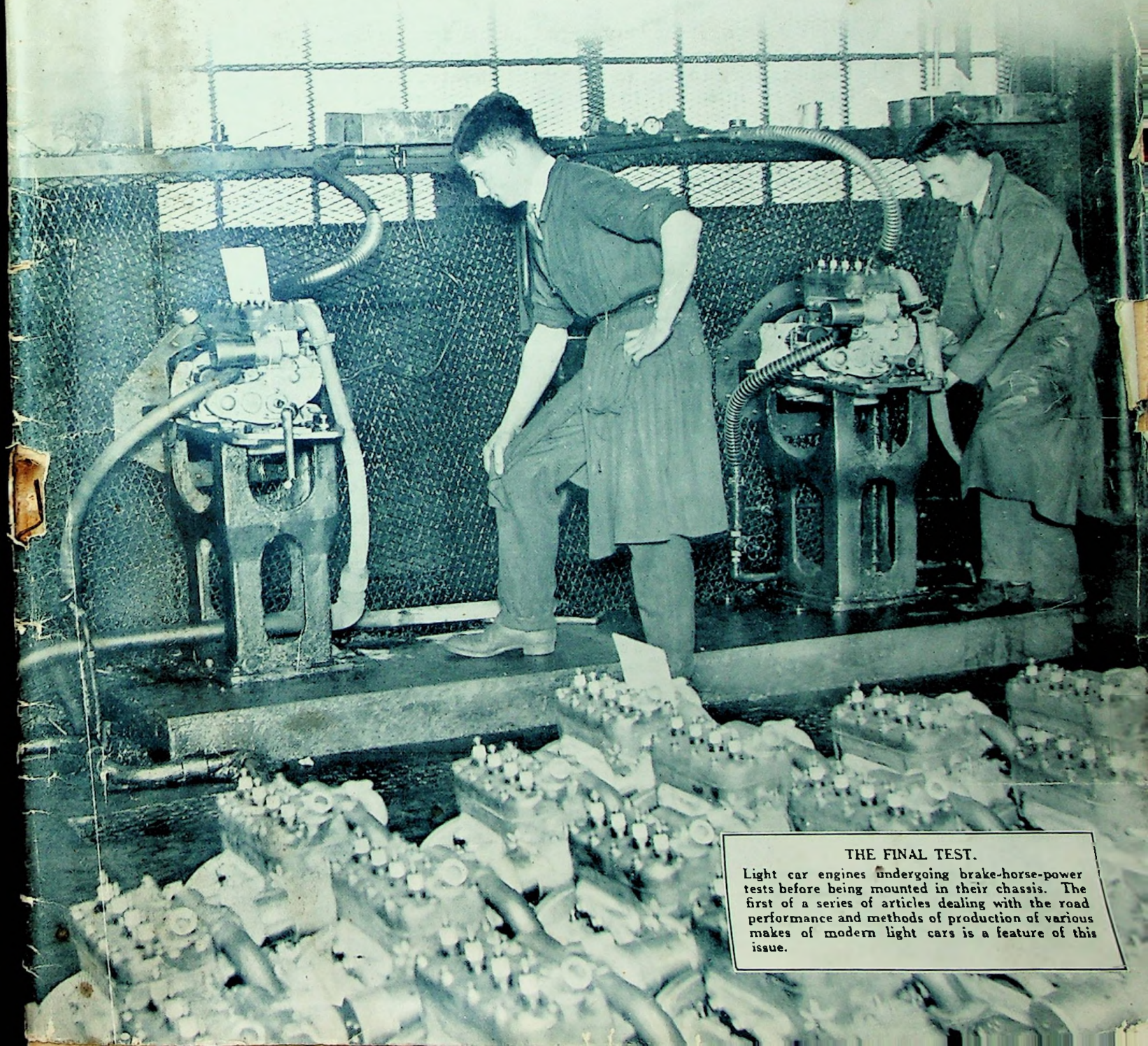


The Light Car and Cyclecar

Founded 1912
The only Small Car Journal

3rd

Vol. XXVII No. 679
Friday Nov. 27, 1925
*Registered at the GPO
as a Newspaper*



THE FINAL TEST.

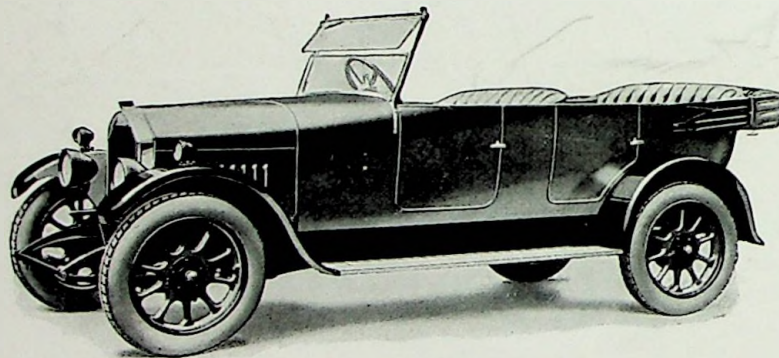
Light car engines undergoing brake-horse-power tests before being mounted in their chassis. The first of a series of articles dealing with the road performance and methods of production of various makes of modern light cars is a feature of this issue.

Humber

Commended and Recommended.

WHY? Because the very name Humber denotes Reliability in motoring—the Reliability that stands for everything that is necessary to secure that unadulterated pleasure that motoring is intended to provide. Amplitude of power, pleasing acceleration, cleanliness, accessibility, ease of control and economy of upkeep.

WHEN you purchase a Humber you purchase a car that is going to be your reliable travelling companion for a very extensive number of years. The second-hand value of a Humber conclusively proves this.



The 9/20 h.p. 4-seater Tourer. Dunlop Tyres.

HUMBER LIMITED, COVENTRY

LONDON—West End Showrooms: 94, New Bond Street, W.1.

Export Branch Office: 32, Holborn Viaduct, E.C.1.

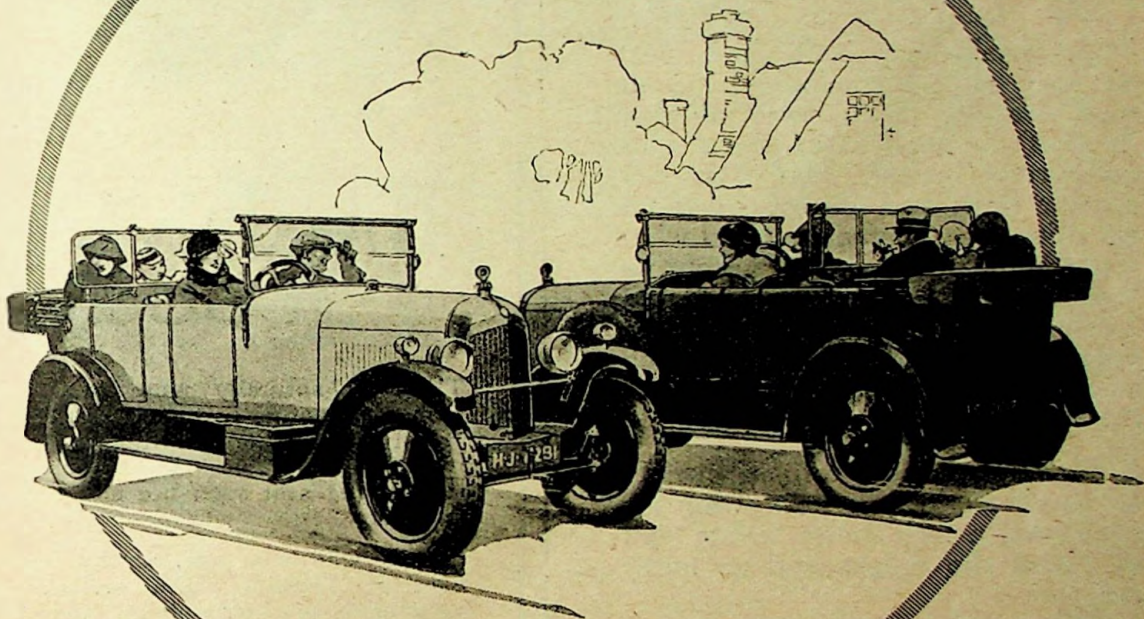
Repair Works and Service Depot: Canterbury Road, Kilburn, N.W.6.

AUSTRALASIA: South British Building, O'Connell Street, Sydney, N.S.W.

Intending Purchasers from abroad will obtain full information regarding shipment of models to all parts of the World from our Export Branch Office.

CITROËN

11.4 H.P.
ENGLISH BODY
4 SEATER



£210

200,000 Citroëns in Service

The English Body 4-seater is a full-sized, amply-powered touring car with equipment surpassing that of any car of its class.

Send for Citroën Book 18.

CITROËN CARS, LTD., Citroën Building, Brook Green, Hammermith, W.6.
Showrooms: 60, Piccadilly, W.1



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

K336

A1

LITTLE STORIES OF SATISFACTION



"I'm glad I got a Singer"

"Comfortable car, isn't she? Just as cosy as an armchair by your own fireside. And with all her comfort and good looks, she practically runs herself. Had her over a year now, and she's needed no attention from anybody. And what a climber! We've just been touring through Devon and Cornwall, and I felt all the time that the car was enjoying the stiff climbs as much as I was. Quite an exception to have to change down on a Singer."

A Singer owner is a *satisfied* owner; he wants nothing better. May we send you a little book telling you all about the Singer and its latest models?

SINGER

The Car that Looks After Itself

1926 MODELS and PRICES

(Including Four Wheel Brakes in every case)

10-26 H.P. SALOON
Limousine Body fully
enclosed with 4 doors
and 6 windows.

£280

Other Models:

"DeLuxe" 2-seater £225

"DeLuxe" 4-seater £225

Instalment Payments
arranged for all Singer
Models.

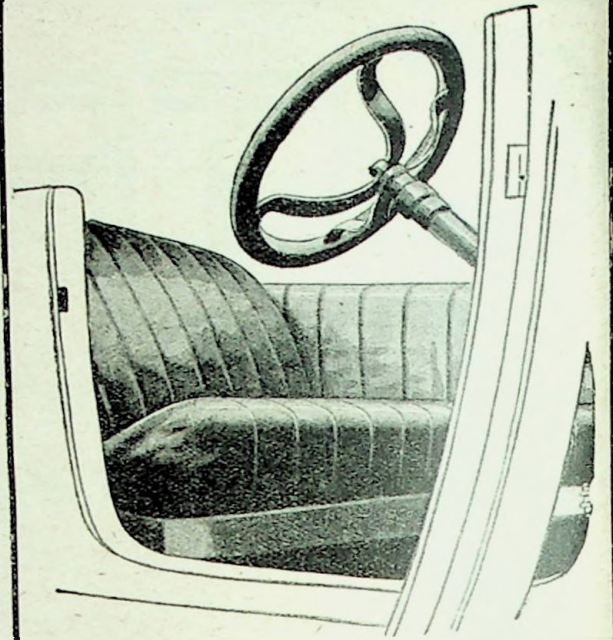
SINGER & CO., LTD., COVENTRY

London Showrooms and Distributors for the London Area:

202 GREAT PORTLAND STREET, W.1

(Phone: Museum 8666.)

3



The driving seat!

There is naturally more wear here than on any other part of the upholstery—and unless the covering fabric is remarkably durable and easily cleaned, the driving seat soon becomes shabby and dirty.

Owners who have had lengthy experience of "Rexine" Leathercloth are unanimous in their opinion that this is the finest material—not merely because of its hard-wearing qualities, but also because it will not stain or fade, and is absolutely waterproof.

There are special grains and colourings—exact reproductions of actual hide—at less than the cost of leather.

"Rexine" Rubbercloth is ideal for Hoods, Hood Envelopes, Spare Wheel and Tyre Covers, etc.

"Rexine"
LEATHERCLOTH

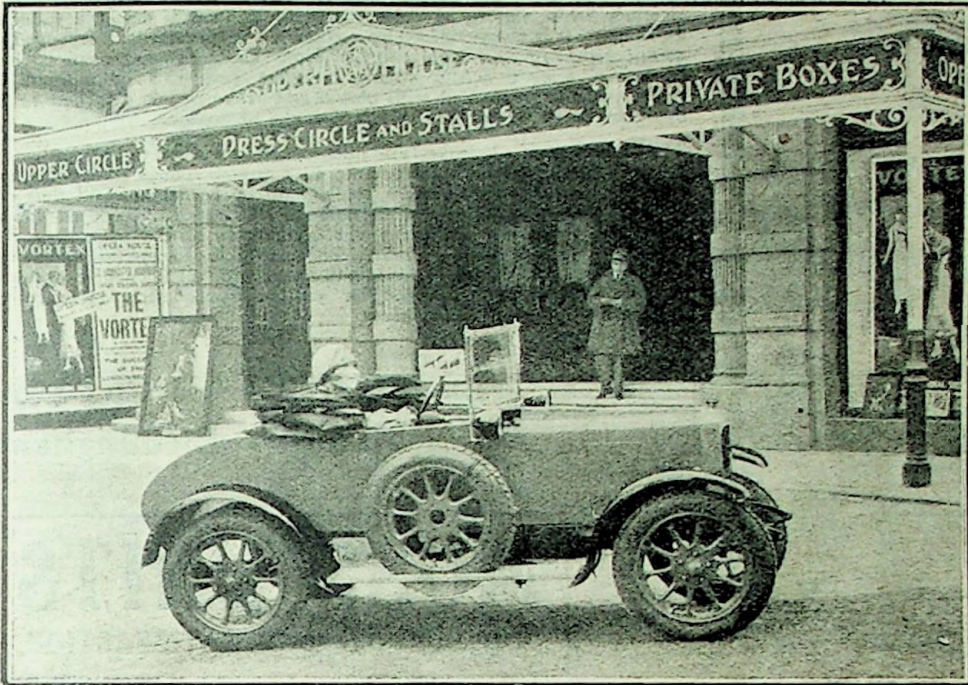
REXINE LTD., HYDE, Nr. MANCHESTER

London Office: 42, Newgate Street, E.C.1.

M2

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

PLAUDITS—FROM ALL PARTS.



THE STALLS (where the Critics sit) eulogise the Jowett, as witness the unique Press reports of this remarkable economy car.

THE CIRCLE (where the Family sits) knows the Jowett as a really efficient family car.

And those who prefer (or must use) the higher places, acclaim the Jowett as a climber 'par excellence'—and rightly so. It climbs anything.

Under each of the following headings the Jowett will save you appreciable sums. Tax, Insurance, A.A. Subscription, Petrol, Oil, Tyres and Tubes, Garage, Replacements.

Under each of the following headings it will give you more and better service. Length of useful life, capacity for climbing, reliability, and length of time between overhauls.

AND WITHAL JOWETTS ARE CHEAP TO BUY.

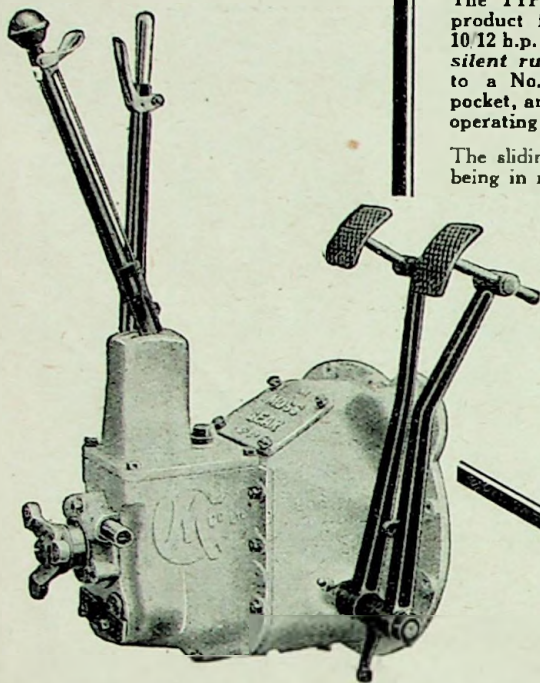
2-Seater £150. Light 4 £160. Full 4-Seater £167. Saloon £200.

May we send you the catalogue everybody is talking about?

JOWETT CARS, IDLE, BRADFORD.

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

Insist on this remarkable box

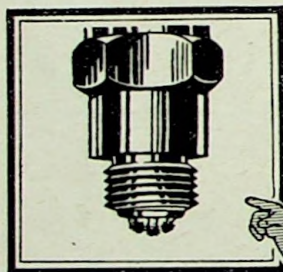


The TYPE R Three or Four-speed Box illustrated here is the latest product from the Moss factory and is eminently suitable for cars of 10-12 h.p. It is characterised by *extreme compactness, perfect rigidity, silent running and low weight*. Both Units are arranged to bolt up to a No. 4 or 5 S.A.E. standard engine end with or without starter pocket, and are supplied with clutch and brake pedals attached to clutch, operating suitable for any standard make of engine.

The sliding gears are locked and inter-locked in position to prevent two speeds being in mesh together, and operate on a ground splined shaft which corrects all torsional stress, etc., set up by hardening, and thus ensures a particularly silent box. Ball Bearings are fitted throughout except on the lay shaft, which is of the fixed type, the lay shaft gears running on renewable Phosphor-Bronze bushes. Both boxes are oil-tight, fitted with oil filler and drain plugs, and are arranged for positive speedometer drive by neatly enclosed spiral gears.

THE MOSS GEAR Co., Ltd.,
Aston Manor - Birmingham.

MOSS UNITS
FOR SERVICE AND SATISFACTION.



BRICO

RINGS PREVENT SOOTED PLUGS

due to over oiling, carbonisation, pre-ignition, and attendant evils which take the pleasure out of motoring. BRICO Rings ensure a perfect fit, and the walls of the cylinder are swept clean of all excess of oil at every stroke of the piston.

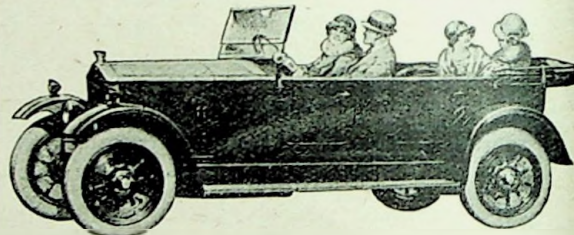
The BRITISH PISTON RING CO., LIMITED, COVENTRY.

H.P.



THERE'S A BRICORING FOR EVERY ENGINE

in stock at all Agents, Dealers and Garages. Each one sealed in a grease proof envelope and guaranteed true to size.



WHEN YOU HAVE BOUGHT
THIS BRITISH CAR

USE EXTRA HEAVY
WOLSELEY

"Filtrate"
REGISTERED
FOR
WOLSELEY CARS.

AS RECOMMENDED BY THE WOLSELEY CO.
AND
SOLELY MANUFACTURED BY

A BRITISH FIRM
118 YEARS OLD

FILTRATE WORKS, LEEDS

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

Pratts

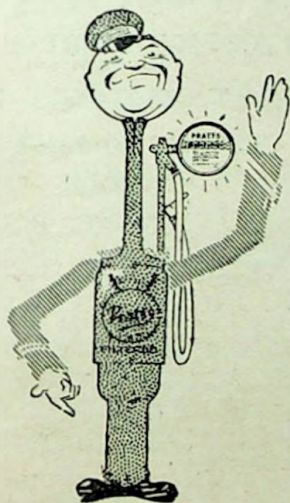
SHARES *the* HONOURS

SUTTON COLDFIELD AUTUMN TRIAL

The honours again went to competitors running on my spirit PRATTS.

THE SUTTON CUP was won by Mr. Bert Kershaw for the third year in succession.

THE HOOPER ROSE BOWL secured by Mr. H. P. O. Bradley. CARLESS CUP for the best performance on any machine went to Mr. McClean; and the TEAM PRIZE won by the Rhode team.



In addition to the above

2 First-class Club Shields

8 GOLD MEDALS **5** SILVER MEDALS **2** BRONZE MEDALS


Were won on

PRATTS

On Top in all Road Tests

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

ROVER




£40-0-0

secures immediate delivery of a fully insured 9-20 h.p. 4-seater Rover. Balance payable in 12 monthly instalments of £13-4-9. Cash price £190

Have you sent for your copy of our
FREE BUYER'S GUIDE
If not, then please fill in Coupon at bottom left-hand corner of this advertisement and post it to us to-day.

SINGER



£47-1-3

secures immediate delivery of a fully insured De Luxe 10 h.p. Singer. Balance payable in 12 monthly instalments of £15-10-0. Cash Price £225

Get it at Taylors

UPON OUR LIBERAL "ALL-IN" POLICY TERMS.

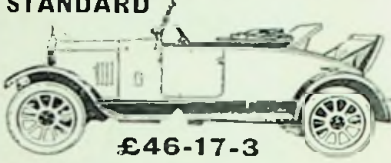
Years ago it was the exception rather than the rule to purchase a car upon any other basis than CASH. To-day there is a tendency to make the most of one's capital, with the result that the Deferred System of Payment is popular among all classes. The advantage of our "ALL-IN-POLICY" is that it enables you to purchase a car by making a small payment down followed by regular monthly instalments which may be spread over 3, 6, 12, 18 or 24 months. In addition we are prepared to include in the purchase price the cost of insur-

ance, which these days no motorist dare do without. Each transaction is entirely financed by ourselves and in consequence is absolutely confidential. You have only to call at our spacious showrooms occupying over 10,000 feet super, which are packed full of all the latest and best cars, to realise what a unique opportunity the House of Taylor offers you to examine, compare, try, and leisurely decide upon the car most suited to your particular needs. If you can't possibly call—don't forget that our Buyer's Guide is yours for the asking.

H. Taylor & Co., Ltd. **COUPON**
Please send me FREE copy of your Buyer's Guide. I am specially interested in a new/used.....Car. I at present own a.....which I should want you to accept in part payment.
Name.....
Address.....
Cross out wording which does not apply.

ANY MAKE SUPPLIED
Liberal allowances made for cars or motorcycles taken in part exchange or accepted as a deposit. A good selection of guaranteed second-hand cars always in stock and attractively priced. Our terms are right, our prices are right, our service is second to none, and our deliveries are immediate.
H. TAYLOR & Co., Ltd.
49, 50, 52 & 53, Sussex Place, South Kensington S.W.7.
Kensington 8558/9 and 8540.
Telegrams "DYNAMETRO-SOUTHKENS"

STANDARD



£46-17-3

secures immediate delivery of a fully insured De Luxe 2 or 4-seater 11 h.p. Standard. Balance payable in 12 monthly instalments of £15-13-4. Cash Price £225

Easier Filling The Gun Charger for the 'ENOTS' flexible GREASE GUN

SO simple, yet so effective, it makes grease gun filling a cleaner and quicker job. No bother, no waste.

How to use it.—Push charger well down into grease, rotate in both directions and then withdraw slowly while rotating. Insert into Grease Gun Barrel, and screw Charger Cap on Gun Barrel. Now, holding Gun in one hand, withdraw Charger through slots in Cap, as far as it will go, and unscrew Cap and the Gun is fully loaded. Made in four sizes. Prices 1/8 and 2/- according to size of Gun.



- 1 Push Filler into Grease
- 2 Rotate Filler and withdraw it
- 3 Insert Charged Filler into Grease Gun Barrel
- 4 Withdraw Filler through Slots in Cap

Ask your dealer or write—
BENTON & STONE, Ltd.
"Enots" Works, B'HAM.
London Depot: 173, Old Portland St., W.1.
Telephones: Mayfair 6414 and 6416.
To obtain maximum satisfaction from your "Enots" Grease Gun, always purchase "Enots" Grease. This is put up in 5 lb. Round Green Tins specially for use with the above Filler. The price is 4/6 per 5 lb. tin plus postage.

Warning

IN THE HIGH COURT OF JUSTICE
(Chancery Division)

BROWN BROTHERS LIMITED
Plaintiffs and
THOMAS WILLIAM BELL and ALFRED PUGH
Defendants.

On the 4th November, 1925, Mr. Justice Romer, on the application of Brown Brothers, Limited, of Browns Buildings, Great Eastern Street, London, and elsewhere, Wholesale Motor Aircraft Cycle Tool and Radio Manufacturers and Merchants, granted an injunction against Thomas William Bell and Alfred Pugh, of 117, Adelaide Road, and 43, Renshaw Street, Liverpool, restraining them from carrying on under the name of Brown Brothers, or any similar name or any name of which such words form part any business of a similar nature to any business carried on by Brown Brothers, Limited, and from using the name of Brown Brothers or any similar name or any name of which such words form part, calculated to lead to the erroneous belief that the business of the said Thomas William Bell and Alfred Pugh is, or is in any way connected with the business of Brown Brothers, Limited.

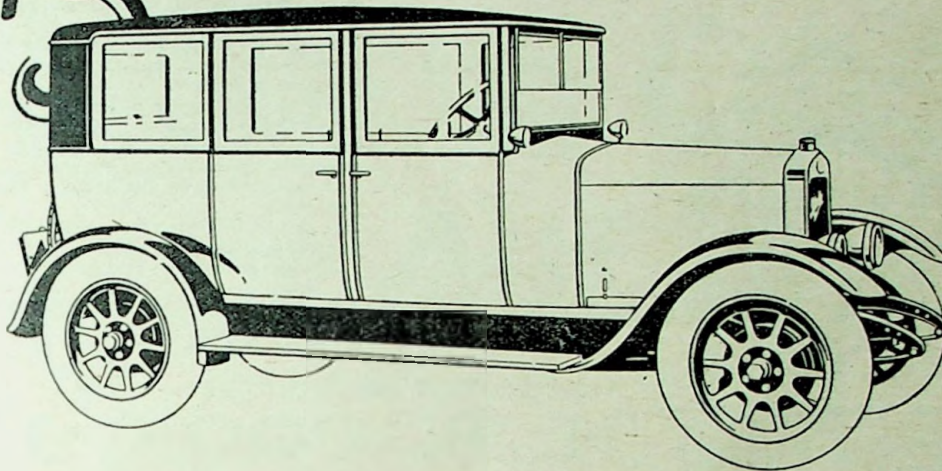
It was also ordered that the said Thomas William Bell and Alfred Pugh should pay to Brown Brothers, Limited, their costs of the Action.

Brown Brothers Limited

— Allied Companies —
THOMSON AND BROWN BROTHERS LTD
BROWN BROTHERS (IRELAND) LTD.
Wholesale Only. Head Offices and Warehouses:
Great Eastern Street, LONDON, E.C.2.
126, George Street, EDINBURGH.

Branches:
Aberdeen, Birmingham, Cardiff, Dublin, Dundee, Glasgow, Leeds, London (West End), Manchester, Newcastle and Southampton.

Right out in front



The 1926 Rhode Saloon jumps clean away from possible competitors. It is the finest light car in the world — a daring statement, but an indisputable fact.

No "straining - after - effect" design — but good to look at, good to be in. Steady enough at an easy 45 for a comfortable, sleepy lolling. Roomy enough for the longest of legs, luxurious enough, for the nicest of tastes — and with a performance at which the keenest motoring critics can only wonder and go on wondering.

From walking pace to a mile a minute on top, engine and gear box so designed as to make the stiffest hill a joy ride, springing and coach building that cut right out closed-car rattle and vibration, brakes on four wheels that give perfect confidence whatever the speed or the traffic, and — not the least remarkable feature of this remarkable car — it costs £350 and runs at a penny a mile!

If you have time to waste, by all means try and find a better, but —

the best way is by

Rhode

the finest light
car in the world

The fuller details you will want on request from:—

THE RHODE MOTOR COMPANY - TYSELEY - BIRMINGHAM

London: Godfreys Ltd., 366-368 Euston Rd.

N. Wales & N. W. England: Arnott & Francis Ltd., Warrington

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

=SINGER CARS=

Snug—cosy and warm

The New
SINGER BUILDING



NO need to sit frozen to death in a draughty, uncomfortable Tourer, when the Singer 4-seater gives you the comfort, warmth and protection of a Saloon.

Metal-framed side screens, opening with doors, and a snug fitting hood, enable you to face the coldest weather—in comfort.

The 10-26 h.p. engine with its silent surge of power—12 volt electrical equipment, four-wheel brakes, Dunlop reinforced balloon tyres, and real leather-covered pneumatic upholstery, are but a few of the many things that will make you decide on a Singer as soon as you see it.

Buy as you buy your house—a small deposit down—pay the rest as convenient.

Trial run or catalogue cheerfully on request.

10-26 h.p. SINGER DE LUXE,
4-SEATER - - - - £225

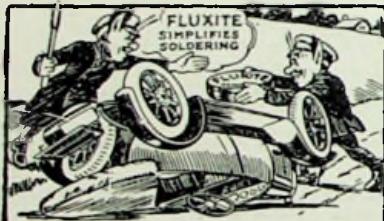
SOLE LONDON DISTRIBUTORS—

H. B. COOK, LTD.,

202, Gt. Portland Street,
London. W. 1.

*Phone—Museum 8666.
*Grams—"Runabout, London."

Woodwright



NO TIME LOST!

FLUXITE is handy, so there's not a moment's delay. Roadside repairs will mean half the trouble if FLUXITE is in the tool box. Many jobs would be impossible without it.

ALL MOTORISTS SHOULD HAVE THE FLUXITE SOLDERING SET

It is perfectly simple to use and will last for years in constant use. It contains a special "small space" Soldering Iron, with non-heating metal handle, a Pocket Blow Lamp, FLUXITE, Solder, etc., and full instructions. Price 7/6. Write to us should you be unable to obtain it.

Fluxite itself can also be obtained in tins from all Hardware and Ironmongers Stores. Price 8d., 1/4, and 2/8. Get a tin to-day.



FLUXITE SIMPLIFIES SOLDERING

Another use for Fluxite: Hardening Tools and Case Hardening. Ask for Leaflet on improved methods.

FLUXITE, LTD. (Dept. 420), West Lane Works, Rotherhithe, S.E. 16.

PRICE
21/-
COMPLETE

The THORN
AUTOMATIC
WINDSHIELD
WIPER
WILL—

Keep Your Vision Clear

Stocked by all
the Leading
Garages.

Sole Agents—
Fredk POLLARD & CO. (Bearings) LTD.
AGENTS FOR BALL AND ROLLER BEARINGS.
L1CESTER—ENGLAND.

'THORN'S—THE ARC OF SAFETY.'

Henlys Announce:—

GIGANTIC SALE of MODERN CARS by AUCTION

Cars
Include
Alvis,
Austin,
Talbot,
Citroen,
etc.

Over 100 Modern Guaranteed Cars.

**AT HENLYS SERVICE DEPOT,
7-13, UPPER GLOUCESTER PLACE, N.W.1.**

SOMETHING New, Something Big, Something entirely Different !!!
Not an ordinary Sale of Old Cars, but a Gigantic Auction of the
very Latest and Best High-Class Cars.

There is a Model for practically every purpose, and any Pocket. And
all Cars are Guaranteed. Here are some of them:—

Can You
Afford
To Miss
This Great
Opportunity?

- | | | | |
|-----|---|------|--|
| Lot | 18. 1925 A-C de Luxe 4-str. | Lot | 57. 1923 Alvis 4-str. de Luxe. |
| 19. | 1925 Wolseley 10 h.p. 2-str. | 61. | 1923 Standard 2-str. |
| 20. | 1925 Austin 7 h.p. Chummy. | 62. | 1923 Riley 2-str. Coupe. |
| 21. | 1925 Swift 10 h.p. Saloon. Unused. | 66. | 1923 Talbot 8/18 h.p. 2-str. |
| 22. | 1925 Swift 10 h.p. 4-str. Unused. | 67. | 1923 Citroen 7 h.p. 2-str. |
| 23. | 1925 Swift 10 h.p. 2-str. Unused. | 68. | 1923 Citroen 11 h.p. 2-str. English Body. |
| 24. | 1925 Austin Saloon. | 70. | 1925 Singer 10 h.p. de Luxe 2-str. |
| 26. | 1924 Alvis 4-str. | 71. | 1926 Alvis 4-str. |
| 27. | 1925 Fiat 10/15 h.p. Saloon. Unused. | 74. | 1922 Humber 11'4 4-str. |
| 30. | 1925 Chenard-Walcker 11/22 h.p. 4-door Saloon. | 75. | 1922 Humber 4-str. |
| 34. | 1925 Austin 4-str. | 76. | 1922 Austin 4-str. |
| 37. | 1925 Austin 4-str. | 79. | 1924 Alvis Super-Sports 2-str. |
| 39. | 1925 Austin Saloon. | 82. | 1925 Citroen 11'4 4-str. English Body. |
| 43. | 1925 Singer 10 h.p. 4-str. | 83. | 1922 Fiat 10/15 h.p. 2-str. English Body. |
| 44. | 1925 Clyno 4-str. | 84. | 1921 Alvis 10/30 h.p. Sports 2-str. |
| 46. | 1924 Swift 10 h.p. 2-str. Coupe. | 85. | 1924 Standard 11'4 h.p. 4-str. |
| 47. | 1924 Standard 4-str. | 92. | 1923 Horstman 2-str. |
| 51. | 1924 A-C 2-str. | 94. | 1924 Bianchi 4-str. |
| 52. | 1924 Citroen 2-str. English Body. | 95. | 1924 Alvis Super-Sports 4-str. |
| 53. | 1924 Rover 8 h.p. 4-str. | 105. | 1923 A-C 2-str. de Luxe. |
| 54. | 1923 Standard 4-door Saloon. | 108. | 1923 Deemster 2-str. |
| 55. | 1923 Swift 2-str. | | |
| 56. | 1923 Alvis 2-str. de Luxe. | | |

Special
Deferred
Payments
Arranged
Before Sale.

All Cars on View for Examination and Inspection two days before Sale.
SALE COMMENCES at 11.30 a.m. prompt on THURSDAY, DECEMBER 3rd, 1925.
This List is subject to Alteration without Notice.

Henlys

SERVICE DEPOT,

Dorset Mews, 7-13, Upper Gloucester Place, London, N.W.1.
Near Baker Street Tube Station. Phone: Mayfair 4201/3.

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

A Few Examples from To-day's Stock.

| | |
|------------------------------------|-----|
| 1923 Amilcar, 2-str. | £88 |
| 1922 Amilcar Sports | £88 |
| 1922 A. B. C. Regent | £88 |
| 1921 A. B. C. Sports | £59 |
| 1921 A. B. C., 2-str., de Luxe | £88 |
| 1922 A. B. C. Sports | £88 |
| 1921 A. C., 2-str. (4) | £95 |
| * 1922 A. C., 11 h.p., 4-str. | £88 |
| 1923 Austin "7" Chummy | £88 |
| * 1923 Bayliss Thomas, 2-str. | £95 |
| 1922 Belsize-Bradshaw, 2-str. | £88 |
| * 1923 Belsize-Bradshaw, 4-str. | £88 |
| * 1922 Calborpe, 2-str. | £85 |
| * 1922 Calborpe, 4-str. | £88 |
| * 1921 Citroen, 2-str. | £88 |
| * 1921 Citroen, 4-str. | £75 |
| * 1922 Citroen "7", 2-str. | £85 |
| * 1923 Citroen, 4-str. | £88 |
| * 1923 Gwynne "8" Chummy | £98 |
| * 1922 Landa 2-str. | £88 |
| 1922 Jowett, 2-str. | £78 |
| * 1923 Rhode Chummy | £9 |
| 1922 Rhode Chummy, 4-str. | £68 |
| 1921 Rover "8", 2-str. | £48 |
| 1922 Rover "8", 2-str., Dky | £58 |
| 1923 Rover "8", 2-str. | £68 |
| 1923 Rover Chummy, 4-str. | £75 |
| * 1923 Rover "8", Chummy de Luxe | £78 |
| 1923 Salmsen, 2-str. de Luxe | £88 |
| 1922 Salmsen, 2-str. | £68 |
| 1925 Senechal Semi-Sports | £98 |
| * 1922 Singer, 4-str. (C.P. Model) | £98 |
| 1922 Talbot, (as illustrated) | £95 |
| 1923 Wolseley "7" 2-str. | £78 |
| * 1923 Wolseley "7", 2-str. | £85 |
| * 1921 Wolseley "10", 2-str. | £85 |

We also always have a few bargains just over £100, including—
 * 1924 Citroen Coupe £105
 * 1924 Standard, 11 1/4 2-str. £125
 * 1924 Talbot, 8/18 h.p., de Luxe, 2-str. £115
 Many others always over 60 odd in stock.
 * Cars marked thus have starters.

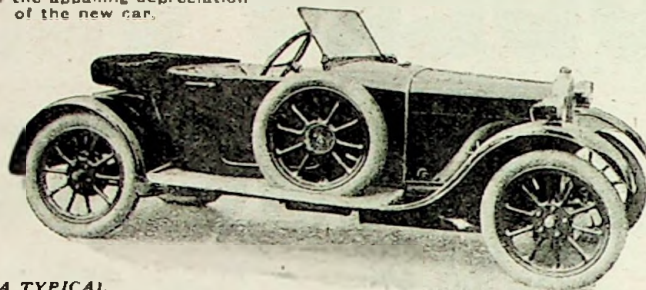
NOW'S THE TIME TO BUY

ONLY FIVE WEEKS BEFORE THE NEW YEAR WHEN PRICES WILL RISE AUTOMATICALLY WITH THE SPRING DEMAND

UNDER OUR GUARANTEE

WHICH IS

To allow the price paid against any other used car should it not give satisfaction within 7 days of purchase, or to allow fair market value at any later date should you desire an exchange.
 This guarantee makes a second-hand car almost safer, as it has not the appalling depreciation of the new car.



A TYPICAL EXAMPLE.

Photo of one of the actual cars (choice of 3).

1922 3 TALBOT, 8, 18, 2-str. De Luxe, £9 - 10 - 0 down, and 10 equal payments; or cash £95.
 Get our Lists and Terms without obligation to purchase. Our ever-changing stock demands fresh lists every two days.

THE CLEARING HOUSE FOR SMALL CARS.

30, 32, High Street - WANDSWORTH, S.W.18.
 BATTERSEA 1509.

Benmotors,

TERMS.

From ONE-TENTH down and 10 equal payments to 1/3rd down and 18 monthly payments. Just state the sum you wish to deposit, we do the rest.

Any new Cars. Immediate deliveries of almost any make.

Our experience in the Used Car Market permits our giving the very best a low-ance against any new car.

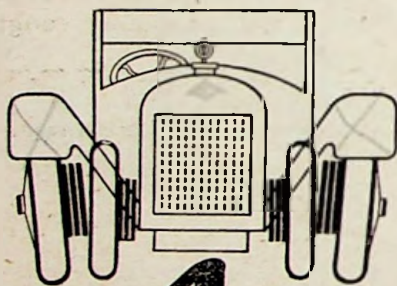
EXCHANGE.

Definite Allowance per return for your present car or motorcycle on receipt of full particulars, including collection and delivery charged at £2 - 10 - 0 extra to any distance. Let us forward lists and terms; you will be pleased and surprised to see how easily and pleasantly the whole transaction can be completed. Right to your very door, no matter what distance.

SPECIAL NOTE.

We do not deal in all Types from 40-50 Saloons to motorcycles. WE SPECIALISE IN SMALL CARS UNDER £100 and UNDER 12 h.p. Therefore you have the FULL ADVANTAGE of our large stock and experience of this class. All cars guaranteed good mechanically, and open to A.A. and R.A.C. examination willingly.

Hours 8.30 a.m. to 7 p.m. Except Sundays



4 vital points

The brakes are the most vital safety factors on your car.

To have them operate efficiently—stopping the car when called upon, in any circumstances, any emergency—is the natural outcome of fitting



The linings that make motoring SAFE.
 FERODO LTD., CHAPEL-EN-LE-FRITH.

DEPOTS and AGENCIES: L. Co., Birmingham, Leeds, Manchester, Bristol, Belfast, Coventry, Newcastle, Glasgow, Aberdeen, Carlisle, Brighton and Liverpool.

312.

Wrap up your radiator.

Chilly evenings, nippy mornings, raw days are ahead. Take care of your car. Buy it a good cosy, one that will weather the winter



RADIATOR COSIES
 Made by the famous saddle manufacturers.



PRICE according to size from 18/-

J. B. BROOKS & CO. LTD.
 73, Criterion Works, BHAM

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



25th EDITION.
(690th Thousand.)

EVERY recent development in motor car construction and motoring is dealt with in this new edition of "The Motor Manual." It has been largely re-written, completely revised, re-illustrated and brought up to date, and contains a very large amount of new and practical information.

It is an indispensable handbook for every motorist who wishes to understand his car from A to Z, and how to maintain it in completely efficient condition.

2/6
NET.

Obtainable from all principal Booksellers and Book-stalls or direct from the publishers, 2/10 post free.

TEMPLE PRESS LTD.,
7-15, Rosebery Avenue, London, E.C.1.
Wholesale Agents: E. J. Larby, Ltd., 30, Paternoster Row, E.C.4



Drop Forgings

IN the manufacture of VICKERS DROP FORGINGS, careful consideration is given to the function of the finished article so that the special methods of production which we employ, together with the selection of the most suitable steel, ensure the maximum resistance in those parts most highly stressed in service.

Above is depicted a section of crankshaft etched to show the grain of steel, from which it will be observed that by the VICKERS process the grain is not cut at any point, but runs the full length of the shaft, thus ensuring the greatest possible strength.

Other products include

SPECIAL STEELS, WELDLESS DRAWN STEEL TUBES, FILES, HACKSAW BLADES, BAND SAWS, CIRCULAR SAWS, SPIRAL AND STRAIGHT TOOTHED BEVEL GEAR WHEELS, SURFACE HARDENING BY PATENTED PROCESS, etc.

REGISTERED  TRADE MARK

VICKERS LIMITED

River Don Works,
SHEFFIELD.

Head Office:
Vickers House, Broadway,
LONDON, S.W.1.

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



2/6
NET.

Of all principal book-sellers and bookstalls, or direct from the publishers 2/9 post free.

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

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

A Complete Guide to the Adjustment, Repair and Overhaul of the Car.

4th Edition.

GREATLY ENLARGED,
RE-WRITTEN, AND
RE-ILLUSTRATED.

THE owner of a modern car can effect important economies in maintenance charges and save considerable time if he is in a position to carry out any simple repair, adjustment or overhaul. In "The Motor Repair Manual" the car owner will find detailed instructions on the subject.

There are sections on the lathe and its uses, descriptions and illustrations of tools, and how to use them, various mechanical processes and workshop practice, how to construct a serviceable motor house cheaply, the fitting up of a repair shop and the provision of its tool outfit, and many new practical hints relating to car equipment.

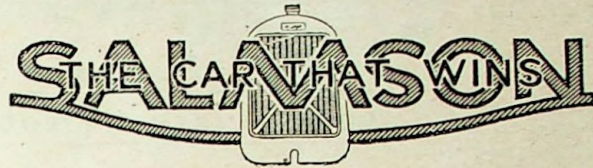
The book is written throughout in non-technical language and practically every necessary tool and operation is shown in illustration.



£57 DOWN

BALANCE ON DEFERRED

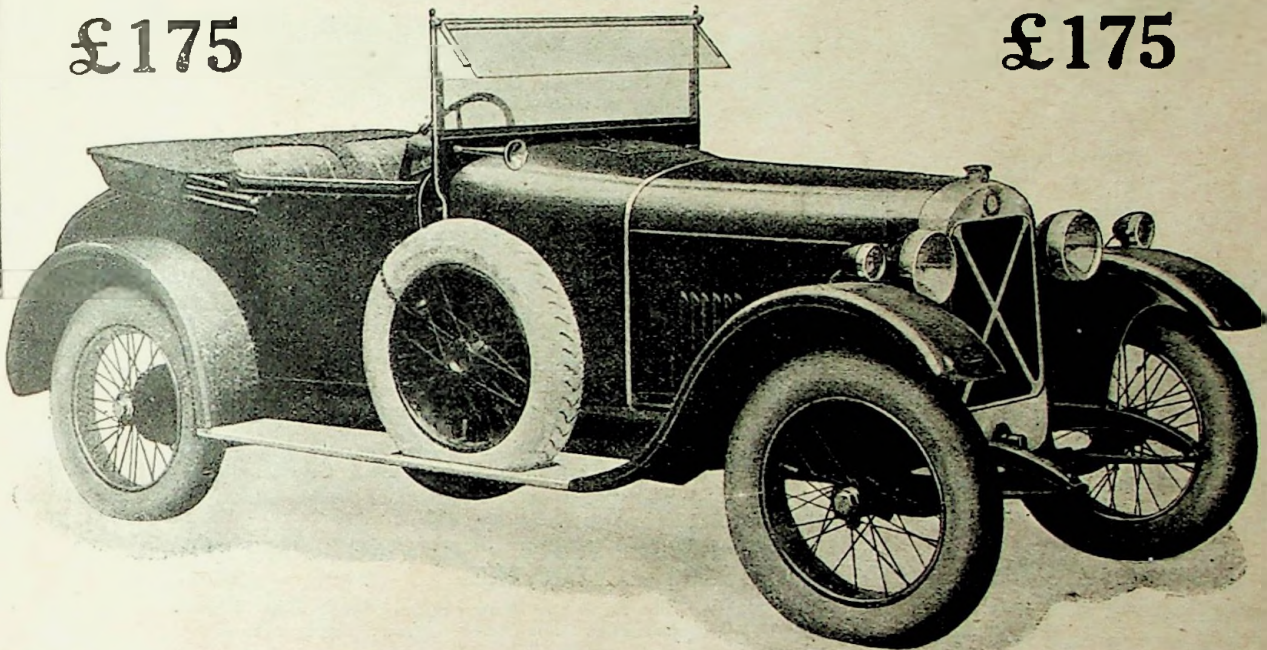
AND THIS



IS YOURS

£175

£175



TAXED=INSURED

AND

READY TO DRIVE AWAY

HIGHEST Possible Price allowed for your OLD CAR or Motorcycle in Part Exchange.

S.M.S. Ltd.

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

*Phone-SLOANE 4838

Sole Concessionaires for the
U.K. and British Dominions.

Gordon Watney

& Co Limited

PART EXCHANGE HOUSE.

31, Brook St., Bond St., London, W.1

Phone:
Mayfair 2965/6

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

The Motor

The
National Motor
Journal.

EVERY
TUESDAY,
4D

SUBSCRIPTION,
12 ms.
U.K. and
Canada - 25/-
Abroad - 32/6
Shorter periods
pro rata.

Specimen Copy
Post Free.

Offices of
The Motor
7-15, Rosebery Avenue,
London, E.C.1.

Next Tuesday
December 1st:

**POLICE TRAPPING
METHODS AND
LONDON'S TRAFFIC
PROBLEMS.**

By Major H. O. D. Segrave.

**DISTINGUISHING
BADGES FOR DOCTORS'
CARS.**

**THE REAL MEANING OF
ENGINE EFFICIENCY.**

**HOW THE ENGINE ACTS
AS A BRAKE.**

And all the News
and News Pictures.

Special Features in this
week's issue (Nov. 24th):

**THE ADVANTAGES OF THE OFF-SIDE
RULE.**

A Reply to the Critical Examination by "S.F." of the
Rule to Give Way to Traffic on the Right.
By Charles Buttar, M.D.

**IMPROVEMENTS IN ALL-WEATHER
EQUIPMENT.**

The Latest Methods of Excluding Rain and Wind.

**A GRAND PRIX TO ENCOURAGE
ECONOMY.**

Two-litre Racers that Do Only 8 m.p.g.

THREE INTERESTING OIL ENGINES.

Some Novel Power Units Recently Designed for
Running on Cheap Heavy Fuels. Cold Vaporization
by Vacuum.

**ROAD TESTS SHOWING PRINCIPAL
CHARACTERISTICS.**

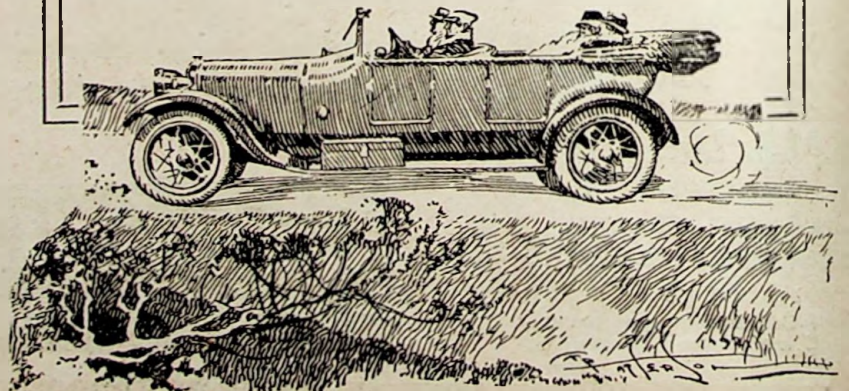
The Three-litre Bentley Speed Model. The 14 40 h.p.
Sunbeam. The 12-40 h.p. Brooklands Lea-Francis.

THE CARS OF 1926.

Appreciations and Criticisms from the Tourist's Point
of View.
By Charles L. Freeston, F.R.G.S.

MORRIS CAR TOPICS.

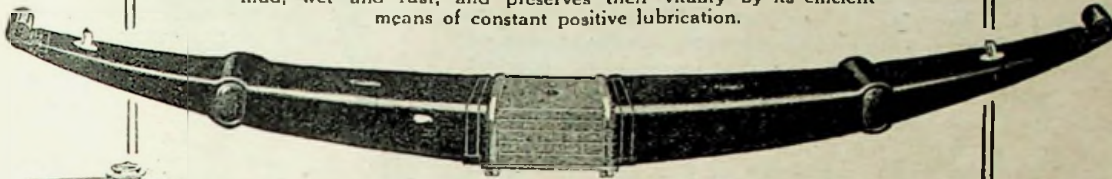
What I Think of the New 14 h.p. Saloon. A Compari-
son with the 1924 Model.



DEPENDABLE Winter Equipment

THE GAITER WITH  THE WICK TUBE.

JEAVONS is a thoroughly scientific protector of Car Springs from mud, wet and rust, and preserves their vitality by its efficient means of constant positive lubrication.

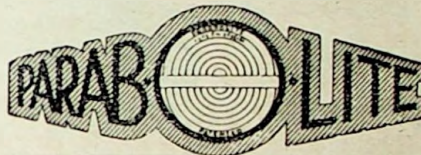


JEAVONS SPRING LUBRICANT is a light lubricating oil specially prepared for use with Jeavons Lubricating Spring Gaiters, and loses none of its essential properties in low temperatures.



**RAMSDENS
MOTOR
TOOL - BAGS**

Particularly well made to stand through usage they are called upon to endure in rough weather. In four styles and various grades to suit all purposes.



HEADLAMP LENSES

Make night driving a pleasure without the necessity of "Dimming," "Dipping," or any sort of manipulation. Parabolite Lenses eliminate dangerous glare, increase the spread of light, and give long range for safe Night Driving.



Crit, the enemy of fine coachwork, is here in abundance in the dirty weather. A Ramsdens Dust Sheet is made with a specially close weave through which crit and dust cannot penetrate. In sizes to fit all cars.



**"ENOTS"
DASHBOARD
PETROL
GAUGE.**

Suitable for most cars having tank under the scuttle. Supplied with adaptor for tank end, screws for fixing to dash and 30 in. copper pipe. Screw-down valve shuts off petrol in case of breakage of glass.

**"ENOTS"
HYDRAULIC
JACK.**



Enables you to lift 2 tons with one hand. No straining or tugging, no kneeling in mud or dust and no possibility of danger.

Lifts any car in 30 seconds by the easy use of a rod with thumb and forefinger, that can be carried in the tool box of the smallest car.



Is necessary to easy starting on a cold morning. Its specially prepared felt lining, possessing exceptional heat retaining properties, prevents frozen cylinders and cracked radiators. Made of black waterproof leather-cloth with roll-up front.

**A RELIABLE
DYNAMO
DRIVE.**



Non-slip, smooth running, flexible V Belting, 65 per cent. stronger than ordinary link belting.

Write for **FREE** Descriptive Literature.

RAMSDENS (HALIFAX), LTD.,

147/9 GREAT PORTLAND STREET, LONDON, W.1

Telephone: Langham 3122, 3123 (2 lines).

Telegrams: Jeavogaita, Phane, London.

FACTORY — HALIFAX — ENGLAND.

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

Bayliss Thomas

Examine the specification below—

Brief though this specification is, it will help you to form a slight idea of the wonderful value contained in the Bayliss Thomas Car. It cannot, however, give you any idea of the powerful, lively engine, of the splendid finish, or the exceptional comfort which must be felt to be realised. A trial run will introduce you to the performance and refinements of a much more powerful and expensive car. Write to us for the name of your nearest Bayliss Thomas dealer.

* **10/22 H.P. TOURING FOUR-SEATER.**
O.H.V. 1247 c.c. engine, Lucas electric lighting and starting. Extremely comfortable body with three wide doors, Dunlop cord balloon tyres. Rigid side screen opening with doors. Self-starter, speedometer, spare wheel and tyre, windscreen wiper, grease gun, electric horn.
1 gallon tin of Castrol, inspection lamp and complete kit of tools

£235

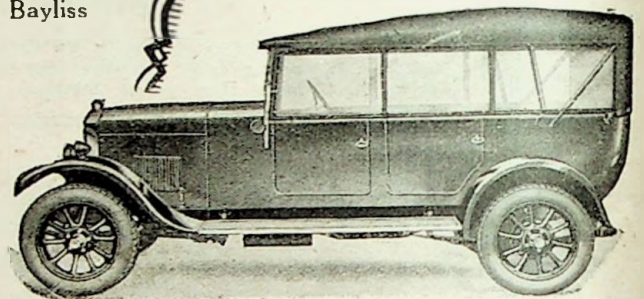
A few districts are still open for live Agents.

