

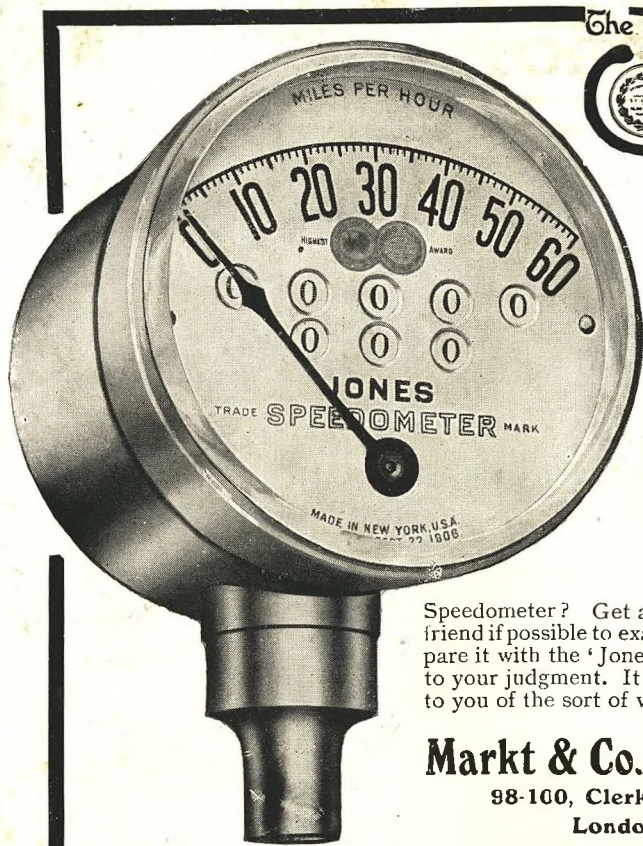
1^p

Vol. III. No. 74
20th April 1914
Registered at the G.P.O.
as a Newspaper

The Light Car and Cyclecar

*Circulation
enormously
ahead of any
similar Journal*





The **JONES** SPEEDOMETER

(And Gold Medal Turin Exhibition)

Latest Models for 1914—

with large bold figures, easily discernible:

with 3 in. dial, £4 4 0

with 4 in. dial, £5 5 0

The Jones is "Geared to the Truth," and cannot vary. Constructed on the principle of a natural law, unalterable and unvarying.

Every instrument individually calibrated by expert instrument makers

Have you ever had the curiosity to examine the interior mechanism of your

Speedometer? Get an engineering expert friend if possible to examine yours, and compare it with the 'Jones'—We leave the rest to your judgment. It may be an eye opener to you of the sort of value we offer.

Markt & Co. (London), Ltd.
98-100, Clerkenwell Road,
London, E.C.

The **'LITTLE GIANT' WHEEL PULLER.**



Price, per set, **28/-**

Complete with long and short arms. Quickly removes the most obstinate wheels without risk or damage. 3 adjustments for large or small dia. hubs. **INDISPENSABLE.**

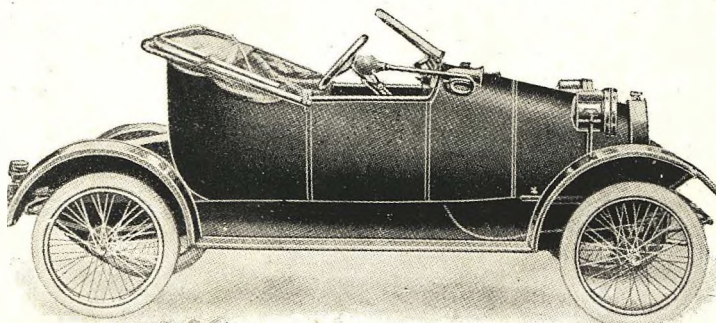
£127
COMPLETE



8-10 h.p.
WATER-COOLED

AGENTS

We are open to appoint Sole Agents in various parts. **GOOD TERMS** to the right people. Write for Appointment.



AGENTS

Our Representative is making a tour of the British Isles. May he call and discuss terms with **YOU?**

CRESCENT MOTORS, Ltd., Smethwick, Birmingham

LONDON REPRESENTATIVE.

SHOW ROOMS AND DEMONSTRATIONS.

SPEED MOTOR ENG. CO., 61, LONDON RD., TWICKENHAM.

OFFICES: 161a, STRAND, W.C.

The "Vapo" Patent Atomiser Jet.

Patented in the United Kingdom and Abroad.



Takes the place of the ordinary Carburettor Jet.

Increases the efficiency of any Jet Carburettor from 15 to 30 per cent. Gives a great economy of fuel. Increases the power of the engine, enabling hills to be climbed on a higher gear, and for a longer duration on each individual gear. Gives much more rapid acceleration, making a sluggish engine more lively. Increases the speed by from 5 to 10 miles per hour. Increases the flexibility, enables driving at a crawl in traffic on top gear. Ensures easy start when cold, and without any preparation. Quietens a noisy engine and silences a quiet one.

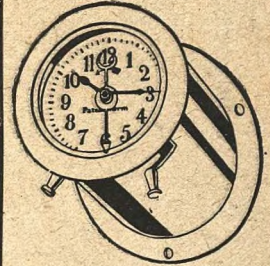
TYPE A. For Motor Cars, Motor Boats, Stationary Petrol Engines, &c. ... 15/-



BROWN BROTHERS LIMITED

Head Office and Wholesale Warehouse:—
Great Eastern Street, London, E.C.
269-275, Deansgate, Manchester.
Showrooms:—15, Newman St., W.

Midget Motor Clock.



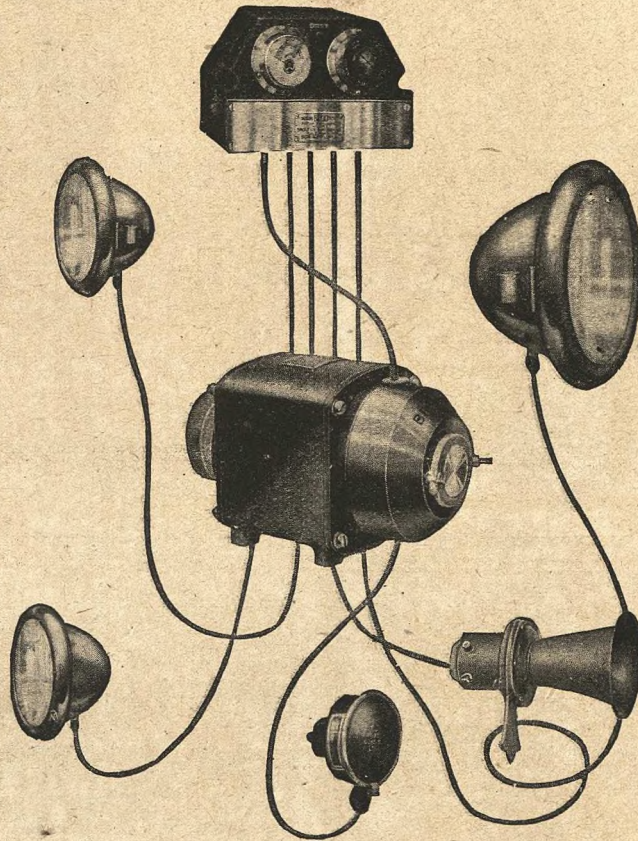
This neat and attractive motor clock has a reliable 30 hour movement and is specially made to withstand vibration. **NOTE REDUCED PRICES.**

Price **5/9** each.

Brass, plated or black. With alarm, as illustrated, similar to above but slightly larger.

7/6 each.

The 'BROLT' DYNAMO SET WITH 'E. & J.' LAMPS for LIGHT CARS



Type "C4" Dynamo	...	...	£8 0 0
"B" Switchboard	...	...	3 5 0
6 volts 33 amp. Battery, A2/2	...	...	2 7 6
1 only E & J. Head Lamp, L45/4	...	...	1 17 6
1 pair E & J. Side Lamps, L47/42	...	...	1 8 0
1 only E & J. Tail Lamp, L50/2	...	...	0 12 6
1 set of Bulbs for above Lamps	...	...	0 8 0
1 Electric Horn, H6/19	...	...	0 17 6

Brass Finish... **£18 16 0**

12-volt Set, extra to above price (Brass Finish) **£4 10 6**

COLLAN OIL.



For dressing clutch leathers and all leather belts.

Small size tins, **1/-** per tin.

1 lb. tin, **3/3**

2 lb. tin, **6/-**

4 lb. tin, **12/-** each.

"Dopon" Transparent Waterproof Lacquer for Metals.

All plated and bright metal rendered **RUST-PROOF**. Dries invisible with steel-like surface. Ignition troubles eliminated by two coats of "Dopon" over the magneto cover and exposed connection.



PRICE PER BOTTLE.

Sufficient to cover the bright parts of a motor car, **3/-**

Sufficient to cover the bright parts of a motor cycle, **1/6**.

Made by the manufacturers of 'Robbialac.'

"Glasso"

prevents all glasses, windows, mirrors, etc., becoming steam-clouded.

Easily applied. Absolutely transparent. Dust will not adhere.

No. B55/42. Per tin, **6d.** Also 1/- jars.

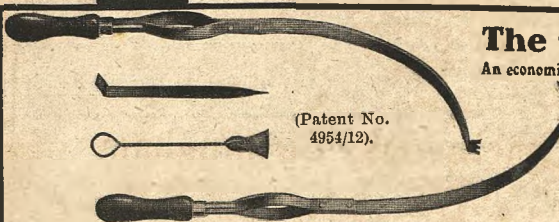


FLASH Antiseptic Hand Cleanser

The Best Preparation known for Dissolving and removing Dirt, Grease, Oil, and Stains of all kinds



Flash does what soap cannot do. It cleans the hands and everything better and quicker than soap; it leaves the skin absolutely clean and free from injurious and unhealthy matter. "Flash" is thoroughly antiseptic, beneficial to the skin, and may be used with hard, soft, hot, cold or salt water. No matter if your hands are covered with heavy black grease, ink, acids, fruit or chemical stains, dip them in water, rub on a little "Flash," and in less than a minute your hands are soft and white. "Flash" never chafes or roughens. Price **5d., 6d. & 2/6** per tin.



(Patent No. 4954/12).

The "SUCCESS" CARBON REMOVING TOOLS.

An economical and simple method of rapidly and effectually removing the carbon deposit from an engine.

Consist of two hardened and tempered flexible steel scrapers; one for the piston and the other for the head of the cylinder, with a short scraper for clearing out the ports and orifices, and a stiff bristle-brush for taking out the particles of carbon from the ports.

Descriptive Leaflet sent on request.

Sold complete in Canvas Case, Price **7/6** per set.

Obtainable from all Motor Dealers and Garages.

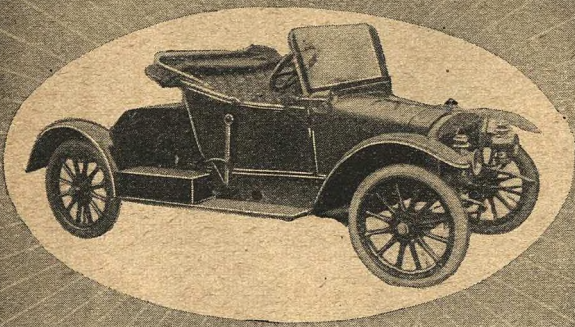
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CROUCH CARETTE

LONDON-EXETER
AGAIN GOLD MEDAL.



£132 - 15
all on

LONDON DEPOT:—MESSRS. THE CARETTE CO.
177, Great Portland Street;
Wauchope's, 9, Shoe Lane, London. Yorkshire—E. E. Burton & Co., Leeds.
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Crouch Motors, Ltd.,
COVENTRY.

WHITELEYS

FOR

LIGHT CARS

In Stock.

	£
Humberettes	135
Perrys - - -	147
Swifts - - -	140
Morris-Oxfords	199/10/-
Singers - - -	195
Standards - - -	195
Hillmans - - -	200
Midgets - - -	138
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G.W.K.'s - - -	150

Immediate Deliveries.

Exchanges.

Motorcycles taken in part payment—balance payab'e
in monthly instalments.

Deferred Payments.

We ask for a deposit of $\frac{1}{4}$ of the price and the
balance in 12 equal monthly instalments.

ONLY 2% is added to the list prices or
credit accommodation.

A few 1913 Cars to Clear at Bargain Prices.

Wm. Whiteley, Ltd., Queen's Rd.,
LONDON, W.

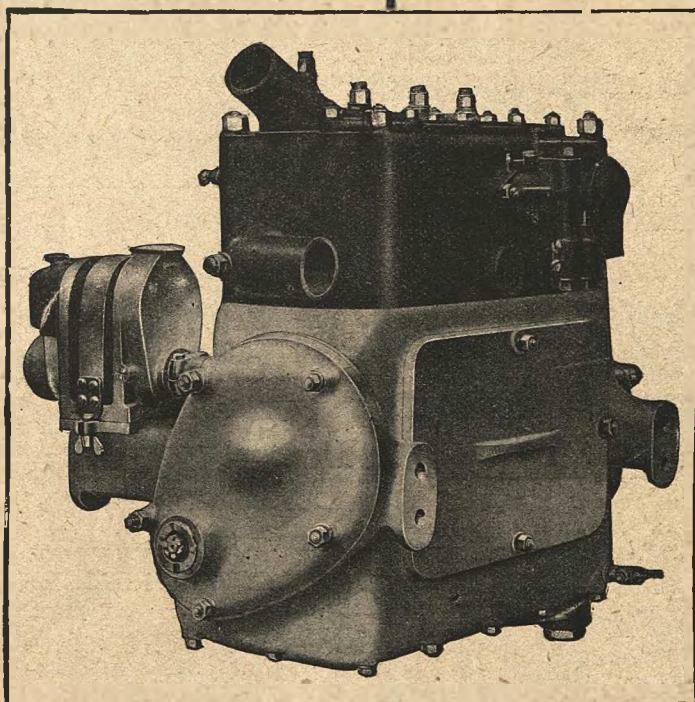
Telegrams—"Whiteley, London." Telephone—PARK ONE.

Our London Representative will gladly arrange to take you for a trial spin in a light car fitted with the Dorman Engine.

THE DORMAN

FOUR CYLINDER

64m/m Bore × 85m/m Stroke.
1094 c.c. 10 h.p. at 1500 r.p.m.



COMPLETELY ENCLOSED.
All Valve Mechanism running in Oil.

Spiral Gear Drive to Magneto.

CHAIN DRIVE TO CAM SHAFT.

Power Curve shows Acceleration to 3500 r.p.m. without drop.

PERFECT ACCESSIBILITY.

The finest Engine ever produced for Cyclecars Light Cars and all other purposes.

All Piping integral with Cylinder.

WATER COOLED EXHAUST.

**CONTRACTS CAN NOW BE BOOKED
— FOR EARLY DELIVERY —**

W. H. DORMAN & Co., Ltd., Internal Combustion Engine Specialists
STAFFORD, ENGLAND

LONDON OFFICES: 3 ST. BRIDE'S HOUSE, SALISBURY SQUARE, LONDON, E.C.

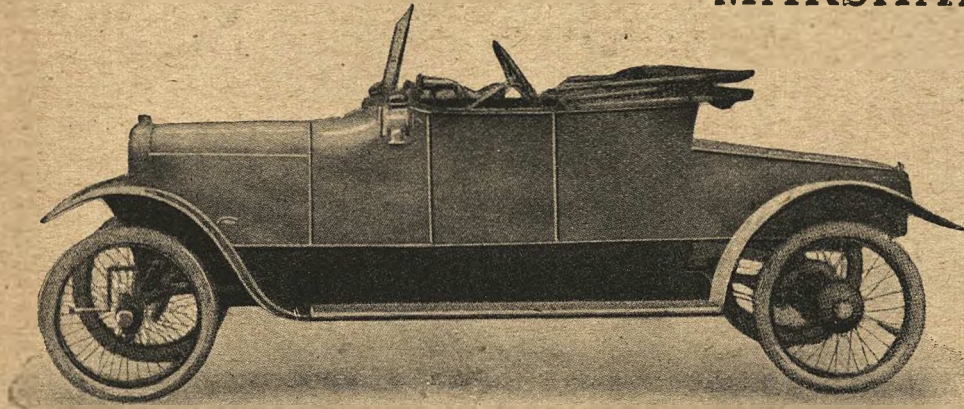
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12-14 H.P. 4-CYLINDER

MARSHALL ARTER

Buy a car with a reputation—gained by sheer merit—and you go a long way towards getting satisfaction. Buy a **MARSHALL ARTER**



The MARSHALL ARTER enjoys the coveted distinction of being the best light car. Its supremacy has been established by sheer merit: merit of perfection in design and construction, and merit of rendering a consistent road service and complete satisfaction to its owner. Experts pronounce the car as a thoroughly sound engineering job. And it is.

MARSHALL ARTER superiority will be at once evident to you after inspection and a trial run. Allow us to arrange this for you; meantime, write for illustrated list.

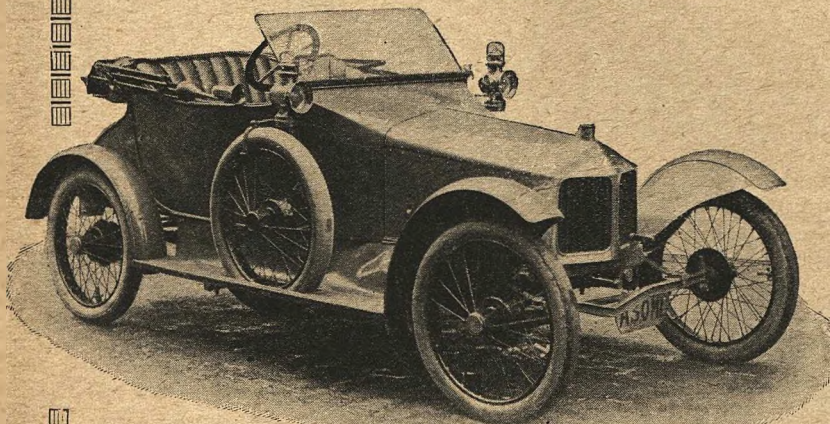
Complete 152 Guineas.

MARSHALL ARTER, LTD.,
Works: Beaver Lane, **HAMMERSMITH, LONDON, W.**
Telegrams: "Arterial, Hammer, London." Telephone: 1127 Hammersmith.
West End Agents: Messrs. Frank Wellington & Bowring, Ltd.,
220, Great Portland Street, W.

THE *Omnium*

4-CYL. LIGHT CAR, 10 h.p.

Has a 12 MONTHS Guarantee.



Detachable
Wheels,
Acetylene Lighting

£180

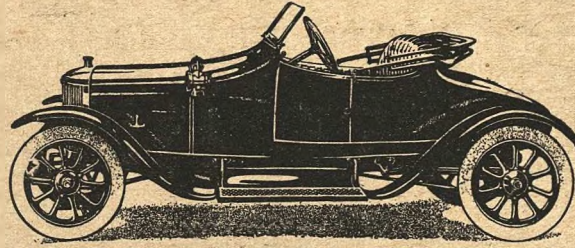
With complete
Equipment.

Agencies Open.

The Omnium Motor Co., Ltd., 198, Gt. Portland St., London, W.

HELP THE MOVEMENT

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



For Lady Motorists The A.-C. Light Car

—*the Aristocratic A.-C.*

there is no more suitable car than the A.-C. Light Car. Easy to 'start up,' easy to handle when running, wonderfully comfortable, and giving ample protection in all weathers, the A.-C. is not only eminently suited to the Lady driver, but to everyone who desires luxurious yet economical motoring.

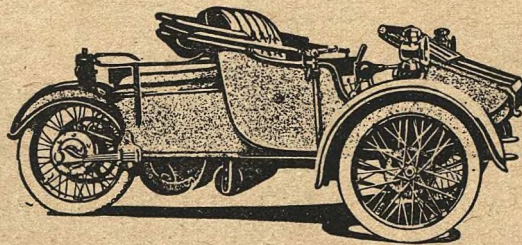
Give the car a trial run. Send a post card to-day for the address of our nearest agent.

∴

Price £175

Completely equipped.

Colonial Model £180



For the Novice The A.-C. Sociable

—in fact for everyone who desires a car embodying the maximum reliability, durability, simplicity and economy with the minimum initial cost — undoubtedly the A.-C. Sociable. No experience or mechanical knowledge is required to drive and look after this popular three-wheeler. Petrol and oil occasionally—and not much of those—are all it requires to give month after month a service free from even a suspicion of mechanical trouble.

∴

Price 75 Gns.

(Equipment extra).

∴

Immediate Delivery.

AUTO-CARRIERS (1911) LTD., Ferry Works, Thames Ditton, Surrey.

THE IDEAL LIGHT CAR AT THE PROPER PRICE——IT COMBINES THE FINEST POINTS OF ITS BIG SISTERS WITH MANY OF ITS OWN—IS FLEXIBLE, RELIABLE AND ECONOMICAL.

£135 : 0 : 0 READY FOR THE ROAD FULLY EQUIPPED. . . .

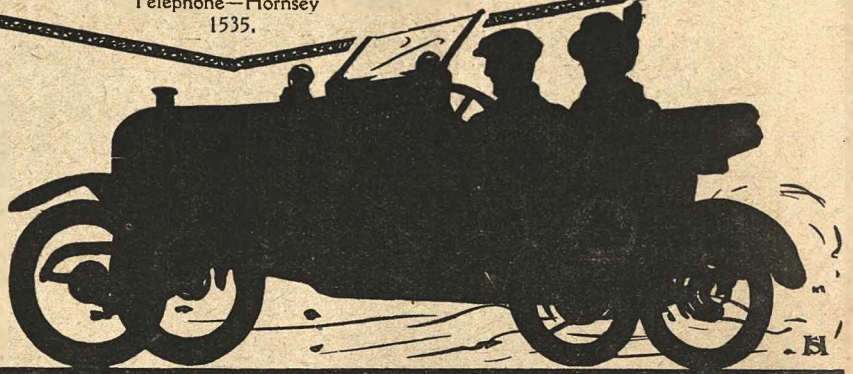
PEARSALL-WARNE, LTD., Letchworth, Herts.

London Agents—**THE MORRISS-BARRETT MOTOR CO.,**
Athelstene Works, Stroud Green Road,
LONDON, N.

Telephone—Hornsey
1535.

THE
9-12 H.P.

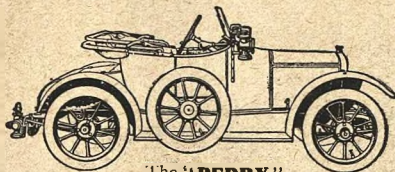
WARNE
LIGHT
CAR.



A Car to suit every buyer!

Here you can inspect the "Finest selection of Light Cars and Cyclecars in the Kingdom"—a most comprehensive range, including all the leading makes—which ensures easy and satisfactory choice.

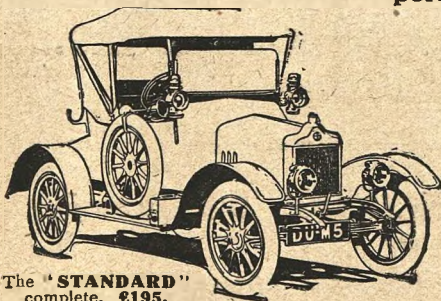
—Whatever your requirements and whatever price you wish to pay you'll find the RIGHT Car here—for there's a Car to suit every buyer!



The "PERRY"
8 h.p., 2-cylinder, complete, 140 gns.



The "FORD"
Tearing Car, 20 h.p., complete £135.



The "STANDARD"
complete, £195.

Here's a selection to choose from:—

- | | |
|---|---|
| STANDARD , 9½ h.p. ... complete £195 | G.W.K. , 8 h.p., friction drive, complete £150 |
| CALTHORPE Minor, 10 h.p. ,, 160 gns. | FORD "Runabout" £125 |
| CALTHORPE Coupe, 10 h.p. ,, 200 gns. | FORD "Touring Car" £135 |
| PERRY , 8 h.p., 2-cyl. ,, 140 gns. | CALCOTT , 10 h.p., 4-cyl. ,, £185 |
| PERRY , 8 h.p., 2-cyl. COUPE ,, 170 gns. | SINGER , 10 h.p., 4-cyl. £195 gns. |
| (with acetylene lamps) | (with Electric Lighting) |
| ALLDAYS Midget, 8 h.p., complete £138 | SWIFT , 8 h.p., 2-cyl. complete £140 |
| ALLDAYS , 10 h.p., 4-cyl. ,, £165 | HUMBERETTE , 8 h.p., 2-cyl. ,, £120 |

—All above models in stock "ready for the road." Expert advice cheerfully given about any make—trials free of obligation—complete tuition free—exchanges arranged—perfect satisfaction guaranteed.

J. J. Evans

The Birmingham house for small Cars

87, 89, and 91,
JOHN BRIGHT ST., BIRMINGHAM.
Telephone—Midland 662. Telegrams—"Lytecar, Birmingham."

BUCKINGHAM

Westmorland Open Hill Climb—Cyclecar Class

FASTEST TIME

AND FIRST ON FORMULA

Beating Racing Three Wheelers, and ALL
High - Powered Sidecar Combinations.

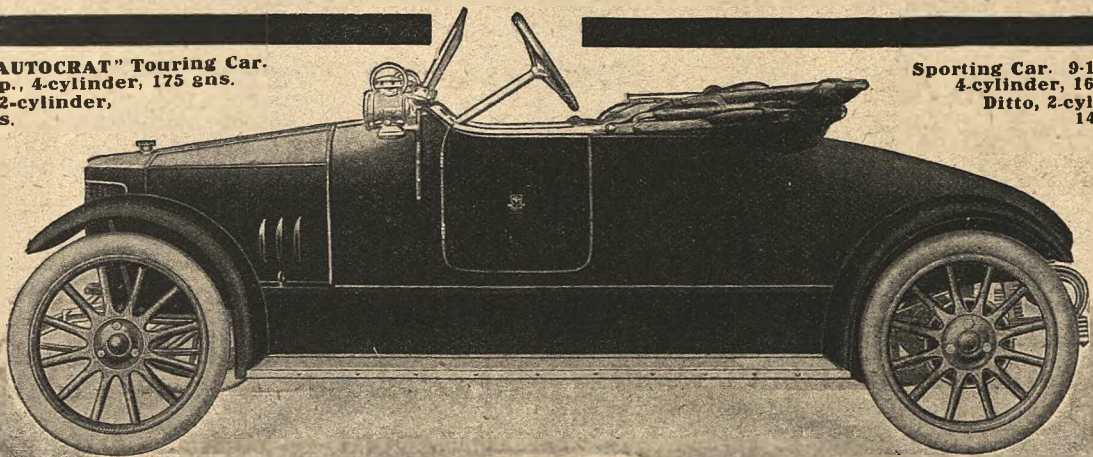
36 Miles **From** **1** IN **8**
per hour **Standing Start up**

Sole Concessionaire—

G. N. HIGGS, 31, Vauxhall Bridge Rd., Westminster, S.W.

The "AUROCRA" Touring Car.
9-12 h.p., 4-cylinder, 175 gns.
Ditto, 2-cylinder,
155 gns.

Sporting Car. 9-12 h.p.,
4-cylinder, 160 gns.
Ditto, 2-cylinder,
140 gns.



The "AUROCRA."

☐ The "AUROCRA," you know, is the "QUALITY" Light Car. The clean cut, elegant appearance of The "AUROCRA"—combined with its perfect design and construction—make it essentially **the** Car for the particular buyer to whom "QUALITY" appeals. ☐ The "AUROCRA" is inherently a "QUALITY" Car throughout—in material, superb workmanship and refined finish it is absolutely without parallel—and its efficiency and durability have been undeniably proved beyond dispute.

The AUROCRA Light Car Co., Balsall Heath, Birmingham.

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you will be working for the cause of the new motoring.

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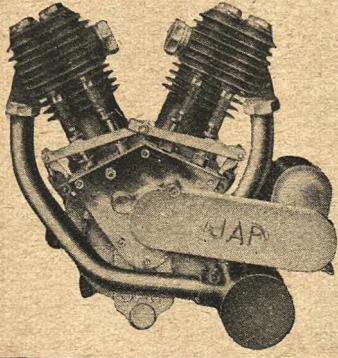
THE J.A.P. MOTORS

Air-cooled only.

(ALL-BRITISH).

Air-cooled only.

3 or 4 h.p. Twin, M.O. Side Valves.
60 m/m x 76 m/m. Capacity 430 c.c.
70 m/m x 64½ m/m. Capacity 496 c.c.



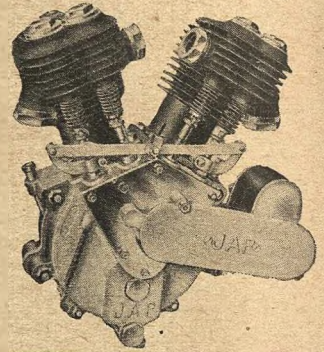
Remarkable World's Records accomplished by a 1½ h.p. J.A.P. Engine machine ridden by H. Martin, at Brooklands, on Friday, 3rd April, 1914.

NEW RECORDS.

CLASS A.

	Mins.	Secs.	
Flying Kilometre ...	44 ³ / ₅	...	50·16 m.p.h.
Flying Mile ...	1 11 ² / ₅	...	50·42 m.p.h.
Flying 5 Miles ...	6 16 ² / ₅	...	47·82 m.p.h.
Standing 10 Miles ...	12 51 ² / ₅	...	46·66 m.p.h.

5 h.p. Twin, M.O.I.V. Side Valves.
70 m/m x 85 m/m. Capacity 654 c.c.



Furthermore, on the 28th March, at Brooklands, Mr. E. B. Ware obtained the 1 Hour and 50 Mile World's Records in 750 c.c. Class with J.A.P. engined Cyclecar.

Write now for illustrated catalogue to Dept. C.

J. A. PRESTWICH & CO., Northumberland Park, TOTTENHAM, N.

Telegrams—"Prestwich, Tottlane, London."

Telephone—Tottenham 1612 (3 lines)

SPARES IN LONDON AT ROBERTSON'S, Great Portland Street, W.

Lagonda CARS.

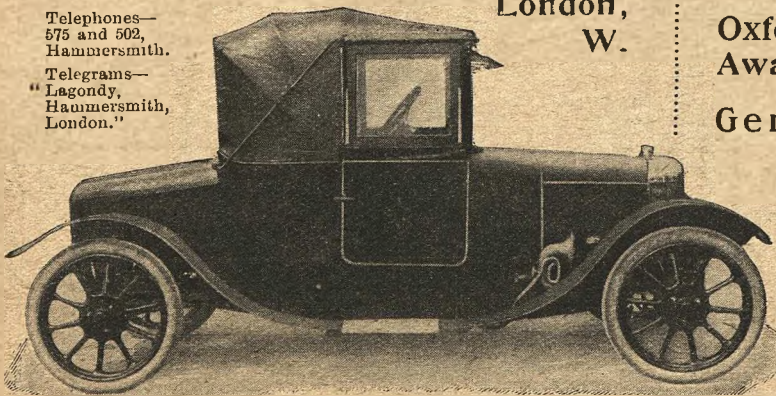
Sole Distributors—

TOLLEMACHE & GRIFFIN, LTD.,
195, Hammersmith Road,

London,
W.

Telephones—
575 and 502,
Hammersmith.

Telegrams—
"Lagondy,
Hammersmith,
London."



Price £150 complete.

Recent Successes.



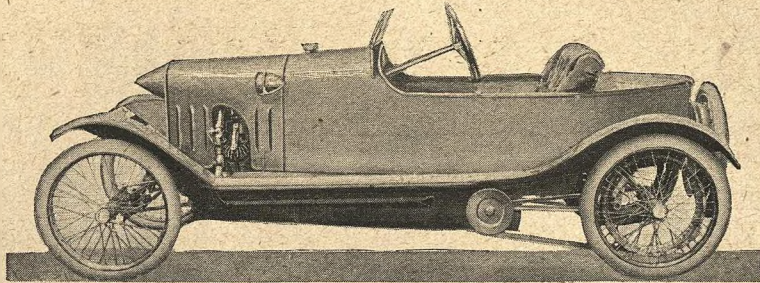
London—Gloucester—London
Awarded Bronze Medal.

The Colmore Cup Trial.
Awarded Gold Medal.

Oxford — York — Oxford.
Awarded Gold Medal.

General Efficiency Trial.
Awarded Non - Stop
Certificate.

Birmingham M.C.C.
Trial.
Awarded Silver Medal.



Gold Medal

IN the London-Land's End run one G.N. was entered, and not only completed the trial successfully, obtaining a Gold Medal, but in addition was the object of much favourable comment on account of the clean, easy ascents it made up the severe hills of this arduous course. It ran to time like a train. The aggregate error of seven timed checks in 578 miles was only 8 min. 47 secs. The G.N. Cyclecar, the

embodiment of pioneer experience, is a notable example of simplicity combined with efficiency. The well known 90 degree engine, powerful, vibrationless, and economical; the successful drive by belts, which are guaranteed for 5,000 miles, are efficient and simple as possible.

The price of the G.N. Cyclecar, with twin engine, 84 x 98, two speeds, two-seater, torpedo body with domed wings, is **£107.**

London-Land's End-London

G.N., Ltd., ETNA WORKS, BELL LANE, HENDON, ENG.



H.R.M.

LONDON— LAND'S END TRIAL. SILVER MEDAL.

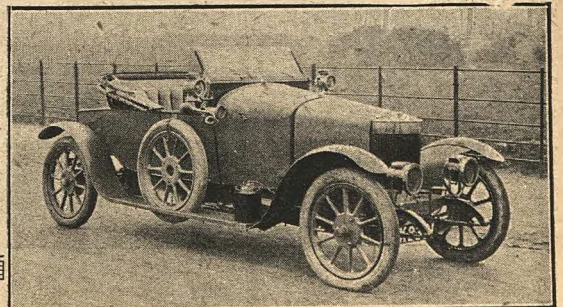
A Good Performance.

10-20 h.p., 4 cylinder, thermo-syphon, 3 speeds and reverse, inverted U section steel frame, $\frac{3}{4}$ elliptical springs, 2 pairs of brakes direct on to road wheels, 5 Sankey detachable wheels, 5 lamps, horn, tools, hood and screen. **£185**

MR. C. F. Halsall drove a brand new untried car, and completed journey to time.

The behaviour of the Wilton was perfect. The Wilton is noted for its standard car design throughout, hence the reliability.

WILTON CARS, Ltd.
7a, ST. JOHN'S HILL, CLAPHAM
JUNCTION, LONDON, S.W. Telephone: Battersea 175.



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Honours EASY!

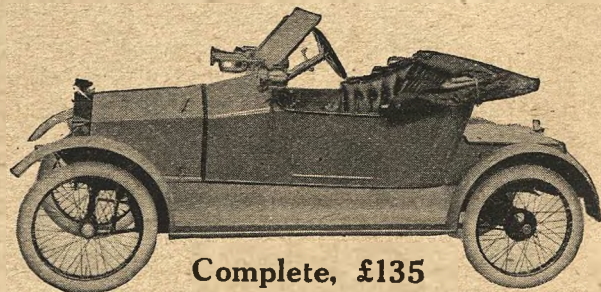
FOUR Standard 1914 Humberettes entered the strenuous London-Land's End Trial. They came out with two Gold and two Silver Medals—more than any other type of car obtained.

JUST remember that every costly type of Light Car of any pretensions whatever entered the Trial; that the Trial was primarily a test of endurance; and that the four Humberettes entered were standard—and then draw your own conclusions as to VALUE in light cars, to-day.

THE 1914 IMPROVED HUMBERETTE is fitted with STANDARD HUMBER BIG-CAR FINISH BODY; 2-cylinder 8.7 h.p. Engine (water-cooled); Bevel-driven Strong Back Axle; 3-speeds; Automatic Lubrication; Easy Control; Wire Wheels; 650 x 65 mm. Dunlops; Hood; Screen; Head Lights; Tail Lamp; Horn, etc.

