a time. In our issue dated September 16th it chipped the shell and

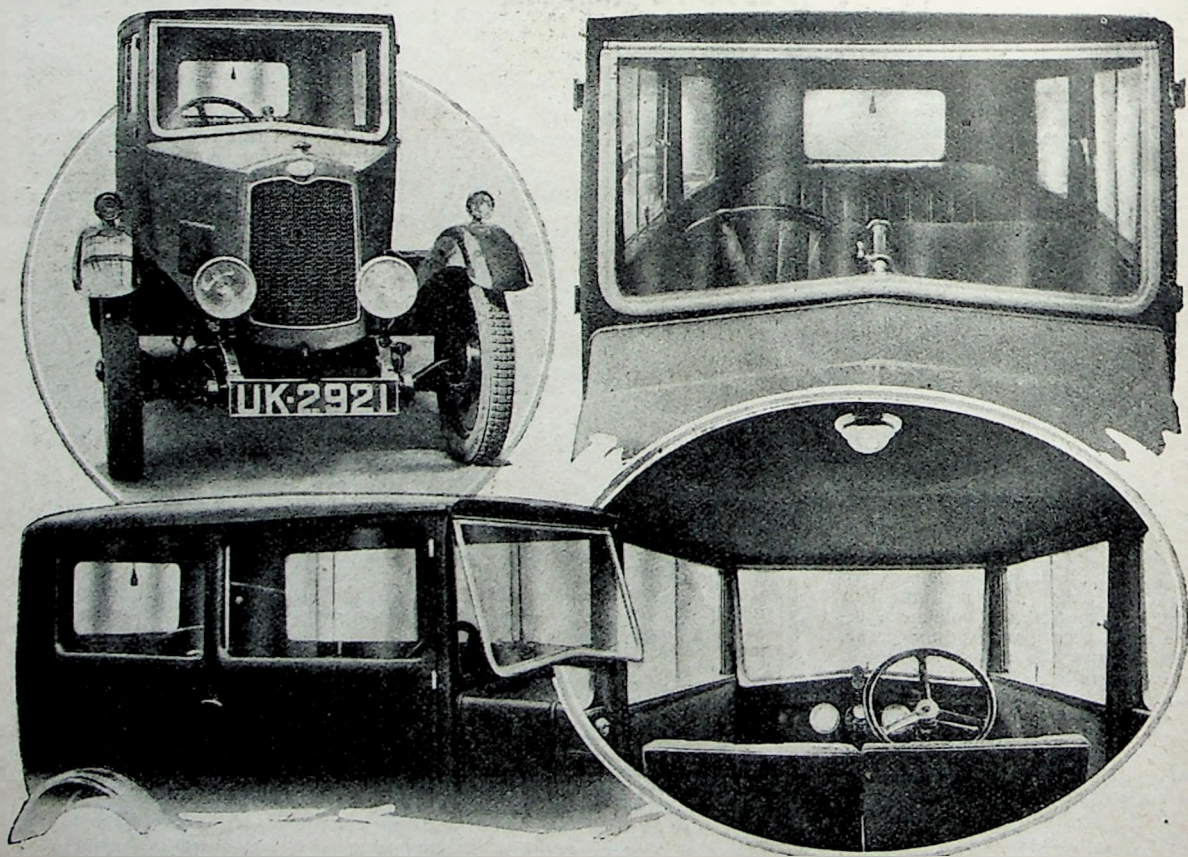
revealed itself as an entity costing £145 as a four-seater touring car and £160 as a saloon.

Now it is exposed, in one of its guises

as a complete vehicle, and at Show time all its secrets will be laid bare. At the moment they are "wropt in myst'ry." But who cares? To mix the metaphors, the cat is out of the bag so far as the essentials of this new model are concerned. Its "innards" need not concern us, for we have the assurance that it has been on test for a couple of years and has proved entirely successful.

The fabric saloon model which we illustrate is essentially modern and distinctly attractive. It is cheap, but manages to escape attention on that score: small, but provides plenty of room; low, but is not lacking in headroom.

Externally, the whole of the body-work and bonnet are fabric covered in a single-colour scheme toning with that of the interior upholstery. One notices that three lusty hinges are used to hang each of the two doors, that louvres of unusually generous size are arranged in the bonnet sides, and that minor luxuries, such as rain channels and a miniature sun visor, are provided.



SALOON LUXURY
FOR 1928.

Embodying all the latest improvements and refinements in saloon coachwork, the new 9 h.p. Clyno, to be sold at £160, will make a wide appeal. The photographs show a number of interesting details which are alluded to in the text.

Within, there is evidence of a great deal of thought having been spent on the detail design. A single-pane front screen opening outwards from the base, sliding-half front windows, fixed quarter lights, and a large rear window with a roller blind are noticeable.

The seats, which are upholstered with leather cloth, are generously proportioned, those at the front being independent and providing plenty of elbow room for the driver and his neighbour. The steering wheel is well placed, with long throttle and ignition levers directly beneath it, and the fascia board carries Lucas switch gear, a clock and speedometer.

An interior light is fixed in the centre of the cloth-lined top, the switch being placed beside the near door pillar, where it can be easily reached from any of the seats of the car.

Chassis details, as already mentioned,

are not to be announced at present. We are able to state, however, that the engine will come inside the £9 tax limit, that the bonnet looks as though it houses four cylinders, and that, the Clyno policy having always favoured three speeds, there are not likely to be four. Those who believe in three speeds do so with an all-consuming faith which nothing will shatter. It is equally so with four-speed "fans."

Turning to details of the specification, it will be noted from the head-on photograph that there is a five-lamp lighting set with the battery on the running boards. On production models the headlamps will be higher and mounted on a tie-bar connecting the wings. This gives a less "squat" appearance and is certainly a very pronounced improvement.

Four-wheel brakes are, of course, provided and half-elliptic springs accord-

ingly figure at the front. They are cambered rather more than is customary in these days and their action is controlled by Smith shock absorbers. It is pleasant to see these after having advocated for so long the fitting of shock absorbers to all light cars.

Other details which we can praise concern the steering layout and front brakes. The former employs ball-and-socket joints, which are large and easily adjusted, whilst the latter are on big-car lines. They are rod-operated and easily adjusted by thumb nuts above the axle.

In our issue dated October 7th, which will be the First Show Number, we hope to be able to give the full specification of this interesting model. The third newcomer in this particular class, the Clyno Nine, will be one of the first of the 1928 models to be road-tested by *The Light Car and Cyclecar*.

SWIFT TO MARKET NEW 10 H.P. SPORTS MODEL.



ENTIRELY NEW AND VERY ATTRACTIVE TWO-SEATER, WITH SPECIALLY TUNED ENGINE, TO SELL AT £225. FEW ALTERATIONS TO THE STANDARD 10 H.P. CHASSIS.

VERY few alterations have been made to the 10 hp. Swift chassis for 1928, but a range of five entirely new bodies will be marketed.

The chassis, it will be remembered, has a four-cylinder engine with side-by-side valves and a detachable head, the bore and stroke being 62.5 mm. and 97 mm. respectively. Lubrication of the main and big-end bearings is effected through passages drilled in the three-bearing crankshaft and the cooling system is of the thermo-siphon type. Perhaps the most important change in the chassis is the use of a larger radiator than that hitherto fitted to 10 h.p. Swifts.

The three-speed gearbox and single-plate clutch are built up as a unit with the engine and a large-diameter open propeller shaft with fabric joints is used to transmit the power to the rear axle, which is of the spiral-bevel type and has a "banjo" casing.

Other items in the specification are four-wheel brakes, semi-elliptic front springs and quarter-elliptics at the rear, shock absorbers fore and aft, worm-and-nut steering and 27-in. by 4.4-in. Dunlop balloon tyres. The wheelbase is 8 ft. 6 ins. and the track 3 ft. 10 ins.

Both the two-three-seater and the four-seater open tourers are roomy and have very clean lines. Particular care has been taken to provide ample leg-room and, on the four-seater, the front



TWO INTERESTING TYPES.

(Left) The sports two-seater, which is to be listed at £225, and (above) the 1928 coupe—a very snug car for either winter or summer use.

seat is adjustable. In each case the doors are wide and a noteworthy feature is that pneumatic upholstery has been standardized. Either model may be obtained finished in grey, maroon or blue, with upholstery to match. Both these models are priced at the very reasonable figure of £220.

An entirely new model in the Swift range is the sports car. Fitted to a standard 10 h.p. chassis, with a specially tuned engine, this body is a streamlined two-seater with a dickey seat and disappearing hood. Here, too, pneumatic upholstery is used and the sloping screen and wire wheels enhance the sporting appearance of the car. Its price is £255.

The two remaining models are a

coupe and a fabric saloon. Separate front seats are used in the latter and these are independently adjustable; armrests are provided for the rear seats and pneumatic upholstery is standardized. Each of the four windows may be dropped into its corresponding door, thus affording ample ventilation in hot weather. The car may be obtained in a wide range of colours and is priced at £260.

Every model is supplied with the usual equipment, including a dynamo lighting set, electric starter, clock, speedometer (gear-driven from the gearbox), automatic screen wiper, driving mirror and luggage grid, the last item being omitted, however, on the sports model.

New Models and Programmes (contd.).

HUMBER NINE STILL FURTHER IMPROVED.



ALL MODELS NOW HAVE DRIVER'S DOOR—
A VERY ATTRACTIVE RANGE FOR 1928.

The coachbuilt saloon which sells for £280 complete.

A NUMBER of minor alterations have been made to the specification of the Humber Nine for 1928, the most notable, so far as the chassis is concerned, being the raising of the radiator by an inch and a quarter in order to give the popular high, straight shoulder line. Modifications to the bonnet and dash have, of course, been made necessary and, as will be seen from an accompanying photograph, the lines are now much improved.

It will be remembered that this model appeared with front-wheel brakes for the first time in the spring of this year, the design being described and illustrated in our issue dated March 18th. The front brakes are of the internal-expanding type operated by a rather unusual mechanism. The pedal controls the front brake and a contracting band transmission brake, whilst the hand-brake lever acts directly upon drums on the back wheel.

An external improvement which attracts immediate attention, and has a great deal to recommend it on the score of simplifying maintenance, is the removal of the battery to the off-side running board, where it is, of course, par-

ticularly accessible. Another very practical change in the specification is the provision of a two-way tap in the petrol-feed system. This is so arranged that it gives a reserve supply of petrol in the tank, the amount trapped being approximately one gallon.

In addition to having shock absorbers at the rear, as the Humber Nine has had during the current season, it will have shock absorbers on the front axle in addition for 1928.

So far as the new season's range of coachwork is concerned, this shows a number of alterations. All models, for example, now have a door beside the driver's seat and all models have particularly roomy bodywork, the new four-seater having a front seat one inch wider than has been the case hitherto.

The saloon, which is now available either in coachbuilt or fabric form, is to have a single front seat instead of two separate bucket seats as hitherto, whilst both types have been given a very up-to-date appearance by the window depth having been reduced and the body sides deepened. Two points of special interest from the driver's point of view are first, that a quick-lift con-

trol has been provided for the window adjoining his right arm; and secondly, that the steering wheel has been lowered an inch, thus bringing it more into his lap. This point, incidentally, applies to all models.

Additional features of the 1928 saloons will be the fitting of a silk blind to the rear window, with a raising and lowering arrangement conveniently arranged for the driver to operate without leaving his seat, and the use of a new type of door catch. Three of the doors have these catches with a special safety device, whilst the fourth can be locked up, when the car cannot be entered by anyone who has not the key. All the above models of the Humber Nine are to be cellulose finished in the well-known Humber mode colour, and a hood envelope is provided for use when the hood is lowered.

The engine of the Humber Nine is unusual in that the inlet valves are in the head, whilst the exhaust valves are of the side pattern. The four cylinders have a bore and stroke of 58 mm. and 100 mm., giving a capacity of 1,057 c.c. with an R.A.C. rating of 8.35 h.p. and an annual tax of £9. The seven-gallon petrol tank is at the rear; the car has right-hand gear change and half-elliptic springs are used back and front. In all other respects, except in the brake design, the new Humber follows conventional high-class light car practice.

Prices for 1928 are to be as follow:—Two-three-seater with dickey, £250; four-seater tourer, £250; four-seater saloon (coachbuilt), £300; four-seater fabric saloon, £285.

In addition, the following alternative range is offered, the models in question being somewhat cheaper, owing to their having a slightly different body specification:—Two-three-seater with dickey, £235; four-seater tourer, £235; four-seater coachbuilt saloon, £280.

IMPROVEMENTS TO RHODE MODELS

TWO big claims are made for the 1928 Rhode: first, that it will give 40 m.p.g. and, secondly, that it will give 55 m.p.h. Substantially the chassis is much the same as when it made its debut—at Olympia last year. If one looks closely into it, however, it is noticeable that a number of small alterations have been made. Notable amongst these is, of course, the new double exhaust port cylinder head which we described some weeks ago. With this arrangement there are two exhaust pipes emerging from the head, one at the front and one from the rear. This system assists engine cooling and tends to give added efficiency with long life for the exhaust valves.

Another improvement to the engine which is not so immediately apparent, but which really is quite important, is

the redesigning of the push-rods and rockers. Last year, it may be remembered, the push-rods were ball-ended so that the rockers had inverted cups on their extremities. This plan makes it very difficult to secure adequate lubrication for the push-rod ball ends, and, in consequence, the more up-to-date plan of having a ball at the lower end of the push-rod and a cup at the upper end has now been introduced.

The new arrangement is very pretty indeed. It bears evidence of having been most carefully thought out and, above all, is practical to a degree. An oil-feed pipe passing above the rocker shaft supplies oil to all the rockers, and channels cut in them feed it to the pivot pins and push-rod cups.

A small point in connection with the 1928 engine is that the crankcase

breather pipe has now been extended and can be used for replenishing the supply of oil in the sump without the need for a special funnel.

Small alterations have also been made to the suspension. It will be recollected that the 1927 Rhode broke new ground by having its front half-elliptic springs shackled at their forward ends. This revolutionary arrangement has now been changed and the conventional plan followed. In the case of the rear springs these have also been modified, but still retain their quaint shape. A feature is that between the master leaf and the one immediately above it a strip of rubber insertion is placed. A block of rubber is also used at the anchorage points on the axle, an advantage claimed for the system being that a self-damping effect

is obtained, whilst no lubrication is necessary.

The front-wheel-brake gear reveals a small change in that the cables now pass through an eye fixed on top of the pivot pin and continue forward to the cam-spindle levers, which are now placed in front of the axle. Last year the brake cables were taken round small pulleys above the steering-pivot pins and then brought backwards to the cam levers, which were behind the axle.

An alteration to the steering gear, which will not be noticed, but which has proved to give increased life to the front tyres, limits the "freedom" of the ball and socket joints of the track rod. These joints are spring-loaded and in the 1928 models the springs are almost fully compressed, thus allowing very little end play.