BAYLISS, THOMAS & CO.

Proprietors:

THE EXCELSIOR MOTOR CO., LTD., Tyseley, BIRMINGHAM.

Telephones: 277-8 Acocks Green,
Telegrams: "Monarch, Haymills."



Motor Car Manufacturers since 1911.

New 1926 Chummy Model,
£159

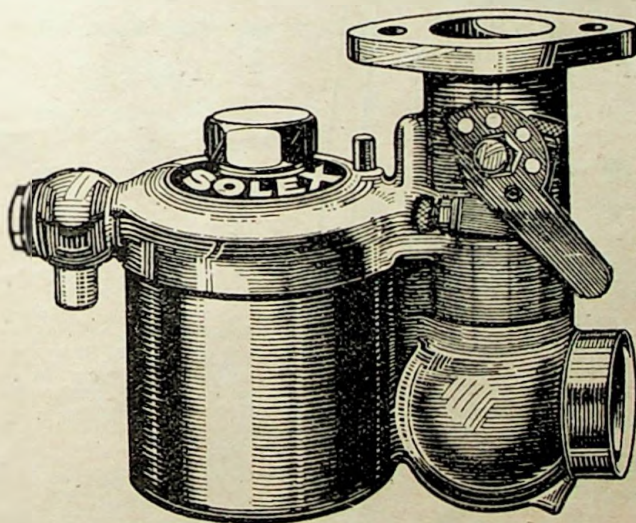
Family Car at a price below a two-seater.

G.W.K. Limited, — Cordwalles Works — Maidenhead.

SOLEX Surpasses itself

*Tremendous Interest
has been aroused by the
introduction of*

The New 'M' TYPE **SOLEX** THE NO-TROUBLE CARBURETTOR



Accepted by trade and public alike as setting a new standard in carburettor efficiency, it still further enhances the admitted superiority of Solex.

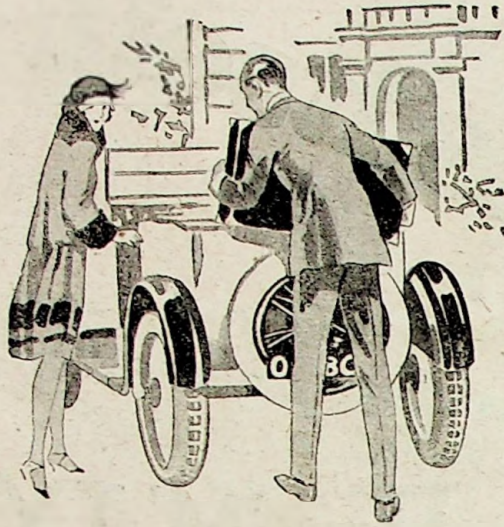
You must try it on YOUR car.

Write us to-day for full details of our 30 days' FREE trial offer.

SOLEX LTD
(LICENCEES)
115, SOUTHWARK STREET,
LONDON, SE1

Telephones City 5222; Central 5172; Hop 2734
Telegrams "SOLEXCARB, BOROH, LONDON."
GORDON RICHARDS, Director.

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



The Austin Seven

When Phyllis starts for that week-end—

she is able to assure Jack that he need not fuss the littlest bit about her safety on the road, for the Austin Seven is such a simple car to handle, and so utterly reliable. Truth to tell, she can manage it as well as he, although he won't, of course, admit it. She just loves to run down to Margaret's place occasionally and take her and her two bairns for a Sunday trip into the country. It does them a world of good—and, as Phyllis says, it's a whole family's happiness at less than a-penny-a-mile.

The price of the "Seven" is

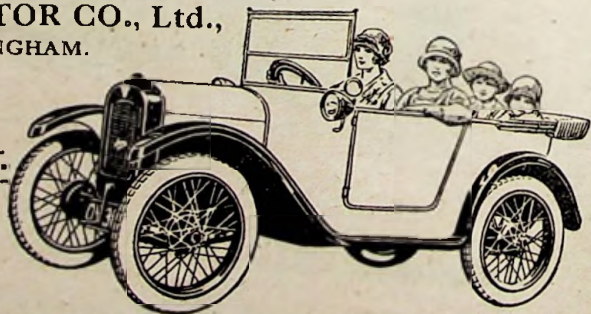
£149

and its features include: 4-cylinder engine, electric starter, electric horn, 4-wheel brakes, balloon tyres, a door for the driver, shock absorbers, two adjustable seats, automatic oiling, grease-gun system, speedometer.

Write for the "Seven" Booklet.

The AUSTIN MOTOR CO., Ltd.,
LONGBRIDGE, BIRMINGHAM.

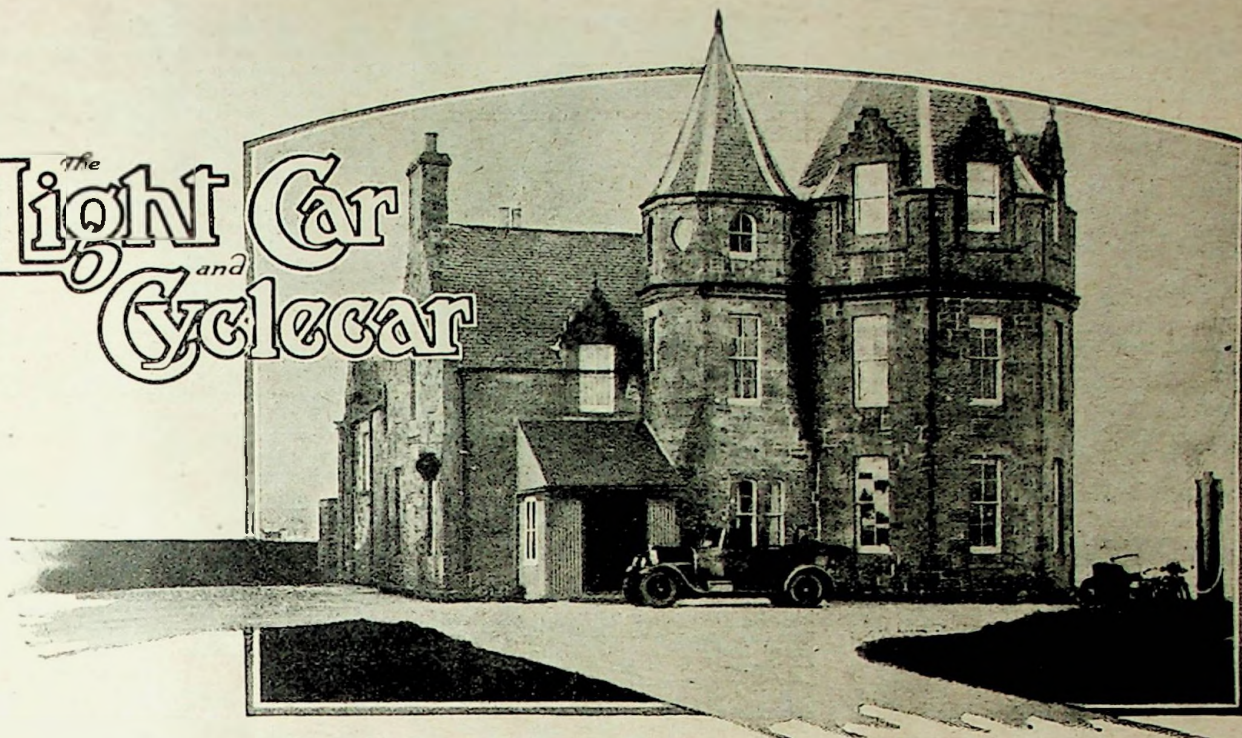
LONDON:
479-483, OXFORD ST., W.1
(near Marble Arch).



B10

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

The Light Car and Cyclecar



A FAR NORTHERLY POINT. — The F.N. which recently journeyed from Glasgow to John o' Groat's and back in one day photographed outside the hotel at John o' Groat's. The journey occupied just over 22 hours.

NOTES, NEWS & GOSSIP *of the* WEEK

ON OTHER PAGES

| | |
|--|----|
| Cyclecar Comments .. . | 37 |
| Ineffective Power .. . | 38 |
| When Floods Are Out .. . | 40 |
| Absorbing Torque .. . | 42 |
| 7,000 Miles in a 1925 Morgan .. . | 44 |
| The Shores of the Bristol Channel .. . | 48 |
| Rich Mixture .. . | 48 |
| Topics of the Day .. . | 51 |
| Activities of the Inventor .. . | 52 |
| On the Road and in the Making: | |
| No. 1.—The Austin Seven .. . | 53 |
| Motoring Matters in Parliament .. . | 57 |
| Our Readers' Opinions .. . | 58 |
| Ideas for Owners .. . | 61 |

LIGHTING-UP TIMES (Rear Lamps)
for Saturday, November 29, 1925.

| | | | |
|-----------------|------|----------------|------|
| London .. . | 4.25 | Edinburgh .. . | 4.15 |
| Newcastle .. . | 4.15 | Liverpool .. . | 4.29 |
| Birmingham .. . | 4.27 | Bristol .. . | 4.35 |

The Latest War Cry.

The latest complaint of the anti-motoring public is against the use of powerful hooters. Usually those who complain of a loud warning note are the very ones who take little or no notice of a melodious horn.

A Concrete Conclusion.

The all-concrete road is the solution of the road problem in this country said a speaker at the Cheshire County Council recently. In America, he added, where labour was twice as dear as in England, the cost of a concrete road 8 ins. thick with two reinforcements was 12s. a yard, whereas here 15s. a yard was paid for tarred macadam.

This Week.

Our principal article this week is the first of the series entitled "On the Road and in the Making." It deals with one of the most popular of modern small cars, the Austin Seven, and, as the title of the series implies, factory methods as well as our impressions of the performance of the car are dealt with. "Ineffective Power" and "Absorbing the Torque" are the titles of two articles which will make an immediate appeal to our readers. An extended test report of a 1925 Morgan is another very interesting feature.

No. 697. Vol. XXVII.

The Road Fund.

An official statement has been made that no decision has been reached on the question of diverting any part of the Road Fund to purposes other than those for which it was established. Meantime the Roads Improvement Association has passed a resolution protesting against the suggestion.

Flat Rate Service.

In the U.S.A. great progress has been made in the direction of standardizing costs for repair jobs. In this country the scheme is in its infancy and, in the opinion of many owners, it should be developed without delay. Shortage of specialized equipment in garages appears to be delaying matters to some extent.

Next Week.

The article on night driving, which should have appeared in this issue, but which has been unavoidably held over, will appear next week, and will be accompanied by a special night cover picture. All types of sleeve valve—in fact, any system that may be regarded as an alternative to the poppet—will form the subject of a very informative article, whilst "Skill at the Wheel" is the title of a contribution by "Focus," which deals with an important subject.

Get Rich Quick.

At Ormskirk Petty Sessions recently the fines on motor drivers totalled £64 in 30 minutes—over £2 a minute.

Ducks and Breaks.

Driving through a fog a Birkenhead motorist the other evening heard a crash, found his windscreen smashed, and discovered a wild duck fluttering on the seat behind him.

Devon Roads Closed.

The road from Dawlish to Teignmouth, which was opened only a short time ago, has been again closed. The alternative route is via Kennford and Telegraph Hill. The road from Torquay to Newton Abbot is another which should be avoided.

M.C.C. Fixtures.

There will be nine important events in the calendar of the Motor Cycling Club for 1926. The season's programme as usual will start with the London-Land's End, April 2nd and 3rd, and will conclude with the London-Exeter, December 27th and 28th. Full details will be found under Club Items.

An Amazing Motor Mix-up.

A Buick ran into a motorbus; another motorbus ran into the Buick; a third motorbus ran into the second bus; a second private car ran into the third motorbus and, finally, a third private car collided with the assembled litter. Such was the unprecedented mix-up on the fog-bound highway at Prenton, Birkenhead, the other day.

Another New Road Opening.

The Prince of Wales may open the new arterial road from Sidecup to Orpington, which is now finished. This, of course, links up with the London to Kent new road and will link up also with the Orpington to Polhill new by-pass. This will wipe out Catford and Bromley, with their trams and traps, Farnborough, and the narrow and winding old road to Polhill, Sevenoaks.



LIGHT CAR LIMERICKS.—No. 48.
Now, Archibald Robin Adair
Always drove with meticulous care,
When a trap came in view
He would slowly crawl through

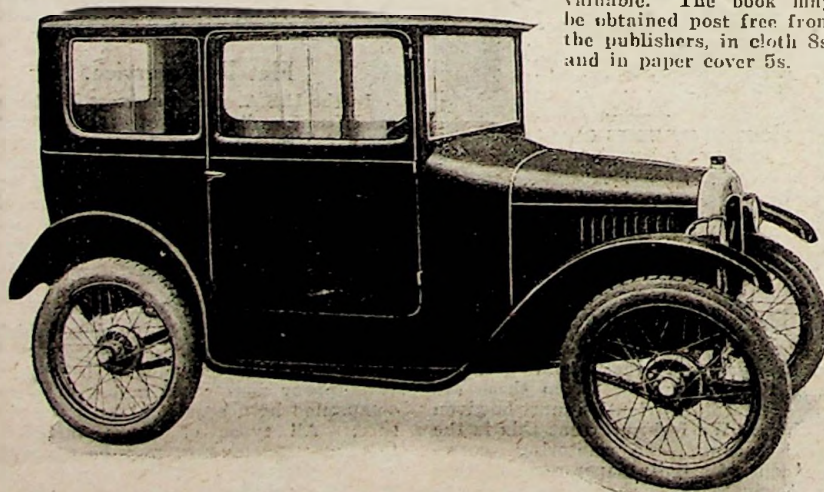
Readers are invited to supply the missing fifth line. Only post-cards addressed to the Editor and marked "Limerick No. 48" will be considered. A prize of One Guinea is offered for the most apt and original fifth line. If two or more such lines are received the prize will go to the sender of the first to be judged. No judging will be done before next Tuesday. For result of No. 47, see this week's "Around the Trade."

A Sporting Function.

Lord Lonsdale will take the chair at the Brooklands Automobile Racing Club's dinner, which will be held in the Great Gallery of the Royal Automobile Club on December 3rd.

Vehicle Laws.

A very comprehensive volume by Anthony William Hall, sergeant of police in the Shropshire Constabulary, has been published by W. B. Walker and Son, 25, High Street, Shrewsbury. The book is entitled "The Vehicle Laws," and Volume I, which we have perused, deals with registration, licensing and taxation in a very full and straightforward manner. As a work of reference it should be invaluable. The book may be obtained post free from the publishers, in cloth 8s. and in paper cover 5s.



A "GORDON ENGLAND" — Designed by Messrs. Gordon England, Ltd., this new Austin Seven saloon sells for £210.

By-passing Kingston.

Pressure is being brought to bear on the contractors who have in hand the Kingston by-pass, but even if the work is speeded up it is doubtful whether the road will be opened for 18 months or two years.

Cars for Canada.

According to a message from Reuter it is possible that four of the most important British manufacturers who have adopted mass production methods will establish manufacturing plant in Canada next year.

Roads—and Road Users.

That the roads, for which ratepayers had to pay as regards maintenance, were not for the sole use of commercial vehicles, the drivers of which ought to realize this fact, was a point made by the Cheshire County Council which private motorists will appreciate and applaud.

To Help the Stranded.

The R.A.C. proposes to erect signs on all the main roads indicating the whereabouts of the nearest public telephone. The Club points out that stranded motorists are often needlessly held up by the wayside on account of their being unaware of the fact that a telephone is near at hand. The new R.A.C. signs will be attached to existing telegraph poles.

Curiouser and Curiouser!

In these days when it is realized, by the public at least, that trams are an antiquated and rate-swallowing means of transit, it is surprising to learn that the London County Council is about to lay a new line between Southend Village and Grove Park. Before commencing the actual laying of the track it will be necessary to spend £12,025 upon widening Bromley Road. Do the local residents really want these new trams?

America's 1,500 c.c. Limit.

The engines of racing cars competing in championship events next year under the sanction of the American Automobile Association contest board will be limited to a piston displacement not greater than 91½ cubic inches (1,500 c.c.) as compared with the present maximum of 122. In making the announcement, the Association explained that, owing to the rapid development in car design during the last few years, all concerned were agreed that the time had come to reduce the size of engines.

Recalling that the car in which Peter de Paolo won the 500-Mile Memorial Day Race at Indianapolis, at a rate of 101.13 miles an hour, had a piston displacement of 121.7 cubic inches, compared with 447.1 cubic inches in the machine with which Ray Harroun won the first race there in 1911, at 74.59 miles an hour, the Association said that "the power, endurance and speed developed by the present 122 cubic-inch engines has created a new landmark in motorcar development, and the time has come to reduce engine sizes in order to afford a greater opportunity for further refinements. It is too early to say what effect the reduction will have on existing speed records, but it can be safely predicted that it will not be long before the new engines will develop speeds and power at least up to present-day limits."

The "Tell-tale."

The switch controlling the rear light of every car in Australia must be placed at the rear of the vehicle. The idea, apparently, is to prevent drivers switching off in case of accident. Motorists seem to be treated as potential criminals in other countries besides our own.

Race Track for Prague.

A motor racing track is being built in Prague; it will be Czecho-Slovakia's first venture in this connection. The track is being constructed jointly by a number of Czecho-Slovakian automobile clubs, and we understand that the site will be in the vicinity of the Kbely aerodrome.

Changes in Racing Personnel.

Benoist and Divo, two of the foremost Delage racing drivers, and also well known in connection with small car racing events, have left the Delage concern, which has decided not to take part in racing during 1926. Benoist has joined the Alfa-Romeo team, whilst Divo will be seen at the wheels of Darranqs.

Trim Those Hedges.

An appeal to all frontage owners near blind corners on main roads to cut and trim the hedges so that motorists may have clearer vision is made by the chairman of the Cheshire Main Roads Committee. He might have pointed out that by doing so householders also mitigate the likelihood of too frequent use of their premises as temporary hospitals—or mortuaries.

Here, Too.

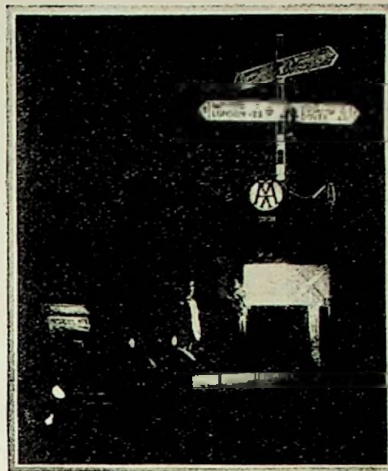
In Australia there is much outcry about the official "boosting" of trams to the hindrance of other forms of traffic. State capital, it appears, finances the tramways and more up-to-date vehicles are kept in the background. As usual, the motoring and non-motoring public suffer by the continuance of the antiquated tram in congested areas.

Road Fund for—the Roads.

The Cheshire Local Taxation and Road Fund Licences Committee has approved a resolution passed by the Kesteven County Council to the effect that, in the opinion of the said Council, the whole of the income from the taxation of motorists should be used for the improvement and maintenance of the roads and in no way diverted to any other public service.

Remarkable Regulations.

Some very amusing clauses appear in the regulations for the Liverpool Motor Club's "Revenge" trial, from which we quote the following:—"Neither chains nor horses will be allowed." "The organizers will do their utmost to ensure that no awards will be necessary, but as entrants are by repute somewhat mercenary in nature, the following awards will be held in readiness . . ." "Fishing rights . . . are the exclusive property of the organizers." Further details will be found under Club Items.



Super-telephone boxes and illuminated sign-posts: the latest A.A. development.

U.S. Roads Better than Ours.

"I visited the United States convinced that England possessed the finest high-ways in the world and that some of the best of these were to be found in Cheshire; I have returned convinced, I regret, that the Americans can teach us quite a lot in this matter."—Capt. H. M. Beames, a member of the Main Roads Committee of the Cheshire County Council.

Off to Australia.

Mr. L. C. G. M. Le Champion will soon be in Australia, where he hopes to add to the laurels he has won in English sporting events. The star turn in his programme will be the 200 h.p. Fiat which he recently purchased from Mr. E. A. D. Eldridge. The rumour that Mr. J. G. Parry Thomas also intends going to Australia shortly with a large fleet of racing cars has not, according to Mr. Thomas himself, any foundation in fact at present.

Big Auction Sale.

Over 100 cars of all sizes and make will be auctioned at a special sale which is being organized by Henlys, Ltd., Great Portland Street, London, W.1, on December 3rd.

The Rule of the Road.

An informative little book by E. V. A. Christy, entitled "The Rule of the Road," and dealing with matters with which every driver should be familiar, has been published by Vinton and Co., Ltd., 8, Bream's Buildings, Chancery Lane, London, E.C.4, at 2s.

A.C. Front-wheel Brakes.

Front-wheel brakes are now standard on A.C. sports models, whilst they are obtainable at an extra charge on touring models. In making the announcement Mr. S. F. Edge points out that, owing to the high speed of the sports models, he considers that front-wheel brakes are desirable.

Filling Stations.

To have the misfortune to run out of petrol in the City of London or even just outside its boundaries may be somewhat awkward for the private motorist, as garages are not easy to find. There is a number of filling stations in the City area, but they are exclusively for the use of commercial vehicles. Surely it would not be difficult to arrange for these stations to supply fuel to any type of car? Possibility of congestion can hardly be the objection.

Peugeot Price Reductions.

Peugeot (England), Ltd., announce that the price of the 7-12 h.p. Peugeot cabriolet is reduced from £185 to £165. The dickey seat, clock and speedometer are retained at the new price. The 7-12 h.p. Peugeot cloverleaf model, which also is equipped with clock and speedometer, is reduced from £185 to £165. These price reductions came into effect on November 25th. We understand that the 7-12 h.p. Peugeot all-weather model is no longer to be marketed.



A PARIS EXPERIMENT.

These "hansom-cab" tax's will probably appear soon in large numbers on the streets of Paris.

The Camping Season.

New Zealand motoring papers are now full of the prospects of camping, summer trips, picnicking and so on: in short, the motoring residents of the famous islands are just beginning to enjoy the summer months.

Joy-ride Thefts.

The activities of the illegal joy-rider are much in evidence at this time of year. Cars left outside houses offer temptation to those whose mechanical

Fuel Research Report.

Internal-combustion engines (Section V) and power alcohol (Section VI) are dealt with in the report of the Fuel Research Board, which has just been issued by H.M. Stationery Office, price 1s. 6d. net.

The Importance of a Licence.

Charged with not having a driving licence and pleading that he had forgotten to renew it, a motorist asked the Liverpool Stipendiary if he did not

Prosecute Pedestrians.

That in some cases a pedestrian should be prosecuted for negligence just as much as the driver of a car is the view of the Leicester coroner. We have pleaded the same cause for years.

Austin Successes.

Of 50 trophy events in which Austin Seven cars have taken part during 1925 no fewer than 45 of the trophies competed for were captured. During this year Austin Sevens have established ten world's records and won 16 silver cups and 21 gold medals.

Benevolent Fund Total.

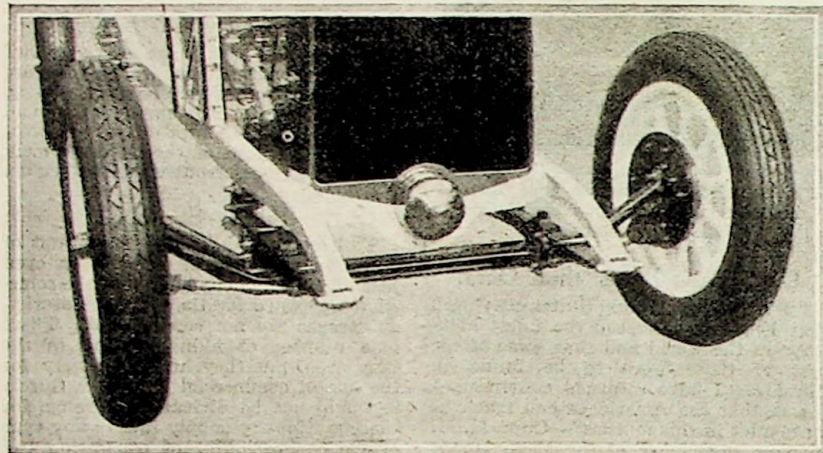
The second list of subscriptions to the Motor and Cycle Trades Benevolent Fund has brought the total up to £4,438 10s. 6d. An announcement concerning the Fund will be made at the banquet which will be held at the Connaught Rooms on December 1st.

I.A.E. Activities.

The evaporative method of cooling has received much attention in the U.S.A. Commander Cave-Brown-Cave read an interesting paper on this subject before the I.A.E. and Royal Aeronautical Society recently. On November 27th a marine conference will be held at Olympia with papers on the subjects of motor installation and twin screws.

Forewarned is . . .

Following the appeal by the Royal Automobile Club to all drivers to be particularly careful at Redbourn, which is on the main road from St. Albans to Coventry, we learn that the nuisance of which the Chief Constable of Hertfordshire complained has been so much abated that the necessity for the technical prosecution of motorists has been avoided. The original R.A.C. warning to motorists was published in *The Light Car and Cyclecar*. The R.A.C. now appeals to all motorists to show the same consideration as was exercised in Redbourn when driving through Bishop's Stortford.



POPULAR ON THE CONTINENT.

This method of mounting the dynamo on the forward end of the crankshaft is becoming increasingly popular for small cars on the Continent. In this country the Calthorpe is practically the only example.

knowledge is better than their morals. Secret switches and other artificial starting difficulties go a long way in safeguarding a car when an unauthorized ride is the motive of the temporary theft. An electric starter aids the work of the light-fingered gentry.

Helpful!

"Hi!" shouted the driver to the old man with the cows. "Can you tell me where this road leads?"

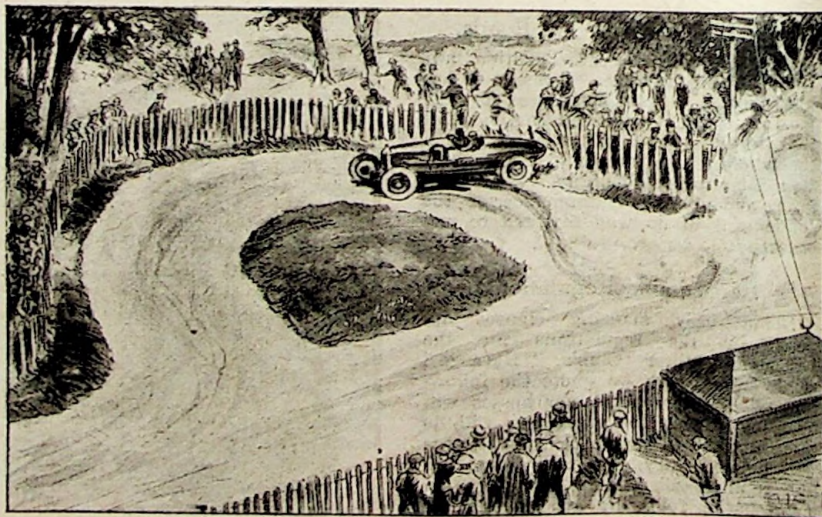
"Ay, that I can; that I can, indeed," said the old fellow cheerfully. "It do lead past our varm to the village and through that to the big town beyant."
---*The Commercial Motor*.

White Lines—Latest News.

The latest development, as our readers are aware, is an illuminated white line, the introduction of which was followed up by a statement from Sir Henry Maybury to the effect that various methods of applying white lines permanently were being tested by the Middlesex County Council. The surveyor to the Guildford R.D.C. claims to have introduced the first white line—near Shere on the Guildford-Dorking road—five years ago.

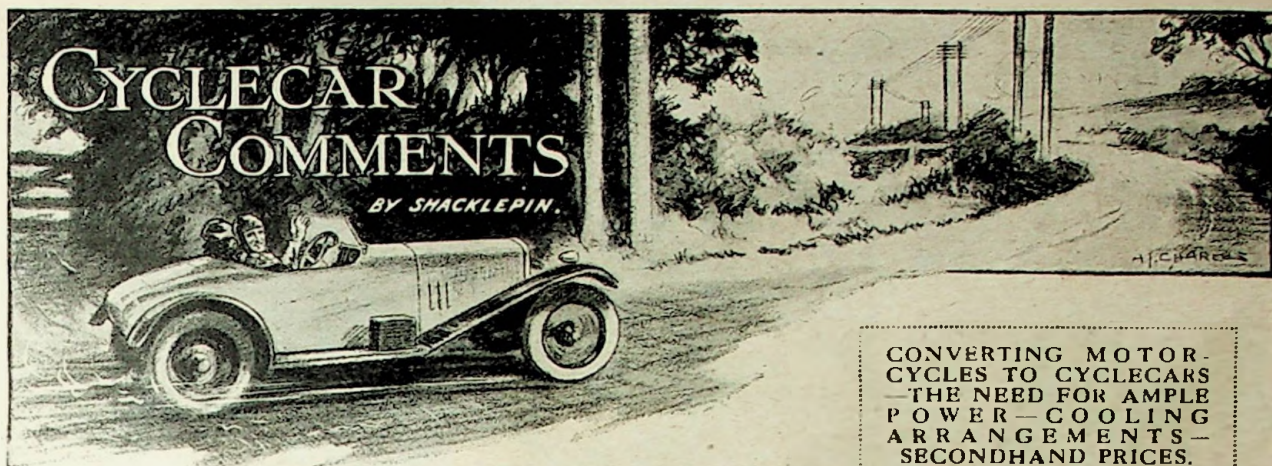
The highways committee of the West Riding County Council reports that it has had under consideration the advisability of recommending the making of a by-law to enforce the observance of white lines placed at dangerous corners for the guidance of traffic. After full consideration, however, it has decided not to do so.

B14



THE ARTIFICIAL HAIR-PIN.

Another suggestion for next year's 200-Mile race. The sketch was made during a recent French road event, when this artificial hair-pin was used.



CONVERTING MOTOR-CYCLES TO CYCLECARS—THE NEED FOR AMPLE POWER—COOLING ARRANGEMENTS—SECONDHAND PRICES.

TWO readers have written to me within the past week asking advice as to the building of three-wheeled cyclecars. In one case a sketch of the proposed chassis frame accompanied the description of the vehicle, which is to be built largely from A.B.C. motorcycle parts.

The frame members are of 2½-in. by 2½-in. ash, braced as required and supporting at the rear the A.B.C. forks and wheel; a tubular cross-member carries the roller bearings of the fork ends and the suspension is by helical springs. The front axle is of normal H-section type, incorporating Ford stub axles and having helical spring suspension. A wheelbase of 7 ft. and a track of about 4 ft. are shown in the drawing.

There seems to be nothing wrong with the general layout, but the use of helical springs all round may tend to cause rolling on corners, and it may be necessary to fit rebound dampers, either in the form of additional springs or by using a standard form of shock absorber.

The frame should be quite strong enough when made from 2½-in. square ash, and it would be found, probably, that 2½-in. by 2-in. members, suitably braced and set with the deepest section vertical, would have no tendency to whip or bend under load. Steering will be improved if the wheel spindles are set to allow for centre-point contact with the road surface.

The A.B.C. rear wheel has a 26-in. by 2½-in. tyre, which, to my mind, is much too small for satisfactory use on a passenger-carrying three-wheeler; its life would be short and it would be prone to cause skidding on greasy tramlines. A tyre of at least 24-in. section should be used.

With regard to brakes, I suggest that these should be fitted to all wheels, the front pair being coupled to a pedal and the rear one operated by a ratchet lever. Thus most use would be made of the f.w.b., which could have plenty of surface and

would not tend to cause skidding. The rear brake could be used in an emergency and for holding the cyclecar on hills.

For use in a cyclecar the motor-cycle gear ratios will need to be lowered; the A.B.C. standard ratios are, I believe, 5½, 7½ and 9½ to 1, and these, of course, will be too high. Given a light cyclecar with not too much wind resistance, a top gear of 6½ to 1 might not overload the engine unduly, but hill-climbing will be difficult on the lower ratios.

In my opinion, if top gear is 6½ to 1, second should be about 9 to 1 and bottom 16 or 18 to 1, but trouble might arise due to overheating unless a very efficient fan were fitted. It would seem, then, that if a new gearbox is called for, the cost and trouble involved would be out of all proportion to the value of the cyclecar and the service it may give.

I have had experience with low-powered, low-g geared cyclecars, and I can say that they are most unpleasant to drive; therefore, I advise my querist to look out for a more powerful power unit; his chassis frame should be strong enough to carry a 5-6 h.p. engine.

My second inquirer should take heart at what I have written above, because he proposes to use a 7-9 h.p. Harley-Davidson engine, gearbox and rear wheel. I have no details of his chassis frame, but he wishes to fit his power unit at the rear, so as to keep the driving chains short.

It seems to me that by this arrangement a very long wheelbase will be required, because the distance between the engine shaft and rear-wheel centres in the standard Harley-Davidson layout can hardly be less than 3 ft.

In front of the engine we have the seat and beyond this a reasonable amount of leg-room will be required. The wheelbase of the cyclecar may, therefore, be somewhat longer than would seem advisable with a three-wheeler, although if the frame is well

braced no great difficulty should arise. In setting out the chassis dimensions due consideration must be given to weight distribution, so as to avoid overloading the rear wheel.

An artificial draught would be needed to cool the engine, and I would suggest two fans—one for each cylinder, and mounted in such a way that the draught impinged directly on the valve side of the heads. The diameter of the fans and the number and pitch of the blades would have to be found by experiment, and would, of course, be governed largely by the speed at which they were driven.

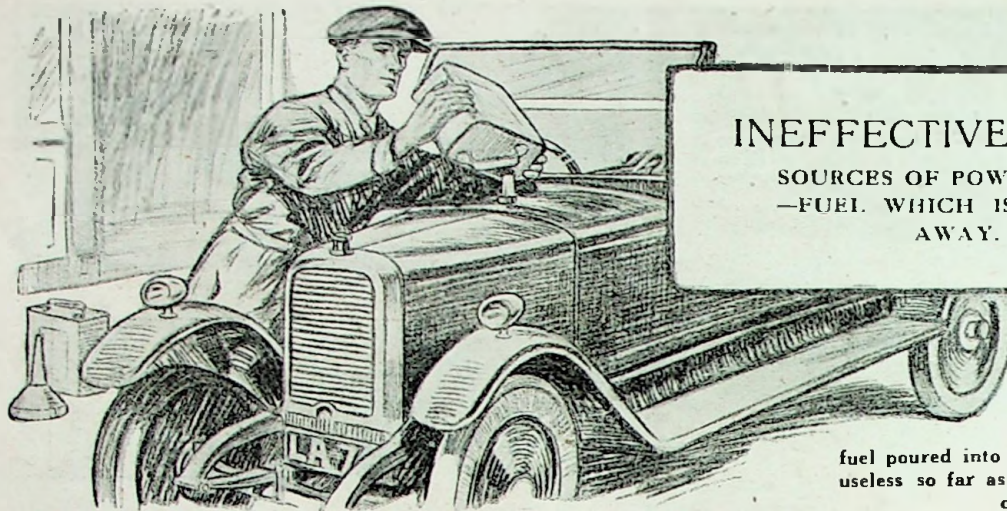
The engine cockpit should be well ventilated by means of scoops, so that cool air could find its way in to feed the fans and the hot air have an easy path of escape. Means similar to those I have outlined were adopted in the A.V. bi-cars, and, so far as I can remember, overheating troubles were seldom experienced.

My recent suggestion to would-be cyclecar owners, who had not the facilities to build their own vehicles, that they should buy a second-hand G.N. or similar cyclecar and do a little "hotting-up," has brought me a number of letters from interested readers. Most of these enthusiasts wish to know where they can buy an old G.N. and how much they will have to pay for it.

Is my page of such great interest that no other part of the paper is deemed worthy of attention? What of the second-hand advertisement pages?

I glanced down the list of G.N.s for sale in a recent issue and counted no fewer than 27, at prices ranging from £16 upwards. They are stocked by a number of dealers and it should be very easy to find just what is wanted at a very reasonable price.

Spare parts are obtainable from several concerns which specialize in G.N.s and whose advertisements are to be found in this journal.

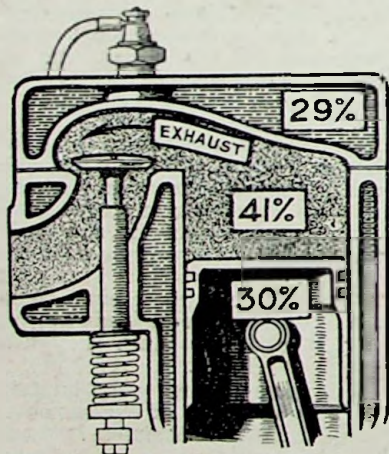


How many owners realize that three-quarters of the fuel poured into the tanks of their cars is useless so far as propelling the vehicles is concerned?

THERE is a popular belief that, figuratively speaking, all the fuel poured into the tank is delivered in the form of power at the rear wheels and is available for propelling the car along the road. Very far from it!

Roughly, only a quarter of the actual fuel value is used to drive the car, no less than three-quarters, approximately, being lost in various ways. The actual percentage of useful and wasted fuel varies with different designs, but the 25 per cent. turned into work may be taken as applying to the normal touring model light car.

Before dealing with the why and wherefore of power losses, it is necessary to understand where the waste occurs. Only about 30 per cent. of the heat value of the fuel actually is used in the cylinders to force the pistons downwards. Of this 30 per cent. a further 5 per cent. is lost in bearing friction, in the inlet and exhaust systems and in the transmission. Thus the result is three-quarters waste and one-quarter of the fuel used.



This diagram illustrates the thermal losses. Approximately 30 per cent. of the heat value of the fuel actually takes effect upon the pistons.

For the sake of clearness there are three types of loss, which will be referred to as (a) thermal, (b) pumping and (c) mechanical.

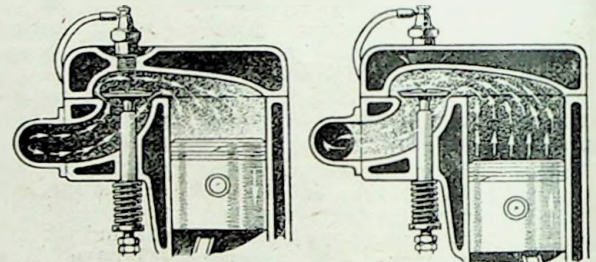
The thermal efficiency of an engine is the ratio of work converted into work to the heat supplied. Assuming that a gallon of petrol has a heat value of 144,300 B.Th.U.s, an engine which makes use of 43,290 B.Th.U.s out of every gallon has a thermal efficiency of 30 per cent. Up to date the maximum thermal efficiency obtained is barely 40 per cent.; 30 per cent. however, is nearer the mark for ordinary production engines. Steam engines are even worse off in this respect, as

B16

their thermal efficiency may be set down at about 25 per cent.

Where does the 70 per cent. of the heat value of the fuel go? The water-jackets and radiator absorb some 29 per cent., and 41 per cent. passes out in the exhaust gases. At first sight it would appear that the cooling system is an expensive and unnecessary part of the engine if it causes such wastage, but, as in the case of the majority of engineering problems, it is a necessary compromise.

In the absence of direct air or water cooling, the heat generated in the cylinders would grow until the oil tem-



On the left is seen the process of induction which tends to retard the downward motion of the piston, whilst the expulsion of the exhaust, shown on the right, brakes the upward movement of the piston. These power wastes are the pumping losses.

perature rose to such a pitch that its lubricating value was destroyed; this, of course, would mean seizure and distortion.

The heat loss can be readily understood if it is appreciated that petrol is being burned the whole of the time the car is in use for the purely wasteful purpose of maintaining three gallons or so of water almost at boiling point in the face of a powerful artificial cooling medium in the form of a radiator.

Having dealt with the heat loss via the cooling system, we next turn to the waste of fuel heat value by way of the exhaust. Three matters concern this loss—carburation, combustion chamber design, and exhaust-valve timing. Taking carburetters first, these are improving slowly, but, scientifically speaking, their work is inefficiently done. They deliver a gas incapable of complete combustion, thus accounting for much of the waste.

Design of the combustion chambers to effect as complete combustion as possible is the second point. In this respect modern engines are superior to older types, as the results they give show a higher thermal efficiency. Particularly in recent years the subject has

been dealt with in detail, and cylinder head shapes have undergone much alteration, in view of increased knowledge in this connection.

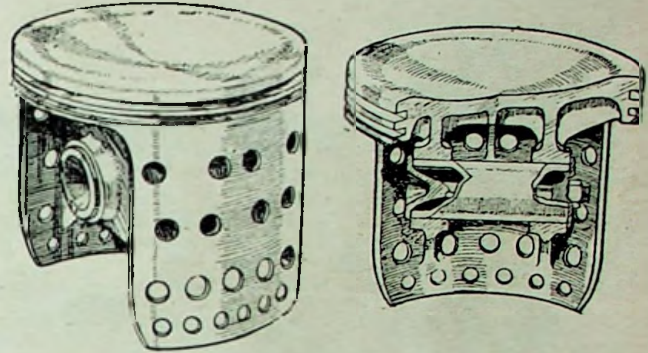
The third cause of thermal loss via the exhaust is due to the need for "early" exhaust-valve timing. The valves open before the burning of the gases is complete, thus permitting a portion of the mixture to expend its force in the exhaust pipe and silencer. This seems a waste, but it is again part of a compromise which is necessary in order to ensure that the cylinders are scavenged of exhaust gas to the maximum possible extent. Heat in the fuel is thus sacrificed to an inherent weakness in the four-stroke cycle.

Pumping losses are the second type of power waste, and can be described as the forces required to draw the gas into the cylinders and to expel the exhaust. This may seem to be of little importance, but in effect the losses actually account for more power than the friction of the engine bearings. In the case of the induction mixture is drawn in by the sucking action of the piston. This obviously tends to retard the downward movement of the piston, and therefore absorbs power. In a similar manner the burnt gases in the cylinder do not expel themselves; they have to be pushed out of the cylinder by the upward stroke of the piston, which, of course, absorbs more power. Features of design which affect pumping losses are the diameter of the inlet and exhaust passages, their length, direction and surface finish.

Thus far we have dealt with the power delivered at the pistons. Now we may trace it through to the rear wheels, diminishing as it goes, and come to mechanical losses which are the third link in the chain of power waste. Mechanical efficiency is the ratio of energy given out to energy supplied. The average percentage here is much greater than in the case of thermal efficiency, being about 90 per cent. to 94 per cent. The 10 per cent. loss is caused by the friction of the pistons

entire friction in the engine takes place in the cylinders. A large amount of the area of piston skirts is unnecessary for taking wear, but heat conduction and the strength of the piston demand the presence of an adequate amount of metal.

An advocate of the slipper piston, Mr. Ricardo, has done much towards the reduction of friction by eliminat-

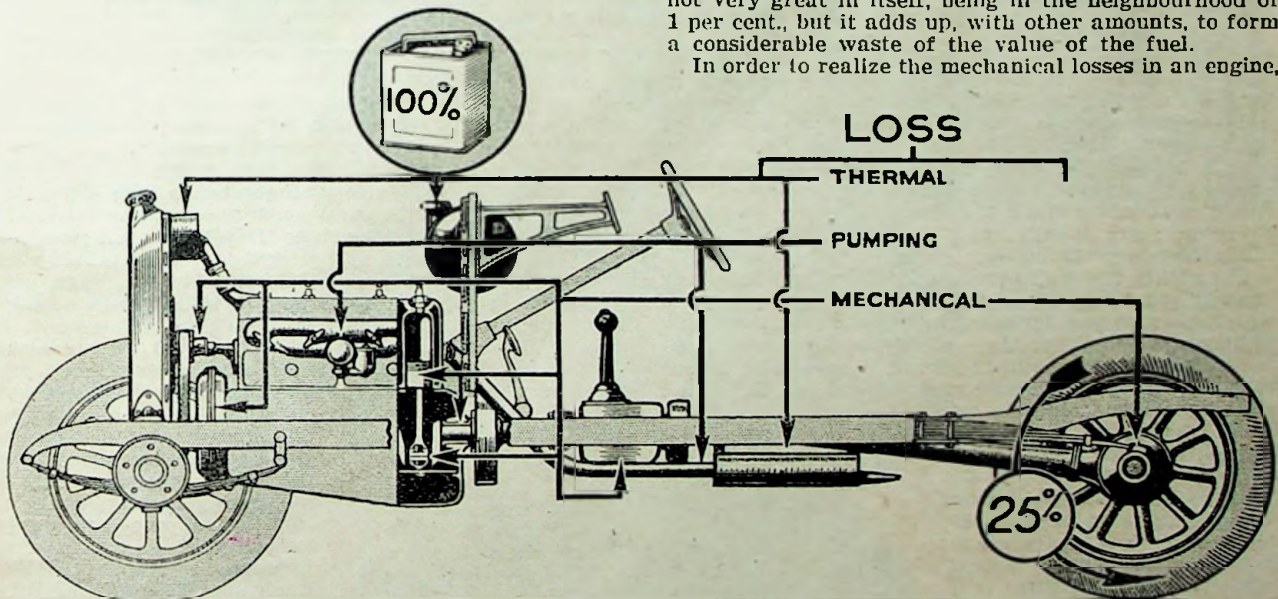


To minimize piston friction the familiar Ricardo type has drilled and cut-away skirts, whilst heat is conducted away by webs under the crown.

ing all that metal in the piston skirt which does no useful work in withstanding the stresses. In this type the area of the bearing surfaces is reduced to a minimum consistent with safety and having due regard to the thrust to be taken. Portions of the piston skirt which normally surround the gudgeon-pin bosses are cut away, only two working faces being provided.

Further items affecting mechanical losses are the crankshaft bearings, valve gear and engine auxiliaries. The sum total of the waste arising from these parts is not very great in itself, being in the neighbourhood of 1 per cent., but it adds up, with other amounts, to form a considerable waste of the value of the fuel.

In order to realize the mechanical losses in an engine,



Approximately 75 per cent. of the heat value of the fuel is lost in the process of its being converted into driving power at the rear wheels of a car. The arrows indicate the chief sources of waste, which are grouped under three headings, thermal loss being the largest.

in the cylinders, the friction in the engine bearings, in the auxiliaries, in the gearbox and in the rear axle. Friction increases with the engine speed; therefore a study of mechanical efficiency is of great importance in connection with light car engines which run at comparatively high rates of revolution.

Foremost, by reason of its relative size, is piston friction. This loss represents a quantity some four times greater than that of the friction of the engine bearings; between 40 per cent. and 60 per cent. of the

one has but to turn the starting handle when the sparking plugs have been removed. As the speed rises the friction becomes greater, and it can be imagined what an internal load, so to speak, has to be overcome before power is available for driving the car.

In the transmission of the power from the flywheel to the road wheels, about 10 per cent. of the power developed in the former is lost, and even then there is wheel slip, which accounts for an additional 1 per cent. waste.

WHEN THE FLOODS ARE OUT



NEGOTIATING FLOODS AND WATER SPLASHES IN SAFETY—THE METHODS OF THE EXPERT—LESSONS TAUGHT BY COMPETITIONS—MOST SUITABLE TYPE OF CAR FOR FLOOD CONDITIONS.

MOST light cars, if skilfully handled, can negotiate a road which is flooded with water to a depth of about 18 ins., but there are not many drivers who care to attempt the feat. There is no reason why they should not, however, for no damage can be done to the car by negotiating floods and water-splashes, whilst circumstances are always likely to arise when it is absolutely necessary to do so.

The ability of cars to cross quite deep fords has been brought about very largely by the frequency with which water-splashes are included in reliability trials, and, although promoters of these events are often criticised for including splashes in the route, it cannot be denied that they have had a good effect on car design, whilst they have also helped in no small degree to make the British light car suitable for overseas conditions.

It would astonish many owner-drivers if they could see the depth of water which is necessary to bring a light car to a standstill when it is being handled by an experienced competition driver, whilst even motorcycles nowadays ford rivers which are so deep that the engine is almost entirely submerged. The riders, of course, know exactly the correct procedure to adopt, whilst they also fit upward extensions to their exhaust pipes and carburetter air intakes. In addition, it is necessary, of course, to prevent water from entering

the magneto, by smearing it with grease or enclosing it in a waterproof fabric bag, whilst the sparking plug or plugs require special waterproof terminals.

Fortunately, none of these precautions is needed for attempting to negotiate water-splashes in a light car, except in extreme cases, when it is sometimes advisable to fit an upward extension to the silencer tail pipe.

The best type of car for crossing fords is one with an enclosed flywheel, and those who own cars with exposed flywheels are strongly advised not to attempt to negotiate water which is more than 8 ins. or so in depth, as an open flywheel throws up quantities of water which may swamp the feet and legs of the front-seat passengers and will almost certainly make its way on to the sparking plugs, effectually stopping the engine in mid-stream. When this occurs, the occupants of the car generally have no alternative but to wade ashore and secure a tow, assuming, of course, that the car cannot be pushed out by hand.

A plan which is sometimes effective, however, when the engine stops in the middle of a water-splash is to engage first gear or reverse and allow the electric starter to drive the car back to dry land. If it is incapable of doing so, the aid of one of the passengers pulling round the spokes of one of the road wheels will generally prove sufficient, whilst helping the



The driver of this Rover is acting wisely, the low speed of his car causing only a slight ripple in the water.

electric starter by rotating the starting handle in front allows one man to extricate a light car from quite a difficult position.

Apart, however, from the tendency of an open fly-wheel to throw water on to the sparking plugs, there is the added disadvantage with this form of construction that the clutch is far from waterproof, and those who own such cars should be very careful, even when negotiating only a few inches of water, not to free the clutch on any account, as, if they do so, it will decline again to take up the drive, owing to water getting between the friction surfaces.

It will be seen, therefore, that what is popularly termed "unit construction," in which the flywheel is either wholly or partially enclosed, is much the most satisfactory for a car which is to be used on flooded roads. With such a car there is no reason why water should not be crossed with certainty.

Experience Helps.

A certain amount of experience is, however, desirable; it is necessary to know, for example, that the car should be driven as slowly as possible, whilst if the water is so deep that the exhaust pipe is submerged, the engine revolutions should be kept comparatively high. Bottom gear is therefore clearly indicated, the clutch, if necessary, being slipped in addition.

Apart from going slowly, using bottom gear, and keeping up the revs., there is no other special knowledge needed when using flooded roads, but for crossing water-splashes or fords it is advisable to know something of their characteristics. In the first place, they are to be found in Great Britain only on tertiary roads which are used almost solely by farm carts and so forth, and, as these are not affected particularly by the depth of water, the driver generally follows the straightest course across. With a car, therefore, it is obviously wise to avoid the most direct route, where the water, owing to cart ruts and the bottom being stirred up by horses' hoofs is at its deepest.

In consequence, an old hand, when he approaches a ford, notices first the direction in which the stream is flowing, and carefully chooses a semi-circular course from bank to bank, making a down-stream as distinct from an up-stream detour. The reason for this is because the mud, gravel and so forth stirred up by farm carts naturally drifts with the current, and as a direct consequence of this a ford which may be about 2 ft. deep if one takes a straight course, is nowhere deeper than about 6 ins. or 8 ins. if one starts by going slightly down-stream and then turns across to rejoin

the road on the far side. This plan is adopted by almost all competition drivers, for whom a stop in a water-splash usually involves not only wet feet but loss of a premier award.

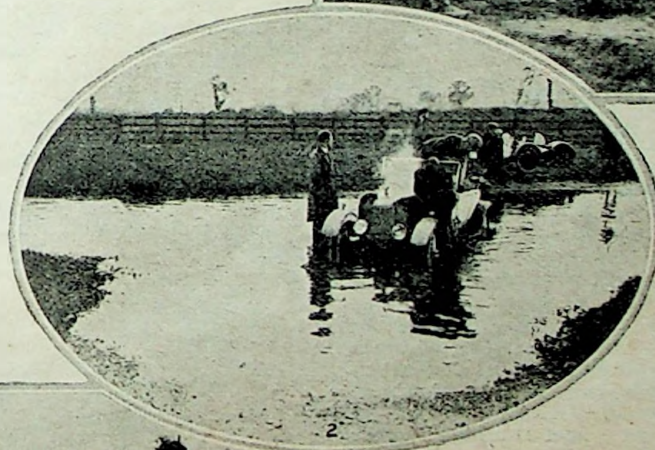
A series of three very interesting photographs which is published on this page depicts a very wide water-splash which was included in a fairly recent reliability trial and which brought nearly all the inexperienced competitors to a standstill. The old hands, however, had no difficulty with it, simply because they adopted the necessary precautions.

One fact which the photographs clearly emphasize is that it is fatal to attempt to cross a water-splash at speed. The A.C., which is shown, approached the water at about 18 miles an hour in bottom gear, but, even so, it was unable to get more than half-way across before the engine was flooded and the car came to a standstill.

Whilst the driver and his passenger were endeavouring to extricate the car from its unfortunate position, the driver of an Austin Seven approached the splash at a speed of about three miles per hour, made a semi-circular down-stream detour, and reached the far side with perfect ease.

On the same day this water-splash was negotiated by a large number of motorcyclists, and here again it was noticeable that the secret of success was to travel as slowly as possible, consistent with maintaining balance.

A fact which is not commonly appreciated is that the braking effect of only a few inches of water is very



IN THREE CHAPTERS.