£135.

TRIAL RUNS on application to Humber, Ltd., Coventry, or to London Branches at Holborn Viaduct, and 60-64, Brompton Road, S.W. Agents Everywhere.



Complete, £135



A Standard light car leaving Craigavon, Co. Antrim, Sir Edward Carson's headquarters.

THE DUST PROBLEM.

Streamline Bodies—The Effect of Tyre Treads—Dust-free Roads—
Colours That Seldom Look Dirty.

THIS Easter has been remarkable for the spell of magnificent weather, and also for the great amount of dust which has everywhere been prominent. The question of dust presents a serious problem, as it is impossible, in some cars, to cover a dozen miles without being smothered in dust from head to foot, and this, of course, makes it inadvisable to use the car for anything but serious touring or long journeys, as it is obviously impossible to arrive at a tennis or boating party, or some other social function with a thick covering of road dust over everything.

So far, the only serious attempts at solving the problem have been made along the line of dustless roads, and this would, of course, be a complete solution for all and every type of vehicle if it were only practicable. Experience shows, however, that, however free from dust a road may be made, before long quite a large amount of dust will accumulate, and the best tar-treated roads are by no means dust free, although incomparably better than the ordinary untreated macadam, still met with in by-roads.

It is also absurd to expect all roads to be tar-sprayed, at least for some little time, as the outlay involved would be enormous, and the real solution appears to lie elsewhere. The tar treatment has also much against it, for a liberal use of tar is necessary,

and on a hot summer's day this becomes very soft, and is flung all over the coachwork, with consequent damage to the paint and varnish, unless the greatest care is exercised when removing the tar splashes, which entails much time and trouble.

As so much tar spraying is now being done on all main roads, it may be timely to give some advice as to the best methods of removing tar splashes. The splashes should be treated at once, before they have time to set hard, and the best way to remove them without injury to the varnish is to apply a little salt butter, which will soften the tar so that it may be wiped off with a rag. All the splashes should be so treated, and the car may then be washed and polished with one of the special preparations for coachwork. Petrol or paraffin should not be used, as they are injurious to the delicate varnish.

Let us consider how the dust is raised. If one watches a car, it will be quite obvious that a large amount is churned up by the tyres, while a lighter cloud is spread by the air currents behind the car itself. Now it is this lighter but larger dust cloud which is responsible for the dusty appearance of the passengers, and in keeping this cloud as small as possible the real solution of the problem lies.

It is now well known that the streamline body

THE DUST PROBLEM (contd.).

leaves less eddies and air currents in its wake than any other form of body, and on large cars a flush-sided streamline body is now standard, although the average light car frequently leaves much to be desired in this direction. Certain it is that, when driving a car with a true streamline body, one gets far less dusty than on a standard machine with hood and screen, for the dust seems to sweep up over the screen and into the body, also eddying up over the hood and swirling round inside the body. Quite recently a journey of but 30 miles, with the screen nearly vertical, resulted in an indescribably dusty appearance of the passengers; while on the following day, over exactly similar roads, 120 miles resulted in not a whit more dust.

Tyres and Dust.

The question of tyres plays a not unimportant part in the raising of dust, although these denser and low-lying dust clouds are not so much felt by the occupants of the car. It is well established that tyres which have intricate patterns impressed on the tread suck up much more dust than plain tyres, and in summer there can be no great objection to using plain tyres all round.

We may conclude, therefore, that, so far as the occupants of a car are concerned with their own dust, the solution lies in streamline bodies.

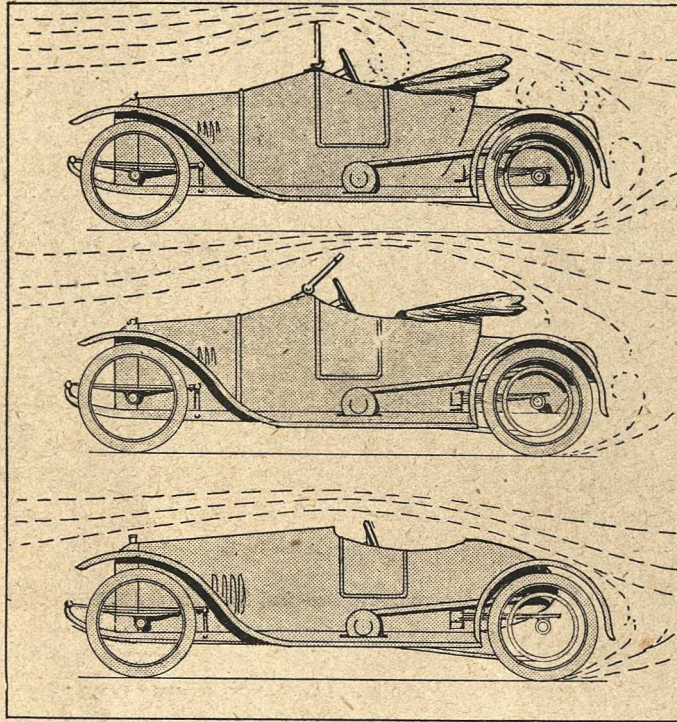
The problem of the dust raised by passing cars depends also on the question of road surface, as the tyres are bound to raise some dust, even if streamline bodies became universal, and, as a complete solution,

we must look forward to the time when practically dustless roads and streamline bodies are universal.

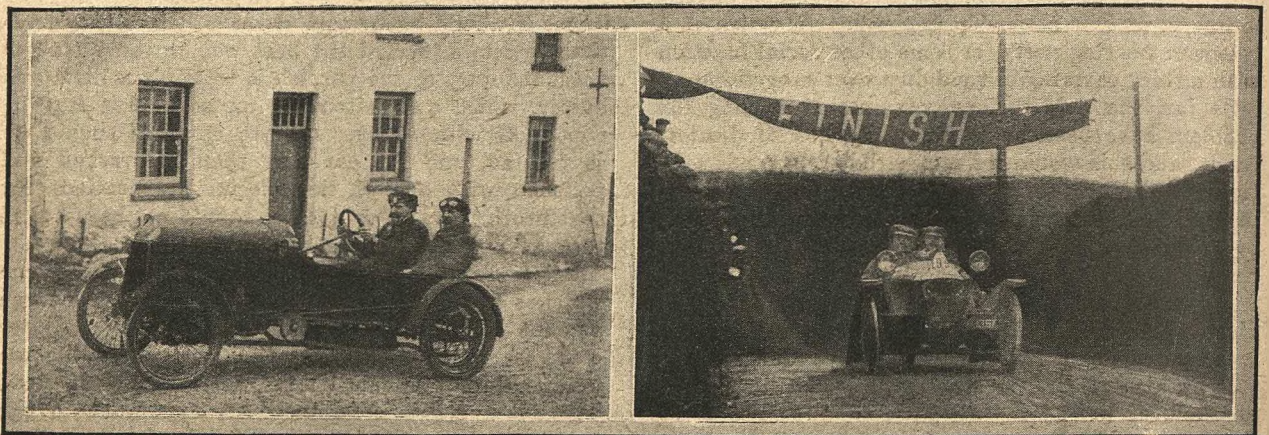
Dust and Colour Schemes.

The effect of dust on the appearance of the car is also deserving of consideration, for no one cares to be seen in a car which looks as though it were never cleaned, and the choice of colour scheme should be made with this point in mind. A dark colour will show every speck of dust, and one only has to notice some of the large cars with colour schemes consisting of a light colour with black wings to realize this, for while the light-coloured coachwork may look spotless the black portions will appear quite grey with dust.

The grey and fawn shades which have become so popular lately are undoubtedly the best from the point of view of always looking clean, but most light colours, such as light-blue or mauve, are almost as effective, except that they show the mud splashes rather badly. It is a good plan to protect the hood from dust, and hood covers are now becoming very common accessories, and are well worth the small outlay involved. If a cover is not used the hood should be erected before cleaning operations are commenced, and the dust then removed by brushing with a stiff brush both outside and in. Unless this is done, the first time that the hood is called into service it will cover the passenger with dust, and also the dust is said to have a deteriorating effect on the material of the hood. Incidentally, when folding the hood, care should be taken that it falls into the correct folds.



Diagrams showing the eddies caused by a standard body with screen up and screen down, and the absence of eddies behind a streamline body without these fittings.



Left : Mr. Buckingham (12 h.p. Buckingham), the winner of the cyclecar class in the Westmorland Open Hill-climb. He was faster than any sidecar. Right : A competing Grand Prix Morgan passing the finishing point.

CROSS-COUNTRY COMMENTS.

A Motoring Holiday—Control Lost Through Nervousness—An Excursion Up Snowdon—The Westmorland Hill-climb.

A MOTORING holiday provides one of the most delightful jaunts that a traveller can enjoy, but it is not so much in the actual driving on the road that the pleasure lies, but rather in the preparations and planning of the tour and in the contentment that one feels after a 200-mile run.

Then dinner in some comfortable hotel, and after it a smoke before the fire and a contemplation of the Michelin Guide or Bacon Road Map provide the tourist with plenty of matter for thought.

It is instructive, too, before measuring up the day's mileage, to jot down the times of day at which one passes various towns, and then to make out the distances to discover the average speed between certain places. Then there is the next day's run to be planned out, as to roads and distance.

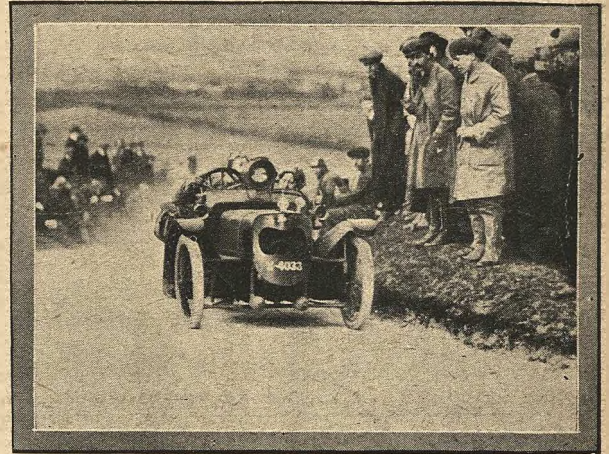
It may be a roundabout route, in which case local advice may be sought with advantage, and probably the hotel keeper or garage proprietor can give you some useful information about police activities along the route which may prevent trouble.

My own Easter was probably as energetic as any. Friday was spent riding up the Holyhead road bound for the Pen-y-Gwryd Hotel, at the foot of Snowdon. At least, that was the intention. Leaving St. Albans at 9 a.m., we reached Wellington, where Watling Street crosses the famous End-to-End road, for lunch.

terror into his heart that in his nervousness he had lost control of his machine.

My companion, who was following, also on a cyclecar, assisted to pull him out of the ditch, and, luckily enough, neither man nor machine were any the worse.

We lost our way in the twisting streets of Shrewsbury, and, instead of making for Oswestry, we found ourselves on the road for Welshpool. Soon after this



The Staxton Hill-climb. Mr. S. P. Nicholson, the winner of Class 5, at speed on his Morgan.

we ran into rain, but still forged ahead, for it was getting late now, and losing our way meant increased distance to be covered before lighting-up time. We soon left Dinas Mawddwy on our right, and, after climbing the long pass in torrents of rain, dropped down into Dolgelly with only an hour or so before lighting-up time.

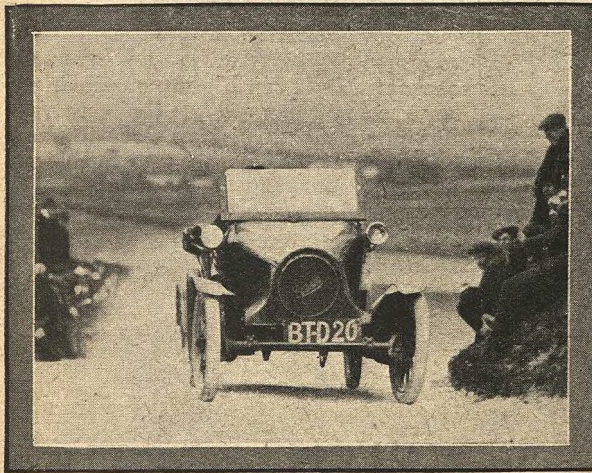
Within a few yards of the summit of the pass we came across a big 40 h.p. or 50 h.p. car stranded. It was hailing and blowing hard, and the occupants were making themselves comfortable with the hood and screen up. Their chauffeur had been sent on to walk the five miles to Dolgelly to bring them assistance. They told us that they did not know what was the matter with their car, and seemed quite resigned to their fate on the mountain.

The Pen-y-Gwryd Hotel was reached just before lighting-up time. It is a famous haunt for climbers, the house nestling at the foot of the mountains, seven or eight miles from the nearest village. Somewhat to our surprise, it was packed to overflowing, and it was only by volunteering to sleep on the floor of the smoking-room that we got in for the night, for any bed is good enough for the weary, and 250 miles is enough even for the most hardened traveller, and so, after an excellent repast, we wrapped ourselves up in our rugs and fell asleep on the floor.

* * *

The next day we spent in an excursion up Snowdon. We were shown where the railway train on its first run up the new track had run off the line and

B1



A Gordon competing in the Staxton Hill-climb. It was the first cyclecar to climb the hill, and gained second place. A machine of similar make was also third.

A quarter of an hour's stop for refreshments at the little inn at the corner and for replenishing the machine with petrol, and we were again heading westward for North Wales.

The only accident on the down journey was an encounter with the owner of a Swift light car, who was so alarmed at the appearance of my machine when he saw it coming towards him with a trail of dust in its wake, that he developed a series of wobbles and shot into a ditch. When I pulled up and returned to see if he or his machine were hurt, he confessed that the sudden appearance of the monocoar had struck such

CROSS-COUNTRY COMMENTS (contd.).

somersaulted down the precipice towards the Pass of Llanberis. We had bread and cheese at the summit of the mountain, where a gale blew with incredible fury, and where the little shanty, which many a climber knows well, stands alone silhouetted against the sky, and can be seen for many miles round.

From the Cairn 3000 ft. above the sea you can obtain a wonderful panoramic view of the country around, such a view, I should imagine, as the flying man obtains through the skeleton stays of his plane.

Then we struggled down the long five-mile descent, and back again over the Llanberis Pass, with its wonderfully-engineered gradients, as it winds its way up among the towering mountains, to the little Pen-y-Gwryd Hotel, and another night on the floor.

* * *

The next day I was bound for Kendal, for the Westmorland open hill-climb, and after a very damp



run through North Wales, where the roads were in a terrible state owing to the heavy commercial traffic. I paid the toll at Queen's Ferry Bridge, thus avoiding Chester, and then on again to Birkenhead, where they issue special cyclecar tickets, and thus found myself in Liverpool for lunch. Then onwards again northwards past Aintree race-course, the famous scene of many a Grand National, along through Ormskirk, famous for its gingerbread, and so on to Preston-on-the-Ribble, and here I noticed the new bridge building which will shorten the distance between Liverpool and Preston by a mile, and will avoid driving over Penwortham Bridge, the narrowness of which is a by-word amongst local motorists.

North of Preston the road is good, and fast time was made into Kendal, which, like North Wales, was full with visitors. The hotels were crammed to overflowing, drivers were running round, and all day long the hum of motorcars and motor-

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bicycles was heard on all sides. Even late into the night we could hear the shrill shrieks of sirens and the rumbling of exhausts as cars were hurrying north and south.

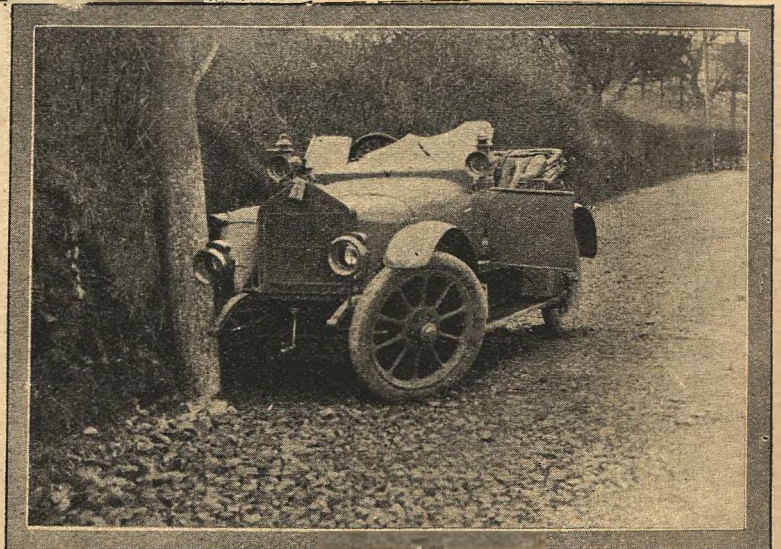
The last day of the holidays was spent in driving back from Kendal to Coventry, the roads through Lancashire being in a terrible condition; heavy vans carrying cotton were encountered every few miles, and under such conditions it was a difficult matter to maintain a speed of even 20 miles an hour; but once Warrington was left behind, and the glorious wide expanse of highway encountered, speed could be increased. Coventry was reached via Stafford and Cannock before lighting-up time.

* * *

There are certain drivers who should never be allowed on the roads. I encountered an example of the lunatic motorist driving between Sutton Coldfield and Cannock. It is the main road north and south, and at one bend a narrow path crosses it.

The approaches are hidden by hedges. As is my wont, I always slow down to 10 miles an hour at cross-roads where you cannot see. Imagine my amazement when, within a few yards of the cross road, I saw a motorcycle with a passenger on the luggage carrier streak across my bows at 35 m.p.h. If anybody deserved to be killed that man did. McM.

Dr. Low has received dozens of letters concerning his Adamson cyclecar. Like all technical advisers, he is continuously worried by inventors with more or less impracticable ideas. The latest is a turbine developing 25 h.p., which can be comfortably carried in an overcoat-pocket! He is considering employing a large commissionaire or the construction of an electrical trap door to drop this type of client gently into the street.



On the Holyhead road, near Corwen, an extraordinary accident recently took place. A driver had while restarting turned round to talk to the passenger on the dicky seat behind. In the space of 30 yards he collided with a telegraph pole, the machine being considerably damaged. The acceleration powers of the machine—a Singer—are evidently to be reckoned with.



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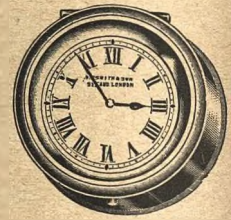


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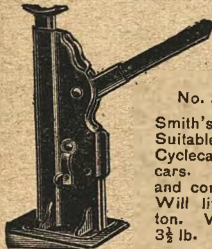
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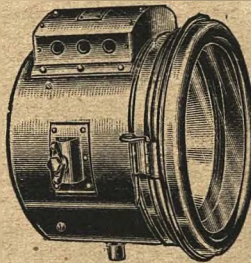
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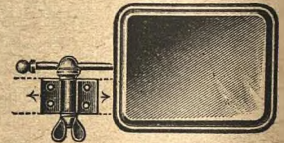
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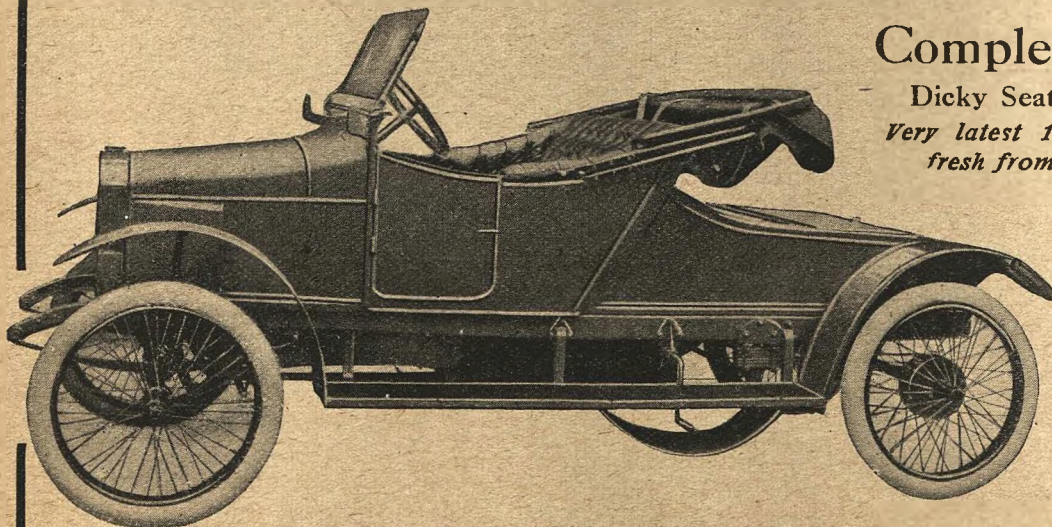
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A PLEA FOR FRONT WHEEL BRAKES.

How Brake Power can be Increased and the Tendency to Side Slip Reduced.

NOBODY will question the statement that the braking of a light car is a matter of prime importance, but some drivers of experience may suggest that a few makers have not apparently recognized the fact.

Casually, the designing of brakes for a light car seems simple enough, but there are factors to be considered which are not of such moment in the case of the bigger car, and mere scale reduction will not necessarily give satisfactory results in every case.

"The heavy vehicle naturally requires more powerful brakes than the light one, for at a given speed the momentum is proportionally greater, but at the same time the weight gives better adhesion between the tyres and the road, so that the weight which makes the brake power necessary also allows it to be applied.

The lighter vehicle needs less powerful brakes, because there is less weight to be stopped, but at the same time there is less adhesion between the tyre and the road, and hence there is a limit to the brake power which can be usefully applied.

Given the same proportionate distribution of weight, the heavy car and the light car should pull up in the same distance when the brakes are applied at the same road speeds.

But in some cases the light car has less weight on the rear wheels in proportion to its total weight than the big car with its four or five-seated body extending beyond the rear axle. This means that it is easier to lock the driving wheels by the brake in the case of the former, and when the wheels slide the brake effect obtained is considerably reduced.

Maximum braking is obtained just short of the point at which locking of the wheel occurs, but obviously this point varies. We all know

that we cannot use our brakes as freely on a slippery road as on a dry one, just because the wheels lock easier and slide without rolling.

The Danger of Powerful Brakes.

Now, in light car practice, rear wheel brakes are universal, and, if correctly designed, are ample, although no brake gives the actual power of the foot brake acting on a drum behind the gearbox, this being due to the fact that this drum is revolving faster than the road wheels by the amount of the reduction given by the bevel drive to the axle. This position for the brake is open to the objection, however, that the braking strain is taken through the transmission, and as all the power required can be obtained from brakes on the rear wheels, the gearshaft brake is not often used.

In any case, every light car has both its foot and hand brakes acting on the same pair of wheels, and the power of both together should be only sufficient to lock the wheels at the lowest speeds. Brakes power-

"Whatever the emergency the quickness with which all cars pull up is limited by the adhesion of the rear wheels and if one set of brakes alone can overcome this adhesion then the second set on the same wheels are worse than useless. . . What then does all this point to? Surely to the utilization of the front wheels for braking as well as the back!"

ful enough to stop the wheels revolving at high or even moderate speeds are obviously dangerous, especially on a light vehicle given to bouncing on a bad road, which bouncing is continually reducing adhesion, of course, and so rendering the action of the brake momentarily less efficacious.

It is indeed these factors which have led to several accidents with light cars, drivers not realizing the effect of a powerful brake injudiciously applied on a light vehicle running on a bad surface.

A phenomenon also deserving consideration is that when a fast moving vehicle is braked, the weight is thrown forward and the adhesion between the front wheels and the road is improved at the cost of that of the rear wheels. But whatever the emergency, the quickness with which all cars pull up is limited by the adhesion of the rear wheels, and if one set of brakes alone can overcome this adhesion then the second set on the same wheels are worse than useless and do more harm than good.

Using All Four Wheels.

What, then, does all this point to?

Surely to the utilization of the front wheels for braking as well as the back!

The principle is by no means new, for all the old tricars had such brakes as a matter of course, but it must be confessed that they were not an unmixed blessing, as they often upset the steering very considerably and sometimes caused accidents.

Even in the car world such brakes were considerably used a few years ago, but to-day there are only two well-known cars in Europe so equipped, and one of these is a British car and the other an Italian.

It may be asked what has happened to the rest, and the answer is that the public were prejudiced, and the maker has found by experience that it does not pay him to educate his customers. The real reason of its failure was that buyers deemed it unconventional—a fatal thing in the car used where fashion always comes before facts.

The light car public, however, is more catholic in its taste, and infinitely more ready to try a new thing that strikes it as embodying sound principles. With regard to front wheel braking the theory is certainly sound, and it would seem to promise more advantages with the light car than the heavier vehicle.

What effect has such brakes on the steering is the first question that occurs to the light car driver, and the reply is none, if the design is right and if the brakes have been properly adjusted.

The ideal arrangement would be to fit the brakes in the very centre of the wheel, together with the steering pivot, but as this is difficult to arrange the same

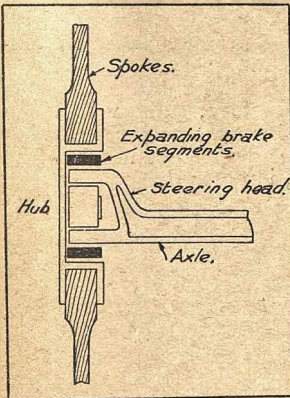


Fig. 1.—Centre point steering which gives ideal conditions for front wheel braking.

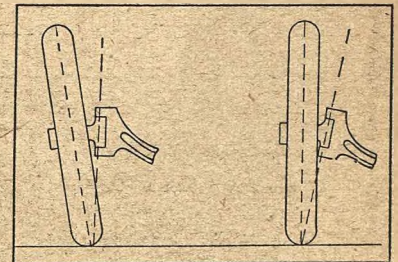


Fig. 2.—Showing how the equivalent of centre point steering may be obtained by canting the wheel or the steering head.

FRONT WHEEL BRAKES (contd.).

effect must be obtained by canting the wheel or the steering heads to give the same effect which is shown in Fig. 2. In this case, even if one brake only was applied, the steering would not be affected to any extent, as Fig. 3A shows, the effect being confined to the one wheel only and not affecting the other.

On the other hand, if the centres of the wheel and the steering head are not coincident, the wheels will tend to turn to the side on which the brake acts most strongly. This is shown in Fig. 3B, where the wheel (A), if retarded, naturally drops behind the pivot, and turns the other wheel, altering the steering.

If, on the other hand, both brakes are accurately compensated, their application will tend to spread the wheels if the tie bar is behind the axle, and to make the wheels run in towards each other if the tie bar is forward of the axle. These facts, therefore, show the absolute necessity of designing the steering to give the effect produced by placing the steering head in the centre of the wheel. That is a *sine qua non* of a successful front wheel braking system, whatever the cost may be.

Braking all Four Wheels.

The next point is how these brakes should be applied. The usual method has been to have one set foot actuated and the other hand applied. But this does not take advantage of some features of four-wheel braking.

Imagine the car on the camber of a greasy road. If the rear wheels are locked gravity will cause the tail of the car to slide into the gutter. Now, suppose the front wheels are locked. Gravity again takes advantage of the loss of adhesion, and the nose of the car seeks the gutter, the movement being accelerated by the rear wheels tending to overrun those in front.

But let us consider the case of a car all four wheels of which are fitted with brakes, the car, if it slides at all, will slide completely sideways—it will not change its direction. That all four wheels will be locked, however, is unlikely, for the simple reason that twice the brake power may be applied on the four wheels that would serve to lock the back wheels. Therefore, other things being equal, the car may be stopped in half the distance.

Diagonal Compensation.

With regard to compensation, it will be seen that, to prevent sideslip, it is not so much a question of compensating the brakes on the same axle, as of compensating the back and front brakes, so that there shall be no more tendency for the front wheels to slip down to the gutter than the back. This means that one front brake and one back shall be compensated, and this is what is done in the case of the only British front-braked car—the Argyll. In this car the brakes are compensated diagonally, near front and off back, and vice versa, all four being then applied together by foot or hand.

The result is certainly remarkable steadiness when braking on greasy surfaces, and front braking may become more popular as a result of the decision of the most famous racing driver in the world to-day—M. Boillot—to use them on the racing Peugeots built for the French Grand Prix, which this year will be run on a course with many corners, and will, therefore, require exceptionally efficient brakes. M. Boillot finds in practice that extraordinary braking power can thus be obtained.

Four-wheel braking is, therefore, fully worth the consideration of light car designers, who must furnish quick stopping brakes despite a limited adhesion. The question of cost is, of course, important.

G.H.C.

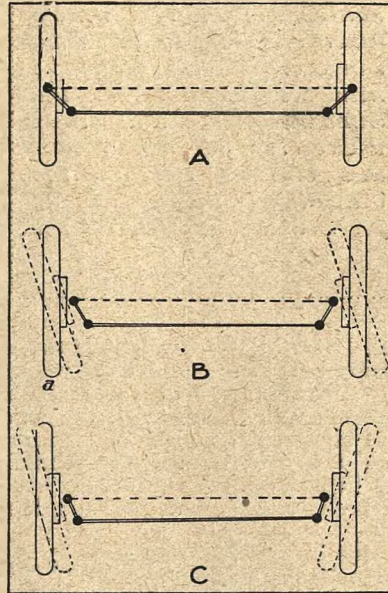
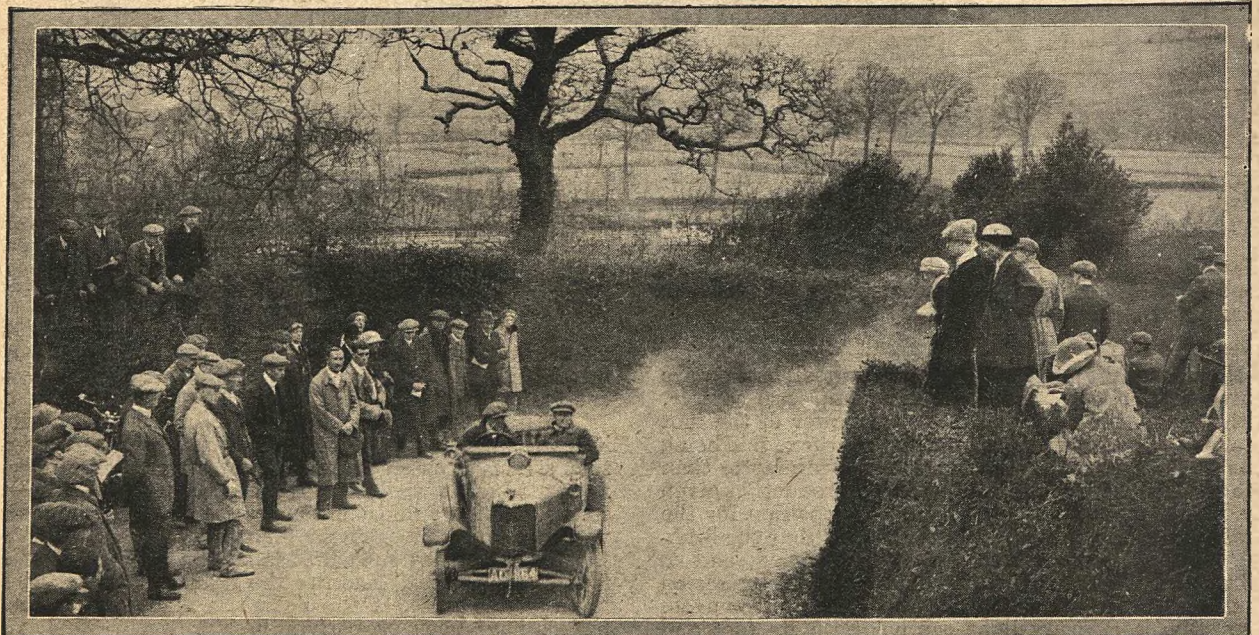
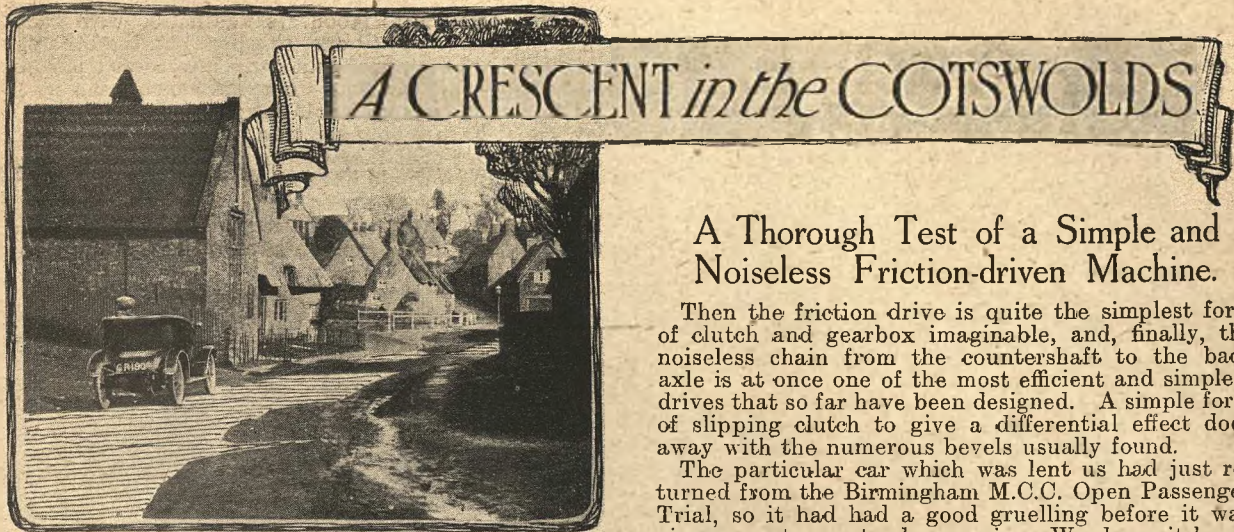


Fig. 3.—Diagrams showing why the wheels and the steering heads should be in the same plane.



Mr. Rex Mundy on a 10 h.p. A.C. taking one of the bends on Trow Hill in the London to Land's End trial.



A Thorough Test of a Simple and Noiseless Friction-driven Machine.

Then the friction drive is quite the simplest form of clutch and gearbox imaginable, and, finally, the noiseless chain from the countershaft to the back axle is at once one of the most efficient and simplest drives that so far have been designed. A simple form of slipping clutch to give a differential effect does away with the numerous bevels usually found.

The particular car which was lent us had just returned from the Birmingham M.C.C. Open Passenger Trial, so it had had a good grueling before it was given over to our tender mercies. We drove it home for the night, and next day started on a proper trial.

After consulting Michelin's invaluable guide book we finally decided to go out to Edge Hill. Some minutes were spent before starting in screwing down several grease caps, and more minutes still in trying to reverse with the sprag down! We had inadvertently let this little fitment fall, and had forgotten about it. Not until the car had been pushed over the sprag was the reason disclosed why the machine would not reverse.

WHEN we first took over the wheel, after a few minutes verbal instruction, we felt quite at home. It was all so simple; just a pedal for the clutch, an accelerator and a combined gear and brake lever, convenient to the hand.

For this was the Crescent, one of the simplest cyclecars on the market, though to look at the complete machine, with its large-car type body, there is nothing unorthodox in its appearance.

It is only when the chassis is studied that one sees the points where simplicity and fewness of parts have been obtained. In the first place the engine is simple. On raising the bonnet it is found that the engine has only two cylinders, but they are arranged in nearly the best position—that is, at a considerable angle to each other.

This arrangement, combined with the large balance weights fixed to the crankshaft, gives a beautifully smooth-running engine. Indeed, when the machine was doing anything above 25 miles an hour we should have been hard put to say if a twin or a four-cylinder was propelling it.