Rhode coachwork for 1928 is strikingly original, but looks conventional. The body frames are of welded strip-

steel reinforced with timber, the object being to keep down weight and yet to secure very great strength. In this connection it is worthy of note that the saloon body can be lifted and carried by two men, whilst the saloon car complete weighs only 18 cwt. All bodies are upholstered in real leather hide and are cellulose finished.

The most original body is described as a two-six-seater, and would be, in point of fact, more clearly defined as a chummy with dickey seat.

Behind the front seat a well is provided and this is fitted with a folding chummy seat, the idea being that children or luggage can be carried in this space, under the hood, and, of course, protected from the elements. If three adult passengers are carried, two can occupy the front seats and one the chummy seat, or, alternatively, two adults can be carried in front, two more in the dickey and two children in the chummy seat. The whole

arrangement is of a very practical kind and is likely to attract considerable attention at Olympia.

The five-seater body has the appearance of a conventional four-seater tourer, but will seat three adults at the rear and, like the two-six-seater, has separate tipping bucket seats in front and a redesigned fascia board with a large cubby hole.

The saloon body has been considerably improved in appearance by the quarter lights having been rounded off at the rear. The 1927 saloon had square windows, which looked rather bald and ugly, and the new arrangement certainly is a big improvement. The new saloon is very roomy and, with its pale sky-blue upholstery, has a most attractive appearance.

Rhode prices for 1928 are as follows:—De luxe two-six-seater, £198; de luxe five-seater tourer, £205; four-five-seater de luxe coachbuilt saloon, £250.

NEW 10-20 H.P. SALMSON.

INTERESTING ADDITIONS TO THE
PRESENT RANGE OF SMALL CARS.

IN addition to the existing range of Salmson cars, a new 10-20 h.p. chassis with a wide choice of coachwork is being introduced for 1928. The four-cylinder engine has a bore and stroke of 62 mm. and 90 mm. respectively, thus the capacity is 1,086 c.c. and the tax £10.

The overhead valves are operated by a double system of rockers and push-rods from a camshaft located in the crankcase. The pistons are of aluminium alloy. Ignition is by a Salmson magneto of the fixed-control type, whilst the carburettor is a Solex.

Mounted in unit with the engine is a three-speed centrally controlled gearbox, the final ratios being 4, 6½ and 16 to 1. The clutch is of the two-plate disc type. A reinforced pressed-steel rear-axle casing is used, whilst the crown wheel and pinion have specially shaped teeth designed for strength and quietness in running. A differential is fitted and the axle shafts run in large-diameter ball bearings. Four-wheel brakes are, of course, fitted, the drums being 10 ins. diameter.

Suspension is by half-elliptic springs in front and quarter-elliptics at the rear, whilst shock absorbers are fitted as standard to both axles. The wire

The well-appointed 10-20 h.p. Salmson fabric saloon. This model is to be marketed at £285.

wheels, which carry 720 mm. by 120 mm. tyres, have safety hub caps and reinforced spokes. Worm and wheel steering is used. The cars are fitted with 12-volt Paris-Rhone electrical equipment, the dynamotor being driven from the front of the crankshaft.

The dimensions of the new Salmson are as follow:—Wheelbase, 8 ft. 4 ins.; track, 3 ft. 9 ins.; ground clearance, 8½ ins.; overall length, 10 ft. 10 ins.; whilst the chassis weighs 10 cwt.

There is a choice of seven different types of body as follows:—Four-seater standard tourer, £225; two-seater de luxe with double dickey, £240; two-

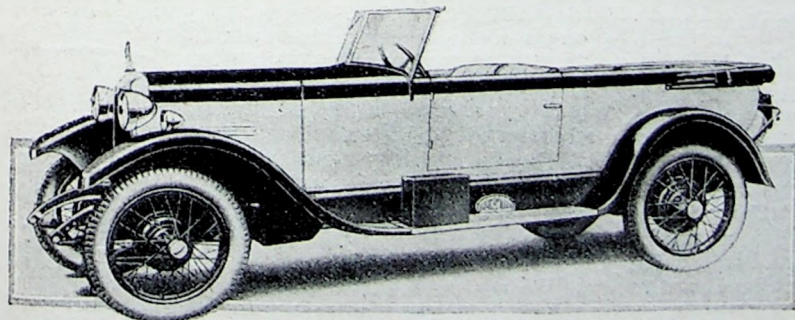
seater fabric coupé with double dickey, £255; four-door interior-drive all-fabric saloon with luggage trunk and carrier, £285; Grand Prix three-seater sports, £285; Grand Prix special saloon, £425. The sole concessionaires for Salmson cars in this country are S.M.S., Ltd., Church Wharf, Chiswick Mall, London, W.4.

Rover Programme.

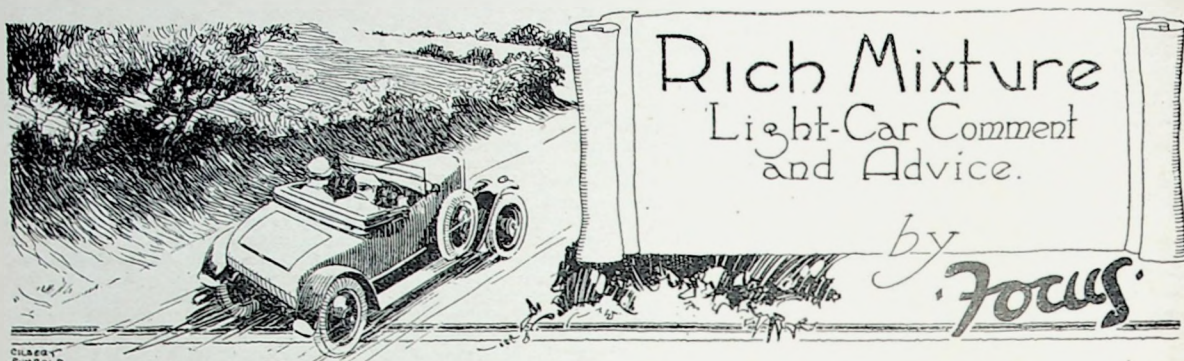
THE 10-25 h.p. Rover programme for 1928 includes a "Riviera" Weymann saloon. This will be similar to the Paris model, but, for £15 extra, will have a folding roof. The prices of the complete range are as follow:—"Paris" Weymann saloon and "Riviera" Weymann saloon, £250; semi-sports two and four-seaters, £260; coupé, £235; two-seater tourer, £220; four-seater tourer, £225.

Burghley Austin Seven Prices.

CONSIDERABLE reductions in the prices of Austin Sevens fitted with Burghley saloon and sports bodies have recently been made. The saloon-landulet has been reduced from £195 to £180, and the two-seater sports body is priced at £165, or £170 if finished in polished aluminium. The makers are Wilson Motors, Ltd., 7, Eccleston Street, London, S.W.1.



Rover prices for 1928 are unaltered, but the 10-25 h.p. semi-sports are now fitted with wire wheels.



Blackening-out.

EXPERIENCE on the road these autumn evenings does not suggest that the condemnation of blackening-out by the motor organizations is universally shared by motor users. Indeed, I believe that if these organizations, who profess to speak for motorists, were to take the opinion of all car-owners they would be less confident in their recommendations.

Recently, I have met scores of motorists who at once blackened-out on seeing my lights and obviously expected me to do the same. Fortunately, my dipping lights seemed to give complete satisfaction.

A Law for the Rich?

NOW, the bald recommendation to drivers not to dim or black-out is likely to have unpleasant consequences in the near future, and one of the first indications of this I observed a few nights ago. A lorry driver met a big car with blazing lights and promptly extinguished his headlamps. The car driver took no notice. At once there issued from the top of the lorry a tremendous beam, practically a searchlight, that dominated the road.

At first sight this looked like a dangerous form of reprisal, but really it was the lorry driver's method of preventing disaster with his valuable load. The chief failing of the recommendation not to black-out is that it leaves the man with the most powerful lamps master of the situation, a fact that arouses violent resentment among other and less affluent users of the road.

An Appeal to Motorcyclists.

WHILST on this subject, I appeal to motorcyclists to follow the example of car owners and not shelter behind the present regulations in the matter of lighting up. After all, car owners need not show a forward light until an hour after sunset, but no one would suggest that they should act accordingly.

Technically, motorcyclists are cyclists, but actually they are motorists on two wheels, sitting much lower than cyclists and travelling at a much greater speed. Moreover, they show no movement of the legs, and against the hedgerows in the half light they are most difficult to see. The greatest danger from this source occurs when a motorcyclist is approaching along a road on which pedestrians are present. In this case he is apt to resemble another pedestrian, and the discovery that he is rapidly advancing can be very disconcerting.

B24

A Vivid Background.

ONE benefit of motoring which I have not seen remarked upon elsewhere, but which most readers must have experienced, is the manner in which it illumines items of news in the daily Press. The Army manoeuvres in Oxon and Bucks were a case in point. To anyone unacquainted with the area the reports meant very little, but there must have been thousands of motorists who, with the aid of the published maps, were able to follow the exercises with a close sense of personal interest. So, too, with other items of news.

Recently a coupé taking in petrol at Norman Cross filling station caught fire and the two occupants, with their clothes blazing, were dragged out by the attendant. The paint on the pump was blistered and surrounding flowers scorched. To the vast majority of newspaper readers this was only an incident, but to every motorist using the Great North Road the scene conjured up by the brief paragraph would be very real. Undoubtedly, touring by road does give a vivid background to national life and events. Its educational value must be immense.

"Most Priceless Yobs."

A MERRY sort of business it must be ignoring red triangles, A.A. danger signs, white lines and overtaking on a real S-bend, flanked by unfenced ditches, with a hedge masking traffic approaching in the other direction. Oh! yes, existence must be full of thrills when piloting a large saloon car under these conditions, and to the two drivers who headed me off when about to negotiate one of the most perilous spots in the eastern counties a few days ago I hand the palm for being the most priceless couple of yobs I have ever encountered.

Skilful driving? Not a bit. The slightest skid on the wet road and nothing could have saved them from plunging into the 10-ft. deep dyke on either side, for on this serpentine bend locking over to correct a skid at speed merely increases the chances of disaster. Luck preserved them and they sped on, leaving a procession of other car owners who knew the spot positively aghast at the risk they had taken.

Here is a little ditty which they might care to include in their Christmas cards.

Oh! who will cross the line so free,
Oh! who will with me ride,
On bends round which I cannot see—
Oft on the right-hand side?

Confirmed "Crashers."

A FRIEND who has run his small 'two-seater' some two or three thousand miles recently asked me to accompany him on a short trip. Knowing that he had passed the novitiate stage, I was surprised to find that only by sheer good luck did he ever manage to make noiseless upward changes from second to top. In nine out of every ten changes the gear went in with a crunch and a clunk which could be heard a hundred yards away.

I asked why it was that he did not double-declutch when changing up, this being the only way to make silent changes with the car he was driving. "I have never tried it," he confessed. "I always mean to do so, but at the driving school I was taught to double-declutch only when changing down and I cannot get over the habit of slamming direct from second to top." There is a moral somewhere, I feel sure!

Hard Luck.

BELOW I give part of a letter from an unknown correspondent who won my heart and sympathies with the frank familiarity of his first few words.

Dear Old "Focus."—I have just returned from a 14 days' perfect tour in Devon, marred only by a little dialogue with a London policeman, when only three miles from home. At 10 p.m., near Holland Park, whilst chatting to my sister, I had a momentary lapse and dared to pass a policeman with his hand out, not realizing that he was holding me up until it was too late. Even so, I pulled up two car lengths behind him, with a "Sorry, officer, I mistook your signal for the moment. I apologize, I'm sorry, etc., etc."

"What d'yer mean?" he shouted. "Why didn't yer stop? What d'yer do when yer see a policeman's hand out? Where d'yer come from? What!" This catechism he repeated five or six times, with a pause for an answer, until we had a huge crowd.

Then I had to circle round the refuge and pass him again, with a parting shot from him to the effect that I was not safe and should consider myself a very lucky man. I failed to see the point.

I felt utterly sick after the courtesy I had received for the previous 13 days in Devon. Even the policemen there had a smile, with a cautioning finger if one erred in judgment. Here in London, close to home, I was publicly whipped.

How I wished my companion had been a male, it would have been worth going before the "beak" to answer this cross-roads Mussolini in a language he understood.

Surely, after admitting my mistake and apologizing, I could have been allowed to pass on with a caution.

My correspondent was more fortunate than I was a few years ago, for the commission of the same offence at Hyde Park Corner cost me 40s. and an endorsement for driving to the common danger.

Beware of the Wake!

A FRIEND of mine who has just returned from a fairly long South-country tour, emphasizes a danger which is not always associated with sections of roadway which have just been tar-sprayed. In one district through which he passed the liquid tar had been covered with what he called "rubble"; if it did not conform strictly to the term, the sand contained a multitude of comparatively large stones.

Traversing one of these stretches very cautiously, he heard a hoot behind, and a big American car travelling very fast shot past him and "cut-in" very suddenly across his bows. The result was that a shower of this rubble was flung back by the rear wheels of the car with such force that for a moment he was afraid his screen would be broken.

Those Wheels!

I COMMENTED recently on the difficulty which I was experienced by a motorist in removing his spare wheel from the carrier and persuading it to slide over the studs of the wheel hub, and a night or two ago I came across an even more villainous case of what surely must be regarded as rank bad design. In this instance, however, the



MILL BANK,
TEWKESBURY.

102 miles from London and only 45 miles from Birmingham, Tewkesbury has many quaint old corners. The battle of Tewkesbury, in which the Lancastrians were defeated, was fought in the streets of the town in 1471.

difficulty lay in removing the hub nuts prior to taking off the punctured wheel.

So firmly had they become locked that it took over half an hour to remove them. We shifted them eventually, after a swamping with paraffin, by using a box-spanner driven tightly over the nut and two long tommy bars with gas-pipe extensions to increase the leverage. Even then it was a toss-up whether the box-spanner would give way before the nut. I regard this sort of thing as scandalous; wheel-changing should be made as easy as possible, and in the majority of cases it is, but the exceptions which prove the rule are usually so outstandingly bad that I think they deserve all the publicity that can be given to them.

Sports and Sports.

IN the early days—1907 or thereabouts—the term “sporting” as applied to cars did not indicate hot-stuff performance and racy body lines. Rather the reverse; for a sports car then was a vehicle designed for use in connection with game-shooting. I have been looking through a bundle of photographs of some very pre-war cars, and, apart from the amusing reminiscences some of the pictures recall, the idea of a present-day helmeted and leather-garbed “sporty boy” driving one of these early cars is apt to provoke a smile.