Through lack of knowledge of the correct procedure or to impress the lookers-on, the driver of this A.C. attempted to cross a ford at speed. His ardour, his person and his engine were duly damped with ice-cold water.

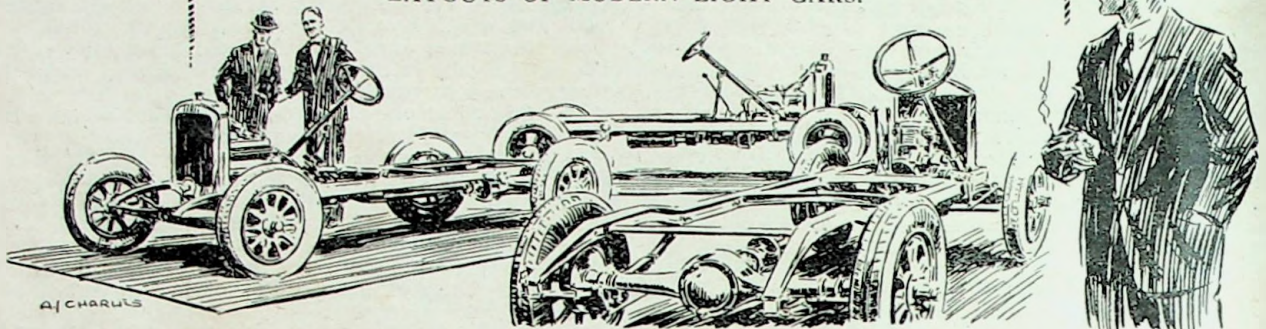
considerable indeed, and for this reason, in addition to the need for keeping the revolutions high and thus preventing the engine from stopping

when the exhaust pipe is submerged, the advisability of keeping up the revs. by slipping the clutch is obvious. We must repeat, however, our warning to the effect that an exposed clutch, particularly one of the leather-lined variety, should never be freed in the slightest degree when water-splashes are being negotiated.

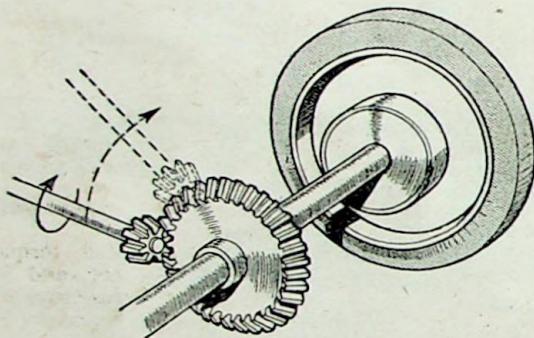
In the case of cyclecars with air-cooled engines, there is the added danger of fracturing the cylinder or cylinders owing to the too sudden cooling if a water-splash is taken at speed and the water allowed to surge up round the cylinders. The danger exists, also, to a minor degree, with a water-cooled engine which has, perhaps, been slightly overheated by rough going just previous to tackling the splash.

ABSORBING THE TORQUE.

TYPICAL EXAMPLES OF THE TRANSMISSION
LAYOUTS OF MODERN LIGHT CARS.



WHY are some propeller shafts enclosed and others open? Why is there sometimes a sort of girder extending forward from the back axle? and so forth, are the questions which novices often ask, and although the principles of torque and drive should be two of the first to be grasped by those who take the smallest interest in transmission systems, they are often sources of bewilderment or too troublesome to be more than half understood.



This diagram clearly shows what is meant by the term torque reaction. If the road wheel were immovable it is obvious that upon twisting the shaft in the direction shown by the small arrow, the small pinion would tend to climb round the crown wheel, as shown by the larger, dotted arrow.

There are two main forces which have to be provided for when a car is being driven in the conventional manner by means of, say, helical bevel gearing in the back axle.

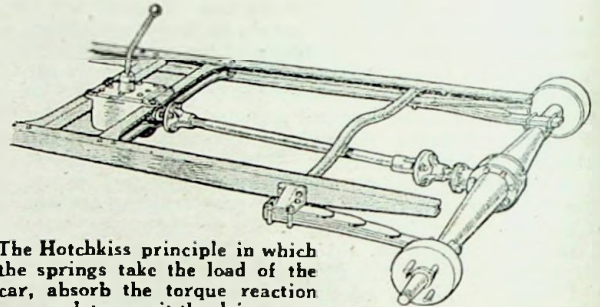
One is the torque reaction. This force can best be explained by assuming that we have a car with an enormously powerful engine, and that, having taken the precaution of rigidly anchoring the rear wheels so that they cannot move in any direction, we "bang" in the clutch with the engine turning over at a high number of r.p.m.

It should be obvious that although the engine cannot drive the car forward, there yet remains an outlet for the energy being transmitted along the propeller shaft, the result being that the car would somersault backwards, pivoting round the back axle. In practice, the force finds an outlet along the path of least resistance by turning the road wheels, but the tendency for the propeller shaft pinion to climb up and round the crown wheel exists all the same, and due provision must be made to prevent it.

An engine would, of course, have to be very powerful even to lift the front of the car off the ground against, say, the reaction caused by very heavily loaded rear wheels, but it is not difficult to conceive what would happen if the driving shaft were very long—it would

bow in the middle. It may be of interest to mention, however, that reaction is largely responsible for the backward somersault of a motorcycle having a large and powerful engine the driver of which is endeavouring to coax it up a very steep freak gradient.

The second force is that which is required normally

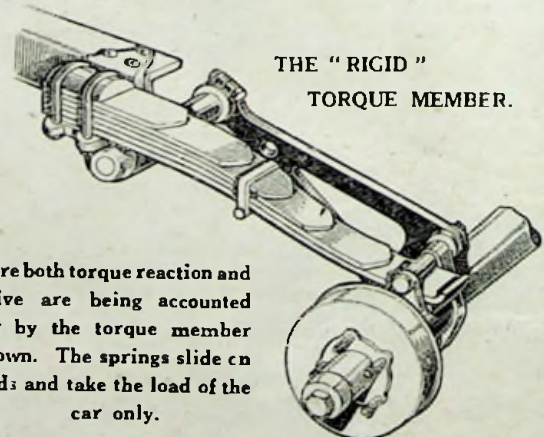


The Hotchkiss principle in which the springs take the load of the car, absorb the torque reaction and transmit the drive.

to transmit the push of the back wheels to the chassis, and both of these forces are intimately associated with the design of torque members and so on.

First of all we may take the most simple instance—that of the Hotchkiss drive—wherein the road springs at the rear not only provide the necessary suspension for the car, but transmit the push of the back axle to the chassis, and prevent any rotary movement of the back axle due to torsional strains.

Such an assembly, when used with semi-elliptic



THE "RIGID"
TORQUE MEMBER.

Here both torque reaction and drive are being accounted for by the torque member shown. The springs slide on pads and take the load of the car only.

springs, gives every satisfaction, but very few light cars use this type of suspension at the rear and, consequently, Hotchkiss drive is not popular. It must be understood that with a quarter-elliptic assembly the

absorb the torque... master leaves so...
 that they slide on fibre blocks on the...
 Similar...
 idea of fitting an...
 the clutch and brake pedals...
 side of the body and the frame...
 after, however, that this might not...
 road-holding qualities of the...
 I have improved them by fitting...
 members to the rear...

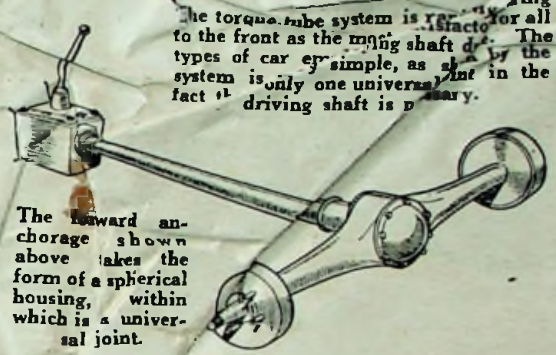
transmitting it to the frame by means of a spherical joint just behind the gearbox, or by means of a forked forward attachment to a cross-member of the frame, and it also absorbs torque in a most effective manner. In some designs the torque tube is used as a mounting for the gearbox, which is placed at the rear, as in the case of the A.C., where the back-axle casing and gearbox are formed in one unit, or on the forward end of the torque tube as with the Bianchi, Ariel, Ariés, and others. In every case, however, it greatly facilitates manufacture for obvious reasons, the back-axle torque tube and gearbox being ready for assembly as a single unit.

From the foregoing it will be seen that the torque tube or stay plays a very important part in the propulsion of the car, and when the owner should not overlook the chassis with oilcan and spanner.



An alternative method to that shown in the adjacent illustration, anchoring the forward end of a torque tube. So the fork is anchored direct to the gearbox.

In the first case, of course, a torque stay—that is, a member which will act as a lever as it were and prevent any rotary movement of the back-axle casing—will be essential; in the latter case, the tube which encloses the propeller shaft acts in the same capacity, but in each case the force of the road springs transmitted through the torque stay or torque tube. As a contrast to this system, we may consider that which provides a rigid anchorage between the rear master spring and the back axle, and a torque stay secured at its front end in a spring-loaded ball-and-socket joint. Here the road springs transmit the push from the chassis, and the torque stay deals with the force reaction. The idea of anchoring the forward end of the torque stay in the swivelling housing which has been mentioned, is to permit of a slight backward



The forward anchorage shown above takes the form of a spherical housing, within which is a universal joint.

look the various joints in connection with these components which require attention. The torque tube having a spherical-ended joint at the gearbox end, which, by the way, usually houses a universal joint, seldom requires any attention whatever, the necessary lubricant being fed to the ball joint and universal joint from the gearbox itself.

Where, however, the torque tube has a forked end and is anchored to a cross-member, lubrication of the bearings is essential so as to permit free up-and-down movement of the back axle. So great is the leverage on the pins which secure the fork end to the chassis frame, that, in the event of their tending to bind, damage might easily be done.

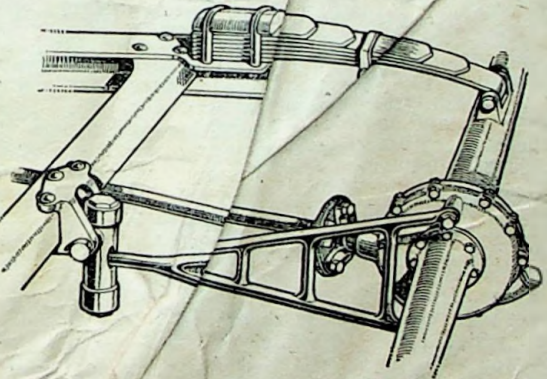
Rear springs that slide on fibre pads require frequent lubrication, and, furthermore, the forward end of the torque stay, which usually takes the form of an eye-bolt, must also receive attention from the oilcan, so that it works freely.

Where a swivelling, spring-loaded housing is employed as the forward anchorage of the torque stay, lubrication should be given not only to the pin upon which the whole assembly swivels, but to the interior of the dash-pot which houses the ball-end bearing and helical springs.

Naturally it may be asked why, at this stage in the progress of the motorcar, one form or another of absorbing torque reaction and transmitting drive, has not been adopted; why, in fact, there should be such a variation of opinion. The answer is that individual designers still cling to their own theories and that, although space has not permitted the subject to be investigated in detail here, there are many points for and against the systems which have been described and illustrated.

It is noteworthy, however, that, as stated, the enclosed propeller shaft driving the torque tube-cum-back-axle unit, is gaining in favour.

The illustration below shows in detail the forward anchorage of the torque stay depicted on the right. The rod is ball-ended and the bearing is spring-loaded.

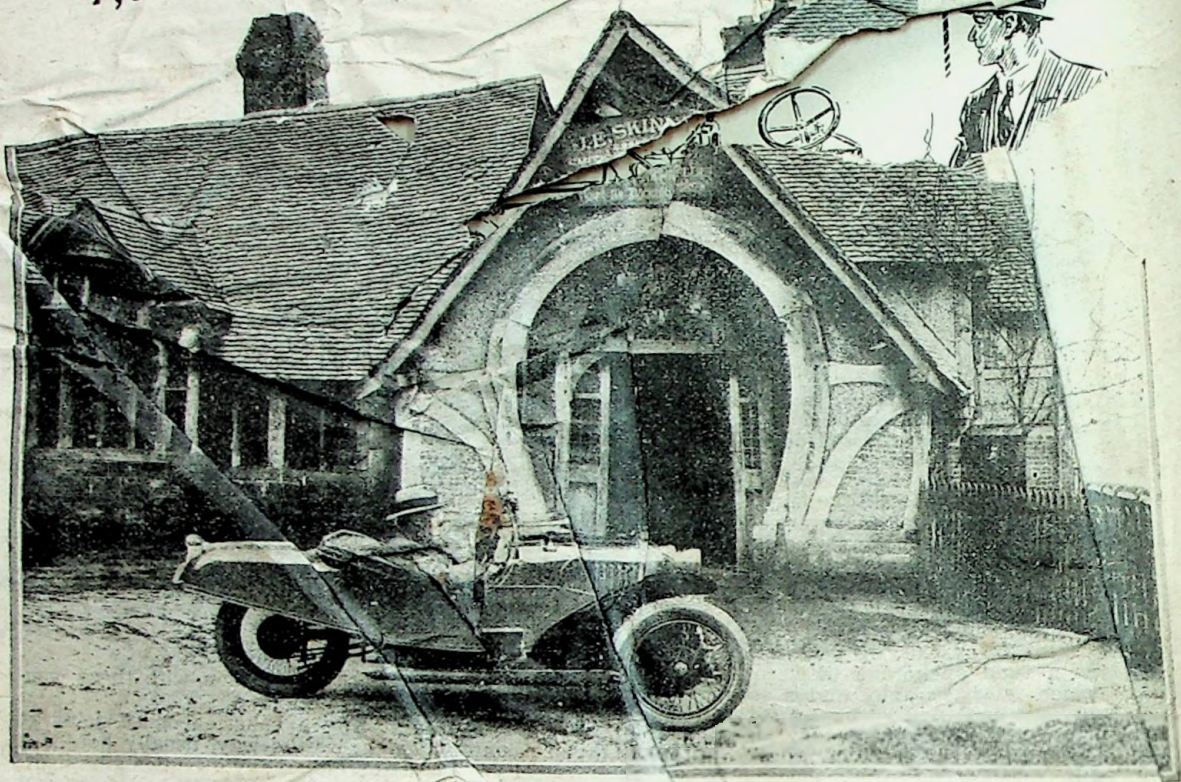


(Above) Showing how the road springs may be made to take the load and transmit the drive. Torque reaction is absorbed by a special triangulated stay.



and forward movement, caused by the radial movement of the axle when the springs are deflected. Of the many systems probably the most popular in use, the torque tube is demonstrated plainly at the Motor Fact which was demonstrated at the Light where it was seen. It is for a large majority of the light where it was seen a rear universal joint, neat construction, and the use of which protects the propeller shaft throughout its entire length. It can be made to take the push of the back axle.

7,000 MILES IN A 1925 AERO MORGAN.



The contributor of "Cyclecar Comments" gives his experiences with an Aero Morgan during a season's running in town and country.

IT was in April last that I took delivery of my present Blackburne-engined Aero Morgan from the works at Malvern Link. My journey home—roughly, 150 miles—began about 11.30 a.m., and, as the car was new, I took care not to drive at more than 30 miles an hour, but for various reasons I did not arrive home until 7 p.m.

Before many miles had been covered I decided that the steering was unduly stiff and that there was a harshness which could not be due entirely to newness. A stop by the roadside for a careful examination showed that the majority of the moving parts, such as steering joints, dog clutches, clutch thrust races and so forth, were badly in need of lubricant, which I proceeded to supply. So soon as this was done the machine ran much more sweetly, and the remainder of my journey was accomplished without any untoward incident.

Lubrication Important.

After a further 200 miles had been covered the car was carefully examined with a view to carrying out any adjustments which might be necessary, but beyond a slightly increased clearance of the valve tappets there was nothing which required attention, although I made a point of lubricating with oil or grease every moving part, not forgetting the inner thrust race of the clutch, which, as all Morgan owners know, is reached easily by slipping a foot or so of rubber tubing over the nozzle of an oil squirt and directing the end of the tube between the spokes of the clutch ring.

My early experiences with the car showed that the hood was rather poor, as its erection caused an appalling draught to be created, and the tank side pieces of the hood restricted the driving view to a alarming

B22

extent. Subsequent experience has shown me that provided a reasonable speed can be maintained, one can keep very dry with the hood furled, as the low seating position and general build of the Aero body seems to sweep the rain over one's head.

A large amount of the car's mileage has been done in London traffic, and I have found that the Blackburne engine, though primarily intended for speed, can be throttled down until it becomes almost as docile as a steam engine, but for traffic driving the clutch, in my opinion, could be better. The thrust race requires rather frequent lubrication, and any excess lubricant is thrown on to the friction material with which the clutch ring is faced, so that after a time slipping occurs, and it is not so easy to wash out the surplus lubricant.

This trouble would be entirely avoided if the thrust races were enosed and fitted with screw-down greasers or something of the kind.

Satisfactory Braking.

With regard to the brakes, I am loud in my praises of those on the front wheels, which are very powerful and sweet in action, and they require next to no attention. The foot brake also is powerful and reliable, but it seems to me that the normal hand-brake lever might be made more easy and convenient to reach from the driving seat.

I think it can be proved that the application of either of the rear-wheel brakes to a greasy road, or the machine, in of the rear-wheel type fitted to the machine, in Dunlop street, and, because of this, I have several times considered the possibility of redesigning the braking system and coupling the pedal

to the front-wheel brakes and the central hand lever to the existing rear-wheel foot brake.

Similarly, at various times, I have toyed with the idea of fitting an accelerator pedal. The closeness of the clutch and brake pedals to each other and to the side of the body and the frame tube respectively indicate, however, that this might not be an easy job.

The road-holding qualities of the machine are quite good, but I have improved them by fitting B. and D. shock absorbers to the rear suspension. These fittings tend, perhaps, to make the springing a little harsh at low speeds, but in the open country, when advantage can be taken of the speediness of the Morgan, the back wheel clings to the road like a leech, and even had pot-holes can be taken very fast.

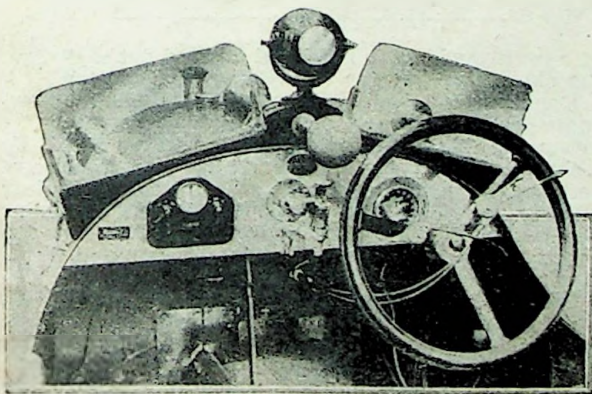
I have never had the machine "clocked" for speed, but, according to speedometer, which I have every reason to believe is accurate, I have several times exceeded 70 m.p.h. in top gear, and 48-50 m.p.h. may easily be obtained in second, and these speeds are not accomplished at the sacrifice of a good petrol consumption, because, with the B. and B. carburetter, consumption on long runs is often so low as 50 miles per gallon.

I cannot give oil-consumption figures, because the engine is so economical in this respect that the quantity used is negligible; in fact, before I became thoroughly used to the machine it caused me no small amount of worry, because I could not rid myself of the idea that the engine was being starved of oil. This idea was dispelled, however, by a slight increase in the number of drips per minute passed by the Best and Lloyd lubricator almost immediately cutting out one cylinder, due to an over-oiled plug.

Engine Improvements.

I have very little fault to find with the Blackburne engine, but I must confess that it is a mystery to me why the makers fit inverted cups to the overhead valve rockers and use a ball at the top ends of the push rods. With this arrangement it is impossible to keep the balls and cups lubricated, and the escaping lubricant runs down the tappet rods, where it gathers dust and makes an unsightly mess. By cupping the top ends of the push rods and fitting balls to the rockers this would be entirely overcome and increased silence of operation would result. In fairness to the makers I must remark that this alteration, together with other improvements, is incorporated in their 1926 engines.

I am touching wood as I write it, but I should like



To sit at the wheel of an Aero-Morgan gives the feeling of being in an aeroplane cockpit. The controls and facia-board dials are handily placed.

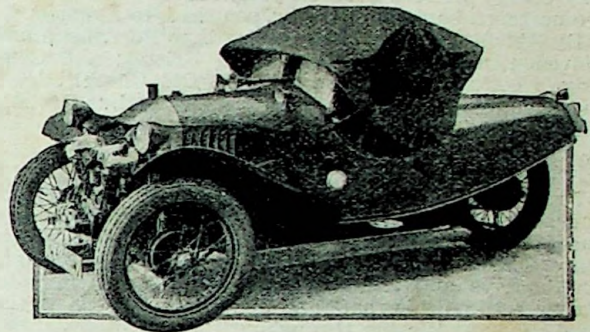
to place on record that during the entire mileage of the car I have not suffered one single puncture, and it has never been necessary to give attention to the tyres beyond occasional slight inflation.

I took the precaution, however, a little time ago of changing the rear tyre on to one of the front wheels, and it was whilst doing this that I felt myself inclined to side with those readers who have written to me at various times and deplored the fact that the Morgan

is not fitted with detachable wheels. The operation of changing the straight-sided tyres is, of course, simplicity itself.

The chains have given me no trouble whatever and have very seldom required adjustment, whilst, as yet, they show very little signs of wear—a remark which may also be applied to the sprockets.

Being tied down rather closely to town during the week, I take advantage, whenever possible, of indulging in long runs during the week-ends, secure in the knowledge that my machine is as fast as anything I am likely to meet on the road and that it will climb every hill on which the back wheel can obtain a grip. I feel that it would be superfluous to talk about times and speeds on hills, because everyone knows the capabilities of the Aero-Morgan in this direction, and those



To overcome the blanking effect of the hood sides, "Shacklepin" cut holes as shown in this photo. Weatherproofness was not greatly impaired.

who do not have only to imagine a machine weighing only 7 cwt. laden and driven by an engine which will develop 45 h.p. Even with a bottom gear of 8 to 1 it would take something in the nature of the side of a house to bring the machine to a standstill.

In connection with long week-end runs, especially at this time of the year, I have a grumble regarding the lighting equipment, which is that the dynamo itself is not large enough to supply the battery with sufficient current. When the headlights are fully on, in the case of my car, and with the dynamo charging, a discharge from the battery is taking place, and it is necessary from time to time to have this charged, a trouble which could be avoided by supplying a dynamo with a larger current output.

Another point which bears on long-distance touring is that of driving comfort. This would be improved considerably on my car by the fitting of a more adequately padded squab to the seats. The present one seems very hard after a few hours at the wheel. Another 2 ins. or so in the width of the body would also be of advantage, especially during the winter months, when heavy overcoats are the order of the day.

Touring Speeds.

Still keeping in mind that we are dealing with long runs, I should say that a cruising speed of 35 to 40 m.p.h. seems very comfortable, and at this speed the road-holding and steering are very good, whilst, of course, the machine takes all main-road hills in its stride.

In spite of the fact that the machine has been used in all weathers and often is parked in open spaces for hours at a time, its appearance has not suffered in any way, which goes to show that the paint, varnish and plating used in its construction are of the very best.

To sum up, I can say, without fear of contradiction, that the Aero-Morgan is a cyclecar which is particularly well adapted to the high-speed touring enthusiast, and at the same time it is a sufficiently all-round vehicle to be suitable also as a hack, but one which, nevertheless, can at all times be relied upon to make drivers of other cars "sit up and take notice."

A DELIGHTFUL road follows the shore of the Bristol Channel all the way from Bristol to Hartland, where the Devon coast runs out in a rocky headland into the Channel; along this road there is a wonderful variety of scenery and many objects of historic interest. At times it runs close to the water or wanders inland to avoid the rocky irregularities of the shore.

Bristol, standing on the River Avon, is spanned at Clifton by the fine suspension bridge, linking Durdham Downs with the Leigh Wood region on the south, and over the perfect roads of Durdham Downs one may motor without let or hindrance. The view down the Valley of the Avon from the suspension bridge should not be missed. There is promise of an excellent road-way below, where work is at present in full swing along the northern bank of the river, seaward, to Avonmouth.

By Abbot's Leigh a fine road leads to Portishead and Clevedon, a favourite outlet from Bristol; and Coleridge's cottage may be seen in the Old Church Road. In the church at Clevedon is the tomb of Arthur Hallam, the hero of Tennyson's "In Memoriam."

Good Going.

From Clevedon one must bear inland to Congresbury, with its dangerous bridge and old market cross, and join the main road from Bristol to Weston-super-Mare, whence there is good going all the way to Weston. On Sundays and holidays hundreds of cars may be encountered on this road, and many may be seen on the hard sands at Weston throughout the day.

Pretty, well-wooded country lies south by Uphill, where the roofless church stands high on the hill, a landmark for sailors out at sea. Highbridge is reached by East Brent, and here will be noted a very imposing war memorial with four life-size figures, representing the Services. It bears the inscription:—

*"Ye that live on 'mid English pastures green
Remember us and think what might have been."*

The southward trek is checked at Bridgwater, where the westerly road must be taken for Minehead. Bridgwater, on the River Parrett, presents the curious phenomenon of a "bore" twice daily, when, at the turning of the tide, a miniature tidal wave rolls up the bed of the stream.

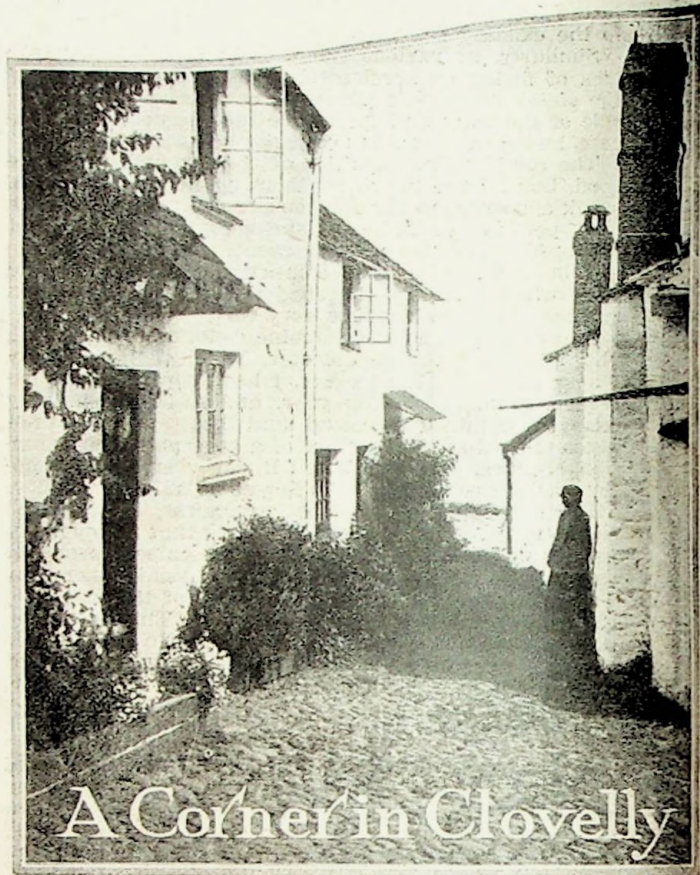
Thence the road runs under the northern slopes of the Quantock Hills through charming scenery, passing on the way Nether Stowey, where, on the left hand, as one leaves the village, stands the cottage inhabited by Coleridge from 1796 to 1798. Here he wrote "The Ancient Mariner," and entertained Wordsworth, Hazlitt, Charles Lamb and other literary celebrities of his day.

At Williton, if one would touch the seaboard, the branch road must be followed to Watchet and retraced to Washford. A little south of the road stand the ruins of Cleeve Abbey, an old Cistercian institution, approached by a handsome gate-house. The roof of the refectory is of oak and the common room is a wonderfully spacious apartment.

The "Luttrell Arms."

The high road to Minehead misses Dunster altogether, but it is worth while turning aside to pass through this delightful old village, surrounded by richly wooded hills and overlooked by the castle, a massive Elizabethan structure dating from the sixteenth century but possessing a fourteenth-century doorway. The most arresting object of the village, however, is the market house, picturesque and quaint. The "Luttrell Arms," near by, was probably the house of the Abbot of Cleeve, and an Elizabethan mantelpiece adorns the dining-room.

Two miles farther west Minehead is entered. This is a pleasant seaside resort, but its beauty is barely recognized by those who merely see its modern streets and have no time to climb 200 ft. to the higher town. To the sojourner Minehead can offer many delightful rambles about the cliffs and beautiful excursions inland.



A Corner in Clovelly

BY THE SHORES OF—

A WONDERFUL VARIETY OF SCENERY
AND MANY OBJECTS OF INTEREST.

The town would have been well advised not to disfigure the old fishing quarter with its ugly gasometer.

Doubtless, as one bears west, one's mind becomes engrossed with visions of Porlock and its famous, or infamous, hill; but there need be no undue fear. Porlock itself, with its narrow streets and picturesque cottages, is worthy of inspection, and the enthusiastic climber may relish the thought of the ascent of Dunkery Beacon, the highest point of Exmoor. The view from the top on a clear day, as might be expected, is particularly fine and extensive.

Those who come straight from the east and who may wish to explore Porlock without passing through Minehead should remember that there is a by-pass road familiar to those who have taken part in London-Land's End runs. The road, which branches off to the left about a mile from Dunster, is hilly, narrow and winding, and one's foot often must be hard down on the accelerator so as to surmount the several hills which are encountered.

Along this road, also, will be found the turning to Porlock Weir, than which there are few more delightful spots on this picturesque coastline. From the Anchor Hotel, an old-fashioned hostelry which well repays a visit both from the point of view of interest and hospitality, one could throw a stone into the sea, and the view which one gets across the Bristol Channel is one which will live long in the memory.

As a centre for those who propose to make an extended tour of the many surprises to be found in Devon



The Rocks at Lynton

—THE BRISTOL CHANNEL.

A TOUR FOR THE ENTHUSIAST
WHETHER IT BE WINTER OR SUMMER.

and Cornwall, the "Anchor" at Porlock Weir possesses peculiar advantages, for by doubling back on one's tracks one can soon rejoin the road to Porlock, which, indeed, may be said to be the gateway of the wonderful coastline which extends from the top of the hill to Ilfracombe. To return.

Porlock Hill is equal to its repute—very stiff and very awkward—but the toll road enables one to reach the summit by an easy gradient. It is somewhat narrow and has two hair-pin bends, but is most welcome to those who fear the great climb on the old road.

A pause should be made at the top to take in the beauty of the scenery, both inland and along the coast, before continuing the run along the ridge of the Culbone hills to Countisbury. Countisbury Hill deserves respect, but need occasion no alarm if brakes be in good condition and one relies largely upon the engine for brake power, using the ordinary brakes to check the speed on the stiffer portions of the descent. It is common talk at Lynmouth that accidents—and very serious accidents—are continually occurring on these North Devon hills—are almost always due to the prolonged use of the brakes instead of employing the engine during the very steep descents.

Incidentally, it may be mentioned that the road actually commences to fall towards Lynmouth for a couple of miles or more before the last steep descent is reached, and even on this section care must be exercised and "blinding" indulged in on no account. Countisbury is in much better condition than it was of yore, having

been slightly widened and its surface greatly improved.

At the foot of Countisbury is a narrow bridge over the River Lyn at the entrance to beautiful Lynmouth. Surely no town is so delightfully situated and so richly adorned by nature's wealth!

The descent of Countisbury may be avoided altogether by taking the road to Oare in the Badgworthy Valley, a district made famous for all time by Blackmore's "Lorna Doone." The road to Oare, however, is steep and narrow, and the whole way by Brendon to Watersmeet is so narrow that passing is difficult and mostly impossible. Chars-à-bancs use this road, bringing many passengers from Lynton to Lynmouth. Continuing, the road eventually comes out west of Lynton at Barbrook.

Lynton and Lynmouth.

Here, if Lynton and Lynmouth are in the programme, one must turn right and take the left fork at the top of Lynton Hill. Cars ascend and descend Lynton Hill, for no hill is to-day impossible; but, if the motorist has descended Countisbury and proposes ascending Lynton, he will be well advised to walk as far as the first sharp bend to familiarize himself with the nature of the rise, and then he can judge for himself whether it were not better to follow the easier route marked out by A.A. signs from Lynmouth to Watersmeet and to Barbrook. If the gradient of Lynton does not cast doubt upon the car's efficiency, the surface may make wheel grip appear a very dubious factor.

No one should leave Lynton without visiting the Valley of Rocks. A good road runs through the valley and the coast scenery here is particularly rugged and beautiful. The Castle Rock is a most imposing mass, rising sheer from the beach far below.

Once the valley of Lynmouth is passed, the road to Parracombe is good. The Parracombe hills, descending and ascending, are not so steep as those at Lynmouth, although the narrow street of the village and the turns at the bridge call for great care.

At Blackmoor Gate, where once stood an old toll-gate, as the name suggests, the road turns right and drops down to Combe Martin, a village which practically consists of a single street a mile and a quarter in length. Turning at the shore, one is confronted with pretty sea views more or less all the way to Ilfracombe, where the motorist will find himself at a disadvantage from the fact that no road skirts the sea front, and if he would see the best of the coastline he must be content to run to the harbour and leave the car.

A Bridge with 24 Arches.

From Ilfracombe the road turns inland, climbing easily the long hill before dropping down to Barnstaple. Southward the road makes company with the River Torridge, running near the water's edge to Bideford, with its wonderful old bridge of 24 arches, no two of which are alike.

Ten miles beyond Bideford, at Clovelly Dykes, the road branches right for Clovelly, and at the top of the steep dip to the village, ample accommodation has been made for cars. Here they may be left while one descends this beautiful ravine, where the cobble stones, the steps, the whitewashed cottages, the old pier and the donkeys seem to have undergone no change during the past half-century.

If one would enjoy Clovelly, it were well to arrive in the evening of a still summer day, when the trippers have taken their departure, and to experience the delight of the silence and the balmy air in this old-world haunt of peace. The night may be spent at one of the many houses which offer most reasonable and comfortable accommodation. On the following morning one may bid farewell to the unique and memorable spot before the chars-à-bancs begin to arrive from far and near and the restfulness of the village gives place to the tramp of feet and the babel of voices, for Clovelly without silence and peace is surely not Clovelly at all!

ALLAN PHILIP.



LIGHT CAR COMMENT AND ADVICE.

To Keep Warm.

THE cold weather has revealed to many first-season motorists chinks in their armour against severe weather. Cold air is very penetrating, and a powerful current coming up through the pedal slots soon causes chilly feet. Much can be done in the direction of excluding draughts with the aid of strips of indiarubber, but the nuisance cannot be entirely obviated. The best plan is to wear really stout boots with thick soles and good leather uppers. Spats are a further protection. The trousers should be secured at the boots with a pair of cycle clips or a cloth anklet. It is equally important to prevent cold air from entering at the sleeve. Warm clothing on the back and chest is of little use if air, finding its way up the sleeve, can pass behind it. Most storm coats have a strap for contracting the cuff, and this, used in conjunction with a pair of gauntlet gloves, provides an effective safeguard.

A Classic Example.

AS the steering wheel may chill the fingers in time, it is essential that gloves should be well lined, and a thin silk glove slipped on first is an admirable heat retainer. On long journeys alcohol should be eschewed as its warmth-producing properties are illusory. There is much virtue, however, in a few lumps of sugar—a fact which most of us discovered during the "Great Unpleasantness." Drivers should be on their guard against sitting too long at the wheel when cold. A brisk trot up and down the road does wonders in restoring the circulation.

Remember the classic example of the French writer, who kept himself warm throughout the winter on one bucket of coal by carrying it from the cellar to the garret and vice versa whenever he felt too cold to work!

A Cold Engine Warning.

THE necessity for treating a cold engine carefully for the first few minutes after starting up was, I think, never more strikingly emphasized than by a working model on view at the Commercial Motor Show. Through crankcase windows one was able to see exactly the effect of splash lubrication on an engine running at about 150 r.p.m.—roughly "ticking over" speed. The big-ends appeared to be dipping to a depth of about 1-32 in., and as each dipper struck the oil it merely flipped a small stream of globules of lubricant at

low elevation against the crankcase wall. Not any appeared to be thrown up inside the cylinders; in fact, it was obvious that when the big-end of any particular cylinder dipped, the mouth of that cylinder was effectively sealed by its piston. Exactly how much "mist" was hanging in suspension it was impossible to tell, but it may be taken for granted, I think, that with a cold engine mist is conspicuous by its absence. The oil employed in this demonstration engine was of an apparently thin-bodied consistency; if a thicker oil had been employed the significance of the condition no doubt would have been even more pronounced.

When Starting Up.

THE question naturally arises: how, then, *should* one treat a cold engine? To let it tick over for, say, five minutes may ensure free circulation around the big-end bearings, but what of the cylinders, little-ends and camshaft? I would never advocate racing a cold engine, but it certainly seems that a speed greatly in excess of ticking over is not only permissible but desirable. The views of oil and engine experts would make interesting reading.

Radiator Lamps.

A FRIEND asked me recently what I considered to be the best place for a radiator safety lamp, and it is the usual practice, I know, to hang this under the bonnet so that it is adjacent to the radiator. This, of course, is an excellent position, but it fails in one respect, for, whilst it keeps the cooling system well above freezing, it does not have any warming effect on the oil in the sump. I make a practice of placing the lamp under the sump if I possibly can, or close to it if there is not sufficient ground clearance, so that the double purpose is served, first, of keeping the oil in a comparatively fluid condition, and, secondly, in preventing freezing of the cooling water, because the heat which arises from the lamp automatically circulates round the cylinder block and ultimately finds its way out through the radiator.

A Puzzled Buyer.

PRIOR to buying a new car, a neighbour of mine was taken for a demonstration run. He came back wearing a baffled look; and he really could not state whether the car's performance was as good as it ought to be.

The cause of his uncertainty was psychological but simple: he is unused to driving in a car as a

passenger. On the rare occasions when he does so his nerves are on edge, his hair is on end, and he is only too relieved if stodgy driving or a dirty engine precludes the liveliness to which he is accustomed when at the wheel himself. Having great faith in professionals, however, on this occasion he settled himself down without fear to study the behaviour of the car with a critical eye and ear. But he found the point of view of a passenger so different from that of a driver that he quite distrusted his own judgment. Five minutes at the wheel would have told him more about the car's suitability for his own requirements than an hour's "demonstration," but he did not care to suggest taking charge, realizing that, for all the demonstrator knew, he might be a novice or a duffer.

Demonstration Runs.

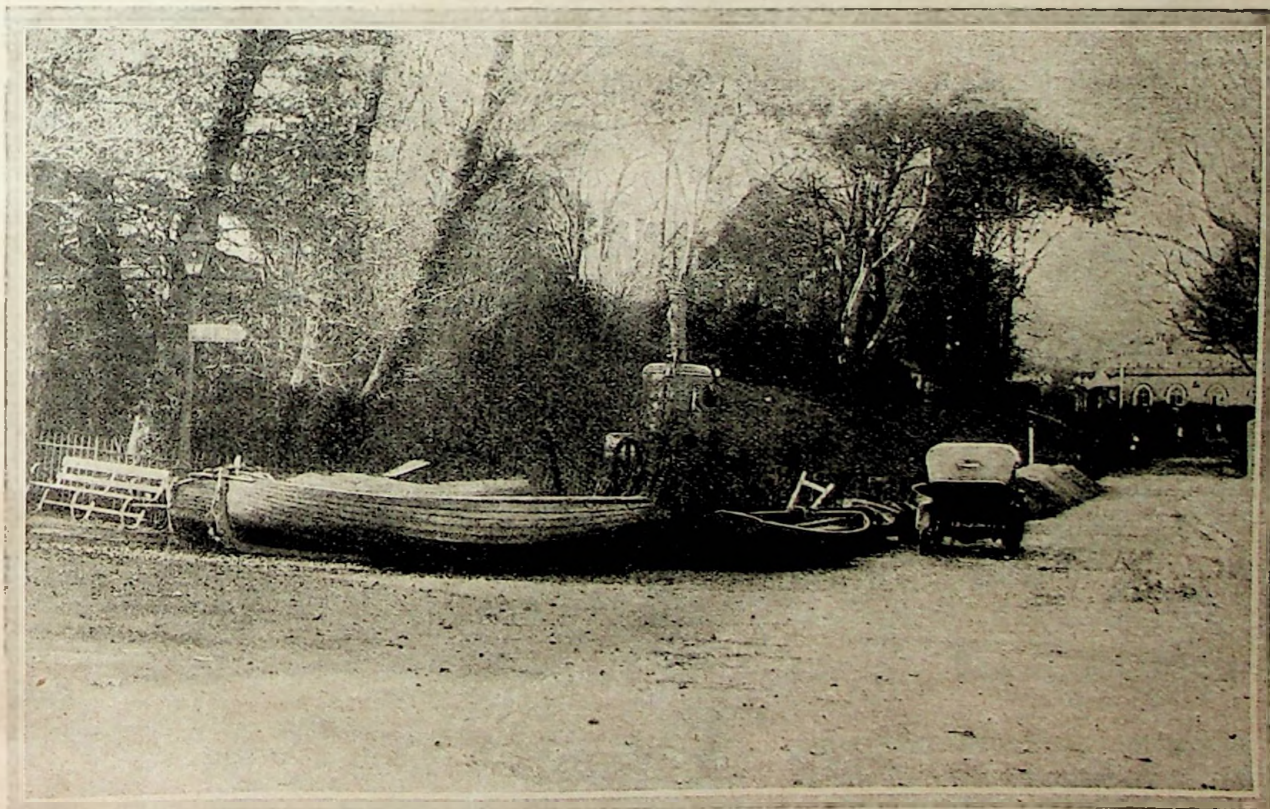
MOST of us have discovered that two quite capable motorists may have decidedly different driving methods. Therein lies another obstacle in the way of judging a car from the passenger's seat. Recently I was taken out in a new light car myself, and I fancy I was expected to be impressed by its ability to hang on to top gear at low speeds without apparent distress. Certainly its achievement in this respect was remarkable, but I see little point in crawling up a hill at six miles an hour on top gear when you can rip up at twenty on second. Possibly the engine was one of those we encounter now and then that simply will not rev. in a lively way on second gear, but I was given no chance to judge of that.

A demonstration run in a new car seems to me to have very little value. Any attempt to make a new engine show off its paces is likely to be harmful; yet it must be difficult for a demonstrator with a potential customer beside him to resist the temptation to push things up to or beyond prudent limits. A new car had better be bought on the reputation of the makers and the opinions of owners. A second-hand car is quite another matter: from a trial run in this case there is much that one may learn.

Counting Cars in Richmond Park.

WE had been discussing all-weather equipment, of which the rainproof and windproof qualities now permit us to motor in comfort all the year round. This was last Sunday. After an early lunch we set out for the Portsmouth Road via Richmond Park, and somebody suggested a small bet on the number of cars we should encounter between Richmond and Kingston gates. A lively recollection of the travelling queue that stretched from one end to the other of that road a few weeks ago prompted one of our party to guess "over a hundred." This was unanimously agreed to be absurd, and for the purposes of the wager he was allowed to reduce it to "over fifty." He found a taker, who also—with a shrewd eye on the thermometer and the bleakness of the sky—wagered another half-crown that the total tally would be under ten.

He was right. On the road in question we met exactly one car. And although the bet only



PUZZLE : FIND THE CAR PARK. — An official "car park," this side road at Sidmouth is blocked by boats, old rubbish, a heap of road-mending material and an old steam boiler. No wonder motorists are puzzled to know where to find the park!

covered cars travelling in the opposite direction to ourselves, we did not overtake any, neither were we overtaken. To be strictly accurate, let me add that one more was standing idle inside Kingston Gate.

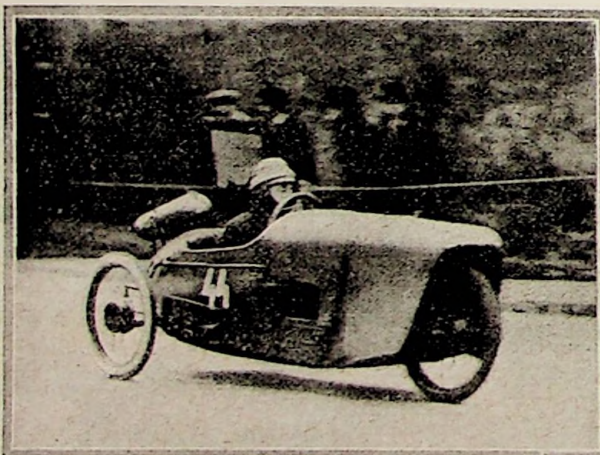
The Young Idea.

I WAS chatting the other day to a "Smith Minor" in the making, whose ideas on cars at present are, I regret to say, a little indefinite. The conversation turned on gear ratios, when my young friend volunteered the information that gear ratios were something to do with the "confidential" or the "influential" in the back axle—he was not sure which. I gently corrected him. When I retailed the incident to his mother a few moments afterwards she was virtuously indignant with her erring offspring. "How stupid of him!" she said. "His dad told him only yesterday that it was called the 'deferential.'"

Humorous Errors.

MOST of us have suffered from printers' errors at one time or another, but a friend of mine seems to be particularly unfortunate. Advertising his 8.3 h.p. Renault for sale in a local paper, he was shocked at seeing the advertisement begin, "8/3 Renault car." On writing to point out the error he was given a free insertion; but this time the word Renault became "No fault" (a pardonable mistake but not helpful). Another free insertion was conceded, and, to make doubly sure, my friend was sent a proof. At his third attempt the comp. had made no mistake; every detail was correct. But, alas! it passed out of his hands to the make-up man, who promptly put the announcement under the general heading of "Poultry and Rabbits."

This is about as bad as the experience of the V.C. hero, who found himself described in the local paper as "the battle-scared veteran." On his remonstrating the newspaper apologized, adding, "of course, the words used should have been 'bottle-scarred'!"



INTERESTING FRENCH THREE-WHEELERS

(Above) The Villard and (right) the Sandford competing in the Gometz le Chatel hill-climb. The Villard, it will be noticed, is a reversal of the conventional arrangement of two wheels in front and one behind.

Packing Lamp Bulbs.

WHEN will lamp bulb manufacturers take the obviously sensible course of packing bulbs in tin boxes similar to those which are used for sparking plugs? At present bulbs are usually packed in a thin cardboard box which offers little protection to the bulb in the first place and, losing its stiffness, soon collapses. In this connection, of course, there is much to recommend the metal bulb cases which can be bought, and in which the necessary spares can be carried with safety; but my argument is that if it is worth while to pack a sparking plug in a tin container it should be even more worth while to treat a lamp bulb in the same way.

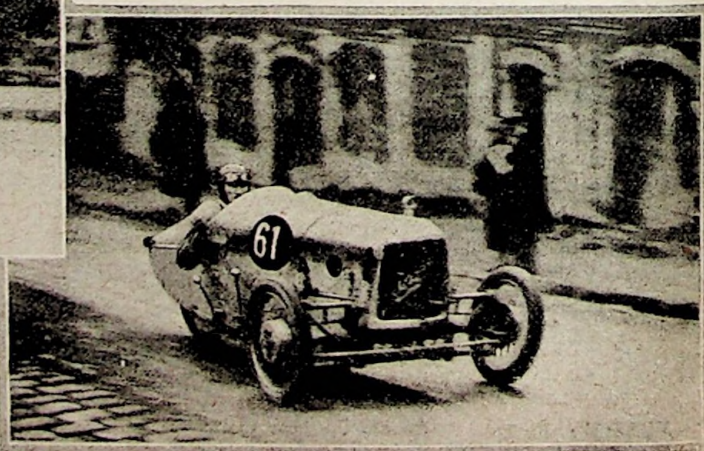
Tyres and Skidding.

THIS, undoubtedly, is the skidding season, and woe betide the light car owner who has tyres with smooth treads. A tyre which commends itself to me as having excellent anti-skid properties is the new Avon tricord, which not only boasts of a good tread but has on each side of the tread circumferential grooves or ribs which begin to take effect as the tread proper wears down. When fitted with these tyres a car which was prone to skid alarmingly became quite docile, and although skidding has not been eliminated, the gyrations of the car on grease are far less and far more controllable than they were before. Incidentally, is there anything worse for skidding than a well-worn balloon tyre? I refer, of course, to town driving and main-road work.

Worn Spares.

MORE than once have I been hailed by stranded motorists who have stopped to change a wheel, but found their spare in almost as bad a plight as the tyre causing the trouble. For month after month the spare wheel has reposed idly on the running board or on its bracket, and not received so much as a glance until it is wanted.

Running-board wells are, in my opinion, rather a snare unless a bracket is provided to hold the wheel so firmly that it cannot move and chafe the tyre walls. With modern thin-walled low-pressure covers the trouble is more likely to arise than in the days of yore. A stout strip of felt fixed into the wheel well is often a means of saving a sound cover from an untimely end.



MIDLAND OFFICES:
BIRMINGHAM: 16, Bennett's Hill.
Phone: Central 2372-3.

COVENTRY: 6, Warwick Row.
Phone: Coventry 1775.

NORTHERN OFFICES:
MANCHESTER: 196, Deansgate.
Phone: Central 2407.

The Light Car and Cyclecar

Conducted by
EDMUND DANGERFIELD.

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

Telephone - - Clerkenwell 6000
(Seven Lines).

Telegrams - - "Fre-mius, Holb.,
London."

"THE LIGHT CAR AND CYCLECAR" WAS
FOUNDED IN 1912 TO CATER FOR THE
NEEDS OF USERS AND POTENTIAL
PURCHASERS OF LIGHT CARS AND
CYCLECARS, AND IT HAS CONSIST-
ENTLY ENCOURAGED THE
DEVELOPMENT OF THE ECONOMICAL
MOTORING MOVEMENT FOR OVER
TWELVE YEARS

NO CAR WITH AN ENGINE CAPACITY
EXCEEDING 1,500 C.C. (11 LITRES) COMES
WITHIN THE SCOPE OF THIS JOURNAL,
THAT CAPACITY BEING GENERALLY
RECOGNIZED AND ACCEPTED AS THE
LIMIT FOR A LIGHT CAR ENGINE.

Bumpers.

IT is clear from the num-
ber of letters which we
have received from readers
and from the increasing
number of minor accidents,
that the time is rapidly
approaching when all cars
will be fitted with fenders
fore and aft. This has been
the case in the United
States for a number of
years, and American
motorists have found that
the use of suitable types of
fender plays an important
part in protecting vulner-
able parts of a car when it is inadvertently driven
into some obstruction or, on the other hand, when
some other driver accidentally backs into it.

A natural result of the increasing interest which
is being taken in this country in the use of fenders
is the arrival on the market of a considerable
number of proprietary fittings of this kind in-
tended for attachment by owner-drivers, and
already quite a large proportion of cars which are
regularly driven in traffic are provided with these
fittings. A point which arises in connection with
this comparatively important development is the
urgent need for a standardized form of fender,
particularly so far as its height above the ground
is concerned. It would seem that the time is over-
due for the Royal Automobile Club to turn its
attention to this matter and to arrange, perhaps
with the Automobile Sub-Committee of the British
Engineering Standards Association, to issue a
standard schedule covering points in the design of
fenders which in their opinion need to be uniform.
The question of the height from the ground is
obviously all-important, whilst the distance which
fenders should protrude beyond the wheels also
needs consideration.

Our New Series.

WE believe that the new series of articles deal-
ing with the performance and the production
of prominent makes of small car, which starts in
this issue, will prove remarkably attractive. We
propose in describing road performance to pay
much more attention to questions of fact than to
matters of opinion. Thus information concerning
consumption, speed on the various gears, braking
power, seating accommodation, suspension effi-
ciency and so forth will have first call upon the
space available, and each article will therefore be
most useful to owners of the cars in question by

Topics of the Day

reason of the fact that it
will show of what they
should be capable when in
reasonably good tune.

That part of the articles
which deals with the pro-
duction methods will be
written, so far as possible,
with a view to describing
methods of assembly and
thus helping the owner who
carries out his own over-
hauls to adopt the most
expeditious methods. The
procedure adopted for test-
ing cars and components,
the efficiency of the factory

methods and the quality of
the workmanship will
also come in for their share of praise or criticism,
as information of this kind is invaluable for help-
ing an experienced motorist to make up his mind
with regard to the suitability of individual cars
for his own particular needs. Our aim, however,
is not to interest only the old hands; the man
about to buy his first car will find in this new series
no phraseology which he cannot understand and
no technical matter which has not a direct bearing
upon the desirability or otherwise of the cars
under review.

Why Petrol?

INCREASING attention is being turned to the
possibilities of high-efficiency car engines burn-
ing heavy oil. They offer cheaper power than is
obtainable when light spirit is the fuel, whilst
almost complete freedom from the risk of fire and
the elimination of electrical ignition are among
other advantages which they confer. The diffi-
culty is, however, that at present there is a
number of factors which create the need for com-
plications. Not the least of these is that special
apparatus must be employed for starting a heavy-
oil engine "from cold." In addition, existing
types of power unit burning heavy oil have not a
sufficient range of speed for the purpose of vehicle
propulsion, and as it is the range rather than the
maximum crankshaft speed which is at fault the
matter cannot be satisfactorily adjusted by gear-
ing. Modern light-car petrol engines will operate
from about 350 r.p.m. up to nearly 5,000 r.p.m., but
power units obtaining their energy from heavy
fuels have a practicable speed range of from
160 r.p.m. to no more than 600 r.p.m. When the
figures cease to show so wide a divergence and
when the starting-up difficulty has been overcome,
heavy fuels will become widely used.