Then this engine is one of the very few V-twins which have a proper lubricating system. Instead of having to bother with hand pumps, drip feeds or other such abominations, all that is necessary is to pour some oil into the base chamber at intervals. A pump driven by the engine feeds this to troughs, in which scoops on the big-ends dip. By this means, so long as there is some oil in the sump, the level of lubricant under the big-ends is kept constant. This is where the designers have wisely given reliability and durability preference over simplicity.

And then the transmission. Instead of the noisy mechanical universal joints found on some cars, a very simple leather one is used. This is much larger than the usual kind, being about 10 ins. across. In consequence of this, only one thickness of leather is necessary for adequate strength.

Easy Starting.

Finally we were off. The engine started up with two or three swings, thanks to the carburetter being well adjusted, and, further, provided with a shutter to close the air when starting from cold.

Our run to Edge Hill was without particular incident, and we could give our whole attention to the behaviour of the car. Changing gear was, of course, absolutely easy. For changing up it was not necessary to declutch; to release the catch of the gear lever and to allow the driven disc to slide outwards of its own accord was the usual procedure.

Changing down was a little more difficult, as the notches in which the catch falls are close together and not very deep. One was apt to get into too low a gear, but what matter? If the usual type of spur gearbox had been treated thus it would have complained loudly, but that is the beauty of a friction gear—even the most butter-fingered tyro can do no damage.

"What about flats?" one will say. Well, on the Crescent it is impossible to wear a flat due to trying to start with the brake on, as the gear and brake levers are combined. Thus, to put the disc in gear, one must take off the side brake, while the pedal which works the foot brake also works the clutch, so that before the clutch can take up the drive the foot brake has also to be released.

The body has a very pleasing outline, and the effect is



At the round tower, Edge Hill.

IN THE COTSWOLDS (contd.).

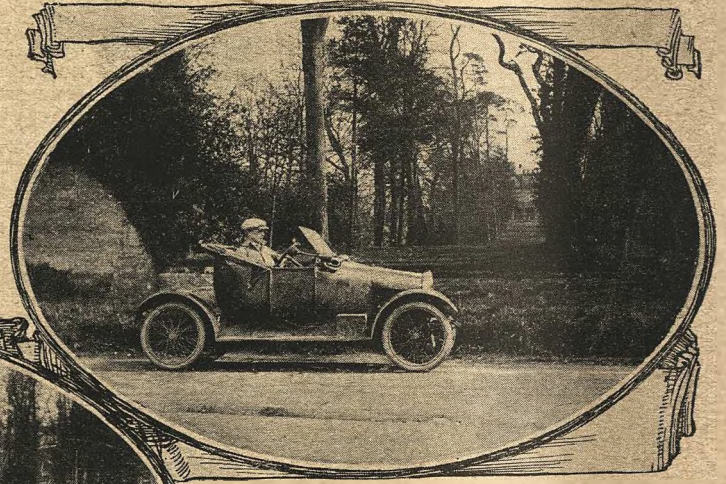
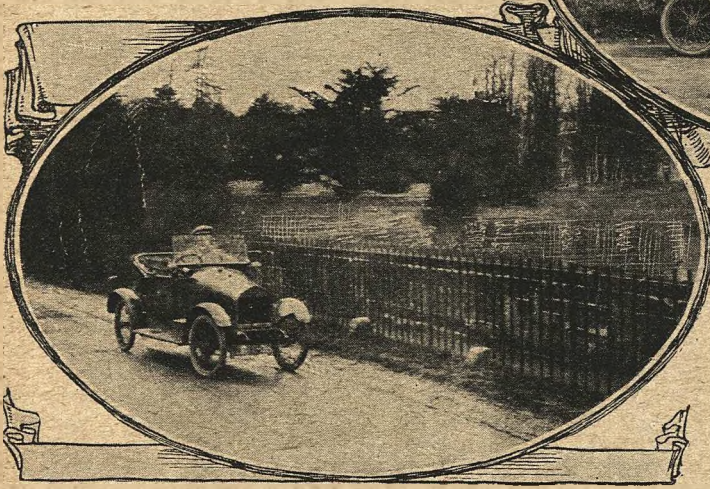
quite car-like as apart from cyclecar design. With hood and screen up one is quite protected from the weather, and at the same time the appearance of the car is not spoiled. A feature of the hood is that it can be erected without getting out of the car, or even stopping. The seats themselves are very roomy and the driving position comfortable, plenty of leg-room being found, though the clutch pedal might have been a little more forward without disadvantage.

The long, gentle slope before reaching the foot of Edge Hill did not materially decrease our speed, and we struck the steep part at the bottom at about 30 m.p.h. Not till a good portion of this had been accomplished was a change down necessary. A little later a further decrease of gear ratio was made, and the final part was, of course, taken on bottom gear. No sign of boiling in the radiator was noticed, nor any knock from the engine.

We should have gone up even better but for back wheel slip, due, we were told, to the differential clutch lining being worn and not taking the drive. The result of this was that

wage for agricultural labourers was hailed with glee by some members, until one, sharper than the others, said, "Yes, but suppose that came into force; if you or I or any other old man went and asked for a job, d'ye think the farmers would gi'me one? Not they; they would have a younger man, who they could get more work out of if they had to pay us all the same wage. Old men would have no chance."

Sunrising Hill was then taken twice in succession. The second time the water boiled, which was not surprising. The old trouble, back-wheel slip, again



Top : The Grass "Avenue" in front of Guy's Cliff House, near Warwick. Bottom : A small lake by the wayside.

only one wheel was doing any work. Besides this, we are inclined to think that if the seats were more over the back axle better results would be obtained.

Lunch in the old Round House near the summit was the next item on the programme. While waiting for this to be prepared we engaged in wordy warfare anent current politics and educational methods with some old cronies in the inn.

"Oi doan't want no old age pension," said one worthy after burying his face in a foaming tankard of best October. "Give me a barrel o' beer every week; that be better nor five bob!" The minimum

spoilt our chance of putting up a very good performance, but, nevertheless, we came up the hill at a very fair average speed.

Our return journey was via Stratford, and the way we came along quite surprised us. Thirty miles an hour by the speedometer was quite a comfortable rate to go on at for mile after mile. Another five miles an hour was about the maximum speed, due, no doubt, partly to our low top gear ratio and partly to the fact that the engine is made with a view to power, at a fairly low number of revolutions, and for durability rather than extreme speediness. Practically the whole run except the test hills mentioned was taken on top gear, which says a good deal, as several gradients on which we have had to change down on large cars were surmounted with ease by the little Crescent without moving the gear lever.

For those in search of a simple, quiet cyclecar, the running expenses of which should be low, our advice is to write to Messrs. Crescent Motors, Ltd., Rolfe Street, Smethwick, Birmingham.

"It is the day of the two-seater. A run down the Portsmouth road on Bank Holiday proves that beyond question. . . . A run on to Brooklands and a stroll round the motor park showed cars packed so tight that there was no room for the dozens that kept pouring steadily in. . . . And in each place the story was the same—a story borne out by the motor scouts. 'Oh! yes, sir; a great many small cars; many more small cars than anything else—two-seaters mostly.' At Brooklands, the little two-seaters—Morgans, Humbers, Swifts, G.W.K. and the rest—were three to two of any other kind of car. . . . It is the fête of the small car." "The Times," in the words above, we think, faithfully describes the extraordinary popularity of the "new motoring."

In the recent Land's End run, Mr. A. Noble suffered the penalty of fame. The whole of the 1½ hours allowed for lunch was occupied by the local agent for A.C.s introducing him to various important owners and prospective purchasers. Business certainly has its drawbacks.

A new model of the four-cylinder Enfield Autolette is now being produced. The alterations from the previous model are a lengthened wheelbase, namely, 8 ft. 2 ins., and a correspondingly longer body. The bodywork will be in future upholstered in real leather, while the price has necessarily had to be increased slightly to £168, complete with hood, screen, and three lamps.



After winning the GOLD MEDAL
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the 9 h.p., 4-cyl.

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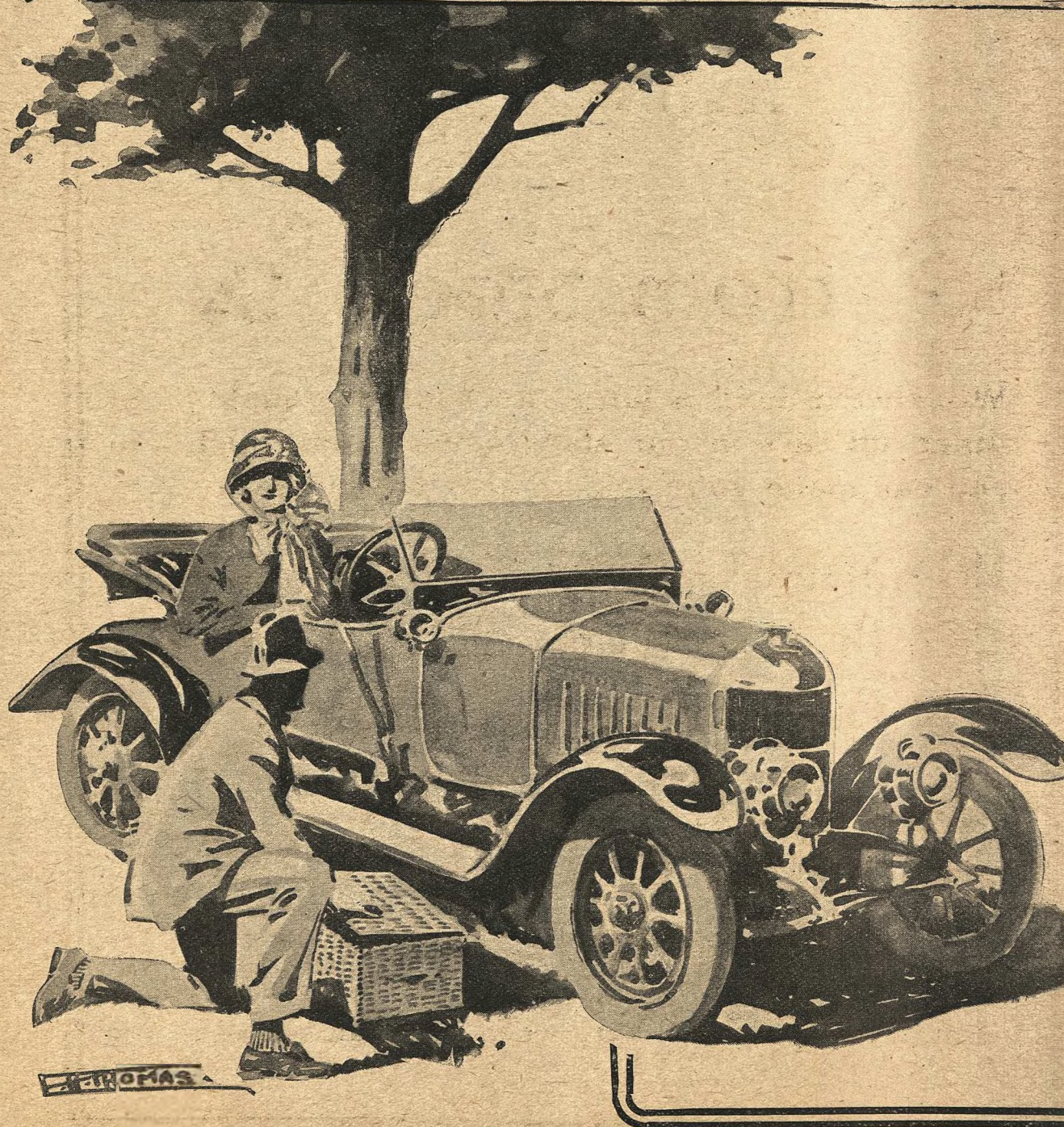
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"The Perfect Miniature Motor."



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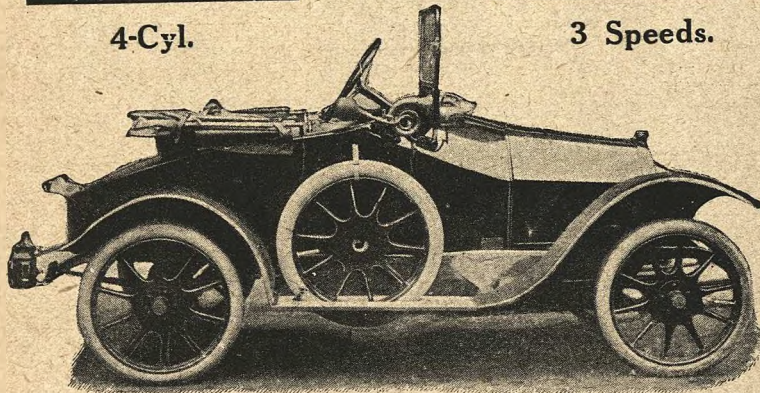
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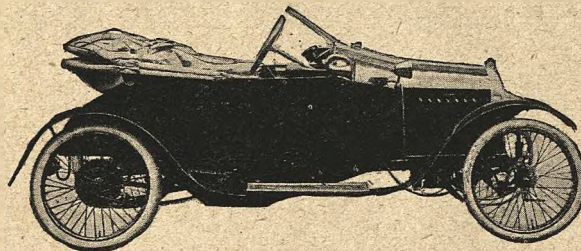
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A THRILLING EXPERIENCE.

Dashing Down Hill in Chase of a Runaway Cyclecar.

By *Norah V. Edwardes (Daughter of Mr. George Edwardes, the Well-known Theatrical Manager).*

WELL, I must say I have had some great times with my G.N. cyclecar "Flying Orb," though now and then they were not too pleasant.

One night I was driving home from Reading to Windsor, a distance of about 16 miles. It was, I think, one of the worst nights I have ever been out in, and I was just hoping the machine would not play any pranks with me, as I was very inexperienced, only having had my cyclecar two or three weeks.

The fates were against me, and as I got about half-way up a steep hill the machine stopped altogether. I was horrified. I jammed on the side brake and jumped out. I tried again and again to get the engine to start, but in vain. Cold and thoroughly wet through, I looked round into the darkness for help, but finding

none forthcoming and remembering an inn at the bottom of the hill, I thought I would let the machine run down backwards by gravity.

In I got, but could not take the side brake off. Growing desperate, I dismounted to investigate. Suddenly the brake came off, and away went my G.N. down the hill. I dashed after it, and, throwing myself

in, only just saved it from a watery grave in a ditch, which was in a flooded condition at that time.

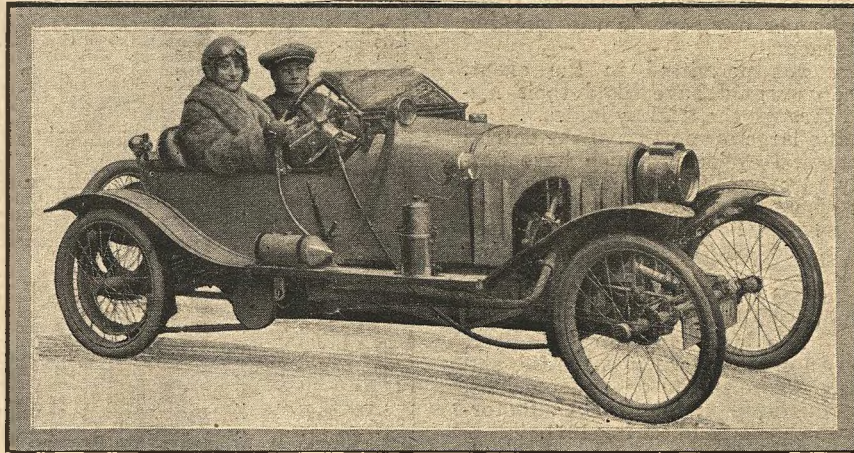
There was a man at the bottom of the hill, who helped me to drive it to the inn, where a chauffeur soon put things right, enabling me to arrive home all right, but in rather an irritable mood.

This, of course, is only one of my many experiences, and were I to write them all they would fill a large-sized book. I have always found that if anything goes

wrong with my little car, all that is needed is a penknife and a piece of string. Once my carburetter came unscrewed and defied all efforts to fit it in the ordinary way, but a piece of string was very useful. Another time the petrol pipe broke, but with the rubber tubing of the headlight and my piece of string I arrived safely

at my destination after very little delay on the road.

The best run I have done was from Marlborough to Windsor in less than two hours, with a passenger, two guncases, and two fair-sized trunks. It is about 55 miles, and there are several towns with speed limits which had to be traversed, through which it was necessary to proceed with caution.



Miss Norah V. Edwardes at the wheel of her G.N.

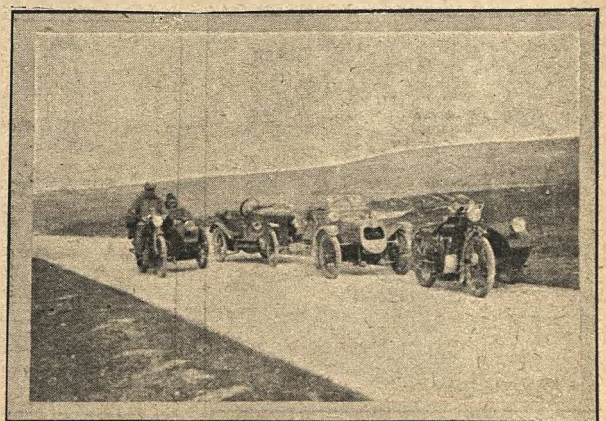
REDUCED FERRY CHARGES.

THE Ferries Committee of the Wallasey Corporation, which, with the Birkenhead Corporation, owns and controls the ferries on the River Mersey to and from Liverpool, has at last given motorists more reasonable treatment than heretofore.

The Birkenhead authorities last year increased the charges for conveying cars across the river to figures which aroused great indignation among motorists, and the Wallasey Corporation followed the example of the former body. An agitation was at once set afoot for a scale which, if not so low as the old one, would at least have the recommendation of moderation, the agitation going so far at one time as to cause a suggestion that at the local municipal elections motor owners should give their services for bringing voters to the poll only to those candidates sympathetic with their point of view.

Wallasey has been the first to see the reasonableness of the demand, and cyclecar owners benefit with others generally under a revised scale of rates which has just come into force. A car which does not exceed 11 ft. in length has to pay 8d., above that figure and not exceeding 14 ft. 1s., above 14 ft. and not exceeding 17 ft. 1s. 6d., and above 17 ft. 2s. Motorcycles with sidecars have to pay 4d., motorcycles only 2d., and motor-tricycles 4d. Passengers have to pay

the usual 1d. fare each. There is some anticipation that Birkenhead will later fall into line and make the charges for Woodside, which is more generally used for through traffic uniform with those at Wallasey.



The M.C.C. tour at Easter. A halt on Salisbury Plain en route to Weymouth.

THE LIGHT CAR TRIAL.

Thirty-six Entries—Schedule Speed Reduced—Lady Drivers Not Permitted.

ENTRIES for the Light Car Trial, to be held from 4th to 9th May, now number 36, the latest being another Deemster from Mr. Charles Jarrott and a Charronette from the Charron Co., of Puteaux. Only one Standard is entered, being run by the Pytchley Autocar Co.

It is interesting to note that the R.A.C. have adopted our suggestion of reducing the speed, the maximum and minimum speeds respectively being 19 and 17 miles per hour.

Petrol consumption will be definitely measured during one day's run, and on four days there will be two timed hill-climbs per day, one in the morning and one in the afternoon.

Lady drivers are not permitted in the event, although two concerns would have liked their machines to be piloted through the trial by ladies.

It will be seen that a large proportion of the entries consist of light cars and cyclecars which have performed consistently in cyclecar trials in the past. Although the limit of capacity is considerably above the cyclecar limit, nevertheless most of the engines are below 1100 c.c. The Swifts have the smallest engines in the trial.

The exact details of the route will not be published until just before the event, in order to prevent practising taking place. The luncheon stops, however, on the six days will be made known towards the end of the week, and the course, in its general outlines, practically follows that used in the A.-C.U. motorcycle six days trial which was held during 1911.

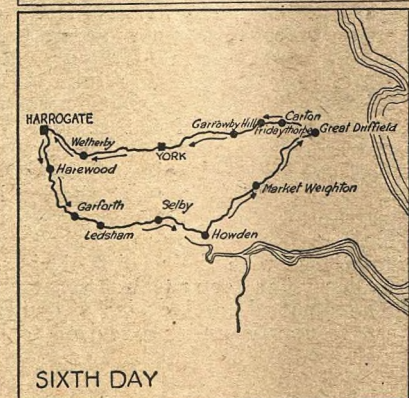
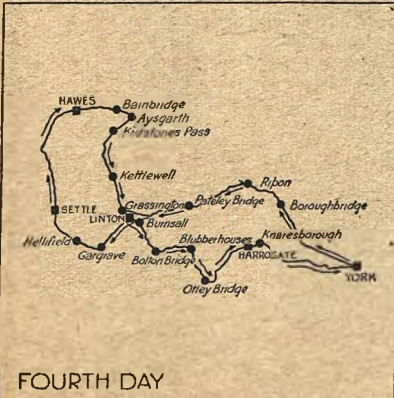
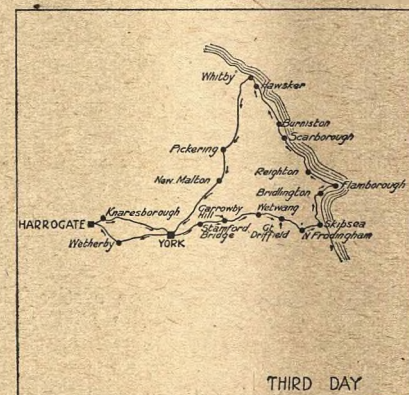
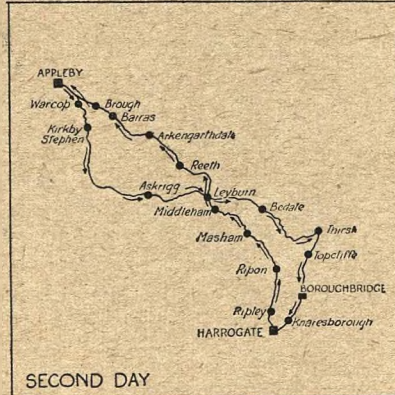
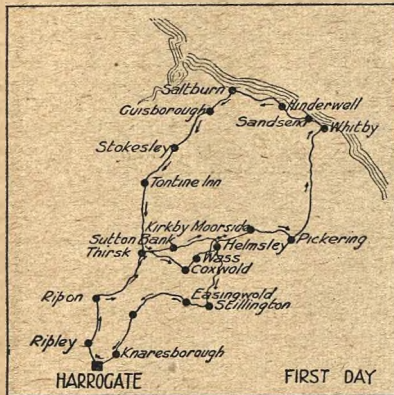
The daily runs as used in the motorcycle trial,

together with the names of the test hills, are given, showing the chief points on the course.

Two entrants will drive coupés, not attempting to win the competition, but merely to go through and prove that their machines, even with closed-in bodies, can prove themselves reliable under the trying conditions of an observed test.

The following is a complete list of the entries.

Car.	Entrant.
1. 8 h.p. G.W.K.	Messrs. G.W.K., Ltd.
2. 8 h.p. G.W.K.	Messrs. G.W.K., Ltd.
3. 9 h.p. Hillman	Mr. H. Nelson Smith (Messrs. Hillman Motor Co.)
4. 9 h.p. Hillman	Mr. H. Nelson Smith (Messrs. Hillman Motor Co.)
5. Warne	Messrs. Pearsall-Warne, Ltd.
6. 9 h.p. Morgan-Adler	Messrs. Morgan and Co., Ltd.
7. 9 h.p. Morgan-Adler	Messrs. Morgan and Co., Ltd.
8. 10 h.p. Pilot	Messrs. Friction Cars, Ltd.
9. 11 h.p. D.L.	Messrs. The D.L. Motor Manufacturing Co.
10. 10 h.p. Singer	Messrs. Singer and Co., Ltd.
11. 10 h.p. Singer	Messrs. Singer and Co., Ltd.
12. 10 h.p. Singer	Messrs. Singer and Co., Ltd.
13. 6 h.p. Baby Peugeot	Mr. H. Boissy (Messrs. Peugeot, Ltd.)
14. A.-C. Model 10	Messrs. Auto-Carriers (1911), Ltd.
15. A.-C. Model 12	Messrs. Auto-Carriers (1911), Ltd.
16. 10 h.p. La Penette	Messrs. N. A. Stevens and Co., Ltd.
17. Charronette	Messrs. Charron Co.
18. Arden	Messrs. The Arden Motor Co., Ltd.
19. 8 h.p. Aildays	Messrs. Aildays and Onions, Ltd.
20. Standard	Mr. A. Noel Mobbs (Messrs. The Pytchley Autocar Co., Ltd. Northants)
21. 8-10 h.p. Omnium	Messrs. Omnium Motor Co., Ltd.
22. 8-10 h.p. Deemster	Mr. Charles Jarrott
23. 8-10 h.p. Deemster	Mr. Charles Jarrott
24. Gordon	Mr. Gordon Armstrong
25. 8 h.p. D.E.W.	Mr. Douglas Hawkes
26. 10 h.p. Cowey	Messrs. The Cowey Engineering Co., Ltd.
27. 10 h.p. J.B.S.	Messrs. J. Bagshaw and Sons, Ltd.
28. 10 h.p. J.B.S.	Messrs. J. Bagshaw and Sons, Ltd.
29. 11.9 h.p. Salmon	Messrs. Salmon Motor Co., Ltd.
30. 10 h.p. Sirron	Messrs. Sirron Cars, Ltd.
31. 7 h.p. Swift	Messrs. Swift Motor Co., Ltd.
32. 7 h.p. Swift	Messrs. Swift Motor Co., Ltd.
33. 7 h.p. Swift	Messrs. Swift Motor Co., Ltd.
34. 10 h.p. Sirron	Messrs. S. G. Cunnings and Wright
35. 8 h.p. Autocrat	Messrs. The Deansgate Motor Co., Ltd.
36. 8-10 h.p. Deemster	Mr. Charles Jarrott.



Maps showing the routes covered on each day of the A.-C.U. Six Days Trial in 1911, when Harrogate was the centre. Although the exact route of the forthcoming Light Car Trial will not be made known until shortly before the event, it is expected to be almost identical with that given in these maps.

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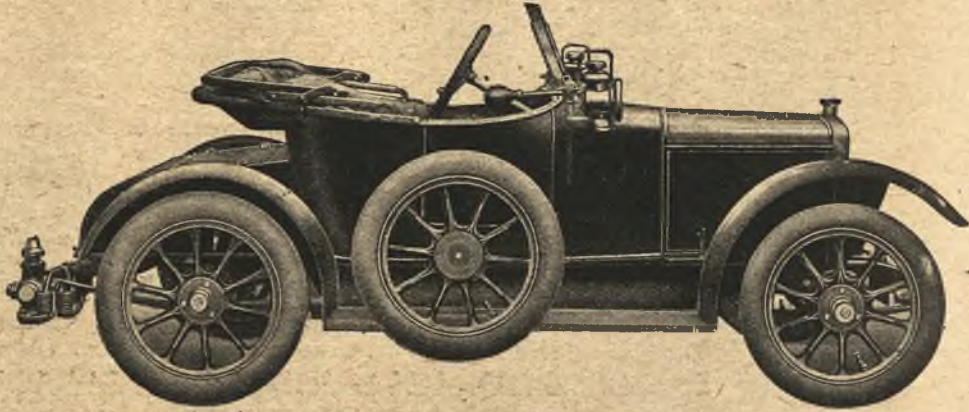
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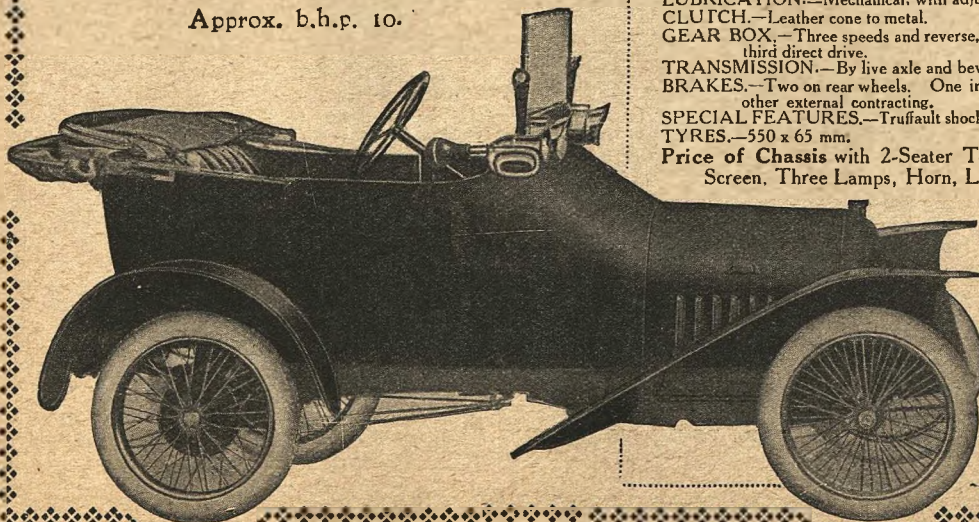
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Telegrams—"Perry Motor, Acocks Green." Telephone—Acocks Green, 88.

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ENGINE.—Four cylinders "Monobloc," Bore 55 mm. Stroke 90 mm.
IGNITION.—Bosch high tension magneto.
COOLING.—By centrifugal water pump and fin radiator.
CARBURETTER.—Of the Zenith type.
LUBRICATION.—Mechanical, with adjustable sight-feed.
CLUTCH.—Leather cone to metal.
GEAR BOX.—Three speeds and reverse, gate change; second and third direct drive.
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BRAKES.—Two on rear wheels. One internal expanding and the other external contracting.
SPECIAL FEATURES.—Truffault shock absorbers on all 4 wheels.
TYRES.—550 x 65 mm.

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A German Machine.

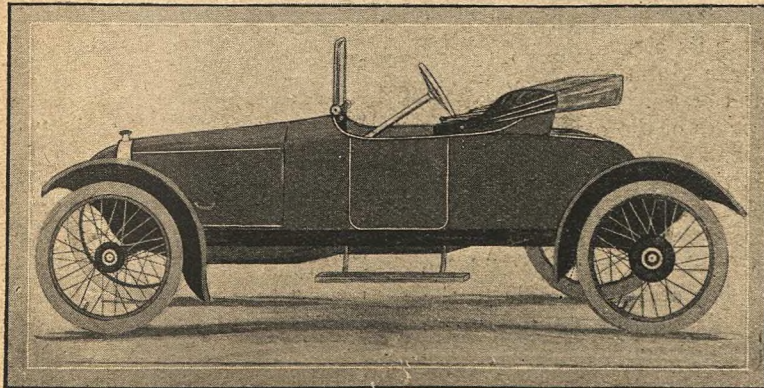
GERMANY and the U.S.A. are the only countries where air-cooled four-cylinder engines are employed as power units to any extent. The M.A.F., of the Merkranstadter Automobil Fabrik, near Leipzig, has been exceedingly successful owing to its peculiar design, which is a thoroughly sound and tried proposition, and which, while air-cooling as a whole has given place to water-cooling, has most successfully held its own, even on heavy vehicles, such as four-seated large cars, delivery or parcel cars, and even motor street rollers.

The four-cylinder engine is cast in two blocks, having a bore and stroke of 66 mm. by 90 mm. The makers claim that the elements of perfect cooling are formed by the great expanse of cooling fins and the singularly efficient and generously large design of exhaust valves, which give a perfect scavenging effect on the exhaust strokes. The three-bladed fans are but of secondary importance, according to the designers, inasmuch as they effect the renewal of cold air under the fully-enclosed bonnet.

Overheating is claimed to be quite impossible unless some vital defect occurs, and experience proves that this claim is perfectly justified.

The crankshaft is of the usual four-step type of hard steel with large big-end bearings; it rests on three ball bearings. The connecting rods also are of high-grade steel with plain bearings of phosphor-bronze. The overhead exhaust valves have leaf springs, a most successful design, which, contrary to the usual overhead valve mechanism, never gets loose or develops any play. Both the exhaust valves and the inlet valves are operated by one single camshaft.

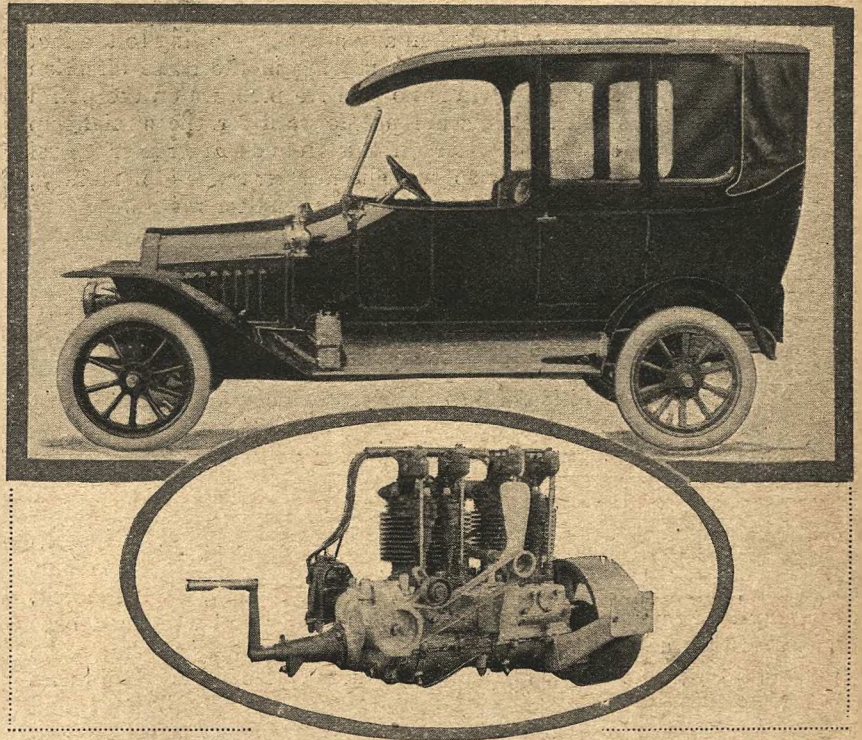
Contrary to most air-cooled engines, the valves do not require grinding very frequently.



A new American production—the Chelsea light car.

The White Cyclecar.

A CYCLECAR marketed by the White Manufacturing Co., of Waterloo, Ia., has the rather uncommon feature for an American cyclecar of side-by-side seating. The engine is an air-cooled 60-degree V-twin with overhead valves. The bore and stroke are $3\frac{1}{2}$ ins. by $4\frac{1}{2}$ ins., and pump and splash



A remarkably heavy body fitted to an M.A.F. chassis, which has an air-cooled power unit. Below, the four-cylinder air-cooled engine.

lubrication is used. Ignition is by Berling magneto or the Atwater-Kent system, and an automatic carburetter is fitted. A pressed-steel frame is employed with semi-elliptic springing front and rear, and steering is by rack and pinion. The drive is by friction discs and final roller chain to the rear axle. The manufacturers hope to turn out a very large quantity of these machines.

The Chelsea Light Car.

AN American production on light car lines emanates from the Chelsea Manufacturing Co., of Newark, N.J., and is known as the Chelsea. The engine is a four-cylinder water-cooled production, with bore and stroke of $2\frac{3}{4}$ ins. by 4 ins. Cooling is by thermo-syphon, and a ball-bearing fan is also fitted, and ignition is by high-tension magneto. The cone clutch is leather-faced, and a refinement is the provision of springs under the leather, the gearbox being of the selective sliding type. A long wheelbase and a tread of 56 ins. secure comfort for the occupants, coupled with the cantilever springs and large wheels and tyres.

Topics of the Day

"Straight Through" versus "Straight Up" Carburetters.