“Sporting” is a misnomer, according to present notions, but the bodies of some of these cars were designed along genuine utility lines. One of the

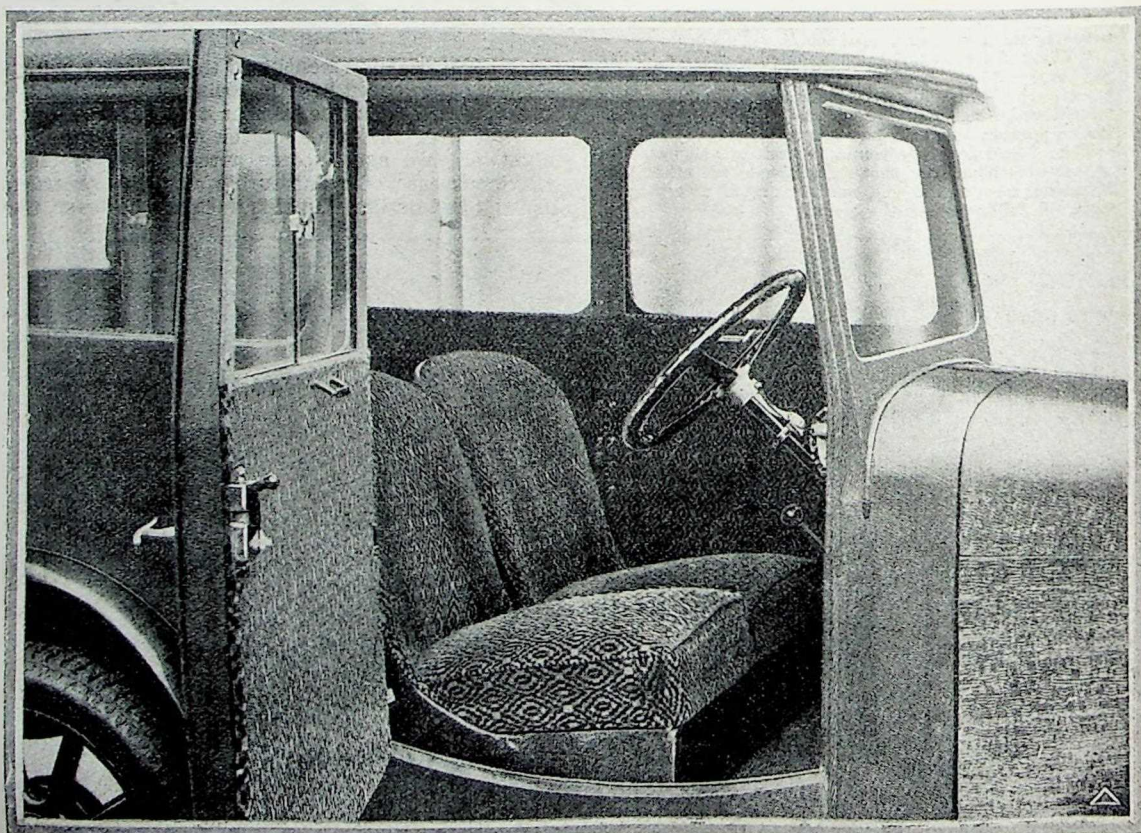
photographs depicts a 7 h.p. Panhard, the dogcart body of which, with a well between the seats to accommodate guns and game, must have weighed more than twice as much as a 7 h.p. carrosserie of the present day. No wonder the primitive engines of 20 years ago used to jib at a grade of 1 in 10.

An Unclimbable Hill?

APROPOS my recent paragraph on the need for fresh hills to include in next year's trials a correspondent has written calling my attention to a road which lies a few miles south of Brecon. He states that one of the hills on this road has never been climbed by a car, whilst his Singer Junior is the only car which has descended it.

The road in question is reached by leaving the Brecon-Abergavenny road at Llansantffread and proceeding through Talybont and up the Glyn Collwn valley to Torpantau Station, just before which is a fairly stiff climb. At this point the railway is crossed by a level-crossing, and the road past the reservoir to Bwlch-y-Van Pass is taken; it is this pass that my correspondent says has not been climbed, but, going in this direction, it is descended. From this point it is possible to get back to Brecon via Cwm Cynwyn Farm.

I do not know this road personally, but it sounds quite interesting, and if any sporting readers in the district decide to try it I should be glad to hear their experiences.



**LIGHT CAR
LUXURY.**

— An amazing amount of comfort, and, in fact, sheer luxury, is provided by the latest miniature saloons, as this view of the Triumph Super Seven fabric saloon clearly shows.

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Still Too Noisy.

MOTORISTS can help thinking that the Home Secret difficult to pl renewed att exhausts will deal of perplexity. People are asking: "By what standard of silence is the opinion of Sir William Joynson - Hicks governed, and how are we to know that the police will justly interpret his requirements?" Is it den that exhaust system be dead silent at all speeds? If so, we cannot help thinking that too much is expected, for it will be generally agreed that modern motorcars are now the most silent-running of any mechanically propelled vehicles.

Since the campaign against noisy exhausts started there has been a very marked endeavour amongst motorists to fall in with official requirements. To whom, then, does the latest circular apply? If it be to a minority, surely the police are to be blamed for not dealing with them. If, on the other hand, the Home Secretary is still not satisfied with the silencing arrangements of motorcars as a whole, we think he is carrying the matter to extremes. Once again we must draw attention to a fact which ought to be too obvious to require emphasizing, namely, the intolerable noise created by vehicles other than private cars. Cannot Sir William take action? Motoring folk, the majority of whom are unaware of giving any offence themselves, are becoming increasingly puzzled at the apparent official apathy towards an increasing, rather than decreasing, evil which has long called for eradication.

The Grand Prix.

IT had been anticipated in many quarters that the American Duesenberg would not run in tomorrow's Grand Prix, but it came as a complete surprise to learn on Monday last that the three "mystery" Fiats had been withdrawn. Undoubtedly the absence of these four cars will make a marked difference to the degree of interest which the event is arousing, but it should be remembered that there still remains a selection of the finest drivers and the finest cars in the world, all eager to capture the honours in the second Grand Prix of the Royal Automobile Club. Only two nations, instead of four—namely, France and Great Britain—will be represented,

THE LIGHT CAR AND CYCLECAR WAS FOUNDED IN 1912 TO CATER FOR THE NEEDS OF USERS AND POTENTIAL PURCHASERS OF LIGHT CARS AND CYCLECARS, AND IT HAS CONSISTENTLY ENCOURAGED THE DEVELOPMENT OF THE ECONOMICAL MOTORING MOVEMENT FOR OVER FOURTEEN YEARS.

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channel have entry indeed in the form of six Bugattis and the three Delages; two of the Bugattis will be handled by British drivers. The British cars are the new Straight-eight Alvises and two Thomas Specials; thus the odds against Great Britain are very great.

Sportsmen in this country will extend a very hearty welcome to the foreign drivers and their équipe. They reserve a very warm

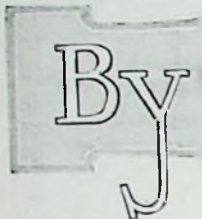
corner in their hearts for Robt. Benoist, who, by his daring driving in 200-Mile Races, won their hearts several years ago. Benoist is already the victor in three of the five championship races this year, and is freely quoted as the winner of to-morrow's event; but this is going to be the biggest struggle of his life. We hope for a British victory, but—may the best man win.

Uncorroborated Police Evidence.

IN a daily paper last week two matters were mentioned which are of vital interest to motorists. The first concerned an unfortunate gentleman who was fined £7 and his licence suspended for two months for driving dangerously at Hyde Park Corner, and concerning whom Mr. Mead, before whom he appeared at Marlborough Street Police Court, remarked . . . "to disregard a constable's signal at a place like Hyde Park Corner is not to be belittled. There is always a great element of danger in disregarding such a signal." It was intimated that there would be an appeal.

The other matter to which we have referred related to police-court sentences being quashed on appeal. In commenting upon the matter, the newspaper in question stated in its leader that "in both cases men of established position and character were accused of unseemly conduct. In each case the uncorroborated word of a single policeman was accepted as sufficient to justify conviction."

This is a question upon which *The Light Car and Cyclecar* has frequently commented in connection with motoring offences. The word of one constable has been sufficient to secure a conviction which might possibly mean ruin, or at least very heavy loss, to a motoring defendant; and in traffic cases there is seldom any evidence before the magistrate except that of the constable on point duty and that of the defendant.



AS IF TO GUARD HER TREASURES,
NATURE HAS MADE THE APPROACH TO
THIS BEAUTIFUL SCOTTISH RETREAT
SOMEWHAT DIFFICULT, BUT ITS PEACE-
FULNESS IS AMPLE COMPENSATION FOR
THE JOURNEY.

THERE are some, it may be, for whom the name of Loch Fyne conjures up memories of herrings and of nothing more, and it is true the herrings of Loch Fyne are worthy of more than a passing acquaintance, but the home of the herring is a haunt of exquisite beauty. Among all the long arms of the sea which penetrate into the heart of the Scottish hills there is none more beautiful than this.

The roar of the railway is not heard around its shore—only the faint paddle of the steamers which ply far into its silence or the murmur of a car along its roads. The music of the loch is the music of the lapping wave, the weird cry of birds and the melody of the winds.

Steamers bear their complement of visitors through the Kyles of Bute from the Clyde to Strachur and Inveraray and the roads give access from Oban by the Pass of Brander or from Loch Lomond over that well-known hill, the Rest and Be Thankful. Nature has not made the approach to this secluded loch an easy one, and the measure of difficulty is the measure of its peacefulness and silence.

A delightful road runs along the eastern shore at the water's edge, bordered with charming and varied flowers of gorgeous hue, now in the open, now beneath the branches of shady trees.

AT THE VERY WATER'S EDGE.

A glimpse of the picturesque road which runs along the eastern shore of Loch Fyne. The varied flowers and fine trees lend exceptional charm to the scenery.

North of St. Catherine's at Laglingarten a road turns up into Hell's Glen, to drop steeply to Loch Long at Lochgilphead. On a summer day one wonders why such a name was ever given to a glen so lovely in its green slopes and its great calm; but when a gale is blowing with threatening sky and sweeping rain, or when the snows of winter pile their drifts along the way, the fitness of the name becomes tragically apparent.

The fir forest of Ardkinglass skirts the eastern shore of the loch toward its northern end, where the lonely and desolate Glen Fyne runs far into the hills. There are shooting lodges up this glen and an isolated farm or two, but travellers are as scarce as the waters of the stream. The smooth, worn boulders of its dry bed tell of the torrent which sweeps down the glen at the melting of the winter's snow; but in the day of summer heat, little save the waters from the Eagle Falls run down to join the ebbing and flowing of the loch.

Across Loch Fyne from St. Catherine's, Inveraray stands on the shore of Loch Shira, a quaint little town with quaint old houses; for Inveraray is, save Dornoch, the smallest county town in the land and seems to live far back in old years. It occupies a charming position at the foot of the richly wooded Glen Aray, where the road climbs over the hills to Loch Ave and the white

houses along the sea front, seen from the opposite shore, give an almost Venetian aspect to the town.

The great MacCallum Moore ruled this region of old, and the "Gallows Trees," standing near the town, are reminiscent of the days when at his decree offenders were hanged upon the boughs.

For the fishing on the loch and the shooting on the hills, as well as for the glory of mountain and glen, many visit Loch Fyne throughout the year, and find in the accommodation of farmhouse and hotel, as well as in the wilds of nature, a genial satisfaction of their needs and a generous reward for their exploration of this remote but very beautiful spot.

SEEKING PASTURES NEW.

Shepherds moving their flocks to fresh grazing grounds on the hills above Loch Fyne.

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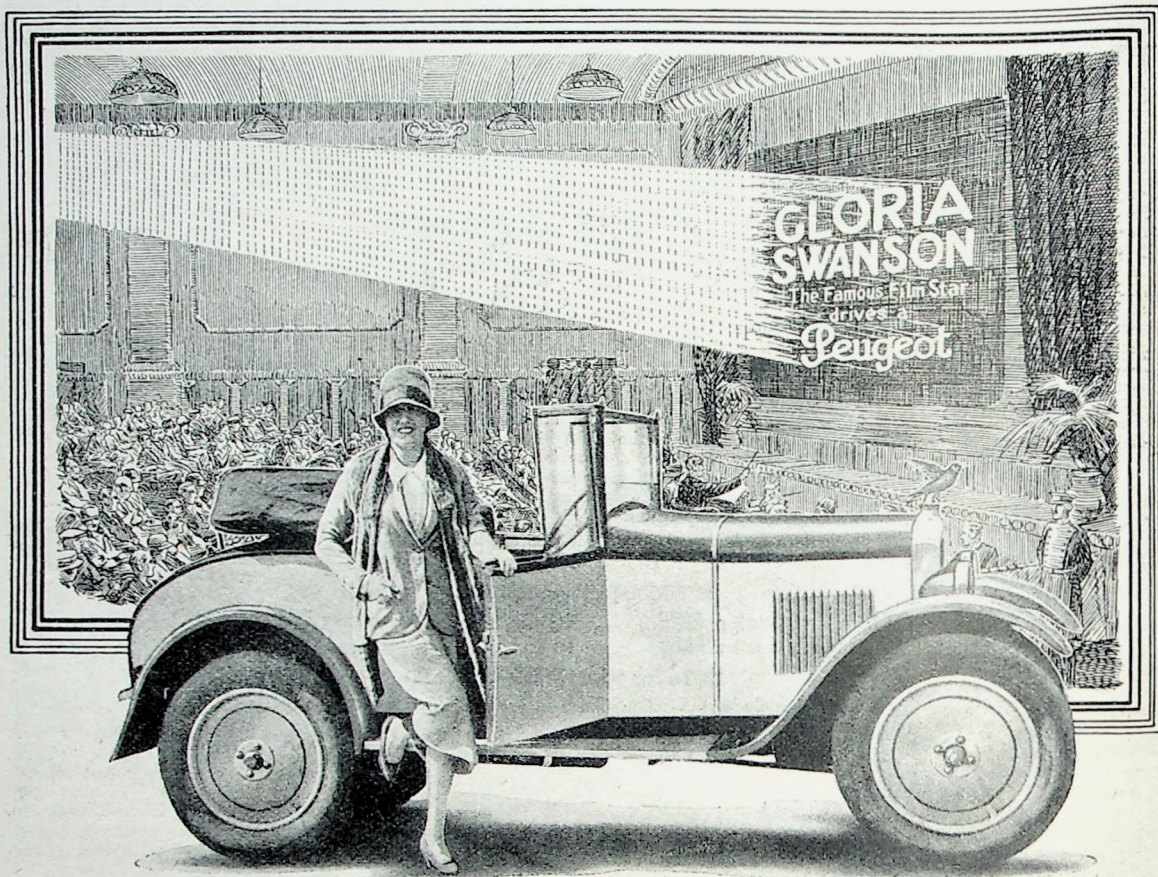
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CYCLECAR COMMENTS

BY SHACKLEPIN

SUGGESTIONS FOR THE
IDEAL CYCLECAR—
SINGLE OR TWIN-
CYLINDER ENGINE?
—GOOD NEWS—THE
NEW CYCLECAR CLUB.

IT was something of a coincidence that after I had written last week concerning the ideal type of cyclecar, but before the issue was published, I should receive letters from two readers on that very subject.