ACTIVITIES OF THE INVENTOR.

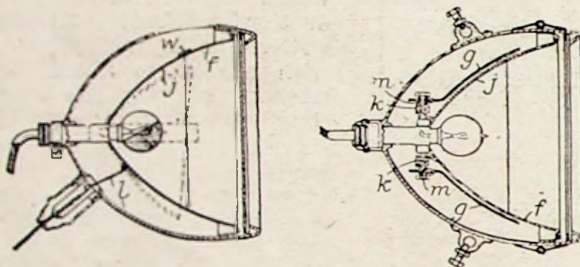
ATTACKING THE DAZZLE PROBLEM — AN ORIGINAL TWO-STROKE ENGINE — KEEPING GREASE NIPPLES CLEAN.



Lamps with Tilting Reflectors.

INSTEAD of dipping the lamp bodily, Mr. J. Ayer prefers the method of dipping a portion of the reflector in order to lessen the dazzle of lamps for drivers of oncoming vehicles. With the exception of the control mechanism, there is nothing to indicate that the lamp is other than a standard type.

Divided vertically, the reflector consists of a forward fixed portion (f) and a movable rear one (j). The former bears two arms (g), which carry the pivots (m). A slot is cut vertically in the moving reflector to allow



By dividing the reflector into two and hinging the rear portion the inventor of this lamp hopes to combat dazzle. The bulb remains stationary and is independent of the reflector.

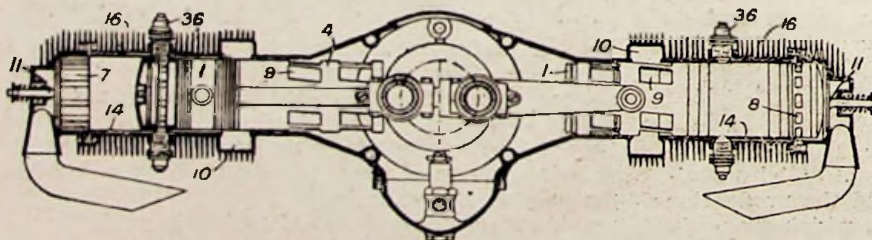
it to turn without interfering with the bulb, which is carried in a holder on the body of the lamp.

To pull the reflector downwards the driver operates a control which takes effect on the link (l). The springs (k) return the reflector to the normal position in which it is held by the stop (w).

Sleeve-valve Two-stroke.

TWO-STROKE engines always form an attraction for the inventor, and there is doubtless a great future in this direction. A recent patent in the name of M. M. C. A. Goubeaut deals with a type of two-stroke engine embodying air cooling and a form of sleeve valve.

Working pistons (1) move inside piston-shaped sleeve valves (4). These are connected by rods to cranks set at 180 degrees to each other, so that the working piston moves inwards as the valve piston slides outwards, and vice versa. The air-cooled cylinders have detachable



heads and annular exhaust passages (10), which register with the ports (9) in the valve sleeves.

The course of the action is as follows:—Mixture is drawn in through the valves (11) in the cylinder heads and through the channels (7) cut in the cylinder liners (14) and the ports (8) in the sleeves into the spaces between the pistons and the sleeves. So soon as the ports (8) come opposite the sparking plugs (36) the explosion occurs and the gas, when it has performed its work,

B30

travels outwards through the ports (9) into the annular passages and thence to the silencer.

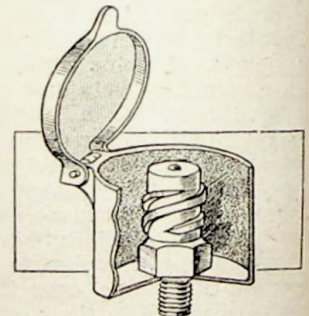
Dual compression is a feature of the design, as can be seen by studying the illustration. The left-hand cylinder only is considered for the moment. As the sleeve moves towards the crankshaft it sucks in mixture through the valve (11), which closes when the sleeve starts to rise. Compression takes place in the cylinder until the ring of ports in the sleeve register with the channels (7). The gas then rushes into the sleeve head until the downward motion cuts it off. Trapped in the sleeve, a further compression of the gas occurs as the working piston (1) rises while the sleeve descends.

Overall length is somewhat great, and the reciprocating weight is above that of the conventional two-stroke engine. Deflector pistons, however, are obviated, and there seems less possibility of loss of incoming gas, via the exhaust ports, than is generally experienced.

Dirt-proof Grease Nipples.

DESPITE the advance which the pressure grease gun represents over former methods of chassis lubrication, many owners complain that they have to clean the majority of the nipples before applying the gun, as the inevitable collection of dirt makes the operation difficult. In this cleaning process clothes, hands and tempers suffer.

M. A. Binet deals with these troubles in a simple manner. His invention consists of a cover, similar in shape to the conventional oil cup which surrounds the nipple. All that has to be done is to raise the spring-held lid, and the nipple is then found to be clean and ready for the application of the gun.



On the right is depicted the simple protector for grease-gun nipples referred to in the text.

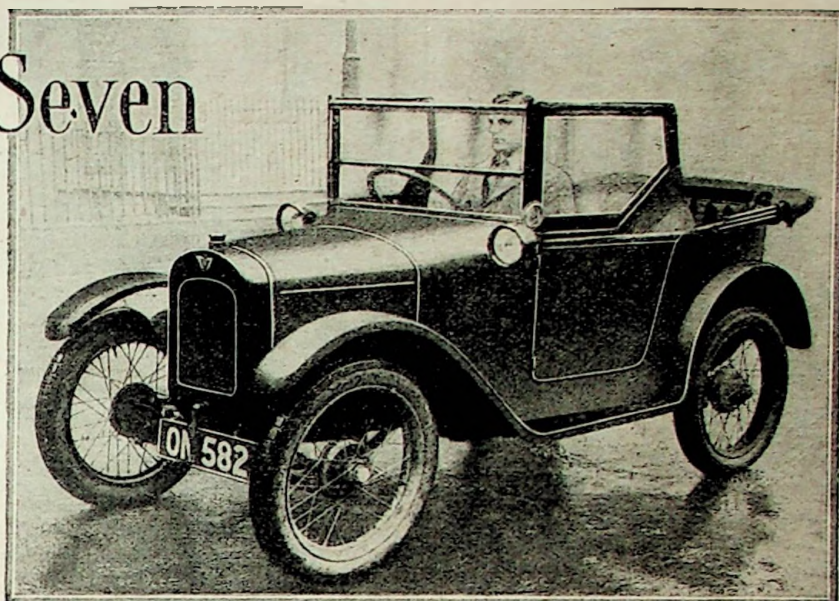
Piston-shaped sleeve-valves control the gas movements in the novel two-stroke engine illustrated on the left. Large port areas are employed and the inlet is regulated by poppet valves.

The idea has much to recommend it, the only difficulty which appears to present itself is that the nozzle end of grease guns of the screw-on type is usually somewhat large, and a protector of sufficient diameter to permit easy engagement of the gun will be of considerable size and may be inconvenient in such places as the ends of shackle pins located underneath wing and in awkward crannies where dimensions must be kept small.

On the Road and in the Making.

The Austin Seven

This is the first of a new series of articles which is certain to prove of exceptional interest. The methods employed at the Austin works are as thorough as the performance of the car is remarkable.



WE approached the business of testing the 1926 Austin Seven with mixed feelings, because it really seemed so very unnecessary. Everyone knows to-day that these remarkable little cars are capable of taking their recognized complement of passengers over practically any road in the British Isles with absolute certainty, and it therefore seemed quite needless to adopt our usual policy of determining the capabilities of the car on freak hills and so forth.

We decided, in consequence, merely to use the car for everyday purposes for a week, making a daily 60-mile out-and-home run to the office and attempting something rather more strenuous during the week-end.

Our first run was from the Austin works at Longbridge, near Birmingham, to London, the car at the time we took it over having completed some 350 miles. It was then a trifle stiff, but not sufficiently so to prevent it from maintaining an excellent average speed—as good, in fact, as that of any of the numerous other touring light cars which we have driven along the same road.

The weather on this initial run was exceedingly cold, and the hood and side curtains were, consequently, erected. This proved to be a very simple matter, and the protection which they afforded when in place was really of a very high order indeed, the interior of the

car being quite warm and entirely free from draughts.

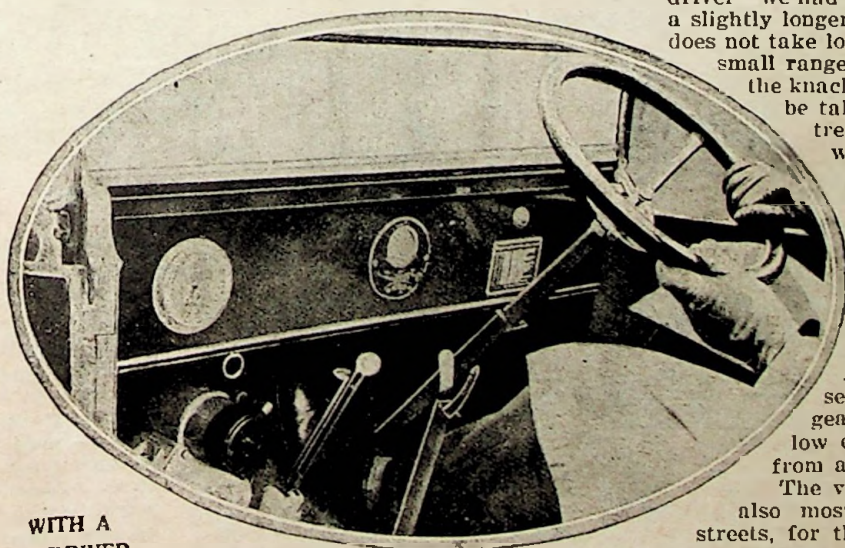
The presence of the side curtains, however, certainly tends to restrict elbow room when there are two occupants in the front seats both wearing fairly heavy clothes. This criticism applies to most small cars. A further point which needs criticising in connection with the all-weather equipment is that a driver of 5 ft. 11 ins. finds that the forward edge of the hood interrupts his vision so that it is necessary to crouch somewhat in the seat in order to have an uninterrupted view ahead. The need for assuming an uncomfortable position is also noticeable when the hood is lowered, as the top rail of the windscreen comes somewhat in the line of sight. A windscreen half an inch higher would overcome the trouble—a still easier way being slightly to lower the seat, a job which would not present any particular difficulty.

So far as entering and leaving the car are concerned, the hood, when erected, causes little or no trouble, it being high enough to make it unnecessary to stoop unduly.

Our first impressions of the car were that it would be an advantage if the gear lever were closer to the driver—we had the adjustable seat well back—and that a slightly longer clutch travel would be acceptable. It does not take long, however, to accustom oneself to the small range of movement of the controls, and once the knack has been acquired, full advantage may be taken of an easy gear change and an extremely sweet and efficient clutch. It would not be difficult to improve matters further by extending the gear lever upwards and backwards to bring it closer to hand.

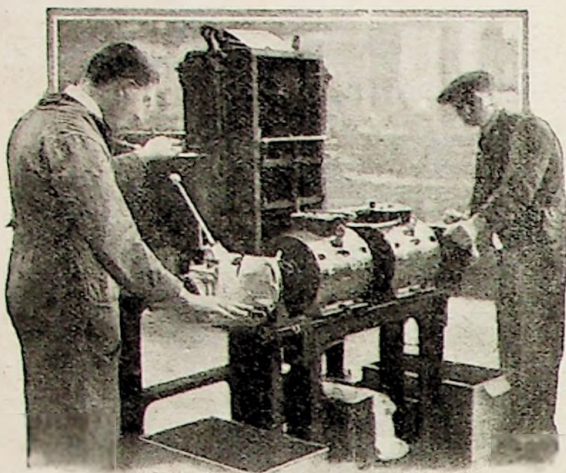
The engine of the Austin Seven is of a high-efficiency type which will rev. up to very high speeds, and if this quality is exploited there is probably no car which is more convenient, speedy or enjoyable to drive in traffic. A willing 30 m.p.h. is easily obtained in second speed and the acceleration on this gear is particularly good; the ratio is also low enough to allow a restart to be made from a standstill.

The very light steering, with ample lock, is also most acceptable when driving in busy streets, for the car can be turned round easily on a road of normal width, whilst one soon learns that it can be dodged in and out of traffic in a manner that is impossible with any other car.



WITH A
5-ft DRIVER

When the driving seat is adjusted for maximum leg-room a tall driver can be quite comfortable at the wheel.



Gearboxes on test. Every box is run for 1½ hours, and must be silent on each ratio, before it is passed for assembly into a chassis.

We think it would be an advantage if the rear-wheel drums on which the foot brake operates were somewhat larger, as a rapid pull-up calls for the use of the hand brake—which operates on the front wheels—in addition to the pedal. Using both brakes together, the Austin Seven can be pulled up in approximately the same distance on dry roads as a car with powerful rear-wheel brakes only, but one feels the advantage of the front-wheel braking on greasy roads, when it is possible to apply the full braking force without the suggestion of a skid.

On the subject of the controls some mention should be made of the very convenient throttle and ignition levers, which work in a quadrant above the steering column. It is unusual to find accessible controls of this kind on an inexpensive car, and they certainly add materially to the pleasure of driving and to the general convenience of

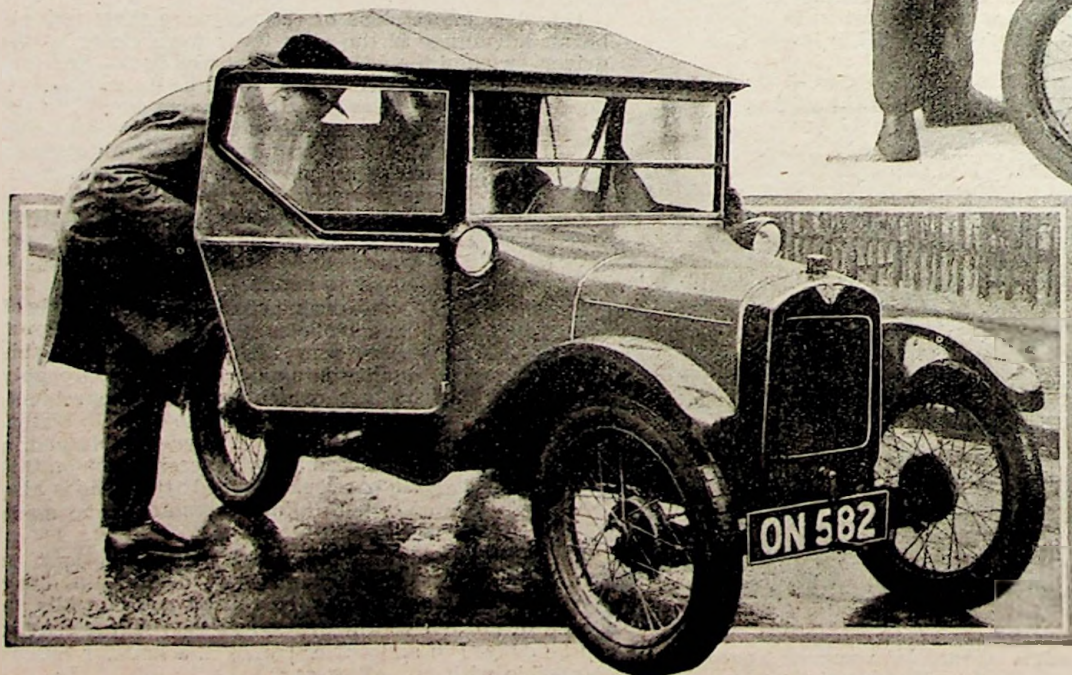
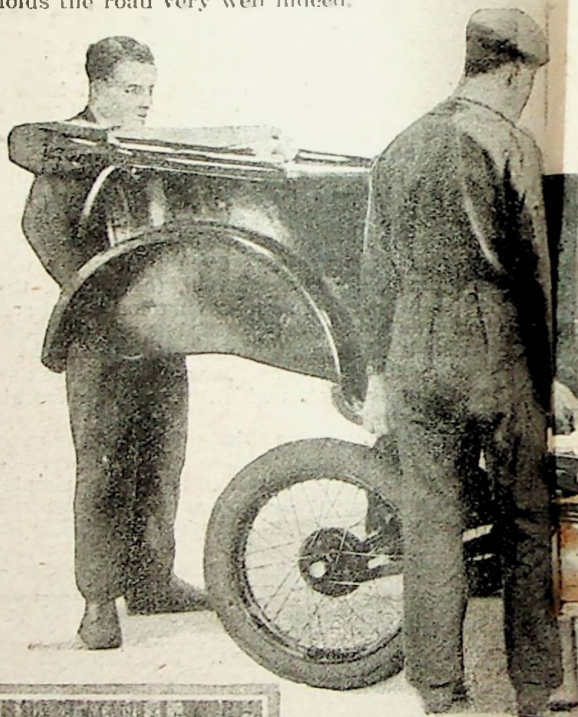
the car. The electric starter is also a luxury which one appreciates, particularly as it is able to turn the engine briskly even on the coldest morning.

We found that the Austin Seven was particularly nice to drive at night, owing to the windscreen being so close to the driver and he, in turn, so close to the front of the car. One does not feel that tendency to lean forward and peer through the glass which is almost irresistible with most cars after dark, although the lamps—of the combined head and side type—do not throw a particularly powerful beam. We think that a big improvement in vision would be effected if they were mounted on the wings, especially as the last-named appear to be amply strong to support them. With the standard arrangement the beams from the lamps fall on the bonnet, scuttle and front mudguards, and this tends to reduce the usefulness of the illumination on the road ahead.

So far as comfort is concerned, the Austin springing, which is aided by shock absorbers of a very practical type, is now superior to the average, and the independently adjustable bucket seats are nicely sprung and upholstered. The earlier models of the Austin Seven pitched rather badly when travelling over rough roads, but this tendency has now been entirely overcome. There is also complete immunity from rolling on corners and the car holds the road very well indeed.

THEIR FIRST ACQUAINTANCE.

Unlike other cars, the Austin is built on lines to suit the job rather than to follow convention. Note that the running boards and mudguards, for example, form part of the body assembly.

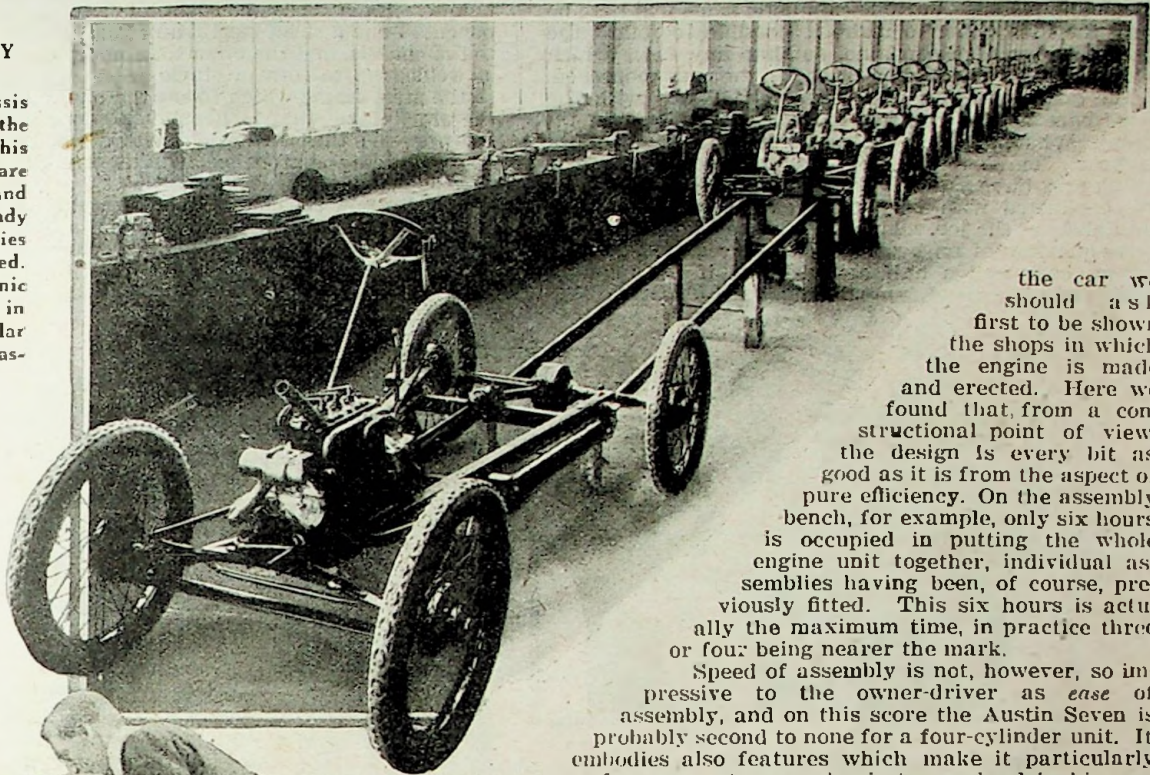


READY FOR THE ROAD.

Within a few minutes of the chassis entering the body shop it emerges as a complete car ready to be driven away to an agent's showroom. There is very little wiring-up, etc., to be done.

**ON THE
ASSEMBLY
TRACK.**

The chassis start at the far end of this track as bare frames and emerge ready for the bodies to be mounted. Each mechanic specializes in one particular detail of assembly.



the car we should ask first to be shown the shops in which the engine is made and erected. Here we found that, from a constructional point of view, the design is every bit as good as it is from the aspect of pure efficiency. On the assembly bench, for example, only six hours is occupied in putting the whole engine unit together, individual assemblies having been, of course, previously fitted. This six hours is actually the maximum time, in practice three or four: being nearer the mark.

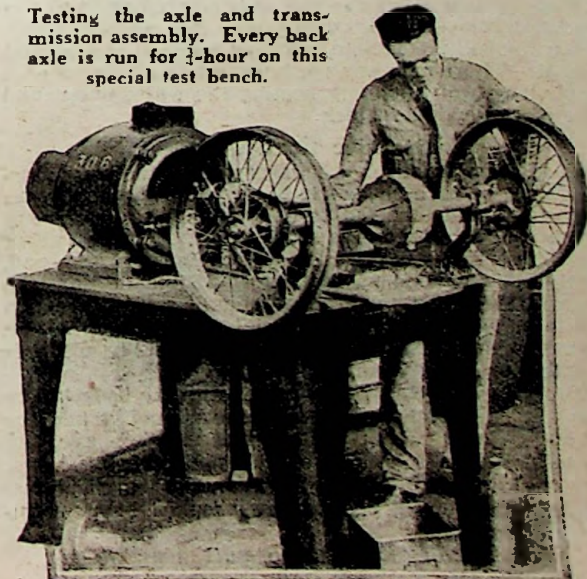
Speed of assembly is not, however, so impressive to the owner-driver as ease of assembly, and on this score the Austin Seven is probably second to none for a four-cylinder unit. It embodies also features which make it particularly easy for an amateur mechanic to overhaul in his own garage. The cylinder block, for example, is separate from the crankcase, which allows the pistons to be inspected without the removal of the unit from the chassis; the cylinder head is also detachable.

The crankshaft, camshaft, and all of the subsidiary drives run on ball races, plain bearings being used only for the big-ends and small-ends. The whole design is ideal, not only from the point of view of sweet running and efficiency, but also from that of low repair bills and ease of overhaul.

Before being mounted in a chassis, each engine is run on the bench for an hour, starting at 800 r.p.m. and finishing at 1,600 r.p.m. It is then submitted to inspection before being given a run of a quarter of an hour under load, and during this test each unit must give 10 b.h.p. to 11 b.h.p. at 2,400 r.p.m.

A point which doubtless will interest Austin Seven

Testing the axle and transmission assembly. Every back axle is run for 1/4-hour on this special test bench.



The petrol consumption of the model which we tried was rather disappointing, being only slightly in excess of 40 m.p.g., but this may be attributed, no doubt, to the fact that the engine was brand new and the carburetter set to provide a mixture rather on the rich side. Oil consumption was negligible, there being no fall in the level during the 450 miles which we drove the car.

The engine cooling was found to be adequate, no water being added to the radiator during the whole of the time that the car was in our hands.

Perhaps the most impressive feature of the Austin Seven is the exceptional ease with which the tiny engine does its work. If proper use is made of the gearbox, the engine never labours, there is no vibration from it, and it always sounds perfectly at ease, which is really rather wonderful, in view of the fact that its capacity is only 749 c.c., whilst the car empty weighs 8½ cwt.

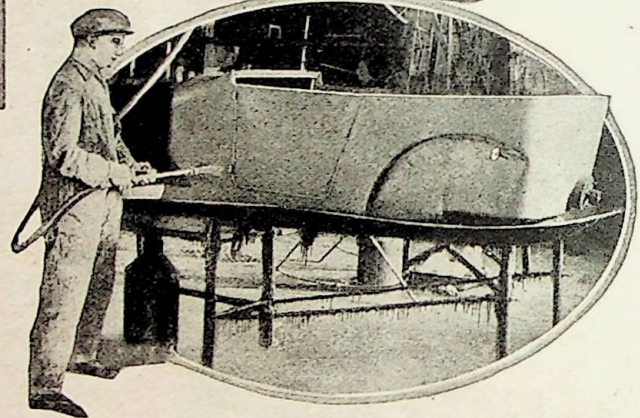
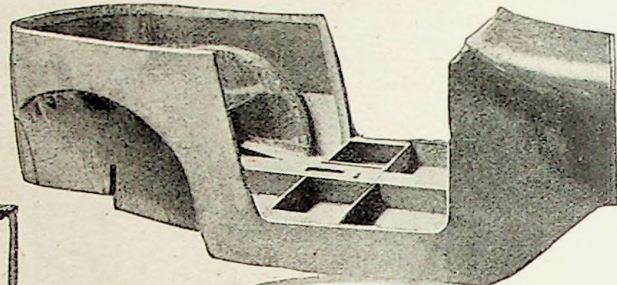
It was not unnatural, in view of these very praiseworthy attributes, that when we returned to the Austin works to see the methods adopted in the production of

owners is the marking on the top of the heads of the aluminium pistons. Various cabalistic signs will here be seen, the idea being to make it possible to follow the whole history of the engine, so that any fault which might be detected could be traced to the man concerned.

The gearboxes and back axles are tested with the same care as the engines, machines as shown in the photographs on the preceding pages being used for the purpose. These tests detect any noisiness or defects which may have escaped previous inspections, and they are conducted with very great care by men who are specialists at the job. The final axle test alone occupies three-quarters of an hour, whilst every gearbox is run for an hour and a half and rejected if the required degree of silence and free running is not obtained.



There are two distinct stages in the building of the Austin Seven body. The first is the construction of a sheet-metal framework, shown above, and the second the attachment of the aluminium panel to it, with the result shown in the top right picture. The bottom photograph shows the body being flow-painted.



So far as the testing of these three essential assemblies is concerned, the methods employed in the building of the Austin Seven are as thorough and complete as with the most expensive cars. It is only by this means that the subsequent reliability of the complete cars is assured.

In accordance with accepted up-to-date production methods, the chassis are assembled on a track, bare frames starting at one end of a long runway and travelling slowly down the shop, components being added during their passage; at the far end of the track each chassis emerges in completed form. A temporary radiator is then fitted, the engine is started up, and the chassis driven under its own power into another shop, where the body, complete in every respect, is mounted upon it. The temporary radiator takes the form of a simple length of tubing connecting the water outlet and inlet of the cylinder block.

Extensive Road Tests.

On his way from the erecting track to the body shop the driver of each chassis is likely to be stopped by an inspector and instructed to deliver it to a department which conducts extensive road tests. Actually, about one chassis in every thirty receives this treatment, and, as there is no one save the responsible official who knows which of the particular chassis coming through are to be selected for this special road testing, it is a system which ensures painstaking assembly methods and has proved entirely satisfactory.

The principle of completely finishing the body before fixing it on the chassis is very novel, and it has the advantage of facilitating production and avoiding wasteful delays. As one of the photographs shows, even the wings and running boards are secured permanently in place on the body before it makes the acquaintance of the chassis.

The body-building shops are of particular interest, in

that the Austin Seven coachwork design is absolutely unique. Each body consists of two principal components—one a sheet-steel framework, which is secured to the chassis, and the other an aluminium panel, which is welded up to form a single piece and then secured to the steel frame which forms the base. The edges of the aluminium—that is, around the door and along the top rail—are then reinforced with a wood framing, the doors and the spare-wheel carrier are fitted, and the body is ready for painting.

This process consists first of spraying on a suitable undercoat and then of "flowing" on a coat of enamel. The body is then conveyed on a runway through a heated tunnel, along which it travels, to emerge at the other end two hours later dry and ready for the attach-

ment of the hood, windscreen, mudguards, running boards and so forth.

Those who understand the costly nature of manufacturing a car which will give the marked reliability and splendid performance of the Austin Seven marvel that it is so cheap, but if they spent a day, as we did, watching the wonderfully clever production methods that are employed, they would appreciate how it is that the Austin company can give at least £200 worth of value for £149. In no department does waste exist and in no respect is a costly plan adopted if as good a result can be obtained by overthrowing accepted principles and adopting scientific methods devised specially to facilitate each particular task. There is in the factory a special Efficiency Department, the sole purpose of which is to find better and still better ways of making the fewest pennies produce the largest possible number of parts.

It might be said at the present time that the organization of the Austin factory is an even more wonderful achievement than the performance of its smallest product. Administrative difficulties must be immense, but they have been tackled in a very able manner, with the result that to-day the concern employs over 8,000 workers in the production of the three Austin models—the Seven, the Twelve and the Twenty. This may seem a very large number, but it must be remembered that practically every item of the Austin cars is made in the one works, windscreens, hoods and even door hinges being produced on the spot.

At the present time more than 200 Austin Sevens leave the works each week.

High power and light weight,
 extreme comfort and long
 life—all combine to establish

the supremacy of
 the Amazing

AC

PRICES
 from £295

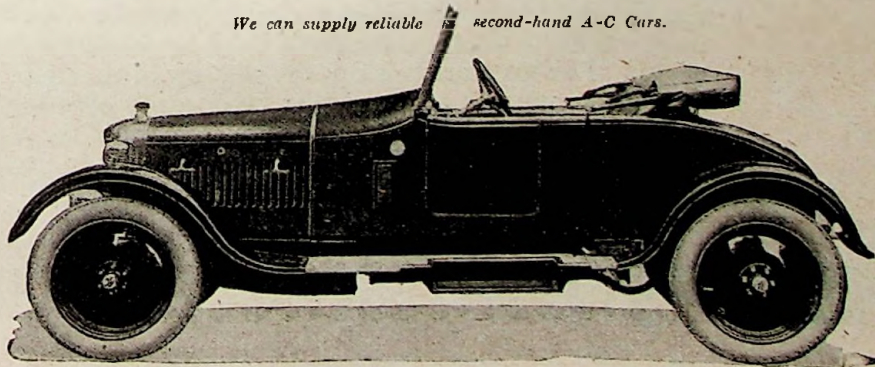
IN the exceptional lightness of the A-C lies its value to its owner. Lightness has always been one of our aims in its design, and one that contributes very largely to its popularity—for where weight is reduced, obviously the cost-per-mile in actual running is proportionately low. That this necessitates no sacrifice of strength is proved by the amazing record of A-C successes on road and track, and our obtaining 31 R.A.C. Certificates for performances, and by the 3 YEARS' GUARANTEE with which each model leaves the A-C works. *S. Y. E. H.*

3 YEARS' GUARANTEE
 PAYMENTS OVER 3 YEARS (if desired).

AC CARS Limited.

THAMES DITTON, SURREY, ENGLAND.
 Full range of A-C Cars at 55/56, PALL MALL, LONDON, S.W. 1.

We can supply reliable second-hand A-C Cars.



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

THE FUTURE OF THE MOTOR VEHICLE IN THE BRITISH EMPIRE

BEING EXTRACTS FROM THE ADDRESS
DELIVERED TO THE AMERICAN CHAMBER OF
COMMERCE IN LONDON ON NOVEMBER 17th, 1925,
BY MR. J. D. MOONEY, VICE-PRESIDENT OF
GENERAL MOTORS CORPORATION

THE operations of a public Company such as the General Motors Corporation can safely be based only on a policy whereby the Corporation undertakes, wherever it operates, to carry on its operations to the advantage generally of public interest and welfare. The public interests of General Motors can be classified into four general groups of people:

Motor Car Owners, Motor Car Agents, the employees of the General Motors Corporation, and the shareholders of the Corporation.

What has been said of the policy and obligations of a public Company may be applied to Vauxhall Motors, Limited, which has been a public Company in Great Britain for many years. The history of this Company shows the same high regard for the interests of these groups and the same constructive endeavour to deal fairly with them.

We find here, then, two public Companies with the same general attitude toward their obligations and the same general policies governing their operations and development. The amalgamation of these two Companies cannot mean, therefore, any changes in their fundamental policies.

We find, in the management of Vauxhall Motors, men of the highest character, men whose conceptions of service to the public command the greatest respect. The Vauxhall car is a fine, high-grade mechanism and the Vauxhall manufacturing organisation a remarkable group of craftsmen. Both of these, the car and the organisation, express again the saying "The institution is but the shadow of the man."

As representatives of the public, who really own General Motors, we feel perfectly safe in leaving the management of the Vauxhall Company entirely in the hands of the men who have made it what it is to-day—a Company to be respected and admired.

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

You will readily understand, therefore, that it is not for me to discuss the detailed plans of Vauxhall Motors, Limited. After all, these plans and policies are entirely in the hands of the present Managing Directors, and it is quite outside of my own direct responsibilities to create these plans or to interpret them to the public. The British public have continued for many years to display their confidence in the Managing Directors who created the Vauxhall Company. As these men will continue to operate the Company, it is to be expected that Vauxhall will continue to command the respect and confidence of the British Public. You may be interested in the reasons that led the General Motors Corporation to believe that a partnership arrangement with a British motor car manufacturing Company could be of mutual advantage to the various people concerned.

We feel that the motor vehicle will continue to occupy a position of increasing importance in relation to the various economic and social developments that will occur during the next several years in the affairs of the Nations of the World. Further, we believe that the use of motor cars will have a remarkable growth in the British Empire. During the next ten years the British Empire will move forward aggressively and rapidly in the development of its own economic coherence and strength. In this movement forward, broad and intensive use of motor transport will be made, as one of the readily available and valuable instruments. During this period we shall witness a rapid increase in the use of motor vehicles in the British Empire. The market for motor vehicles is assured.

For the purposes of sound investment it is necessary that the manufacturing position be determined. There are several economic factors entirely favourable to the manufacture of motor cars in England.

The raw materials are readily available. Industrial and production facilities exist within comparatively limited areas, and transport and communication are easy. There is a complete industrial background, including all of the elements of personnel, management, engineering and mechanical craftsmanship to support a broad manufacturing programme. Skilled labour of the right type is available.

I can summarise the position of the General Motors Corporation, therefore, by stating that we find here the general elements that provide a sound basis for investment in the motor industry: high character values, the amount and character of labour needed, the fundamental production facilities, and an expanding market.

The foregoing statements clearly define the objects of the General Motors Corporation in investing in the British Motor Car Industry. The serious obligations which accompany this action are fully recognised, and the values accruing to British manufacturing development, from the discharge of these obligations, will be evident.

GENERAL MOTORS CORPORATION

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

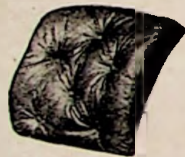
Enjoy your car throughout the winter

The pleasures of the road can continue for you during the winter months, the cold weather need not interfere with your full enjoyment of the car. With these useful Dunhill accessories you can assure a warm engine and easy starting, cosy comfort for the passenger, and an easy clean-up at the end of the run. Write for the catalogue, it will show you many things to make your winter motoring perfect.



"PROTECTOR" SAFETY LAMP.

This lamp is constructed along the lines of a miner's lamp, and is absolutely fool-proof. When fixed under bonnet, prevents radiator and engine getting chilled. With one filling it will burn for 20 hours at a cost of considerably less than one penny. In Turned-in Brass. Weight, 3½ lbs. Size 10 in. high by 3½ in. diameter. Price 20/- Postage 1/-



DUNHILLS DRIVING CUSHION.

To fit over squab and prevent strained position when driving. Size 18 in. square, 5 in. deep in centre. Price in plain leatherette, in green, brown, blue and black, 27/6 Antique, in grey, brown, blue and red, 30/- Postage 1/-

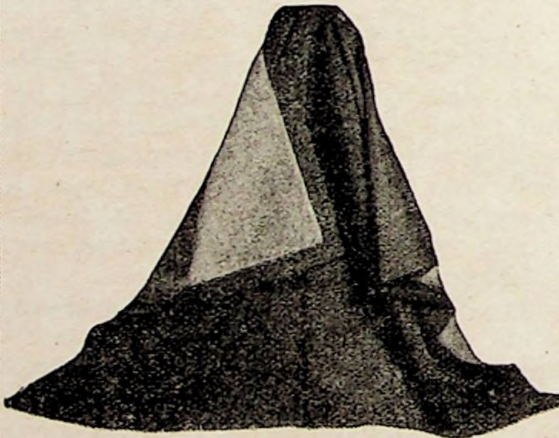


DUNHILLS RADIATOR MUFFS.

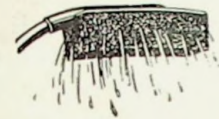
A necessity for Winter motoring.

Made specially to suit any type or make of car, the muff follows closely the lines of the radiator, as illustrated. The quilted type is strongly recommended, but the plain type is quite efficient. The muff is fitted with an adjustable roll front to allow of varying temperatures. Prices from stock or to special order:

- | | |
|--|------|
| Quilted Radiator Muff with roll front | 25/- |
| Plain Radiator Muff with roll-up front | 22 6 |
- Up to 14 h.p. and Pords.



A handsome and durable rug made of tan rubber cloth, lined fleccc, £4 4 0
Waterproof Twill Rugs, lined fleccc, £4 4 0
Dunhills have the largest stock of motoring rugs in London. Write for List R.2.



DUNHILLS "AUTORUB" CAR WASHER.

A rubber sponge hose which maintains an easy flow of water. Will in no way injure the most delicate polish. The tapered connection fits any garage hose pipe. Price 10 6 Postage 6d.



MUTAX DRY CLEANING BRUSH.

Cleans while you brush, 12 6 Postage 6d.



SIMONIZ.

A pure vegetable paste for polishing cars, which contains no acids or injurious materials. A Simopiz surface requires no washing. Per tin 5/- Postage 6d.

Kleener 5/-
Postage 6d.

You are assured of complete satisfaction whether you order by post or call at our showrooms.

Dunhills Limited

359-361, EUSTON ROAD, LONDON, N.W.1
WEST END BRANCH 2, CONDUIT STREET, W.1
GLASGOW 72, ST. VINCENT STREET.

If you are a new car owner you need our complete catalogue. Write for your copy to-day.

WRITE NOW FOR DUNHILLS ACCESSORIES CATALOGUE No. A2.

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

MOTING MATTERS IN PARLIAMENT.

THE WHITE LINE—FOUR-WHEEL BRAKES—THE ROAD FUND—HOURS OF PARKING—RECKLESS DRIVING.

WITH the beginning of the autumn sittings of Parliament, members of the House of Commons have lost no time in directing attention to matters of interest to motorists.

The question of the white line in traffic has been raised by Mr. Day, in reply to whom Col. Ashley, the Minister of Transport, stated that although he was not able to quote the number of local authorities who had adopted the device, his own observation and the reports that he had received showed that it was being widely used. Consultations had taken place with local authorities, and the views of chief constables were being sought. He hoped shortly to be able to issue a circular on the use of "white lines," for the guidance of local authorities generally.

Col. Ashley also informed Mr. Day that he did not think the time had yet arrived for laying down a requirement making the use of four-wheel brakes compulsory. There was an increasing tendency on the part of motor manufacturers to provide four-wheel brakes, at any rate on private cars.

Petrol Pumps and Legislation.

The President of the Board of Trade, in reply to questions, stated that he hoped to introduce legislation this session to bring petrol pumps within the full scope of the existing Weights and Measures Act, 1904. While such legislation was desirable, it was not anticipated that any regulations which might be made will involve any material alterations to the pumps.

Mr. T. Kennedy asked the Minister of Transport if any decision had been reached on the subject of diverting any part of the Road Fund, permanently or temporarily, to purposes other than those for which the fund was established? Lt.-Col. Moore-Brabazon, who replied, said: "The answer is in the negative."

Replying to Col. Applin, Lt.-Col. Moore-Brabazon said that he was aware of the inconvenience and danger arising from the fact that drivers of heavy lorries could not, in many cases, be made aware of overtaking traffic. The question of the compulsory use of reflectors would be considered in connection with the Road Vehicles Bill, which Col. Ashley hoped to introduce as soon as Parliamentary time could be found.

Rear Lights on Cycles.

No statement could yet be made, he added, with regard to the question of rear lights or red reflectors on cycles. He had received many representations in regard to the danger to cyclists riding without rear lights on country roads from overtaking motorcars.

The Home Secretary told Sir F. Meyer that three persons were reported for leaving cars for more than two hours at approved parking-places on November 14th, and one for exceeding the limit of one hour at another parking-place. None of them had yet been summoned. Sir F. Meyer asked if the Home Secretary would consider extending the time limit to longer than two hours after 7 p.m., so that persons driving their

own cars might be able to use the parking-places when they went to a theatre? The Home Secretary said to meet the case of a visit to the theatre, particularly if preceded by dinner and followed by supper, would involve a somewhat lengthy extension of the period. If Sir F. Meyer desired it, however, he would consult with Col. Ashley on the matter.

The penalties for persons who were proved to be drunk in charge of motorcars were discussed by the House of Commons during the report stage of the Criminal Justice Bill. The Home Secretary stated that there was a feeling throughout the country that there should be a more severe penalty for a man who was drunk when in charge of a motorcar.

Capt. Brass.

Mr. Cassels moved to omit a provision that any person guilty of an offence under sub-section 1 of section 1 of the Motor Car Act, 1903, which related to reckless driving, should, on summary conviction, be liable in respect of each offence to imprisonment for a period not exceeding four months, a £50 fine, or both. Capt. Brass seconded the amendment and said the wording of the Act of 1903 with regard to reckless driving was so loose that anybody who exceeded the 20-mile limit, without reference whatever to the traffic on the road, could be prosecuted for driving recklessly.

THE GOMETZ LE CHATEL HILL-CLIMB.

IMPORTANT MEETING WHICH IS BECOMING MORE AND MORE A SMALL CAR EVENT.

THE sixth annual Gometz le Chatel hill-climb, the last Continental sporting event of the year, was held on Sunday last. This event tends each year to become more and more a purely voiturette and cyclecar affair. Competitors in the big car classes were very few, and even the motorcycle classes were poorly supported as compared with previous years. The light car and cyclecar classes, on the other hand, attracted a most representative entry of French machines.

Chassagne, in the 1,500 c.c. Darracq, made fastest time of the day, and incidentally broke the record for the course (all categories). The distance is one kilometre, and the hill is perfectly straight, with a good surface. The last hundred yards are exceedingly steep, however, and this sudden change in the gradient is very deceptive. Chassagne covered the course in 24 secs., an average speed of 150 k.p.h.

The next best performance of the day was made, as had been expected, by Morel in the new racing Amilcar with supercharger. Morel's time was 25½ secs., giving him an average of 142.857 k.p.h.

The Home Secretary said he would accept the amendment. While they were engaged in the reconsideration of the whole of the motor laws it would be unfair to single out one particular offence. That could be dealt with when new motoring legislation was introduced by Col. Ashley. Several Labour members, however, opposed the amendment. Miss Wilkinson saying she could not understand why the Home Secretary proposed to leave the people of the country at the mercy of the reckless motorist until some Bill was brought in next session. The pile of accidents every week, especially in summer, grew higher, and there was now a complete decay in motoring manners. Any young fool nowadays in charge of a car could dash round corners into the midst of traffic without troubling at all. Only a dread of prison would make a certain class of people in charge of cars have a care for other people. The clause was needed to deal with road-hogs, who were making the roads an absolute bugbear.

Sir F. Meyer said that all motorists would be law-breakers until the law was codified and brought up to date. They all wanted to do away with reckless driving, but they could not do it until they obtained the support and sympathy of the motoring public. At present every motorist felt that the police were against him. The policeman was a bogey to motorists.

The Veracity of Policemen.

Lt.-Commander Kenworthy said he was surprised that the "party of law and order" should impugn the veracity of policemen, but Capt. Brass retorted: "The point is that the police have never driven cars and do not know at what rate they are going."

Eventually the House carried the amendment by a majority of 96 votes.

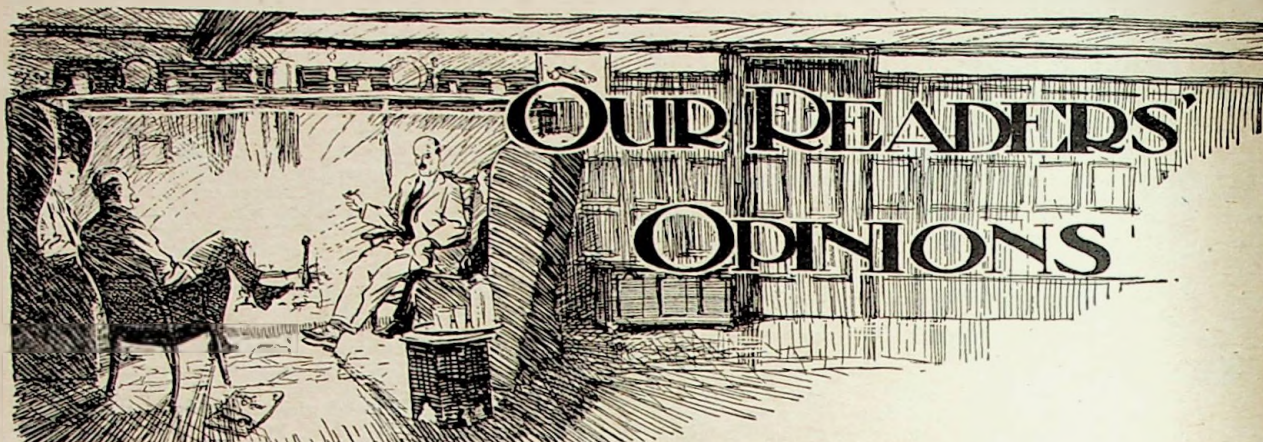
In the 1,100 c.c. sporting class, Valotte (Salmson) was first in 30½ secs., Morel (Amilcar) being second. These two makes have many friendly duels in French sporting events.

In the 1,100 c.c. touring class Chrétien and Lafont, both in G.A.R. cars, were first and second respectively. The little "Maximag" (Motosaçoche), driven by Walbron, made a good impression, but was not quite so fast as had been expected. Walbron was placed fifth.

The cyclecar classes comprised no fewer than seven categories, and as a result nearly every competitor was first in his class. Nevertheless, some of the times made were really astonishing.

For instance, Doré, in the 750 c.c. Sima-Violet, climbed the hill in 36½ secs., an average of 98.36 k.p.h., whilst Villard, in his tiny 250 c.c. three-wheeler, covered the course in 1 min. 4 secs.

The weather was intensely cold, dark and foggy. As a result there was a very small public attendance. The organization, which was in the hands of M. Maëve and his helpers of the A.M.C.F., was, as usual, excellent. French hill-climbs are run in the most businesslike manner in these days.



We welcome at all times letters sent to us by readers for publication in these columns, and while taking no responsibility for the opinions expressed therein, give preference to those letters which deal with subjects of general interest. No anonymous communications will be accepted, but the writer may use a nom de plume if desired. To ensure publication in the next issue, letters must reach this office not later than Monday morning. We reserve the right to make any alterations or deletions which we deem necessary.

RETAINING OIL EFFICIENCY.

Cast-iron Dust—"Lubricativeness"—A View on Scratch Races.

Effects of Cast-iron on Oil.

A very interesting point is raised by Mr. House in your issue of November 20th on the subject of what causes thinning in lubricants. We all know that in use oils become thin and "poor," due to various causes,

What of the Gearbox?

and therefore the cast-iron-dust theory mentioned by Mr. House would appear to be reasonable in the case of engine oils, but I would ask him what light cars there are nowadays with gearboxes in which cast-iron finds a place, except, perhaps, as a cover plate.

So far as my experience goes the boxes are made of aluminium, the gearwheels and shafts of special hardened steel and the bearings either of bronze or steel (ball bearing). It would seem, then, that cast-iron dust could not be present in a gearbox, but steel, being made from iron, may have the same effect, in powder form, upon lubricating oils. What do other readers think? M.J.Inst.E.

The Definition of a Lubricant.

I was greatly interested in Mr. House's letter on the subject of oil thinning in your issue of November 20th. Unfortunately, I missed the previous correspondence on the subject of "Lubricativeness," but if this term

What is "Oiliness"?

is synonymous with "oiliness," I agree with Mr. House that this property of a lubricant lacks precise definition. Nevertheless, it does refer to a definite quality in a lubricant. No doubt Mr. House has referred to the standard work on "Lubricants" by Archbutt and Deeley. This work now requires supplementing in view of the recent researches of Hardy and Doubleday (Proc. Royal Soc., Vol. 100, 101, et seq.) on "Boundary Lubrication."

In "complete" lubrication static friction is entirely absent and the surfaces are completely floated apart by a comparatively thick film of lubricant. The resistance varies directly with the viscosity. In "boundary" lubrication, the pressure is great enough to bring the solid surfaces so near that they can influence directly the physical properties of the lubricant. There is much evidence to show that, in such circumstances, the separating film is only one or two molecules thick.

In these circumstances, that lubricant is most efficient in which the power to form a monomolecular layer is greatest. This power depends in great measure on the presence in the lubricant of unsaturated hydrocarbons. These unsaturated hydrocarbons possess certain active chemical groups, and it is presumed, in view of the work of Hardy and Doubleday,

that the active groups attach themselves to the solid surface and so cause the molecule to orient itself normal to the surface.

The monomolecular layer then strongly resembles a pile carpet, the molecules being represented by the vertical threads. Each of the opposing surfaces is furnished with such a carpet, and sliding occurs where the inactive groups of the molecules are in contact.

It has long been recognized that the addition of fatty acids—the molecules of which contain active groups—to mineral oils materially improves their lubricating properties, and the explanation is to be sought in the above. It will be seen that "oiliness" depends on a large number of factors, and in the present state of our knowledge of absorption on solid surfaces, I doubt if it is possible to define it in very precise terms. H. W. GILBERT, M.Sc. (Lond.).

Cyclecar and Sidecar Races.

A sentence in Mr. H. F. S. Morgan's letter published in your issue dated November 20th might, unless very carefully read in connection with the context, convey the impression that sidecars and

Morgans Not Always Scratch.

cyclecars have not recently competed against one another at Brooklands, whereas such is certainly not the case. Mr. Morgan says in his letter: "'Two Wheels,' of course, is mistaken in saying that 'at B.M.C.R.C. meetings cyclecars are frequently eligible to compete against sidecars.'" On the contrary, "Two Wheels" is *not* mistaken.

Certainly the races, so far as my recollection goes, were handicaps, and the Morgans have generally been on the scratch mark; but this is not surprising seeing that they have the advantage of 100 c.c. greater capacity.

However, Morgans are not always scratch, as, on referring to a B.M.C.R.C. programme of the meeting to have been held on May 10th, 1924 (please do not accuse me of digging up ancient history, Mr. Morgan, as this is one of the only two programmes I possess!), I see that in the last race two 1,100 c.c. Morgans were down on the 15 secs. and 30 secs. marks, against 1,000 c.c. sidecars on the 10 secs. and 15 secs. marks. In other words, one of the Morgans was given a start, despite its large engine. Furthermore, a four-cylinder water-cooled car of 749 c.c. was on the same mark as a 4 h.p. motorcycle and sidecar!

In not giving the result I am not attempting to conceal anything as the meeting was abandoned owing to a strike amongst the competitors as a protest against certain silencing regulations. NEMESIS.

A famous racing motorist

and
DUNLOP
 STRAIGHT SIDE TYRES

Read this letter from Mr. E. C. Gordon England—the famous Brooklands driver and winner of the 750 c.c. Class in the International 200 Mile Race on Sept. 26th.

It has a moral for you.

"I feel that I must drop you a line to tell you how delighted I am with the Straight Side Dunlop Tyres on my racing Austin 7.

As you know, I had unfortunately the other day, while at the Track, a rather nasty crash with my car while travelling at a very high speed. I was conducting some special brake tests, and as a result of this and due to failure on the part of the car, I ran off the Track at about 60 m.p.h. and crashed into an iron fence. The car swung right round while leaving the Track, all the wheels were buckled up, *the tyres remained on their rims fully inflated.*

I feel certain that had they been Beaded Edge Covers they would never have stood such treatment, and would have pulled off the rim, and the matter might then have been very much more serious for me, as probably the car would have turned over.

It was in anticipation of such possibilities that I decided to fit Straight Side Dunlops, and you may be sure that my experience will quite determine me to keep to Dunlop Straight Side Tyres in future."

Take no risks!
'fit Dunlop and be satisfied'

DUNLOP RUBBER CO. LTD., FORT DUNLOP, BIRMINGHAM.

DUNLOP — THE STANDARD by which ALL TYRES are JUDGED!