THE question of fuel economy and carburetter efficiency is always of importance to the motorist. Hitherto the carburetters fitted to the majority of cyclecars have been of the straight-through type, in which all the air supply is carried straight across the top of the jet and at right angles to the petrol supply. With this type of carburetter it is reasonable to suppose that the air passing along the horizontal inlet pipe exerts a certain downward pressure on the jet, which, of course, does not facilitate the petrol flow. The alternative method of leading all the air up past the jet is now finding favour, and the straight-up carburetter is claimed to be more efficient than any other type owing to the fact that the streams of air and petrol are moving in the same direction towards the inlet valve and there is no positive pressure on the petrol whatever. Various other claims are put forward for the straight-up variable choke type of carburetter on the grounds of greater petrol economy, a stronger pull at low speeds, and a wider range of flexibility; but space does not permit of us going into the matter more deeply at present. Actual tests on the same engine with similar carburetters as regards the float chamber, inlet piping and controls, but differing in the one respect of straight-through or straight-up air supply, should provide some interesting data on this question.

Roads and Road Making.

THE deplorable condition of many of the roads of Great Britain must have been brought home to motorists still more strongly during the Easter holidays. With the rapidly-extending use of the motor omnibus and commercial carrier van, the roads radiating from the principal cities in England, and especially the manufacturing centres of the North, are being rapidly worn through to their foundations. In many cases the repairs are not undertaken in time, with the result that the foundation itself becomes worn, and the repairs, when effected, are only of a temporary nature owing to the poor and weakened base on which they are built. In such cases the only remedy appears to be the entire re-making of the road and foundation. Now it is certain that the principles of road-making, so well laid down by Telford and Macadam for the traffic they catered for, are equally applicable to modern heavy and high-speed motor vehicles. In America experiments are now being conducted with an entirely new material for road building. Steel or iron bricks are being used in place of stone. With this kind of surface it is to be presumed that rubber-studded or plain covers are the only kind that can be used, but as the Americans already have an overwhelming preference for these kinds of tyre, there would not be the same difficulty over there as there would be if these metal roads were tried in England, where the steel-studded cover is so popular.

The effect of bad road surfaces on a light car, which, owing to its lightness and the excellence of its springing, is often driven over these appallingly rough surfaces far faster than are its bigger brothers, is by no means beneficial. Owing to the excessive vibration, parts, unless carefully made and secured, shake loose and break. To these troubles must be added the discomfort of the occupants of the cars, which can, it is true, be mitigated to some extent by the fitting of larger tyres and shock absorbers. Better still, however, is the avoidance of the cause of all these troubles and the shunning of the motorbus routes in favour of possibly less direct but better-surfaced roads. There must be many alternative routes between various towns, and if it were possible to confine heavy motor traffic to one road and light motor traffic to the other it would not only facilitate travelling but would be infinitely more pleasant for the drivers of the lighter and speedier vehicles. As regards the arrangement of the alternative routes, the R.A.C. and A.A. might prepare maps with the bad roads and by-routes coloured.

The Light Car and Cyclecar

Mondays—1d.

Conducted by EDMUND DANGERFIELD.

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LIGHT UP

Next Saturday, 8.11 p.m.

FORTHCOMING EVENTS.

APRIL.

- 25th.—Bristol B. and M.C. Reliability Trial.
- 25th.—Essex M.C.C. Reliability Trial.
- 25th.—Streatham and District M.C.C. Trial.
- 25th.—Cyclecar Club Run. Tea at Redbourne.
- 25th.—Wolverhampton Hill-climb.
- 25th.—Inter-Club Hill-climb at Kop Hill.

MAY.

- 2nd.—B.M.C.R.C. Brooklands Meeting.
- 2nd.—Coventry and Warwick M.C. Reliability Trial.
- 2nd.—Edinburgh and District M.C. Hill-climb.
- 9th.—Sutton Coldfield Amateur Hill-climb.
- 9th.—Essex M.C.C. at Brooklands.
- 16th.—West Hants. M.C.C. Reliability Trial.
- 16th.—Liverpool A.C.C. Reliability Trial.
- 19th-21st.—Junior and Senior Tourist Trophy Races.
- 29th-30th.—M.C.C. London-Edinburgh Run.
- 29th-30th.—Mersey M.C.C. 24 Hours Trial.
- 30th.—Birmingham M.C.C. Reliability Trial.

JUNE.

- 1st.—B.A.R.C. Meeting, Brooklands.
- 9th-11th.—Car Tourist Trophy Race.
- 27th.—B.A.R.C. Meeting, Brooklands.

JULY.

- 5th-11th.—English Six Days Trial.
- 17th-18th.—Automobile Rally, Nottingham.
- 26th.—International Cup Race, Le Mans.

NOTICES.

Letters.

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

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

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Press Times.

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

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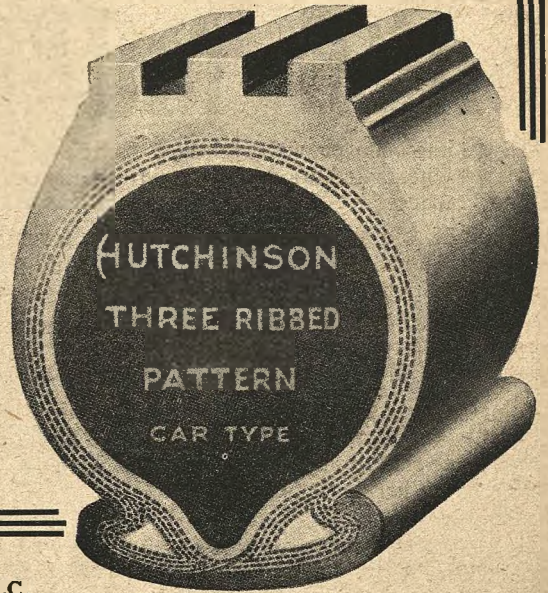
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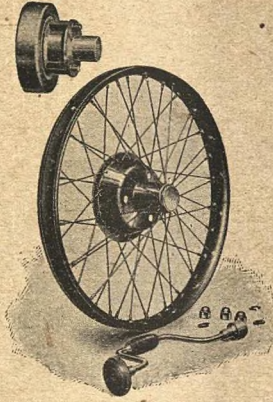
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NOTES, NEWS AND GOSSIP OF THE NEW MOTORING.

Dust

Made its appearance

For the first time this year during the holidays.

Some light cars raise much more dust than others when travelling at the same speed.

The reason for this, and other interesting points on the dust problem, will be found in our leading article this week.

Tarring operations are in progress on most of the main roads at the present time. Speed on wet tar should be kept as low as possible.

A reader wishes to know the name of the light car which was seen on Easter Monday being towed up a hill near Basingstoke by a steam roller.

American manufacturers seem to be paying great attention to the subject of engine starters, and several are being brought out for attachment to any machine.

An overloaded Humberette was noticed on Easter Monday on the Dover road. The owner was conveying a party from a stranded car to a railway station. Two ladies in fur coats were seated on each rear mudguard.

"If petrol vapour is heavier than air, as is popularly supposed, why is it that on the removal of the stopper on a petrol can vapour rises (as can be proved by the unequal refraction of light through the vapour)," writes a correspondent.

We hear on reliable authority that the report that Kop Hill was to be closed for hill-climbs is unfounded. It is considered, and rightly so, that the skid pan of a farmer's cart would do more damage to the road than many cyclecars.

When a machine is running excellently, and the driver stands an excellent chance of the premier award, it is most exasperating that a valve should break four miles from an important control. This mishap befel Mr. W. Cooper on the recent Land's End run.

It is rather remarkable that in all the published accounts of motor accidents during the Easter holidays, no light car or cyclecar appears to have been involved in a serious accident. Taking into consideration the number of light cars and cyclecars on the road, the drivers of these machines are to be congratulated on having a "clean sheet."

The motor cycling contemporary which raised such a storm of criticism on the Cyclecar Club's Sunday rally at Stratford-on-Avon last year reports at some length the Richmond meeting of motorcyclists which took place on Good Friday—without a word of criticism. If the Cyclecar Club had organized this rally we can well imagine the stream of righteous indignation that would have been poured forth in the columns of our contemporary.

A proposal to make a special track for testing motors of all sorts in the Midlands has been mooted for some time. At present, there does not seem much chance of it coming off, but if it did, it would be a blessing to the general public, as the roads in places are destroyed by test cars, and the dust they raise is very unpleasant. Expense seems to be the chief objection, and also the necessity of a test hill—not an easy thing to arrange in the flat Midlands.

The police

Appeared to be

Unusually active during the last week or two.

It is to be hoped that after their hard work they will take a rest for a while.

From a trade list supplied to us we find that there are 106 different makes of cyclecars in America.

The output of Messrs. Auto-Carriers, Ltd., has recently reached the figure of 40 per week, of all classes of cars.

West of Bodmin dogs and cattle do not seem to have learnt the same respect for motors that they have further east.

The road from Exeter to Tavistock, across Dartmoor forms one of the best testing grounds we know of, for both driver and car.

The two-cylinder opposed engine is now receiving much attention, and by many prominent American designers it is considered the cyclecar engine par excellence.

Tandem seating evidently is popular with several prospective purchasers, judging from remarks made to the driver of a non-competing Adler at the different stopping points in the Land's End run.

The freedom from police persecution in the Midlands compared with that in the more southern parts of England is very gratifying. Let us hope that drivers, by continuing to exercise discretion, will make the country round our big motor manufacturing towns a model to others.

An exceedingly attractive brochure giving information with regard to the Cyclecar Club will be sent to any reader applying to Mr. A. C. Armstrong, Meadows, Hook, Surrey. There will be a committee meeting of the club on Thursday next, and applications for membership should be sent in before that day.

A passenger sitting on the tail of a monocoar in a race the other day happened to have a spanner belonging to a friend in his pocket. As the machine flashed round a corner a spectator was heard to exclaim as he observed the precarious position of the passenger that he hoped the driver would be careful, as the passenger had his spanner with him.

A curious complaint has been received by the A.A. from a Scottish motorist. During February and March he drove his car five times into the Royal Burgh of Newburgh, Fife, and has since received a claim for five shillings. This claim is apparently based upon an old statute, dating back to 1631, by which customs may be levied on all goods coming into the Burgh.

Our Midland editorial representative has taken delivery of a G.W.K. This brings the number of light cars and cyclecars owned by members of the staff of THE LIGHT CAR AND CYCLECAR to seven. The machines are a Morris-Oxford, a G.W.K., a Buckingham, a de P., a G.N., a Morgan monocoar, and a Grand Prix Morgan monocoar. To the number of cyclecars owned by members of our staff there might be added the Adamson, belonging to Dr. A. M. Low, for this well-known scientist acts as the consulting technical expert to THE LIGHT CAR AND CYCLECAR.

OUR FRONT COVER.

Dr. Low, the well-known scientist, on his new Adamson cyclecar is depicted in our front cover picture this week. An excellent idea of the low build of the machine can be gained by comparison with the pillar box close by.

NOTES, NEWS AND GOSSIP (contd.).

A Warning.

Police activities are rife in Ampfield, Gampmoor, Romsey and Horsley, and all regulations as to side lights, cut-outs and rear lights are vigorously enforced.

Cyclecar Sent by Train.

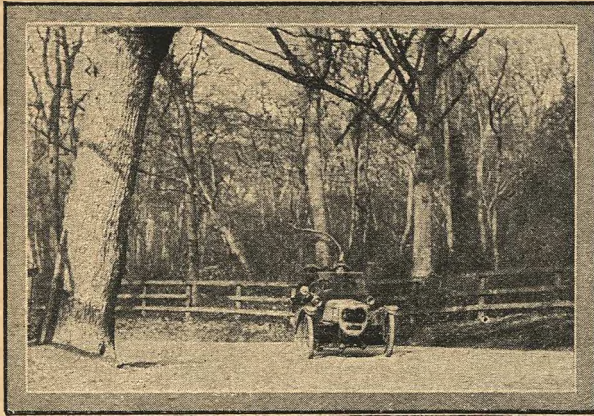
In a recent open competition one cyclecar was conveyed something like 150 miles by train to the scene of the event, and then returned by train. Whether it could have been driven down by road or not is an open question.

Chain Adjustment.

A good tip for owners of chain-driven light cars or cyclecars in which two chains are used between common centres is to have the longer chain divided into two portions, the longer portion being of the same length as the shorter chain.

Cyclecar Club Fixture.

The Cyclecar Club will meet at the Bull Inn, Redbourn, for tea on Saturday next. Redbourn is about five miles past St. Albans, on the main Coventry road. Members will meet at the Salisbury Arms, Barnet, at 3.30 p.m., and tea will be taken at 4.30 p.m.



A Morgan passing through Forge Valley on its way to the recent Scarborough rally.

The Dangerfield Trophy.

The A.-C.U. have accepted the offer of the proprietors of this journal to present a trophy, called the Dangerfield Trophy, to be awarded to the winner of an annual road race for light cars and cyclecars, and to be the principal award in the cyclecar race in the Isle of Man in September.

Avoiding a Cow.

Mr. Warren Lambert met with hard luck in the London-Land's End Trial. In order to avoid a wandering cow, he had to drive over the grass at the side of the road, and, unfortunately, hit a large projecting stone with the differential casing of his machine. At the time he was unaware of this occurrence, but the trouble soon made itself felt.

Majority Under 1100 c.c.

It is rather amusing, in view of certain of our contemporaries' assertions that light cars between 1100 c.c. and 1400 c.c. needed catering for so badly, to see that in the official list of entrants for the Light Car Trial out for the 1400 c.c., the great majority of machines are under 1100 c.c., the cyclecar limit which we have always upheld.

B22

A Manual on Hire-Purchase Law.

An instructive manual on the law relating to the hire trade has been produced by Mr. William H. Russell, a well-known Cheltenham solicitor. It is published by Messrs. Stevens and Sons, Ltd., at 7s. 6d. This manual should be of especial interest to those who are engaged in selling motors on the deferred payment system, as every phase of hire-purchase law is fully dealt with.

Auto-Cycle Union Notes.

The regulations of the six days trial, to be held in France under the auspices of the Union Motocycliste de France, from 3rd to 9th August, may be obtained in English on application to the A.-C.U.

The preliminary rules for the English Six Days Trial, from 5th to 11th August, will be ready for publication at the end of the month.

During Easter, the police appear to have been unusually busy, and as a result several members have applied to the Union for free legal advice.

The Return Journey of the Birmingham-Weymouth Trial.

Only a few light cars or cyclecars were entered for the Birmingham-Weymouth run, the first day's doings of which we chronicled last week. On the return journey, only Mr. Vernon Brooke's Enfield Autolette and Mr. Oliver's Grand Prix Morgan started from Weymouth. The route lay through Yeovil, Shepton Mallet, Bath and Stroud. Lunch was taken at Bath, and after this followed the climb of Woodchester and Birdlip Hills. Neither of these proved difficult to the machines, the Morgan putting up a very good performance. The finish was at the Horseshoes Inn, five miles out of Birmingham. Mr. Brooke arrived well ahead of time and had to waste time some distance outside the check.

A gold medal was awarded to Mr. Oliver and a silver one to Mr. Brooke.

The Rules for the Irish Light Car Trial

The light car reliability competition, organized by the Irish Automobile Club, will take place from Tuesday, 26th, to Friday, 29th May, inclusive. The competition is for four-wheeled touring cars, driven by internal-combustion engines and fitted with a reverse. All cars must be standard, and a guarantee of this is required from the entrant.

The average daily run will be 125 miles long, and it may include one or more hill-climbs and a petrol-consumption test. The engine limit is 1800 c.c. and the weight limit 1500 lb. in full running order, but without driver or passenger. There are three classes according to price, the limits being 150 guineas, 200 guineas and 250 guineas, including full equipment.

A gold and silver medal will be awarded in each class, and in addition the Goff Challenge Cup will be given for the best performance in the competition. The entry fee is £5 5s. per car, and for private owners £2 2s. per car, and the closing date for entries is Saturday, 2nd May.

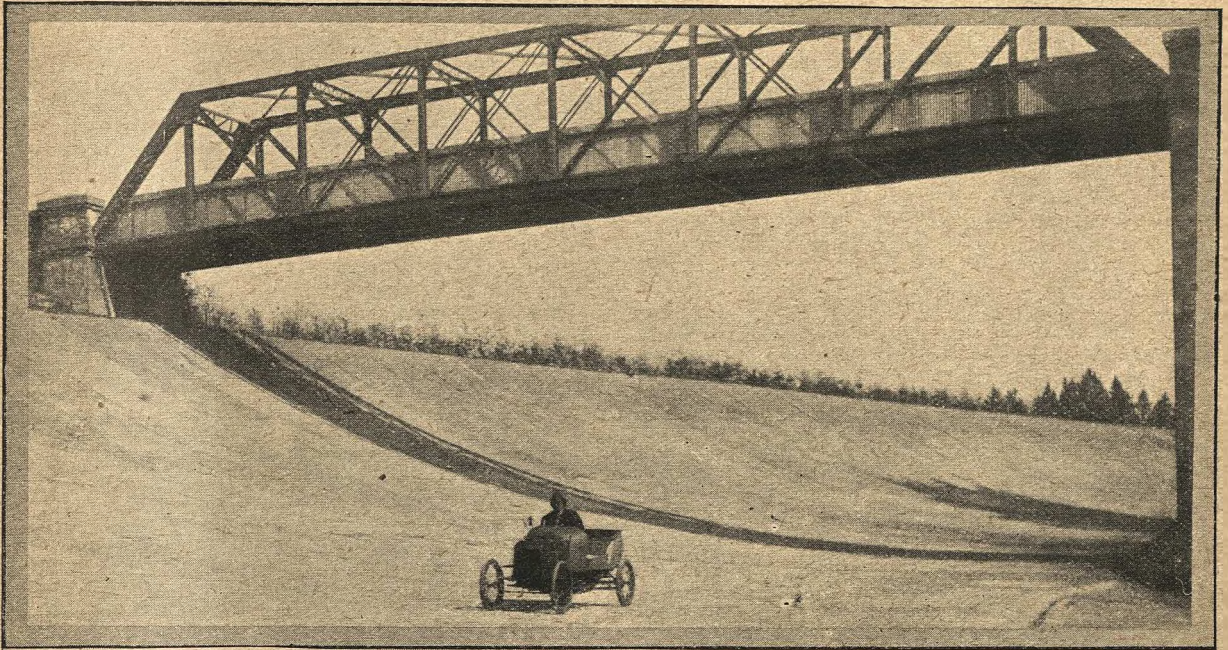
All work necessary on the car during the competition must be done by the driver alone, and an average speed of less than 17 m.p.h. will involve disqualification. The time of the ascent of one or more hills may be taken and recorded on the certificate.

The system of marking is of interest. One hundred and fifty marks will be awarded each day for reliability, 200 marks will be awarded to the car in each class which makes the best time in hill-climbing, and 200 marks will be awarded to the vehicle having the least fuel consumption per ton mile during one day of the competition.

The secretary of the club is Mr. H. S. Chaytor, 32-34, Dawson Street, Dublin.

RACING AT BROOKLANDS.

A Morgan Wins the Cyclecar Handicap at the B.M.C.R.C. Meeting.



Mr. H. Jones (four-cylinder Tweenie) passing under the Members' Bridge.

THE second race meeting this season of the B.M.C.R.C. was held at Brooklands last Saturday in glorious weather.

Large numbers of spectators put in an appearance, and were rewarded by an excellent afternoon's sport. Fortunately no accidents occurred during the day.

The second event on the programme was a three-lap cyclecar handicap for machines of any weight the engine capacity of which did not exceed 1100 c.c.

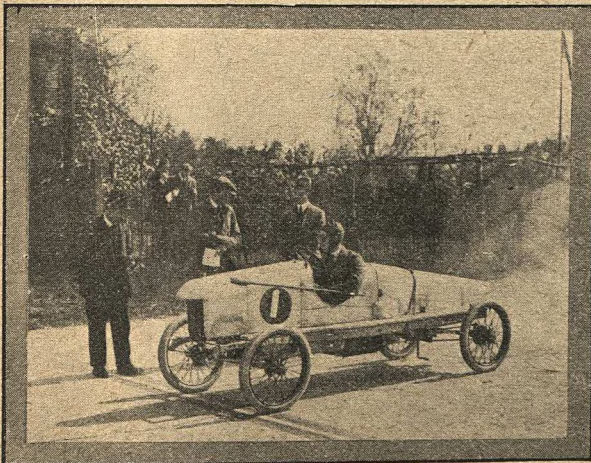
Five machines were entered, and all started. Mr. C. M. Keiller, driving a very attractive G.W.K. with a streamline monocoque body, was on the scratch mark. Mr. Lionel Martin (Singer) had 21 secs. start, Mr. E. B. Ware (750 c.c. Morgan) 1 min., Mr. H. Jones (four-cylinder Tweenie) 1 min. 33 secs., and Mr. S. Russell Cooke (Morris-Oxford) 2 mins. 48 secs.

Mr. Ware's Morgan is now fitted with a streamline single-seated body, and the exhaust of the engine has a particularly penetrating note.

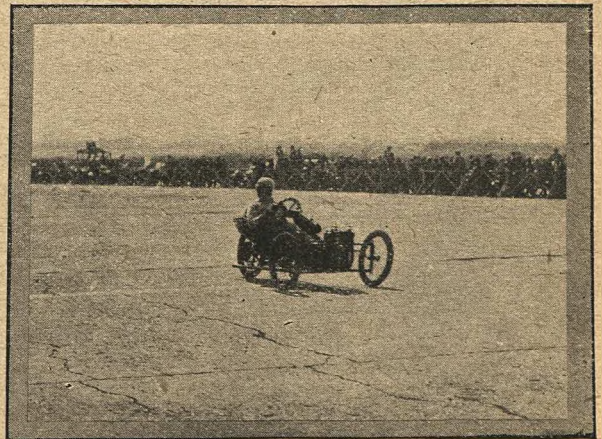
At the end of the first lap the Morris-Oxford was leading, with the Morgan going very strongly in its wake. Mr. Martin was in close pursuit, while Mr. Keiller was evidently getting into his stride. The Tweenie arrived late, owing to bad carburation.

At the end of the second lap Mr. Ware was leading the field, with Mr. Keiller second, while Mr. Lionel Martin retired in this lap with plug trouble.

The final result was that Mr. E. B. Ware (Morgan) was first, having averaged 54.9 m.p.h. throughout the race. Mr. Keiller (G.W.K.) was a very close second, his fastest lap being in the neighbourhood of 62 m.p.h. Mr. S. Russell Cooke (Morris-Oxford) was third.



Mr. C. M. Keiller, at the start, on his streamline G.W.K. monocoque, which finished second.



Mr. E. B. Ware (Morgan), winner of the cyclecar handicap, travelling at top speed.

MAGNIFICENT weather, with a blazing sun tempered by a cooling breeze, dust in clouds, and hills of terrific gradient and unspeakable surface, were the most striking features of the Bristol M.C.C.'s open one-day trial last Saturday.

There were nine light car and cyclecar entries, but the number of starters was depleted on Friday morning, when Mr. T. West badly damaged his Morgan in a trial attempt on Vale Street. This hill is of quite good surface, and it lies in the centre of Bristol city; the gradient is officially given as 1 in 2.44, while on the inside of the last bend it must be almost 1 in 2.

Mr. West had a steel-studded tyre on his rear wheel, and in taking the bend back-wheel slip set in, with the result that the machine slid backwards down the 1 in 2.44 portion with the back wheel merrily spinning. Luckily, Mr. West escaped with a shaking, but the Morgan was too damaged to compete.

When the news of this got round there was a general adjournment of light car drivers from the Queen's Hotel, the headquarters, to the garage, and plain or grooved tyres were greatly in demand.

The day of the trial was an example of perfect weather, and Mr. Cook (A.-C.), the first light car driver, was dispatched to the second. The course lay through Bristol and by by-roads to Dundry Hill, which has a series of bad bends with a poor surface.

A Tricky Descent.

The main road was again joined by way of a tricky descent, and 12 miles further on a left turn led through a gorge-like valley to the slow test, which was held over a quarter of a mile, slightly uphill. Each competitor was given 50 marks at the start, and bonus marks were given for every second in excess of 90 secs. in the slow test, with 20 marks as a maximum, up to 20 marks for silence and up to 20 marks for condition at the end of the trial. The fastest driver in both speed and acceleration tests received 20 marks. Penalty marks were deducted for each stop on an observed hill or elsewhere, for exceeding 10 mins. between the luncheon check and luncheon control, and for each minute early or late at the checks.

The performances in the slow test were uniformly good, Messrs. Cook (A.-C.), Oates (Lagonda), and W. Douglas (Douglas) doing well under 5 m.p.h.

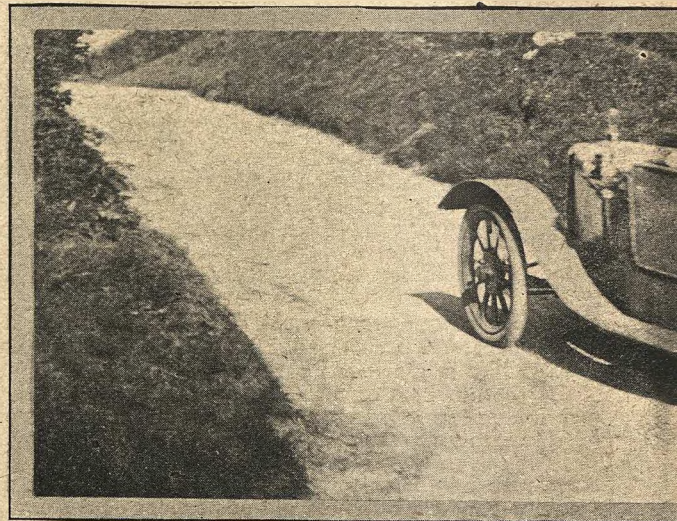
The course then led into Wells and out again,

ABNORMAL GRADIENTS Trying Experiences of Competitors

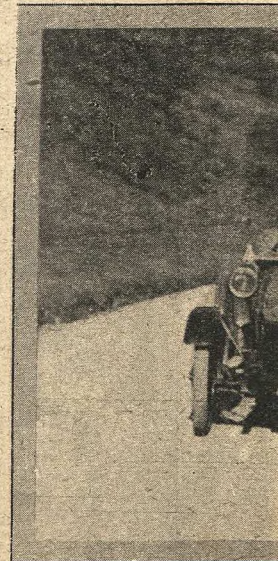
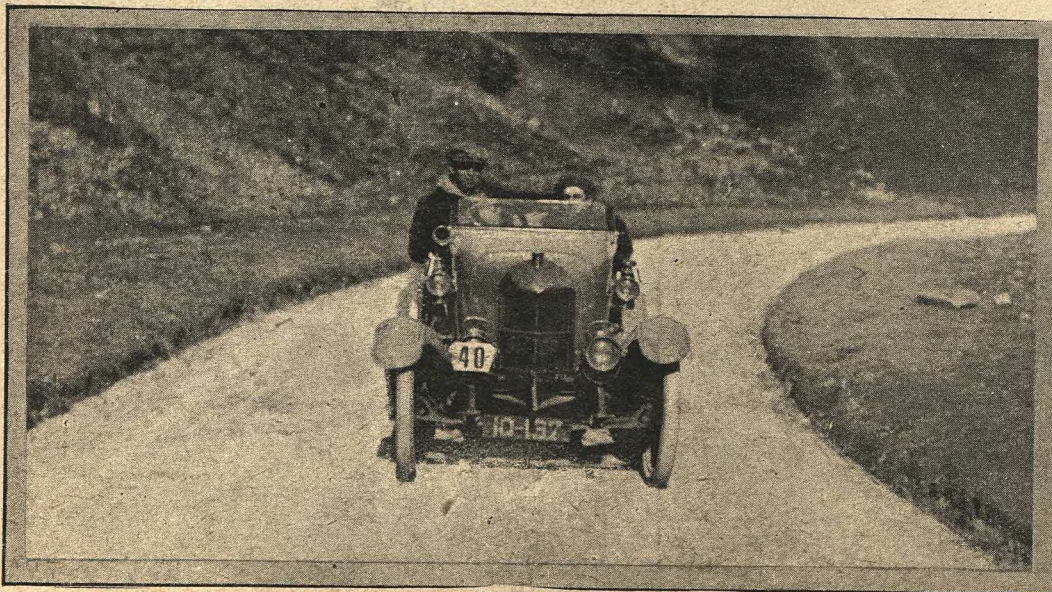
making a detour to climb Ebbor Rocks. Performances were uniformly good, but in the light of later hills this could not be considered as much of a test.

Atrocious Surface.

A detour quickly brought the competitors to Draycott Hill, which was the tit-bit of the outward run. This in every respect was a freak hill of indescribably rough surface, although the gradient was not severe. Mr. Oates (Lagonda) tailed with spinning back wheels but with much power in hand. The Ranger, driven by Mr. H. C. Smith, and the Morris-Oxford, with Mr. Pigott at the wheel, were also brought to a standstill by the surface and gradient combined.



Mr. W. H. Oates (Lagonda)



Cheddar Gorge is one of the beauty spots of Somerset. Left, Mr. G. G. C. Pigott (Morris-Oxford);

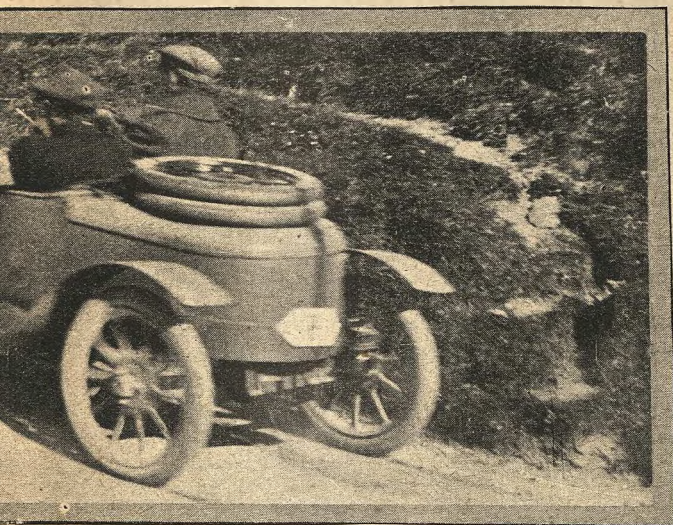
TTS AND SURFACES. the Bristol M.C.C. Open Trial.

The red beetle-backed Douglas cyclecar also found the loose stones too bad, and the Morgan stopped with the back wheel spinning violently.

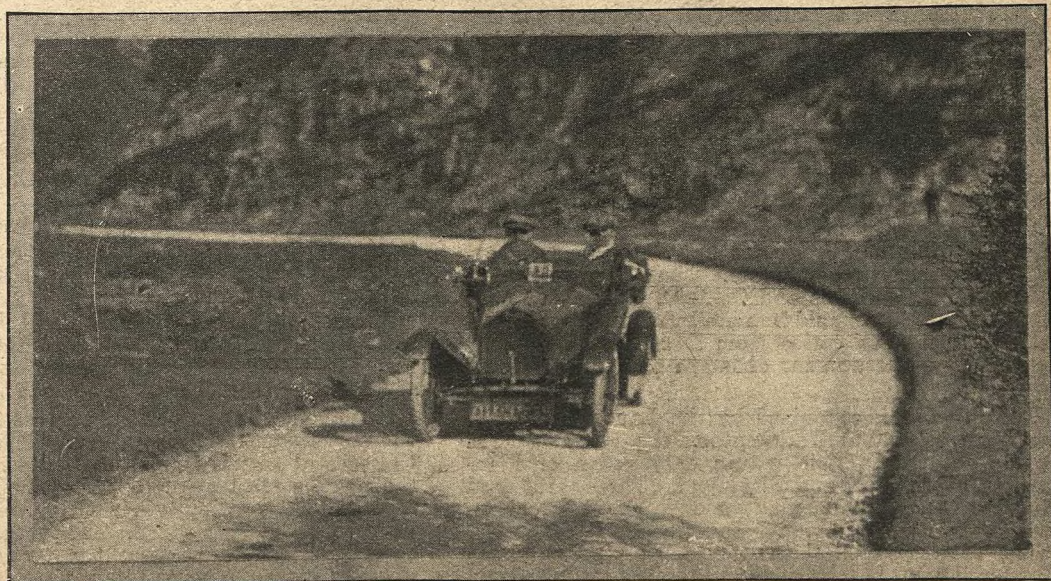
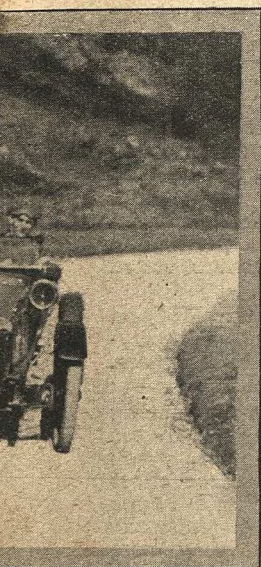
A series of lanes and by-roads with occasional sharp hills led the way to Keynsham, where, unknown to the competitors, one set of silence judges were situated. Bath was next reached for lunch.

Acceleration Tests.

After two miles on the return run came the acceleration test, and the drivers were stopped at the beginning momentarily. Mr. Cook (A.-C.) made a splendid show, changing gear at just the right time, the Lagonda and Douglas also doing well.



ascending Dundry Hill.



Mr. W. W. Douglas (Douglas); and right, Mr. Anderson (Humberette), are shown attacking this ascent.

Some miles further on came Stockwood Hill, and then approaching Bristol the notorious Vale Street had to be ascended. The Lagonda was very early here, and made a fine climb, receiving loud applause from the hundreds of spectators lining the street. Mr. W. Cooper (Humberette) also put up a good climb, although out of the trial, as he had gone off the course.

The A.-C. climbed well, but was receiving some trouble with back wheel slip, as combination tyres were used, from which much of the rubber had been torn in the ascent of Draycott. The Douglas was a favourite, but put up a disappointing performance, although successfully completing the climb.

The Morgan had now lost both front mudguards, but climbed extremely well with very little wheel slip. Mr. Anderson's Humberette also pleased the crowd. The Ranger again failed, and balked some motorcyclists, an accident being narrowly averted.

Two more observed hills, Dundry hairpin and Ashton Hill, brought the finish very near.

In the speed test, which was over a quarter-mile course in Ashton Court Park, some excitement was caused by the necessity for sharp pulling-up, as a very deceptive curve had to be taken while the speed was still high. The A.-C. got away poorly, the driver being unaware of the exact start of the test until right on it. The Lagonda and the Morgan were probably the fastest. The Morgan could not pull up in time, and dashed on to the grass off the road, leaping a good foot into the air and appearing to burst a tyre.

Many Lose the Way.

The course was most intricate, one stretch of road being traversed three times, and although much care had been taken with the arrowing, there were many complaints of missing the way. Mr. Cooper was put out through this cause, and Mr. Cook also had trouble. Few people, in fact, except local competitors, were able to follow the course without great difficulty. The fresh surface of Draycott and other hills was not received at all well; competitors complained of new tyres being absolutely ruined.

The wisdom of including Vale Street also is to be doubted, as, should a car fail, it is almost sure to run back or, if the brakes held, to slide back.

The course was voted too freakish, but the trial was certainly sporting, and the club is to be congratulated on the success of the event.

SIDECARS BEATEN FOR SPEED.

The Twin Buckingham Makes Fastest Time at Stockport.

CYCLECARS were not well represented in numbers at the Stockport M.C.C. hill-climb last Saturday, but by putting up fastest time in the racing passenger machine class the Buckingham twin, piloted by Mr. J. F. Buckingham, did much to uphold the honour of these machines.

The climb was up Greenway Hill, a twisty bit of road, about half a mile long, which included five bends and nine gullies. The gradient was about 1 in 6 on an average surface, which was fair except for these gullies.

A strong wind up the hill materially assisted the drivers. The competing cyclecars included a new-

comer, the Robertson three-wheeler, with one wheel in front. The engine is a twin Precision, air-cooled; the countershaft is driven by two roller chains, and thence by chain to the back axle. Owing to this chain jumping off it failed on the hill. A Grand Prix Morgan, driven by Mr. Ashton, made a good climb, and received the silver medal as second in the standard passenger machine class. The racing Woodrow, driven by Mr. Woodrow, failed on the hill, due to insufficient petrol causing an air lock. This was a pity, as it should have put up a good performance.