Both of these correspondents believe—and I certainly agree with them—that there is a very large market awaiting the advent of a reasonably - priced - four - wheeled cyclecar having powers of acceleration equal to a sports-type motorcycle.

Sheer maximum speed would not be of very great importance, because it can so seldom be used; in all probability 60 m.p.h. would be ample, but the machine should be capable of "leaping" to that speed in the shortest possible time.

One of my correspondents enclosed a rough sketch of a cyclecar which, he believes, might prove a suitable type. His idea is to have a normal chassis frame with the side members tapering towards the front, the rear quarter-elliptic springs being bolted under the members and to the casing of the diffless rear axle.

The front quarter-elliptics are played at an angle which brings them to the same width apart on the axle as those at the rear. An engine of a suitable type is mounted lengthways in the frame at the front, whilst behind the engine is a motorcycle-type gearbox driven by a chain.

The clutch is mounted on the engine shaft, whilst an extension of the gearshaft, running in ball bearings and supported on the outside of the frame member by means of a bracket, carries a large V-belt pulley, over which a belt runs to the near-side rear wheel.

This, briefly, is the description of the cyclecar, and I must say that it has a number of attractive features, but, although still a believer, myself, in belt drive, I doubt whether it would prove universally popular.

It forms a very sweet drive and a large-section belt running over large-sized pulleys does not slip appreciably even in very wet weather, but in these days, when practically every make of motorcycle, even the cheapest, has chain drive, it would be no easy task to persuade prospective purchasers that belt-drive can be perfectly satisfactory.

My second correspondent favours the use of a single-cylinder engine combined with a three-speed or four-speed type of motorcycle gearbox, the unit to be placed at the rear in a manner similar to that adopted in the Hanomag, which I described last week. Incidentally, this correspondent has recently returned from Germany, and he was much impressed by the performance of the Hanomags. He says that they appear to be able to travel comfortably at 35 m.p.h. to 40 m.p.h. over really bad road surfaces, and in several towns they are being used as taxicabs.

Reverting to the cyclecar design, my correspondent suggests that the chassis frame could be made of ash reinforced with steel plates; the wheels should be detachable and fitted with tyres not smaller than 26 in. by 3½ in. With regard to the engine, as I have already mentioned, my correspondent sees no objection to a single-cylinder engine, but as an alternative he mentions a small twin. In either case, however, he makes a point of the need for detachable cylinder heads so that the work of decarbonizing is reduced to a minimum.

I hope that I shall receive some more letters on the subject of the ideal cyclecar, as I know it is a topic in which we are all interested and, as I mentioned last week, there is at least one manufacturer ready to get busy so soon as he knows what type of vehicle is really wanted.

I have received a very cheery letter from Mr. V. W. Derrington, who is in Weybridge Cottage Hospital as the result of his recent accident at Brooklands. He tells me that, amongst other injuries, he is suffering from a double fracture of the skull. He believes that, for the second time, his crash helmet saved his life.

Mr. J. J. Hall, who was also involved in the accident, has already left the hospital, but he has not yet, of course, fully recovered from his injuries. No doubt it is some consolation to Derrington and Hall to know that they succeeded in lowering several records in classes J and K before the accident happened.

Owing to the fact that the council of the Junior Car Club could not see its way clear to allow the title of the Cyclecar Club to be adopted by this newly-formed body, it has been decided to alter the title to the New Cyclecar Club. This decision was confirmed at a meeting of the council of the New Cyclecar Club held on Friday, September 23rd.

Other matters dealt with during the meeting were the election of Messrs. G. E. Tottey, G. H. Goodall, E. B. Ware and F. H. Boyd-Carpenter to the council. The question of holding a trial of some kind in the near future was discussed, and in all probability arrangements will be made for an event to take place before the end of the year.

The secretary was able to announce that at least 36 applications for membership had been received and that a number of provincial clubs were interested, whilst the provincial centres of the original Morgan Club would, in all probability, amalgamate with the New Cyclecar Club.

A deputation has waited upon a special committee of the Auto-Cycle Union to discuss questions of affiliation and the results are particularly encouraging. We can hope, therefore, for affiliation very soon.

LIGHT CARS AT

FULL ENJOYMENT FOR A LARGE
HOWEVER, DID NOT PREVENT

noise and climbed very well, whilst another rather noisy vehicle was J. Hepworth's black Jowett, which, however, climbed the hill in 69 secs. R. Forestier-Walker drove a 759.6 c.c. racing Austin Seven, in which he put up an excellent show, while G. Taylor (9.5 h.p. Salomon) created some amusement by bringing up a passenger hiding, as it were, in a little hole somewhere behind the driver's seat.

Very desperate of countenance was A. R. Simmins, whose Simmins Special was particularly fast. The Beeke Special driven by A. W. K. Van-De-Beeke had a Wolseley engine and was a quaint spidery looking vehicle; nevertheless it was quite fast, especially on its second run. E. Hillary's Frazer-Nash for a touring car was very fast, while T. H. Shorthose

DESPITE the fact that a miserable drizzle set in about two hours before the start of the Midland Automobile Club's hill-climb at Shelsley last Saturday, almost as large a number of spectators as ever turned up to watch the sport. It cannot be denied, however, that the persistent rain and the bitter cold had a slightly damping effect on the spirits as well as on the bodies of the assembled multitudes, for there was not the enthusiasm that characterizes this event when it is held in fine weather. However, such was the interest evoked by the skilful climbing of competitors that not a man or a woman left their places until it was all over.

It is a significant fact that the best performances in the first and second events were put up by light cars. In the formula hill-climb the winner was Miss W. M. Pink, driving a 1,496 c.c. Alvis, while the fastest ascent of the day was put up by B. H. Davenport, in a two-cylinder Frazer-Nash of 1,496 c.c. Incidentally, he knocked a whole second off his last year's record. This year he covered the thousand yards, including two sharp corners, at an average speed of about 42 m.p.h. from a standing start.

As regards the other performances, with the exception of Raymond Mays in his supercharged two-litre Mercedes and Miss May Cunliffe's fine performance in a supercharged three-litre Bentley, the fastest times were put up by light cars.

The persistent rain had made the course slippery, especially on the lower slopes, and it was all the more to the credit of drivers that they succeeded in putting up such excellent times in these adverse circumstances.

When E. L. F. Mucklow's two-cylinder 1,087 c.c. Frazer-Nash was heard bellowing at the foot of the hill there were cries of "Stand back!" The little silver and red projectile hurtled up the hill, cornering in short, sharp skids, which left the spectators breathless. The sound of its exhaust from start to finish was most stirring and Mucklow put up the excellent time of 53 secs. on his first time and 52.2 on his second attempt.

C. P. Charlton's Amilcar made a loud

THRILLING INCIDENTS—

- (1) At the start. Miss W. M. Pink (Alvis) awaiting the fall of the flag.
- (2) B. H. Davenport (Frazer-Nash) who lowered his last year's record by one second.
- (3) G. Caldicott (Austin) clipping a corner during his winning climb in the 750 c.c. racing class. That the sunshine did not last is made clear in (4), which shows J. D. Jevons (Bugatti) climbing in pouring rain.

HELSLEY WALSH.

CROWD SPOILED BY RAIN, WHICH,
HIGH SPEEDS BEING ATTAINED.

took his 1925 Bugatti up in excellent style. He was very fast up to the first bend, slowing up at the last moment and taking the corners nicely.

Davenport's meteoric ascent provided a great thrill, but the young driver was very anxious until he had heard the result of Raymond Mays's second ascent in the Mercedes, for Mays was his most serious rival for the fastest time of the day. The supercharged hyper-sports Lea-Francis in the hands of S. H. Newsome made its debut in the hill-climb and put up an excellent performance, while another car which did well was N. Turner's Alvis. Mrs. A. M. Pemberton could not get round the corner on her first climb until pushed off by willing helpers. Somehow the clutch would not grip and the air was full of the smoke and smell of

—IN CLASSIC HILL-CLIMB.

(5) A. R. Simmins taking a corner in his Simmins Special. He was second in the 1,100 c.c. racing class.
(6) E. L. F. Mucklow (Frazer-Nash), who beat Simmins for first place, climbed the hill in a series of short, sharp skids, but (7) it was left to N. Turner (Alvis) to thrill the crowd with a really spectacular skid, which, however, he did not allow to develop into anything serious.

burning clutch lining. D. M. K. Marendaz (Marendaz Special) came round the corner in a wide skid, and C. E. B. Starling, driving an Anzani-engined car called a British Eagle, came up smiling at his friends, correcting in a masterly fashion a "skid" which never occurred at all.

As usual, the organization of the hill-climb was perfect, the cars being run off in close succession in the first attempt on the hill, an interval just long enough for a welcome cup of tea being allowed before the vehicles made their second attempt. The usual diversions were created by no fewer than four spectators on separate occasions falling into the small pond near the first corner, to the amusement of those who were fortunate to escape or who had not yet taken their turn at a ducking. An R.A.F. aeroplane also seemed to compete for the fastest run of the day, giving an excellent idea of the gradient when it swooped down the hill, just skimming the tree tops.

The results in the light car classes were as follow:—

EVENT 1.—CARS ENTERED ON FORMULA.

	Total weight in lb.	Time in secs. x c.c.
1. Miss W. M. Pink	1,496 c.c. Alvis.	
2. G. E. W. Johnson	1,645 c.c. Alvis	
3. G. L. Jackson	1,645 c.c. Alvis	
4. Miss E. V. Watson	1,645 c.c. Alvis	
5. R. A. Myers	950 c.c. Gwynne.	
6. C. E. B. Starling	1,496 c.c. British Eagle.	
7. Derek Tinker	4,250 c.c. Vauxhall.	
8. C. Collins	1,368 c.c. Clyno.	

EVENT 2.—FASTEST TIME.

Class 1.—Cars up to 751 c.c. (Sports Cars).		
1. J. D. Barnes	7 Austin	63.4 secs.
2. J. G. Orford	7 Austin	65.6 secs.
Racing Cars.		
1. G. Caldicott	7 Austin	61.6 secs.
2. J. G. Orford	7 Austin	65.6 secs.

Class 2.—Cars 751 c.c. to 1,100 c.c. (Sports Cars.)		
1. C. P. Churton	8.9 Amilcar	64.4 secs.
2. G. Taylor	9.5 Salomon	67.6 secs.
Racing Cars.		
1. E. L. F. Mucklow	8.7 Frazer-Nash	52.2 secs.
2. A. R. Simmins	9.8 Talbot	56.4 secs.

Class 3.—Cars 1,101 c.c. to 1,500 c.c. (Sports Cars).		
1. S. H. Newsome	11.9 Lea-Francis	59.6 secs.
2. E. Hillary	11.9 Frazer-Nash	60 secs.
Racing Cars.		
1. B. H. Davenport	11.9 Frazer-Nash	47.8 secs.
2. T. H. Shortrose	11.9 Bugatti	55.6 secs.

President's Cup (on formula) = Miss W. M. Pink (Alvis).
Fastest ascent of the day = B. H. Davenport (Frazer-Nash).

A UNIQUE CAR—THE 10 H.P. ASCOT.

WELDED SHEET-STEEL CAR OF BRITISH ORIGIN
BUILT UNDER THE FEJES PATENTS.

(Above) A photograph showing the method employed in building up the cylinders and the crankcase; the transverse tube at the rear has an aluminium casing cast round it for the timing gears. (Top, right) The cylinders with water jackets in place, and (in circle) an off-side view of the complete power unit.

ABOUT 18 months ago details were published in this journal of an extraordinary chassis of Hungarian origin built almost entirely from sheet metal and pressings welded together, the system being the invention of M. Eugène Fejes.

Since that time a company known as the Fejes Patents Syndicate, Ltd., 25, Victoria Street, London, S.W.1, has been busy on a car of all-British design and construction, but built under the Fejes patents and known as the Ascot.

Several of these cars are already running, but as we announced exclusively some weeks ago, it will be approximately a year before the production model will be placed on the market.

At first sight the Ascot, which is a four-seated touring car, appears to be quite normal and it is driven in exactly the same manner as one of normal construction, the only striking difference is its extreme liveliness considering the size of its power unit, which is a four-cylinder of 63 mm. bore and 110 mm. stroke, giving a capacity of 1,371 c.c. The acceleration is assisted by its light weight, this being between 14½ cwt. and 15½ cwt. complete, as compared with the 18 cwt. or so of a car of the same size built up in the ordinary way.

We had a short test run carrying a useful load of

55 stone. From a standing start on Putney Hill the gear was quickly changed into top and the car accelerated rapidly from 18 m.p.h. to 26 m.p.h., and it would have attained a higher speed but for other traffic.

The comparatively high compression ratio of 6½ to 1 is utilized, but despite this the engine will pick up easily on top gear from 5 m.p.h. without any labouring, this probably being due to the excellent shape and clean surface of the combustion chambers, which are pressed in a single sheet, whilst the clean passages provide an easy gas flow and enable high power to be obtained.

It is intended that the maximum speed in ordinary use should be 40 m.p.h., and the car will be exceedingly light on fuel, 39-40 m.p.g. being confidently expected in the production model, as a trial car has already averaged 51 m.p.g. on a London-Glasgow-London run.

The main idea in the design of the Ascot was to avoid the employment of castings and difficult stampings, and with very few exceptions this has been successfully achieved. Practically the only castings are those employed for the timing-gear case and the cover of the gearbox; everywhere else low-carbon mild steel in the form of sheet metal, either bent or pressed, and welded together, is used.

Hitherto there have been difficulties in joining important parts by welding, the main trouble being expansion or contraction due to the heat, but the principle employed in the Ascot avoids this difficulty. It is known as "lip" welding and even where the plates are fairly thick a thin lip is formed at the point of welding, so that the heat is concentrated at this point and distortion of the bulk of the metal avoided. So accurately can the building up of even the engine be performed that the error on a whole block of four cylinders has proved to be not more than 1-32 in., and the cylinders are, of course, trued up after the welding is finished.

OF CONVENTIONAL APPEARANCE.

The 10 h.p. Ascot in four-seater touring form with the hood and side screens erected. Its external appearance gives no indication of its unusual construction.

The Trojan REMEMBERS FOR YOU!

Carrying a spare tin is one way of insuring against being stranded without petrol. Though somewhat inconvenient it is a reliable method if you remember to replenish the tin. But on a Trojan you don't have to remember.

Not only do you get 40 miles warning of shortage, but the "Trojan System" ensures that

- (a) the reserve is replenished before the main supply.
- (b) the reserve is not used before the main supply.