POWER · SPEED · DEPENDABILITY AND LASTING QUALITY

ABRIDGED

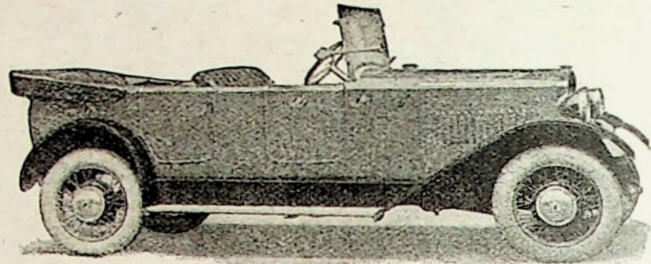
Price List.

STANDARD
FRENCH
TOURER
£295

FABRIC
BUILT
SALOON
£375

TWO OR
FOUR-
SEATER
DE LUXE
TORPEDO
£350

TWO-
SEATER
DE LUXE
COUPE
£395



*More Comfort for the Light Car
Owner in this New De Dion Ten.*

INSPIRED by the success of its famous predecessor of pre-war days, the designers of this new De Dion Ten bring an irresistible appeal to the light car owner who prefers the quality built car and all that it implies.

A longer wheelbase than most light cars and a more roomy body in consequence. Cantilever rear springs and balloon tyres to insulate the shock of the roughest road. Four forward speeds, nicely blended to instil confidence on the steepest gradients. An engine that is flexible and fast, and yields approximately 40 m.p.g. of fuel, and withal costing but £295.

If you did not see this model at the Motor Show, let us send you full particulars and the name of our nearest agent, who will be pleased to demonstrate the car and prove how good it really is.

Our Showrooms are only two minutes from Oxford Circus.

De Dion Bouton

LTD.

'Phone :
Regent
6533

10 Gt. Marlborough St.,
Regent St, London, W1.

Established
1883.

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

OUR READERS' OPINIONS (contd.).

Dynamo Driving Belts.

With reference to "Shacklepin's" recent remarks on dynamo belts, I would suggest that his friend, who suffers from them breaking on his Morgan, fits a larger pulley to his dynamo. In my case, so far as I remember, Powell and Haumer, Ltd., fitted a 6-in. pulley in place of a 4½-in. I then had much less trouble, and possibly a 7-in. one would have effected a complete cure. I think the trouble is only prominent on fast Morgans, as mine never came off at less than 50 m.p.h. The larger pulley not only means a less sharp bend for the belt, but a greater arc of contact.

I remember a French Morgan in Madagascar with a friction drive off the flywheel, coupled to the dynamo by a flexible shaft. Although an old-fashioned idea, this seemed to give no trouble and, had I not sold my machine, I would have given it a trial.

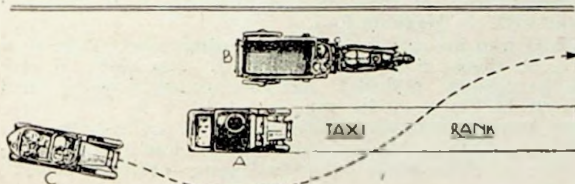
With a strong level drive, a Magdno might do rather well. What does Mr. Morgan think? F. D. SCORR.

** Our correspondent does not explain how the dynamo speed is maintained when the drive is geared down by the use of a larger dynamo pulley. A corresponding increase in the diameter of the flywheel pulley would not be easy to arrange.—Ed.

Off-side Passing.

I was following another light car along one of London's main arteries recently when, to my astonishment, seeing the road ahead blocked, the driver pulled across to the off side so as to pass a taxicab.

Nothing wrong so far; but, as a matter of fact, the taxi happened to be stationary and was the sole occupier of a rank on which there are usually a dozen vehicles. The action of my light car friend appeared to be just as heinous as passing a refuge on the wrong side. The question naturally arises: Is such a course lawful? If so, what is there to prevent one passing a string of taxis on the off side, providing they are all facing in the same direction as one is travelling? ENQUIRER.



The point raised by "Enquirer" in the accompanying letter is here shown in pictorial form. Could the driver of car "C" be accused of dangerous driving?

Keeping the Windscreen Clean.

Recently, after a long drive in the rain, I was describing my discomforts to a friend, when he asked me if I had heard of the best remedy for a wet windscreen, namely, a lump of the rankest plug tobacco obtainable. I bought an ounce for 8d. and tried it on the next wet day, with excellent effect. It is necessary merely to rub

A Hint and a Query.

the glass all over with the tobacco, and the result is magical. The "quid" can conveniently be carried in an oiled-silk 'bacey pouch, always ready for use. This dodge may be new to some of your readers.

A point on which I should like to be enlightened is this. An ironmonger recently told me that it was dangerous to use Pyrene to extinguish a fire indoors, as the inmates of the room were liable to be "gassed" by the chemical, which absorbs all oxygen in the air. I used my Pyrene on one occasion last night to put out a Primus stove which was behaving badly. The flames were extinguished at once, with no in- even to the wall-paper, and I was not conscious of any noxious fumes. The windows were, of course, wide open. It was a biggish room. It is possible that there might be some danger in a small enclosed space. Perhaps you can give me some information on this point?

It is an excellent habit to carry one's Pyrene into the house every evening and keep it handy for putting out fires at the earliest possible stage, but if there is any risk of being gassed, it would be necessary to throw a window open before bringing the syringe into action. It would be desirable to instruct all the inmates of the house in the use of the Pyrene, and to hold occasional fire-drills to make sure that everyone understood what to do in an emergency. SHAG.

** The fumes of Pyrene liquid are in no way harmful to the health, but when combined with those given off by the extinguished fire might be unpleasant to breathe, therefore ventilation after the fire is desirable.—Ed.

Bumpers or Fenders?

May we suggest that "fender" is a less aggressive and a more appropriate term than "bumper"? As to height standardization, it is not possible to make all cars conform to the same figure, but we have suggested to the R.A.C. and to the police that 21 ins. from ground to centre of bar is about as nearly right as possible for the great majority, and they have approved that recommendation. The question of weight is one of very considerable importance to all car owners, but particularly to those for whom you cater. It may therefore interest your readers to know that the material of which our fenders is made is only one-third the weight of steel, and yet is 25 per cent. stronger.

Again, have your readers considered the pros and cons of the rigid bar mounted on spring buffers as compared with the flexible bar? No matter how slightly the latter bends, it tends to draw the dumb-irons together and thus imposes strains which the frame was never designed to bear. Every direct frontal blow is therefore converted to the equivalent of a blow at an angle. The rigid bar is free from that defect, and the spring buffers upon which it is mounted relieve the shock of impact, but have a fixed and definite limit of yield, so that relief from shock is obtained without loss of protection and without submitting the frame to strains it was not designed to bear.

MOTOR NECESSITIES, LTD.

Unfair Fines.

I notice, with interest, Mr. Douglas Seaton's letter in *The Light Car and Cyclecar* of November 20th, under the heading "Police Court Discrepancies." I think my own case might interest your readers, so I will give the details. I was charged recently at Wetherby (Yorks.) with "driving to the danger of the public."

Standardization Needed. I was charged recently at Wetherby (Yorks.) with "driving to the danger of the public." The evidence for the prosecution was that I was driving a motorcar on the King's highway (a main road) at a speed estimated at 60 m.p.h., which constituted driving to the danger of the public. At the hearing it was agreed by the prosecution that . . . There was no traffic on the road at the time . . . There was no accident of any kind, and that I pulled up on my own account to retrieve a cap . . . The stretch of road was about a mile long with a very slight bend . . . That it was over 22 ft. wide . . . There were no cross-roads, side turnings, houses or buildings of any kind on the stretch . . . At any point on the road one could see a quarter of a mile ahead, or more . . . I must know the road very well, having driven over it twice a day for two years . . . My car was fitted with f.w.b. and appeared to be under control . . . It was my first driving offence in eight years.

Although I pleaded "not guilty" to driving to the public danger, I did not deny the estimated speed, and was fined £10 and my licence was suspended for six months.

Now, for "racing against another car at 45 m.p.h. past five road ends, in the suburbs of a town," a friend was fined £10 only.

Another, "for driving through a 10-mile limit at a speed estimated at 45 m.p.h.," was fined £5 and his licence endorsed.

Again, "for driving on the road at a speed of approximately 40 m.p.h., knocking down a cyclist and causing him to be in hospital for several days," fined £3 and costs.

I agree it is time that some standard scale of sentences were instituted. BUGATTI.

Letters intended for publication on these pages should be written clearly, and on one side of the paper only.

OUR READERS' OPINIONS (contd.).

Light Cars in the Colonies.

Replying to "Antipodean's" letter in your issue of November 6th, there may be agents who are making a practice of charging exorbitant prices over and above the

The Price Comparison.

English selling price of the car, but we, as manufacturers, would point out that our agents for A.C. cars, the New Zealand Express Co., Ltd., do not in any way act as he suggests. We have a letter in front of us from our agents, and, comparing the home price with the figure they charge customers in New Zealand, plus duty, shipping and so forth, there is very little difference, and it is up to the motoring public to support those firms who believe in supplying at a fair price.

Now, as regards springing for overseas use, A.C. cars are fitted with shock absorbers on the front axle and snubbers on the rear axle, together with stronger springs, which give an increased camber, so as to allow greater freedom between body and wheels.

We find that there is a nice market for A.C. cars in New Zealand, and our agents are sending us repeat orders. Two A.C. cars will be shown at the Exhibition which is being held at Dunedin from now onwards.

As regards spares, these can be obtained from our agents without any delay.

G. H. C. BURLEY.
For A.C. CARS, LTD.

Fate of the Sussex Downs—A Reply.

Pause before grieving, J. J. Hall,
Nor count the Downland lost
Because some jerry-builders build
Along the southern coast:
Rather reflect on all the miles,
Virgin and verdant, too,
Where Sussex still can work her wiles
On blokes like me and you!

No houses speckle Ditchling's brow,
Mount Caburn, too, is bare;
Winds that caress the slopes of Firle
Find no intrusion there;
Nor will you see fresh brick and paint
To irk a Southdown rover
Where the slow Cuckmere winds beneath
The bluff of Highdownover.

Then, courage, brother; shun the vales
Twixt Falmer and the sea:
Peacehaven is past praying for
(Nor seeks a prayer from thee).
But if you must have sea and down
Together, you may test
How Birling Gap is better than
Those spoiled hills further west.

DAVID H. M. SYMON.

Cold-weather Starting.

Owners of air-cooled twin-cylinder cars who are having difficulty in starting from cold now that wintry weather has arrived may find my experience helpful in solving their difficulty. Until a few weeks ago

The Importance of Plugs.

—in fact, since the first signs of autumn—I found that awakening my B.S.A. Ten to life was a rather more hectic than pleasant performance, and, not being gifted with much brawn, I set out to solve the problem another way. In the first place, I washed out the oil sump—an attention that I found was long overdue.

There was an immediate improvement in consequence of the provision of a clean oil supply, but I considered starting was still too strenuous a task, and consequently turned to the plugs. Excellent results were obtained with the K.L.G. G.1 plugs (fitted standard), with the gaps set at less than normal, but running was not so smooth. I therefore asked the K.L.G. people's advice. This I have acted upon, fitting a pair of their 313 plugs, which have, I understand, only just been put upon the market. The result, so far as my engine is concerned, has been magical. During the past week's severe weather—and my garage is a bleak and draughty one—I have got going with delightful ease. After turning the engine over by hand three or four times with the air inlet covered, the engine starts at the first application of the Rotax starter.

D44

My experience with the B.S.A. Ten has been of the most pleasurable nature. It is a wonderful little car, built for hard work and long service. Mine has run over 16,500 miles—6,500 during my ownership—and is as good as new, both in appearance and performance. Apart from the excellence of the car, what has particularly impressed me is the splendid service of the makers, both in Birmingham and Coventry.

On the two occasions that I have had to ask for spares from Birmingham my order has been executed by return of post. When I have run the car to the Daimler works for advice or adjustments, I have received as much consideration from the service department and the repair shop as if I were the owner of one of the firm's magnificent saloons. It is a delight to deal with a staff such as one finds at the Daimler offices, and certainly adds to the pleasures of car ownership.

NICHOLAS.

Clever Advertising.

The enclosed has been sent to me as a rejoinder to the advertisement, "No, no, Nanette." Don't you think it worth publishing?

JOWETT CARS, LTD.,
H. G. MITCHELL, General Manager.

* * The amusing skit referred to is published below, and we think its cleverness will not be questioned.—ED.

Over Proof.

That just describes the Jowett—over proof in design, workmanship, and performance, diluted in nothing except cost!

A touch of the starter button turns the en-Gin and it springs to life immediately; once you've Burgundy-parting the Neat little twin will Whisky-ven a Saloon body away speedily.

If you are young and take out charming mad-Moselles, perhaps you are not particular about comfort, but just let your Martel you her opinion. Don't buy a car that will break every Beaune in your body, and hasten your friends into their Graves; the good springs and balloon tyres of the Jowett ensure perfect comfort.

A full cargo does not mean a tight fit; there's plenty of room for everybody, for Jowett is the Brandy-noting quality; the coachwork is good—there's not Champagneting about it; the engine is always well oiled, so you need not fear that the water will get Bubbly! That is why it is the little engine with the Magnum Pull.

Those who are not for us are a Guinness—to their own cost. So choose wisely, buy a Jowett. Remember, if ever you have any difficulty our service department will Sauterne-ly Claret up for you.

Say When you would like our catalogue; now is the best time to send for it. We want the name and address of everyone who is interested in economical luxury—What's Yours?

CONDENSED CORRESPONDENCE.

Mr. S. E. Evens, 37, Chestnut Road, West Norwood, London, S.E., writes to say that he will be pleased to co-operate with anyone in the formation of a club for Austin Seven owners. He believes that such a club, run on the right lines, would receive ample support.

Writing on the question of service, Mr. J. Moncrieff states that recently he suspected the battery of his light car as being the cause of the starter motor's lack of efficiency. He called at the Euston Ignition Co., Ltd., 329, Euston Road, London, N.W. 1, where the battery was tested at once with special apparatus and found to be in good order, the trouble being in the starter switch. Although Mr. Moncrieff had no claim upon the company, the test was carried out free of charge.

INFORMATION WANTED.

A.C.—Experiences wanted regarding the 1925 12 h.p. two-seater model. Is the seating capacity ample for three abreast? Are there any special points relating to the combined gearbox and rear axle?—Geo. Buckingham, 58, Belvoir Road, St. Andrew's, Bristol.

Austin Seven.—Information required as to petrol consumption, speed and average running costs for 5,000 m. The experiences of commercial travellers will be especially welcome. Are there any "gadgets" which really do improve the running of these cars?—Lewis East, 29, Dulverton Road, Leicester.

Accept no other—*insist on*

AC SPARKING PLUGS

When you buy sparking plugs insist on AC Sparking Plugs and you will be sure of good performance.

Because AC are better plugs, over 100 British motor manufacturers have selected them as standard equipment.

In addition, 80% of all American cars, excluding Ford, are factory equipped with AC Plugs.

Coventry and Warwickshire Annual One Day Reliability Trial

October 24th

Driving a Lea-Francis car,
Mr. G. Norman Norris was
awarded a Gold Medal.

Sutton Coldfield and North Birmingham Automobile Club Reliability Trial

October 31st

Driving a Lea-Francis car,
Mr. G. Norman Norris was
awarded the Shell Cup and
Silver Souvenir Cup for
best performance by a Car.

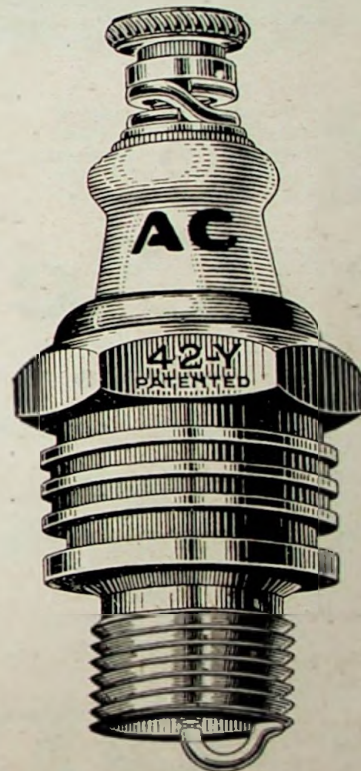
*In each case Standard 5/-
AC Sparking Plugs were used*

AC-TITAN
Flint, Michigan
U.S.A.

British Manufacture by the
AC-SPHINX SPARKING PLUG Co., Ltd.
BIRMINGHAM.

AC-OLEO
Levallois-Perret
FRANCE

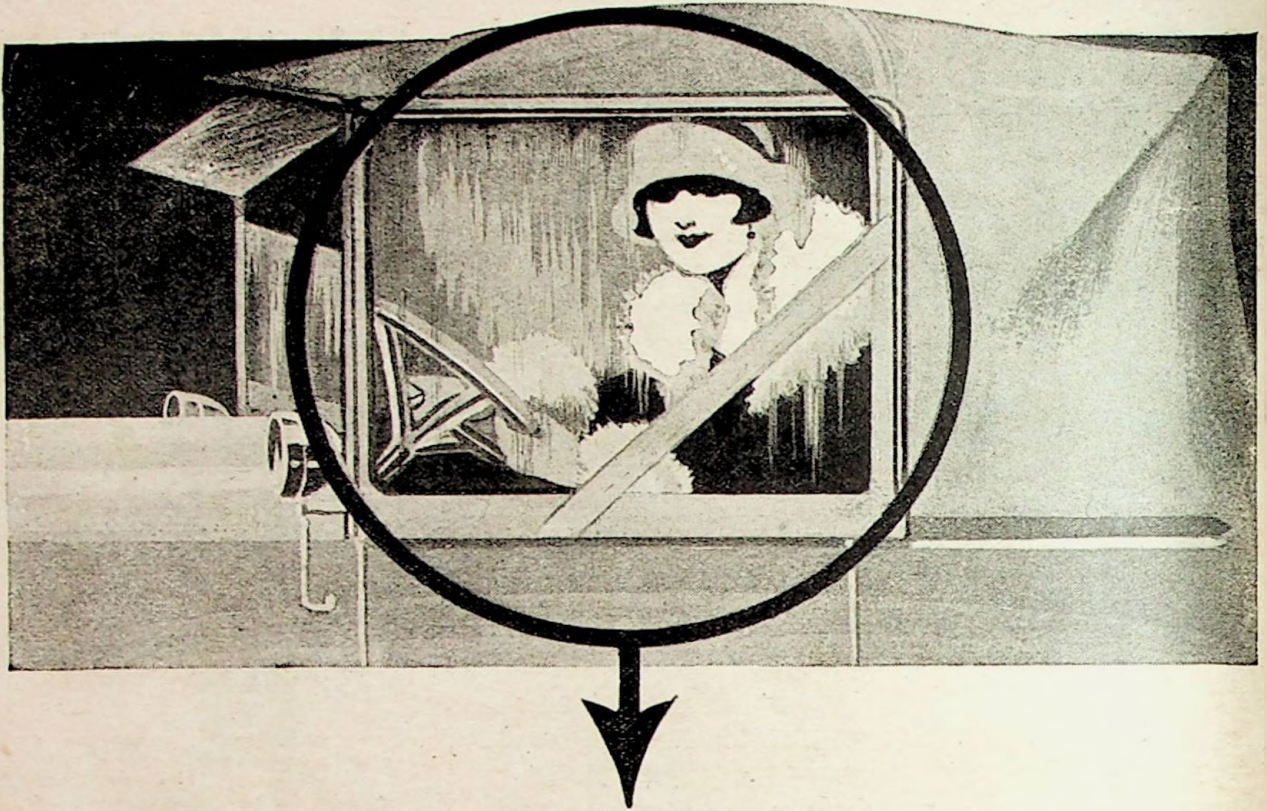
WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.



42-Y

For all high
efficiency Engines

5/- each



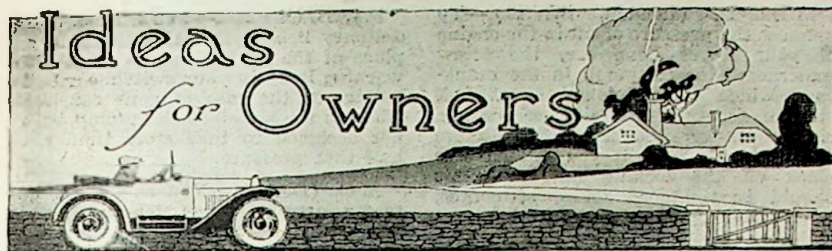
Clear Vision

Add to your enjoyment by having clean wind screens. These are easily obtained by using Brasso to clean the celluloid. Simply apply Brasso freely and rub with a circular motion until a polish appears. Finish off with a clean cloth.

BRASSO

cleans celluloid

RECKITT AND SONS LTD. HULL AND LONDON.

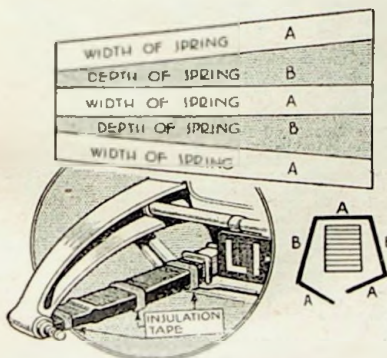


We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published.

Cheap Spring Gaiters.

Harsh spring action is one of the most common troubles on cars not equipped with spring gaiters, as mud and water find their way in between the leaves, causing rust and loss of flexibility. This formation of rust can be prevented, at little cost, by the use of the home-made spring gaiters described below. It should be noted at the outset that these gaiters are merely a means of keeping out dirt, and lubricant can only be inserted by removing them. As, however, there should be no need to do this job more often than twice a year in ordinary circumstances, the added comfort well repays the work.

Cutting patterns is the first part of the scheme, brown paper being a suitable material. Measure the lengths of springs to be covered in each case, treating a semi-elliptic spring as two separate ones; it should be remembered that the front and rear portions of such a spring are often unequal in length,



How a paper pattern should be marked out when making the inexpensive spring gaiters described in the accompanying paragraph. (Inset) The finished gaiter in position, showing the method of holding it in place.

therefore requiring two different patterns. The width of the top leaf is required in each case, also the two depths of each spring; that is to say, the thickness of the spring at the thickest and thinnest portions.

As shown in one of the accompanying illustrations a fan-like pattern is cut for each differently proportioned spring, and pieces of American cloth are then cut out from the patterns.

After cleaning and lubricating the springs, wrappings of thin felt should be applied to hold the oil. Finally, the gaiter strips are put in place and fixed

with insulating tape at as many points as may be necessary. A coat of flexible hood paint adds a finishing touch and helps to keep out moisture.

The cost is very low, as cheap carpet felt, American cloth and insulating tape are the only materials required. The sum of 2s. 6d. should represent the total outlay for most light cars.

For the 7.5 h.p. Citroen.

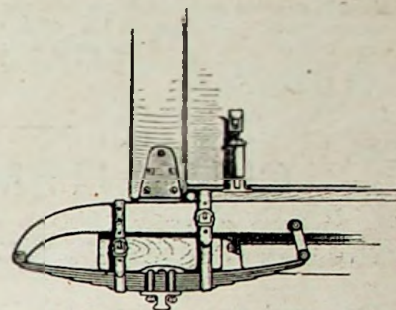
A feature of the 7.5 h.p. Citroen is the fact that, with one exception, every greaser or oiling point is readily accessible, the delinquent being the clutch-withdrawal race spigot; in order to lubricate this bearing it is necessary to remove first the floorboards, then the pedal plate, and, finally, the clutch housing cover plate.

As regular and adequate lubrication is essential, the following simple and effective plan will be found to ease the task of maintenance considerably. A $\frac{1}{16}$ -in. hole is drilled in the centre of the cover plate, and a short length of copper tubing inserted and bent into position, so that the orifice comes directly over the point to be lubricated. There is plenty of room for this, and no fears need be entertained of fouling any rotating parts. A touch of solder at the junction with the cover plate will suffice to fix the tube firmly in position, leaving about 3 ins. projecting upwards

through a small clearance hole, which should previously be drilled in the pedal plate. A spring-lid lubricator screwed into the top end of the tube completes the job. Oiling will then be found to be a particularly simple operation, the need for removing of floorboards and so forth being entirely eliminated.

Temporary Spring Repair.

When a road spring breakage occurs the driver is sometimes at a loss to know how to get his car to the nearest garage. If it is a semi-elliptic spring that has broken, the matter presents little difficulty, for a suitable block of wood tightly strapped in the position shown in the accompanying sketch will



A simple "get-you-home" device which can be used if a semi-elliptic spring breaks. The wooden block should be secured very firmly so that there is no possibility of it slipping.

satisfactorily support the chassis. The tyre of the wheel affected should be deflated until it is fairly soft, and the car must not be driven fast. In this way quite a long distance may be covered without any damage resulting.



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

T.H.G. (Mansfield).—You need have no fear that the duralumin connecting rods fitted to your new Rhode car will be likely to fail. This metal is used satisfactorily by a large number of makers.

G.L.B. (Ulverston).—As you cannot obtain new brake drums and the old ones are worn so that distortion occurs, why not have flanges welded on to the edge of the drums at right angles to them? This will ensure that they remain circular.

W.J.I. (Waterloo).—No. Oil is not the best lubricant for the serewed shaft of the Bendix gear of a starter. A little powdered graphite is best, but many prefer to run this part without lubricant. Thin oil or grease collects dust and the pinion tends to jam.

W.J.P. (St. Andrews).—So far as we can gather from the details given in your letter, there will be no harm in anchoring the semi-elliptic rear springs of your cyclecar at the rear end and fitting the shackles at the forward end.

F.J. (Guildford).—The jerky action of the foot brake which you experience appears to be due to play in the rear axle drive, as the brake in the case to which you refer acts on a drum behind the gearbox, and any play that may exist between the bevels causes the snatching of which you complain.

C.J. (Millom).—We do not recommend you to change the water in the radiator so often as once a week. Every fresh lot of water contains a certain amount of solid matter, and this will become deposited upon the water jackets and radiator. If you keep one lot of water in the radiator for a reasonable length of time there is only one quantity of deposit obtained instead of a fresh amount after each complete replenishment.

IN ANSWER TO YOUR QUERY
(contd.).

K.N. (Leek).—Carburettor float needles are so cheap that we think it would hardly be worth your while to bother to grind in the old one, as its face is so badly worn. It is quite a lot of trouble, comparatively, and in the process the seating of the needle in the body of the carburettor will be unduly worn.

T.V. (Edmonton).—In order to obtain the most comfortable position for holding the steering wheel spokes of your 12-20 h.p. Calthorpe car, when the front wheels are pointing straight ahead, you can adjust the length of the drag link. This will provide a fine setting, but the drop arm shaft is splined, and by means of varying the position of the drop arm on its shaft you can attain a greater degree of adjustment.

M.E.McD. (London, S.W.11).—To increase the pressure of oil in the engine of your Rover Nine car, the screw underneath the oil pump in the crankcase, which will be found on the off side in front of the flywheel casing, should be screwed inwards. Before attempting to move it you will have to slack off the locking nut, and this should be tightened again, of course, upon the completion of the work.

L.C. (Thornton Heath).—We do not think you will find it necessary to go to the length of having a special bag made for the side curtains of your car to protect them when not in use. A straight strip of flannelette or similar material may be used, the projecting legs of the curtain being accommodated in small holes cut in the material, which can then be wrapped round the curtains. Two curtains will fit into a piece of cloth folded like an N.

F.W.B. (Kendal).—You will not find an ordinary flash-lamp bulb satisfactory in place of the broken one in the ignition warning lamp in your switchboard. The voltage in the case of your car is six, whereas the standard flash-lamp bulb is not designed to take more than about half that pressure.

M.C. (Derby).—You can avoid busy traffic arteries when leaving London from Euston Road for the North by going via York Road (King's Cross) straight through to Highgate and joining the North Road about half a mile below East Finchley station. You are then on a main thoroughfare, it is true, but the road is wide, the traffic is not dense, and driving is comparatively easy. Going straight on, you will come to Tally Ho Corner, Whetstone and Barnet, where turn left in the middle of the High Street for St. Albans, or carry straight on for Hatfield.

CLUB ITEMS AND SPORTING EVENTS.

WEST SURREY A.C.

The West Surrey Automobile Club will hold an anti-dazzle headlamp demonstration in Deepbarrow Park, Godalming, on Thursday December 10th, at 5.30 p.m.

1926 M.C.C. EVENTS.

The following are the Motor Cycling Club's fixtures for 1926:—London to Land's End run, April 2nd-3rd; London to Edinburgh run, May 21st-22nd; Inter-Club Team Trial, June 26th; Land's End to John o' Groat's run, July 6th-9th; Brooklands 200-Mile sidecar race August 14th; London to Jugano run, end of August; one-day sporting trial, October 2nd; Brooklands high-speed reliability trial, October 16th; London to Exeter run, December 27th-28th.

PORTSMOUTH DISTRICT JOWETT CLUB.

The Portsmouth District Jowett Club will hold its first social on Saturday, December 5th, at Kinchell's Cafe, Oxford Road, Southsea, at 7 p.m. A whist drive will commence at 7.15 p.m., and musical items will be included in the programme. The price of tickets, including light refreshments, is 2s. 6d., and those intending to be present are requested to apply not later than December 3rd to the hon. secretary, Mr. L. Platford-Dorne, Balmoral, 7, Aston Road, Southsea.

TO CLUB SECRETARIES.

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

SOUTHERN JOWETT L.C.C.

The next rally of the Southern Jowett Light Car Club will take place at Ripley on Sunday next, November 29th, at 11.45 a.m. Lunch will be taken at the Cedar House at 12.15, and cars can be parked free of charge at Howard's garage, which is close to Cedar House. The charge per head for luncheon will be 2s. 6d., children half-price, and a special room has been reserved for the club. After lunch there will be a short run, and if conditions are favourable an interesting competition will be held. This will be the last rally of the season of the Southern Jowett Light Car Club.

LIVERPOOL M.C.

The second annual "Revenge" trial will be held by the Liverpool Motor Club on November 28th, starting from Queensferry at 10.31 a.m. The course will be about 70 miles in length, car competitors being allowed a margin of half a minute early or late without penalty. A speed-judging test will be held over a short section, the result being taken into account in the event of a tie for the premier award. The finish will be at the "Shrewsbury Arms," Hinderton.

On the same day the November sporting trial will be held for general and novice members of the club, this event being open to motor-cycles and three-wheelers. The start and finish will be at the same places as for the "Revenge" trial, and the course will be about 70 miles in length, including many Colonial sections.

ULSTER AUTOMOBILE SPORTS CLUB.

A social will be held by the Ulster Automobile Sports Club in Thompson's Restaurant, Belfast, on Wednesday, December 16th, when the prizes won in the recent hill-climb at Ballybannon will be distributed. The hon. secretary is Mr. William Simms, 29, Clarendon Street, Belfast.

FORTHCOMING EVENTS.

- | | |
|--|--------------------------------------|
| November 27. | |
| Morgan Club. | Annual General Meeting. |
| November 28. | |
| Western Centre A.C.U. | Inter-team Trial. |
| Camberley and District M.C. | Thomson Cup Trial. |
| Oxford M.C. and Oxford University M.C.C. | Reliability Trial. |
| November 29. | |
| Liverpool M.C. | "Revenge" Trial. |
| Southern Jowett L.C.C. | Rally. |
| Bradford M.C. and L.C.C. | Reliability Trial. |
| December 1. | |
| Great Yarmouth and District M.C. | Whist Drive and Dance. |
| December 4. | |
| M.C.C. | Annual Dinner. |
| December 9. | |
| Uxbridge M.C. | Annual Dinner. |
| December 10. | |
| Essex M.C. | Annual General Meeting. |
| West Surrey A.C. | Anti-dazzle Headlamp Demonstrations. |
| December 11. | |
| Morgan Club. | Annual Dinner and Dance. |
| December 12. | |
| London-Gloucester-London | Reliability Trial. |
| Brighton and Hove M.C. | Annual Dinner. |
| December 15. | |
| J.C.C. | Annual Dinner. |
| December 16. | |
| Ulster Automobile Sports Club. | Social Event. |
| December 26-27. | |
| Southport M.C. | Coast-to-Coast Trial. |
| December 28-29. | |
| M.C.C. | London-Exeter-London Trial. |

UXBRIDGE M.C.

A successful dance was held by the Uxbridge Motor Club at St. Margaret's Hall, Uxbridge, on November 18th, when prizes won at the club's gymkhana were distributed by Mrs. Marsh. On Wednesday, December 9th, the fifth annual dinner will be held at the "Savoy," Uxbridge; tickets may be obtained from the hon. secretary, Mr. P. F. Hickman, 15, Windsor Street, Uxbridge.

OXFORD M.C.

To-morrow, November 28th, the Oxford Motor Club and the Oxford University Motor Cycling Club are holding a reliability trial, starting from Crowmarsh at 1.30 p.m. On New Year's Day the Oxford Motor Club will hold a dance at the Carfax Assembly Rooms, Oxford starting at 8.30 p.m.

ESSEX M.C.

The annual general meeting of the Essex Motor Club will be held at the Royal Automobile Club (Committee Room), Pall Mall, London, S.W.1, on Thursday, December 10th, at 6.30 p.m. Motions for the agenda and nominations for officers should be sent to the hon. secretary, Mr. Ernest J. Bass, 40, Chancery Lane, London, W.C.2, not later than December 3rd.

M.C.C. LONDON-EXETER REMINDER.

Intending entrants for the Motor Cycling Club's annual London-Exeter-London run are reminded that entries close on December 12th, and should be sent to the trials secretary, Mr. F. T. Bidlake, 84, North End Road, Golders Green, London, N.W.11. Anyone who wishes to take part but is not already a member must apply for membership to the general secretary, Mr. J. A. Masters, 22, Norland Square, London, W.11, not later than November 30th.

WIMBLEDON M.C.'S TRIAL.

The Boon and Porter Cup Trial will be held by the Wimbledon Motor Club on December 5th and 6th. The trial is open to motorcycle, three-wheeler and car members of the Wimbledon, Catford, Sunbeam, Ealing and Epson Clubs. Competitors will meet at the "Berkeley Arms," Cranford Bridge, at 10 p.m., the first man leaving at 11.1 p.m. The finish will also be at Cranford Bridge. Entries, which should be sent to Mr. A. J. Clark (Jarvis and Sons, Ltd.), Victoria Crescent, Wimbledon, close to-morrow, November 28th. The premier award is the Boon and Porter Cup, and silver cups and silver and bronze medals will also be given.

NEW ULSTER AUTOMOBILE CLUB.

At a well-attended meeting of motorists held in Belfast on Tuesday, November 17th, it was decided to form an Ulster Automobile Club, affiliated to the Royal Automobile Club, London.

Mr. A. Armitage, assistant secretary of the R.A.C., was present and explained that the R.A.C. would establish an office in Belfast as soon as suitable premises were obtained. The annual subscription to the Ulster Club would be two guineas, which would cover the full benefits of the R.A.C. and would include the get-you-home service. The R.A.C. welcomed the idea of forming clubs affiliated to the parent body in London, which would be willing to give all the assistance possible.

Mr. Armitage went on to say that the proposed office in Belfast would be under the superintendence of a manager and would work in conjunction with the Ulster Automobile Club, the two bodies being practically one, but the sporting side of motoring would be controlled by the Ulster body, as they were better aware of the local conditions. Subordinate clubs could be affiliated to the Ulster Automobile Club, and through the latter to the R.A.C. A financial relation between the two bodies was also proposed.

The arrangement outlined by Mr. Armitage was considered most generous, and the meeting unanimously accepted the agreement. A provisional committee has been appointed to secure suitable premises and receive the names of those willing to join the club.

Necessities of the Season.

ROTAX FOGLIGHTS.



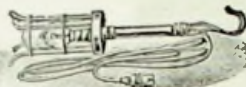
Fitted with Special Fog Penetrating Lens.

FOR fitting on near side dumb iron. Adjustable Bracket allows light to be thrown on edge of road. Do not risk accidents. Fit a Rotax Foglight and drive in safety.

Cat. No. 559
Price each 30/-
Cat. No. 553
Price each 25/6



ROTAX INSPECTION LAMP.

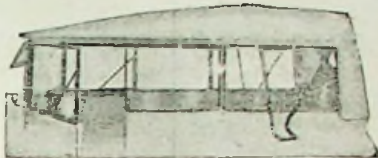


INDISPENSABLE for locating faults and repair work on the road or in the garage. Supplied with 6 ft. Flex, Bulb and connection, either SBC or Two-Pin Plug.

Cat. No. 2728 ... Price each 15/-



PATENT ALL-WEATHER SIDE CURTAINS.
Absolutely Rigid and Accessible.



ROTAX Side Curtain Equipment enables you to obtain and enjoy the advantages of a closed saloon for a triflingly small sum. They are perfectly rigid with the hood up or down, opens with the doors, and are the essence of smartness. Each panel made in 30/1000 gauge celluloid, and trimmed in either Leather Cloth or Twill to match hood (give colour, etc., when ordering). The sizes given below are merely examples. **WE CAN CURTAIN ANY MAKE OR SIZE OF CAR.**

- CITROEN, English body, 4-seater, 6 panels, 2-31" x 15 1/2" 2-21" x 15 1/2", 2-25" x 15 1/2" ... Price £8-10-6
- CITROEN, French body, 4-seater, 8 panels, 2-19 1/2" x 19", 2-13 1/2" x 19", 2-18" x 19", 2-22" x 19" ... Price £9-8-0
- CITROEN, 7 1/2 h.p., Clover-leaf body, 4 panels, 2-24 1/2" x 17 1/2", 2-20" x 17 1/2" ... Price £4-4-0
- SWIFT, 10 h.p., 4-seater, 6 panels, 2-27 1/2" x 19", 2-24 1/2" x 19", 2-19 1/2" x 19" ... Price £6-18-6
- SWIFT, 12 h.p., 4-seater, 6 panels, 2-31 1/2" x 18", 2-28" x 18", 2-20" x 16" ... Price £7-1-0
- FIAT, 4-seater, 6 panels, 2-25 1/2" x 18", 2-28" x 18", 2-25" x 18" ... Price £5-18-6
- JOWETT, 4-seater, 6 panels, 2-17 1/2" x 15 1/2", 2-18 1/2" x 15 1/2", 2-17 1/2" x 15 1/2" ... Price £5-15-6

Front panel pairs supplied at pro rata prices.

ROTAX MOTOR ACCESSORIES LTD.
WILLESDEN JUNCTION, LONDON, N.W.10.

Branch Depots:
Birmingham: Lander St. Manchester: 291-3, Deansgate.
Taunton: Newtons Works. Bristol: 7, Temple St.
Glasgow: 19-21, Oswald St. Leeds: 117, Park Lane.

ROTAX SPOTLIGHTS.



Dial of aperture 3 1/2 in.

A VERY fine spotlight. Can be swivelled in any direction required, and gives powerful light projection. Invaluable for reading sign-posts, finding turnings etc.

WINDSCREEN MOUNTING.
CAT. No. 550. PRICE EACH 35/-
SALOON MOUNTING.
CAT. No. 551. PRICE EACH 35/-

SMALLER TYPE.

THIS type is very suitable for Light and Medium Cars. It is smaller than the above, having an aperture of 2 1/2 in. Fitted with mirror, it is equally as useful as the larger model. WINDSCREEN MOUNTING.
CAT. No. 557. PRICE EACH 27/6
SALOON MOUNTING.
CAT. No. 558. PRICE EACH 27/6



GRADUAL REGULATING DIMMING SWITCH

YOU operate the switch with the same hand you drive with, without

letting go of the wheel, dimming the light gradually up and down between full on and mere glow. The price is of no consequence, but you face serious consequences by being without one. Can be fitted with a rewinder with the aid of our full directions.
Cat. No. 3332. Price each 15/-



Your Sight needs Protection

—not only from the elements but from the many other dangers.

If your screen or goggles are of ordinary glass you are inviting trouble, therefore, always insist on *Triplex*—the only safe glass.

Triplex safety glass spectacles and goggles may be had from all Opticians, Garages, Stores, etc. Spectacles, 10/6 to 21/-. Goggles, 8/6 to 42/-. Anti-glare and anti-dazzle tints, 1/- per pair extra. Write for illustrated list, mentioning "The Light Car and Cyclecar."

Get Triplex and be Safe

THE TRIPLEX SAFETY GLASS CO. LTD., 1, Albemarle St., Piccadilly, London, W.1.

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



The Wisdom of our Business Methods

THE wisdom of our business methods is explained by thirty-three years' experience of the World of Wheels. We know that to obtain and retain your good will we must treat you equitably, and no one can say of MEBES & MEBES that we have broken this business law. Make a note to write or visit us; it will profit you—always.

WE still cannot obtain sufficient second-hand cars to meet our present requirements.

IF you are contemplating exchanging your present car for a new vehicle, let us quote you our price first in Part Exchange for a new Calthorpe, for which we are Distributors. We are prepared to offer you the car's full market value, no matter what make, and, further, our Service After Purchase Scheme operates generously with any new CALTHORPE car supplied by ourselves. All Second-hand cars offered are open to examination by R.A.C., A.A., etc.; the Current List of these should be in your possession. May we post you one?

DEFERRED TERMS TO SUIT ALL.
The pick of the Second-hand Car market comes to Mebes & Mebes.

AUSTIN
On view **CLYNO** always
CALTHORPE
FIAT
RHODE

London Distributors of Calthorpe Cars:

MEBES & MEBES

EST. 1893

Light and Medium Powered Car
Specialists,

144, Gt. Portland St.,
LONDON, W.1.

Phone: MUSEUM 4244.

Specialists in the Repair
of Austin, Clyno, Cal-
thorpe, Fiat and Rhode
Cars.



EVER WATCHFUL
to give Service.

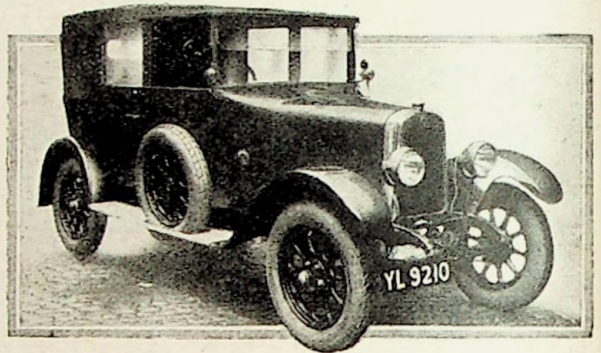
AROUND THE TRADE.

Of the tyres fitted to British cars exhibited at the Scottish Show, 97.21 per cent. were of Dunlop manufacture.

We have received a list of De Dion-Bouton agents in Great Britain and Ireland, over 30 concerns being included.

We are asked to point out that the address of the head offices of the Palmer Tyre, Ltd., is 100-106, Cannon Street, London, E.C. 4, the concern having transferred their head offices from Shaftesbury Avenue to these premises last April.

The many friends of Mr. Reginald Delpach, sales director of the Triplex Safety Glass Co., will learn with regret that he had a serious accident whilst playing golf in Edinburgh recently, falling heavily, breaking a leg and dislocating an ankle. We wish him a speedy recovery.



Messrs. Mebes and Mebes, 144, Gt. Portland St., London, W.1, have recently supplied the 12-20 h.p. Calthorpe shown above to Mr. Joseph Holbrooke, the well-known composer.

The Christmas catalogue of Dunhills, Ltd., 359-361, Euston Road, London, N.W.1, has just been issued. It describes and illustrates a number of very attractive accessories which would make excellent Christmas gifts. Copies of the booklet will be sent to readers on application to the above address.

We have received an attractive catalogue describing the latest 9-20 h.p. Rover models. Features of the catalogue are excellent coloured illustrations and useful diagrams, showing the body measurements of the various models. Copies may be obtained on application to the Rover Co., Ltd., whose address is Meteor Works, Coventry.

Particulars have reached us from the Rapolac Co., Ltd., Coustonholm Works, Coustonholm Road, Newlands, Glasgow, of the Rapolac-Co Nitro Cellulose enamelling process, which is claimed to give a super finish to motorcar coachwork. The cost of finishing cars on the Rapolac-Co principle is reasonable, and it is claimed to be proof against weather, water, spirit, acid, oil, alkalies and heat up to 240 degrees Fahr.

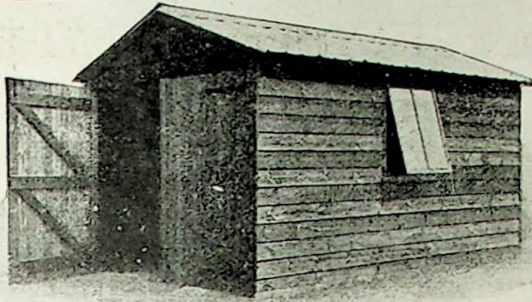
RESULT OF LIMERICK No. 47.

An exceptionally large entry, which included several excellent lines, made the task of judging last week's Limerick Competition difficult, although amusing. It was eventually decided to award the prize to Mr. E. E. Jeffreys, 15, Oakwood Road, Golders Green, London, N.W.11, and his last line is given below:—

Now Jones did a very rash thing
When he mended a brake-rod with string,
For a crisis arrived,
Through the windscreen he dived,
Said, "Excuse me, I must have my 'fling.'"

Among other good lines were:—"Folks said they saw Glass go near Tring," "And it cost him the price of a ring," and "His life hung by a thread through that string."

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



An inexpensive Motor House by Boulton & Paul

THIS is a substantial building which we can thoroughly recommend. It maintains the reputation we have obtained for quality — nothing is skimped. The wide projecting eaves, Italian pattern iron in place of ordinary corrugated iron, with a heavy moulding finishing the verge of roof, etc., give this Garage a good appearance.

It is cheap only because we manufacture by mass production, and in comparing prices with other cheap houses we draw attention to the fact that we pay carriage, do not send out our work unpainted, and our buildings are all made by our men accustomed to the best-class workmanship.

We import our own timber direct, buying only high-grade brands, and always have a very large stock of seasoned material on hand.

B. 216 MOTOR HOUSE

CASH PRICES :

Size 14' 0" x 8' 0" x 6' 6" high to eaves, for two-seater . . . £19:0
 Size 16' 0" x 8' 0" x 6' 6" high to eaves, for four-seater . . . £21:15
 CARRIAGE PAID to Stations in England and Wales.

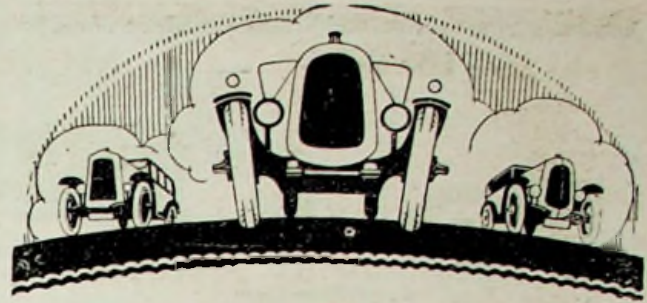
Constructed with stout deal framing, mortised and tenoned together, the walls clad with rabbeted weather-boarding. The roof covered with 24 gauge galvanized "Italian" pattern iron. Stout doors clad with 1" grooved and tongued matchboarding, framed braced, fitted with stout hinges, hasp and staple. Window glazed with 21 oz. glass, made to open for ventilation. All woodwork creosoted in tank nut brown. The walls are made in sections to bolt together. The roof timbers all prepared for easy fixing in two or three hours by unskilled labour.

FREE! "Solving a Motor Problem" is our latest catalogue of Motor Houses and Accessories. Write for a copy to Dept. L.C. 118.

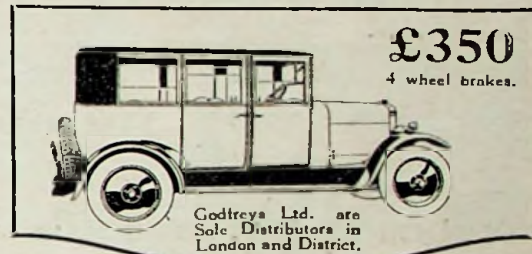
Boulton & Paul Ltd

Telegrams: BOULTON NORWICH NORWICH Telephone: NORWICH 851 (5 lines)

LONDON OFFICE 135-137, QUEEN VICTORIA ST. E.C. Telegrams: Boutique Cent London Telephone 4642 Cent



See the 1926 RHODE Saloon — at Godfreys!



The new RHODE Saloon embodies graceful appearance with extreme comfort. Its specification includes: 11/30 h.p. engine (Tax £11). Four speeds and reverse; 5 detachable artillery wheels fitted with 28 x 4.75 Dunlop Cord Balloon Tyres; Dynamo lighting with headlamps adjustable for focus and angle; half elliptic springs in front and full cantilever at back, all fitted with gaiters; 3-piece wind-screen with wiper; 4 wide doors giving easy access to all seats; roof light; 6 windows opening with specially designed winders; deep sprung upholstery of Bedford cord; real hair carpet to match; front seats of bucket type adjustable for driver's height; mahogany dashboard equipped with clock, speedometer, switchboard, starter switch, dash lamp and cubby hole ash trays for front and rear seats; rattle-proof luggage grid Standard finish, Royal Blue or Maroon Petrol consumption 40 m.p.g. Speed 45-50 m.p.h. An ideal closed car in every respect. Deferred payments willingly arranged.

Other 1926 RHODE models include:

| | | | |
|---------------------------|------|-----------------|------|
| Light Four..... | £225 | 4/5-Seater..... | £285 |
| 2-Seater..... | £275 | 2-Seater Sports | £355 |
| 4-Seater Sportsman's..... | £375 | | |

All models, except Light Four, fitted with 4-wheel brakes.

Trial run and demonstration at any time.

GODFREY'S LIMITED

for Cars
and satisfaction

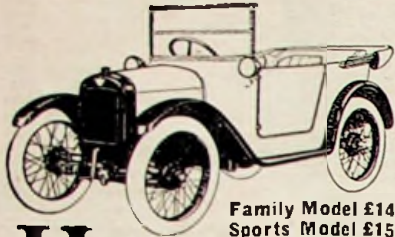
366/368, Euston Road
London, N.W.1

Telephone: MUSEUM 3401 (3 lines).

AUSTIN
CITROËN
CLYNO
ROVER
SINGER
STANDARD
etc. Any make of car, supplied

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

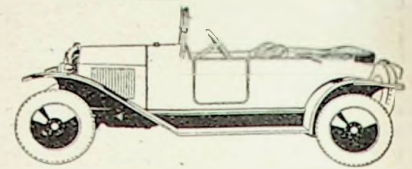
PROMPT DELIVERIES. EXCHANGES OR DEFERRED TERMS.
AUSTIN "7" **MORGAN** **CITROËN 7.5**



Family Model £149
Sports Model £159



Tax £4 per annum.
Prices from £95. Dynamo Lighting inclusive.



3-seater Cloverleaf, £145

HOMAC'S
MOTOR AGENTS

FREE TUITION AND AFTER SALES SERVICE.
 243/247, Lower Clapton Road, London, N.E.
 Works: 46, London Road. Phone: Clissold 2408.

MOTOR MATS Best British Fibre
Made to fit any Car

A good-looking Motor Mat is a necessity for every owner who takes a pride in his car. Have the best! We make Mats of best fibre, stout and very durable—to your own pattern, at only 3/- per sq. ft. overall Carriage Paid. Mark "top side" on your pattern.

CLYNO, 2-seater .. 27/8
4-seater Front 27/8. 4-seater Rear 13/6
(Please state model.)

HUMBER, 5-18 Chummy, Front .. 25/- Rear .. 9/-

SINGER, 10 h.p. 2-seater 4-seater Front 21/- 4-seater Rear 14/-

ROVER, 9-26 2-seater 4-seater Front 21/- 4-seater Rear 12/-

WOLSELEY 11-22 2 and 4-seater 19/- Carriage Paid.

STEP MATS with polished aluminium holder. 11 in. x 7 1/2 in. 8/- each. Valance Protector 5/6



Send to **Thorogoods Ltd. Baldock, Herts.**
(Herts., E.C.1)



The BOWDEN EXTRA AIR INLET

Increases Engine Efficiency.

Reduce the Fuel Bill by the judicious use of an Extra Air Inlet.

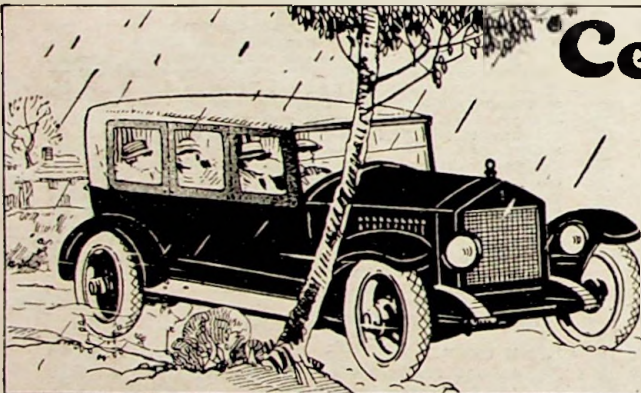
Get the Bowden, the Original and Best.

Seventeen years' world-wide use.

No. 883. Write for full particulars, listing latest models, etc.
 Prices 15/6 to 30/- For Fords 20/-



27, Victoria Road, Willesden Junction, London, N.W.10.



Celastoid The Safety Celluloid.

Best for Wind Shields, Side Curtains, Back Lights, Aeroplane Windows, etc. "Celastoid" does not spot in rain, nor turn dark brown.