The Buckingham came up at a good speed, doing 50 m.p.h. at top.

NEXT WEEK-END EVENTS.

The Essex M.C. Trial.

The open one-day trial, organized by the Essex M.C., starts at 8.30 a.m., at the Eagle Hotel, Snarebrook, where lunch also will be taken. The trial includes tests of restarting, fast and slow climbing, reliability and speed on the lowest gear. Gold, silver, and bronze medals will be awarded according to the performances in the different tests. The trial is run on a non-stop basis, and marks will be awarded for cleanliness.

Four light cars and cyclecars have been entered, these being an 8 h.p. Ranger (Mr. H. C. Smith), a 9.5 h.p. Standard (Mr. H. P. McConnell), a 10 h.p. A.-C. (Mr. C. R. Cook), and a 10 h.p. Singer (Mr. Lionel Martin).

The Wolverhampton M.C.C. Hill-climb.

At noon, the first competitors will start in the open hill-climb, organized by the Wolverhampton M.C.C., on Style Cop, near Rugeley. There is a special class for cyclecars, which will be run in two divisions, expert and expert barred. Awards will be made both on time and formula.

If your engine won't fire look at the contact-breaker arm. This sometimes sticks, especially if the machine is kept in a damp place. The little fibre bush swells by absorbing the moisture and grips the pivot too hard.

In the London-Land's End trial one A.-C. obtained a gold medal, while the other retired owing to the fact that the driver had been informed that he had been more than 15 mins. ahead of time at the secret check. The driver found, too late, that this was incorrect.

Owing to a printer's error, the name of the makers of the "Koh-i-noor" dynamo lighting set was incorrectly given in a recent issue. Their correct title is Messrs. J. T. Williams and Co., 344, Newtown Road, Birmingham. It should be noted that the cost of the set for light cars varies from £17 12s. 6d. to £21, according to the number of lamps and the choice of switchboard.

The hill-climb, organized by the Lancashire A.C., will again be held at Waddington Fells. The venue is near Clitheroe, and is within easy reach of Manchester, Harrogate, and Blackpool. The date is 23rd May, and there is included an open event for cyclecars, the only limitation being by engine capacity. Prizes for fastest time and for the best performance on formula will be given. Entries close on 18th May, and full particulars may be obtained from Mr. J. Campbell, 5, Sudell Cross, Blackburn.

The N.W. London Inter-Club Hill-climb.

Five clubs have been entered for the inter-club hill-climb, promoted by the N.W. London M.C.C. The clubs competing are the Oxford, the Public Schools, the Middlesex, the Herts County, and the N.W. London.

The actual constitution of the different teams will not be known until the day of the climb, but Mr. H. A. Thompson will most probably drive his twin Buckingham in the N.W. London team.

The venue will not be Kop Hill, but will be some hill in the Chilterns. Any reader who wishes to view the competition can receive details of the hill selected by sending a stamped addressed envelope to Mr. H. J. Pooley, 23, Clifton Avenue, Finchley, N. The climb is timed to start at 3.30 p.m.

Other Events.

The Streatham and District M.C.C. have organized a trial for old machines, and therefore no cyclecars or light cars will be taking part. The starting point is the Crown and Sceptre, Streatham.

The Cyclecar Club is holding a run to Redbourn on Saturday for tea at 5 p.m.

The 8-9 h.p. Sirron attracted many favourable comments regarding its hill-climbing powers in the Land's End run.

Mr. Lionel Martin's Singer is now fitted with an improved form of sporting body, which is considerably smarter than the previous one.

Cyclecars seem to be very popular amongst American lady drivers, and a lady driver of an Imp will figure in the American Cyclecar Club's run on 30th May.

The Dunlop Rubber Co., Ltd., have declared an interim dividend at the rate of 10 per cent. per annum on the ordinary shares for the six months ended February, 1914.

A smoking concert will be held by the Midland Light Car Club, with a lecture on "Electric and Acetylene Lighting," at the Imperial Hotel, Birmingham, at 8 p.m., on 22nd April. It is open to all.

It is one of the penalties of success that envy among the unsuccessful always ensues. This has occurred in the case of Morris-Oxford cars, the rumour to which the makers most strongly object being to the effect that they are using other than White and Poppe engines, as at first fitted. They most emphatically deny this, and hope that the fact that they have already placed a very large contract for 1915 with Messrs. White and Poppe will prove how unfounded the rumour is.

THE OFFICIAL RESULTS OF THE M.C.C. JARROTT CUP COMPETITION.

Mr. H. P. Beasley, on a Morgan-Adler, Wins the Cup for the Best Performance Put Up by a Light Car or Cyclecar.

WE are able to publish officially today the awards to the cyclecars and light cars in the M.C.C. Easter trial from Staines to Land's End and back, while in "Motor Cycling" to-morrow will appear the complete list of awards in the Jarrott Cup (solo motor-bicycles) and sidecar competitions.

The cyclecars and light cars had far and away the hardest tasks, it being sometimes a difficult matter for a four-wheeler to run to a schedule speed of 20 miles an hour in narrow lanes, in which there was much slow traffic, with a succession of long, steep hills. The Land's End run is probably the severest test that small cars are subjected to, and the success of the few winners was well deserved.

The route was 578 miles in length, and to qualify for a gold medal the drivers had to sign on at seven checking points, five of which were secret ones, as close to their schedule time as they could and with an aggregate error not exceeding 15 mins. Thus a competitor who was 10 mins. early or late at one check would only have 5 mins. grace at the remaining checks. It meant riding dead to schedule, and in the case of the winner of the cup (for the driver with the smallest aggregate error) it was a case of running to seconds, necessitating first-rate timekeeping and an accurate speedometer.

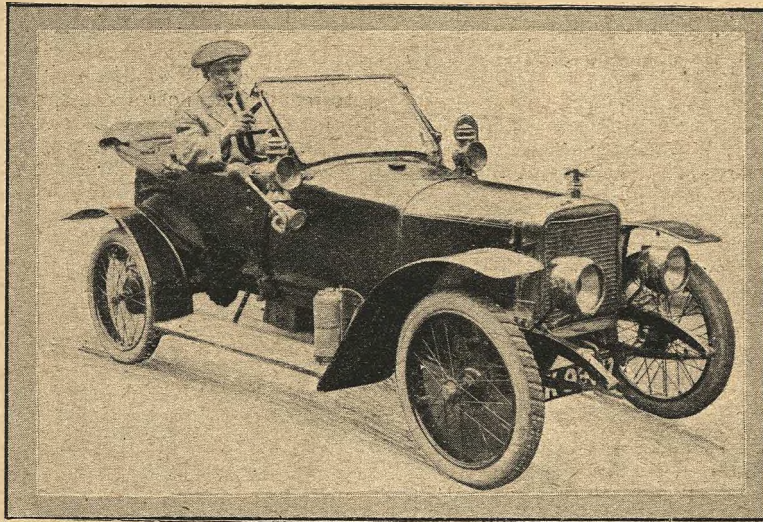
It is absurd for people who do not know what it means to defy trials run on a time basis. In a severe and lengthy course like the London-Land's End road, in places hardly wide enough for two vehicles to pass each other, the machine must be absolutely reliable, or it would fail to get through.

The Awards.

The winner of the cup was Mr. H. P. Beasley, on a 9 h.p. Morgan-Adler light car, and his total error was only 2 mins. 12 secs. The Morgan-Adler is of German origin and is making a favourable impression over here. The engine is over the 1100 c.c. cyclecar limit, the exact capacity being 1300 c.c.

Mr. H. P. Beasley is the assistant secretary of the Auto-Cycle Union. He originally intended to start on a Clyno and sidecar, but transferred to the Adler at the last minute, starting last as No. 175.

Of the other light cars, the G.W.K. obtains second place, with the winner of the Westall Cup, Mr. Lionel Martin, third. He entered a standard Singer on this occasion. Two Morris-Oxfords and two Humberettes



Mr. H. P. Beasley on the Morgan-Adler which he drove in the London-Land's End Trial. He is the winner of the cup for the best performance in his class.

won gold medals, and in both cases there would have been three to have achieved this distinction but for a puncture that spoilt Mr. Cooper's record, and a broken tappet that happened to Mr. Stewart. Of the cyclecars, Mr. Nash followed up his success with his G.N. in the General Efficiency Trial, and his machine ran like a train. Its speed on really steep hills was a revelation to the sidecarists. The H. and S. (Harding and Summers) obtained a silver medal. The Mor-

gans were unlucky, a tappet breaking on Mr. G. Griffiths's machine, while Mr. T. V. West would have figured well in the trial but for being disqualified for exceeding the limit of time at a secret check near Dorchester, being 20 minutes early.

The Swift driven by Mr. J. G. Pauling did not meet with the success which usually attends it in trials, but that driven by Mr. S. G. Glikstein gained fourth place for the cup and a gold medal.

Order of Merit.	Driver and Machine.	Total time error.	Award.
		M. S.	
1.	H. P. Beasley, Morgan-Adler	2 12	Silver Cup
2.	A. T. Tamplin, 8 h.p. G.W.K.	4 44	Gold medal
3.	Lionel Martin, 10 h.p. Singer	6 47	"
4.	S. G. Glikstein, 7 h.p. Swift	7 36	"
5.	E. Channon, 10 h.p. Morris-Oxford	8 30	"
6.	A. G. F. Nash, 10 h.p. G.N.	8 47	"
7.	B. Alan Hill, 8 h.p. Humberette	9 42	"
8.	R. G. Mundy 10 h.p. A.-C.	12 49	"
9.	G. G. C. Pigott, 10 h.p. Morris-Oxford	14 34	"
10.	S. G. Cummings, 8-9 h.p. Sirron	14 37	"
11.	S. Wright, 8 h.p. Humberette	14 46	"

Silver Medals

Silver medals were awarded where the limit of error of 15 mins. was exceeded, but not more than 35 hrs. taken for the double journey. They were earned by the following:—W. H. Oates, 11 h.p. Lagonda, P. D. Walker, 8 h.p. H. and S., W. Cooper, 8 h.p. Humberette, A. J. Duncan, 9 h.p. Hillman, H. S. Chandler, 8 h.p. Humberette, C. F. Halsall, 10 h.p. Wilton, and L. Cass, 8 h.p. G.W.K.

One other award is not announced, and is under further consideration by the M.C.C.

THE NEW CUMBRIA MONOCAR ON THE ROAD.

A £75 Machine Eminently Suited for Business or Pleasure.

THE first sensations of driving a monocar are rather novel. In the usual two-seater there is either the vacant seat or a passenger beside one. One feels the car has breadth as well as length, but when seated in a monocar there is a sensation of nothingness on each side.

In front there is the long, narrow bonnet, a glance to right or left, and you see only the road slipping along beneath your wheels.

These were the impressions I gathered in the first few minutes driving of the new Cumbria monocar. Behind me I knew there was a passenger, as on this particular machine a dickey seat is fitted, but sight or sound of him there was none during the run.

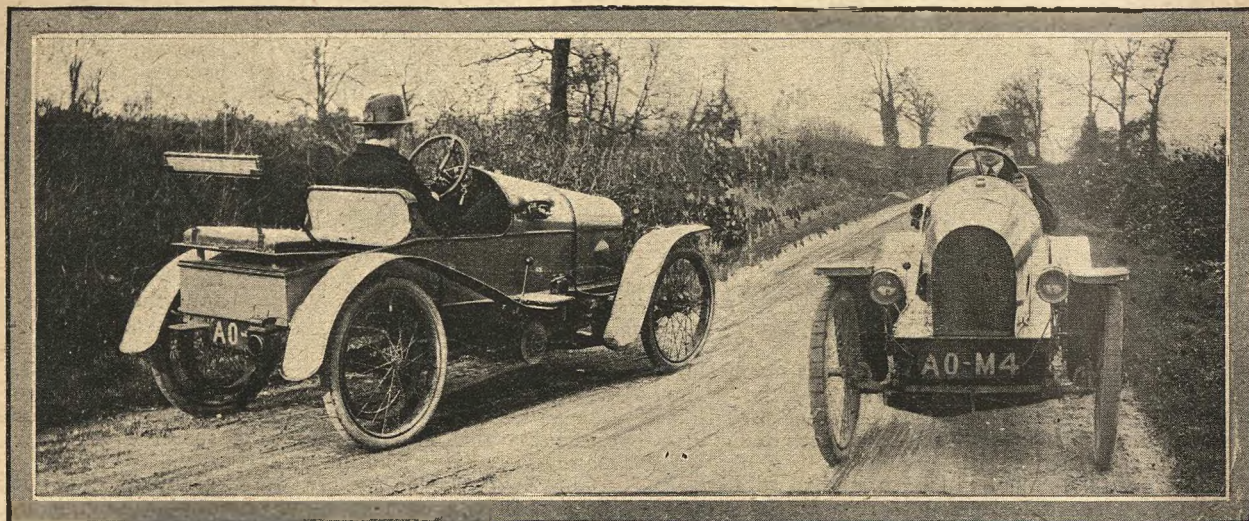
After a few seconds running on low gear I essayed to change, and was rather surprised at the ease with

light and steady. The springing also was good, both with or without the passenger. As to power and pace, it is hard to judge. The carburetter evidently was not doing its work properly, as I could get no additional pace from the machine with the throttle full open or only about half, but this can easily be rectified.

A Simple Gear Change.

When it came to hills, the gear change down was quite simple, due chiefly to the employment of dogs in the gearbox. Needless to say, there was no sign of belt slip, as the weather was fine, but at the same time I did not anticipate there would be any, even in the rain, as the pulleys are large and the belts long.

The lubricating arrangement, by a Best and Lloyd drip feed, is most accessibly placed on the dash within



Neatly-designed bodywork and ample mudguarding are two prominent features of the Cumbria monocar, which can be fitted, as shown above, with another seat. Chain and belt drive is employed for the transmission.

which top gear could be attained. There was just a little trigger affair under the steering wheel. To throttle down, declutch, and push this forward was easy, and soon we were speeding along the Coventry-Kenilworth road, which was then dry and dusty.

Easy Steering.

The engine, a twin air-cooled, ran very sweetly on the whole, though the carburetter seemed rather out of tune. Starting up, in consequence, was a difficult proceeding, however, as the machine has only recently been on the road, and as I understand that the carburetter is still undergoing tuning, no doubt better results in this direction will be obtained later.

The steering, which is by a novel arrangement of a spur-wheel and an internally-toothed quadrant, was

easy reach of one's hand. The clutch was very easy of operation and took up the drive sweetly.

One of the novel features in the art of driving this car is the necessity of switching off momentarily when getting into first gear. This is quite easy, as the magneto switch is placed on the steering wheel. The cause of this procedure is apparently that no clutch stop is fitted.

For the man who requires a simple mount, cheap to buy and cheap to run, and one which will take him about his business or pleasure without the necessity of dressing in overalls or the chance of a spill in greasy streets, this little monocar should make a strong appeal. It is low in price, namely £75. Full particulars can be obtained from the Cumbria Motors, Ltd., Sales Dept., London Road, Coventry. G.L.C.

Echoes of the London-Land's End Run.

The Mathis Babylette was provided with disc wheels and a semi-racing type of body.

The two Morgan-Adlers, driven by Messrs. W. Whittall and H. P. Beasley, were fitted with foot accelerators for this trial.

Mr. A. G. F. Nash had a huge 11 in. Rushmore searchlight fitted to his G.N., which he had borrowed from his partner's Austro-Daimler car.

The record distance jumped on the hump-backed bridges of Devon and Cornwall is believed to be held by Mr. C. F. Halsall's Wilton, which leapt 3 ft. into the air at 45 m.p.h.

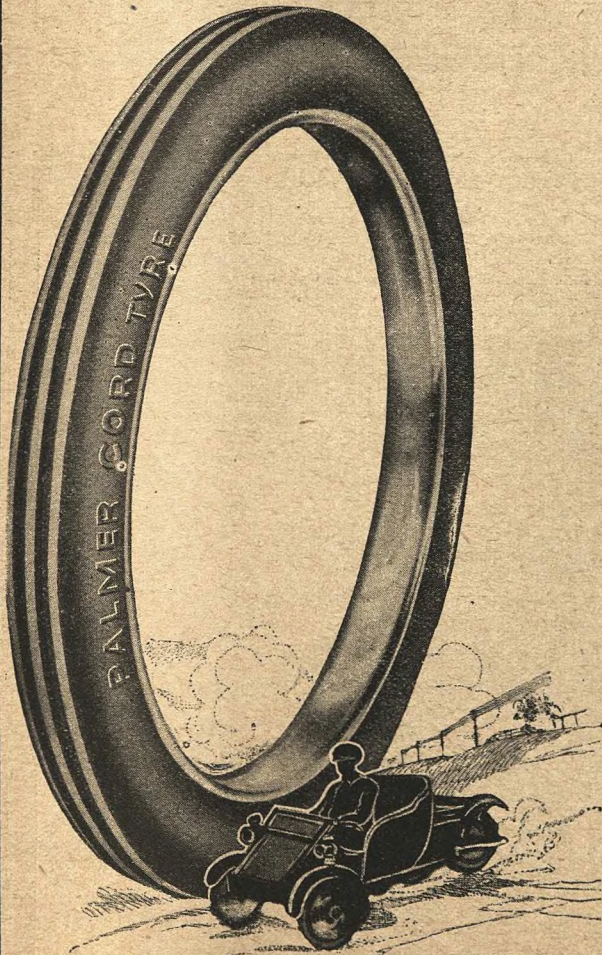
Mr. Lambert was one of the few to have his machine washed on the Sunday, his spotless Warren-Lambert providing a marked contrast to the travel-stained machines at the start on Monday.

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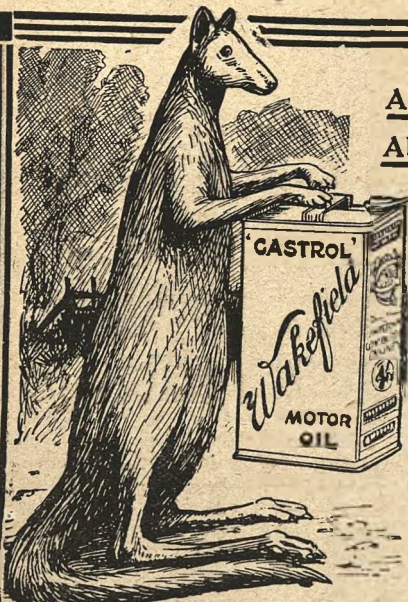
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47 miles 457 yds. in 1 hour.

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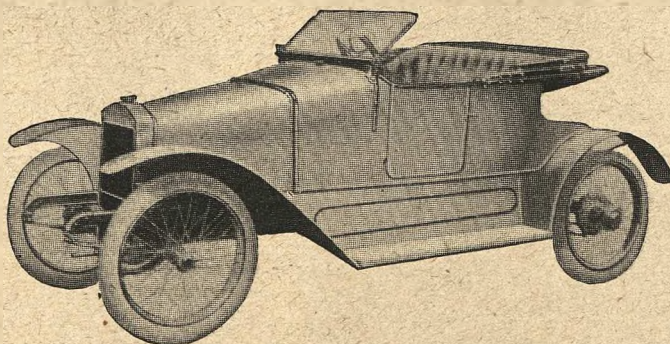
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THE CYCLECAR I WANT.

A Machine That Will Last and Afford Comfort and Protection from the Weather.

By an Ex-Motorcyclist.

Few individuals agree as to the ideal machine for their needs. Recently an article was published in these columns, the author of which pleaded for the simple monocar, extremely light and with a very small engine, while its cost was not to exceed £60.

The other extreme is now set forth in the following article.

WHAT manufacturer is going to start and build a monocar to sell at £60 for the very few enthusiasts who want one? Most of us want something that will last. I gave up motor cycling because I wanted more comfort, better protection from the weather, a more sociable vehicle, a machine that objected to running upside down and on its side, and something that did not want cleaning after every run, and had not many nooks and corners.

I have a craze, and always had, of never leaving the "stable" without my cyclecar being spotless. I had to work hours cleaning my motorcycle (I would not let a servant do anything but clean the plating), but now that is all done away with; a clean once a fortnight and I can motor in all weathers, looking like a new sovereign in the sun. I motor only for pleasure, but often go out in the rain.

I was tired of punctures and tired of skids (I can be classed with the younger generation, and I object very much to occasional skids). I had a pair of rubber-studded tyres with puncture-proof liners, but those studs did not keep me from skidding or the liners from puncturing. Never did a nail go through those treads but they found out where the edge of the liners finished, and (those nails) advised each other to try and enter sideways, much to my discomfort.

I shall certainly not apply for shares in any company who is thinking of marketing a cyclecar fitted with an electrical dynamo for £60. Some people are cruel. Fancy anyone wanting a cyclecar with a 350 c.c. engine capacity (or even less) to pull them up hills anywhere around Buxton and the Peak District without needing manual assistance.

Advice to the Buyer.

I take it that the main object of every motorist worthy of the name is to have his motor ready for the road all the year round at a moment's notice, but if a cyclecar is bought in a haphazard fashion, without any thought for the future, this will never be possible. I advise anyone purchasing a new cyclecar to study the second-hand market prices, and to buy the machine that fetches the highest price after a year's wear.

I (with others) shall keep a sharp lookout for the first appearance of the £60 monocar with dynamo

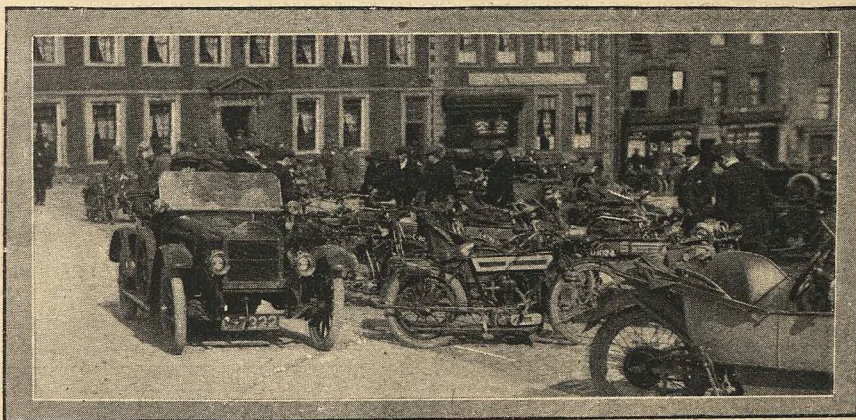
complete that will give good service; it will be more than two seasons before one arrives—even from America. I have never yet ridden in that most popular American car which is all the rage, although, I must admit, it is fine value for the money, but I am willing to pay a bit extra for something thoroughly-bred. My motorcycle was the finest horizontally-opposed twin-cylinder machine on the market and cost £52 new, but when I had finished fitting it up to my liking the cost was nearly £65, and yet the writer of the article in your issue of the 30th March wants a cyclecar all on for £60! Springing is certainly necessary, also decently upholstered spring seats in real leather, not in material that looks shabby after a month's wear, while a hood and screen are also necessary, as we expect comfort when we get beyond two wheels and require plenty of it.

Tyre Mileage on a Three-wheeler.

The cyclecar I set my affections upon was one of the most popular three-wheelers, and for expenses it comes out at less than a motorcycle, for I can run with plain treads on all wheels and yet feel safe from skids. A friend of mine has done 15,000 miles on the

steel-studded back tyre on a similar machine, and it looks good enough for the same number of miles over again.

If a person can afford to buy a cyclecar he can afford to buy a reliable one, not one thrown together, as I should expect (and undoubtedly get) for £60. In these days of comfort I loathe



A Singer light car arriving at the annual meet of motorists at Richmond, Yorkshire, which was held during the Easter holidays.

belts, and the only thing I do not like about my present machine is the chain; but if I did not know that it was there I should forget all about it, for I hardly ever see it, and I never have to touch it. Wire steering is only a makeshift; I prefer something that looks (if nothing else) more substantial, and, above all, I like a wheel that I can settle down behind, and then I know and feel that at all times my machine is under perfect control. A small wheel set in an uncomfortable position gives a feeling of insecurity to the driver.

I should like the makers of my machine to fit shaft drive (at an extra cost) for those who want it, but I do not wish for an electrical dynamo yet, as I cannot fancy the idea of all the lights going out miles from anywhere, with no way of repairing them.

TO THE WEST ON A TANDEM-SEATER.

How Easter was Spent Following a Reliability Trial.

IT was my lot to take notes of the performances of the different competitors in the recent London-Land's End trial, and my first action was to obtain a time-table of the run.

I found that the first competitor in whom I was interested left Staines at 3.4 a.m. on the morning of Easter Saturday, arriving at Dorchester at 8.47 a.m. There was, therefore, little to be gained by going through the night journey.

On Good Friday I elected to travel at my leisure down to Dorchester. I called at Putney for the passenger, and he was then tightly wedged in the rear seat of the tandem Morgan-Adler, surrounded by petrol tins, suit cases and other impedimenta.

We were soon out of London, and under sunny skies we sped over the open road, a fast run bringing us to Andover, where we lunched with great dispatch as we wished to push on.

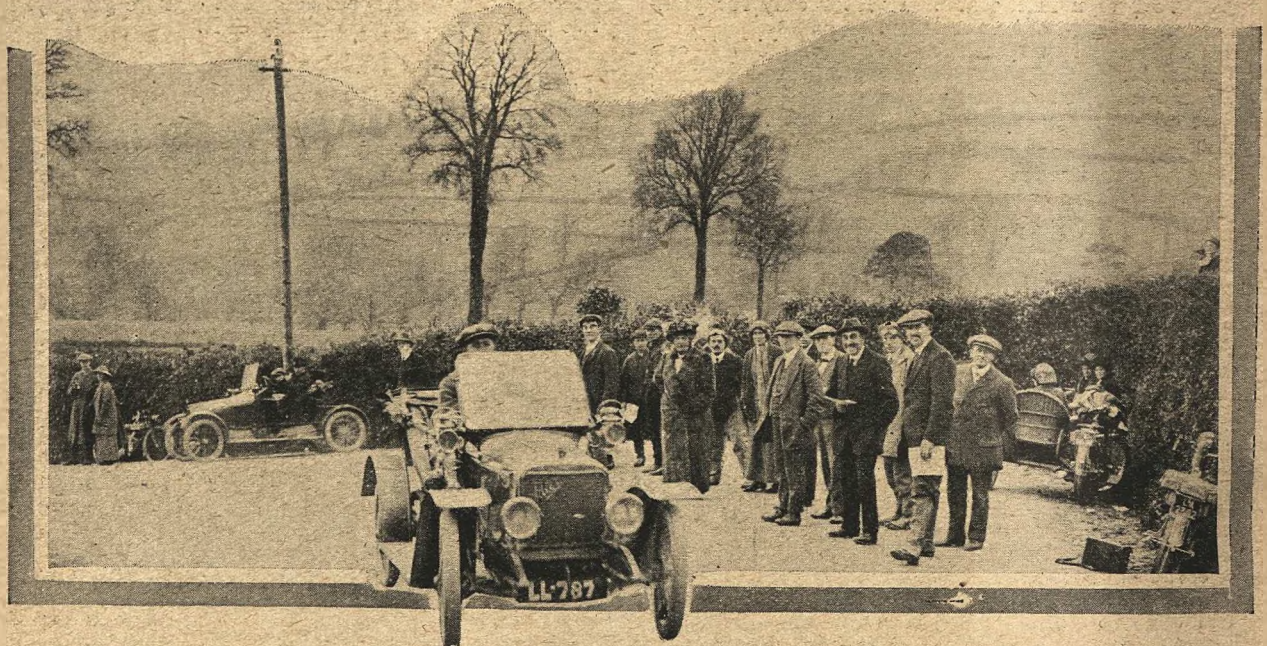
On across Salisbury Plain to the cathedral city, and then out on the Blandford road. Dorchester was reached soon after tea, and the petrol and oil tanks were filled for the following morning's run.

Dorchester to Exeter trying, but it was as nothing to the road from Ashburton to Tavistock.

Just outside the former town I was running merrily along when the road suddenly turned to the left over a narrow and picturesque bridge. Another sharp turn to the left up a hill brought the car to second speed, when a crowd was seen lining the banks of the hill in the distance. Not knowing what was in store for me, I pushed on on second speed, and soon found the cause of the crowd. The gradient suddenly steepened and the road doubled back to the right. I hastily changed to bottom gear on the hair-pin, and nearly stopped as I did so. Once bottom gear was engaged the machine accelerated well, and the climb was finished in fine style.

Off the Route.

This particular piece of road was but a foretaste of what was to come. Bottom gear was sometimes used for a mile on end, and some of the descents were so steep, notably that to the River Dart, that bottom gear had to be engaged, the engine switched



A non-stop climb of Trow Hill, by the writer, on the Morgan-Adler tandem-seater.

About 5.30 a.m. the first motorcyclists in the trial came through, so I arose, before it was necessary, and hastily breakfasted. The Adler started at the first pull, and I was soon picking my way warily over the greasy roads to Charmouth Hill.

Moorland Hills and Dales.

The light cars and cyclecars soon arrived, and, with few exceptions, did well. When the last had passed I restarted from my observation point on the worst part of the hill, and thereafter had one of the most nerve-racking drives I have had to Exeter. The road always seemed to be 1 in 6, up or down. The roads were narrow and the corners appalling, but thanks to the easy control, good brakes, and low bottom gear of the Adler, I arrived safely at Exeter.

I had no time for lunch myself, and hurried on along the course. I had thought the road from

off, and the brakes employed alternately to keep them cool. I crawled down to the foot, crept over the narrow bridge, and opened up to climb the hill.

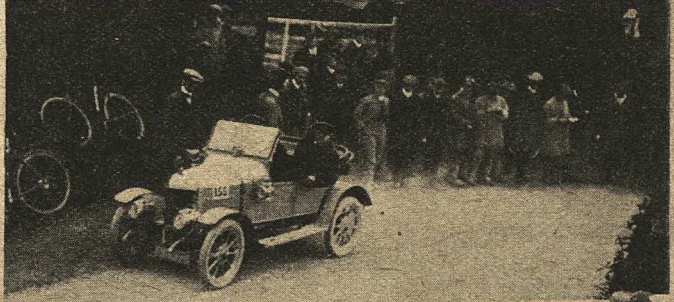
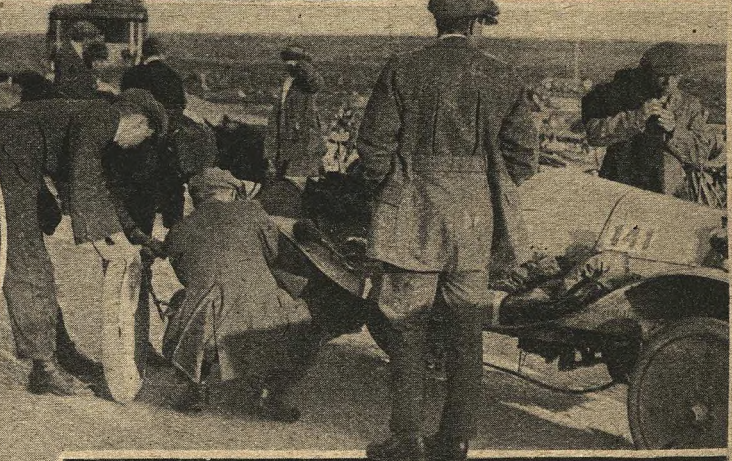
At Tavistock two gallons of petrol were hastily shipped, and then disaster overtook me. Trusting to a motorcyclist to show me the way, I was halfway to Launceston before I discovered my mistake. Making inquiries of the local inhabitants, I was told of a short cut to Liskeard, which was on the course.

The directions were very intricate and so were the narrow Devon lanes in which I soon found myself. After wandering about for some time, reversing in lanes as wide as the car was long, I was at last put on the right road by a white-haired old lady, who was mistrustful of my dirty appearance and hoarse voice, due to the speed over the dusty roads.

After frequently losing my way, and trying practically every main road in Cornwall, I at last arrived

HILL-CLIMBING IN DEVON.

Snaps
on the
London Lands
End-London
Run



Top, a large car is assisted up Trow Hill, while underneath the H. and S. is seen going up well. Second row, the driver of the Mathis changes wheels. The three lower illustrations show a G.N. on Holne Chase, and a Morris-Oxford and a G.W.K. on the top bend of Trow Hill.

TO THE WEST (contd.).

at Penzance, with lamps burning, very tired, very dusty, but with the Adler running magnificently.

A much-welcome meal, and then to bed. The following morning was spent looking over the machine and oiling the different parts. Everything was found to be in perfect condition, and very little oil was required to be added the engine.

After a brief excursion round the town of Penzance to see that all was in order, the machine was put away ready for the morning.

Monday morning broke fine but cloudy, and after a hasty breakfast I went down to the official garage to see the machines start. At 7 a.m. I was on the road to Truro, and here I left the official course, making for Exeter by the main road through Bodmin and Okehampton across the moors.

On the deserted road across Bodmin Moor speed was indulged in for what seemed hours, but was in reality quite a short time. A stop was made at Okehampton for petrol, and I was there warned that the road to Exeter was in a very bad condition, and it would be better to go through Crediton.

The road to Crediton was in the most terrible condition in places. Long stretches of unrolled stones and frightful pot-holes made any speed over 12 m.p.h. extremely dangerous. Speed was out of the question, and all I could do was to crawl along, hoping to make up time later which I lost in this way.

Judge of my surprise when I arrived in Exeter a good hour before the first car driver was due, allowing time for a good lunch in company with several

motorcyclist competitors. Five hours for 116 miles was not bad going, taking the condition of the road and the hills into consideration.

After lunch the competitors were all observed up Trow Hill, which the Adler had previously climbed well. When the trial had passed I turned inland to Honiton, descending an atrocious hill en route.

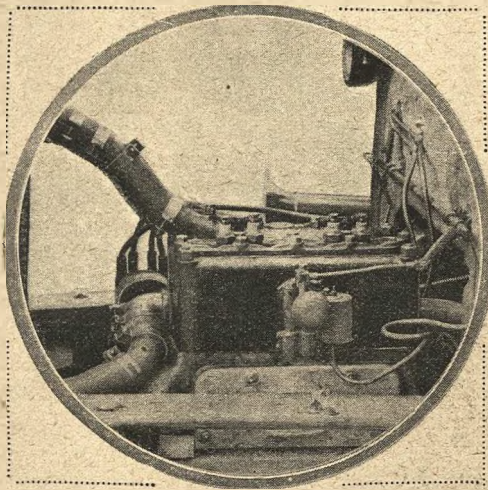
Once on the main road through Chard and Yeovil, it was a case of full throttle. For mile after mile the car rushed along, the speed rising to 43 at times, and never falling below 18 on hills. The road was absolutely deserted, and there was no danger to any individual whatever. All villages were taken with consideration, and finally the village of Sherbourne was reached, where I lost the way for some time.

So well did the Adler run and so deserted the road that Sarum was reached shortly before 7 p.m. The competitors were then checked in and my work was over.

Over 600 miles were covered in three days running. Every type of country was covered, sometimes at racing speed, but the Adler stood up to it all. No involuntary stop occurred, no attention was needed beyond oiling and filling up with petrol. Every hill was climbed with plenty of power in hand.

When a passenger was carried, conversation was found to be comparatively easy, and I have come to the conclusion that there is more in tandem seating than meets the eye. Wind resistance is lessened, petrol consumption reduced, and climbing powers increased.

As the last man left Salisbury I thankfully retired to rest, having spent one of the most strenuous but pleasant holidays imaginable. G.C.S.



The four-cylinder Dorman engine, as fitted to the new de P. light car.

THE NEW DE P. LIGHT CAR.

Four-cylinder Engine—Three-speed Gearbox and Bevel-driven Back Axle.