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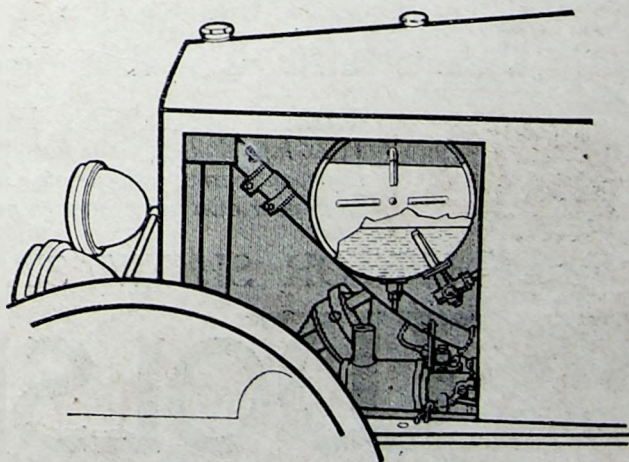
[and all TROJAN cars carry the makers' free maintenance undertaking for the first 5000 miles.]

Small points, perhaps, but points which make all the difference and which are typical of

The Simplest Car in the World

BRIEF SPECIFICATION

4-cylinder two stroke roller bearing engine; mechanical starter operated from driver's seat: automatic lubrication, coil ignition: dynamo lighting; epicyclic gears, two forward and reverse: two independent brakes; cantilever Wonder springs: duplex chain drive: solid tyres (optional); reserve petrol supply: speedometer, etc.: 4-seater touring body.



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TO TRY IT
IS TO BUY IT



11.22 H.P.

£215

THIS 11.22 Wolseley is as fine a car as money and experience can build. It is produced in the Wolseley Works at Birmingham, which for over a quarter of a century have been renowned for high-grade cars. It is particularly easy to handle; its quick acceleration makes it ideal in traffic; it is a delight to drive on the open road. The ideal car for drivers who demand absolute safety as well as exceptional performance.

TAKE A TRIAL RUN.—*To try this wonderful 11.22 h.p. Wolseley is to buy it. Write for catalogue, and permit us to arrange a trial run for you from your own home through your nearest dealer.*

MOTOR SHOW STAND No. 38.

WOLSELEY

WOLSELEY MOTORS (1927) LTD., ADDERLEY PARK, BIRMINGHAM. D.A.S.

The cylinders are turned steel tubes, each secured by a ring-nut at the bottom and screwed into the plate provided for the head. The cylinder tube, after screwing, is opened out by a tube expander and forms a tight joint.

A good idea of the construction of the engine can be gained by referring to our illustrations. The parts are held together in special jigs during welding. There is a novel feature in the construction of the crankcase. At the rear is a 5-in. cross-tube made of flat steel, rolled and welded, and cast on to this is the aluminium casing for the timing mechanism, which consists of one pair of skew gears and a pair of bevel gears.

The distributor and dynamo are accommodated within the ends of the tube, and the tube itself is carried in the chassis frame in saddle-plate brackets having rubber bushes.

At the front of the engine is a flat plate, bent to give a certain amount of spring and bolted at its centre to the crankcase. The crankshaft is carried in three bearings having removable caps.

The plates constituting the main cross-webs of the crankcase are each in one piece, that at the top being looped under the longitudinal joint strips to which the sides of the crankcase are welded and curved down at its centre to take the carrier for its main bearing.

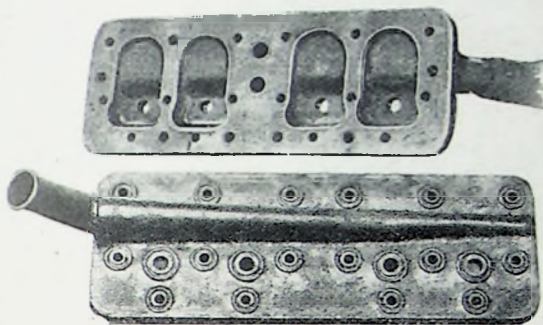
Lubrication is effected entirely under pressure, and cooling is by thermo-siphon. A fan is provided, but this is not generally required, as the construction of the engine makes it act partly as its own radiator.

The drive is taken through a single-plate clutch

with circular inserts of asbestos fabric to a clutch shaft with flexible disc joints leading to a three-speed-and-reverse gearbox with central change. This box is also built of steel plates and pressings welded together. It is spigoted into a box-section cross-member, which also serves to carry the spherical bearing for the front end of the torque tube.

The spiral-bevel axle, which is a pressed-steel casing, is equipped with brake carriers consisting of steel plates and tubes welded together. The brakes are of normal design and act on all four wheels.

Sheet steel is employed for the box-section frame, and if a dumbiron be bent, it is necessary only to file away the weld at the lips, straighten the four plates and reweld. To avoid the need for drilling holes in the box-section frame ferrules are let in and welded in position, thus strengthening rather than weakening the structure. Even the body is of all-steel construction, the plates being welded under the Fejes patents. Despite the large areas of comparatively thin sheet metal in the chassis there is no drumming even when the



The combustion chambers of the Ascot engine are pressed out in a plate, the water-jacket afterwards being welded on.

engine is running at high speed.

A novel type of safety lock is obtained by making the hand-brake knob and its 3-in. spindle removable, so that it acts as a key.

The leading dimensions are:—Wheelbase, 9 ft.; overall length, 12 ft. 1 in.; overall length, 5 ft. 0½ in.; track, 4 ft. 2 ins.; ground clearance, 8 ins.; turning circle, 44 ft.

The price of the completely equipped touring car will probably be in the neighbourhood of £125.

ON BUYING A NEW CAR.

MANY interesting lessons are to be learned from a study of the poets. Maybe those of you who are about to buy your first car cannot remember what Keats said:—

"Then felt I like some watcher of the skies

When a new planet swims into his ken."

Planets are well enough in their way, although a good eclipse is better, but what about that car which you expect to have in a few weeks? Have you realized, Mr. New Motorist—likewise Mrs. N. M.—what a revolutionary change will be effected in your life from the moment when that shining new car sweeps up to your door? I wonder whether you appreciate—

That your days as a bona-fide passenger are over. Henceforth you are doomed never to ride in a car without interesting yourself—consciously or subconsciously—in every gear change, in every gradient, in every careless pedestrian.

That the names on the tanks of motorcycles will rapidly lose their interest; instead you will find yourself casting a knowing glance at every approaching radiator.

That you will take *The Light Car and Cyclecar* regularly, and that it will be a Black Friday if ever your news-agent reports its non-arrival.

That before many weeks have passed your wife will say: "What are you going to do with that enormous pile of papers?"

That your car will in all probably exceed its advertised petrol consumption (the wrong way), but not the advertised maximum speed.

That you will spoil at least one good suit before you learn to wear overalls.

That you will learn more about the geography of your native land in a month than you learnt in five years at school.

That you will lose the habit of walking—without regret.

That you will make extravagant claims for your own car and will fervidly deny those of other drivers.

That you will tell of "fools" and "road-hogs" on the road, but under no compulsion will you include yourself in their number.

That you will wish there were but two seasons, spring and summer.

That "Once a car owner, always a car owner." The garden may go undug, your wife's dress allowance may be cut down, the local hospital may shut up shop, but you must run a car.

That you will forget to include tobacco in the economies enumerated above.

That it's cheaper to touch up a scraped wing than to lose your "no-claim" bonus.

That you will always be hankering after a better car—and pretty frequently getting one.

That easy payments can be very hard payments if they last too long.

That, anyway, you'll be thinking of the new one long before the old one has the last instalment worked off.

That the accommodation of your car will invariably prove to be inadequate, unless you buy a char-a-bancs.

That a good garage mechanic is a pearl of great price: a bad one charges just as much.

That you will burn to tell tall stories of your "average speed"—a phrase of blessed ambiguity—and no one will really believe you.

That a new vocabulary will come to you and that strange oaths such as "hot-stuff," "big-ends," "diffs" and "mags" will be familiar in your mouth.

That you won't understand half the terms you use.

That you have made the finest investment of your otherwise wasted life. "Money can't buy happiness." Maybe, but motoring's a darned good imitation.

E.E.K.



We welcome letters for publication in these columns, but take no responsibility for the opinions expressed. No anonymous communications will be accepted, but writers may use a nom de plume. To ensure publication in the next issue letters should be addressed to the Editor, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1, and should reach us on Monday. We reserve the right to make any alterations or deletions which we deem necessary. Please write only on one side of the paper and leave a wide margin.

WHAT IS SERVICE?

Manufacturers and Agents Criticised—An Amusing Estimate.

Guarantee Limitations.

For some time I have been considering the purchase of a light car, but was not prepared to do so until a few weeks ago. I knew little of such things, but it so happened that my neighbour took the plunge first.

Complaints of a Novice.

Naturally, I questioned him on his experiences and the following points were not to my liking:—(1) He had to pay extra for delivery of the car to his garage. (2) The agent fixed a huge plate on the dash—"Supplied by —, Automobile Engineer," followed by the concern's full address, telephone number, and so forth. (3) Although "service" was advertised, he has had to pay for several details to be adjusted; stiff steering, binding brakes and slipped magneto timing are three of the items which needed attention soon after the car was bought.

Now, the question of delivery charges has been well ventilated in these columns, so I will leave this, but why should I advertise (gratis) the agent? A tiny plate out of sight if you like, but why a piece of brass, 3 ins. by 2 ins., stuck on a prominent part of the bodywork where everyone could see it?

Lastly, of what does after-sale service consist? Surely the items mentioned should have been no-charge adjustments? I have asked several agents what their idea of after-sale service really is, but, strange to say, I can get no definite news.

My point is this: if, say, a gudgeon-pin breaks after a few hundred miles, and the resulting damage is a broken piston and connecting rod, scored cylinder and so on, what will the repair cost me? It should be nothing, but as I read the makers' guarantee they undertake to replace the gudgeon-pin only—mechanic's time and so on are not included, but have to be paid for by the owner.

However, I decided to learn on an old car, so purchased a 1922 8 h.p. Rover for £25; the instruction sheets supplied by a Liverpool firm did the rest, and I am highly satisfied. This took place, by the way, soon after the beginning of the correspondence in your columns on the Rover Eight—about the end of June—and I think I understand the engine and gearbox thoroughly now. Certainly I have had minor troubles, but so far have always got home safely, which is the main thing.

Perhaps some day I shall buy a new car, but from a glance round the motor trade I feel that some form of motorists' association is desirable to protect novices from the trader who can—and often does—rook them right and left.

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My Liverpool friends have been very good, and any future transactions I have will certainly go through them.

NOVICE.

* * Both the A.A. and the R.A.C. are willing to give free legal advice on "any matter relating to the use or ownership of private motor vehicles," and this, of course, covers a dispute between a motorist and a trader.—Ed.

Fitting a "Hush" to the Gearbox.

I have just received an estimate for an overhaul to sundry portions of my "11.9 h.p. Rattlebang," and find that my garage proprietor employs a typist who is also a (no doubt, unconscious!) comedienne. Here

Unconscious Humour.

I may digress to remark that I am a poor (although honest!) man and have also some vestiges of a business mind, so I always stipulate that an estimate be given, in spite of the protests of our trade friends. I also see, to the best of my ability, that it is carried out—it does not suit my poor purse to say in lordly fashion, "Put her right, my boy! Hang the expense!" In other words, I am an Ordinary Man.

To return to the estimate; the typist assures me that they propose to "fit new oil to clutch-lever shaft," and she also refers to "one ball of engine oil," the inference being that oil is supplied by the sheet or lump, as required. What a glorious idea! Instead of messing about with cans of oil and getting our best suits filthy, we merely open a little lid in the engine casing and pop in a ball of oil; our oilers we fill with little pellets. Is it prophetic? Would that it were! They are also going to supply flexible bolts for my clutch-shaft universal joints, but I really feel that ordinary rigid bolts will do me quite well, and keep my mind very much easier!

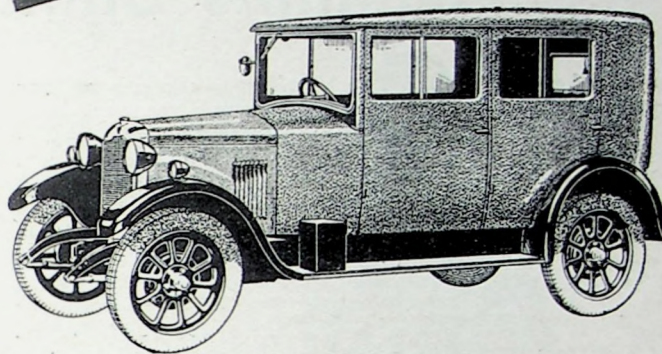
Where I really agree with them, and will help them to my uttermost ability, is in regard to the "hush" they want to fit to my gearbox. The "11.9 h.p. Rattlebang" is not noted for quietness on its indirect gears, and a "hush" of any sort has my most emphatic approval. Alas! I fear it is only a misprint for "bush," and as there is also a reference to a "sprigo," I am led to the conclusion that it is a sprig of the bush.

The final assurance is that my rear axle requires a new "brown" wheel. I never knew the colour of my old one, but I think I will object to a "brown" wheel—the car is pule green, and the colours would clash horribly even if the gear teeth did not!

L. GUNN.

THIS IS THE FAMOUS 10/25 H.P. ROVER

See it on
Stand 99
Olympia



"PARIS" MODEL WEYMANN SALOON £250

—the car they are all copying!

The very smartest light saloon on the market—and the best value! Just ponder these points: genuine Weymann four-door body, seating upholstered in real leather. Choice of three body colours. Overhead-valve engine developing 25 h.p. Tax £10 only. Petrol consumption 36-40 m.p.g. Four-wheel brakes. Clear vision screen. Absolutely lavish equipment. British throughout. Get fuller particulars now!

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The 10/25 h.p. Rover is well known to be a thoroughly reliable, sturdily built car. It has enclosed transmission—a refinement that does away with that irritating "rumble" so common on saloon cars having an open propeller shaft. And there are not many cars that can overtake a nippy Rover Ten!

Fill in the coupon below and post it to-day! Or ask any authorised Rover Dealer for particulars—there are agents everywhere.

Please send me particulars of the 10/25 h.p. "Paris" Saloon.

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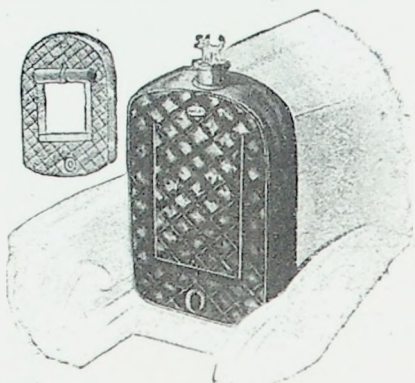
Everything but the car

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Dunhills Stand 457

Complete equipment for the car and the driver.

Dunhills stock of car comforts is the most comprehensive available to motorists. Every accessory you need can best be had from Dunhills, who supply everything but the car. Visit Stand No. 457 or write for the free catalogue.



RADIATOR COVERS

DUNHILLS NEW MODELS

A Radiator Muff keeps the water warm in the radiator when driving or standing still, and protects it against frost when in the garage. The Dunhill Radiator Muff is a perfectly designed and well-cut cover, smart and neat in every way, and follows the contour of the particular radiator for which it is made. Dunhill Muffs are made in three materials, lined with a thick warm wool and quilted to give extra warmth. The prices show in every case the utmost quality obtainable. When ordering Radiator Muffs it is essential to give make, model, h.p., and year of car.