"Celastoid" is non-explosive, and eliminates Celluloid fire risks in factories.

"Celastoid" is not affected by Celluloid Acts of 1912, 1915, 1922, nor by the Factory Acts of 1901. For full particulars apply to Sole Manufacturers.

Manufactured by **BRITISH CELANESE LIMITED, 8, Waterloo Place, London, S.W.1**

DEAR SIRS,

7th November, 1925

THE JOWETT LIGHT FOUR purchased from you in June last has just completed 5,000 miles, a milestone as it were in its lifetime. The car has given entire satisfaction. Petrol consumption over 50 miles to the gallon is especially pleasing, since I note the Makers only guarantee 38-40. The carburettor jets have not been altered in any way since the car was delivered.

Your personal interest in the car, and the excellent service rendered by your expert staff in the few minor adjustments which have been necessary, have been very much appreciated by

Yours faithfully (Signed) D.C.M.

The way to satisfaction —
BUY FROM THE "EXPERTS"

KINSEYS OF CROYDON, Ltd.
PARK ST. (OPP. G.P.O.), CROYDON. Phone: 2025

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

KIRK & CO.

**SATISFACTION
GUARANTEED.**

22, PRAED ST., PADDINGTON, W.2

Phone: Paddington 6049.

Open until 8 p.m. every night. Sundays 12.30.

*Inspection Invited.
Trials Arranged.*

Said a certain young fellow from Fulham,
Who wanted a car that would pull 'im,
"I want one that works,
So I'll go to KIRKS,"
They satisfy clients, not fool 'em.

DON'T SHOOT THE POET !! The spirit of the thing is true. If you want satisfaction, not only in the car but in the arranging of deferred terms or in an exchange, in short a satisfactory transaction right through, **YOU CAN'T QUITE EQUAL KIRKS.**

ALL OUR CARS ARE GUARANTEED.

SINGER, 1924, 2-seater de luxe, double sunken dickey, starter and lighting, full dash, good tyres, taxed ... **£111**
RHODE, 1923, all-weather, 10 h.p. chummy, starter and lighting, clock, speedometer, cords, taxed ... **£75**
CLYNO, 1924, light four-seater, all-weather, starter and lighting, cords ... **£97**
BELSIZE - BRA SHAW, 1923, 2-seater, sunken dickey, starter, lighting, speedometer, taxed ... **£69**
Another ... **£58**
SALMSON 1922, 2-seater, dickey, dynamo lighting, electric horn, good tyres, taxed ... **£62**

ROVER, 8 h.p., 1922, 2-seater, dynamo lighting, speedometer, taxed ... **£55**
Another, 1922 ... **£49**
ROVER, 8 h.p., 1921, 2-seater, dynamo lighting, speedometer, spare wheel, re-coach-painted, taxed ... **£46**
Another ... **£42**
G.N., 1923, shaft drive, 9 h.p., 2-seater, sunken dickey, dynamo lighting, speedometer ... **£52**
G.W.K., 1920, 10 h.p., 4-seater, dynamo lighting, speedometer ... **£45**
A.B.C., 1922, 11 h.p., 2-seater, sunken dickey, dynamo lighting, speedometer, good tyres ... **£59**

ALBERT, 1921, 11 h.p., 4-seater, starter and lighting, speedometer, two spares, taxed **£74**
CITROEN, 1924, 75 h.p., 2-seater, starter, lighting, electric horn, good tyres, re-coach-painted, taxed ... **£74**
STANDARD, 1920/21, 95 h.p., 2-seater, dickey, starter, lighting, speedometer ... **£64**
MORGAN, Grand Prix, 1924, 8 h.p., J.A.P., dynamo lighting, electric horn, speedometer, taxed ... **£82**
MORGAN, 1922/23, 8 h.p., dynamo lighting, speedometer, taxed ... **£54**

5022

miles on one gallon of oil takes some doing.

It can be done

and has been done. Write for details and copy of Report.

**PARKER'S
LUBERINE
MOTOR OIL**

**PARKER'S OIL CO., LIMITED,
Windhill, Shipley, Yorks.**

a Winter - Safeguard



BAR-KINS RADIATOR MUFFS are an absolute safeguard against frozen Radiators and cracked Cylinders. The thick padding of felt in conjunction with the roll front, which can be completely closed to form a draught- roof covering, will keep the heat in the Radiator hours after the engine has ceased running.

BAR-KINS MUFFS are made from finest quality water-proof leather cloth, padded with thick felt, lined and quilted, and are guaranteed to fit any make of car.

When ordering, state year, H.P. and make of your car.

Up to 12 h.p., 18/- over 12 h.p., 22/-

London Depot: C. H. Bowerby, 22, Ely Place, Holborn Circus, LONDON, E.C.1.

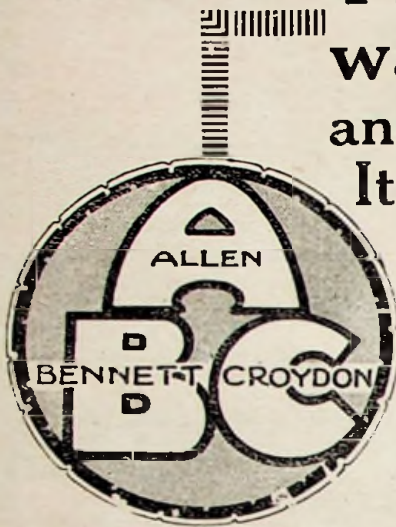
**HUGHES & Co.
224, SHERLOCK ST. BIRMINGHAM**

Phone: Mid. 3053.

Grams: "Carequico."

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

There's a lot in the way you buy your Car and from whom you buy it. It is worth while to feel that you



Of course, you can deal with the utmost confidence by post. A.B.'s customers are everywhere, and distance is no object at all. We can arrange to deliver to your door.

are dealing with a house that supremely understands cars and car-buyers—a house that is noted for its sympathetic appreciation of the needs of the buyer. When you buy from Allen-Bennett's you link up your interests with a successful up-to-date enterprise, and one in which more than usually exhaustive care is taken to meet your requirements in exactly the right way. Especially in the matter of **EXTENDED PAYMENTS** and **EXCHANGES**. Allen-Bennett's **REALLY CONVENIENT** terms (spread over **EIGHTEEN** months) are undoubtedly the most practical and common-sensible plan of buying a car out of income that you can adopt.

The ALLEN-BENNETT MOTOR Co., Ltd. - - - 8, 9, 10, 11, Royal Parade, WEST CROYDON. *Croydon 2450-1 & 968.*

Open till 7 p.m. every day—including Saturdays.

Always at least 70 Second-hand Light Cars in Stock — a few TYPICAL BARGAINS

Austin
The famous "AUSTIN" 7 h.p. £149

CLYNO

| | |
|--------------------------------|------|
| 11 h.p. 2-Seater .. | £170 |
| 11 h.p. Occasional 4-Seater .. | £180 |
| 11 h.p. 4-Seater .. | £190 |
| 11 h.p. "Royal" 2-Seater .. | £210 |
| 11 h.p. "Royal" 4-Seater .. | £215 |
| 11 h.p. 4-door Saloon .. | £245 |
| 11 h.p. 4-Seater .. | £245 |
| 13 h.p. 2-Seater .. | £260 |
| 13 h.p. 4-Seater .. | £285 |
| 13 h.p. Coupe .. | £298 |
| 13 h.p. 4-door Saloon .. | £298 |

Above prices include four-wheel brakes.

- CLYNO, 1925, 11 h.p., 2-seater and dicker, only 4 months old, looks and runs like a new car £130
- CITROEN, 1925, 7.5 h.p., 2-seater, only run a few hundred miles, indistinguishable from new £105
- MORGAN, 1925, 8 h.p. De Luxe, perfect condition £87-10
- AMILCAR, 1925, 9.50 h.p., Grand Sports 2-seater, 75 miles an hour, late property of Mr. H. Le-Yack, indistinguishable from new £185
- Cost of 1926 model over £300
- SINGER, 1925, 10-20 h.p. De Luxe, 2-seater, unsoiled £160
- RILEY, 1925, 11.40 h.p., 4-str., turreted rear screen, etc., only run 1,700 miles 1926 price, similar car, over £400. Our price £300
- MORGAN, 1925, Grand Prix model, 10 h.p. Anzani, as brand new £105
- MORGAN, 1925, De Luxe, 8 h.p., indistinguishable from new £100
- ROVER, 1924, 8 h.p., 4-seater, guaranteed indistinguishable from new £75
- A-C, 1924, 12 h.p., Royal 2-seater and dicker, only run 6,000 miles, as new £215
- SINGER, 1924, 10 h.p., De Luxe, 4-seater, balloon tyre, very small mileage £128
- BUGATTI, 1923, 11.9 h.p., modified Brescia model, 2-seater and dicker, very fast & particularly smart £175

SINGER

| | |
|-----------------------------------|------|
| 10-26 h.p. De Luxe Four-Seater .. | £225 |
| 10-26 h.p. De Luxe Two-Seater .. | £225 |
| 10-26 h.p. Saloon .. | £280 |

(All four-wheel brakes)

We stock and recommend only BRITISH CARS.

Also **HUMBER, RILEY, ROVER, STANDARD, and MORGAN, etc., etc.**

This is a favourable time to have your Car overhauled. Our Service Department, with its staff of Light Car Specialists, can do this work for you better and more economically than the ordinary repair establishment.

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

SECOND-HAND

AND NEW
LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE

"The Light Car and Cyclecar" deals with its own types of machines exclusively. Old cars produced before 1912 as distinct from modern light cars, and cars with an engine of a cubic capacity exceeding 1,500 c.c., cannot be accepted for its advertisement columns.

RATES.

For advertisements in this section: 12 words 2s. (minimum); 2d. per word after. Subject to a discount of 5 per cent. for 13 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52. Terms: Cash with order and otherwise net.

DISPLAYED ADVERTISEMENTS. Scale of charges, with reduction for series, sent on application.

Cheques, Postal Orders, etc., should be crossed and made payable to Temple Press Ltd.

REGULATIONS WITH REGARD TO ADVERTISEMENTS

Advertisement orders are subject to acceptance in writing from the Head Office. All advertisements and contracts are accepted and made upon the express condition that Copy is subject to the approval of the Publishers generally, who also reserve the right to reject any advertisement, in whole or in part, referring to cars or accessories which in the opinion of the Publishers are outside the scope of the journal, and such refusal of copy shall not be a good ground for advertisers to stop a current contract, to refuse payment, or to take action for breach of contract. The Publishers will not be liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever.

Advertisements received too late for insertion in the issue then closing for press will—unless accompanied by express instructions to the contrary—be inserted in the following issue. In the case of definite contracts, copy must be supplied without application from the Publishers, and current copy will be repeated if new copy is not received by the published closing time. Series orders are only accepted as firm contracts, and no cancellation will be accepted by the Publishers either on payment of difference in rate or otherwise. Contracts relate to advertisers' own goods or services and the space may not be sublet or disposed of in any way. Whilst every precaution is taken to ensure accurate printing, the Publishers will not be responsible for printers' errors or for errors arising out of telephonic instructions relating to advertisement copy; nor will they be responsible for advertisement blocks destroyed by fire or that are left in their possession for more than one year.

BOX NUMBERS.—Advertisers desiring to have replies sent care of "The Light Car and Cyclecar" may do so on payment of a nominal fee of 6d. to cover booking and cost of forwarding such replies. The words "Box" c/o "The Light Car and Cyclecar," count part of the advertisement.

DEPOSIT SYSTEM

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1 1/2 per cent. (3d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 3/4 per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR" whose decision shall be final and binding on both parties.

WARNING.—Acknowledgments of deposits or instructions to forward goods advertised are only written on our special headed paper, which bears a facsimile of the title of this journal. To prevent fraud, the advertiser should ACKNOWLEDGE IMMEDIATELY any such letter apparently coming from us, and delay forwarding the goods for a day or so. Should we, on receiving such an acknowledgment, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

CLOSING TIME.

Copy for, and all matter relating to, advertisements must reach our Head Offices first post Tuesday, and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 7-15, ROSEBERY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy should be forwarded in sufficient time to allow of it being submitted and returned.

Head Offices—7-15, Rosebery Avenue, London, E.C.1. Telephone, Clerkenwell 6000 (7 lines). Telegrams: "Pressimus, Holb., London."

Other Business and Editorial Notices and Subscription Rates will be found at the end of this section.

NOTICE.

Owing to postal delays and irregularities, it is advisable to post advertisements EARLY ON MONDAY so as to ensure, as far as possible, that they reach us by the FIRST POST on Tuesday. Lately several advertisements have been received too late for inclusion although despatched on Monday.

SECONDHAND

LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. A.B.C. Motors, Ltd. Walton-on-Thames. Phone repairs manager, Esher 540 and 541. Repairs, conversions and renovations to A.B.C. cars carried out by experts at the factory. A.B.C. owners should write for catalogue of improvements. zzz-609

A.B.C., 1922, 10hp, 2-seater and double dickey, 1926 body, dynamo, good tyres and spare, exceptionally smart, splendid mechanically. £28; cash, deferred. Naylors, 406 Garratt Lane, Earlsfield, S.W.18. Wimbledon 2041. 679-589

A.B.C. sports, 1925, fine condition, £58; taxed; must sell. 786a High Rd., Tottenham. 679-887

A.B.C., 1922 sports 2-seater, just overhauled, 1925 cast-iron cylinders fitted, new battery, splendid order, £48. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 679-591

A.B.C., 1922 4-seater sports, all-weather fittings, fine order, £50; taxed. Denman, 4 Denman Pl.; Piccadilly Circus. Regent 596. 679-604

A.B.C., 1923 sports 2-seater, dickey, starter, e.l., 7,000, overhauled, smart, £80, nearest. 43 St. Edmund's Rd., Southampton. 679-6430

A.B.C., 1921, 2-seater and dickey, in very good condition throughout, fully equipped, taxed, £47 10s. K.J. Motors, Bromley. 681-532

A.B.C., 1922, Regent model, dickey, starter, Hartfords, taxed, splendid condition, £59; exchanges, terms. Alliber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 679-736

A.B.C. late 1925 4-seater, complete in every way, including all-weather fittings, exceptionally good order and condition, £75; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W.3. 679-627

A.B.C. 1924 Regent 2-seater, very nice order, £65 Newham Co., 243-5 Hammersmith Rd., W.6. 679-661

A.B.C., 1922, 2-seater and dickey, £55; fully equipped and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 679-680

A.B.C.s, choice of 2, special super sports; also special water-cooled 4-cylinder, both exceptionally fast; deferred payments, exchanges. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 2555. 679-466

A.B.C.s. See our display page No. 10. Benmotors, 30-32 High Wandsworth, S.W.18. Lattersca 1509. 679-638

A.B.C. H. F. Edwards offer 1924 4-seater, completely equipped, excellent condition, 80 gns. Below.

A.B.C., 1923, 4-seater, completely equipped, excellent condition, 70 gns. Below.

A.B.C., 1922 Regent 2-seater, sunk dickey, fully equipped, cast-iron cylinders, excellent condition, 52 gns. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 679-738

A.B.C., 1926 super-sports, in stock, absolutely a revelation, £275. Below.

Special bargains this week only. Below.

A.B.C., 1923 Regent, just completely overhauled, repainted recently, special aluminium dash, many extra fittings, taxed, special exhaust, 75 gns. Below.

A.B.C., 1924 sports, in first-class condition throughout, Rapson tyres all round, open exhaust, polished bonnet, 90 gns. Below.

A.B.C., 1922 sports overhauled and repainted, dynamo lighting, in good condition throughout, £60. Below. Cash, deferred, exchange. Below.

Ward and Co., 51 Upper Richmond Rd., East Putney, S.W.15. One minute from East Putney (District) Station. 679-896

A.C., 1924, 12hp, 2-seater, painted A.C. blue, fully equipped and in perfect condition, tax paid; this car was supplied new by us and has been in one owner's hands only, just been revarnished as new, price £175.

Also 1925 model 2-seater in just as good condition, price £245. Cathness and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 679-442

A.C., 1923, Royal 2-seater and dickey, 11.9hp, all-weather equipment, many other extras, balloon tyres, paint and upholstery and mechanical condition equal to new, taxed to end of year, £155 or exchange. A. Green, back of No. 9 Backfriars St., Salford, Tel., 2191 Cens. zzz-438

A.C., 1920, 2-seater, dynamo lighting, clock, speedometer, all-weather equipment, etc., unscratched condition, £68; exchange motorcycle. 63 Solon Rd., Brixton. 679-4833

A.C. 2-seater, 1923-24, any-weather model, rigid curtains, dickey, luggage grid, extras, exceptional condition, recently revarnished. £175. Appy, Shields, Bodenham, near Fareham. 680-228

A.C., 1921, 11hp, 2-seater and double sunken dickey, starter and lighting, good tyres, condition as new, £28; cash, deferred. Naylors, 406 Garratt Lane, Earlsfield, S.W.18. Wimbledon 2041. 679-587

A.C., 1925 model 2-seater, first-class throughout, £180; would exchange for good 8hp car not earlier than 1923, with cash balance. Nessmayo, Alverton Avenue, Poole, Dorset. 679-424

A.C., 1921 (late), 2-seater, double dickey, starter and lighting, special black all-weather equipment, rigid slide screens, 2 spare wheels, fitted with new tyres, double windscreen, smart paintwork (maroon), taxed, numerous other extras, very carefully used and in beautiful order throughout, £98; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 679-539

A.C. H. F. Edwards offer 1920 2-seater, starter, clock, speedometer, excellent condition, 70 gns.; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 679-739

A.C. coupe, dynamo, starter, excellent condition; terms £15 and 10 payments of £15, or cash £150. M. Curthy's Motors, 49 Green Lane, Newington Green, N.16. Clissold 6628. 679-6475

A.C. bargains at Newham's.

1924 12hp 4-seater, absolutely first-class order, £225.

1925-6 12hp Royal 2-seater, only run 2,000, £270.

1925 12hp any-weather, shop-soiled only, £255.

1924 12hp Royal 2-seater, exceptionally nice, £195.

1924 12hp any-weather 2-seater, repainted, small mileage, £175.

List of over 50 used cars at winter prices sent on request.

Newham Motor Co., 243-5 Hammersmith Rd., W.6. 679-660

Readers are referred also to "THE MOTOR" (Tuesdays, 4d.), which contains each week many hundreds of advertisements of new and second-hand cars of all kinds.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

A.C.s. See our display page No. 10. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 679-639

A.C., 1925, 4-seater de luxe, very smart, condition equal new, cost over £400, accept £285. Heuly, of Gl. Portland St., W.1. 679-791

A.C., 11hp, August, 1921, 2-seater, double dickey, painted A.C. blue, black domed wings, looks like 1925 model in appearance, mechanically perfect, hood and side screens, 2 new Dunlops, clock, speedometer, electric horn, etc., a real bargain, must be sold for a client, £80; one owner since new. London Car Exchange, 27 Queen's Mews, Bayswater (rear Whiteleys). Park 924. 679-776

A.C., 2-seater, late 1921, cost £600, specially built for racing man, just been thoroughly overhauled, used at Brooklands and for hill-climbing competitions, trial run, £125. D. Kennedy, 215 Selhurst Rd., South Norwood. 679-x895

ALVIS, 1921, 10-40hp, semi-sports 2-seater, 65 m.p.h., in perfect condition throughout, taxed to end of year, £110 or exchange. A. Green, back of No. 9 Hackfriars St., Salford. Tel., 2191 Cent. zzz-437

AMILCAR.
Sole British concessionaire for Amilcar spares and cars,
Vernon Hall,
25 High St., Fulham, S.W. 6. zzz-834

AMILCAR. Beon and Porter, Ltd.,
The Specialists,
Have in stock a selection of guaranteed and recommended second-hand sports models. Within 5 mins. of Olympia. 159-161 Castelnau, Barnes, S.W.13. 679-522

AMILCAR March, 1925, 3-seater Grand Sports, many extras, taxed, sound mechanical order, 200 guineas. 30 Bracken Gardens, Barnes, S.W.13. 679-524

AMILCARS. See our display page No. 10. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 679-640

ARGO, 2-seater, 9hp, 4-cylinder, w.c., balloon tyres, repainted, excellent condition, cheap to buy and cheap to run, £22. Derrington, Grafton Rd., New Malden. 679-e502

ARIEL 1923 chummy, £65, fully equipped and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 679-679

ARIEL 9, ohummy, speedometer, dynamo lighting and starting, 5 new cord tyres, recently overhauled, taxed and insured, privately owned, £90 or offer. King's Garage, 96 St. Mary's Rd., South Ealing. 679-463

ARIEL, 10hp, 1925 de luxe model, bought May, 1925, and carefully used, speedometer, mirror, mats, windsoroon, hood bag, tonneau cover, spring gasters, horn, licensed to end of year, trial willingly, price £175. Arden Engineers, Ltd., 320 Camberwell New Rd., S.E. 5. Phone, Brixton 4635. 679-463

ARIEL 9, 1924, all-weather, 4,500 miles, new tyres, Rectaskids, £95. Write, D. Millikin, 24 Warren Rd., Chingford. 679-e396

ARIEL, 10hp, 1925, de luxe, complete and as new, car bought June and only done about 1,000 miles, perfect condition, speedometer, horn, screen and all accessories, just under 50 m.p.h. and over 50 m.g. guaranteed, price £180. Arden Engineers, Ltd. Phone, Brixton 4635. 679-465

AUSTIN 7, 1924, chummy, self-starter and lighter, spare wheel and good equipment, carefully treated by one owner only, suit lady driver, £97. Fryer, Dove Walk, Uxolxeter. 680-162

AUSTIN, Sprosen, Ltd., for Austins,
1924, 7hp, taxed, small mileage, big body, as new, 95 guineas, 111
Gt. Portland St., W.1. Phone, Langham 1212. 679-694

AUSTIN 7, 1926, chummy, starter, all-weather equipment; exchange cheaper car, motorcycle; balance deferred. Newham's Showrooms, Heath Rd., Twickenham. Phone, Richmond 3293. 679-701

AUSTIN 7, 1923 (late), chummy, splendid condition, owner-driven only, bargain, £75. P. Monalric, Westwood Park, Honor Oak Rd., Forest Hill, S.E.23. Private. 679-488

AUSTIN 7, 1925, chummy, fully equipped, as new, £120; choice of two; also several late 1924 large body models, in new condition, prices from £110. Pickworth and Hull, Austin Specialists, 107 Gt. Portland St., W.1. Langham 1998. 679-618

AUSTIN 7, 1924, self-starter, speedometer, tyres good, special running boards, splendid condition, £109. 24 Elmfield Avenue, Crouch End. 679-e297

AUSTIN 7, 1924, taxed, excellent condition, £90. H. M., 103 Altemburg Gdns., Clapham Junction. 679-e553

AUSTIN 7, shop soiled, starter model, unregistered, done few miles' demonstration, £127 10s, cash, deferred, exchanges. Blackley Motors, Roxdale Rd., Blackley, Manchester. Phone, Cheadam Hill 102. 679-506

AUSTIN 7, chummy, 1925, small mileage, carefully used, any trial, £110. Hunt, 109 Gt. Tindal St., Birmingham. 679-431

AUSTIN 7, new, undelivered, offered for £144 owing illness. Hodges, Armathwaite, Leamington. 679-e416

AUSTIN, 7hp, 1925, small mileage, tax paid, £115. Ratcliffe Bros., 200 Gt. Portland St., W.1. 679-548

AUSTIN, 7hp 1924 sports model, tax paid, good order, £110. Ratcliffe Bros., 200 Gt. Portland St., W.1. 679-550

AUSTIN 7, 1924, sports, speedometer, taxed, splendid condition, £105. Below. 679-573

AUSTIN 7, 1924, chummy, fully equipped, taxed, beautiful condition, £95. Below. 679-573

AUSTIN 7, 1925, chummy, fully equipped, taxed, new condition, £105. Below. 679-573

AUSTIN 7, 1923, chummy, fully equipped, excellent condition, £80; exchanges and deferred terms arranged. Aliber Garage, Thornsett Rd., Earsfield, S.W. Latchmere 4388. 679-732

AUSTIN 7, 1924, sports, oversize tyres, many extras, taxed, bargain, £105; exchanges. Norrington's, 116 Hampstead Rd., N.W.1. Museum 5078. 679-729

AUSTIN 7, late 1923, good condition, dynamo lighting, 4-wheel brakes, spare wheel and tyre, hood, side curtains, speedometer, 8-day clock, wind-screen wiper, etc., tax paid to end of year, £79. 31 Malden Hill Gdns., New Malden. 679-496

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

AUSTINS. See our display page No. 10. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 679-641

AUSTIN, 7hp, 1925, taxed, perfect little car, Austin blue, black wings, as new, mileage only 800, £115 quick sale. Seen 27 Queen's Mews, Moscow Rd., Queen's Rd. (one minute Queen's Rd. Tube Station). 679-774

AUSTIN 7, 1923 (late), just had complete overhaul, all-weather equipment, taxed, speedometer, £79. Exchanges, deferred. Ealing Car Agency, Boileau Rd., Ealing 3265. Opposite North Ealing Underground. 679-769

AUSTIN 7, £80; August, 1923, all-weather, 4-wheel brakes, head and side lamps; exchange or deferred payment. Phone, Kingston 1274. 37 Arlington Rd., Surbiton. 679-x893

AUSTIN 7 chummy, 1923 model, overhauled, excellent condition, bargain; exchange or deferred, £85. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 679-762

AUTOCRAT. Present list price £325 my price 90 guineas; 1924 model Autocrat (10hp Meadows all-enclosed overhead-valve engine), 2-seater, double sunk dickey, smart appearance and splendid mechanical condition, self-starter, dynamo lighting, clock, speedometer, rigid side screens, oversize tyres, 2 electric horns, automatic screen wiper, etc., taxed December, 90 guineas; deferred. Harold Simons, 201 Mare St., Hackney, E.9. Clissold 5018. Always open. 679-e511

A.V., registered 1921, sporting car, disc wheels, screen, 5 lamps, speedometer, cheap; exchange motorcycle; weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth. 679-643

A.V. monocar, 8hp J.A.P., late 1921, 2 speeds, all-chain, electric, £20; deferred terms and exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 679-716

BAYLISS-THOMAS 1923 10hp 4-seater, starter and lighting, good tyres, thoroughly overhauled, taxed, £75; cash, deferred. Naylor, 406 Garratt Lane, Earsfield, S.W.18. Wimbledon 2041. 679-583

BAYLISS THOMAS, 1925 model, 4-seater, 10-22hp, luggage grid, Hartford's, condition perfect, £150. 49 Little Albany St., N.W.1. Museum 6515. 679-e491

BELSIZE-BRADSHAW, £57 10s. 1922-23, 2-seater, self-starter, dynamo lighting, speedometer, clock, tools, etc., taxed and insured till March, 1926, perfect order throughout. Phone, Brixton 2582. 12a King's Ave., Clapham Park, S.W. 679-494

BELSIZE-BRADSHAW, 1925, 2-seater and dickey, £60; fully equipped and guaranteed; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 679-681

BELSIZE-BRADSHAW, 1924 (June), 9hp, all-weather, 2-seater, dickey, mechanical condition perfect, smart appearance, complete with self-starter and full equipment, taxed December, £78; deferred. Harold Simons, 201 Mare St., Hackney, E.9. Clissold 5018. Always open. 679-e512

BELSIZE-BRADSHAW de luxe, £75. 1922-3, 2-seater coupe, sliding frameless windows, detachable head for summer use, excellent cords, complete with dynamo lighting, speedometer and extra hood for summer use, ideal for all-round service; taxed. Saunders, Opalyard, Ltd., Old Palace Yard, Richmond, Surrey. Phone 1326. 679-e604

BELSIZE-BRADSHAW, 1923, dynamo lighting and self-starter, new all-weather equipment, spare wheel, most excellent condition throughout, bargain, £75; exchange or deferred. Phone 3538 Central Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 679-764

BELSIZE-BRADSHAW, 4-seater, excellent condition, terms £8 10s. and 10 payments of £8 10s. or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 679-e484

BLERIOT-WHIPPET, 1920-21, 2-seater, 9hp, electric lighting, spare wheel and usual equipment, splendid runner and smart appearance, £14 10s. Teddington Garage, 160 High St., Teddington. Kingston 2562. 679-447

BLERIOT-WHIPPET, 8hp Blackburne, 2-seaters, lighting, 5 detachables, all in good order, 1921, aluminium body, £16; 1923, £25 to £35; 1923, all-chain, 3 speeds and reverse, Lucas dynamo lighting, £45. Exchanges and deferred. Andrews Motor Mart, 151 White Hart Lane, Barnes. 679-718

B.S.A., 10hp, 1923, de luxe 2-seater, electric lighting and starting, excellent mechanical condition but poor appearance, £65. Mylam, 197 London Rd., Croydon. 679-e427

BUCKINGHAM, £35; exchanges, deferred payments, 1922-23 Buckingham 2-seater, dickey, dynamo, detachable wheels, good condition. Scarborough, 35 Hansler Rd., East Dulwich. Sydenham 2452. 679-611

CALCOTT, 1924, 2-seater, taxed December, £145. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gorrard 3518-9. 679-530

CALCOTT 2-seater, taxed, good Dunlop cords, any trial, £35; appointment only. Ball, 100 Brighton Rd., N.16. 674-e417

CALCOTT coupe, 10hp, dynamo lighting, sunken dickey, good tyres, smart, perfect, taxed, genuino offer, £47. 35 Dalcham Garages, Belsize Lane, N.W.3. 679-d899

CALCOTT, 2-seater, with dickey, dynamo lighting, detachable wheels, 1919, any trial, £25. Olympia Motor Show of 250 motorcycles, Morgans and cars, Wakefield. 679-e373

CALCOTT Service Depot.

CALCOTT spares Trade supplied. Any Calcott repairs, overhauls, exchanges. Deferred payments. Bargains in second-hand Calcott cars. Also 1926 models in stock. 11 Hammersmith Rd., opposite Olympia, London. 679-e450

CALCOTT, 10hp, 4-cylinder, 2-seater; exchange motorcycle. Newham's Showrooms, Heath Rd., Twickenham. Phone, Richmond 3293. 679-704

CALTHORPE, 48 guineas, 1921, 10hp, sports 2-seater, taxed, spare wheel, new hood, smart appearance, splendid condition; exchanges or deferred payments. Empire Motors, 325 High Rd., Chiswick. Phone 303. 679-573

CALTHORPE, Specialist, exchanges, deferred payments. Exceptionally nice 1925-24 semi-coupe, all-weather 2-seater, dickey, lighting, starter, 4 speeds, £95; 1923 ditto, £88; 1920-21 4-seater, £69; 1917 coupe, lighting, starter, £42. Scarborough, 35 Hansler Rd., East Dulwich, Sydenham 2452. 679-606

CALTHORPE de luxe, £75. 1922, 4-seater, dynamo lighting and starter, red morocco upholstery, just coachpainted smart maroon, leather hood, speedometer, tonneau cover, etc., new appearance and a really fine runner. Saunders, Opalyard, Ltd., Old Palace Yard, Richmond, Surrey. Phone 1326. 679-e505

For immediate attention, address G.P.O. Box 147, "The Light Car and Cyclecar," 7-15, Rosebery Avenue, London, E.C. 1.

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

CALTHORPE, late 1923, de luxe 4-seater, smart appearance, fine mechanical condition, self-starter and full equipment, rigid side screens, etc., £89, deferred. Harold Simons, 201 Mare St., Hackney, E. 9. Classed 5018. Always open. 679-514

CALTHORPES. See our display page No. 10. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 679-642

CARDEN, 1921, 2-seater, 7hp, 2 speeds; overhauled and in splendid running order, £17; many others up to £30; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 679-712

CARDEN, 1922, 2-seater, electric lighting, just overhauled, enamelled royal blue, smart, £15, quick sale. Lottery only. Hill, Digby Aerodrome, Lincs. 679-e438

CITROEN 1924 11.4 2-seater, de luxe English body, perfect throughout, £100. Phone, 2572 Croydon. 679-e498

CITROEN 1925 7.5 coupe, low mileage, just decarbonized, taxed and insured. £112 10s.; cash or easy payments. Service Co., 275 High Holborn, London. 679-615

CITROEN 7.5 3-seater, May, 1925, just like new, £100, accept £25 down. Bunting, Wealdstone, Harrow. 679-632

CITROEN, 7.5hp, 1925 model, 2-seater, excellent condition, small mileage, £65. Below. 679-577

CITROEN 7.5hp 1924 2-seater, balloon tyres, licensed and insured, only done 6,500 miles, £90. Below. 679-643

CITROEN 7.5hp 1926 model cloverleaf, licensed and insured, only done 50 miles, £135; deferred terms and exchanges a speciality. South Ealing Garage (2 minutes South Ealing District Station). Ealing 2985. 679-635

CITROEN 1925 7hp coupe, excellent order, £105; also 1925 2-seater, as new, £105. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 679-663

CITROEN 1925 model 2-seater, as new throughout, exceptional engine, £115. Delord's, North Row, Marble Arch. 679-667

CITROEN 11.4 English body tourer, balloon tyres, as new throughout after only 4,000 miles use, £135. Delord's, North Row, Marble Arch. 679-669

CITROEN 1925 2-seater, as new. £100; 1922 4-seater, £85; 1920 coupe, £50; all fully equipped and guaranteed; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 5081. 679-682

CITROEN, Sprasen, Ltd., for Citroens. 1924 (July) 7hp 2-seater, taxed, balloons, perfect condition, £75. 111 Gt. Portland St., W.1. Phone, Langham 1212. 679-695

CITROEN 7, cloverleaf 3-seater, starter, all-weather equipment, 1526 model; exchange cheaper car, motorcycle; balance deferred. Newham's Showrooms, Heath Rd., Twickenham. Phone, Richmond 3293. 679-702

CITROEN 4-seater, 11.4hp, excellent condition, terms £9 10s. and 10 payments of £9 10s. or cash £95. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Classed 6628. 679-e478

CITROEN 4-seater, 10hp, terms £8 10s. and 10 payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Classed 6628. 679-e480

CITROEN, £88, 1925 (May), 7.5, 2-seater, starter, etc., insurance, extra fittings, condition as new, £88. Talbot, 19 Montpelier St., Knightsbridge, S.W.7. 681-e495

CITROEN, 1924, 11.4hp, English 4-seater, starter, side and rear screens, lavishly equipped, as brand new, taxed, £110. Below. 679-735

CITROEN 7, 1925, 3-seater, starter, speedometer, fully equipped, taxed, as new, £100; exchanges, terms. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 679-735

CITROEN, 7.5hp, 2-seater, 1925 (April), licensed December, mileage 1,400, domed wings, exactly like new, £95. Harrey, Hudson and Co., next George Hotel, South Woodford, E. 18. Phone, Wanstead 2395. zzz-770

CITROEN, F.O.C.M., Ltd., offer 1923-24 coupe, 7.4, new condition, bargain, £90. 5 Heath St., Hampstead (Tubo Station). 679-472

CITROEN 7, 1925, cloverleaf, in excellent condition, £97 10s.; extended terms. H. Beasley, late Rey (Established 1900), 374 Euston Rd. Museum 7600. 679-459

CITROEN, 1923, 7.5, lighting, starting, clock, speedometer, licensed, insured, £49. Sadler, 47 Queen's Rd., Bristol. 680-e28

CITROEN 7, 2-seater, 1925, in excellent condition, mileage under 2,000, lighting and starting, taxed, £92 10s. Coles, 128 Augustine's Avenue, S. Croydon. Phone 1812. 679-e437

CITROEN, 1923, 7.5hp, 2-seater, starter and lighting, good tyres, excellent mechanical condition, £65. Below. 679-588

CITROEN, 1921, 10.4hp, 4-seater, starter and lighting, good tyres, exceptionally smart, taxed, mechanically sound, £49 cash, deferred. Naylor's 406 Garratt Lane, Earlsfield, S.W.18. Wimbledon 2041. 679-592

CITROEN, 1925, 2-seater, lighting and starting, excellent condition, paintwork as new, balloon tyres, taxed, £90; exchanges and deferred terms arranged. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 679-592

CITROEN, 1926, cloverleaf, 7.5, brown, owner just having taken delivery of this new car is prevented from driving and will sell for £130; registered, licensed and insured. 152 South Paling Rd., W. 5. 679-e414

CITROEN, 1920, 2-seater, sound mechanical condition, 10.4hp, £45. Spencer Bros., Weston, Bath. 679-e420

CITROEN, 1923, 4-seater, repainted, new hood, good condition, 95 guineas. 51 Upper Richmond Rd., East Putney. 679-904

CITROEN, 7hp, 1924 model, nearly new condition, just back from Citroen works, starting, lighting and mechanical condition perfect, new tyres, a beautiful little car, privately owned, £79. London Car Exchange, 27 Queen's Mews, Bayswater (near Whiteley's). Park 924. 679-773

CITROENS, choice of 3, 11.4hp, English tourers de luxe, 1925, 1924, 1923, taxed and as new, £165, £130, £120. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 679-551

CITROEN, 1924, 7hp, 2-seater, lighting, starting, very nice condition throughout, overhauled, £75. Chester Mighal, Stourcliffe St., Edgware Rd. Padj. 3553. (Fourth turn right from Marble Arch.) Always open. 679-536

CITROEN (Reg. 1921), 2-seater, dynamo lighting, spare wheel, gift, 43 guineas. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 679-545

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

CITROEN, 1925, 7hp, 2-seater, in new condition, £97 10s. Bartlett's, 93 Gt. Portland St. 679-558

CITROEN, 1924, 11.4hp, 4-seater, all-weather equipment, excellent condition, £115; deferred terms. Bartlett's, 93 Gt. Portland St. 679-557

CITROEN, balloon, 1922, 3 doors, self-starter, speedometer, tools, tax paid, perfect condition, guaranteed, £72 10s., deferred payments. 21 Ponnant Mews, Earl's Court. 6684 Western. 679-663

CITROEN, 1923, 11.4hp, 2-seater English body, large double dickey, special black all-weather equipment, fitted with many extras and in exceedingly nice condition throughout, £85. Below. 679-567

CITROEN, 1925, 11.4hp, English body, 4-seater de luxe, complete to makers' specification, rear screen, etc., appearance and mechanically as new, a bargain, £135; exchanges, extended payments. Meares and Bishop, Ltd., 225a and 227 Hammersmith Rd., W. 6. Riverside 2250. 679-567

CITROEN 7, £98, 1924, coupe, dynamo, starter, balloon tyres, special body, luxuriously equipped dashboard, 2 electric horns, condition equal new, unscratched, exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick. Phone 503. 679-678

CITROEN 7, £65, 1923, 2-seater, dynamo starter, exceptionally smart; another, fully equipped, side curtains, etc., £58; exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick. Phone 503. 679-577

CITROENS. See our display page No. 10. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 679-643

CLIMAX, 10.8hp, 1925, semi-sports, 2-seater, dickey, side screens, long wheelbase, 5 wheels, balloon tyres, 4 speeds and reverse, Lucas 12-volt lighting and starting, fully equipped, mileage under 500, £150 or near offer. 63 Hamilton Rd., Coventry. 679-e485

CLULEY, H. F. Edwards offer 1922 10hp 2-seater, sunk dickey, starter, speedometer, leather upholstery, excellent condition, 65 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 679-740

CLYNO, 1926, f.w.b., occasional 4-seater, all-weather demonstration model, usual full equipment, makers' guarantee, tax paid, just nicely run in and ready for anything, £169. Aveley Motor Works, near Purfleet, Essex. 679-e399

CLYNO, 11hp, 1925, full 4-seater, excellent order and appearance, mileage 3,000, self-starter, speedometer, clock, etc., trial any time, price £180. Ardou Engineers, Ltd. Phone, Brixton 4635. 679-e464

CLYNO, 1925, starting, lighting, screen, balloons, tax, unscratched, small mileage, as new, £125. Willetts, Lanesfield, Wolverhampton. Phone, Sedgely 61. 679-502

CLYNO, 1926 model, super-sports, 70 m.p.h., special streamlined 2-seater body, very effective colour scheme, wire wheels, shock absorbers, lighting and starting, condition new throughout, few miles only, delivered September 14th, cost £325, absolutely a snip, 200 gas, 51 Upper Richmond Rd., East Putney. 679-x899

CLYNO, 1926, 11hp, 2-seater, f.w.b., practically new, £150. Wilkinson, 10 Lansdale Rd., N.W. 6. Willesden 1356. 679-e295

CLYNO, 1924, 11hp, 4-seater de luxe, rear screen, shock absorbers, insurance, very special, £128. Newham Motor Co., 243-5 Hammermith Rd., W.6. 679-662

CLYNO, late 1925, 3-6-seater de luxe, in wonderful condition after little use by only owner, fast and steered with one finger. Delord's, North Row, Marble Arch. 679-668

CLYNO, 1925, brand new, shop-soiled, £135; deferred payments, exchanges. D. Ralston and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 679-e470

CLYNO, 1926, 4-seater, 11hp, starter, all-weather equipment; exchange cheaper car, motorcycle; balance deferred. Newham's Showrooms, Heath Rd., Twickenham. Phone, Richmond 3293. 679-703

CLYNO, occasional 4-seater, as new, terms £11 and 10 payments of £11, or cash £110. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Classed 6628. 679-e475

CLYNO, 1924 chummy, fully equipped, completely overhauled, repainted, perfect condition, £100, cash or easy terms. Service Co., 273 High Holborn, London. 679-615

COVENTRY-PREMIER, 1922, mechanically perfect, electric light, practically new, balloons all round, taxed and insured till August, £40. Gamble, Bay Horse Inn, Eborston, Snaithon, Yorks. 679-d445

COVENTRY-PREMIER, 1922, 8hp, 2-seater and double dickey, dynamo, good tyres, spare wheel, splendid mechanically, £42; cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Wimbledon 2041. 679-582

COVENTRY-PREMIER, 1922, 8hp, 2-seater and double dickey, dynamo, speedometer, nearly new Dunlop tyres, tax paid, exceptionally good condition mechanically; coachwork, upholstery all equal to new; any trial, £70 or near offer. Aveley Motor Works, near Purfleet, Essex. 679-e398

COVENTRY-PREMIER, 1922, 8hp, dickey, insured till June, splendid running order, £42, no offers. 53 South Side, Clapham Common. 679-e411

COVENTRY-PREMIER, 1923, 10hp, 4-cylinder, 4-seater, bargain, £75. Bartlett's, 93 Gt. Portland St. 679-559

COVENTRY-PREMIER, 1922, 2-seater (4 wheels), open to A.A. inspection, £50 or near offer. Kinsey's, of Croydon, Ltd., Park St. (opposite G.P.O.). Phone, 2023 Croydon. 679-630

CROUCH, 95 guineas, 1923, 11.9 Anzani, 2-door 4-seater, fast and smart car, taxed. Deuman, 4 Denman Place, Piccadilly Circus. Regent 986. 679-601

CROUCH, H. F. Edwards offer 1923 11.9 4-cylinder, 2-seater, all-weather coupe, double dickey, fully equipped, starter, etc., excellent condition, 89 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 679-741

DEEMSTER, 9.5, taxed, starter, electric lights, good tyres, side curtains, general condition very good, small mileage, £65. Sargent, 91 Main Rd., Sidcup, Kent. 680-d870

DEEMSTER, 9.5, good condition, evenings, £27. Relph, 22 Colburn Mews, Earl's Court. 679-e434

ERIC-CAMPBELL, 55 guineas, 1921, 9.5hp, sports 2-seater, aluminium body, new tyres, taxed, dickey, splendid mechanically; exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick. Phone 503. 679-572

ERIC-CAMPBELL 1924 chummy, dynamo and starter, £95, fully equipped and guaranteed; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 679-683

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ERIC-CAMPBELL, 1924, 10hp, 4-cylinder 1496 c.c. Coventry-Simplex engine (not to be confused with the 8hp chummy Eric-Campbell). A powerful de luxe model with clock, speedometer, electric lighting and starting, spring gaiters and combined boot and hood cover, in excellent condition, does 50 m.p.h. easily, 40 m.p.g. in country.

ERIC-CAMPBELL (above). Room for 2 adults and child in front seat, also has a Tommy dickey for two, starts easily and gets away in second gear on the flat; top-gear car in the country.

ERIC-CAMPBELL (above), lately been repainted and re-upholstered, well worth examination, private or trade, £155 or near offer. Box No. 2924, c.o. "The Light Car and Cyclecar," or "phone Finchley 3367 after 7 p.m. zzz-773

ERIC-CAMPBELL, H. F. Edwards offer immediate delivery of brand new 1926 8-20, chummy, completely equipped, starter, clock, speedometer, electric horn, all-weather equipment, makers' guarantee, best bargain ever offered, 159 guineas. Below.

ERIC-CAMPBELL, 1925 model, 8-20, chummy, completely equipped, superb condition, 98 guineas. Below.

ERIC-CAMPBELL, 1923, 10-22, 2-seater, with sunk double dickey, completely equipped, starter, clock, speedometer, double windscreen, all-weather equipment, leather upholstery, Rudge wheels, superb condition, 95 guineas; exchanges or deferred. 175 Gl. Portland St. W. 1. Myfair 6977. 79-748

FRAZER-NASH, 1925, 3-seater, fast tourer, ex demonstration model, in perfect condition, speed 75 m.p.h., any trial run. Cleverly's Ltd. 175 Cleveland St. W. 1. Museum 4232. 679-731

FRAZER-NASH, 1926, 2-3-seater, front wheel brakes, speed 70, mileage 500, as new, cost £340, taxed, £298. Box No. 3030, c.o. "The Light Car and Cyclecar." 679-81

FRAZER-NASH, sports, 1925, 2-seater, aluminium body, Anzani engine, very small mileage, £195, used 6 months only. Hatton's Garage, South port. Tel. 1137. zzz-271

FRAZER-NASH, Sprosen, Ltd., for sports cars.

FRAZER-NASH, 1925, super sports, small mileage, mechanically perfect, £190. 111 Gl. Portland St. W. 1. Phone, Langham 1212. 679-693

GALLOWAY, 1923, 2-seater and dickey, dynamo and starter, £95, fully equipped and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London Phone, Museum 3081. 679-684

G.N. Before deciding to purchase an ordinary second-hand G.N., write for particulars of rebuilt G.N.s in guaranteed condition. Godfrey Motors, Manor Rd., Richmond. Phone 3024. zzz-325

G.N.s. Good second-hand cars always in stock. Overhauls. Conversions. Rebuilding. Special tuning. All spares stocked. Expert guaranteed work only. Bring your car to the southern agents and service, The Eastgate Garage, Lewes. 690-8886

G.N.s. Buy a guaranteed car and be safe. Vadum Co., G.N. specialists and repairers, are now supplying carefully reconditioned 1922 G.N.s under written 3 months' guarantee, at extremely competitive prices.

G.N., very special late 1922, Frazer-Nash, o.h.v., repainted, brand-new black hood, new dynamo, lato property of baronet and beautifully maintained, guaranteed, 49 guineas.

G.N., late 1922, dark blue, red wings, splendid tyres, guaranteed, £42.

G.N., 1922-1923, really beautiful car, only wants seeing, guaranteed, £46.

G.N., 4 other 1922 models from £35 upwards.

G.N., late 1921, dynamo, 19 guineas; another, 17 guineas.

G.N., Vadum Co., 37 Beaconsfield Rd., Willesden Green, N.W. 10. Phone, Willesden 692. Exchanges, deferred. Open 6 Saturdays. 679-496

G.N., super bargain, 1920, 8.7hp, 2-seater, blue, with black wings and wheels, dynamo lighting, spare wheel and tyre (4 tyres, 710 by 90), black hood, windscreen, Smith's Trip speedometer, 4 lamps, horn, spare petrol can and carrier, sleepmat, etc., £14 10s.; another, 1921, 19 guineas; another, 1920, 19 guineas. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 679-483

G.N. Several good G.N.s in stock, 1921s, from £25; 1922s, £35. Exchanges, deferred. Makin and Harrison, 327 High Rd., Chiswick. Phone 538. 679-726

G.N., £10 down and 10s. weekly, 12 months secures 1921 G.N., electric lighting, spare wheel, good condition. 3 Marlborough Rd., Gunnersbury, Chiswick. 679-570

G.N., beautiful 2-seater, dynamo lighting, hood, screen, 6 lamps, speedometer, spare wheel, newly coach-painted Royal blue, very smart, cheap; exchange motorcycle, weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 679-544

G.N., 1922, all-weather, dickey, perfect condition, taxed, tools, spares, must sell, £40. Seen Garage, 94 Brixton Hill. 679-429

G.N., 1921, dynamo lighting, wonderful engine tick-over, very quiet, £25. Dorrington, Grafton Rd., New Malden. 679-6501

G.N., 1923, 4-cylinder, 2-seater, dickey, dynamo lighting, just completely overhauled, repainted, 50 guineas. 51 Upper Richmond Rd., East Putney. 679-897

G.N., two, 1921, 2-seaters, dynamo lighting, completely overhauled, good tyres, 25 guineas, or exchange motorcycle. 51 Upper Richmond Rd., East Putney. 679-898

G.N., 1921, good condition, taxed, £22 10s.; exchanges, deferred. Ealing Car Agency, Boislaun Rd., Ealing 3265. Opposite North Ealing Underground. 679-771

G.N., 1921, 2-3-seater, overhauled and in very good order, aluminium disc wheels, dickey seat, bargain, £35; exchanges. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 679-766

G.N., 1922-23, 2-seater and dickey, front handle starter, dynamo and spare wheel, a genuine advert., £35 for quick sale. 31a Hydehorpe Rd., Balham. Phone, Streatham 3440. 679-758

G.N., 1921, 2-seater, dynamo lighting, repainted, good tyres excellent condition, 28 guineas. Clark's, 223 Hammersmith Rd., W. 6. 679-756

G.N., 1922, sports aluminium Legere model, London-Edinburgh gold medallist, all accessories, extra lubrication, excellent condition, bargain, 32 guineas. Whitehall Garage, Hampton Court. 679-426

G.N., 1923, shaft-drive, speedometer, taxed, dickey, fine condition, £59. 786a High Rd., Tottenham. 679-884

G.N., £29; exchanges, deferred payments. 1920-21 G.N. 2-seater, dynamo, spare wheel, speedometer, smart, good condition. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 679-608

G.N., 1922, 2-seater, in nice condition, £45 only. Phone, Croydon 2572. 679-455

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

G.N.s, 1921, 2-seaters, dynamo, spare wheel, etc., good runners, £30 and £35; many other makes; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 679-715

G.N., 1920, dynamo lighting, speedometer, etc., 5 detachable wheels, good condition, £20, offer or exchange motorcycle. 92 South Side, Clapham Common, S.W.4. 679-686

GRAHAME-WHITE cyclecar, 1924, perfect, lamps, Klaxon, footboards, etc., very small mileage, £25 or nearest. Joseph Jones, 2 Mill View, Clydach, Abergavenny, Breconshire. 679-629

G.W.K., 1922, 10.8hp, 4-seater, dynamo lighting, detachable wheels, excellent condition, taxed, £47 10s. 125 Bennerley Rd., Clapham Common, S.W. 679-6506

G.W.K., 1921 4-seater, 4-cylinder, good condition, £27 10s.; exchanges, deferred. Ealing Car Agency, Boislaun Rd., Ealing 3265. Opposite North Ealing Underground. 679-770

G.W.K., Messrs G.W.K., Ltd., Cordwalles Works, Maidenhead, have a number of second-hand cars for sale at bargain prices. 679-899

G.W.K., 1922, 4-seater, dynamo lighting, all-weather equipment, little and carefully used, guaranteed mechanically perfect, £55. Owner, 2 Ealington Rd., Leyton. 679-6404

G.W.K., 1924 model, 2-seater, £115; also 1924 model, 4-seater, balloon tyres, 4-wheel brakes, £115, both excellent condition. W. G. Nicholl, Ltd., 50 Whitcomb St., Leicester Sq. Regent 3116-7. 679-542

G.W.K., 1921, 2-seater, 4-cylinder, taxed, insured; exchange motorcycle; balance deferred. Newham's Showrooms, Heath Rd., Twickenham. Phone, Richmond 3293. 679-705

GWYNNE 8, second-hand cars, all models, overhauled and guaranteed, from £85. Chinery, Gwynne Specialist, 1 Hammersmith Rd., Kensington. Phone Western 3568. zzz-929

GWYNNE 8, 1923, chummy, dynamo lighting, self-starter, speedometer, mirror, mats, etc., run 6,000 miles, taxed and insured, in specially good condition, £89. Coombe Motor Works, 200 London Rd., Kingston-on-Thames. Kingston 104. 679-6173

GWYNNE 8, chummy, 1923, taxed, £68, fine condition. 786a High Rd., Tottenham. 679-885

HAMPTON, 1921, 9.8hp 4-seater, dynamo lighting, good tyres, splendid mechanical condition, £59; cash or deferred. Naylor's, 406 Garratt Lane, Eastfield, S.W.18. Wimbledon 2041. 679-585

HANDS, £59 11 1922 10hp, 2-seater and double dickey, starter and lighting, 5 wheels, very smart red body, black domed wings, Dorman engine, as new, beautiful little car; exchanges considered. Deller, 14 Pottery Lane, Portland Rd. (5 mins. Holland Park Tube). 679-6561

HILLMAN, 1921, 2-seater, lighting and starting, in very good mechanical order, £50, 31a Hydehorpe Rd., Balham. Phone, Streatham 3440. 679-759

HILLMAN 2-seater, starter; dynamo, excellent condition; terms £8 and 10 payments of £8, or cash, £80. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Cusold 6628. 679-476

HILLMAN, 1921, sports 2-seater, £85, fully equipped and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 679-686

HORSTMAN, 1924, de luxe, 2-seater, wire wheels, o.l. and starting, many extras, trimmed leather, new condition and very fast, tax paid, £175.