THE makers of the de P. cyclecar have supplemented their product by a four-cylinder shaft-driven light car, which generally follows standard light car practice. The new Dorman four-cylinder engine is fitted, and it is supplied with gas by a Zenith carburettor. The engine is one of the most compact four-cylinder models made, and has a bore and stroke of 64 mm. by 85 mm., which gives a capacity of 1094 c.c. Ten h.p. is obtained at 1500 r.p.m.

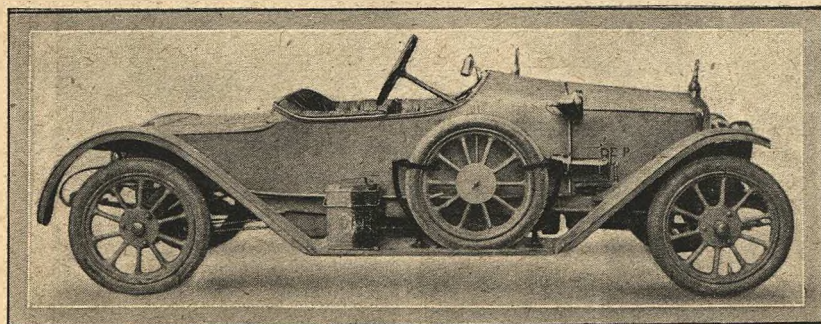
The frame is of channel steel and is upswipt at

the rear; the front springs are semi-elliptic and the rear springs are three-quarter elliptics, and a refinement is the fitting of greaser shackle pins. Sankey steel wheels are fitted, and the wheelbase is 9 ft. 6 ins. and track 3 ft. 10 ins. A multi-disc clutch takes the power from the engine to the three-speed-and-reverse gearbox, which is controlled by a lever working in a gate, and gives ratios of 13, $7\frac{1}{2}$, and 4 to 1 on the different forward speeds. A cardan shaft with pin type universal joints transmits the power to the bevel-driven back axle, which is stayed with rods on the underside.

Two sets of internal-expanding brakes, operated by pedal and hand lever, are fitted in the rear hubs, and are of ample size.

A large undershield is fitted, coming well back under the car, effectually protecting the engine and transmission from dust and mud, and preventing wear.

The price of the car with spare wheel and five lamps, oil side and tail and acetylene headlamps is £198, and the manufacturers are the Depford Co., 2, Evelyn Street, Deptford, London, S.E.

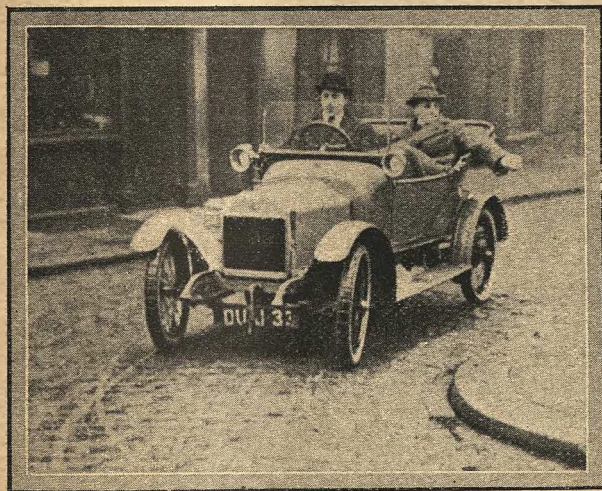


Side view of the new de P. light car, which has a four-cylinder engine.

HOW TO ACT IN AN EMERGENCY.

The Most Careful Driver, No Matter What Precautions He May Take, is Always at the Mercy of Other Road Users, Some of Whom are Reckless to a Dangerous Degree.

A MOTORING emergency may be defined as a combination of fortuitous circumstances momentarily disturbing the equanimity of the driver. The novice naturally finds it more difficult to act correctly in an emergency, owing to his inexperience, than does the motorist of long standing. The latter knows that the best procedure in a combination of unfavourable circumstances becomes, after a time, a species of second nature or instinct. On the other hand, the novice, owing chiefly to insufficient practice, has not accustomed his brain to act instantaneously under such conditions; he therefore acts more or less unconsciously, and sometimes with disastrous results.



Always warn following vehicles, by holding out one hand, when about to negotiate a corner.

The commonest emergencies in which a driver is called upon to act rapidly and without any trace of halting or indecision are those which result from the actions of other road users.

For instance, suppose some careless driver with a greater regard for time-saving than for the amenities of the road takes a blind corner on the wrong side and with very little "throttle" left, whilst another, with due decorum and law-abiding regard for the rules of the road, is negotiating the same corner in a faultless and entirely blameless manner, what is the correct procedure in such a critical emergency? The latter should still continue on the proper side of the road, thereby placing the blame, in case of accident, on the shoulders of the right party.

Presence of Mind.

In all road matters of this kind nothing is better as a principle than invariably to act upon the famous motto of the Boy Scouts: "Be prepared."

Many of the worst dangers are encountered in traffic such as that which exists in London. Although the traffic of the Metropolis is really wonderfully controlled, yet the novice should not venture into the thick of it until he is quite sure of himself in an emergency. The slightest error of judgment may mean

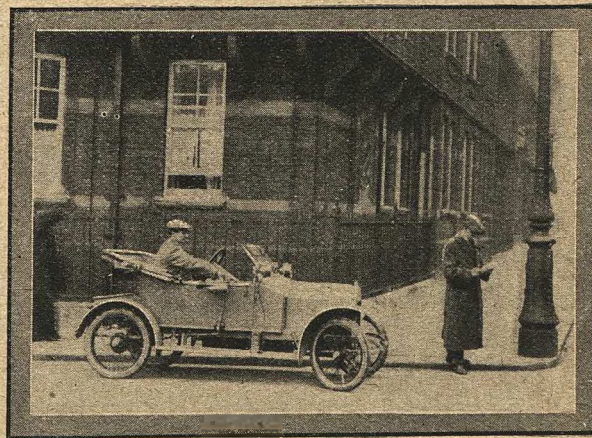
considerable damage to the car, to say nothing of other mishaps which may occur. It is often necessary in traffic to pull up suddenly in order to avoid a collision with some other vehicle. In grease, and especially on wood pavement, brakes should be applied with care, or a weird series of "glides" and fantastic gyrations in the roadway may be the result.

In pulling up suddenly the brakes should be applied as gradually as possible, and a very watchful eye kept for the least suspicion of a skid, which should be instantly corrected. The right method of doing so will be fairly obvious when the true nature of skidding is considered. Suppose that, whilst proceeding on a straight road, the rear wheels of the car should skid towards the left side of the road, the front wheels will then be facing more or less towards the right-hand side. It is obvious, therefore, that, in order to correct the skid, the steering wheel will require to be locked over to the left. If, however, this is done in a sudden manner a skid in the opposite direction may be caused.

Taking Corners.

Skids should be anticipated as much as possible, and should not be allowed to develop to an alarming extent before an attempt is made to check them.

At cross roads beware of other drivers who take corners without giving warning of their approach. Take care that the car is well in hand before coming to the corner, and should you desire to turn to the left hug the near side of the road as closely as possible; for a right-hand turn, the corner should be taken with a wide sweep.



Beware of the thoughtless pedestrian who steps out into the road without noticing approaching traffic.

When entering a main road from a side road, and assuming that the corner is a blind one, remember that the user of the main road has priority over the traveller on the side road.

Apart from the possible dangers that may arise from the actions of other road users, there is also the chance of failure of some part of the car's mechanism, and in many cases of this kind the resulting situation must very rightly be characterized as

HOW TO ACT IN AN EMERGENCY (contd.).

an emergency. Should the carburetter catch fire do not commence by wildly beating the flames, but immediately turn off the petrol. Then, if possible, throw sand or earth on the carburetter. Remember that water will not extinguish the flames of burning petrol spirit.

Sometimes a clutch will commence slipping in a most annoying manner on a steep hill. If the clutch is of the leather cone type, and adjustment is difficult or effects no improvement, a good and effective tip is to lever up the leather slightly from the cone, and to then insert a few matches evenly round the circumference of the clutch. This will generally enable it to grip until a permanent repair can be carried out. Powdered resin rubbed on the surface of the leather has a somewhat similar effect, but it makes the clutch very fierce.

A propeller shaft or a single chain has been known occasionally to break whilst descending a hill. It

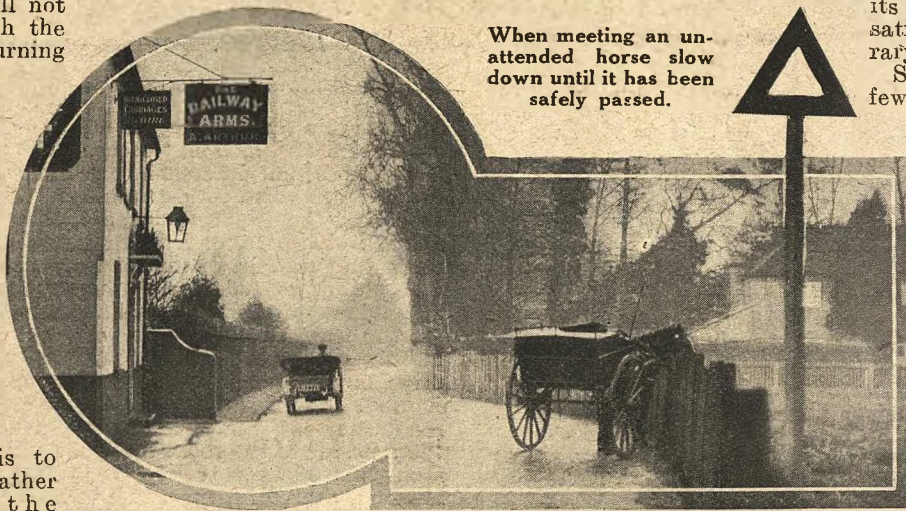
should be borne in mind that this occurs when the transmission brake (if there is one) will be useless, so that the other brake will have to be relied upon entirely for the retardation of the car.

Should an universal joint fail owing to breakage of one of its pins, it is often possible to insert a bolt in its place, making a satisfactory temporary repair.

Such, then, are a few of the emergencies which may befall a driver. Many others will doubtless suggest themselves, and the novice would be well advised at all times to cultivate a spirit of resource, so that he will be able to avoid the fatal mistake of doing the wrong thing

at the wrong time. Pulling up and difficult steering should be practical when possible.

One other word. Should a large and ominous hand be suddenly held up to bar further progress, remember that it pays in the long run to be civil to the minion of the law, however unjustified his action. Many things are lawful that are not expedient.



When meeting an unattended horse slow down until it has been safely passed.



IN AN EMERGENCY. — To get a good purchase on the brake pedal slightly raise one's body off the seat and lean against the back. The clutch pedal should also be depressed.

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FOR THE

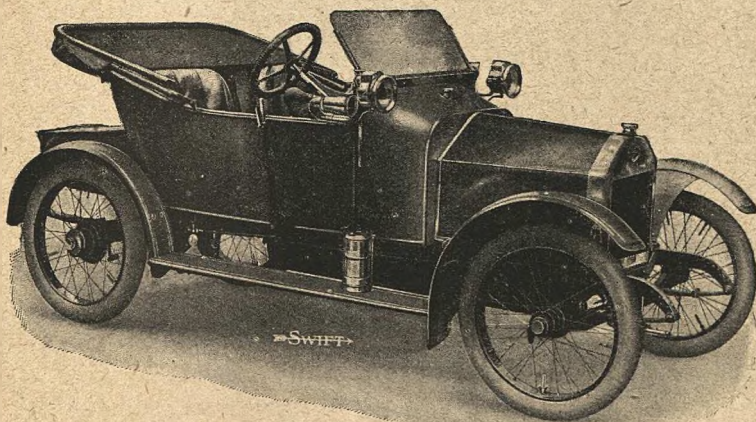
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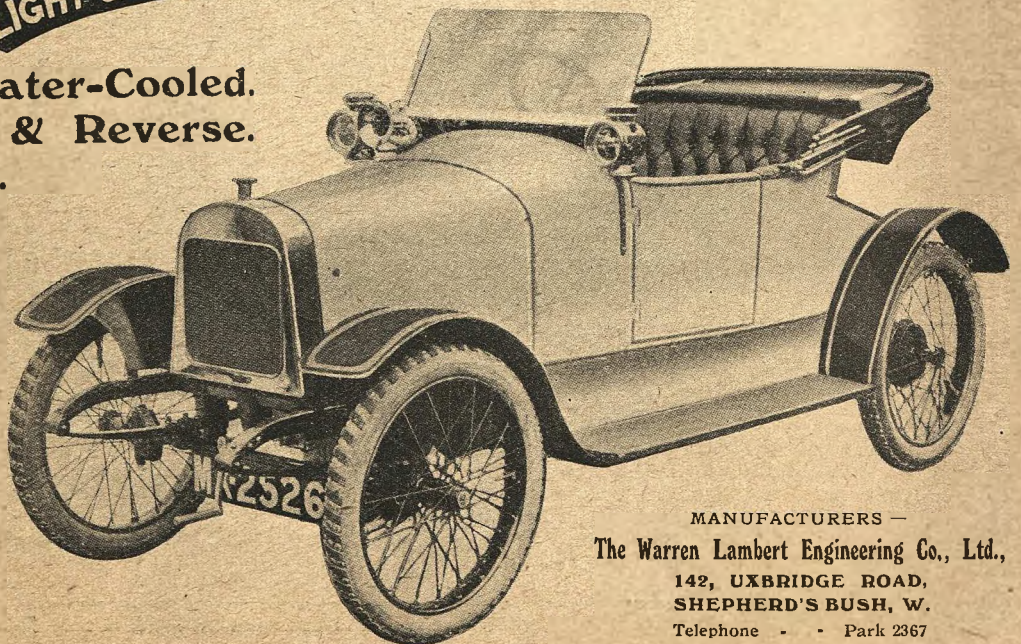
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**HELP THE
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by letting advertisers know that their advertisements
in "The Light Car and Cyclecar" interest you.

CHECKING WHEEL ALIGNMENT.

A Simple Method for Finding if the Wheels are in Line—How to Avoid One of the Causes of Abnormal Tyre Wear.

THE fact that the wheels of a car are out of alignment will always result in the rapid wearing out of the tyres, usually the front ones. Seeing that the method of testing the tracking of the wheels of a car is such a simple matter, it is surprising the number of cars that are running about with the wheels perceptibly out of line and with tyres rubbing.

An incorrect method of testing the alignment is by measuring from the centre of the front hub cap to the centre of the back by what is called a trammel, and seeing that both off-side and near-side distances are alike.

The illustration will make it perfectly clear how easily this method can be wrong. It shows how the front or back axle may be bodily over to one side of the chassis centre, and still allow the hub centres to remain the same distance apart on both sides. The machine in this state will skid easily.

The best and most reliable way to test the alignment is to set the front wheels, as near as can be judged, dead straight; then take a string and hold it as shown in the second illustration, as high as possible on the underside of the hubs, without touching the spokes of the wheels. Care is particularly needed in the case of wire wheels with wide hubs.

Lining Up the Wheels.

When the wheels of a car are correctly tracked, a string so placed will have three points of contact: 1st, on the back of the back wheel tyre; 2nd, on the front of the back wheel tyre; and 3rd, on the back of the front wheel tyre.

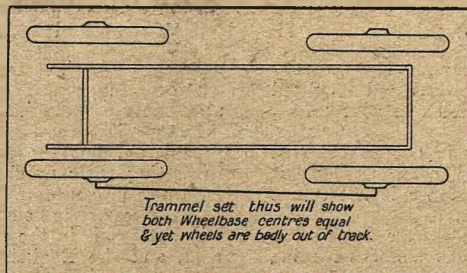
The front of the front wheel tyre should stand about an eighth of an inch away from the string, which means that the front wheel distance should be about a quarter of an inch narrower at the front. This is to counteract the tendency of the front wheels to splay when the car is being driven.

Draw one end of the string well round the back tyre and pull the other end taut, and apply it to the front wheel in such a manner that the string lightly touches the front of the back wheel tyre—on the side, of course. Now set the front wheel so that the outer edge of the tyre on the back of the wheel just touches the string, and the front edge should be found to stand, as stated, approximately an eighth of an inch inwards. This makes for easy steering.

Leave the wheels thus arranged, and take the string over to the other side of the car, and apply it in the same manner. If the wheels are correctly tracked, this side will be found the same as the first side tested, and the string will touch at three points.

On Saturday, 2nd May, an open hill-climb will be held at Hartree Hill, near Biggar, organized by the Edinburgh and District M.C. The climb will start at 4 p.m., and there will be four classes in which side-cars and cyclecars can compete together. Two of these will be handicaps and the others scratch events. Monocars are not barred, but two-seaters must carry a passenger throughout the climb. Entries close on Wednesday, 29th April, with Mr. J. R. Alexander, 5, Upper Dean Terrace, Edinburgh.

If there is found to be a difference, and this difference can be arranged to show equally on either side, it is only a matter of setting steering arms to bring about the desired result; but if this difference cannot be equalized, then it is a more serious matter, and means that some big alteration is, in all probability, necessary to effect complete alignment of the wheels.

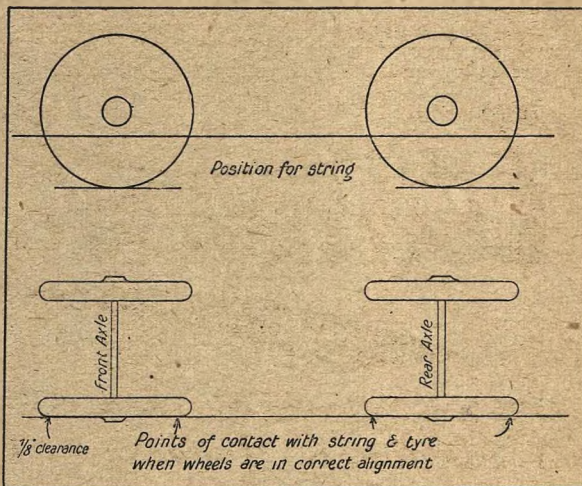


Measuring the distance between the hubs will not show whether the wheels are in track.

Re-setting Axles.

It is fortunately seldom found, through the high standard of manufacture of the present day, that such an error occurs as the back or front axle being placed out of the chassis centre; but it is easily possible for discrepancies in the front axle to arise to such an extent as to bring one front wheel bodily closer to the chassis centre than the other front wheel. Of course, under these conditions, it is impossible

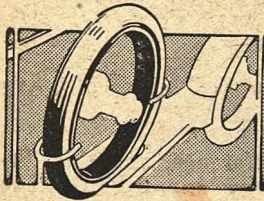
to line up the wheels correctly. It will then be found necessary to have the springs moved on the axle until the wheels are the same distance from the frame on each side—quite a simple adjustment.



A simple method of testing the alignment of the wheels by means of a piece of string.

Where radius rods are fitted to the rear axle, as on a chain-driven car, it is important that the two rods shall be equally adjusted, otherwise the back axle will be set at an angle to the frame, increasing the tyre wear.

When it is necessary to get water to fill the lamp generator, or petrol to prime the engine, the use of the syphon should not be forgotten. A piece of rubber lamp tubing can be employed, and the method, of course, is to suck up some liquid, then lower the loose end below the level in the tank, when the liquid will run of its own accord. One word of warning: when using petrol, be careful not to get it in the mouth; when using benzole, be more than careful! The results are not at all pleasant.



THOUGHTS AND OPINIONS.

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



THE MUCH-DISCUSSED INVASION.

England Not to Become a Market for Several Years, is the Opinion of a Prominent American Cyclecar Manufacturer.

As American manufacturers of cyclecars, we were very much interested in the splendidly-conceived and executed "Armada" cartoon of the American invasion in your "New Buyers" number.

From our viewpoint, the "invasion" is not so close at hand as the drawing would infer, but when it does come it will come along a line for which the defence is not so far as we can see from here, at present available.

The exact situation in America is this:—There are a number of companies in advanced stages of development making what we term the light car, probably not so luxurious nor so well developed as your cars in this class, but made in such quantities that they can be produced for a lower price.

We cannot help but note with amazement an advertisement in your columns of an "enormous production" of 1400 chassis by the employment of 1100 men. We ourselves, making, of course, a very much simpler type of vehicle, will produce 2500 complete cars in the next 12 months and employ about one-tenth the number of employees. How we do it may be summed up very concisely in one phrase—"the assembly of standardized parts made by automatic machinery."

Even by comparison with the American cars of parallel type, we have the Saxon producing 10,000, and others nearly in that class from the standpoint of quantity.

This need not alarm the Midland manufacturers, however, at least for some time, although we venture, with due apologies, to suggest that there may be a lesson for them in the production of such quantities in a few months time.

The real invasion, when it comes, will be in what we are learning to term the true cyclecar—this question of terminology is still a difficult one. By this we mean not a small light automobile, but in effect a motorcycle on four wheels with refinements. This type we have been led to believe has been neglected by the English makers for the more luxurious light car, but the enormous production in America will be in this class. Such cars as the Imp, Mercury, Zip, Rocket and Falcon may be taken as

characteristic, these including tandem, side-by-side and staggered seating, long and short belt drive, and in general quite a diversity of design, but all aiming at simplicity.

In this class a few makers have commenced a large quantity production, but the majority have been more conservative in testing their products, and will not be producing their machines in considerable numbers for months.

It is sincerely to be hoped that this haste to enter the market will not result in the reaction against partially-developed design, and the English public will only be able to form its final conclusion as to the merits of the American type when it has seen ten or a dozen makes.

It is our personal belief that the cyclecar in America is in too embryonic a condition to be submitted to your critical judgment this year at any rate.

If you get the frank viewpoint of the conservative makers in this country, you will find that they are looking to England for precept and example, but they did not consider it as a market for several years at least.

When they do "invade," who can predict the result? We can produce cheaper cars, but will you buy them for that

reason alone? That you could, if you would, produce the duplicate of the Falcon, let us say, for the same or less money, is quite apparent.

W. A. McDERMID,
Secretary,
The Falcon
Cyclecar Co.
Staunton,
Virginia, U.S.A.



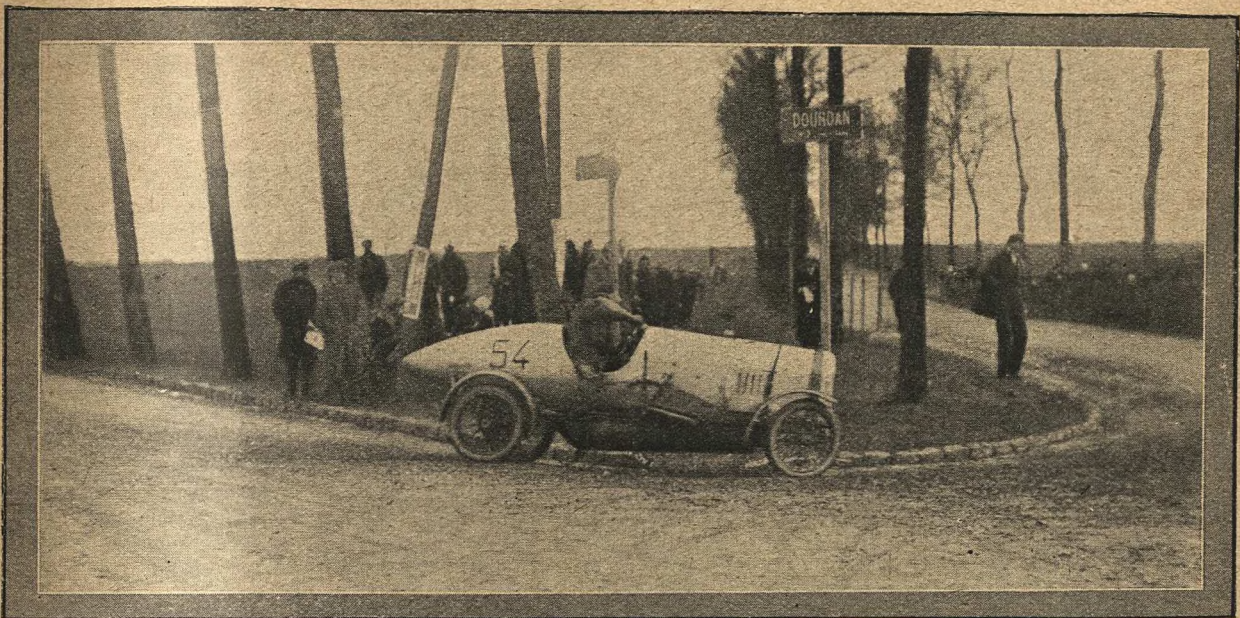
An Imp cyclecar in front of the Old Washington Oak, on the historic Boston Post road, near Watertown, Mass., U.S.A.

Left-hand Steering.

In the letter of Messrs. Cleburne and Co. in the issue of 23rd February, it was taken for granted that the steering of an American car must be altered from left to right for this country. In the case of light cars and cyclecars—which are, of course, much smaller and narrower than their full fledged brothers—is it not quite practicable to run the American makes here with left-hand steering?

JOHN WILSON BROWN,
Edinburgh.

[It would scarcely be advisable to drive with the steering on the left.—ED.]



M. Violet, on a Violet-Bogey, rounding a bend in the Circuit de Rambouillet, which he eventually won.

STANDARD MACHINES IN COMPETITIONS.

A Manufacturer's Point of View.

The question of standard cars seems a burning one at present, but is not too much fuss being made about it? It is ridiculous for a maker to refuse to compete in a reliability trial because some other competing cars may happen not to be standard. If a standard car is good enough to come successfully through the test, it has succeeded; and it will do it no harm if other cars, which may not be standard, succeed. If it is not good enough, it has failed; and it will not help it if other cars fail also. With competitive events it is somewhat different.

The public is not so easily deceived as some people seem to think. It does not judge by one performance, but by many. Does the "100 per cent. success," achieved by one man one car count for much? I have been fairly lucky this year, but, if the Morgan had not succeeded in other hands, I do not think that much would have been gained.

Besides, if we are to stick to standard cars we must also stick to standard drivers. By a "standard" driver I mean the average man at the wheel. The driver counts for as much as the machine. If Mr. Lionel Martin's Singer is to be barred, we must bar Mr. Lionel Martin—he is as super-excellent a driver as his car is super-excellent.

If the judges are to select any car out of any agent's stock, they should select any driver out of any club to pilot it.

Such a suggestion is impossible. In the first place, if the judges select machines from agents' stock, the maker must at once replace the selected machine with a new one. This implies that a new car must be used for every trial—I think that my firm entered for about 30 trials last year! Trials are already expensive, but this would make them ruinous. Also, no one but trade drivers could possibly compete. No one for the sake of one trial only would buy—or, rather, allow the judges to buy for him—any machine of a certain make which happened to be on an agent's hands.

Is it true that "faking" is as rampant as some people profess to believe? It is a mistake to call Mr. Martin's car faked. Everyone knows it is not standard, but Mr. Martin can supply similar Martin-Singers to the public. I may say that nine times out of ten I use a standard car, but now and again I make some departure from the standard type, for the very good reason that a competitive trial is the best possible means of finding out what such a departure is worth—and if it succeeds I standardize it. I am quite certain that most firms, especially those which have been most successful, could say the same. I do not wish to say anything ill-natured, but it really looks as if this outcry against faking has been raised by some who have failed or are not very confident of success.

Morgan Motor Co., Ltd., Malvern. H. F. S. MORGAN.

Where is the Difficulty?

Perhaps you will explain to a somewhat bewildered layman wherein lies the difficulty of ascertaining, for test purposes, whether a light car is a standard one or not?

Surely all makers issue an illustrated catalogue of their wares, giving details of weight, gearing, cylinder dimensions, etc., etc., together with a list of accessories which are required for touring purposes.

One day prior to the trial, all competing machines could be submitted to examination by the expert staff conducting the trial, who, after comparison with these advertised specifications, would affix their seal.

If all the prize-winners had to "weigh out" after the trial, as is done on the race-course, I, for one, cannot conceive where the difficulty arises concerning standard machines.

In the meantime, it behoves us to trust to the R.A.C. to see that their forthcoming trial is fairly and squarely run, and not to carp at the referee before the game has begun.

It seems that we are at last to have a chance of learning what is the relative value of cars, identical with those we own, or with those we hope to buy.

Kensington, W.

"CENTURION."

[It would be a comparatively easy matter to determine external deviations from standard, but it is impossible, without dismantling the various parts, to determine whether steel pistons and connecting rods, or racing camshafts are fitted. It is the internal deviations from standard which determine in the main whether a machine is a special machine or not. It would take a day at least to determine whether each machine was standard in every minute particular.—ED.]

The Value of Trials

All this discussion concerning standard machines in trials appears to me to have missed the point. The purpose of trials is not to demonstrate which is the best make of machine, but which is the best type of machine, a very different matter. The General Efficiency Trial proved that a light, high-powered machine was the best for each of the tests, and Mr. Martin's machine very rightly won it.

Some manufacturers seem to make the mistake of thinking that their model has reached finality. This is obviously absurd, and trials serve to show the fallacy. In this particular Trial, makers found that while their machines could climb hills at speed, they were unable to restart, or, if they could, it was with extreme difficulty that they completed the climb. Trials serve the useful purpose of improving the design.

S. C. GEORGE.

London, S.W.

THOUGHTS AND OPINIONS (contd.).

More Businesslike Methods.

With regard to the businesslike and unbusinesslike methods of manufacturers, may I make a few remarks. Having owned about a dozen machines—motorcycles and cyclecars—I have been treated badly by some and well by others, and as a good illustration of the latter may I quote the good name of



The M.C.C. officials who worked the secret check at Winterbourne Abbas in the London-Land's End Trials.

Messrs. Auto-Carriers, Ltd., who for the 12 months during which I have owned one of their very excellent little three-wheel machines have treated me with every courtesy and promptness that one could desire in their dealings with me.

To quote one instance, a few weeks ago I broke a rear spring on my three-wheeler, and telephoned them about it on the Monday morning. On Tuesday morning at 9.30 a skilled mechanic arrived on an A.-C., having come from Thames Ditton, a distance of about 30 miles, who put me on two new springs straightaway, and for this the firm charged me nothing.

I fancy if manufacturers realized what an excellent advertisement prompt and courteous treatment of customers is we should have more firms like the A.-C.

C. FERDINAND JESSOP, L.D.S.

Crouch End, N.

The Cyclecar is Not Dead.

Light-car development has been very slow in Scotland, but at last these tiny vehicles have "caught on," and are growing more numerous every day. The cyclecar, on the other hand, has made no progress, because the Scotsman is a canny man and does not believe in buying a "pig in a poke." Perhaps he has some excuse, for Scottish motoring conditions are very different to those of the south. The gradients of main-road hills are often very severe, and the roads are generally pot-holed. The light and simple machines look as if they would fall to pieces on these roads, and would-be purchasers naturally buy the more sturdy-looking light car.

The cheap American car has sunk deeply into the minds of the Northewner, and will be a serious enemy to the "new motoring." The prejudice against friction drive has been

killed by the consistent running of G.W.K.s, several of which are used by the "Evening News" to deliver the papers to the newsagents. Everyone knows perfectly that belts are not satisfactory for sidecar work, but if people would look at the belts of a cyclecar they would see that they run under almost ideal conditions. What resemblance is there in the double belts running over large fixed pulleys, as on the G.N., to the short, narrow belt of a motorcycle? Another severely criticised feature is cable steering. In fact, everything belonging to the simple cyclecar affords another instance of popular prejudice. Plain bearing wheels, air-cooled engines, two speeds, no reverse, and no differential are amongst its many faults, while, owing to its light weight, people say it will not hold the road and tyre wear will be excessive. The fault of having no reverse is easily remedied, for most manufacturers will fit one at a slight extra cost.

I consider that all machines should have a reverse, for it is undignified, as well as inconvenient, to have to get out and push and pull the machine all over the road before one can turn about. A reverse is purely a question of cost, and will in future, no doubt, be fitted to all machines. Also, it has been fully proved that not only do cyclecars hold the road well, but they are much easier on tyres than the sidecar machine. One cannot take up a motor-cycling journal without seeing photographs of passengers leaning out at fearsome angles on a corner, but even with the simplest cyclecar this is unnecessary. Cyclecars are reliable, as has been proved in the numerous trials, such as the London-Edinburgh and London-Exeter, and air-cooling has been proved satisfactory by the Humberette. Some people say the cyclecar is dead, but they are wrong; the cyclecar is not yet born!

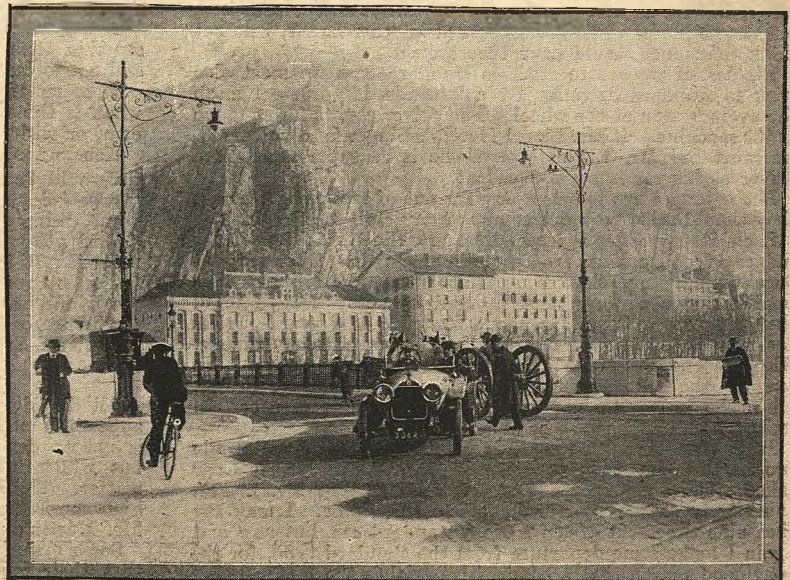
Edinburgh.

"THE CYCLECAR IN SCOTLAND."

[The fact that a cyclecar will give lower running costs than a light car, other things being equal, should do much to dissipate the prejudice against the simple type of machines in Scotland.—ED.]

Lady Drivers and Insurance Companies.

I shall be glad if you will allow me to correct a statement which appeared in a recent issue, saying that insurance companies charge £2 10s. extra on a £6 premium if the machine is driven entirely by a lady owner-driver. This is not very encouraging to prospective buyers. There may be some companies which try to "do" us, but it is easy to leave these alone. I happen to be a lady owner-driver, and am fully insured, and there is a special reduction in my policy of 10 per cent. "if owner only drives." This clause was pointed out to me by the company themselves when I took



A view in Grenoble, the centre for the Alpine International Tour.

out my policy. I have driven cars for some years, and have never yet sent in a claim, so I do not think the companies need be so afraid of us!

LILIAN M. ROPER.

Solihull.

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Two-thirds actual size.

MALTED BARLEY, WHEAT AND MILK, IN TABLET FORM.

A Delicious Food Confection to be dissolved in the mouth. FOR MOTORISTS AND ALL TRAVELLERS.

Horlick's Lunch Tablets contain all the valuable nutriment of full cream milk and choice malted grain in a convenient tablet form. A few dissolved in the mouth from time to time will supply the necessary nutriment to maintain strength and vigour, and can be easily assimilated when Touring or Racing, and are useful at all times.

Supplied in Glass Pocket Flasks, ONE SHILLING each.

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A SPECIAL OFFER TO MOTORISTS.

One of these Flasks of Tablets, as illustrated, and also one of our New and Accurate Road Maps of ENGLAND and WALES in Leatherette Case—all Roads shown in Colours, and Classified—will be sent by post to any address, on receipt of stamps or postal order for **ONE SHILLING**. Mention "The Light Car and Cyclecar."

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The Ideal Food Drink for Motorists. Ready in a minute by stirring briskly in hot or cold water. Served in Hotels, Restaurants, Cafés, and Railway Buffets. No Cooking.