In black good quality leather cloth, lined wool, quilted (to give extra warmth) —

15- 17/6 12/6

"Res-tal" (specially prepared to resist rot by grease or water). Lined and quilted as above 17/6 21/- 15/-

DUNHILLS DE LUXE MODEL.

Made in best quality grained rubber cloth fitted with lightning fastener, lined wool and quilted. To fit any car 37/6

Do, do, without lightning fastener. To fit any make of car 30/-



INTERIOR OR FOOT WARMER.

Specially designed to withstand rough usage.

Made from best heavy gauge lined steel, with stout die pressed brass ends, heavily plated and fitted with a useful lifting handle. All seams are hydraulically pressed and all joints hermetically sealed. The stoppers are of special construction and guaranteed against leakage. Best quality heavy Czech pile carpet is used for covering the warmers, in shades of mottled grey and fawn.

Sizes — 12" 14" 16" 18" 20" and 24" 30- 35- 40- 45- 50- and 60-

MOTORING RUGS.

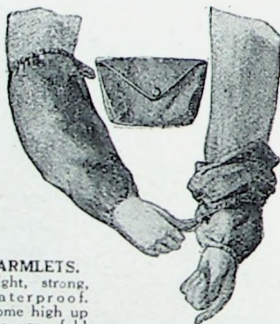
Beautiful Wool Rugs from 22/6.

Dunhills have the largest stock of Motoring Rugs in London. Particulars on application.



LEATHER TOOL BAGS.

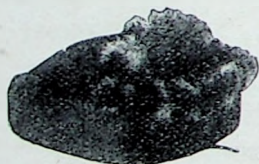
Tool Bags fitted with Lightning Fastener. The best value obtainable for hard wear and instant opening. 12 in. long, 10/6. 15 in. long, 11/6. 18 in. long, 12/6. Post free.



ARMLETS.

Light, strong, waterproof. Come high up the arm, fold into compact case. As necessary as a pair of pliers. Sleeves are vulnerable; when doing a job on the car, a careless movement may, in a second, ruin your coat. With these armlets and a pair of old gloves, attention may safely be given to the engine or tyres. Made in the best quality "Indiana" for lady or gentleman.

8/6. Post free.



FUR TRIMMED FELT FOOT MUFF.

Made in blue or grey felt, trimmed and lined fur. Price 17/6. Post free. A large variety of Foot Muffs in stock at all prices.

SAFETY HEATING LAMPS.

THE "PLECO" RADIATOR

LAMP. With automatic

lighter. This lamp burn-

ing under the bonnet of

your car at night insures

you against any trouble from

frost, and gives you an easy

start up in the morning.

Burns petrol. Perfectly safe.

Made on the principle of a

miner's safety lamp. Light

and strong. Weighs 3 lb.,

and made to stand rough

handling. Handy and un-

usable. Bright light which

can be used for engine

inspection. Radiates intense

heat. Burns 16 hours on

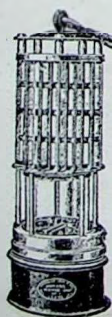
one charge without at-

tention. Does not soot up.

Fireproof glass.

Price 25/- with automatic

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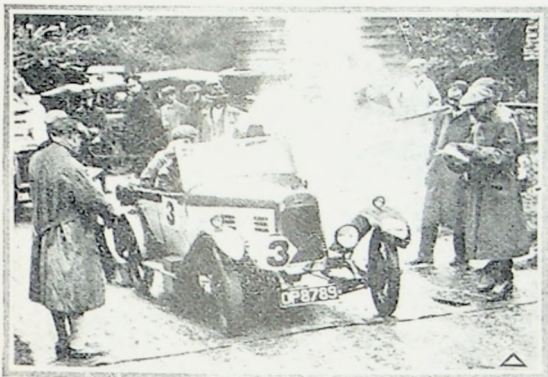
FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

OUR READERS' OPINIONS (contd.).

The Dangers of Cutting-in.

Foiling Road Hogs.

I was very surprised to read "Focus's" dictum in last week's issue of *The Light Car and Cyclecar*, that 999 car owners out of 1,000 will brake hard when seeing an approaching driver cut-in (cut-out would perhaps describe it better), rather than maintain their right-of-way. I had no idea I occupied such a distinguished position in the motoring world! I can honestly say, however, that in the eight or nine thousand miles I have covered

A Risky
Practice.

A scene at Shelsley Walsh on Saturday last, the car about to start being the British Eagle; it has a 1,496 c.c. British Anzani engine and was built by its driver, Mr. C. E. B. Starling.

during the past two seasons (not counting purely traffic driving, of course) I have never once—I mean it literally—so much as touched the brake when approached by a driver occupying my section of the road. In fact, if anything, I

edge out very slightly so that he may have no doubt whatever of my intention to try a tilt with him if he so desires, and nobody has as yet had the courage of his (or her) convictions, or perhaps I should not be writing this!

I do not adopt this attitude either in a spirit of bravado or of vindictiveness—I am fond of fast driving myself—but I believe in maintaining my right to six feet or so of the road on my side, no matter how much traffic may be coming the other way, and it stands to reason that my "opponent" is not going to risk a head-on collision when by braking hard he can slip into his rightful position or, at worst, have a minor scrap with someone travelling in the same direction—needless to say this has not yet occurred.

To obviate any sarcastic comments, I will say right away that I have not travelled up to London on a fine Sunday morning by the Portsmouth, Brighton, Eastbourne or Folkestone roads, not being a member of the Suicide Club, but I have done my share on all the main roads at practically every hour of the day and night.

W. J. W. POTTER.

The Right of Way.

In the interest of all road users I should like to call motorists' attention to one important rule of the road that seems to have escaped the notice of many road users: I refer

Passing
Obstructions.

to the correct procedure when passing stationary or slow-moving obstructions. If the obstruction, whatever it may be—horses, cattle, another car, or a section of road under repair—is on the near side of the road, i.e., on that half of the road on which you are travelling, the right of way past that obstruction belongs to the car coming towards you, and it is your duty to slow down or pull up before the obstruction is reached, leaving a clear passage for the car or cars coming in the opposite direction. Only if you can pass, and pull into your side of the road again before the car coming towards you reaches the spot, have you the right to pull out and take the latter's half of the road. The increasing congestion of traffic on our roads demands that this rule should be carefully observed by all.

R. R. GORDON-BARRETT.

Secretary, The Motorists' Association.

Night-driving Problems—The Best Type of Bodywork?

Cyclists Without Rear Lamps.

Now that the darker evenings are approaching, no doubt many will revive their old grievances concerning "the dazzle problem," and, which is rather more serious, many who have taken up driving since last winter will make their first acquaintance with it. The one point that is apparently missed by most is that the premier cause of all this dazzle business is the cyclist or motorcyclist with no rear light.

Preventing
Dazzle.

I have never yet been involved in any sort of accident with one of these gentlemen, but one or two narrow shaves have effectively cured the habit of dimming both lamps when meeting approaching traffic: I have fitted a separate switch on my Austin Seven dashboard so that the near-side lamp is left permanently on while the off-side lamp is dimmed. If the near-side lamp is focused well down and towards the kerb it should cause no appreciable dazzle.

I am certain however that few pedal cyclists who came out with me for a long run at night would care to venture out again with no rear light! Once the rear light habit has been acquired there should be no need for the super-powerful headlights that cause most of the dazzle trouble nowadays.

YE 6644.

Fabric and Fabric-covered Bodies.

As one who has had no personal experience of fabric bodies, I was glad to see Mr. J. F. Taylor has raised the question of whether they are really better than the more conventional metal bodies, and I hope

A Distinct
Difference.

that readers who have had experience of both types will give their opinions. At the present time I am running a three-year-old car with metal panels, and where the paint has chipped the metal has rusted and the paint is flaking off in unsightly patches, whilst I have been considerably troubled with drumming. For my next car I am considering one with a fabric body, but before I make up my mind I should naturally like to hear whether the claims made for these bodies are fulfilled in practice, because, for financial reasons, my cars have to last me several seasons.

There is a good deal of confusion at the present time with regard to these bodies, as many so-called fabric bodies are really nothing of the sort, being merely metal bodies covered with fabric—a very different thing from the real fabric body. I am afraid manufacturers are a good deal to blame for this in listing fabric-covered bodies as fabric bodies.

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OUR READERS' OPINIONS (contd.).

Waste of Fuel with Cold Engines.

Although I congratulate your correspondent "H.S." on his painstaking calculations with regard to the amount of petrol wasted in warming-up a cold engine, I cannot quite follow his deductions. He says that the consumption of, say, a pint and a half of petrol for no other purpose than warming up the cooling water can be avoided—presumably by the installation of a thermostatic control. But can it? If one has three gallons of water in the cooling system at, say, 40 degrees Fahr., and the proper running temperature is 180 degrees Fahr., a definite amount of fuel must eventually be burnt to provide the heat for this rise in temperature, whether the water circulates from the start or not.

I can understand that restricted circulation can reduce engine strain, sweeten the movement of the pistons, and reduce cold oil to a lower viscosity, but I cannot see how it can materially affect the amount of heat necessary to increase the temperature of the total mass of water.

HENRY W. G. BIGGOOD.

What is Wrong with Motor Sport?

"Critique" is quite right when he blames the daily papers for the comparatively small attendances at hill-climbs, races and so forth in this country. If the daily papers gave more publicity to Brooklands events and speed trials in various parts of the country, I am sure that the number of spectators at these events would quickly be doubled. In my opinion, the only thing wrong with motor sport is that it is right! This sounds rather a paradox, but my point is that the reason why motor sport does not receive much attention by the daily papers is that it is essentially a clean sport with comparatively little betting.

Anyone who stops to consider will find that the daily papers devote attention only to those sporting events on the results of which they imagine many of their readers have placed bets. Their reason being, one presumes, that only those who are interested in results from a financial point of view will buy a paper to study "form" and to select winners. Personally, I would rather motor sport received no attention from the "dailies" than that it should become merely a means for gambling.

CLEAN SPORTSMAN.

Keeping Running Costs Records.

Some months ago your contributor "Focus" wrote a paragraph on the value—and also the difficulty—of keeping accurate accounts of running costs. I quite agree with "Focus" that it is rather an effort to keep accurate details, but am glad to say that I have managed it for one year, at any rate. It occurs to me that the results would be interesting to many of your readers. It will be seen that in the following table every cost has been taken into consideration, including depreciation and loss of interest on capital.

Cost of Running 11-22 h.p. Wolseley for One Year.

	£	s.	d.
Insurance	12	12	6
Tax	11	0	0
Driving Licence	0	5	0
Repairs	5	2	7
Tyres	2	11	6
Accessories	4	2	8
Garage	12	12	0
Petrol	21	6	0
Oil	2	10	3
Grease	0	3	2
Depreciation	45	0	0
Interest on capital	9	15	0
Total	£127	0	8

Or 3.612d. per mile.

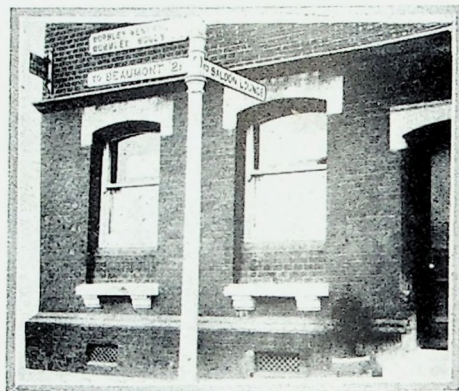
The total mileage for this period was 8,440 (all of which was pleasure riding with the exception of about 960 miles' business use). The petrol consumption was 302½ gallons, or 27.94 m.p.g., and the oil 6½ gallons, or 1,500 m.p.g., making the cost of these two principal items .677d. per mile. Taking into consideration the fact that

the car practically always had a load of four and sometimes five people, I consider the running cost quite reasonable. I have not had a single involuntary stop yet, except, of course, for punctures, and, at the time of writing, the car has just completed 10,000 miles. I have recently fitted two new tyres on the back wheels, although the original set of five are not yet worn out, and will give a considerable amount of service on the front wheels.

I should like to conclude by saying that I have been a regular reader of your excellent paper for many years now, and must say I really look forward to Fridays.

C. M. PHILLIPS.

* * The county court judge who recently remarked that £1,500 a year was the minimum income upon which a car could be run would doubtless be interested in these figures.—ED.



For pedestrians only! An extra arm bearing the inscription "To Saloon Lounge" has been added to this signpost which stands outside the Globe Hotel, Wormley.

Hills for Trials.

In a recent issue of *The Light Car and Cyclecar* it was mentioned by "Focus" that there was a need for fresh hills to keep the interest in trials up to concert pitch. There is no need to search for other hills than our old friends Porlock, Lynmouth, Beggars' Roost, and so forth: motor trials secretaries should give a little thought to the method of climbing these gradients. I have seen a good many trials on these three hills, and I venture to say that not 10 per cent. of the competitors who gained "gold" would have done so if the hill had to be climbed in the way suggested below:—

We can take Porlock as an example. A stop-and-restart test should be held on the bottom corner as usual, the first 200 yards to be a real *slow* climb and the next half-mile or mile a fast climb, the whole to be done non-stop. The speed set for the first portion should be as low as possible, the reverse being the case for the second part, and I am sure the result would be highly satisfactory from the club funds point of view!

I suggest that you send "Focus" with a car of not more than 1,200 c.c. to try one of these hills—then pray for a wet day.

YMS846.

CONDENSED CORRESPONDENCE.

Following the letters of "Fourteen-year-old," we have received several letters from young readers who do not at present own cars but hope to in time. They are unanimous in expressing their appreciation of the helpful information and advice which they have obtained from *The Light Car and Cyclecar*.

The service of the Chelmsford branch of Eastern Automobiles, Ltd., is praised by Mr. H. W. Foss (Plaistow, E.13). During a run from Chelmsford he lost a hub cap from one of the front wheels of his Le Zebre, and as the hub caps of this car play an important part in retaining the wheels, it was essential that he should obtain a new one before proceeding. Having tried two other concerns in the town, who refused to

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Monlhery
1st & 3rd

PENDINE
Malcolm
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FLYING KILO
Mean Speed
174.883 m.p.h.

FLYING MILE
Mean Speed
174.224 m.p.h.

DAYTONA
BEACH

Major Segrave
(March 29th)
World's Records

KILO
202.98 m.p.h.
MILE

203.79 m.p.h.
5 KILO
202.67 m.p.h.