HORSTMAN, 1923, 2-seater, Anzani engine, e.l. and starting, exceptional condition and appearance, £120. Sole Horstman agents, The Headingley Motor and Engineering Co., Ltd., 8 Olney Rd., Leeds. 679-88

HORSTMAN, 1924, 9hp, 4-seater, adjustable front seats, electric starter, lighting, etc., particularly fine condition throughout, £100. Exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammer-smith Rd., W.6. Riverside 2230. 679-565

HORSTMAN coupe, 1922, cost £450, mechanical starter, smart car, £115, accept motorcycle part. Leslie, Highcliff, Wash Common, Newbury. 679-6410

HORSTMAN, 1920, 2-seater, dark blue, £25 for quick sale. Phone, Croydon 2572. 679-457

HUMBER, £125, 1924 model, 8hp, chummy model, taxed, excellent condition. Arthur Stuart and Co., 16 Little Portland St., W. 1. 679-508

HUMBER, 8hp chummy model, 1923, many extras, good condition, £110. Ratcliffe Bros., 200 Gt. Portland St., W. 1. 679-546

HUMBERETTE, 9hp, water-cooled, spare wheel, exceptional condition, genuine snip, £25, taxed, 48 Dulwich Rd., S.E. Purley 2270. 679-412

HUMBERETTE, 8hp, very nice 2-seater, repainted, 3 speeds, reverse, lighting, £25; many other makes, deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 679-73

JOWETT, 1923, 4-seater, starter, new tyres, electric horn, licensed, excellent condition. £95. Paulson's Garage, Wolverhampton. Phone 1355. zzz-963

JOWETT Light Four, 1925, balloon tyres, self-starter, complete equipment, used for demonstration only, mileage under 300, condition as new, £140. Jenner Parson, Ltd., Welwyn Garden City. Phone 206. 679-467

JOWETT Service Station (London), main agents and specialists. All models, trial runs, reliable used cars. Westminster Bridge Garage, 6 Lambeth Palace Rd., S.E.1. Hop 6279. zzz-93

JOWETT, 1926 model, 2-seater, used for demonstration only, as new, £135. Reading Motor Exchange, 470-478 Oxford Rd., Reading. 679-499

JOWETT Light Four, new, used once for demonstration, balloons, starter, £148. Jowett Agents, Widcombe Garage, Bath. Phone 1763. 680-6296

JOWETT, 1925, 7hp, 2-seater, dickey, speedometer, side screens, extra, as brand new, taxed, £98; exchanges, terms. Allbut Garage, Thornsfield Rd., Earlsfield, Latchmere 4388. 679-733

JOWETT, 1925 chummy model, many extras, tax paid, small mileage, £110. Ratcliffe Bros., 200 Gt. Portland St., W. 1. 679-551

JOWETT, £100, late 1924, 2-seater and dickey, starter, like new, taxed, Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 679-605

JOWETT, 1925, chummy, self-starter, extra air valve, aluminium plate, mirror, gear cover, screen wiper, taxed December, only 215 miles, fully guaranteed, cost £170, sell £160. 12 King's St., Twickenham. Phone, Richmond 96. 679-787

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.
2s. net. 2s. 3d. post free.

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

JOWETT. R. G. Gamble, the specialist, for the best second-hand Jowetts.
1925 4-seater, mileage 2,700, hardly soiled, balloon tyres, extras, £135.
1924 4-seater, balloon tyres, spring gaiters, small mileage, £110.
1922 late 4-seater, dicky, thoroughly overhauled, good tyres, £69.
All guaranteed, deferred payments. 16 and 22 Gipsy Hill, Crystal Palace. Phone, Sydenham 3379. 679-788

JOWETTS. Cash offers and Morgan exchanges entertained. Below.
95 guineas. Full 4-seater, late 1924, in superb condition, mileage 5,000, shock absorbers, 700 by 80's, spring gaiters, fully insured and tax paid, kept with pride by careful owner, and practically as new. Below.
75 guineas. Late 1923 2-seater, double dicky grease-gun lubrication, Wefco gaiters, clock, speedometer, Boycemeter, etc., taxed, mileage only 6,000, and always well groomed; this car is practically as new throughout and in 1925 condition. Below.
55 guineas only. 1922 2-seater, with large dicky, colour maroon, and tax paid, very excellent and exceedingly cheap car. Apply, Marynards, 308 Hornsey Rd., N.19, or phone, 3294 Mountview. 679-464

JOWETT. Kinseys, of Croydon, have several guaranteed used 2 and 4-seaters for sale at varying prices, open to A.A. inspection. Park St. (opposite G.P.O.). Phone, 2023 Croydon. 679-629

JOWETT. 1925, 4-seater, balloon tyres, just decarbonized, excellent condition, £117 10s., and another, 1925, 2-seater, various extras appearance and condition as new £115; cash or easy payments. Service Co., 237 High Holborn, London. 679-614

KINGSBURY JUNIOR. 1921, 8hp, water-cooled, 3 speeds and reverse, 2-seater, double dicky, 5 detachable wheels, dynamo lighting, £45; another without dicky, £30; exchanges and deferred. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 679-720

LAGONDA. £50, 1920, 11hp, 4-seater, with C.A.V. lighting and starting, in good running order.
LAGONDA. £275, 1925, 12-24hp, all-weather saloon, fully equipped, many extras, in excellent condition; can be seen by appointment. Lagonda, Ltd., 195 Hammer Smith Rd., W.6. 679-510

LAGONDA coupe de luxe, registered 1921, C.A.V. dynamo and starter, beautiful order, sacrifice £49. 37 Beaconsfield Rd., Willesden Green, N.W.10. Phone, Willesden 692. 679-495

LAGONDA. 1925, model 8 saloon, 12-24hp, brand new, makers' guarantee, to clear accept £330; also 4-seater all-weather L.C. model, shop-soiled only, a real bargain, £255. Powell's Garage, 139 St. James' Rd., Northampton. 679-612

LAGONDA coupe, 1922, dicky, starter, speedometer, etc., completely overhauled, repainted, replated, new hood, taxed and insured, £79; cash or easy terms. Service Company, 275 High Holborn, London. 679-616

LAGONDA. 1926 4-door saloon, front-wheel brakes, pneumatic upholstery, run 140 miles only, absolutely as new throughout, £325; 1924 all-weather 4-seater, £145; exchanges or hire-purchase. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 679-686

LAGONDA. H. F. Edwards offer 1924 12hp, 4-door, 4-seater coupe, completely equipped, pneumatic upholstery, winding windows, excellent condition, 175 gns. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 679-742

LAGONDA. 60 guineas, all-weather touring car, starter, new hood, Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 679-602

LAGONDA. £70, late 1922-23, coupe, double dicky, starter, tax repainted. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 679-603

LEA-FRANCIS. 1924, small 4-seater, all-weather equipment, dynamo, starter, tax paid, red wings and smart, £115. Garage, 12 Cornwall Terrace Mews, Allip Place, N.W.1. Baker St. Station. Phone Langham 2935. 679-785

LITTLE MIDLAND 2-seater, dicky, detachable wheels, any trial, £19 10s. Olympia Motor Show of 250 motorcycles, Morgans and cars. Wakefield. 679-375

MARSEAL. £65 cash, or £30 down and £1 per week, including 12 months' insurance, late type Coventry-built car, mileage only about 5,000, appearance right up to date, all-aluminium body, sunken dicky, 10hp 4-cylinder Coventry-Climax engine, 3 speeds and reverse, dynamo, detachable wheels, hood, screen, etc., licensed until end of year, cost £225, deliver 100 miles. Grab, Hayes, Kent. Phone, Ravensbourne 552. 679-512

MARSEAL. 72 guineas, 1923, very special super-sports, 10hp, 2-seater aluminium, red wings, balloon tyres, taxed, insured, exceptional sporty appearance, mechanically perfect; exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick. Phone, 303. 679-579

MATCHLESS. H. F. Edwards offer 1924 model 10, 4-seater, dynamo, speedometer, l.w.b., excellent condition, 45 gns.; exchanges and deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 679-750

MORGANS. James and Co. (Sheffield), Ltd., 261-7 Ecclesall Rd., Sheffield Official agents. Good stock of spares carried. New and second-hand machines nearly always in stock. When in difficulty telephone 2460 Central or wire "Tact Sheffield" zzz-441

MORGAN Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 243 Lower Clapton Rd., E. 5. Clissold 2408. zzz-840

MORGANS. new and second-hand; cash exchange, deferred. We buy Morgans. Olympia, Wakefield. 684-652

MORGAN. 1924 (late), Aero Anzani, dynamo lighting, electric and bulb horns, discs, spring gaiters, ventilators, mats, taxed, painted red, very small mileage, excellent condition, 85 guineas. Swiney, 77 The Vale, Acton. 672-829

MORGAN. 1923, Grand Prix, M.A.G. engine, dynamo lighting, speedometer, discs, new balloon tyres to all wheels, mechanical lubrication, mileage 9,500, in excellent condition, £72 10s. Surveyor, Town Hall, Sale, Manchester. 680-0392

MORGAN. 1925, Family model, air-cooled J.A.P., dynamo lighting, speedometer, straight-side Dunlops, mileage only 300, absolutely like new, taxed, £95. Bowley, Westwood Rd., Coventry. 679-0363

MORGAN. F.O.C.H., Ltd., have several; bargains. 5 Heath St., Hampstead (Tubo Station). 679-471

MORGAN. 1924½, Grand Prix, water-cooled J.A.P., dynamo lighting, bonnet louvres, disc wheels, nickel fittings, grand order throughout, £75. Williets, Lancesfield, Wolverhampton. Phone, Sedgley 61. 679-501

MORGAN. Grand Prix, 1923, M.A.G., 60 m.p.h., dynamo lighting, electric and bulb horns, mirror, motorator, speedometer, clock, dash lamp, balloons on all wheels, shock absorbers, new hood and side screens, giving perfect weather protection, specially upholstered, paintwork excellent, bought Aero, bargain, £80. 121 Upper Clapton Rd. Clissold 1497. 679-487

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

MORGAN runabouts. Elce, Ltd., offer the following second-hand models: Aero model, 1925 Anzani engine, a.s. tyres, colour red, condition as new, £107 10s.
De luxe, 1923, w.c. M.A.G. engine, extra wide body, dynamo lighting, £75.
Grand Prix, 1923, M.A.G. engine, discs, speedometer, dynamo lighting £65.
De luxe, 1921, w.c. M.A.G. engine, nice order, £62.
Many others. Write for list. Exchanges, deferred terms. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 679-497

MORGAN. Super bargain. 1924, de luxe, 8hp, water-cooled J.A.P., polished aluminium dashboard, polished aluminium discs to all wheels, Binks carburettor, Lucas dynamo lighting, Dunlop cord tyres throughout (1 excellent, 2 practically as new), black hood, windscreen, Stewart trip speedometer, lamps, Lucas horn, aluminium number plates, etc. tax paid, 69 guineas; another, 1924 Aero, dynamo, 85 guineas; another, 1924 Aero, dynamo, 79 guineas; another, 1923 Grand Prix, dynamo, 69 guineas; another, 1922 Grand Prix, repainted, 58 guineas; another, 1921 Grand Prix, 4-speed, 48 guineas; cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 679-484

MORGANS. 55 guineas, 1923, w.c., de luxe, spare wheel, good tyres, M.A.G. engine, taxed, splendid condition; another, 1921, w.c. de luxe J.A.P. in superb condition, 43 guineas; exchanges; deferred payments. Empire Motors, 325 High Rd., Chiswick. Phone, 303. 679-574

MORGAN. 1924, Grand Prix, Anzani engine, dynamo, tyres, etc., excellent, very fine order, £90. Bartlett's, 93 Gt. Portland St. 679-560

MORGANS. Homac's have for disposal the following guaranteed Morgans:—
1925 Aero, o.h.v. Blackburne, a.s. tyres, straight-through exhaust, hood, speedometer, finished blue, low mileage, £120.
1924 de luxe, w.c. J.A.P., dynamo, speedometer, unsoiled, £100.
1924 de luxe, w.c. J.A.P., Lucas dynamo, unused this year, £35.
1924 Grand Prix, w.c. J.A.P., Lucas dynamo, speedometer, dash lamp, finished blue, magnificent order, £95.
1924 de luxe w.c. J.A.P., dynamo, speedometer, £80.
1923 de luxe, a-c. J.A.P., hood, screen, etc., £60.
1918 Grand Prix, 8hp w.c. J.A.P., fully equipped, overhauled, £47 10s.
Any of the above machines can be supplied on deferred terms.—Homac's, Official Agents, 243-7 Lower Clapton Rd., N.E. Phone, Clissold 2408. 679-556

MORGAN. 1925, de luxe, 8hp J.A.P., very small mileage, insured, £85. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3353. (Fourth turn right from Marble Arch). Always open. 679-555

MORGAN. 1925, de luxe, J.A.P., dynamo lighting, speedometer, taxed, insured, low mileage, indistinguishable from new, £85. K.J. Motors, Bromley. 681-533

MORGAN. family, M.A.G., w.c., speedometer, screens, recent complete overhaul, any trial. 1 Triangle, Goldsworth, Woking. 679-406

MORGAN. 1923, Aero, Anzani, 200-mile race model, many extra fittings, condition, perfect throughout, £75; exchange or deferred. 218 Kingston Rd., Teddington. 679-405

MORGAN. 1925½, G.P., as new, speedometer, clock, over. tyres, £87 10s. 786a High Rd., Tottenham. 679-885

MORGAN. G.P., 1918, J.A.P., £45. Gray, 26 Devonshire Mews Place. 679-814

MORGAN. G.P., 1921, M.A.G., repainted, dynamo, electric horn, speedometer, clock, gaiters, mirror, new oversize back, splendid condition, 52 guineas. Colebrook, 92 Hazelville Rd., N.19. 679-557

MORGAN. 1924, family model, mileage 5,000, excellent condition, £70, or exchange Austin 7 and cash. Jack Green, Weston-super-Mare. zzz-535

MORGAN. 1923, Grand Prix, special M.A.G. engine, dynamo, clock, speedometer, splendid condition, genuine private bargain, £65. 138 Caulfield Rd., East Ham. Phone, Grangewood 564. 679-432

MORGANS. exchanges, deferred payments, 1922 G.P., water-cooled, 6 lamps, speedometer, taxed, smart fast, £65. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 679-610

MORGAN. 1921, Grand Prix, 10hp M.A.G., dynamo lighting, large headlights, almost new tyres, taxed in gorgeous condition, £49; cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Wimbledon 2041. 679-580

MORGAN. 1924, speedometer, many extras, as new throughout, 65 guineas, or exchange motorcycle part. 51 Upper Richmond Rd., East Putney. 679-902

MORGAN de luxe, 1923, in first-class condition, £60, or exchange motorcycle part. 51 Upper Richmond Rd., East Putney. 679-905

MORGAN. 1924 de luxe J.A.P., water-cooled, speedometer, dynamo lighting, red finish, £90. Below.

MORGAN. 1923 de luxe water-cooled M.A.G. engine, electric lighting, speedometer, finished purple, £75. Below.

MORGAN. 1921, de luxe, water-cooled M.A.G. engine, electric lighting, speedometer, £65. Below.

MORGAN 1923 family, 10hp M.A.G., speedometer, tax paid, £95. Below.

MORGAN. 1924, 8hp de luxe J.A.P. engine, water-cooled, Lucas dynamo lighting, finished grey, £90. Below.

MORGAN. 1925, de luxe water-cooled, M.A.G., Lucas starter and lighting set, speedometer, small mileage, £125. Below.

Maudes' Motor Mart for second-hand Morgans. List continually changing. Further particulars on request. 100 Gt. Portland St., London, W.1. Museum 7676. 679-728

MORGAN 1923 de luxe model, dynamo, taxed, excellent condition, £62 10s.; G.P. model, also in stock, £70; exchanges. Makin and Harrison, 327 High Rd., Chiswick. Phone 558. 679-723

MORGAN. 1922, J.A.P., painted cream, £50; deferred payments exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 679-468

MORGAN. 1922-3, Grand Prix, J.A.P., red chassis, very smart and fast, tax paid and date guaranteed accurate, price 50 guineas. Seen 562 Hornsey Rd., N.19, or phone, 3294 Mountview. 679-462

MORGAN. 1921, in very fine order, £45. Below.

MORGAN. May, 1923, Grand Prix, only done 2,000 miles, absolutely unscratched, £100. Below.

MORGAN. Aero 1925, £11 of extras, unscratched, £115. South Ealing Garage, Ealing 2983. 679-636

MORGAN. water-cooled, 1924 de luxe model, in perfect condition, open to A.A. inspection, £85 or near offer. Kinseys of Croydon, Ltd., Park St. (opposite G.P.O.). Phone, 2023 Croydon. 679-628

"HOW TO DRIVE A CAR." Ninth Edition. The niceties of control.
2s. 6d. net. 2s. 9d. post free.

B59

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

NEW BRITISH, 1924, light 2-seater, dynamo lighting, 10hp Blackburne engine, taxed, £55; or exchange. Willetts, Lancsfield, Wolverhampton. Phone, Sedgely 61. 679-505

NEW GARDEN. Special offer. 1924 family model, fully equipped and in wonderful condition throughout, £40. This car will accommodate 2 adults and 2 or 3 children under same hood; others up to £60. Many other makes. Andrew's. Below.

NEW GARDENS. 2-seaters and family models on the very easiest of easy terms. Call, write or phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 679-714

PRINCESS 1923 4-seater, 8hp, 3 speeds, reverse, dynamo, spare wheel, very nice car, £52 10s.; many other makes; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 679-716

RENAULT 1924 8.5hp cloverleaf, 4-wheel brakes, excellent condition, £135; deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 679-514

RENAULT, 1925 model, 8.3hp, long chassis 2-seater coupe, excellent condition, £245; deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 679-517

RENAULT. Sprosen, Ltd., for Renaults. 1924, 2-seater, sunken dickey, balloons, taxed, small mileage, many extras, 95 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 679-696

RHODE, 1923, 2-seater, sports, electric lighting, spot light, speedometer, etc., £120. Letters, 51 Shepherd's Hill, N.6. 679-e402

RHODE, 1922, late, occasional four, electric lighting, oversize tyres, recently overhauled, speedometer, clock, mirror, in daily use by private owner, £85. Jenner Passou, Ltd., Welwyn Garden City. Phone 206. 679-466

RHODE, 11hp, 1924 light 4-seater, maroon, black wings, dynamo starter, speedometer, clock, mechanical windshield wiper, electric and bulb horns, taxed for year, £125. Mebos and Mebos (Est. 1895), 144 Gt. Portland St., W.1. Museum 4244. 679-509

RHODE, 1924 model, 11hp, taxed, with differential, full 4-seater, lighting and starting, mechanical condition magnificent, hood, side screens, upholstery splendid, mileage only 7,000, painted maroon, with black wires and disc wheels, property of well-known actor, sacrifice £89, cost £250. London Car Exchange, 27 Queen's Mews, Bayswater (near Whiteleys), Park 924. 679-777

RHODE, 1922, chummy, self-starter, a-w. curtains, Bonniksen, many extras, smart, and everything in thoroughly good condition; exchange for Morgan or sell. 7 St. Mark's Mansions, London, N.4. 679-e461

RHODE, 1924, Light Four, all-weather, many extras, mileage 15,000, in very good mechanical condition, 3 practically new tyres, taxed year, insured March, bargain, £110 or nearest. 27 Wigginton Rd., York. 681-e443

RICHARDSON Car Co., Millthorpe, near Sheffield. Spare parts in stock. zzz-881

RICHARDSON, 1920-21, 8.9 J.A.P. engine, 2-seater dickey, overhauled, repainted, new hood, runs splendidly, £30; another, in very good order, dynamo lighting, bargain, £20; exchanges. Rhind and Co., Queen's Rd., corner of Oldham Rd., Manchester. 679-765

RICHARDSON, 1921, 8hp, 2-seater and dickey, 4 speeds and reverse, dynamo lighting, 5 lamps, repainted and overhauled, £18. Teddington Garage, 160 High St., Teddington. Kingeton 2562. 679-e446

RILEY. Lewes Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. zzz-162

RILEY. Great bargain. Late 1921 Riley, 11hp, 4-seater, de luxe model, special 4-door body, smart appearance, leather upholstery, adjustable front seats, self-starter, dynamo lighting, clock, speedometer, automatic screen wiper, luggage grid, etc., metal rear screen, tax paid, in first-class mechanical condition, open to complete examination and test, painted dark blue, 90 guineas; deferred. Harold Simons, 201 Mare St., Hackney, E.9. Clissold 5018. Always open. 679-e516

ROVER 9, 1924, 2-seater and dickey, mechanical condition guaranteed, electric lights, self-starter, paintwork and upholstery fine order, £115. Seen and tried, Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558-9. zzz-78

ROVER, 1925, 9hp, de luxe, 4-seater model, slightly used condition, almost equal to new, mechanical condition guaranteed, £155. Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558-9. zzz-91

ROVER 8, 1923, chummy model, splendid running order, mechanical condition guaranteed, speedometer, dynamo lighting, tools, etc., £70. Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558. zzz-824

ROVER 8, 1924, all-weather 4-seater, starter, speedometer, clock low mileage, excellent tyres, taxed, £85. K.J. Motors, Bromley. 679-500

ROVER 8, tax paid, small mileage, 2-seater, speedometer, etc., £50, or exchange larger car. 217 Blackstock Rd., N.5. 679-d863

ROVER 8, 48 gns.; 1922, de luxe, dynamo, spare wheel, good tyres, taxed, beautiful condition; five others in stock. Empire Motors, 325 High Rd., Chiswick. Phone 303. 679-576

ROVER 8, 69 gns.; 1924, 4-seater (late), dynamo, spare wheel, all-weather equipment, condition equal new; exchanges deferred payments. Empire Motors, 325 High Rd., Chiswick. Phone 303. 679-575

ROVER, 8hp, 1922, 2-seater good condition, £47 10s. Ratcliffe Bros., 200 Gt. Portland St., W.1. 679-547

ROVER, 1924 4-seater, perfect condition, self-starter, etc., £95. Spencer Bros., Weston, Bath. 679-e421

ROVER, 8hp, 1925 late, 2-seater, large dickey, taxed, all-weather, perfect condition, £60 or near. Ayers, Stables, Kensington Palace. Phone, Park 86. 679-e413

ROVER, 1922, 8hp, de luxe 2-seater, speedometer, clock, Klaxon and bulb horn, good tyres, repainted, taxed, insured, £55. Bucklov, 42 Nova Rd., Croydon. 679-a09

ROVER 8, 1923, 2-seater, double dickey, excellent condition throughout, nearly new Michelin tyres, £57. Owner, 103 Southpark Rd., Wimbledon. 680-e407

ROVER 9, 1925, taxed, insured, all accessories, £125. 8 Dale Rd., Purley. 679-a03

ROVER 8, 1922, 39 gns., repainted, new wings, 2 new tyres, any trial. "Alex," Woodhouse Rd., N. Finchley. Phone, 3189 Finchley. After 7. 679-e395

ROVER, 1923, 8hp chummy, £60; deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 679-516

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVER, 1924, 8hp, 2-seater and double sunken dickey, dynamo, good tyres, taxed, exceptionally smart, £72. Below.

ROVER, 1923, 8hp, chummy, dynamo, good tyres, taxed, £65; choice of three. Below.

ROVER, 1922, 8hp, 2-seater, dynamo, mechanically sound, good tyres, taxed, choice of two, £52; also 1921 at £42.

ROVER Specialists. Naylors, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 679-590

ROVER, 1923, 8hp, 2-seater de luxe coupe, and s. leather upholstery, speedometer, clock, condition throughout as new, taxed December, £85, or exchange. A. Green, Water St. (back of No. 9 Blackfriars St.), Salford. Tel., 2191 Cent. zzz-436

ROVER, 1924, 8hp, 4-seater, excellent condition, £80; exchanges and deferred terms arranged. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 679-593

ROVER 8, 1925, de luxe model, 2-seater and dickey seat; this car is brand new with maker's full guarantee, shop-soiled only, list price, £165, our price £145, fitted starter, balloon tyres, clock, speedometer; cash, deferred or exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 679-504

ROVER 8, 1921, 2-seater, speedometer, taxed, good condition, £35. Ailber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 679-757

ROVER. You cannot do better than call on the Rover specialists. Exchanges, deferred. 1921 from £37 10s.; 1922, £47 10s.; 1923, £60. Makin and Harrison, 327 High Rd., Chiswick. Phone 558. 679-724

ROVER 8s H. F. Edwards offer choice of 6, 2 or 4 seater, from 55 to 85 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 679-743

ROVER 8, 1921, 2-seater, dynamo lighting, taxed, good condition, £52. 92 South Side, Clapham Common, S.W.4. 679-497

ROVER 8, 45 gns.; 1922, 2-seater, dynamo lighting, clock, speedometer, 5 wheels, exceptionally good condition throughout, runs splendidly; exchanges considered. Deller, 14 Pottery Lane, Portland Rd. (3 minutes Holland Park Tube). 679-e360

ROVER 8, brand-new 2-seater de luxe, 1925, self-starter, clock, speedometer, balloon tyres, makers' guarantee, listed at £162, unrepeatable bargain, £129; cash or terms. Bowley, Rover Agent, Westwood Rd., Coventry. 679-e362

ROVER 8, de luxe, 1922, overhauled, repainted, condition as new, 65 gns. Martin's Garage, Ilighgate Village. Phone, Mountview 350. 679-e364

ROVER 8, 1923, chummy model, dynamo lighting and starter, taxed, condition as new, £65. 92 South Side, Clapham Common, S.W.4. 679-498

ROVER, £45; 1921, 8hp, 2-seater, speedometer, electric lighting set, tax paid, navy blue coachwork, splendid condition any trial, bargain. Verity, 9 Clifden Rd., Twickenham. 679-e366

ROVER, 8hp, dynamo lighting, £39 10s., any trial, Olympia Motor Show of 250 motorcycles, Morgans and cars. Wakefield. 679-e366

ROVER 9, 2-seater, late 1924, blue, very lively little car, in nice condition, taxed starter, speedometer, etc., £125. Bablake Garage, Ltd., Queen Victoria Rd., Coventry. 680-469

ROVER 1921 2-seater, dynamo lighting, 5 detachables, very nice order indeed, £44; exchanges and deferred. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 679-719

ROVER. Sprosen, Ltd., for Rovers. 1924 8hp 4-seater, rigid side curtains, many extras, small mileage, taxed, £75. 111 Gt. Portland St., W.1. Phone, Langham 1212. 679-697

ROVER, 1924, 2-seater and dickey, £85, fully equipped and guaranteed; exchanges or deferred terms. The Light Car Co., 404-414 Duxton Rd., London. Phone, Museum 3081. 679-687

ROVER 8, 1923, self-starter, £57 10s., deferred payments, exchanges. D. Hamilton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 679-e469

ROVER 4-seater, 1924, 8hp; terms, £9 and 10 payments of £9, or cash £90. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 679-e479

ROVER 2-seater, 8hp, £5 and 10 payments of £5, or cash £50. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 679-e474

ROVER 8s, several £45 to £65; exchange motorcycles, balance deferred. Newham's Showrooms, Heath Rd., Twickenham. Phone, Richmond 3293. 679-708

ROVER 8, 1924 model de luxe, perfect order, taxed, £67. 56 Lancaster Rd., Southall. 679-e489

ROVER 2-seater, 1922, 8hp, £6 10s. and 10 payments of £6 10s., or cash £65. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 679-e482

ROVERS. See our display page No. 10. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 679-644

ROVER 9, 4-seater, de luxe, 1925, as new, mileage 4,000, extras, £170 or near offer. Box No. 3142, c/o "The Light Car and Cyclecar." 679-e517

ROVER 8s, 1921 to 1923, £35 to £52; smart and ready for the road. Harold Simons, 201 Mare St., Hackney, E.9. Clissold 5018. Always open. 679-e513

ROVER 8, 1921, dynamo, spare, speedometer, taxed, £33; 1923 model, starter, large battery, side screens, speedometer, exceptionally good condition, taxed, £54. Derrington, Grafton Rd., New Malden. 679-e500

ROVER 8, 1923, 2-seater, dickey, numerous extras, repainted, 50 gns. 51 Upper Richmond Rd., East Putney. 679-e901

ROVER 8. Finchley Motors offer 1924 2-seater and double sunken dickey, dynamo and starter, taxed, only one owner, superb condition, bargain, £80. 132 High Rd., E. Finchley. Phone, 2338. 679-768

ROVER, 1921, 8hp, 2-seater, dynamo lighting, very good order, bargain, £42 10s.; exchanges arranged. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 679-763

ROVER, 8hp, 2-seater, large dickey, taxed 1921, perfect, new tyres, £45, a bargain. Seen, 27 Queen's Mews, Moscow Rd., Queen's Rd., Bayswater. 679-775

ROVER 8, 1923, chummy, fully equipped, excellent condition, 65 guineas; exchanges or deferred. Clark, 223 Hammersmith Rd., W.6. 679-755

"THE MOTOR ELECTRICAL MANUAL." Re-written and containing over 100 new illustrations. 2s. 6d. net. 2s. 9d. post free.

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

ROVER 8, November, 1923, de luxe model, £53 10s. leather upholstery, clock, speedometer and dickey seat, all tyres are new and the whole in capital condition, any trial. Apply, 368 Harney Rd., N.19, or 'phone 3294 Mountview. 679-463

ROVER, 1924, 8hp coupe, repainted, excellent order, £90; 1924 8hp 4-seater, Hartfords, very nice, £85; also 1924 8hp 2-seater, small mileage, £80. Nownham Motor Co., 243-5 Hammersmith Rd., W.6. 679-664

ROVER 8, 1923, 2-seater, really fine condition, £60. Below.

ROVER 8, 1923 coupe, starter, small mileage, £80. Below.

ROVER 8, 1924, 4-seater, starter, new tyres, choice of two, £90. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 679-634

ROVER, 1924-5 model, 9-20, 4-seater, lighting, starter and complete, £125. Exchange or deferred terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W.3. 679-624

ROVER, late 1921, 8hp, 2-seater, dynamo lighting, speedometer, gaiters, step mats, etc., tyres excellent, new hood, repainted throughout, bargain, £42 10s. Wilkins, Simpson, opposite Olympia, London. 679-454.

SALMSON. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchange and special deferred terms arranged. 51 Brook St., London, W.1. 'Phone, Mayfair 2966. zzz-285

SALMSON, 1924, fitted with special 3-seater body, one-man hood, side curtains, seats for rear seats, clock, speedometer, starter, oversize tyres, taxed, £110. K.J. Motors, Bromley. 679-301

SALMSON, 1924, 10-15 sports, fitted with special 2-seater and dickey English body, painted blue with black wings, hood and all-weather equipment, front-wheel brakes, 5 new semi-balloon tyres, taxed, £190. K.J. Motors, Bromley. 679-299

SALMSON 1923 10hp 4-seater de luxe, starter and lighting, clock, speedometer, sidescrrens, exceptionally smart, £88; cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Wimbledon 2041. 679-581

SALMSON, 1924, sports 2-seater, excellent condition, fast, balloon tyres, 85 guineas. Exchanges and deferred terms arranged. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 679-594

SALMSON, 10-15hp, absolutely the latest model, complete with self-starter, dynamo lighting and usual equipment, fitted with a special semi-sports 4-seater body by Fabian of Paris, painted granite blue, a really handsome sports car, ready for immediate use, absolute bargain, which only wants spring and tiring, £155. Exchanges and deferred terms arranged. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 679-595

SALMSONS. See our display page No. 10. Bentnoters, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 679-645

SALMSON, 1924, English 2-seater body, starter and lighting, excellent condition, 88 guineas; exchanges or deferred. Clark's, 223 Hammersmith Rd., W.6. 679-754

SALMSON, H. F. Edwards offer 1925 10-15 4-door saloon, completely equipped, l.w.b., balloons, superb condition, 265 gns. Below.

SALMSON, 1924, 10hp, de luxe English body, 2-seater, sunk double dickey, completely equipped, excellent condition, 93 gns. Below.

SALMSON, 1924, 10hp sports 2-seater, fully equipped, Hartfords, excellent condition, 79 gns. All above equipped starter, clock, speedometer, etc.; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 679-749

SALMSON 1922 3 2-seater, £65, complete; exchange motorcycle, balance deferred. Newham's Showrooms, Heath Rd., Twickenham. Richmond 3293. 679-709

SALMSON 2-seater, dickey, excellent condition; terms, £7 10s. and 10 payments of £7 10s., or cash £75. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 679-481

SALMSON 1925 model 2-seater, £100; 1924 ditto, £85; both fully equipped and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. 'Phone, Museum 5081. 679-688

SALMSON, 1925, English 2-seater and double dickey, fine order, £80. South Ealing Garage, 2 minutes South Ealing District Station. Ealing 2983. 679-635

SALMSON 1924 sports, lighting, starter and complete, specially tuned and very smart, bargain, £80; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W.3. 679-625

SINGER 1924 10hp 4-seater, painted blue, electric lights, self-starter, all-weather equipment, mechanical condition, guaranteed, £125. Taylors, 49-53 Sussex Place, South Kensington. 'Phone, Ken. 8558-9. zzz-787

SINGER, 1924, 2-seater, exceptionally nice order, any inspection or trial, £110. Harvey, Hudson and Co. (next George Hotel), South Woodford, E.18. 'Phone No., Wanstead 2395. zzz-890

SINGER, 1925, 10-26, de luxe, 4-seater, new end of June, condition and appearance as new, many extras, tax paid, £175. The Headingley Motor and Engineering Co., Ltd., 8 Oley Rd., Leeds. 679-87

SINGER, 1924, 10hp, 2-seater de luxe, dynamo, starter, dickey, as new, £135; exchanges, deferred payments. Parker's, Ltd., Braushawgate, Bolton; also 246-252 Deane-gate, Manchester. 679-452

SINGER 1924 de luxe 4-seater, in perfect condition throughout, rigid a.w. curtains and full equipment, painted maroon, £120; exchange or terms. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553 (4th turn right from Marble Arch). Always open. 679-537

SINGER, 1924, de luxe 4-seater, starter and lighting, all-weather equipment, taxed and insured, numerous extras, extremely smart and in sound order throughout, £120; cash, exchange, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 'Phone, Museum 5391. 679-540

SINGER. Safely First! Ernest Grimaldi, Ltd., authorized Singer agents, offer 1924 Singer 2-seater de luxe, appearance and condition as new, excellent tyres, £110. Exchanges or terms. Ernest Grimaldi, Ltd., 87-88 Gt. Portland St., W.1. Museum 3931. 679-554

SINGER, very late 1924, 4-seater de luxe, fully equipped, painted blue, 12-volt starting and lighting set, perfect condition throughout, £125. Below.
Another as above, first registered in 1925, £130. Exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 2230. 679-566

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

SINGER, 1925, saloon, as new, mileage 2,000, £235. Sumner Bros., Barracks Sq., Coventry. zzz-528

SINGER, 1920-21, 2-seater, starter, new tyres, good appearance and condition, £38 10s. 176 Keighley Rd., Colne. 679-419

SINGER car, 2-seater, dickey, in good running order, cheap. Hall, Milburn, Stafford Rd., Oxley, near Wolverhampton. 679-417

SINGER 10, very smart 2-seater, dickey, new tyres and hood, dynamo, bulb and electric horns. £48. H.S., 35 St. Stephen's Rd., Bow, E.4. 679-400

SINGER coupe, 1921, 10hp, starter and lighting, good tyres, mechanically sound, taxed, £55; cash, deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Wimbledon 2041. 679-584

SINGER, 1924, de luxe 4-seater, all-weather equipment, equal to new, £125; exchanges or deferred. 'Phone, Central 3338. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 679-761

SINGER, 1924 10hp, de luxe 4-seater, repainted, taxed, in splendid condition, £110. Croydon Auto Service Co., 401 London Rd., Thornorn Heath. 'Phone 1121. 679-889

SINGER, 1920, 2-seater, splendid condition, dark blue, electric lighting, tyres as new, bargain, £50. D. Kennedy, 215 Selhurst Rd., South Norwood. 679-834

SINGER, 1924, 4-seater, dynamo lighting starting, taxed, just had £40 overhaul, repainted, any inspection, 100 guineas, or exchange. 51 Upper Richmond Rd., East Putney. 679-1900

SINGER, 1922, 10hp, all-weather collapsible coupe, double dickey, de luxe model, with leather upholstery, self-starter and full equipment, fine condition, very smart appearance, tax paid, £78; deferred. Harold Simons 201 Maro St., Hackney, E.9. Clissold.5018. Always open. 679-515

SINGER 2-seater, 1921, 10hp, good condition, terms £5 10s. and 10 payments of £5 10s., or cash £55. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 679-477

SINGER, 1925, 2-seater, dickey, condition as new, carefully used, £150, taxed and insured. 49 Little Albany St., N.W.1. Museum 5515. 679-490

SINGER 2-seater, good tyres, splendid appearance and condition, £20; exchanges, deferred. Makin and Harrison, 327 High Rd., Chiswick. 'Phone, 558. 679-725

SINGER, 1924 (late), 4-seater de luxe, all-weather screens, starter, clock, speedometer, taxed, beautiful condition, £115; exchanges, terms. Aliber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4385. 679-734

SINGER 1926 4-seater, 10hp, starter, all-weather equipment; exchange cheaper car, motorcycle, balance deferred. Newham's Showrooms, Heath Rd., Twickenham. 'Phone, Richmond 3293. 679-707

SINGER 1919 2-seater, 10hp, starter, lighting, £42; exchange motorcycle, balance deferred. Newham's Showrooms, Heath Rd., Twickenham. Richmond 3293. 679-706

SINGER 1923 4-seater, taxed, extremely good condition, £80; exchanges. Noringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 679-690

SINGER 1923 4-seater de luxe, just had £40 overhaul, as new, £95.

SINGER 1922 coupe, taxed, £65; exchanges deferred payments. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 8559. 679-467

SINGER winter bargains at Newham's!
1926 10-26hp 4-seater de luxe, maroon, as new, £210.
1926 10-26hp limousine saloon, soiled only, £265.
1926 10-26hp 4-seater de luxe, absolutely as new, £170.
1926 10-26hp limousine saloon, maroon, nice order, £195.
1926 10-26hp 4-seater de luxe, excellent condition, £160.
Another, slightly earlier, £165.
1924 10hp 4-seater de luxe, in particularly nice order, £115.
Full list of over 50 good second-hand cars sent on request.
Newham Motor Co., 243-5 Hammersmith Rd., W.6. 679-665

SINGER, 1925, 4-seater de luxe, pneumatic upholstery, Triplex screen, small mileage, as new, taxed, £175. Below.

SINGER, 1924, 4-seater de luxe, mileage 3,000 only, exceptional condition, as new, taxed, £135. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 679-619

SINGER 10, 1916, 5 and reverse, spare wheel, dickey seat, speedometer, dynamo, etc., licensed, in exceptionally good condition, £18 10s. Teddington Garage, 160 High St., Teddington Kings-on 2562. 679-448

SINGER, 1924, 2-seater, painted grey, complete with full equipment, and in exceptionally good condition, tax paid, price £115. Carthens and Co., Ltd., 65 Gt. Portland St., W.1. Telephones, Langham 2172. 679-443

STANDARD, 1925, 11.4hp, 2-seater and double sunken dickey, starter and lighting, condition as brand new, speedometer, taxed, £95; cash, deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Wimbledon 2041. 679-586

STANDARD, 9.5, 2-seater, 1914, in splendid condition, £45. Write or 'phone, Green, 24 Gt. Russell St., W.C.1. Museum 299. 679-888

STANDARD, 9.8hp, 1923, 2-seater with double dickey, electric lighting and starting, 5 lamps, all-weather equipment, £87 10s. Mylam, 197 London Rd., Croydon. 679-428

STANDARD, 1925, 11hp, 4-seater de luxe, taxed, small mileage, as new throughout, £150. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.15. 679-523

STANDARD 1924 11.4 2-seater de luxe, in exceptional mechanical condition and very smart, rigid a.w. curtains, taxed, £110; terms or exchange. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553 (4th turn right from Marble Arch). Always open. 679-534

STANDARD, 1925, 11.4hp, 4-seater, mileage 3,000 only, and condition throughout as new, £140; exchange or terms. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 2653 (4th turn right from Marble Arch). Always open. 679-538

STANDARD, 11.4hp, first registered March, 1925, de luxe, like new, taxed, many extras, £145. la Mitcham Lane. Streatham 169. 679-x878

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

STANDARD, 1925, 11.4 4-seater, taxed (in 1925 condition), £145; extended terms. H. Beasley, late Rey (Established 1900), 374 Euston Rd., Museum 7600. 679-457

STANDARD, 1923 (October), 11.4, 4-seater, de luxe, all-weather model, muzzee negligible, tyres, upholstery and paintwork as new, £88, 31a Hydecliffe Rd., Balham. 679-757

STANDARD, 1925 model, 11.4, de luxe 4-seater, lighting, starter, all-weather equipment, balloon tyres, etc., £135; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 3. 679-626

STANDARD. Lionel H. Pugh offers the following:—

STANDARD, 1926, 11.4, Piccadilly saloon, practically brand new, £225. Below.

STANDARD, 1924, 11.4, 2-seater, new condition, taxed, £110. Below.

STANDARD, 1923, 11.4, 2-seater, all-weather, splendid condition, £90, Lionel H. Pugh, 56 South Molton St., W. Mayfair 4435. 679-631

STANDARD, 1925, Kinston model, 4-seater, little used, just decarbonized, many extras, taxed and insured, appearance and condition as new, £137 10s.; and another, 1924 de luxe, balloon tyres, completely overhauled, excellent condition, £127 10s.; cash or easy terms. Service Co., 273 High Holborn, London. 679-617

STANDARD, 5-5-seater, in perfect condition throughout, guaranteed, £110. Deleford, North Row, Marble Arch. 679-670

STANDARD 1925 11hp Piccadilly saloon, balloon tyres, perfect condition, taxed December, £205. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1958. 679-620

STANDARD, 1924, all-weather 4-seater, dynamo and starter, £120; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 679-689

STANDARD, 1925 model, Piccadilly saloon, 11.4, 3,000 miles only, interior beater, positively as brand new, £195; exchange. Norringtons, 116 Hampstead Rd., N.W. 1. Museum 9078. 679-691

STANDARD. H. F. Edwards offer 1925 11.4 Piccadilly saloon, completely equipped, balloons (spare unused), mileage negligible, superb condition, 185 guineas; exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 679-747

STANDARD. Moores, Presto, Croydon agents for Standard cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-756

SWIFT. Moores Presto, Croydon agents Swift cars. Promptest delivery new models with efficient service to follow; large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-755

SWIFT, 1923, 10hp, 2-seater, excellent order, any inspection or trial, £75. Harvey, Hudson and Co. (next George Hotel), South Woodford, E. 18. Phone, Wanstead 2593. zzz-772

SWIFT, £22; exchanges, deferred payments. Swift, 10hp, 2 cylinders, 2-seater, 5 detachable wheels, hood, screen, 5 lamps, domed wings; excellent condition. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 679-609

SWIFT, 1923, 10hp, chummy, side curtains, in excellent condition, £87 10s. Bartlett's, 93 Gt. Portland St. 679-562

SWIFT. F.O.C.H., Ltd., have 1921-22 10hp 2-seater, dickey, just overhauled, £60 for quick sale. 5 Heath St., Hampstead (Tube Station). 679-470

SWIFT, 1925, 10hp, 4-seater de luxe, finished maroon, absolutely unscratched, £175; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 679-453

SWIFT 10hp 1922 2-seater, dickey, repainted, nice condition. Phone, Croydon 2572. 679-656

SWIFT. H. F. Edwards offer 1924 10hp, 2-seater, sunk dickey, completely equipped, leather upholstery, excellent condition, 98 gu.; exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 679-746

SWIFT cars, brand-new 1925 models at £60 under list price, 10hp saloons, list price £285, our price £225; 4-seaters, list £235, our price £199; and 2-seaters, list £235, our price £195. These cars are fully guaranteed, but as the supply is quickly diminishing you should investigate immediately. Henlys, Gt. Portland St., W. 1. Mayfair 4201-3. 679-790

TALBOT, 95 guineas, late 1923, 8-18, 2-seater, dickey, 2 spare wheels, taxed, in exceptionally fine condition; exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick. Phone 303. 679-571

TALBOT 1923 coupe, 8-18hp, £140; instalments or exchange. Sutton, 5 Windsor Court, W. 2. 679-552

TALBOT 1922 8-18hp semi-sports, special aluminium body which cost £100 alone, very attractive car, splendid condition, 60 m.p.h. guaranteed, £120. Martin and George, Boxmoor, Herts. 679-6391

TALBOT 1923 10-23hp (£9 tax) 2-seater and sunk-in dickey, condition throughout equal to new, taxed, £165 or exchange. A. Green, back of No. 9 Blackfriars St., Salford. Tel., 2191 Cent. zzz-439

TALBOT, 10-23, 1924, 4-seater, many extras, in beautiful condition, bargain, £195. Wilson, 7 Eccleston St., Victoria 1366. 679-493

TALBOT, 8-18, 1923, 2-seater, in excellent order throughout, £110. Wilson, 7 Eccleston St., Victoria 1366. 679-494

TALBOT 8, 1924 (late), taxed, insured, in 1925 condition, £135; extended terms. H. Beasley, late Rey (established 1900), 374 Euston Rd., Museum 7600. 679-458

TALBOTS. See our display page No. 10. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 679-647

TALBOT-DARRACQ, 1923, 8-18hp, £8 tax, 2-seater and dickey, lighting and starting, rigid all-weather equipment, clock, speedometer, etc., just repainted and new hood fitted, open to any trial and examination, £75, bargain. 7 Sylvan Hill, Crystal Palace. Phone, Sydenham 223. 679-674

WOLSELEY cars. Moores Presto, Croydon agents. Promptest delivery new models with efficient service to follow; large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-500

WOLSELEY, 7hp, 2-seater, 1924 model, double dickey, electric starter, recently overhauled, reliable car, £85. Martin's Garage, Highgate Village. Phone, Mountview 350. 679-6365

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

WOLSELEY 7, 1923, dynamo, speedometer, good tyres, mileage 8,000, £67 10s.; deferred or exchange. E. T. Morriss and Co., Ltd., 139 Finchley Rd., Swiss Cottage, Hamp. 1943. 679-507

WOLSELEY, 1923, 10hp, 2-seater de luxe and dickey, first-class order, £100, deferred terms. Bartlett's, 93 Gt. Portland St. 679-561

WOLSELEY, 11-22hp, 1924, 2-seater de luxe, condition as new, tax paid, £140. Ratcliffe Bros., 200 Gt. Portland St., W. 1. 679-549

WOLSELEY, 1921, 10hp, 2-seater, tax paid, excellent condition, £80; deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 679-515

WOLSELEY, £88; exchanges, deferred payments; 1922 Wolseley, 10hp, 2-seater, sunken dickey, lighting, starter, all-weather hood, very smart, excellent condition. Scabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 679-607

WOLSELEY, 7hp, 1923, starter, tyres as new, taxed, £69. 786a High Rd., Tottenham. 679-8886

WOLSELEY, 10hp, 2-seater, 1924, shock absorbers, new tyres, repainted, any inspection, £160, no offers. 46 Onslow Gardens, N. 10. 679-6423

WOLSELEYS. See our display page No. 10. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 679-646

WOLSELEY, £25 will see you on the road with new 11-22hp £235 model, tax and insurance paid for one year. Before buying a second-hand car write or call for details, "Motoring Out of Income," Kingsway Motor Co., 69 Gt. Queen St., Kingsway, W.C. 2. Holborn 5972. 679-782

WOLSELEYS, 2 1923 (the great year) de luxe 3-5-seater, in perfect condition, both speedy and trouble-free and both only £110. Deleford, North Row, Marble Arch. 679-671

WOLSELEY 1924 11hp 4-seater, lighting, starter, all-weather equipment and complete, bargain, £125; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 3. 679-625

SPARE PARTS FOR LIGHT CARS.

A.V. spares and repairs. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 684-287

CARDEN and New Carden spare parts supplied solely by us. (Trade supplied.) Overhauls and repairs a speciality. Andrew's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 679-717

DEEMSTER official service depot, overhauls and repairs by ex Deemster staff. All parts made to

DEEMSTER original figs, patterns and drawings.

E. J. HARRISON, having purchased goodwill of Deemster depot, has the only service to offer these facilities.

E. J. HARRISON, Deemster Depot, 6 Queen Anne Mews, Cavendish Square, W. 1. Langham 2253. zzz-539

DEEMSTER service.

ELEPHANT MOTORS, LTD., are the actual Deemster manufacturers, and can supply owners and garages with all parts from stock at lower than Deemster official prices, with the guarantee that all goods are genuine in Deemster standards, made by Deemster specialists, and passed by our Deemster technical inspection department.—Many Deemster improvements are now available. Elephant Motors, Ltd. Below.

BELSIZE-BRADSHAW service.

ELEPHANT MOTORS, LTD., have undertaken the manufacture of these parts, and a complete range of replacements is now available. Elephant Motors, Ltd. Below.

ELEPHANT replacement service for Singer, Calthorpe, Calcott, Alldays, Enfield, Marsal, Meteorite, Mercury, A.C., G.N., Duplex, etc., etc., Elephant Motors, Ltd. Below.

ELEPHANT service for lamps, horns, dynamos, accumulators, magnetos, carburetors, Perodo, Whittle belting, wings, spare wheels, tyres, etc., at lower prices than elsewhere.

ELEPHANT MOTORS, LTD., Elephant House, 97-101 Newington Causeway, London, S.E. 1 (1 minute Elephant Tube Station). Telephone, Hop 3161-2. 679-779

G.N. spares. Every part in stock; trade supplied; overhauls and tuning; results guaranteed. Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. Phone, Headingley 480. Wire, "Trubric, Leeds." zzz-437

G.W.K. London Service Depot, 107 King's Rd., Chelsea, S.W. 3. Phone, Kensington 410. Spares and repairs. zzz-761

C.W.K. spares, new and second-hand, cheap. W.J.C. Motors, 5 Addison Avenue, Holland Park, W. 11. Park 2071. zzz-564

KINGSBURY JUNIOR and Rob Roy spares in stock. Kennedy Motor Co., 32 Bishops Rd., Glasgow, W. 2. 679-190

L.S.D. spares. Any part supplied. The One-Tree Motorcycle Co., Huddersfield. Phone 1920. 682-848

MAUDES for Morgan spares. All spares in stock. Trade supplied. Repairs a speciality. Maudes', 100 Gt. Portland St., London. zzz-808

LONDON MORGAN Service Depot. Official appointed by the Morgan Motor Co. Overhauls and repairs a speciality. All spares in stock. Homac's, 243-7 Lower Clapton Rd., E. 5. Phone, Clissold 2408. 679-556

MORGAN. Metropolitan Area Service Depot, Elec. Ltd., oldest and largest firm (pre-war) handling Morgan runabout. Specially appointed distributors of spare parts, all models; enormous stocks. List free. 11-15 Bishopsgate Ave., Camomile St., E.C. 3. Phone, Avenue 5548. zzz-118

ROVER 8, breaking up, all parts for sale. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cont. 8539. 679-465

SCOTT SOCIABLES. Scott Sociables. We are the only expert repairers and spare parts stockists in the South. Satisfaction guaranteed. Welford St., St. James St., Brighton. 682-771

WALTER AND WORTH for light car replacements at lowest prices of all. Gears, valves, pistons, rings, shafts, etc., for Marsal, Autocrat, Mercury, Meteorite, Little Greg, Singer, etc. Promptest delivery for parts for every make. Quotation on receipt of patterns or particulars. 32 Craven St., Strand, W.C. 2. 679-6335

ZEBRE. All spares can be obtained from Knight, 10 Vigo St., Regent St., London, W. zzz-580

**"THE MOTOR REPAIR MANUAL" for the Owner Driver and
Amateur Mechanic. 2/6 net. 2/9 post free.**

NEW LIGHT CARS AND CYCLECARS.

NEW LIGHT CARS AND CYCLECARS

(continued).