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Sample of Powder or Tablets, free by post, on request.

HORLICK'S MALTED MILK CO., SLOUGH, BUCKS.

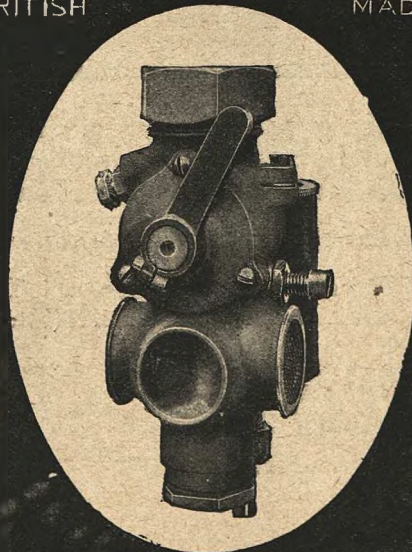


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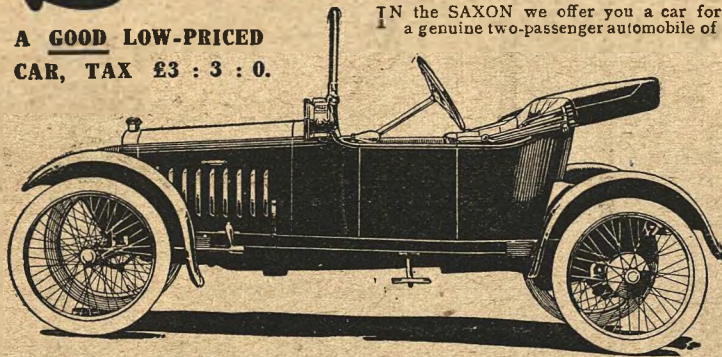
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H.M. HOBSON LIMITED,

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SAXON-£105 Complete.

**A GOOD LOW-PRICED
CAR, TAX £3 : 3 : 0.**



IN the SAXON we offer you a car for which thousands of people have long been waiting—a genuine two-passenger automobile of light weight and low upkeep, well-designed and well-built, embodying standard motor car features and produced by a sound, stable, well-organized company in a splendid factory in Detroit, Mich., U.S.A.

GOOD-AND GOOD-LOOKING.

THE SAXON is the answer to this insistent demand for a low-priced car that is not only good, but good-looking. It is a big car for the price with 96-inch wheelbase, standard tread, roomy body, ample leg room, generous doors. There is nothing skimpy or cramped about it. Moulded oval wings, tapered bonnet, streamline body, graceful, sweeping curves make this car a delight to the eye. The SAXON is amply powered. The high-speed, four-cylinder, water-cooled motor (67 mm. bore by 102 mm. stroke), with large gear reduction in the rear axle, gives great pulling power and great flexibility. The car lugs along wonderfully well through mud and on hills. It throttles down to five miles an hour or speeds over the road at 40—and without unpleasant vibration or jarring.

BRIEF SPECIFICATION.

Front Axle—Single-piece drop-forging, I-beam section, heat treated. Ball bearings in hub.
Rear Axle—Semi-floating. Pressed steel housing. Outer end of drive shaft carried on Hyatt roller bearing.
Differential—two-pinion, plain bearing.
Brakes—Two sets brakes on rear wheels. Service brake 5in. diameter, lined with heat-proof material. Emergency brake steel on steel 7 1/2-16in. diameter. Both brakes 1 1/2in. face.
Body—Streamline, two-passenger. Seat 16in. deep, 40in. wide, 30in. from heel board to dash. 16in. door.
Control—Centre control. Throttle control by foot accelerator, spark control on dash.
Transmission—Sliding gear, progressive type, two speeds forward, one reverse. Transmission mounted on rear axle. Hyatt roller bearings on main drive shaft of transmission. Other bearings hardened steel on cast iron.

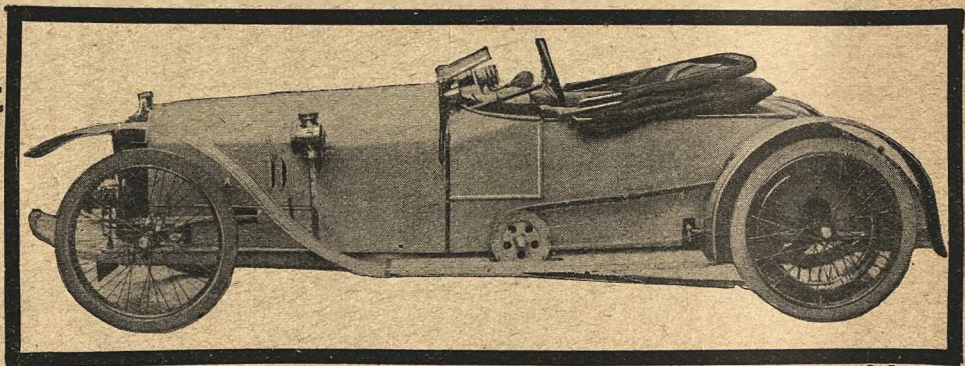
Drive—Shaft drive, one universal joint, concentric torque tube.
Clutch—Dry plate, five-plate, steel on wire woven asbestos.
Frame—Channel section pressed steel 3in. x 1 1/2in. x 1 1/2in.
Fuel—Gravity feed from 6-gallon petrol tank, located under dash.
Ignition—Atwater-Kent, high tension
Tread—Standard. Wheelbase—96in.
Tyres—28 in. by 3 in. Clincher.
Wheels—23 in., wire spokes.
Steering Gear—Bevel gear type, sector and pinion, 1 1/2in. diameter, steel tube post, 16in. wheel. Drop-forged steering connections.
Horse Power—10.
Motor—L-head, four cylinders cast en bloc, crank case integral, 67 m/m bore, 102 m/m stroke.

Valves—Nickel steel head with carbon steel stem 1 3/16in. diameter, 1 in. lift.
Cam Shaft—Drop forged special steel, diameter 1 in. cams integral, driven by helical gears, two bearings.
Crank Shaft—Special drop-forged steel, two bearings; front 1 1/2 in. diameter by 2 in.; rear, 1 1/2 in. diameter by 3 in. Crank bearings, 1 1/2 in. diameter by 1 1/2 in.
Connecting Rods—Drop-forged steel, I-beam section, 8 in. centres.
Crank Shaft Bearings—Bronze, babbitt-lined.
Oiling System—Vacuum feed. Splash distribution.
Cooling—Thermo-syphon, cellular type radiator, fan.
Springs—Cantilever type, front 22in. long, 1 1/2in. wide; rear, 23in. long, 1 1/2in. wide; main leaf vanadium steel.
Equipment—Hood, windshield, two gas head lights, oil tail light, gas generator, bulb horn, tools, jack, pump, and tyre repair outfit.

Price **£105** Delivered British Port of Entry.

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by all
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CYCLE-
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Price of Car, with Side and Tail Lamps:—
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Single Cylinder

**SPEED
MODEL**

Complete with
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Horn.

45 M.P.H.
60 M. per GAL.
5½ cwt. Complete.

Apply to Concessionaire—

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BUCKINGHAM
BUCKINGHAM ENGINE WORKS,
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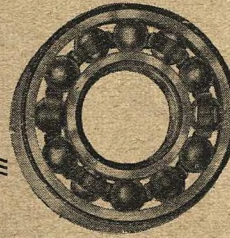
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**F & S BALL
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They are a sure sign of
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Made in the largest Ball
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World, and are unexcelled
for Accuracy, Reliability
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Write for Particulars.

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THE cyclecar or light car has been described as the new motoring. This type of car has introduced thousands of new motorists to this fascinating mode of progress, and it has attained such a position that "handbooks are necessities. Temple Press have come to the rescue with a neat little guide in which the new season's cars are reproduced and described. All the leading types—in fact, almost all known types—are included, with complete specifications, and what is most wanted, although generally omitted in this kind of publication—the price. The book, which is well printed, costs Sixpence."—*The Star*

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Motor Buses, L.C.C. Trams pass doors.

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you will be working for the cause of the new motoring.

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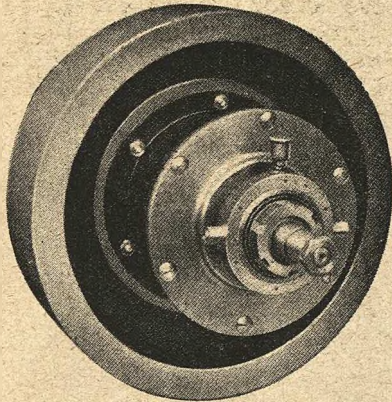
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ensures an efficient clutch and means in addition

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complete from £17 : 10

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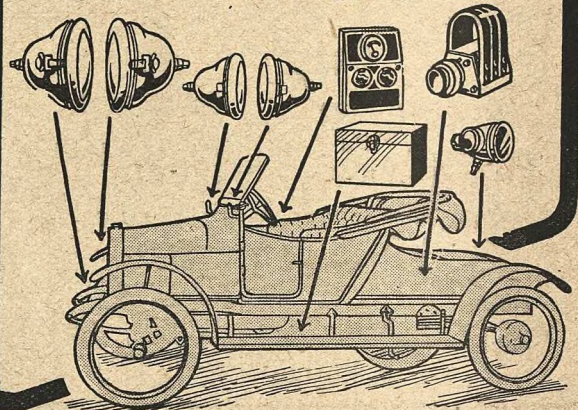
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THE PIONEER CYCLECAR.

With two speeds and reverse, hood, screen, three acetylene lamps, generator, horn, pump, jack and tools.

Water-cooled - £128 15s.

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QUICK DELIVERY.

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It is a simple instrument in wiring, and easily installed to produce the hottest of hot, fat sparks, and guaranteed to give the small high-speed engines a flexible ignition system and a world of reliable "pick-up" power never before obtained.

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1914 Swift Cyclecar, all on, £140

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SINGERS, MORGANS, HUMBERS.
CALTHORPE, G.W.K., ETC., ETC.

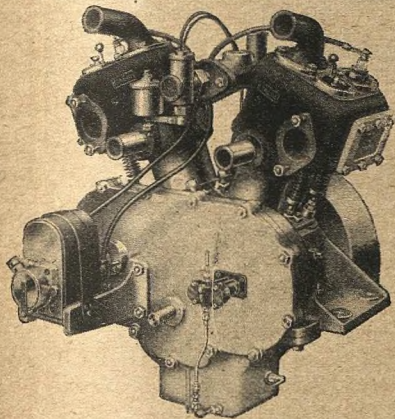
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MAUDES' MOTOR MART,
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'Phone—552 Mayfair. 'Grams—" Abdicate-Wesdo, London.'

The promptest firm for cash, exchange, or easy payments. Prices lowest always.

1 only 1913, 8 h.p. Premier cyclecar with hood and screen, brand new, list price 110 guineas, Special Price £85.



Cyclecar Size 85 x 90
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The Engine for long Life and Accessibility.

The removal of the bottom half of the crank case exposes all the main bearings, and all adjustments can be made without removing the engine from the car. Workmanship is of the best—all parts are machined to jig so as to be interchangeable.

Enquiries Invited.

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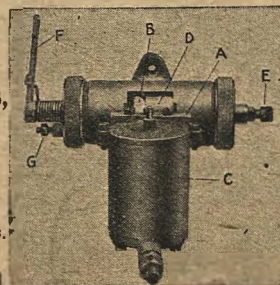


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will improve the running, increase the flexibility, and reduce the consumption of any cyclecar, no matter what make or date. OUR NEW CYCLECAR TYPE gives the finest results of any carburetter on the market.

A Satisfied User says: "I am convinced that the Polyrhoe principle is the best now on the market."
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GORDON'S

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WATER-COOLED MODEL, fitted **£135** with Oil Bath Chain Case. PRICE — all on.—

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Complete, ready for the road.

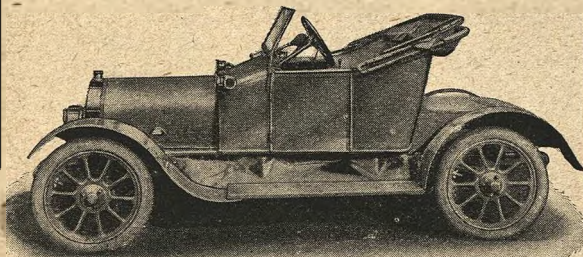
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Two First-Class Awards out of Seven.
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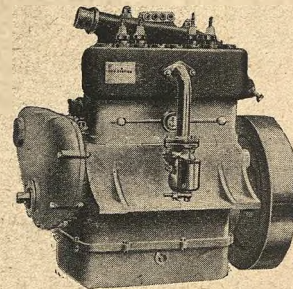
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We are now in a position to deliver 4 - cylinder

59 x 100 and 60 x 100
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The engines are produced in enormous quantities and consequently represent the best value obtainable.

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Equal in appearance and durability to the best leather.

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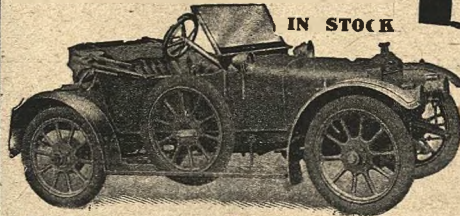
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When purchasing a Cyclecar your first consideration should be "Where can I get the best value for my outlay?"

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Singer
Light
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£195

G.W.K.	£150	A.C. SOCIABLE	75 Gns.
SWIFT	£140	A.C. LIGHT CAR	£175
SLINGER	£195	FORD RUNABOUT	£125
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Call it a "Light
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but don't fail to use

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best results. :: ::



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Write for
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The highest point
yet attained in mag-
neto construction.
Simple, durable
and *certain*. That
is why it has been
standardised on
various makes of cars,
cyclecars and motorcycles
"U.H." *Magnetos* never
give trouble, but ensure
the right spark at the
right moment all
the time.

'U.H.' MAGNETOS

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Phone: 517; Central, 2794 Hop. & 6 Warwick Row, Coventry.
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C.D.G.

A13

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OR
SECOND-HAND
LIGHT CARS, CYCLECARS,
ACCESSORIES FOR SALE AND
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Scale of charges with reduction for series, sent on application.

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

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

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

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A. C. SOCIABLE, fitted with hood, two electric side lamps, tail lamp, acetylene headlight, absolutely new back tyre, front tyre in grand condition, 35 guineas. This is £15 less than we allowed for this little car, which undoubtedly is the cheapest on offer in England to-day. Julian, Cyclecar Specialist, Biggest Dealer in the South, 84 Broad Street, Reading. Trade 75-631

A.-C. SOCIABLE, brand new last month, fitted with reverse gear, hood, screen, speedometer, extra front brakes, Liver-side non-skid, two acetylene headlights and car generator, 75 guineas, cost over 100. Matthews, Pawnbroker, West Croydon. Trade 74-765

A.-C. SOCIABLE, cost £100 last year, used for demonstration, thoroughly overhauled, repainted and upholstered, £70. Colmore Depot, John Bright Street, Birmingham. Trade 74-759

A.-C. SOCIABLES, comfortable, safe and economical. Colmore Depot, sole district agents Birmingham, Manchester and Liverpool. Trade 74-760

A.-C. SOCIABLE, 1913, fine private machine, 2200 only, completely fitted, new upholstery and special refinements, £65. Apply, "Innisfree," Pine Grove, Updown Hill, Windlesham, Surrey. 74-j961

A.-C. SOCIABLE, 1912, in practically new condition, just overhauled, hood, screen, front brakes, Lucas lamps, photograph on application, bargain, £50. Ashworth, Cloud, Congleton. 74-j969

A.-C. light car, £175 complete; Sociable 75 guineas; early delivery; demonstration runs arranged. Moon Bros, Sole Devon Agents, Duke Street, Plymouth. Trade 85-914

A.C.s from stock, on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-616

A.-C., four-cylinder car, £175. Colmore Depot, sole district agents Birmingham, Manchester and Liverpool. Trade 74-761

LIGHT CARS AND CYCLECARS FOR SALE
(continued).

A.-C., 10 h.p., two-seater, complete, immediate delivery, £175, unequalled allowance for your present car. Smith and Francis, 22 Pantons Street, Haymarket, S.W. Trade 74-732

A.-C. light car, immediate delivery from stock of 10 h.p. and 12 h.p. models. Bristol and District Agents, F. G. Cox and Co., Perry Road, Bristol. Trade 74-j980

ALLDAYS Midget, 1913 model, complete, all spares, excellent order, £98. P. J. Evans, John Bright Street, Birmingham. Trade 74-740

ALLDAYS light cars, immediate delivery of both two and four-cylinder models, £138 and £168 respectively. P. J. Evans, John Bright Street, Birmingham. Trade 74-744

AUTOCRAT light car. The best of all the light cars, acknowledged by all who have seen it to be The Autocrat, price 135 and 160 guineas, February delivery. We are the agents for Northumberland and Durham. E.G.S. Co., Newcastle-on-Tyne. Trade zzz-1

AUTOCRATS. Trial runs given. The finest light car. Large car in miniature. All refinements large car. See below.

AUTOCRATS. Two-cylinder, 135 guineas; four-cylinder, 160 guineas; De Luxe model, 175 guineas. The Deansgate Motor Co.

AUTOCRATS! Autocrats!! Autocrats!!! Lancashire, Yorkshire and Cheshire agents. Sub-agents required. The Deansgate Motor Co., Ltd., 265 Deansgate, Manchester. Trade 94-416

AUTOCRAT, four-cylinder. We have secured for Devon the agency for this wonderful little car; dust-proof enclosed transmission, ball bearings throughout, enclosed brakes, demonstration given, early delivery. Exeter Motor Cycle and Light Car Co., Ltd., Bath Road, Exeter. Trade zzz-2

AUTOCRAT, four-cylinder, 1914 model, now on view. Have you seen it? If not, do so at once. It is an Autocrat from bonnet to boot; immediate delivery; people are paying premiums for this little masterpiece, but our price is 160 guineas. Hurlin and Co., Ltd., Mare Street, Hackney, London. Trade zzz-3

AUTOCRAT. Immediate delivery of 9 h.p. twin motor. The Aristocrat of light cars, 135 guineas. Exeter Motor Cycle and Light Car Co., Ltd., 6 and 7 Bath Road, Exeter. Trade 74-778

AVERIES, 8-10 h.p., chassis 1913, list price with tyres (650 by 65), £135, offers. Ward and Mcntyre, 19 High Street, Kingston-on-Thames. Trade zzz-733

AVIETTE, the 4 h.p. monocoar of the day, long, racy and comfortable, £55.

AVIETTE, the miniature car everyone is buying. "The car made to measure," vide "Daily Express." 4 h.p., air or water cooled, £55 and £65.

AVIETTE, 5-6 h.p., two-seater miniature car, variable gear, differential back axle, comfortable body, £70.

AVIETTE, the team of miniature cars, air or water cooled, at prices to suit everyone. Send for lists and dates of delivery.

AVIETTE, the monocoar and sociable now being most talked about. Send for catalogues, Hurlin and Co., Ltd., The Aviette Manufacturers, 295 Mare Street, Hackney, Tel., Dalston 2989. Trade 74-750

BAYARD cyclecars, price £170, complete. For early delivery and full particulars, write to Harris's Garage, Slough. Sole agent for Berks and Bucks. Tel., 88 Slough. Trade 76-j988

BRITON light cars, 175 guineas, in stock, driving and mechanism taught gratis. Alfred Wastnag, Portland Court Garage, Great Portland Street, W. Trade 79-j870

BUCKINGHAMS. If you want something cheaper, the 8 h.p., single, water-cooled, at 108 guineas, hood and screen, or the 89 by 120, air-cooled, De Luxe, 98 guineas, or the 89 by 120, cheap model, at 85 guineas. Potter can supply quickly. Leicester Grove, Leeds. Trade 74-j976

BUCKINGHAM, one-cylinder, water-cooled model, in stock, for immediate delivery, 108 guineas, complete. G. N. Higgs, 31 Vauxhall Bridge Road, S.W. Trade 74-771

LIGHT CARS AND CYCLECARS FOR SALE (continued).

BUCKINGHAM. Want something faster and better? Why not invest in a 12 h.p. model, all complete, hood and screen, 120 guineas, every competitor astonished in the Westmorland hill-climb, speed terrific, easily first. Potter can supply identical car even faster. Leicester Grove, Leeds. Tel., 4046.

Trade 74-j975

BUCKINGHAM, latest 1914 model 12 h.p. water-cooled cyclecar, complete with hood, screens, lamps, tools, etc., special finish, spring seats, extra-large Kempshalls to rear wheels, speedometer, horn, etc. We are in the unique position of being able to offer delivery of this famous car from stock; very sporty and fast model; price, all complete and ready for the road, £133. Castle Motor Co., Ltd., Kildermunster. Trade zzz-291

BUCKINGHAM. Fast, comfortable, simple and reliable; trial by appointment. Berkshire agents, Fenton and Co., Thames Valley Works, Pangbourne. Trade 85-j477

CALCOTTS, from stock, on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-617

CALCOTT light car, 10.5 h.p., £185, immediate delivery, in stock, ready to drive away, we teach you to drive and deliver to your door free; call and have a free trial. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 75-j734

CALTHORPE Minors, 1914, in stock for immediate delivery, 160 guineas. Freeman, Oaks and Co., Ltd., The Motor House, Sheffield. Trade zzz-32

CALTHORPE. "The three essentials of the successful cyclecar are appearance, value for money and proved reliability, and hill-climbing," vide "The Cyclecar," 24th September. The Calthorpe has all three, and costs 160 guineas complete; in stock. County Motor and Cycle Co., Ltd., 15 Friar Street, Reading. Trade 97-47

CALTHORPE Minor, recognized as the best light car, two-seater, 160 guineas; special model, with dickey, 175 guineas; special wide body for three, 175 guineas; sporting model, £180; doctor's coupe, 200 guineas; two of the above models can only be obtained through the sole selling agents for London, Kent, Surrey, and Sussex; call and see them; having purchased 100 of these light cars, can give immediate delivery; trial runs at any time; catalogue on request. R. D. Storey, 118 Great Portland Street, W. Trade 85-58

CALTHORPE Minor, immediate delivery, £168. Baker Street Garage, Handsworth, Birmingham. Trade 74-j794

CALTHORPE Minor, 10 h.p., immediate delivery, complete, hood, screen, lamps, spare wheel, etc., 160 guineas; coupe, 200 guineas. P. J. Evans, John Bright Street, Birmingham. Trade 74-742

CALTHORPES, order now for early delivery. Sole district agents, Colmore Depot, Manchester and Liverpool. Trade 74-751

CALTHORPE Minor, 1914, delivered February, new condition, all accessories, many extras, list £171, any trial, £150. Light Car Agency, Daybrook, Nottingham. Trade 75-11

CALTHORPE Minor, show model, hood, screen, horn, acetylene headlamps, electric side and tail lamps, all tools, cost £172, accept £155. Harris, Dunchurch Road, Rugby. Trade 76-j966

CARDEN monocars, all models, early deliveries. Sole agents for Yorkshire, Benson's, 28 Meanwood Road, Leeds. Tel., 1103. Trade 89-a476

CASS, 1914. 10 h.p. 90 degrees water-cooled J.A.P., two-speed gear, wire wheels, two-seater, sporting body, with hood, screen, five lamps, clock, horn and complete equipment, as new, only used for demonstrating, cost £180, accept £130; exchanges, deferred payments, tuition free; ideal car for tourist or traveller. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road. Phone, 3624 Mayfair. Trade 74-j941

CHATER LEA, 1913, 8 h.p., air-cooled, three-speed, reverse, hood, screen, three lamps, tyres good, £85, tuition free. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road. Phone, 3624 Mayfair. Trade 74-j940

LIGHT CARS AND CYCLECARS FOR SALE (continued).

CHATER LEA-FAFNIR cyclecar, 6½ h.p., water-cooled, Bosch, B. and B., chain and Whittle belts, three-speed, Michelin tyres, roomy, streamline body, very comfortable and sporty, 50 m.p.g., £60 or near offer. 30 Ravenswood Road, Balham. 74-j989

CRESCENT, 1913, J.A.P. engine, 8 h.p., friction drive, with hood, screen, acetylene headlights, tail lamp, etc., in good order throughout, only been about 3500 miles, bargain, £57 10s Colmore Depot, John Bright Street, Birmingham. Trade 74-756

CRESCENT, 1913, 8 h.p., J.A.P., fitted with 1914 improvements, Rotax headlights, speedometer, clock, hood and screen, three spare tubes, just thoroughly overhauled at works, footboards inside of car and luggage platform covered in aluminium, perfect condition throughout, a bargain at £85. Burnett, Hodd and Co., Electra House, Finsbury Pavement, E.C. 74-j967

DAY-LEEDS, £150, complete, four-cylinder, detachable wheels, immediate delivery. Sole Midland Agents, Baker Street Garage, Handsworth, Birmingham. Phone 148 Northern. Trade 75-j971

D.E.W., 1914, cyclecars, £75, £85, £95, £115. Sole Yorkshire Agents. Trade supplied. Exchanges made. Motories, 16 Westgate, Halifax. Trade 74-j266

D.L. LIGHT car, four-cylinder, thermo-syphon, Bosch, three speed and reverse, gate change, absolutely silent, live axle, five detachable wheels, £150, complete. D. L. Motor Works, Motherwell. Trade 92-269

DUO car, 1913 model, guaranteed in first-class condition, fitted out complete with spare wheel and tyre, large headlights, horn and tools, any trial or examination allowed, £65. Guy Reynolds, Weymouth. Trade zzz-72

DUO, 8-10 h.p., 1913, shop soiled, magneto, torpedo body, £65 or offer. Groom and Slade, 7b Lower Belgrave Street, Victoria, London. Trade 74-735

DUO, 1913, 8 h.p., variable gear, hood, screen, three lamps, in excellent condition, £57 10s.; tuition free. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road. Phone, 3624 Mayfair. Trade 74-j942

DUO, in excellent condition, tyres as new, £50. Kerridges, Alton, Hants. Trade 74-j995

DUO, 1913, 8-10 h.p., guaranteed in first-class condition, hood, screen, lamps, spare tyre, insurance, cost £120 in June, a bargain, £65. Duo, 51 Petherton Road, Highbury, N. 74-121

ENFIELD Autolettes. Mansions Co., of London, stock them. "Made like a gun."

ENFIELD Autolettes. Mansions Co., of London, have in stock 8 h.p., two-cylinder, with two-seated streamline torpedo body, complete, £138. The greatest bargain ever offered.

ENFIELD Autolettes. Mansions Co., of London, have in stock 9 h.p., four-cylinder Enfield Autolette, fitted with streamline torpedo body, complete, ready to drive away, £158. May we give you a trial run?

ENFIELD Autolettes. "Made like a gun." The light car of conspicuous value; the best value ever offered. Mansions Motor Co., 78 York Street, Westminster, London, S.W. Phone, 4240 Victoria. Trade 74-728

ENFIELD Autolette, 1914, completely equipped, list £138, shop-soiled only, 10 per cent. reduction to clear, Colmore Depot, 49 John Bright Street, Birmingham. Trade 74-755

ENFIELD Autolettes, exchanges and deferred payments arranged. Colmore Depot, Birmingham. Trade 74-758

ENFIELD Autolette, 1913, two-cylinder, hood, screen, lamps, run less than 500 miles, new condition, £105. Sanders, Hitchin. Trade 75-762

ENFIELD Autolette, early delivery of two or four-cylinder models. Bristol and District Agents, F. G. Cox and Co., Perry Road, Bristol. Trade 74-j981

GLOBES, from stock, on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-615

LIGHT CARS AND CYCLECARS FOR SALE (continued).

G.N. Early deliveries 1914 models; domed wings, coach-finish, £107; trial runs from new works. G.N., Ltd., Albert Road, Bell Lane, Hendon. Trade 85-935

G.N., 1912-13, thoroughly overhauled, and in very good condition, lamps, horn, tools, etc., £47. 15 Hamilton Road, Ealing, W. 74-j992

G.N., 1913, "Hitchy Koo II," overhauled by us to the last nut, complete with three electric lamps, large battery in case, £66. G. N. Higgs, 31 Vauxhall Bridge Road, S.W. Trade 74-772

G.N., 1913 model, specially tuned, for reasonable offer, equipment includes spare wheel and tyre, lamps, horn, etc., smartly finished, reupholstered, a light, fast, reliable machine, practically no wear; can be seen at manufacturers' works, Hendon. Samuels, 19 Jessel House, Judd Street, Bloomsbury, W.C. 74-781

G.N., several last year's cyclecars to be sold cheap, painted any colour. G.N., Ltd., Etna Works, Albert Road, Bell Lane, Hendon. Trade 74-782

GORDON cyclecar, perfect order, ready for immediate use. Cycle, 58 Compton Street, E.C. Trade 75-686

G.W.K., 1914, all complete, £150, latest model, just arrived from the works, free trials, immediate delivery, we teach you to drive and deliver to your door free, our easy payments are the very lowest, try us. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 75-j730

G.W.K., 1914. G.W.K., 1914. This famous light car, latest model, in stock, immediate delivery, ready to drive away, no waiting, free trials, we teach you to drive and deliver to your door free, we can guarantee delivery now, or at any date if order booked now, price £150, also our easy payments are the very lowest, try us. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 75-j728

G.W.K., 1913, hood, screen, horn, five lamps, speedometer, heavy tyres, spare tubes and covers, tools, excellent condition, £105. Whetstone Garage, High Road, Whetstone, N. Tel., Barnet 332. 74-j763

G.W.K.s from stock, on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-614

G.W.K., G.W.K., G.W.K. Stewart and Ardern are specially appointed agents for this excellent cyclecar, and can always give immediate delivery from stock. Complete with hood, windscreen, lamps, and free tuition, £150. We specialize in colours to choice without extra charge. 18 Woodstock Street, Bond Street (off Oxford Street), London. Trade 95-179

G.W.K., 1914, latest model in stock for immediate delivery, trade supplied. Rey, 378 Euston Road, and 173 Great Portland Street, W. Trade 82-h294

G.W.K., immediate delivery, trade supplied, largest contractors. Sole Lancashire agents, Manchester Motor Supply Co., Oxford Street, Manchester. Trade 96-515

G.W.K. de luxe, with dicky seat, coach-finished body, metal screen, 150 guineas, complete. Motor Supply Co., Oxford Street, Manchester. Trade 96-516

G.W.K., 1914. Customer, having bought four-cylinder, will consider best offer for G.W.K., new from works. Box No. 2920, care of "The Light Car and Cyclecar." Trade 75-j296

G.W.K., brand new, Michelin tyres, speedometer, luggage shelf, special price to clear. Box No. 2915, care of "The Light Car and Cyclecar." 74-j307

G.W.K., 1913, nearly new tyres, Stepney wheel and spare tyre, large headlights cost £7, watch, speedometer, electric horn, in good condition, 100 guineas. This is several pounds less than we gave for this little car, which is the cheapest G.W.K. in England. Julian, 84 Broad Street, Reading, Cyclecar Specialist, Biggest Dealer in the South. Trade 75-632

G.W.K. 1914, shop-soiled model in stock, £145, complete. G.W.K. Bamford and Martin, Ltd., Callow Street, Fulham Road. Trade 74-737

G.W.K.s. G.W.K.s. 1914. Immediate delivery; exchanges and deferred payments; tuition free. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road. Phone, 3624 Mayfair. Trade 74-j949

LIGHT CARS AND CYCLECARS FOR SALE (continued).

G.W.K., 1913, 8 h.p., four-speed, reverse, hood, screen, speedometer, headlamps, side and tail lamps, tyres good, complete equipment, £110, tuition free. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road. Phone, 3624 Mayfair. Trade 74-j950

G.W.K., 1914, new condition, all usual accessories, cost £150, few weeks ago, any trial, £125. Light Car Agency, Daybrook, Nottingham. Trade 75-12

G.W.K., 1914, new, having ordered for April-will transfer delivery for £138 (£12 under list), hood, screen, horn, lamps, all accessories. Secretary, County Correspondence College, Mapperley Plains, Notts. 75-14

G.W.K., £150 complete, delivery from stock, trial arranged. Sole district agents, Exeter Motor Cycle and Light Car Co., Ltd., 6 and 7 Bath Road, Exeter. Trade 74-777

G.W.K., model A, in very good order, complete with headlamps, generator, hood, screen, and Stepney, £110. Exeter Motor Cycle and Light Car Co., Ltd., 6 and 7 Bath Road, Exeter. Trade 74-776

G.W.K., 1913, mileage 2000, thoroughly good order throughout, just overhauled by makers, carefully driven by owner, selling reason getting 1914 model, complete with hood, screen, two acetylene side lights and generator, tail light, Stepney and tyre (never used), speedometer, clock, mirror, horn, auxiliary hand control on steering wheel, exhaust whistle, extra air valve, extra heavy Rom tyres, spare inner tube, tools, £120. Addie, Suffolk House, Laurence Pountney Hill, E.C. 74-117

HILLMAN, the solid light car, the car of the future, £200. Sole agents, Manchester Motor Supply Co., Oxford Street, Manchester. Trade 96-518

HILLMAN, 9 h.p., complete, with Sankey wheels, torpedo body, Cape hood, screen, lamps, horn, etc., just arrived from works, ready to drive away, £200. Mansions Motor Co., 78 York Street, Westminster, London, S.W. Phone, 4240 Victoria. Trade 74-726

HILLMAN, 9.5, completely equipped with five lamps, five Sankey detachable wheels, 700 by 85 tyres, immediate delivery. £200, unequalled allowance for your present car. Smith and Francis, 22 Pantom Street, Haymarket, S.W. Trade 74-730

HORTSMAN, four-cylinder, £145, foot-starter from seat, many improvements: get catalogue. The Great Depot Motor Supply Co., Oxford Street, Manchester. Trade 96-511

HUMBERETTES. New 1914 water-cooled model actually in stock, fitted with lamp, horn, hood, screen, £135 complete; free trial runs; any old cycle, motorcycle or cyclecar taken in part payment. Very favourable easy terms arranged. We deliver free to your door, and give expert tuition in driving, overhauling, etc., free of charge; ideal small car for a lady. Julian, 84 Broad Street, Reading. Biggest cyclecar and motorcycle dealers in the South. Forty years reputation. Trade zzz-594

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

HUMBERETTE, 1913, in perfect condition, with hood, screen, speedometer, side lamps, and horn, a very big bargain, 80 guineas. Julian, 84 Broad Street, Reading. Trade zzz-179

HUMBERETTES, immediate deliveries of 1914 model from stock. Milne and Russell, Ltd., 72 High Street, Croydon. Trade 78-b474

HUMBERETTE, 1914, water-cooled, with hood, screen, lamps, etc., for immediate delivery, £135. H. Quartermaine's Garage, Woking. Trade zzz-320

HUMBERETTE, 1913, shop-soiled, with hood, screen, horn, and tools, like new, £85, any trial. Freeman, Oakes and Co., Devonshire Street, Sheffield. Trade zzz-321

HUMBERETTE, little used, excellent condition, latest model, many spares, complete, £85. Motor Supply Co., 29-31 Oxford Street, Manchester. Trade 96-513

HUMBERETTE, water-cooled, 1914, complete, £135. The Great Depot of the North, the Motor Supply Co., Oxford Street, Manchester. Trade 96-514

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

HUMBERETTES. William Betts, Ltd., 126-8 High Street, Wandsworth, and Wimbledon Hill Garage, S.W.

HUMBERETTE specialists. Wm. Betts, Ltd.

HUMBERETTES for immediate delivery. Wm. Betts, Ltd.

HUMBERETTES for £36 down, balance by instalments. Wm. Betts, Ltd.

HUMBERETTES. The largest contractors in the south are Wm. Betts, Ltd.

HUMBERETTES. Motorcycles taken in part exchange. Wm. Betts, Ltd.

HUMBERETTES. Trade supplied. Large or small quantities. William Betts, Ltd.