TARGO
FLORIO
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1500cc.
Class—1st

RUDGE
WHITWORTH
CUP
LE MANS
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BOLOGNA
GRAND PRIX
ITALY
1st
1100cc. Class
1st
1500cc. Class
1st
2000cc. Class

FRENCH
GRAND PRIX
(A.C.F.)
Monlhery
1st, 2nd & 3rd

OPEN
FORMULA
RACE
Monlhery
1st, 2nd & 3rd

COUPE
de la
COMMISSION
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1st, 2nd & 3rd

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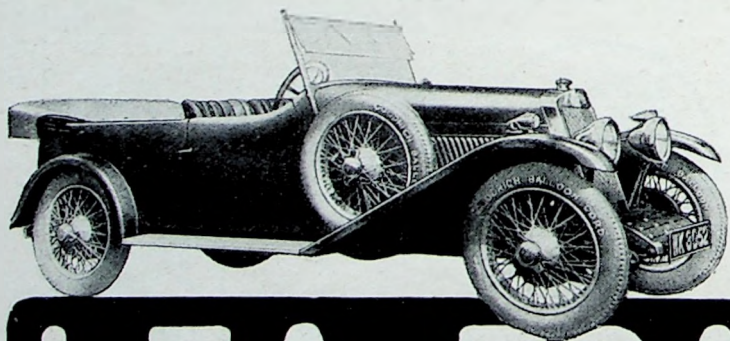
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OUR READERS' OPINIONS (contd.).

tackle the job, he tried Eastern Automobiles, Ltd., and they made him a hub cap in an hour and a half for the modest figure of 9s. 6d.

Mr. M. G. Henderson (London, S.W.1) praises the courtesy and workmanship of Briggs' Garage, Chapel Road, Worthing.

The service of Messrs. E. W. Hatfield and Co., of Norfolk Street, and Millhouses, Sheffield, is praised by Mr. J. H. Walsh (Sheffield). This concern detained one of their men specially to effect a repair to a front-spring breakage on his car, and the charge was very reasonable.

Following the paragraph by "Focus" complaining of the coffee and tea provided by most English hotels, Mr. R. M. Wiltshire (Hove) recommends the Continental Café, Rottingdean, Sussex. He states that the charges are moderate and the meals well cooked and served.

INFORMATION WANTED.

G.N.—Any reader who has converted a 1922 o.h.v. model to front handle starting is asked to give details to—A. E. Davison, 227c, West Ferry Road, Millwall, E.14.

BELSIZE-BRADSHAW.—Owners of these cars who have fitted aluminium pistons are asked to write, giving their experiences, to—S. Way, 8, Hotblack Road, Norwich.

RHODE.—An opportunity to buy or borrow an instruction book and lubrication chart for the 1926 model would oblige—P. Horton, 63, Hurstbourne Road, Forest Hill, London, S.E.23.

SINGER JUNIOR AND AUSTIN SEVEN.—Experiences of readers who have driven both these cars would be appreciated.—N. H. Qudri, Holland House, Newbury, Berks.

SINGER.—The opportunity to buy or borrow an instruction book for the 1924 10 h.p. model would be much appreciated.—P. T. Joice, Portherry, Draycott Avenue, Kenton, Middlesex.

LETTERS should reach us on Monday, please.

CALCOTT.—Any reader who has an instruction book for the 1919 10 h.p. model which he is willing to lend or sell is asked to get in touch with—C. Fowler, 44, Olive Road, South Ealing, London, W.5.

SENECHAL.—Owners' experiences on the following points regarding the 8 h.p. model would be appreciated: petrol and oil consumption, maximum speeds on gears and normal average speeds possible, efficiency of all-weather equipment, quietness of gears, steering and road-holding qualities, and durability.—D.N.B.H., Anti-Aircraft School, Biggin Hill, Westerham, Kent.

LOST.—On Sunday, September 11th, a pair of front side-screens from an Austin Seven, believed to have been left at the side of the Bournemouth road in the New Forest. The finder is asked to communicate with—P. Merrifield, Chatsworth, 5, Shelford Road, Milton, Portsmouth.

CLUB ITEMS AND SPORTING EVENTS.

ULSTER AUTOMOBILE SPORTS CLUB.

The concluding meeting of the season will be held at Magilligan Strand on Saturday, October 8th, when two 10-mile handicaps for touring cars will be run off. For the first event the principal award will be the News-Letter Cup and replica; for the second event the Dunlop Cup and replica. Racing will start at 1 o'clock on the conclusion of the motorcycle championships.

WIMBLEDON AND D. M.C.

The club was formed in July last and has now a membership of 45; several social events and trials have already been organized. The results of the President's Cup trial are as follow:—President's Cup and replica, C. Carson Allman (Austin Seven); team award, No. 2 team, in which were two light car drivers, C. C. Allman and J. Gutteridge (1,078 c.c. Morgan). The club is desirous of obtaining a strong car membership and inquiries should be addressed to Mr. C. C. Allman, 21 and 22, Walbrook, Cannon Street, E.C.2.



Pushing a Morgan competitor out of a water-splash encountered in a recent trial run by the Wood Green and D. Motor Club.

OOZELUM M.C.

The annual "Poynton-Stewart" cup trial will be run on October 1st, starting from Cranford Bridge at midnight and finishing at Dunster approximately 12½ hours later. It is described as being "run by sportsmen for sportsmen," and four new hills are to be included. These are referred to as being "not freakish, but sweet." The event is open to members of the Archery Sporting M.C.C., Brighton and Hove M.C., Brixton and D. M.C., Carshalton M.C.C., London Ladies' M.C., Oozelum M.C., Sunbeam M.C.C., Sydenham and D. M.C., Whitgift M.C. and Woking and D. M.C. and C.C., and motorcycles, three-wheelers and cars are eligible. The awards, in addition to the premier cup and replica, include the "Poynton-Stewart" team cup and three replicas, silver cups and silver and bronze medals.

BELSIZE-BRADSHAW L.C.C.

The last run of the season will take place on Saturday, October 1st, to Virginia Water, members meeting at Kew Green (east side), Kew, at 2.45 p.m.

FORTHCOMING EVENTS.

Saturday, October 1st.
British Grand Prix.
M.C.C. One-day Sporting Trial.
Oozelum M.C. Poynton Stewart Cup Trial.
Stalybridge and D. M.C. Speed Trials.
Bradford and D. M.C. Hepolite Scar Climb.
Belsize-Bradshaw L.C.C. Run to Virginia Water.
Sunday, October 2nd.
Brighton and Hove M.C. Bishop Trophy Trial.
Leeds M.C. Sporting Trial.
W. Ealing M. and M.C.C. Premier Cup Trial.
Wednesday, October 5th.
Essex County and Southend-on-Sea A.C. Reliability Trial.
Saturday, October 8th.
Kent and Sussex L.C.C. Lewis Speed Trials.
Bristol M.C. and L.C.C. Grand Cup Trial.
Yorkshire Centre A.C.U. One-day Trial.
Huddersfield and D. M.C. Sixth Dalton Bank Hill-climb.
Western Centre A.C.U. Stroud Team and Individual Entry Trial.
Ulster A.S.C. Magilligan Strand Race Meeting.
Sunday, October 9th.
Leicester and D. M.C. Sporting Trial.
Friday to Sunday, October 14th-16th.
J.C.C. Liverpool and N. Wales Centre.
Chester-Brooklands-Chester Trial.
Saturday, October 15th.
J.C.C. 200-Mile Race.

SKIPTON M.C.

All the cars finished in the club's blue hunt organized by the president, Mr. G. A. Fisher. The event was held over a 20-mile circuit through Carleton and over the moors to Luthersdale and Cowling on September 18th.

R.A.C. PERMITS.

The R.A.C. has issued the following closed permits:—October 1st, Bradford and D. M.C. Hepolite Scar hill-climb; October 14th-16th, J.C.C. Liverpool and North Wales Centre, Chester-Brooklands-Chester trial; October 15th, Bury St. Edmunds and D. M.C. reliability trial.

ESSEX M.C.

The annual outing for crippled children was held on September 23rd, when 400 children were taken to Epping Forest for the day and given dinner and tea. In the afternoon they were taken for motor rides, and on returning were each presented with a bag of buns and toys.

BRIGHTON AND HOVE M.C.

The committee very much regret that they found it necessary to postpone the Lewes speed trials, which should have been held last Saturday, September 24th. It is stated that as there were only 66 entries (cars and motorcycles), the committee thought it wiser, in the interests of the club, to stage the event only when it is really well supported.

LEEDS M.C.

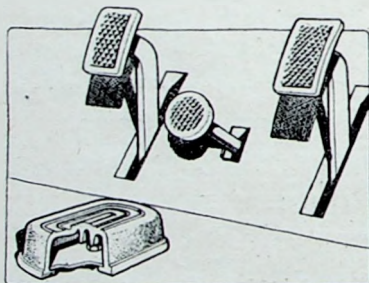
Favoured by fine weather for most of the time, the Post Hill competitions of the Leeds M.C. drew a crowd estimated at 10,000 on September 25th. The car attendance, which necessitated additional parking facilities, seemed larger than ever. No doubt the inclusion of an event for light cars contributed largely to the popularity of the meeting, and now that an enlarged racing track has been laid out it is to be hoped that the Leeds club will give further attention to this class of car. Known officially as the Greater Circuit, this new track is some two miles in length, has two or three hair-pin bends and some stiff gradients, both up and down. The surface is reasonably good except for one or two hot patches. On the occasion of the last meeting it was fairly dry, in spite of recent heavy rain, and some clever and exciting driving was witnessed. Post Hill itself was not actually included in the event for light cars, although it had previously been officially climbed by F. Humphries (G.N.) of Bradford. There were six entries in the challenge race for Austin Sevens, the course being two laps on the Greater Circuit. W. T. Brand's car developed engine trouble at the last moment and was accordingly scratched. O. Langton drove a saloon model and F. C. Normanton had a smart scarlet car which secured second place. The finish proved highly exciting, for F. Watson, secretary of the Leeds club, managed to come home 14 sec. ahead of Normanton. The winning time for the course was 3 mins. 32.5 sec.

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.

Removing Piston Rings.

When dismantling an engine for decarbonization or overhaul, it will usually be necessary to remove the piston rings, clean out the grooves and replace the rings. The task of removing the rings from their slots will not be easy if the engine has run unduly hot, or if some other engine trouble has caused the rings to stick. If an attempt be made to prise them out with the aid of a screwdriver, it is almost certain that they will be broken in the process.

The best plan—and the quickest in the long run—is to remove the pistons from the connecting rods and to soak them for an hour or two in paraffin. This will loosen the hard carbon round the ring grooves and the rings may then be gently eased out. Alternatively, if lack of time will not allow the pistons to be removed, paraffin should be applied to the ring grooves and rags soaked in paraffin should be tied round the pistons to free the carbon.



A motorcycle rubber kneegrip fixed to the floor near the accelerator pedal will reduce driving fatigue.

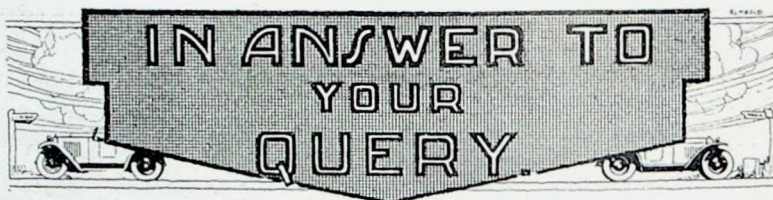
Increasing Driving Comfort.

One of the chief causes contributing towards driving fatigue, which is sometimes experienced when a car is driven continuously for a long period, is that the pedal controls are somewhat awkwardly placed. The position of the accelerator pedal is of particular importance, and for maximum comfort it should be placed so that the toe of the right foot can operate the pedal throughout the whole travel, without moving the heel. This may be effected on some cars, in which the accelerator is inconveniently placed, by fixing a motorcycle type rubber kneegrip to the floor close to the pedal.

E46

Using Reserve Petrol Supply.

While many motorists are wise enough to carry a spare can of petrol when no provision is made in the tank for a reserve supply, it is not often that a funnel is also taken in the kit to facilitate emptying the spare can. Filler orifices are not always conveniently placed, and if the cap is placed in an awkward position under the bonnet the task of emptying a full 2-gallon can will involve a certain amount of juggling. Thick brown paper bent into the form of a cone is a good substitute for a proper funnel, and if the paper is stout enough the "funnel" will not allow the petrol to leak.



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.

E.S. (Walthamstow).—In no circumstances do we advise you to remove two rings from each piston in an attempt to reduce friction.

H.T. (Cardigan).—The oil-pressure release valve on your 10 h.p. Wolseley is situated on the off side of the vertical camshaft drive as viewed from the driver's seat.

G.T. (Hove).—A little cycle lubricating oil poured down the steering column and in the bearing at the top end will in all probability cure the squeak of which you complain.

P.K. (Grimsby).—Yes, a bent valve would most certainly cause the guide to wear rapidly. It would be advisable to examine the valves when the engine is dismantled for replacement of the guides.

M.A. (Edinburgh).—We do not advise you to use 4-volt bulbs in place of 6-volt bulbs in order to obtain greater illumination. If the electrical system is in good order there should be no need to resort to such methods to obtain additional light.

D.V. (Newcastle).—It is, of course, possible that the magneto coupling has slipped and thus caused the incorrect timing. We think that you have diagnosed the trouble correctly and advise you to reset the coupling to its standard position. A new coupling should not be required.

Pole Finding.

When re-wiring car electrical systems it is frequently necessary to know which of two wires is positive or negative—as, for example, the output leads from a dynamo, or the terminals of a battery. Electricians' pole-finding paper is the proper material to use for the purpose. It should be moistened and the two wires applied to its surface; upon switching on the current the paper will be discoloured where the positive or negative wire touches it, according to the type and make of paper used, but the pole to which the paper is sensitive will be clearly indicated on the packet in which the paper is supplied.

There are, however, many makeshift devices which give clear indication of polarity. The wires if inserted into a small piece of potato will show a slight greenish discoloration around the positive end. If the leads be dipped into ordinary tap water, or into distilled water to which a little salt has been added, bubbles will rise to the surface immediately a current flows. Approximately twice as many bubbles will form at the negative end as at the positive, thus giving an indication of polarity.

B.B. (Eastbourne).—Incorrect alignment of the pulleys would most certainly cause the trouble you have experienced with rubber dynamo belts.

B.M. (Woodford).—A kilometre is equal to 6214 mile. To convert kilometres to miles you must multiply by 5 and divide by 8.

M.L.B. (Exeter).—The Otomo is a small four-seater light car made in Japan. A maximum speed of 50 m.p.h. is claimed.

L.P. (Brighton).—Yes, we think it likely that the makers of the speedometer mentioned will be able to supply a dial calibrated in miles per hour instead of kilometres.

A.R. (North Shields).—It would not be easy to fit scraper rings to your present pistons, as in all probability the thickness of the walls would not allow the necessary grooves to be machined.

O.B. (London, E.C.1).—In designing a form of positive valve operating gear you should bear in mind the necessity for a safety device to protect the operating mechanism should a valve seize in its guide.