HUMBERETTES. Water-cooled, £135; air-cooled, £120 complete, from Wm. Betts, Ltd.

HUMBERETTES. William Betts, Ltd., 126-8 High Street, Wandsworth ('Phone, Putney 1698), and Wimbledon Hill Garage, S.W. ('Phone, Wimbledon 1167). Trade zzz-605

HUMBERETTE, 1914, water-cooled model, just arrived from the works, £135, free trials, immediate delivery, we teach you to drive and deliver to your door free, our easy payments are the very lowest, try us. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 75-j731

HUMBERETTE, 1914, latest air-cooled model, £120, new, in stock, for immediate delivery, driving taught free to purchaser. V. C. Badois, 68 High Street, Egham. Trade 74-j824

HUMBERETTE, 1913, 8 h.p., air-cooled, complete, excellent order, £85. P. J. Evans, John Bright Street, Birmingham.

Trade 74-738

HUMBERETTE, water-cooled model, brand new, chocolate finish, accept £125. P. J. Evans, John Bright Street, Birmingham.

Trade 74-739

HUMBERETTES. Deferred payments and exchanges arranged on exceptionally favourable terms. Colmore Depot, 49 John Bright Street, Birmingham.

Trade 74-754

HUMBERETTE, 1914, immediate delivery of all models; exchanges; deferred payments; tuition free. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road. 'Phone, 3624 Mayfair.

Trade 74-j947

HUMBERETTE, 1913½, late model, air-cooled, brown, full equipment, as new, run 1500 miles, £97 10s., tuition free. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road. 'Phone, 3624 Mayfair.

Trade 74-j948

HUMBERETTE, 1913, complete, hood, screen, horn, and unused Stepney wheel and cover, tyres unpunctured, splendid condition, £80. Ferguson and Batchelor, Perth.

Trade 74-j965

HUMBERETTE, 1914, water-cooled, complete, hood, screen, etc., not run 40 miles, owner gone abroad, absolute bargain, cost £135, accept £115. Surbiton Motor Works (adjoining Surbiton Station).

Trade 74-j990

HUMBERETTE, 1914 model, never been used, water-cooled, cost £135, take £117 10s., must sell. Box No. 3030, care of "The Light Car and Cyclecar."

75-16

HUMBERETTE, 1913, excellent condition, splendidly equipped, five Litanode electric lamps, Stepney, speedometer, extra air, recently overhauled by makers, £95, cost £160. Rev. Thorne, Oldenville, Stafford.

74-119

HUMBERETTE, hood, screen, lamps, etc., speedometer, clock, Stepney and further spare tyre, special petrol and oil carrier, boot, with rubber top, straps, other spares, £87. Iliff, Small House, North Road, Berkhamsted, Herts. 74-j22

KENDALL cyclecar, as new, 150 miles, hood, screen, brass fittings, J.A.P., 8 h.p., Bosch, two speed, chain belts, three brakes, four Continentals, £105, sacrifice £85, trial Birmingham. Kellow, Portmadoc.

Trade 77-g336

LAGONDA coupe, four-cylinder, 11 h.p., price £150. Particulars and delivery dates apply Taylor's, Ltd., 21a Store Street, Tottenham Court Road, W.C.

Trade zzz-371

METEORITE, 10 h.p., light cars, £175 complete, special patented body, three separate seats all under hood, £8 15s. extra, quickest deliveries from the officially appointed sole agents for Kent and Surrey. Redfield Motor and Garage Co., Earl's Court, London. 'Phone, Kensington 3925. Trade 74-j954

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORGAN, Grand Prix model, 100 guineas. Delivery in two weeks. Julian, 84 Broad Street, Reading. Biggest dealer in the South. 40 years reputation.

Trade zzz-435

MORGANS, all models in stock for immediate delivery, trade supplied. Key, 378 Euston Road, and 173 Great Portland Street, W.

Trade 82-h296

MORGANS. Send us your inquiries. Benson's, 28 Meanwood Road, Leeds. Tel., 1103.

Trade 89-a477

MORGAN, sporting model, for immediate delivery, complete with hood, screen, lamps, horn, upholstered back, heavy tyre on back wheel, extra large tyres on front, £104 15s.; free trial runs, old motorcycles or cyclecars taken in part payment; very favourable terms arranged. We deliver free to your door, and give expert tuition in driving and overhauling free of charge. Ideal small car for lady. Julian, Morgan specialist, 84 Broad Street, Reading. Biggest dealer in the South. 40 years reputation.

Trade zzz-434

MORGAN, Grand Prix model, just delivered, also Standard model. Sole Manchester agents, Motor Supply Co., Oxford Street, Manchester.

Trade 96-512

MORGANS. We are big contractors. Get our exchange or deferred payments quotations. It will pay you. Farrar's Motories, Halifax.

Trade 85-j817

MORGANS. Warren Lambert, sole agents for Surrey and Middlesex, sporting model actually in stock, fitted hood, screen, lamps, etc., price £102.

MORGANS. Warren Lambert. Grand Prix model for early delivery. Book now to secure, price £105, large tyres, £2 15s. extra.

MORGANS. Warren Lambert. Late 1912 Standard model, fitted hood, screen, lamps, speedometer, etc., special 90 by 85 engine, very hot, guaranteed do 50, engine just overhauled, price £75.

MORGANS. Warren Lambert. 1913 Standard model, fitted hood, screen, five lamps, speedometer, etc., just thoroughly overhauled at our works, price £75.

MORGANS. Warren Lambert. We are official repairers for S. England; bring your repairs to us; we know the Morgan from A to Z.

MORGANS. The Warren Lambert Engineering Co., Ltd., sole agents Surrey and Middlesex, Aldine Works, 142 Uxbridge Road, Shepherd's Bush, W. 'Phone, Park 2367.

Trade zzz-714

MORGAN, 8 h.p., monoco, with special air-cooled J.A.P. engine, will climb Kop Hill on top, ideal for commercial travellers, £65. Box No. 3012, care of "The Light Car and Cyclecar."

75-713

MORGANS. Order now for early delivery. Colmore Depot, Birmingham, Liverpool and Leicester.

Trade 74-752

MORGAN Runabouts. We can give early delivery of either model. Sole agents for Bristol and district, F. G. Cox and Co., Perry Road, Bristol.

Trade 74-j982

MORGAN Runabout, Grand Prix model No. 2, delivered December last, complete, Lucas headlamps (72s. 6d. each), Dietz generator (42s.), Smith's speedometer (95s.), excellent condition, machine cost complete £132, and has run 500 miles only, take £115. F. G. Cox and Co., Perry Road, Bristol.

Trade 74-j979

MORGANS. Now the fine weather is here, can I have the pleasure in supplying you with one of these no-trouble cyclecars from 85 guineas? Potter, Leicester Grove, Leeds. Tel., 4046.

Trade 74-j977

MORGAN, 1912, standard model, hood, screen, lamps, spares, etc., tyres as new, taken for debt, 55 guineas, trial given. 69 Greenside Road, Croydon.

74-j960

MORGAN, 1914. Immediate deliveries of all models Grand Prix one month; exchanges, deferred payments, tuition free, order early for quick delivery. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road. 'Phone, Mayfair 3624.

Trade 74-j946

MORGANS, from 85 guineas, early delivery from the sole district agents. Exeter Motor Cycle and Light Car Co., Ltd., 6 and 7 Bath Road, Exeter.

Trade 74-779

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

MORGAN, 1914, de luxe model, blue, two months old, hood, screen, lamps, speedometer, tyres, perfect condition, £107 10s.; tuition free. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road. 'Phone, 3624 Mayfair. Trade 74-j945

MORGAN-ADLER, 9 h.p., four-cylinder carette, gold medal, London-Exeter run, 26th December, 1913, after a thorough examination of this little car, I am convinced that it is a perfect miniature motor in every respect. I have therefore ordered several for early delivery. Will intending purchasers kindly communicate by letter for particulars and trial run, etc., J. R. Macfarlane, Bowood, Knowl Hill, Woking. Trade 82-177

MORRIS-OXFORD de luxe, 190 guineas, just taken delivery, secure immediately. The Great Depot, Motor Supply Co., Oxford Street, Manchester. Trade 96-509

MORRIS-OXFORD, sole agents for Surrey and parts of Sussex and Hampshire, the quality light car, best delivery dates, free tuition, etc. The Haslemere Motor Co., Ltd., Haslemere. 'Phone, 43. Trade zzz-261

MORRIS-OXFORD. Earliest deliveries, tuition free; motorcycles taken as part payment. Nightingale and Co., Agents, Crawley, Sussex. Trade 81-376

MORRIS-OXFORD, early delivery of 1914 models, tuition, etc., free, through the authorized agents. Wm. Rootes, 110 Week Street, Maidstone. Trade 85-28

MORRIS-OXFORD. For quick deliveries write to H. W. Cranham, Wholesale and Retail Agent, 221 Deansgate, Manchester. Trade 79-272

MORRIS-OXFORD, new September, 1913, wide body, full standard equipment, spare wheel and tyre, only used for demonstration purposes, exceptional bargain, £140, no exchanges. Taylor's Garage, King's Lynn. Trade 74-j175

MORRIS-OXFORD. Official agents for Liverpool, Birkenhead, Wirral, Chester districts, Trueman Motors, Trueman Street (off Dale Street), Liverpool. Trade 75-j341

MORRIS-OXFORD. Mansions Co., of London, can give immediate delivery of de luxe model, 190 guineas. Mansions Motor Co., 78 York Street, Westminster, London, S.W. 'Phone, 4240 Victoria. Trade 74-725

MORRIS-OXFORD, 10 h.p., immediate delivery, unequalled allowance for your present car. Smith and Francis, 22 Panton Street, Haymarket, S.W. Trade 74-734

MORRIS-OXFORD, the car de luxe, book now, early delivery. Colmore Depot, 49 John Bright Street, Birmingham. Trade 74-753

MORRIS-OXFORD, De Luxe model, buyer unable to take delivery on 1st May, will accept £195, list price £199 10s. Box No. 3031, care of "The Light Car and Cyclecar." 74-15

MORRIS-OXFORD, 1914, standard model, done only 2800, five Dunlop grooved tyres, all fittings, black nickel, guaranteed perfect, any trial, bought four-seater, no reasonable offer refused. Cobb, Lympe, Hythe. 74-j991

MORRIS-OXFORD, standard model, worth £180, owner buying large car, any trial given, £165. A. Bonser, Wesley House, Oxtou, Notts. 74-113

MORRIS-OXFORD, August, 1913, in perfect order, everything complete, very little used, owner abroad, buying larger car on return, £140, no offers. Apply, R. W. P. Hall, Portland House, Lancaster. 74-118

MORRIS-OXFORD, 10 h.p., 1914 Model de Luxe, immediate delivery from stock. Vivian Hardie, Ltd., 10 Upper St. Martin's Lane, W.C. Trade 74-780

PERRY, miniature, substantial, and good, marvellous value, 140 guineas, secure before Easter. Sole agents, Motor Supply Co., Oxford Street, Manchester. Trade 96-519

PERRY light car, delivery from stock of two-cylinder model. Sole agents Bristol and district, F. G. Cox and Co., Perry Road, Bristol. Trade 74-j983

PERRY light cars, trial runs arranged; also Humberette, Morgan, and Marlborough. Turpins, 22 and 29 Preston Road, Brighton. Trade 99-j999

PERRY light car, immediate delivery from sole Birmingham and district agent, 140 guineas; coupe, 170 guineas. P. J. Evans, John Bright Street, Birmingham. Trade 74-741

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

PERRY light cars. Delivery of the famous 1914 Perry light car from stock, early in February, free trial runs, very favourable easy terms arranged; any old cycle, motorcycle or cyclecar taken in part payment; we give expert tuition in driving or overhauling, etc., free of charge. Julian, Perry Specialist, 84 Broad Street, Reading. Biggest motorcycle and cyclecar dealers in the South. Forty years reputation. Trade zzz-180

PHANOMOBILE, 8 h.p., two-speed, Bosch magneto, Amac, four-seater, hood, three lamps, full equipment, tyres good, just overhauled, very fast, exchange, deferred payments, tuition free, £67 10s. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road. 'Phone, 3624 Mayfair. Trade 74-j944

SABELLA, 8-10, J.A.P., perfect condition, practically new, all accessories, expert examination invited, £65, seen after 6 p.m. 56 Cawley Road, Victoria Park Road, South Hackney, N.E. 74-j956

SINGER, 10 h.p., with dynamo lighting set, from stock, now waiting. 'Phone, 284 Hammersmith. Elsee's Garage, 137 High Road, Chiswick, London. Trade 80-160

SINGERS, from stock, on deferred terms; write for Buyers' Guide. Harrods Ltd., Brompton Road, S.W. Trade zzz-612

SINGERS. New 1914 model de luxe, actually in stock, fitted with hood, screen, dynamo electric lamps, horn, spare wheel and tyre, 195 guineas complete. Free trial runs. Any old cycle, motorcycle or cyclecar taken in part payment; very favourable easy terms arranged. We deliver free to your door, and give expert tuition in driving or overhauling, etc., free of charge. Ideal small car for a lady. Julian, Singer Specialist, 84 Broad Street, Reading. Biggest cyclecar and motorcycle dealers in the South. Forty years' reputation. Trade zzz-595

SINGER, Singer, Singer. Immediately delivery from stock, with or without lighting set. Welch and Co., Ltd., The Redcliffe Garage, Bristol. Trade 82-497

SINGER light cars, 1914, 10 h.p., with all latest improvements, splendid delivery dates open. Deliveries coming through at the rate of a car per week up to 14th August. A. I. Greenwood, 39 and 41 Guildford Street, and Fairfax House, 11 Woodhouse Lane, Leeds. Trade zzz-786

SINGERS, Singers, immediate delivery, tuition, etc., free, through the Sole Kentish Agents, Wm. Rootes, 110 Week Street, Maidstone, and Hawkhurst. Trade 74-271

SINGER light cars. These can be seen, tried and purchased at W. E. Clark and Co.'s, Doncaster. Appointments solicited. Trade 78-161

SINGER light cars. "The little cars with a lot of luxury." Delivered to your door, £195, or with dynamo lighting set 195 guineas. Sole district agent, Alfred E. Paterson, 31 Leigh Road, Eastleigh, and 164 Shirley Road, Southampton. Trade 78-b538

SINGER light car, 1914, with dynamo lighting outfit, complete, immediate delivery, 195 guineas. Bailey, 85 Great Portland Street, W. Trade zzz-281

SINGER light car, 10 h.p., 1914, immediate delivery, trade supplied. Rey, 378 Euston Road, and 173 Great Portland Street, W. Trade 82-h293

SINGER, 1914, electric lighting model, list price £204 15s., customer has bought four-seater, new from works, offers. Box No. 2921, care of "The Light Car and Cyclecar." Trade 75-j297

SINGER, with dynamo lighting set; also coupe, latest model; secure immediately. The Great Depot Motor Supply Co., Oxford Street, Manchester. Trade 96-517

SINGER light car, 1914, with dynamo lighting outfit, all complete with hood, screen, spare wheel, and tyre, horn outfit, tools, etc., just arrived from the works £204 15s., in stock, immediate delivery now, free trials; we teach you to drive and deliver to your house free. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 75-j729

SINGER light cars. Mansions Co., of London, have for immediate delivery the latest model, just arrived from works, with dynamo lighting outfit, hood, screen, etc., all complete, special finish, ready to drive away, 195 guineas. Mansions Motor Co., 78 York Street, Westminster, London, S.W. 'Phone, 4240 Victoria. Trade 74-727

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

SINGER, 10 h.p., complete, £195, immediate delivery, unequalled allowance for your present car. Smith and Francis, 22 Panton Street, Haymarket, S.W. Trade 74-733

SINGER. Notice the wonderful performance this car puts up in trials, then purchase from the recognised experts, Bamford and Martin, Ltd., Callow Street, Fulham Road, Kensington 3920. Trade 74-736

SINGERS. Exchanges and deferred payments arranged, immediate delivery. Colmore Depot, 49 John Bright Street, Birmingham. Trade 74-757

SINGER, 1913, four-cylinder, 10 h.p., three-speed, reverse, hood, screen, lamps, tools, colour green, tyres good, £145; tuition free. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road. Phone, 3624 Mayfair. Trade 74-1951

SINGER light car, with five electric lamps and dynamo, dickey seat, steel-studded tyre and all spares, satisfactory reasons for selling, any reasonable trial given, in perfect condition, £185. The Yews, Woodborough, Notts. 74-112

SIRON. Immediate deliveries of these excellent light cars. SIRON. 200 guineas, complete, ready for the road; write SIRON. for specification and arrange a trial run. Iver SIRON. McKay, 20 Little Welbeck Street. Telephone, SIRON. 5156 Mayfair. Trade 79-235

STANDARDS. 1914 model of the famous Standard light car actually in stock. Free trial runs. Any old cycle, motor-cycle or cyclecar taken in part payment. Very favourable easy terms arranged. We deliver free to your door, and give expert tuition in driving or overhauling, etc., free of charge. Ideal small car for a lady. Julian, Standard Specialist, 84 Broad Street, Reading. Biggest cyclecar and motorcycle dealers in the South. Forty years' reputation. Trade zzz-597

STANDARD 9.5 two-seaters, £195 complete, in stock, purchasers taught driving and mechanism gratis. Alfred Wastnag, Park Crescent Mews, Great Portland Street, W. Gerard 2857. Trade 88-530

STANDARD, with dickey seat, perfect miniature light car, £198. Sole Manchester agents, Motor Supply Co., Oxford Street, Manchester. Trade 96-520

STANDARD, £195, complete, delivery from stock. Baker Street Garage, Handsworth, Birmingham. Phone. 148 Northern. Trade 74-j793

STANDARD, 9.5 h.p., immediate delivery of the Standard light car, £195 complete, can be obtained from the sole London agents, the Pytchley Autocar Co., Ltd., 216 Great Portland Street, W. Trade 76-711

STANDARD, the aristocrat of light cars, delivery from stock, sole Birmingham and district agent, £195. P. J. Evans, John Bright Street, Birmingham. Trade 74-743

STANDARD, 9.5, completely equipped, £195, immediate delivery, unequalled allowance for your present car. Smith and Francis, 22 Panton Street, Haymarket, S.W. Trade 74-731

STANDARD, 9.5 h.p., delivery from stock, fully equipped as advertised or demonstration car, extra equipment, done 300 miles, slightly reduced price. Sole agents, Griffith Garage, Bath. Trade 74-j996

SWIFT cyclecars, 1914, complete, £140, in stock for immediate delivery. Freeman, Oakes and Co., Ltd., The Motor House, Sheffield. Trade zzz-31

SWIFT cyclecars, for actual delivery ex stock, exchanges or deferred payments. Maude's Motor Mart, 136 Great Portland Street, London, W. Trade 76-a436

SWIFT, £140, delivery from stock; also Perry, £147; Humberette, £135. The Great Depot Motor Supply Co., Oxford Street, Manchester. Trade 96-510

SWIFT cyclecars for West Herts, in stock; trial and tuition to purchaser free. Pemsel and Wilson, Ltd., Apsley End, Hemel Hempstead. Telephone, 20 Boxmoor. Trade zzz-597

SWIFT, 1914, must sell for private reasons, perfectly new, have not yet taken delivery, cost £140, offers. Box No. 3009, care of "The Light Car and Cyclecar." Trade 76-j832

SWIFT, 7 h.p., 1914 model, just delivered, absolutely new, £130 for quick sale, purchaser unable to take delivery. Apply to Tucker, Motor Works, Watford. 74-j827

SWIFT cyclecars, immediate delivery, splendid value, £140, all on, exchanges or deferred payments. Farrar's Motories, Hopwood Lane, Halifax. Trade 85-j816

SWIFT 1914 light car, £140, fully equipped, latest model, just arrived from the works, free trials, immediate delivery; our easy payments are the very lowest; we teach you to drive and deliver to your door free. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 75-j732

SWIFT light car, just come in, £140, write for best cash, deferred, or exchange terms. The Motor Mart Co., Old Lancaster Road, Morecambe. Trade 75-745

SWIFT, 1914, new, hood, screen, lamps, all accessories, £128 or best offer. Munks, Japonica House, Hickling, Melton Mowbray. 75-13

SWIFT, just new from makers, Stepney, complete, three grooved tyres, snubbers, spares, £134, would exchange for 1913 four-seater. Dyas, The Park, Quatt, Shropshire. 74-j993

SWIFT light car, £140, in stock. Baker Street Garage, Handsworth, Birmingham. Phone 148 Northern. Trade 75-j970

VIOLETTE cyclecar, fully equipped, in first-class order, magneto ignition, four and reverse, hood, screen, good tyres and spares, £38 lowest; seen any weekday and trial run given. 76 Vassall Road, Brixton. 74-110

WARNE, 1913, two-speed, 8 h.p., variable gear, belt drive, two new tyres, hood, screen, lamps, etc., colour buff, unscratched, tuition free, £65, exchanges and deferred payments. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road. Phone, 3624 Mayfair. Trade 74-j943

WARNE, two, 1913 type, 8 h.p. J.A.P. One new, for quick sale, £90; one used for demonstration purposes, £70; splendid cars, both ready for road. A. T. W., Pearsall Warne, Ltd., Letchworth, Herts. Trade 74-773

WARNE light cars, 1914 model, 9-12 h.p., water-cooled, shaft drive, standard, £135; family car for two adults and three children, £155; send for catalogue. A. T. W., Pearsall Warne, Ltd., Letchworth, Herts. Trade 74-774

ZEBRAS, from stock, on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-613

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GUY-REYNOLDS, Weymouth. Singer light cars in stock. GUY-REYNOLDS, Weymouth. Perry light cars in stock.

GUY-REYNOLDS, Weymouth. Hillman light cars in stock. GUY-REYNOLDS, Weymouth. Morgan runabouts in stock. GUY-REYNOLDS, Weymouth, are Sole Agents for Dorset for above, and can guarantee delivery from stock. Trade zzz-19

IMMEDIATE delivery, no waiting, Calthorpes, Singers, Morgans, Humberettes, Perrys, Swifts, G.W.K.s, Hillman, Ford, Belsize, and A.-C. Trade supplied. Hitchens, Ltd., Morecambe. Trade zzz-619

PERRY, Swift, and Humberettes, 1914 models, for immediate delivery, trade supplied. Rey, 378 Euston Road, and 173 Great Portland Street, W. Trade 82-h295

BRIGHTON, Perry, Humberette, Morgan, Marlborough. Trial runs given. Easy terms arranged. Turpin, 22 and 29 Preston Road. Trade 82-622

G.W.K. and Calthorpe, 1914 models, from stock, trial runs arranged, we quote liberal exchanges. Motories, 16 Westgate, Halifax. Trade 74-j264

EARLIEST deliveries of Morris-Oxfords, Humberettes, Perrys, Morgans, and Fords. Largest Agents in Cambridgeshire. King and Harper, Bridge Street, Cambridge. Trade 84-j304

LIGHT cars or cyclecars for immediate delivery of 1914 models of Singer, G.W.K., Swift, Calcott, water-cooled or air-cooled Humberettes; call or write; our easy payments are the very lowest, try us; trade supplied. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 75-j733

SPORTING cyclecar, 8 h.p., J.A.P., twin, a.c., three speeds, sociable, starts from seat, run 1200 miles, perfect order, £40. Craigmore, Stockport Road, Timperley. 74-j748

SINGERS, Swifts, Perrys, Fords, G.W.K., and A.-C., immediate delivery; can be seen and tried. Tuition free at Rey's, 378-384 Euston Road, London. Trade 85-692

TO THE READER

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

MISCELLANEOUS LIGHT CARS AND CYCLECARS
(continued).

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PALMER'S Garage, Tooting. If you want to buy, sell or exchange a cyclecar or motorcycle, you cannot do better than write or call at

PALMER'S Garage, Tooting, who have the following light cars and cyclecars available at very low prices. Trial run with pleasure. Call and inspect.

PALMER'S Garage, Tooting. 8-10 h.p. Sociable cyclecar, G.N. type J.A.P., two speeds, torpedo body, hood and screen, fast, £50.

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PALMER'S Garage, Tooting. 8-10 h.p. G.W.K., 1913, hood and screen, fully equipped, as new, £120.

PALMER'S Garage, Tooting. 8-10 h.p. Bedelia racer, winner Grand Prix Le Mans, 1912, in new condition, just repainted, latest Alterno ignition, sporty, £65.

PALMER'S Garage, Tooting. 8 h.p. Warne sociable, late model, hood and screen, J.A.P. engine, torpedo body, magneto, variable pulleys, £70.

PALMER'S Garage, Tooting. 10 h.p., 1913, sociable Matchless, torpedo body, hood and screen, two speeds, nice order, £80.

PALMER'S Garage, Tooting. 8 h.p. Darracq, small four-seater, hood and screen, equally reliable as many cyclecars, economical, bargain, £35.

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PALMER'S Garage, Tooting. 10-12 h.p., 1913, Belsize light J.A.P., hood, screen, electric lamps, fully equipped, bargain, £185.

PALMER'S Garage, Tooting. 4½ h.p. Bedelia, late model, £30; 8-10 h.p. Bedelia, 1913, streamline body, hood and screen, £85.

PALMER'S Garage, Tooting. 8-10 h.p. Duo sociable, two-cylinder J.A.P., specially fitted, recently repainted and overhauled, £90.

PALMER'S Garage, Tooting. 12 h.p. Briton light car, four-cylinder torpedo body, gate change, hood and screen, very smart, £130.

PALMER'S Garage, Tooting. 12 h.p. Sizaire sporting two-seater, magneto, dickey behind, hood and screen, cheap, £65; also 9 h.p. Sizaire, two-seater, £35.

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Trade 74-766

MISCELLANEOUS LIGHT CARS AND CYCLECARS
(continued).

HUMBERETTE, 1913, with 1914 improvement by makers, Stepney and spares. Any trial. £87, Manchester district, private. Address, Box No. 2923, care of "The Light Car and Cyclecar." 74-839

CASS'S. Perry, immediate delivery all models.

CASS'S. G.W.K., immediate delivery all models.

CASS'S. Humberette, immediate delivery all models.

CASS'S. Singer, immediate delivery all models.

CASS'S. Swift, immediate delivery all models.

CASS'S. Calthorpe, immediate delivery all models.

CASS'S. A.-C.s, immediate delivery all models.

CASS'S. Morgan, immediate delivery all models.

CASS'S. Car and Cyclecar Specialists, 5 Warren Street, Euston Road, W. 'Phone, 5624 Mayfair. Trade 74-j953

CYCLECAR, Sociable, dickey seat, Rex, 7.5, 1913, three and reverse, shaft drive, hood, screen, headlights and three lamps, generator, brand new, cost £120, £50 or offer; also chain differential with hubs, front axle and steering heads, wheels fitted, Bowden brakes, plain axle and wheels, sacrifice. Hollinghurst, Parkstone Avenue, Hornchurch, Essex. 74-j998

HURLIN and Co., Ltd., the North-East London Exchange Specialists, offer the following selected bargains from their stock:—

A.-C. SOCIABLE, complete, hood, screen, lamps, all in first-class condition, as new, £50.

DUO, brand-new model, twin J.A.P. engine, two-seater, body complete with hood and screen, bargain, £97, guaranteed.

HURLIN and Co., Ltd., offer special cyclecar, built to order for client now taking delivery of larger car, cost £130, five detachable wheels (wire), sporting, long bonnet and body, twin 8-10 J.A.P. water-cooled engine, electric light, hood, screen, and speedometer, clearance price £100.

RILEY, 9 h.p., cheap, suitable two-seater for good conversion to light car or cyclecar, £45. Write for list of others.

HURLIN and Co., Ltd., 295 Mare Street, Hackney. Tel., Dalston 2989. Trade 74-746

HURLIN and Co., Ltd., the North-East London Exchange Specialists, offer the following selected bargains from their stock for sale or exchange:

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HURLIN and Co. Ltd., offer special cyclecar, built to order for client now taking delivery of larger car, described in "The Light Car and Cyclecar" a few weeks ago, cost £130, fitted with five detachable wire wheels, sporting, long bonnet and body, twin 8-10 J.A.P. water-cooled engine, electric light, hood, screen, and speedometer, clearance price £100.

RILEY, 9 h.p., cheap, suitable two-seater for good conversion to light car or cyclecar, £45. Write for lists of others.

HURLIN and Co., Ltd., the Reasonable Specialists, 295 Mare Street, Hackney, N.E. Telephone, Dalston 2989. Trade 74-749

MORGAN type cyclecar, 8-10 h.p., Simms magneto, new Senspray carburetter, disc wheels, sporting streamline sociable, electric tail, oil side and acetylene headlamp, tools, very fast, long outside exhaust pipe, hood, grey enamel, crimson upholstery, £60. Learmouth, Horndean, Hants. 74-763

MONOCAR, 2½ h.p., three speeds, belt drive, light and strong, £20, photo. Alfred Drake, Sutton, Ely. Trade 71-111

HIGGS. G.W.K., immediate delivery.

HIGGS. Singer, immediate delivery.

HIGGS. Swift, immediate delivery.

HIGGS. Humberette, immediate delivery.

HIGGS. Buckingham, in three weeks.

HIGGS. Lagonda, in May.

HIGGS. Exchanges entertained. 31 Vauxhall Bridge Road, Victoria, S.W. Trade 74-767

CARS, QUADCARS, MOTORCYCLES, TRICARS, Etc.

(Readers are referred to the advertisement columns of "Motor Cycling" for second-hand motorcycles, tricars, etc., and to "The Motor" for advertisements of second-hand cars. Both journals are published on Tuesdays—1d.)

FORDS. We are now booking orders for 1914 Fords. Price, four-seater, £135. Price, two-seater, £125 complete. Free trial runs. Any old cycle, motorcycle, or cyclecar taken in part payment. Very favourable easy terms arranged. Julian, Ford Specialist, 84 Broad Street, Reading. Biggest cyclecar and motorcycle dealers in the South. Forty years reputation.

Trade zzz-598

CARS, QUADCARS, MOTORCYCLES, TRICARS, Etc.
(Continued).

10-12 h.p. HUMBER, four-seater, in excellent condition, nicely fitted up, £45, any trial. Freeman, Oakes, Devonshire Street, Sheffield. Trade zzz-323

8-10 h.p. SALMON, two-seated torpedo, by Holmes, hood and screen, flange wheels, three lamps and horn, in good condition, £110, any trial. Freeman, Oakes, Devonshire Street, Sheffield. Trade zzz-324

15 h.p. FOUR-SEAT Flanders, complete, in excellent order, £100. Freeman Oakes, Devonshire Street, Sheffield. Trade zzz-645

PHENIX, 8 h.p., dual ignition, double windscreen, hood, five lamps, side doors, excellent condition, perfectly sound, 40 to gallon, £50. Smith, Main Road, Windermere. Trade 75-j978

JACKSON, 9 h.p., two-seater, painted grey, upholstered blue leather, new B. and B. carburetter, new magneto ignition, speedometer, horn, two side and one tail lamp, recently overhauled, in thorough good order, £45, cash. Chayne, 16 Trevor Square, S.W. 74-j955

FORD car, five-seater, 1913, all new tyres, Bosch magneto fitted, also drip-feed lubrication, and Stepney with tyre, in very good order, accept £95, no offers. Exeter Motor Cycle and Light Car Co., Ltd., 6 and 7 Bath Road, Exeter. Trade 74-775

NICE little 6 h.p. tricars, Rexette, £28, selling through ill-health, thorough running order guaranteed, tyres excellent, trial with pleasure. 18 Kingsley Road, Greenbank, Bristol. 74-116

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CONTRAST cyclecar components, strong light. We give you a favourable Contrast in prices and quality; a trial order will convince you. Channelled steel frames filled with ash, complete with springs, £3 17s. 6d.; front axle with spring lugs, ball-bearing steering heads and hubs, £2 17s. 6d.; rear axle ditto, £1 14s. 6d.; pair of wheels built on to axles, 13s. extra; adjustable steering column, 15 in. wheel (cable or direct), £1 15s.; countershaft, adjustable or differential, for belt drive, brake sets, from £1 6s.; complete friction sets, £15; 10-g. spokes, screwed, 3s. gross; rims, engines, etc. Denby and Co., Ltd., Contrast Works, Ilkley, Yorks. Trade zzz-508

ENGINES for cyclecars. Write for full particulars of four-cylinder 1098 c.c. S.A.B. engine; special quotations to the trade. S.A.B. Engine Co., Aston Road, Birmingham. Trade zzz-980

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NEW, guaranteed worm-driven back axles, suitable for cars up to 12 cwt., 4 ft. track, complete with hubs, price £24 cash; also radiators at clearance prices. Turners, Lever Street, Wolverhampton. Trade zzz-43

MIDDLESEX Engineering Works for brass, gunmetal, and aluminium castings, machine and experimental work to client's specifications, car overhauls. 190 Hanworth Road, Hounslow. Trade 75-258

LIGHT car components. We manufacture clutches, three-speed gearboxes, couplings, back axles (bevel drive). Timms, Motor Engineering Works, Elysium Street, Fulham. Trade 74-335

CYCLECAR chassis mounted on wheels, comprising pressed-steel frame, springs, front axle, worm and sector car steering with all connections, worm-driven back axle, guaranteed new and perfect, price to clear £50. Turner, Lever Street, Wolverhampton. Trade zzz-245

WALL tri-carriages, parcelcars, Roc gears, component parts, cycles built to specifications. Scarlett and Hodkin, Plymouth Grove West, Manchester. Trade 89-463

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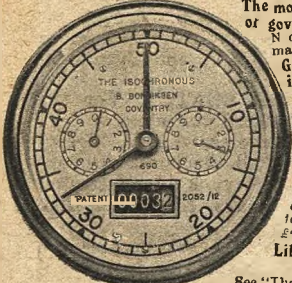


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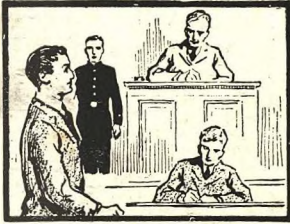
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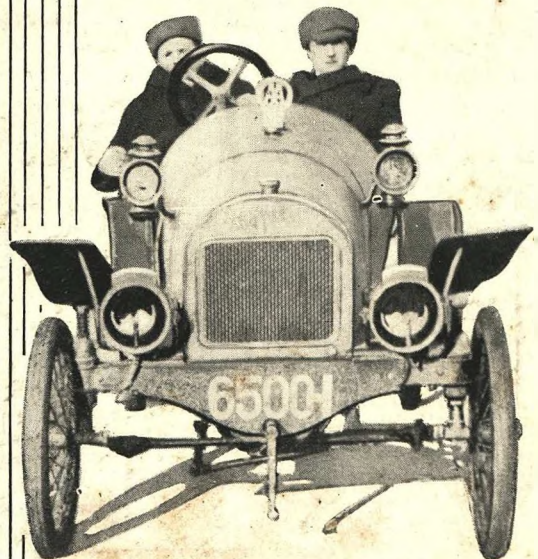
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WHEN WRITING TO ADVERTISERS PLEASE MENTION "THE LIGHT CAR AND CYCLECAR."

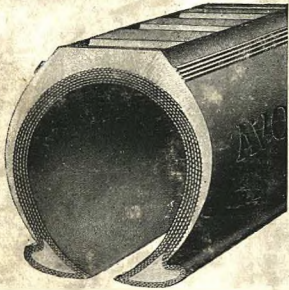
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90 GNS.

WITH SPORTING TYPE
TWO-SEATER
ALPHONSE XIII BODY.



AVON

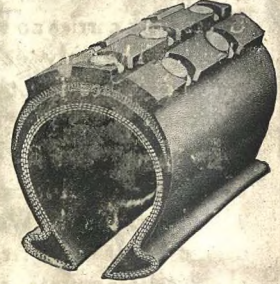


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(rubber anti-skid).

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Tube ...		9	3
700 x 75 or 80 ...	2	2	6
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