T.L. (E.11).—Yes, connecting rods made of duralumin are sometimes fitted in place of steel rods to reduce reciprocating weight. A reduction in weight may also be made by careful drilling of the original rods, but before doing this you should consult the makers.

J.I.N. (Hastings).—You will find that on the 10 h.p. Salmson the method of dynamo belt adjustment is by means of an expanding pulley. With regard to your second query, fixed ignition was provided on the touring models of this car for 1925.

FOR eight years Alvis Cars have been fulfilling their catalogue promises in every detail . . . The Alvis productions of 1928—developments of their predecessors—are therefore PROVED cars, embodying all the additional knowledge and experience gained in the constant attainment of supremacy.

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London Distributors:

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STAND NO 39 OLYMPIA



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

AROUND THE TRADE.

Messrs. H. M. Bentley and Partners, 3, Hanover Court, Hanover Street, W.1, inform us that Mr. Sydney C. Westall has joined their staff.

Fort Dunlop notifies us that all starters except one in the Grand Prix at Boulogne and all starters except one in the Georges Boillot Cup Race were running on Dunlop tyres.

Lodge Plugs, Ltd., Rugby, notify us that the Frazer-Nash car with which B. H. Davenport made fastest run and record time over the course at Shelsley Walsh was fitted with Lodge plugs.

Messrs. the Oiline Refining Co., South Road, Handsworth, Birmingham, have sent us a little booklet describing their products. It also includes a recommendation chart for cars and commercial vehicles.

The Gallay Radiator Co., Ltd., 4-6, Scrubbs Lane, W.10, draws our attention to the fact that at the recent Boulogne meeting fourteen cars were fitted with Cozette superchargers, which gave no trouble whatever throughout the races.

Newton and Bennett, Ltd., Valletta Road, Acton, W., have sent us an extremely attractive and well-illustrated catalogue describing Newton shock absorbers and the method of fitting to various makes of cars, including a number of light cars.

Messrs. Stanley Norman and Co., Rodmarton Mews, King Street, Baker Street, London, W.1, are circulating useful little blotting pads on which are printed instructions entitled "Double declutching in a nutshell." They will be pleased to send these blotters to readers who would like them.

The secretary of the Motor and Cycle Trades Benevolent Fund advises us in connection with the forthcoming Motor Carnival Ball that the committee reserve the right to raise the price of tickets after the first 1,000 have been sold. The price of the first 1,000 tickets will be one and a half guineas each.

Benjamin Electric, Ltd., Tariff Road, N.17, ask us to announce that their Yorkshire representative, Mr. L. Smith, will in future devote his activities to Benjamin business on the Continent, and his present duties in Yorkshire, Durham and Northumberland will be taken over by Mr. W. Towers.

A catalogue of Delco-Remy horns has been sent to us by Delco-Remy and Hyatt, Ltd., 111, Grosvenor Road, London, S.W.1. Our attention has been drawn particularly to the motor-driven Model 8c, the price of which is 16s. 6d., and to Model 11, a high-frequency vibrator type of horn at 20s.; both are very good value for money.

Club secretaries in the habit of using coloured dye to mark their reliability trials courses will be interested to know that Messrs. Alan W. Day and Co., 25-26, Lime Street, London, E.C.3, have reduced the prices of their blue, red and white dyes. The prices for these colours respectively are now 40s., 36s. and 21s. per cask of 1 cwt. carriage paid to any destination.

We are advised that a scheme for the amalgamation of the carburetter businesses of Anac, Ltd., Perry Bar, Birmingham, Brown and Barlow, Ltd., Wotton, Birmingham, and C. Binks (1920), Ltd., Eccles, Manchester, has received the approval of the boards of these companies and is to be submitted to the respective shareholders. A new company to be known as the Amalgamated Carburetters Co., Ltd., is being floated the shares of which are being offered to the shareholders of the participating companies in exchange for their present holdings.

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Wired Edge
and
Beaded Edge

Modern conditions require more of a tyre than that it shall be merely "well made."

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Just how far Palmers fulfil the demand of motorists is amply proved by thousands of enthusiastic car owners who insist on "the very best when it comes to tyres."

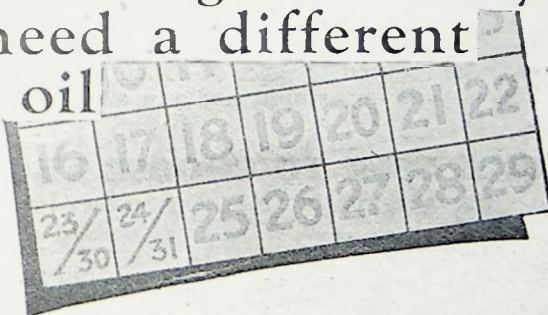
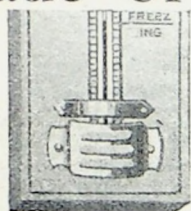
THE PALMER TYRE LTD.,
100-106, Cannon Street, London, E.C.4.

(488)

After the heavy mileage of summer touring, drain out the old contaminated oil from your crank case



Winter driving demands extra care of your engine. Many engines need a different grade of oil



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Your engine has been studied in detail by the Mobiloil Board of Engineers. Follow their recommendations and ensure easy starting and freedom from winter driving troubles. The correct grade of Mobiloil for your car is sold at all garages in sealed packages or from bulk containers bearing the Mobiloil trade mark.



Mobiloil

Make the chart your guide



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LINDBERGH across the Atlantic
U.S. ARMY AIR CORPS PILOTS
across the Pacific

accomplished on a
standard grade of
Mobiloil

Make the Mobiloil Chart your guide

If your car is not listed below you will find it in the Mobiloil Chart at your Garage.

WARNING:

Don't ask for "A" or "BB"; always ask for Mobiloil "A" or Mobiloil "BB."

NAME OF CAR	1927 Engine		1926 Engine		1925 Engine	
	Summer	Winter	Summer	Winter	Summer	Winter
Alvis	BB	A	BB	A	BB	A
Armstrong-Siddeley	BB	A	BB	A	BB	A
Austin, 7 h.p.	BB	A	BB	A	BB	A
Austin, 12 h.p.	BB	A	BB	A	BB	A
Austin (other)	BB	A	BB	A	BB	A
Bean	A	A	A	A	A	A
Citroen, 7.5 h.p.	A	A	A	A	A	A
Citroen, 12/24 h.p.	BB	A	BB	A	BB	A
Citroen (other)	BB	A	BB	A	BB	A
Clyno	BB	A	BB	A	BB	A
Crosley, "Six" and 14 h.p.	A	A	A	A	A	A
Crosley (other)	A	A	BB	A	BB	A
Daimler (all models)	A	A	A	A	A	A
Darracq, 12/32 h.p.	BB	A	BB	A	BB	A
Darracq (other)	A	A	A	A	A	A
Hillman	A	A	A	A	BB	A
Humber, 8 and 9.20 h.p.	A	A	A	A	A	A
Humber (other)	BB	A	BB	A	BB	A
Jowett	A	A	A	A	A	A
Lagonda, 12/24 h.p.	BB	A	BB	A	BB	A
Lagonda (other)	BB	A	BB	A	BB	A
Lanchester	A	A	A	A	A	A
Lancia (Lambda)	A	Arc	A	Arc	A	Arc
Morris-Cowley	A	A	A	A	A	A
Morris-Oxford	A	A	A	A	A	A
Peugeot (SI. Valve Mdx. and 11 and 12 h.p.)	A	Arc	A	Arc	A	Arc
Peugeot (other)	BB	A	BB	A	BB	A
Riley, 11 and 12 h.p.	BB	A	BB	A	BB	A
Rolls-Royce	BB	A	BB	A	BB	A
Rover, 8 h.p.	BB	A	BB	A	BB	A
Rover (other)	A	A	A	A	A	A
Singer	A	A	A	A	A	A
Standard, 14 h.p.	A	A	BB	A	BB	A
Standard (other)	A	A	A	A	A	A
Sunbeam, 4 and 6 cyl.	A	A	A	A	A	A
Swift	A	A	A	A	A	A
Talbot, 18.55 and 20.60 h.p.	A	A	A	A	BB	A
Talbot (other)	BB	A	BB	A	BB	A
Trojan	A	A	A	A	A	A
Vauxhall, 14-40 h.p.	A	A	A	A	BB	A
Vauxhall, 23-60 and 25-70 h.p.	A	A	A	A	A	A
Vauxhall (other)	BB	A	BB	A	BB	A
Wolsley	BB	A	BB	A	BB	A

Mobiloil Recommendations are endorsed by hundreds of Motor Manufacturers the world over.

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

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LIST FREE.

GENUINE BARGAINS.

LIST FREE.

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THE SAVOY HOUSE.

SPECIFICATION. Sides and ends of buildings are in complete sections, constructed on extra strong framework and covered with 1 in. Feather-edge Boards. Complete with strong doors, windows and all necessary Nuts and Bolts, Roof, strong Rafter and Principals where necessary, with boards and good Felt for covering same, making all thoroughly waterproof. Erected by any handy workman.



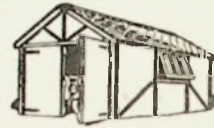
Length.	Width.	Eaves.	Ridge.	Special Price.	Floor and Joists Extra.
ft.	ft.	ft.	ft.	£ s. d.	£ s. d.
7	5	5	7	6 0 0	4 15 0
9	6	5	7	6 2 6	1 2 6
10	7	5	7	7 5 0	1 12 6
12	7	6	8	7 15 0	1 12 6
12	8	6	8	8 0 0	2 7 6
13	8	6	8 6in.	9 17 6	2 7 6
15	9	6	8 6in.	11 17 6	3 5 0
15	9	7	9 6in.	12 17 6	3 5 0
20	10	8	11	18 5 0	4 12 6
25	12	8	11	29 15 0	6 5 0
30	13	8	11 6in.	41 10 0	9 10 0

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FIREPROOF MOTOR HOUSE.



SPECIFICATION. Sides and ends of all buildings are constructed in complete sections on strong framework according to size, and the whole of the exterior is covered with asbestos sheets (British Manufacture) and complete with necessary sashes fitted, and large folding doors, made on strong frames ledged and braced, hung on good stout hinges, fitted with bolts, lock and key, sheathed outside with asbestos. Roof constructed with strong rafters. Principals where necessary, tiling battens and diagonal asbestos tiles, complete with nails and rivets for fixing, giving same a very effective appearance. All sections supplied with necessary bolts and nuts.

Length.	Width.	Eaves.	Ridge.	Special Price.	Floor and Joists Extra.
ft.	ft.	ft.	ft.	£ s. d.	£ s. d.
7	5	5	7	7 0 0	0 0 0
9	6	5	7	8 15 0	1 12 6
10	7	5	7	10 5 0	1 12 6
12	7	6	8	12 0 0	2 7 6
12	8	6 6in.	8 6in.	13 0 0	2 7 6
15	9	6 6in.	8 6in.	16 10 0	3 5 0
15	9	7	9 6in.	17 15 0	3 5 0
20	10	8	11	25 5 0	4 12 6
25	12	8	11	40 0 0	6 5 0
30	13	8	11 6in.	67 0 0	9 10 0

FREE FIRE INSURANCE FOR 12 MONTHS WITH EACH BUILDING. Above Prices include Delivery within 20 miles by our own Motor Service, or Carriage to your nearest Goods Station, England and Wales. Scotland, Ireland and Channel Islands, 10% Extra. Estimates for other Sizes and Designs to Purchasers' requirements forwarded Free on Application. Illustrated List Post Free. Works—Riley Works, Herne Hill, S.E.2

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 CITROEN, 7 h.p., 30/- " "
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8/6 COMPLETE. Rubber Centre, aluminium edge with bolts and lock nut for fixing. Covers full length of running board. List of Austin Seven References on application. O. B. FROST & CO., 83, High St., BIRMINGHAM. Or near Trader.

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YOU probably do not know exactly how the magneto generates the spark which brings your car to life. You do not need to. That is the advantage of the magneto. It does its job unfailingly and efficiently year after year without attention and without fuss. It does not demand that you shall be something of an electrical engineer in order to look after it.

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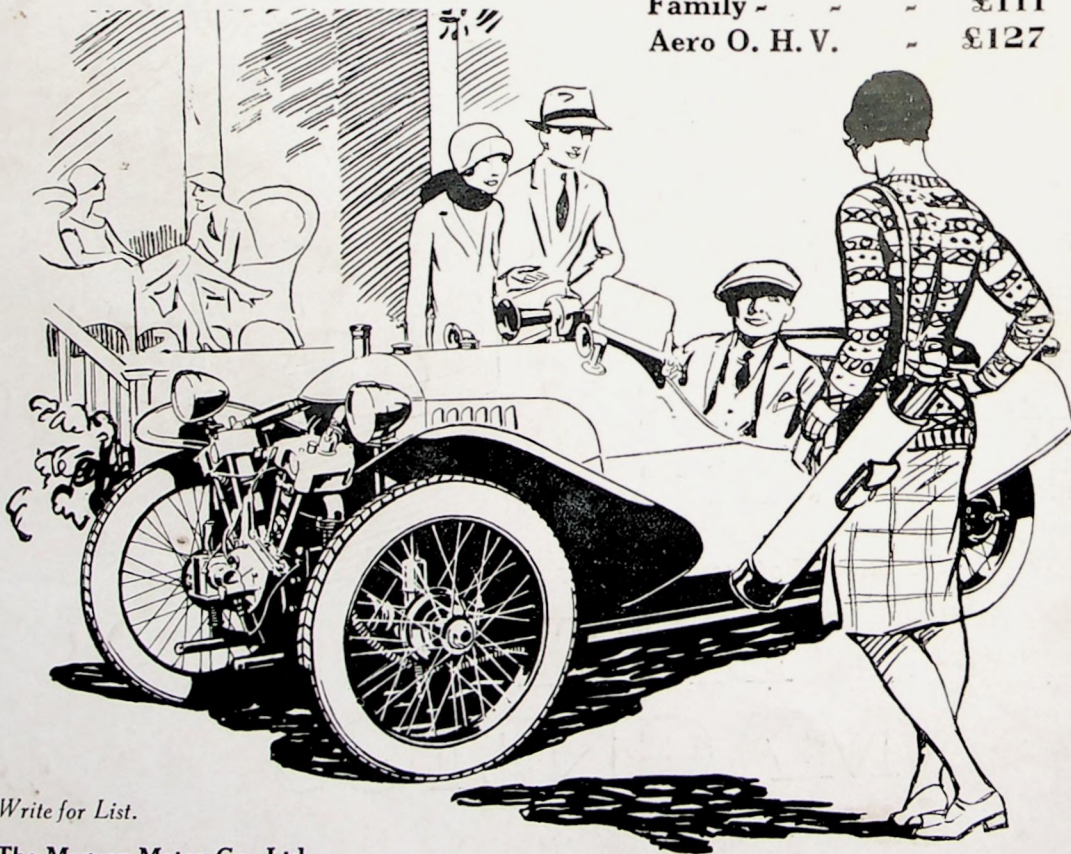
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