A.B.C. cars.
A.M.C. Motors, Ltd., Walton-on-Thames, Surrey. zzz-209

A.C. cars.
Calhess and Co., Ltd., can give immediate delivery, really efficient service after purchase, deferred terms to suit your convenience, and the best price for your old car in part payment. Over 10 years' experience in A.C.s. 65 Gt. Portland St., W.1. Telephone, Langham 2172. 679-444

A.C., 1926 cars. Any car taken in part exchange. Deferred terms. **George Newman and Co.,** 369 Euston Rd., N.W.1. 'Phone, Museum 7741. zzz-308

A.C.
Gordon Watney and Co., Ltd. (West End Agents.)
 All models in stock from £275.
 We specialize in part exchanges and deferred terms.
 31 Brook St., London, W.1. 'Phone, Mayfair 2965-2966. zzz-659
A.C. Guildford and district agent, **Jackson's Garage.** 'Phone 345. Immediate delivery 1926 12hp Royal 2-seater, £335. zzz-451

A.C. Manchester. sole agents, **Graham Bros.,** 13-15 Peter St. Wide range of models in stock. 689-99

AMILCAR.
 Sole British concessionaire for Amilcar spares and cars. **Vernon Balls,** 25 High St., Fulham, S.W.6. zzz-835

AMILCAR. **Boon and Porter, Ltd.,** The Specialists, 1926 models in stock. An excellent opportunity of thoroughly inspecting and trying out the finest small sports car built. Prices from £185. Within 5 mins. of Olympia. 159-161 Castelnau, Barnes, S.W.13. 679-518

AUSTIN. Routes, Ltd., distributors and specialists. 7hp. latest models from stock; part exchanges, deferred payments. 141 New Bond St., London, W.1. Telephone, Mayfair 2010. Maidstone, Dorking. zzz-606

AUSTIN
 For immediate delivery, **Normand Garage, Ltd.** will arrange part exchange; deferred payments. Write for us service guarantee **Normand Garage, Ltd.,** Authorized Agents, 92 Gloucester Rd., S.W.7 (5 doors from station). 'Phone, Kensington 8940. zzz-804

AUSTIN 7hp **Burghley** sports model 2-seater. The prettiest sports car on the road. Call or write for pamphlet to **Wilson Motors, Austin Agents,** 7 Eccleston St., S.W. 1. Victoria 1366. 679-831

AUSTIN 7s. **Moss's Agencies** for Austin 7s. Extended payments, part exchanges. **Warwick St., Leamington Spa.** 727-775

AUSTIN, 7hp, latest model all-weather, £149, immediate delivery; exchanges and deferred payments arranged. **Taylor's, Ltd.,** 49-53 Sussex Place, South Kensington. 'Phone, Kensington 8558. zzz-200

AUSTIN. Expert advice; easy deferred terms; second-hand cars and motorcycles taken in exchange. **Youngs, Ltd.,** The Parade, Kilburn, N.W.6. zzz-137

AUSTIN distributors for West Hants and East Dorset. **Imperial Motors, Ltd.,** 187 Old Christchurch Rd., Bournemouth. zzz-651

AUSTIN. Car Mart, Ltd., are London Distributors and can give earliest deliveries of all Austin 7 models. Part exchange and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1, and 297-9 Euston Rd., N.W.1. 'Phone, Grosvenor 1620. Museum 2000. zzz-814

AUSTIN. **Ratcliffe Bros.** Austin 7hp 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-985

AUSTIN 7. Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Authorized agents, **Godfrey's, Ltd.,** 366 Euston Rd., N.W.1. 'Phone, Museum 3401 (3 lines). zzz-461

AUSTIN. **Jackson's Garage, Guildford.** 'Phone 345. Immediate delivery from stock 1926 models. zzz-452

AUSTIN 7. Immediate delivery 1926 models, blue or grey. **Crow Bros., Guildford.** 'Phone 434. 687-823

AUSTIN. In stock, 1926, 7hp, electric starter, speedometer, £149; exchanges, deferred payments. **Parker's, Ltd.,** Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 679-450

AUSTIN 7, new improved 1926 models supplied on exceptionally easy deferred payments; Family 2-4-seater, £149; sports 2-seater, £159; fixed-head coupe, £165; all models with perfect all-weather equipment, speedometer, balloon tyres and other latest improvements; motorcycles part exchange; new car delivered and old machine collected by arrangement; free tuition. The Austin 7 specialists. **Colmore Depot,** 31 Colmore Row, Birmingham. 679-440

AUSTIN. **F.O.C.H., Ltd.** Immediate delivery; exchanges, easy payments. 5 Heath St., Hampstead (Tube Station). 679-473

AUSTIN 7. **Finchley Motors,** authorized agents. Exchanges, deferred payments. 132 High Rd., E. Finchley. 'Phone 2338. 679-767

AUSTIN. **Boon and Porter, Ltd.** 1926 models in stock for immediate delivery. Improved family model, 7hp, £149. Exchanges and deferred terms to suit your convenience. Within 5 mins. of Olympia. 159-161 Castelnau, Barnes, S.W.13. 679-519

AUSTIN cars. **Mears and Bishop, Ltd.,** specialize in these good cars, being large contracting agents. Immediate delivery from stock of 7hp chummy. Exchanges arranged in any part of the country; delivery and collection by us at our expense. Let us know your requirements. Deferred terms if desired. **Mears and Bishop, Ltd.,** 225a and 227 Hammersmith Rd., London, W.6. Three minutes from Hammersmith Broadway. 'Phone, Riverside 2230. 679-568

AUSTIN, £149. **Wilkins, Simpson and Co.** £149. Austin 7hp, just arrived, immediate delivery. Cash or easiest of payments. Exchanges or easy payments arranged anywhere. Highest price for your motorcycle or car. **Wilkins, Simpson,** opposite Olympia, London. 'Phone, Riverside 238. 679-449

AUSTIN 7s, 1926, £149. We specialize in exchanging Austins. We will take yours and supply latest model; delivery and collection anywhere. Send particulars of yours and get our quotation. Any exchange or easy payments. **Wilkins, Simpson,** opposite Olympia, London. 'Phone, Riverside 238. 679-452

AUSTIN. **Smith and Hunter,** authorized agents. All models for earliest delivery. We are the noted house for part exchanges. Payments deferred, etc. 90 and 92 Gt. Portland St., W. 'Phone, Museum 8136. 679-721

AUSTIN 7sevens for immediate delivery. Exchanges and deferred terms arranged anywhere. **Newham Motor Co.,** 243-5 Hammersmith Rd., W.6. 679-643

CALTHORPE. **Kincoya,** of Croydon, main agents. Specialized repairs Park St., Croydon. 'Phone 2023. zzz-856

CITROEN. Expert advice; easy deferred terms. Second-hand cars and motorcycles taken in exchange. **Young's, Ltd.,** The Parade, Kilburn, N.W.6. zzz-158

CITROEN. **Ratcliffe Bros** Citroen 7hp 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-987

CITROEN. Immediate delivery 1926 models. **Jackson's Garage, Guildford.** 'Phone 345. zzz-453

CITROEN. Purchase from **Godfrey's, Ltd.,** authorized agents, and ensure good service; deferred payments, exchanges, specially motorcycles. 366 Euston Rd., N.W.1. 'Phone, Museum 3401 (3 lines). zzz-462

CITROEN, 1926 cars. Any car taken in part exchange. Deferred terms. **George Newman and Co.,** 369 Euston Rd., N.W.1. 'Phone, Museum 7741. zzz-851

CITROEN cars. **Mears and Bishop, Ltd.,** specialize in these good cars, being large direct contracting agents. Immediate delivery from stock of 11.4hp and 7hp models. Exchanges arranged in any part of the country, delivery and collection by us at our expense. Let us know your requirements. Deferred terms if desired. **Mears and Bishop, Ltd.,** 225a and 227 Hammersmith Rd., London, W.6. Three minutes from Hammersmith Broadway. 'Phone, Riverside 2230. 679-569

Mears and Bishop, Ltd., can give instant delivery of one 7.5hp Citroen coupe, painted crimson, £155. See above. 679-569

CITROEN. £20 down secures a new Citroen. Get our terms. **Denman Motor Agency,** 4 Denman Place, Piccadilly Circus. Regent 986. 679-599

CITROEN, 7.5hp, 3-seater, delivered on payment of £9 5s. 3d. down and 17 monthly payments of £9 5s. 3d. 11.4hp 4-seater delivered on payment of £13 8s. 4d. down and 17 monthly payments of £13 8s. 4d. 11.4 saloon delivered on payment of £15 13s. 1d. down and 17 monthly payments of £15 13s. 1d. Other models on pro rata terms. **McCarthy's Motors (1925), Ltd.,** 49 Green Lanes, Newington Green, N.16. Clissold 6628. 679-472

CLYNO cars. South London. **Tiljen and Hillier,** authorized agents, 110 Woodvale, Honor Oak, S.E. 23. Sydenham 2432. 1926 cars from £162 10s. Repairs and service after purchase; exchanges and deferred terms. Call and inspect the latest models. zzz-170

CLYNO, 1926 cars. Any car taken in part exchange. Deferred terms. **George Newman and Co.,** 369 Euston Rd., N.W.1. 'Phone, Museum 7741. zzz-852

CLYNO cars. North east London. **Restalls Garage,** authorized agents. Immediate delivery and genuine service. 241 Lower Clapton Rd., E.5. Clissold 3162. 723-150

CLYNO. Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Authorized agents, **Godfrey's, Ltd.,** 366 Euston Rd., N.W.1. 'Phone, Museum 3401 (3 lines). zzz-463

CLYNO agents. Early delivery of all models; exchange and deferred terms. **The Nightingale Garage and Engineering Co., Ltd.,** Western Lane, Nightingale Lane, Balham, S.W.12. 'Phone, Latchmere 4394. 679-459

CLYNO cars from £162 10s. For earliest deliveries, part exchanges and after-sales service consult **The Olympia Motor Co.,** 1 Hammersmith Rd., Kensington, W.14. 'Phone, Western 4140. zzz-856

CLYNO. Sole city agents. **Elce, Ltd.,** 11-15 Bishopsgate Ave., Cannon St., E.C.3. 'Phone, Avenue 5548. zzz-458

CLYNO. **F.O.C.H., Ltd.** Immediate delivery; exchanges, easy payments. 5 Heath St., Hampstead (Tube Station). 679-474

CLYNO 11hp 2-seater, delivered on payment of £10 17s. 3d. down and 17 monthly payments of £10 17s. 3d. 11hp, Royal 4-seater, delivered on payment of £13 14s. 9d. down and 17 monthly payments of £13 14s. 9d. 11hp saloon, delivered on payment of £15 13s. 1d. down and 17 monthly payments of £15 13s. 1d. All with front-wheel brakes. Other models on pro rata terms. **McCarthy's Motors (1925), Ltd.,** 49 Green Lanes, Newington Green, N.16. Clissold 6628. 679-483

CLYNO agents and stockists. Exchanges and deferred terms arranged anywhere. **Newham Motor Co.,** 243-5 Hammersmith Rd., W.6. 679-649

CLYNO cars. For all models try **Blaxton's,** 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 679-629

CLYNO. **Denman Motor Agency, Ltd.,** 4 Denman Place, Piccadilly Circus (Regent 986), have 1926 Clyno models in stock, deferred terms from one-twelfth down; highest price for your old car. 679-595

A trial advertisement in this section of "The Light Car and Cyclecar" will prove to you its value as a publicity medium, reaching users of small cars direct.

NEW LIGHT CARS AND CYCLECARS

(continued).

DEREK cars, 9-20hp, £168-£245; 10-20hp, £225-£400. Luxurious coachwork on wonderful chassis. Invicta Works, S.E.27. 683-921

O'RYAN, the sports car; 70 m.p.h., tax £4. Service station and spares, 33 Kinnerton St., S.W.1. Franklin 6525. 689-563

ERIC CAMPBELL, H. P. Edwards offer brand-new 1926 8-20 chummy, fully equipped, starter, lighting, clock, speedometer, all-weather equipment, makers guarantee, biggest bargain ever offered, 139 guineas: exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 679-744

FIAT, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-833

FRAZER-NASH cars are manufactured by William G. Thomas and Frazer Nash, Ltd., who will be pleased to supply full particulars, trial runs, catalogues, etc., on request to London Rd., Kingston-on-Thames. Telephone, Kingston 3610. 681-793

FRAZER-NASH. The fastest tourer or sports car made. Easy to drive. Guaranteed speed over 70 m.p.h. Prices from £275. Ask for a trial run. British Tractors, Ltd., 66-68 Bridge St. and 255 Deanagate, Manchester. 682-766

FRAZER-NASH cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Olley Rd., Leeds. 690-526

FRAZER-NASH, 1926, 5-seater, fast tourer model, guaranteed speed 70 m.p.h., £315. Cleverley's, Ltd., 175 Cleveland St., W.1. Museum 4232. 679-730

GWYNNE 8. Earliest deliveries of 1926 models can be obtained from Chinery, Gwynne specialist, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 3568. zzz-564

GWYNNE, 8-25, actual Show model in stock, 4-seater do luxe, £225; deferred terms, part exchanges. Gwynne Agents, 4 Denman Place, Piccadilly Circus. Regent 986. 679-597

HUMBER. Official agent, Burt, of Trinity Rd., Balham. Deferred terms and exchanges. T.N., Battersea 1528. zzz-930

HUMBER. Car Mart, Ltd., are Humber specialists and can give earliest delivery of the new 9-20hp models. Part exchanges and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1, and 297-9 Euston Rd., N.W.1. Phone, Grosvenor 1620. Museum 2000. zzz-816

HUMBER, Ratcliffe Bros. Humber 9hp 2-seater and 4-seater models, £260, early delivery; write for payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8603. zzz-986

HUMBER, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-834

HUMBER, 9-20hp, the new model 4-seater, just arrived, in stock, immediate delivery, £260; exchanges, easy payments; also all Humber models. Wilkins, Simpson, opposite Olympia, London. 679-653

JOWETT. Gordon Watney and Co., Ltd. (West End Agents). All models in stock. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-661

JOWETT cars, 1926 models and prices. 2-seater, £150; chummy, £160; full 4, £2167; saloon, £200. All models have starters and balloon tyres. Main agents. Telc. Museum 6626. A.S.C., 166 Gt. Portland St., W.1. zzz-526

JOWETT, Kinseys of Croydon. Years of experience must count. Our customers say: "For best repair service, Kinseys of Croydon are unequalled." New and used cars. Largest stock of spare parts in the south. Park St., Croydon. Phone 2023. zzz-641

JOWETT, Ratcliffe Bros. 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-988

JOWETT, F.O.C.H., Ltd., London Jowett depot. 1926 models in stock. Easy payments; exchanges; free tuition and service. F.O.C.H., Ltd., 5 Heath St., Hampstead (Tube Station). Phone, Hampstead 3752. 679-478

JOWETTS, Reading Motor Exchange for new and second-hand Jowetts. All models in stock, immediate delivery. 470-478 Oxford Rd., Reading. 679-500

JOWETT Service Station (London). Main agents and specialists. All models, trial runs. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-92

JOWETT agents and stockists. Exchanges and deferred payments arranged anywhere. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 679-650

JOWETT, Lovatts for Jowetts. Why go elsewhere? Jowett Cars, Ltd., say the next best thing to bringing a car to their works is to take it to Lovatts, of Mitcham. Sales and Service, Lovatt, Jowett House, Streatham Rd., Mitcham 1897. 679-666

LAGONDA, Jackson's Garage, Guildford. Phone 345. Immediate delivery 1926 models from stock. zzz-454

LAGONDA, T. H. Wright, The Leading Lagonda Agents. All models actually in our showrooms for immediate delivery; deferred payments and part exchanges gladly arranged. T. H. Wright, Ltd., The London Agents, 12 Upper Saint Martin's Lane, W.C.2. Phone, Regent 5070-1. 679-784

LAGONDA, Smith and Hunter, authorized agents. Earliest deliveries 2 and 4-seater £295, saloon £370, including 4-wheel brakes and full equipment. Part exchanges. Payments deferred. 90 and 92 Gt. Portland St., W. Phone, Museum 8136. 679-722

LEA-FRANCIS. Sole agents for Bournemouth and district. Primavesi, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. zzz-7

LEA-FRANCIS, Kinseys of Croydon, main agents. Specialized repairs. Park St., Croydon. Phone 2023. zzz-838

LEA-FRANCIS, 10hp, 2-seater, 3 speeds, £210; 10hp 2-seater, 4-speed gearbox, long wheelbase, front-wheel brakes, £262 10s; 4-seater, £273. 12-22hp 2-seater, long wheelbase, front-wheel brakes, £275; 4-seater, £285.

12-22hp saloon, £366; 12-40hp sports models from £370. Specialists in hire purchase and part exchange.

C. B. Wardman and Co., Ltd., 118 Gt. Portland St., W.1. Telephone, Museum 8720-3. zzz-785

NEW LIGHT CARS AND CYCLECARS

(continued).

LEA-FRANCIS. Burghley sports 4-speed model 2-seater and dickey. The most beautiful sports car on the road. Call or write for pamphlet of this and all models to London and district agents, Wilson Motors, 7 Eccleston St., S.W.1. Victoria 1366. 679-832

LEA-FRANCIS, Caithness and Co., Ltd. are specializing in Lea-Francis cars. Early delivery of all models. 12hp 2-seater in stock for immediate delivery, price £275; exceptional allowance for second-hand cars in part exchange, extended payments from 3 months to 3 years. 65 Gt. Portland St., W.1. Telephone, Langham 2172. 679-445

LEA-FRANCIS agents and stockists. Exchanges and deferred payments arranged anywhere. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 679-651

MORGANS. King and Harper, Bridge St., Cambridge, specialize in this famous runabout. Your old Morgan, motorcycle, taken in exchange; deferred payments. zzz-758

MORGANS. Moss's Agencies for Morgans. Extended payments, part exchanges. Warwick St., Leamington Spa. 727-774

MORGANS. Sole agents for Bournemouth and district, Primavesi, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. zzz-9

MORGAN new improved 1926 models. Illustrated catalogue and list giving specification of 6 models actually in stock ready for immediate delivery free on request. Reduced prices, from £95 to £130; motorcycles part exchange, highest price allowed, balance cash or easy payments; delivery by expert driver to any part Great Britain; free tuition; you cannot do better than purchase from the largest contractors in Great Britain for the new 1926 Morgan models. Colmore Depot, 31 Colmore Row, Birmingham. 679-441

MORGANS, Clark's. All models in stock for immediate delivery; part exchanges or deferred payments. Official agents in West London, 223 Hammersmith Rd., W.6. Phone, Riverside 3327. 679-755

MORGAN, H. P. Edwards and Co., Morgan agents and specialists, offer best delivery any model, deferred payments and exchanges. 175 Gt. Portland St., W.1. Mayfair 6977. 679-745

MORGAN. Purchase your Morgan from the largest agents. Best deliveries and terms. Below.

MORGANS, Maudes' Motor Mart. The largest Morgan agents and distributors. Best models in stock for immediate delivery. Below.

MORGAN Exchanges or deferred payments. Trade supplied. Maudes', 100 Gt. Portland St., London, W.1. Museum 7676. Also at Cardiff, Walsall, Norwich and Exeter. 679-727

PEUGEOT 7. The most economical light car, all-weather 2-seat and dickey, £165; coupe, £185. Deferred terms and exchanges. South Eastern Motors, 81 Page St., S.W.1. 679-698

RENAULT, 8hp. Sole agents for Bournemouth and district, Primavesi, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. zzz-10

RENAULTS. Sole agents Kingston, Surbiton. Part exchanges, deferred payments. Immediate deliveries. Welham's Yellow Garage, Surbiton. Phone, Kingston 1875. 686-1409

RENAULT, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-835

RENAULT, F.O.C.H., Ltd. Immediate delivery. Exchanges, easy payments. 5 Heath St., Hampstead (Tube Station). 679-475

RENAULT. £20 down secures a new Renault. Get our terms. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 679-598

RHODE, Godfrey's, Ltd. sole distributors for the London area, invariably have full range of models in stock for immediate delivery. Call for demonstration or write for catalogue. Deferred payments, exchanges, free tuition. 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-464

RHODE cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Olley Rd., Leeds. 690-527

ROVER, Ratcliffe Bros. Rover 9hp models for immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-990

ROVER. Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-465

ROVER, Jackson's Garage, Guildford (Phone 345), can give immediate delivery 1926 models from stock, including Sports model with dickey. zzz-455

ROVER, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-836

ROVER cars. King and Harper, Bridge St., Cambridge. Agents for this popular make. Exchanges, etc. zzz-760

ROVER Super, 9-20hp, 4-seater, with l.w.b., in stock, £225; all models supplied; exchanges and deferred terms arranged anywhere. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 679-652

ROVER, Boon and Porter, Ltd., For best deliveries. Exchanges and deferred terms. 159-161 Castelnau, Barnes, S.W.13. 679-521

SALMSON. Gordon Watney and Co., Ltd. (London Distributors). All models in stock from £158 and special service after sale. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-662

SALMSONS. Northern distributors, the Salmson specialists, Holgate, Legat and Co., Acclington. 690-915

SALMSON, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-837

SALMSON cars. King and Harper, Bridge St., Cambridge. Agents for this popular car. Cars and motorcycles taken in exchange. zzz-759

SENECHAL, 1926 models, 2-seater sports £240, 3-seater sports £245. Exchanges, Deferred terms. Cars always on view at the showrooms of the sole concessionaires for Great Britain. A.S.C., 166 Gt. Portland St., London, W.1. zzz-97

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.
2s. net. 2s. 3d. post free.

NEW LIGHT CARS AND CYCLECARS

(continued).

SINGER. Eagles and So., authorized agents. Early deliveries of 1926 models, your old car taken in exchange at full value; deferred terms. 275 High St., Acton. Telephone, 556 Chiswick. zzz-913

SINGER. Ratcliffe Bros. Singer 10hp, any model supplied for cash or exchange; write for our payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8603. zzz-989

SINGER cars. The new London showrooms always have on view a complete range of all models. Any make of car taken in exchange. Special deferred-payment arrangements. Write for brochure. Sole London distributors to the trade. H. B. Cook, Ltd., 202 Gt. Portland St., W. Museum 8666. zzz-310

SINGER, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum zzz-838

SINGER. Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Godfrey's, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-466

SINGER 1926 models, immediate delivery. Jackson's Garage, Guildford. Phone 545. Official agents. zzz-456

SINGERS! Singers! Singers! Calithness and Co., Ltd., are specializing in Singers. 1926 models in stock for immediate delivery, front-wheel brakes, improved coachwork and extra equipment, Laurer £225, saloon £280; deferred terms, £50 deposit, balance over 12 or 18 months. Calithness and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 679-446

SINGER F.O.C.H., Ltd. Immediate delivery. Exchanges, easy payments. 5 Heath St., Hampstead (Tubo Station). 679-477

SINGER 1926 models in stock for immediate delivery; highest possible prices allowed for second-hand cars in part payment; deferred terms controlled by ourselves; arrangements made in any part of the country. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 679-653

SINGER 1926 saloon, just arrived in stock, immediate delivery. £280; also 2 and 4-seaters. £225; cash or easiest of payments, exchanges. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 258. 679-451

SINGER. Ernest Grimaldi, Ltd., authorized Singer agents. Immediate delivery of 1926 Singer de luxe 4-seater, £225, or saloon £280. Liberal allowance for your present car in part exchange. Ernest Grimaldi, Ltd., 87-88 Gt. Portland St., W.1. Museum 3951. 679-552

SINGER. £20 down secures a new Singer. Your old car purchased. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 936. 679-600

STANDARD. Moores Presto, Croydon agents Standard cars. Promptest delivery new models, with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-753

STANDARD. The Light Car Co., official agents, can give best deliveries, and will take your old car at full value, balance on easy deferred terms if desired. The Light Car Co., 404, 410-414 Euston Rd., London, N.W.1. zzz-141

STANDARD. Gordon Watney and Co., Ltd. (Authorized Agents). Earliest delivery of all models. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-663

STANDARD light cars. The latest model 11hp Standard light cars may be seen at the Company's London Showrooms, full particulars, price, etc., being obtainable on application to The Standard Motor Co., Ltd., 49 Pall Mall, S.W.1. zzz-996

STANDARD, official agent. Burt, of Trinity Rd., Balham. Deferred terms and exchanges. T.N., Balham 1528. zzz-931

STANDARD. Car Mart, Ltd., are authorized Standard agents and can give immediate delivery of all models. Part exchange and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1, and 297-9 Euston Rd., N.W.1. Phone, Grosvenor 1620. Museum 2000. zzz-815

STANDARD. The Service Co., 273-4 High Holborn, are authorized agents for Standards. Efficient service, easiest deferred terms. Est. 1889. Phone, Holborn 666. zzz-239

STANDARD. Ratcliffe Bros. Standard 11hp 1926 models for early delivery; write for our payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8603. zzz-991

STANDARD. Calithness and Co., Ltd., authorized Standard agents. Immediate delivery from stock of 11hp Piccadilly saloon, painted dark blue, £255; exceptional allowance for second-hand cars in part exchange. Extended payments from 3 months to 3 years. All other Standard models for early delivery. 65 Gt. Portland St., W.1. Telephone, Langham 2172. 679-447

STANDARD agents and stockists, Newham Motor Co., 243-5 Hammersmith Rd., W.6. 679-653

STANDARD. South London, Titton and Hillier, 110 Woodvale, Honor Oak, S.E.25. Official agents. Free driving tuition, etc. Exchanges, deferred terms. zzz-699

STANDARD. Boon and Porter, Ltd. For earliest deliveries of the new 1926 12hp models. Liberal exchange and deferred terms. Within 5 minutes of Olympia. 159-161 Castlemau, Barnes, S.W.15. 679-320

SWIFT. Moores Presto, Croydon Agents Swift cars, promptest delivery new models, with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-752

SWIFT light cars. Get in touch with Sam. E. Clapham, 27 Stockwell St., Greenwich, S.E.10. zzz-862

SWIFT. Purchase your Swift from the local agent and service station. Early delivery of all models. Exchange and deferred terms. The Nightingale Garage and Engineering Co., Ltd., Western Lane, Nightingale Lane, Balham, S.W.12. Phone, Latchmere 4594. Trade enquiries invited. 679-460

SWIFT, 1925, brand new, 10hp saloons. 1926 bodies, balloon tyres, full makers' guarantee. Net £285, our price £240; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Chestham Hill 102. 679-505

SWIFT F.O.C.H., Ltd. Immediate delivery. Exchanges, easy payments. 5 Heath St., Hampstead (Tubo Station). 679-476

NEW LIGHT CARS AND CYCLECARS

(continued).

SWIFT. In stock, 10hp 1926 2 and 4-seaters, f.w.b., £255; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Doansgate, Manchester. 679-481

SWIFT, 1926 models, for immediate delivery; exchanges and deferred terms arranged anywhere. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 679-654

TALBOT cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 690-523

WOLSELEY, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum zzz-839 7741.

WOLSELEY cars. Moores Presto, Croydon agents. Promptest delivery new models, with efficient service to follow. Large stock second-hand cars to select from; deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-501

WOLSELEY, 11-22hp, de luxe, latest model, 4-seater, 4 doors, £235; in stock. Kingsway Motor Co., 69 Gt. Queen St., Kingsway, W.C.2. Phone, Holborn 5972. 679-783

WOLSELEY agents, the Newham Motor Co., 243-5 Hammersmith Rd., W.6. 679-656

MISCELLANEOUS LIGHTCARS AND CYCLECARS

I BUY motorcars for cash.

I SELL motorcars for cash or easy payments.

I EXCHANGE motorcars.

DROP me a line or call; we can do business. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Telephone, Kensington 3698 zzz-111

HUDSON, 1919, sports, splendid condition, recently painted and overhauled, as new, bargain, £90. Rover, 1914, comfortable 5-seater body, complete with accessories. £35. Tel., Museum 3714. 679-372

F.O.D.H., LTD. for new and reliable second-hand cars; exchanges and deferred payments. 5 Heath St., Hampstead (Tubo Station). Weekdays, 9 till 8.30; Sundays till 2.30. Phone, Hampstead 3752. 679-482

D. M. K. MAREDAZ, LTD., have 11.9, taxed, 2-seater, lighting, starting, £45. 1 and 3 Brixton Rd., S.W.9. 679-e441

£30. LECOY 2-seater, 9hp Bircroft, wire wheels, brand-new Dunlop cord all round, painted red, a fast and sporting cyclecar. South Ealing Garage, 2 mins. South Ealing Dist. Station. Ealing 2983. 679-637

USED guaranteed cars save depreciation. Write for list. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 679-678

MISCELLANEOUS NEW CARS.

BATCHELOR AND CO., 155 London Rd., Kingston, for 1926 cars. Agents for Singer, A.C., Rovers, Citroens, Clyno, Jowett cars; can supply any make easiest of easy terms. Let us quote you for cash, exchanges or deferred before fixing up. Batchelor's, 135 London Rd., Kingston-on-Thames. Phone 2966. zzz-904

WANTED—Cars.

H. F. EDWARDS AND CO., 175 Gt. Portland St., W.1, offer immediate cash and absolutely best market price for any modern light car, especially Austin 7, Citroen, Morgan, Rover 9 and Clyno; distance no object. Call, write, wire or phone. Mayfair 6977 zzz-958

K

I

R

K AND CO., large buyers of modern light cars. Phone, Paddington 6049. 22 Praed St., Paddington. zzz-63

AUSTINS wanted, spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 679-485

WANTED immediately, good second-hand light cars of well-known makes. Standards, A.C.s, Rovers, etc., 2 or 4-seater open cars; large or small. We buy for cash or make good allowance in part exchange for any make of car no waiting for your money, cash on first inspection. Representative sent to any part of the country. Send fullest particulars; immediate action taken. Write, phone or wire the second-hand car specialists, Chambers and Bright, Ltd., 115 Gt. Portland St., W.1. Langham 2072. zzz-695

CASH on sight for cars, light cars and cyclecars, any make, age or condition. Write, phone or call, Short and Glass, Ltd. 485-493 Upper Richmond Rd., East Sheen, S.W.14. Phone, Richmond 2362 and 2363 zzz-749

WANTED, Morgans and Rover Eights. Best prices. Maudes', 100 Gt. Portland St., London. zzz-621

ARCHIE SIMONS AND CO. have private purchasers waiting for your car, therefore we are cash buyers for any amount and any make. Write, phone or call. 6-7 Warren St., W.1. Museum 2578-9. zzz-554

LIGHT cars of post-war date urgently wanted; best cash prices given. Service Co., 273 High Holborn, London. zzz-325

G.N.s wanted, spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 679-486

GWYNNE 8 cars wanted for cash or in part exchange for new cars of any make. Chinery, 1 Hammersmith Rd., Kensington. Phone, Western 4140. zzz-458

AUSTIN wanted, 7hp, 1925, state lowest price for cash. Fryer, Dove Walk, Uxtoneter. 693-452

CASH for Morgans, Jowetts, or exchanged for new. Olympia Garage, Wakefield. Phone 735. 682-657

WANTED, small full 4-seater, Ariel 10, Baylis-Thomas, or similar, not earlier than 1924, must stand expert examination and bodywork in good condition; state full particulars and lowest price for cash. Edwards, 50 High St., King's Heath, Birmingham. 679-492

2-SEATER. Please state full particulars; no dealers. Write, 31 Langdon Rd., N.19. 679-6394

WANTED, 2-seater (or small 4), any modern popular make. Box No. 3140, c/o "The Light Car and Cyclecar." 679-e395

"HOW TO DRIVE A CAR." Ninth Edition. The niceties of control. 2s. 6d. net. 2s. 9d. post free.

WANTED—Cars (continued).

WANTED, light 2-seater or Morgan. Taylor, 2 Victoria Rd., Waltham-stow, London. 679-422

MORGANS wanted, spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 679-487

WANTED, A.B.C. Rover 8, Morgan, Austin 7, Citroen 7, or similar for spot cash; also motorcycles, any make, top price given. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Phone, Museum 5391. 679-541

F.O.C.H., LTD., pay highest prices on sight; exchanges arranged. 5 Heath St., Hampstead (Tubo Station). 679-479

H. BEASLEY, LATE REY (Established 1900). Cash on sight for your present car, or taken in part payment for Austin, Citroen, Clyno, Lea-Francis, Renault, Rover, Rhode, Singer, Standard, Wolseley, Swift, etc. 374 Euston Rd. Museum 7600. 679-461

CASS'S MOTOR MART, LTD. (Established 1911), will purchase for cash 7hp Austins, 7hp Citroen 3-seaters, 10-15hp Fiats, 10hp Singers, 11.4hp Standards, 10-25hp Talbots and 10hp Wolseley. Distance no object. Send chassis number and fullest particulars. Above models taken in part exchange for any new car. 5 Warren St., W.1 (Museum 625); 243 Brompton Rd., S.W.5. Sloane 2344. 679-462

100 LIGHT cars wanted for cash or weekly auction sale. Palmer's Garage, Tooting. 679-781

ROWLAND SMITH will pay cash on sight for Austins, Clynos, Rovers, Singers, Calcoite, Talbots, Citroens, A.C.s, Standards, A.B.C.s, Salmisons, G.N.s, Hillmans, Morgans, or any other modern cars. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 679-488

CARDENS, Bleriot's, Tamplins, G.N.s and similar makes of light cars; top prices given; get our offer before disposing elsewhere. Teddington Garage, 160 High St., Teddington. Kingston 2562. 679-445

PICKWORTH AND HULL buy for cash 1925 models of the following makes: Austin, Standard, Rover 9, Talbot, Singer, Wolseley. 107 Gt. Portland St., W.1. Langham 1998. 679-621

D. M. K. MARENDAZ, LTD., will purchase modern cars needing repair. 1 and 3 Brixton Rd., S.W.9. 679-439

WE are cash buyers of modern cars. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 679-489

WANTED at once late 1924 or 1925 Austin 7. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 679-622

WE will buy your old car now for cash and supply a new one when required. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 679-659

WANTED, Austin Occasional Four, 1925 model. State particulars and price to Adams, Elmfield, Oxon, Netts. 679-675

THE LIGHT CAR CO. give best prices for second-hand cars of any make. 404, 410-414 Euston Rd., London, N.W. Phone, Museum 3081. 679-675

WANTED, small 2 or 4-seater, must be good condition, cheap for cash. 33 Spenser St., Victoria St., S.W.1. 679-692

SPORTS A.C., Sports Hillman, Sports Riley, Sports Alvis and other modern sports cars wanted; spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 679-490

CARS FOR HIRE.

DRIVE yourself. Two and 4-seaters, by the week or month reasonable terms. Chambers and Bright, Ltd., 113 Gt. Portland St., W.1. zzz-594

YOU drive. We hire. Any car. Anywhere. The Light Car Co., 404, 410 to 414 Euston Rd., London. zzz-855

2 and 4-SEATERS, 1924 and 1925 cars, for hire, unlimited mileage. The Garage, 12 Cornwall Terrace Mews, Allison Pl., N.W.1. Baker St. Station. Phone, Langham 2983. 679-786

CARAVAN TRAILERS.

EGGLES motor trailer caravans and luggage trailers for all purposes. Write for catalogue. The Holiday Caravan Co., Ltd., Oxford. zzz-464

BATTERIES.

LIGHTING, starting and wireless batteries, new, guaranteed, at bargain prices. Best and cheapest house. Smyth, Ltd., 53 Museum St., W.C.1. 679-x891

BODIES.

ARMSTRONG'S patented conversions, tourers converted to smart saloons. Austin 7's and similar, from £30. Renovations, alterations, repainting, low prices. Armstrong, 4 Leysfield Rd., Shepherd's Bush, London. Phone, Riverside 1577. 679-984

BUMPERS.

BUMPERS for light cars from 32s. 6d. You need them nowadays. British Bumper Co., 114a Blackstock Rd., N.4. North 2637. 679-e314

CARBURETTERS.

COX-ATMOS, model B, suit 11hp car, with book of instructions, £3 10s. Lugg, 50 Onslow Rd., Plymouth. 679-e408

ZENITH, Solex and Claudel-Hobson carburetters, new, latest models, at lowest prices, on a month's trial and exceptional allowance for old carburetter; second-hand Zeniths and others at low prices. Smyth, Ltd., 53 Museum St., W.C.1. 679-x890

CHASSIS FRAMES.

LIGHT car chassis frame, with wheels, axles and springs, splendid condition. Fred. Lloyd (Motors), Ltd., Nun's Corner, Grimsby. 679-e356

CONSULTING ENGINEERS.

HUGH P. McCONNELL, The established light car expert. Unbiased expert advice on new and second-hand cars; part exchanges or hire purchase negotiated; experienced expert witness licensed valuer. 199 Piccadilly, London. zzz-192

HARRODS advise on the purchase of any make of new or second-hand car. Experts sent any distance to examine and report for a small fee. Special information given on cars for export. See advertisement under "Extended payments." Knightsbridge, S.W. Phone, Sloane 1254. zzz-751

DYNAMOS.

DYNAMOS, new Rotax, 12 volts, for cars and motorcycles, £2 15s. each. 33 Flask Walk, Hampstead (back of Hampstead Tubo Station). zzz-78

ENGINES.

DORMAN KNO4, all parts, less crankcase, new cylinder head, flywheel (starter), Fellows magnet, Eliborn, Middle St., Southsea. 679-401

10.5 CALTHORPE 4-cylinder w.c. engine, complete flywheel, less clutch. Fred. Lloyd (Motors), Ltd., Nun's Corner, Grimsby. 679-c358

BRITISH ANZANI, 11.8, 4-cylinder. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 2539. 679-e471

EXCHANGES.

EXCHANGES. To motor owners. Before going elsewhere, consult us to exchange of your old car for your new model. Deferred terms arranged to suit your own requirements. Your second-hand car taken as deposit. Any model, new or second-hand, supplied. Agents for all leading makes. The Ormond Motor Co., York St., Jermyn St., Piccadilly, S.W.1. Regent 4164. zzz-978

YOUR present motorcycle or light car taken in exchange for any make of new car, balance payable in cash or in 18 monthly instalments. Top market prices given, distance no object. May we have particulars of the car you have for disposal? Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. zzz-984

AUTO-AUCTIONS, LTD., are prepared to take any make of car or motorcycle in part exchange for either a new or second-hand car. Horseferry Rd. (Embankment end), Westminster, S.W.1. Phone, Victoria 5220. zzz-207

HALIFAX. A.C. Austin, Jowett, Lagonda and Singer, latest models; Morgans and motorcycles wanted in exchange. Halifax Motor Exchange, Horton St., Halifax. zzz-502

MANCHESTER. We will allow you top price for your present car or motorcycle in part payment for any new or second-hand car. Blackley Motor Co., Rochdale Rd., Blackley. Phone, Checham Hill 102. zzz-209

CAR MART, LTD. Never decide on accepting a price for your old car before seeing London's largest car dealers first, who always have a representative stock of new and second-hand cars. Balance on deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1. and 297-9 Euston Rd., N.W.1. Phone, Grosvenor 1620. Museum 2000. zzz-817

LONDON AUTO SALES CO. will exchange your car for any make; you choose, we supply. Pembroke Works, Pembroke St., King's Cross, North 2716. zzz-984

BEECHINGS, of Farnborough for exchanges. Let us quote you. We specialize in exchanges. Cars or motorcycles. Beechings, Ltd., Farnborough, Hants. Phone, South Farnborough 79. zzz-436

BAMPERS, of Southport

EXCHANGES. Distance no object.

YOU will do better at Bampers. New models of the Rover, Jowett, Standard and Wolseley for immediate delivery. Any make supplied. Get Bampers price for your present motorcycle or car in part exchange. 2 Eastbank St., Southport. Phone 607. zzz-481

HARRY WRIGHT can give you better allowance for your car in exchange for another. Call, write or phone. Give your wants to me for personal attention. Easy hire-purchase. Harry Wright, 163 Gt. Portland St., London, W. Phone, Langham 3050. zzz-211

MANCHESTER. Exchange your present car for a new car, or a guaranteed used car. In stock, 1924 Singer, 1924 Standard, 1923 Austin 7, 1924 Rhode, all 4-seaters, 1923 Bhp Derby, 1921 Rover Bhp, 1923 Crouch; many others; from £50 to £135; deferred arranged. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. Phone, 3338 Central. zzz-760

DO you? Do you want to buy a new or second-hand car or motorcycle? Do you want to sell your present car or motorcycle? Do you want to exchange your present car or motorcycle? If so, call, write, phone or wire to—The Aldershot Motor Mart, state your wants, and they will do the rest. Terms to suit yourself. Distance no object. Collection and delivery free to any part of the United Kingdom. We can supply any vehicle from a Rolls-Royce to a scooter. We pay cash on sight for second-hand vehicles. The Aldershot Motor Mart, Ltd., High St., Aldershot (opposite Police Station). Phone, 522 Aldershot. 679-780

PIANOS, cars and motorcycles taken in exchange for new and second-hand cars; deferred payments. Seabridge, 35 Hansler Rd., East Dulwich. Hours 9-6; no Sunday business. Phone, Sydenham 2452. 679-612

F.O.C.H., LTD. Exchange specialists. Highest prices allowed; easy terms. Call, Heath St., Hampstead (Tubo Station). 679-480

H. BEASLEY, LATE REY (Established 1900). Any make of car taken in part payment; cash or extended terms for Austin, Clyno, Citroen, Lea-Francis, Renault, Rover, Rhode, Singer, Standard, Swift, Wolseley, etc. 374 Euston Rd. Museum 7600. 679-460

CAITHNESS AND CO., LTD. Best price allowed for your present car in part payment for a new one. Exceptionally high prices allowed for second-hand A.C.s. If you are contemplating buying a new car, send us your requirements; our proposition is sure to interest you. 65 Gt. Portland St., W. Telephone, Langham 2172. 679-448

ROWLAND SMITH will make you a liberal allowance for your present car or motorcycle in exchange for any make of new or second-hand car. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 679-491

1923 B.S.A. 4 1/2hp. sidecar; 1919 Rover 5-6hp combination; want light car or Morgan. Alderton, Reigate, Surrey. Phone 154. zzz-455

LIVERPOOL. We exchange anything. Highest allowance off any make. Get our terms. Nash's Motors, 31 Islington. zzz-468

"THE MOTOR ELECTRICAL MANUAL." Re-written and containing over 100 new illustrations. 2s. 6d. net 2s. 9d. post free.

EXCHANGES (continued).

EXCHANGE modern estuary launch, 24 ft., pare B.O.T., or convert small cruiser, all mahogany, practically new paraffin engine, for light car. Box No. 3141, c.o. "The Light Car and Cyclecar." 679-6433

"CARS OF REPUTE" tells you how to exchange your car on the most advantageous terms. May we send you a copy free? Newnham Motor Co., 243-5 Hammersmith Rd., W.6. 679-658

EXCHANGES in any part of the country are best arranged with the Newnham Motor Co. Simply send written description of your old car and the new model required, when a definite proposition will be made by post to include free delivery and collection to any part of the country. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. 679-657

CHUMMY Rhode level for Morgan. See Rhode column. 679-459

JOWETTS for Morgan. See Maynard's advertisement in Jowett classified. 679-460

YOU want an exchange? We will arrange it advantageously for you on any car. "The Light Car Co., 404, 410 to 414 Euston Rd., London. 679-676

EXCHANGE 1926 Austin Seven, chummy, Citroen Seven, Clyno, all models, suzer, all models, for odd cars and/or motorcycles, balances deferred; good second-hand stock, list on request. Newnham's Showrooms, Heath Rd., Twickenham. Phone, Richmond 3293. 679-710

NEW cars for old, balance by deferred if desired. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 679-492

EXTENDED PAYMENTS.

G. W. and Co., Ltd.

GORDON WATNEY AND CO., LTD., can supply any make of car on easy terms to suit customers. No guarantors. Cars and motorcycles taken in part exchange. If value of present car exceeds one-fourth deposit, we give you balance in cash. 31 Brook St., W.1. Phone, Mayfair 2966. zzz-571

THE SERVICE CO. The house of highest repute for extended payments; established over 50 years; no outside finance; easiest of terms to your convenience; new, second-hand, exchange; state requirements. 273 High Holborn, London. zzz-666

ALWAYS at your service. We offer all types of motor vehicles on extended payment terms. Our new booklet, "Buying a Car," gives useful information respecting cars and terms; post free. Wm. Whitley, Ltd., Queen's Rd., W.2. zzz-984

LAMB'S, LTD., of Walthamstow, Wood Green and opposite Gt. Portland St. Station, are the originators of the "Option of a special rebate" system on deferred payments. There is usually £10,000 worth of stock to select from. zzz-796

BENMOTORS, Iligh St., Wandsworth, S.W.18.

TERMS from one-tenth down on any second-hand car, payments up to 18 months. Get our lists and terms of some 60 odd small second-hand cars under £100 on the above terms, they will interest you; immediate delivery of any new car, all the well-known makes; your present car or motorcycle as deposit, balance to suit yourself; definite allowance for return on receipt of full particulars; delivery and collection anywhere. Benmotors, 30-32 High St., Wandsworth, S.W.18, Battersea 1509. zzz-739

WILL you motor "When Your Ship Comes Home, or Now?" Read, learn and digest this publication. Any dealer or agent will do the rest for you. Apply National Sales Corporation, Ltd., 155-157 Gt. Portland St., London, W.1. 95-98 Exchange Buildings, Birmingham. 682-53

DEALERS and agents should read "It's Not the Month, It's the Money, Mister." Free copies from National Sales Corporation, Ltd., 155-157 Gt. Portland St., London, W.1. 95-98 Exchange Buildings, Birmingham. 682-53

HARRODS terms for deferred payments are the lowest. For new cars one-fifth of the purchase price down; for second-hand cars one-third, plus 2½ per cent. only. The balance in 12 equal monthly payments. Should you wish to purchase a car from someone unable to offer you extended payments, Harrods will purchase such car and resell to you for a small profit on the above terms. Any make of new car supplied. Knightsbridge, S.W.1. Sloane 1234. zzz-752

WARNING. Do not buy that car until you have obtained a free copy of our booklet, "How to Choose a Motorcar." It contains particulars of the best deferred terms yet introduced. Write now to Henlys, of Gt. Portland St., W.1. 679-789

CAITHNESS AND CO., LTD., for deferred terms. Transactions carried through expeditiously and in the strictest privacy. Cars can be delivered same day if required. Moderate charges. Deposits from £50; agreement for new cars of £350 value can be spread over 3 years if required. Any make of car supplied; part exchange arranged. 65 Gt. Portland St., W.1. Tel., Langham 2172. 679-449

F.O.C.H., LTD., supply any make, new or second-hand. Easy terms; exchanges. 5 Heath St., Hampstead (Tube Station). 679-481

ALLEN-BENNETT'S specialize in extended payments and offer you advantages not generally obtainable. Allen-Bennett's unique system exactly meets your individual needs, gives you the fairest possible terms, and makes provision for emergencies. Payments can be spread over 18 months. You need not fear "the unexpected" in dealing with Allen-Bennett's. Your present car (or motorcycle) in part exchange. Allen-Bennett's Motor Co., Ltd., 9, 10, 11 Royal Parade, West Croydon. Croydon 2450.

THE LIGHT CAR CO. gives the best terms and takes your old car as deposit. 404, 410-414 Euston Rd., London, N.W. Phone, Museum 3081. 679-677

UNIQUE credit system. Absolute privacy guaranteed; no references or bills required; car selected delivered same day; accommodation charge from 2½ per cent. with £50 down. Any make supplied; exchanges arranged with balance on credit. Write or call at our showrooms for deferred payment brochure. H. B. Cook, Ltd., 202 Gt. Portland St., W.1. Museum 8666-7. zzz-311

GARAGES.

CHARING CROSS GARAGE, Villiers St., Strand. Capacity 150 cars. Always open. Running repairs, accessories, etc. Lock-ups to order. Gerrard 1489. zzz-59

BARNBURY PARK GARAGE, LTD., 114 Offord Rd., Islington. Capacity 150 cars. Always open. North 3833. 679-464

"PROFILE ROAD BOOK." A guide to the main roads and gradients throughout England and Wales. 2s. net. 2s. 1/2d. post free.

HOODS AND SCREENS.

LOCKWOODS. Hoods re-covered from 45s. in 12 hours. Best workmanship and materials. All-weather curtains, envelopes, loose covers, re-upholstering and painting. 136 Highgate Rd., Kentish Town, N.W.6. Phone, Mountview 3679. zzz-874

HOODS re-covered in few hours. Call or write, Beasley, 2a Drayton Rd., W. Ealing. 680-824

ALL-WEATHER equipment. Hoods, side screens. Hood re-covers. Covers ready to tack on. Screens re-coloured. Repairs. Grafton Co., Sycamore Grove, New Malden, S.W. Phone, Malden 161. zzz-803

TODD AND CO. Hoods and side shields repaired and re-covered. Hood covers made from pattern, ready to tack on. Materials supplied. Duncan St., Islington. Phone, Clerkenwell 9049. 688-830

TWO-SEATER re-covers, £2; pair of rigid side screens and back curtains, 50s.; celluloid replacements and repairs. Materials supplied. Henry Jones, 778 High Rd., Tottenham, London. zzz-80

INSURANCE.

THE "OPEN ROAD" Motor Insurance Policy is the only one you must not overlook. Light cars are insured on specially favourable terms. Apply to the Army, Navy and General Assurance Association, Ltd., 217 Piccadilly, W.1. Telephone, Regent 716. zzz-51

LOWEST premiums with fullest cover. Lloyds and best companies. Consult Nicholson's, Insurance Brokers, 3 Lombard Court, E.C.3. 690-184

AUSTIN, Citroen, Jowett, Morgan, Rover, £6; comprehensive policies; others at advantageous rates; quarterly premiums arranged. Ernest Baze, Insurance Broker, 40 Chancery Lane, W.C.2. Holborn 328. zzz-408

11.9hp OWNER-DRIVEN; comprehensive policy, £6 18s. 8d., covering legal liability, passengers. Rovers from £5 5s. 4d. Norton. Motor Specialist, Portobello, Midlothian. 686-8949

"PREMIER" is the motorist's best insurance policy; reasonable rates, prompt service. Premier Motor Policies, Ltd., Giebs House, Sherborne Lane, King William St., E.C.4. 694-w144

TAKE out a policy. Low premiums, instalments if required. Insurance of all kinds effected with Lloyd's tariff or non-tariff companies. Parker (est. 1865), 39 Lombard St., London, E.C.3. Tel., Royal 4310. zzz-166

LUGGAGE GRIDS.

LUGGAGE GRIDS, to suit 11.4 Standards, fitted in 10 minutes, £2 each. Membery, Reliance Motor Works, Young's Corner, Hammersmith. zzz-53

WE supply grids specially designed for practically any make of car. Easily fitted, no chassis drilling, well finished black enamel.

AUSTIN 7, Citroen, Wolseley 10, Jowett, and other small cars, 20s. Dalton Mfg. Co., 89 Bradford St., Birmingham. 681-c690

MAGNETOS AND MAGNETO REPAIRERS.

MAGNETO, dynamo and all electrical repairs. Lowest prices in the trade. Quick service. Twelve months' guarantee. Highest-class workmanship. Dynomag Engineering Co., 127 Wilslow Rd., Withington, Manchester. 679-207

SOUTH WALES MAGNETO REPAIRING CO., the most efficiently equipped repairers of magnetos in Wales. Your repairs are handled by Bosch skilled mechanics. Phone 5720. Late W. M. Holbeck and Co., 4 Wyndham Crescent, Cardiff. 687-b695

ASSOCIATED MAGNETO UNITS IF it's repairs to magnetos and dynamos, go to Associated Motor Units for skilled workmanship and prompt delivery. All repairs guaranteed 12 months. Only address, 5 Howland St., Tottenham Court Rd., W.1. Phone, Museum 5180. "Grams," Assomotuni, Wesdo, London. zzz-930

MISCELLANEOUS.

RECONDITIONED speedometers, with complete fittings, 30s.; trip models, 40s., guaranteed, approval; exchange; replacements. Robins. Speedometer Expert, 57 Latchmere Rd., Battersea. zzz-764

LIGHT car wings. Thomas Hill's Motor Fittings Co., Ltd. Temple St. Wolverhampton. 688-839

EXCEPTIONAL bargains in lamps, generators, dynamos, switchboards, speedometers, clocks, mirrors, mascots, horns, jacks, etc.; all goods on approval. Smyth, Ltd., 53 Museum St., W.C.1. 679-1892

BODYBUILDING requisites. Write for list of aluminium sheeting, moulding and matting; plywood, leather cloth, hood twill, celluloid, etc. Derrington.

FLEXIBLE metallic tubing, bends easily, internal diameter 1 in. 2s., 1½ in. 2s. 2d., 1¼ in. 2s. 4d., 1½ in. 2s. 8d., 1½ in. 3s. per ft.; postage 9d. Exhaust pipes, silencers, Brooklands fish-tails and silencers, induction pipes, etc., from the actual manufacturer, V. W. Derrington, Grafton Rd., New Malden, Surrey. 679-499

RILEY tricar chassis wheels, wings, body, radiator, hood, side screens, Triplex windscreen, f.w.b., 3-speed and reverse, tank, bonnet, 1922 w.c. 1,100 c.c. M.A.G., clutch, transmission incomplete; offers. 86 Meadvale Rd., East Croydon. 679-e436

"THE MOTOR." The National Motor Journal presents everything of practical value or interest to the motorist. Its contributors include the best authorities on motoring subjects and the finest illustrators. Many remarkable bargains in larger cars are to be found in the sale section of "The Motor" Published every Tuesday. Price 4d. Write for a specimen copy to Temple Press Ltd., 7-15, Rosebery Avenue, E.C.1.

MISCELLANEOUS (continued).

DUNLOP tyre pressure gauges, 2s.; Bosch contact screws, 2s.; rear screws, 30s.; flameless radiator lamps, 5s.; spotlights, 12s.; dynamos, 6v., 35s.; switchboards, 5s.

LAMPS Electric side, 8s. 6d.; wing, 12s.; rear, 6s.; wing head, 21s.; 8-in. head, 27s. 6d.; bulbs, 1s.; festoon, 1s.; Lucas dash, 6s. 6d.; magnetic inspection, 5s.

JAEGAR flush clocks, 20s.; starter batteries, 6v. 85s., 35s.; magnetos, 4-cylinder, 17s. 6d.; Claudel, 10hp carburetters, 20s.; washing hose, 30 ft., 12s. 6d. Postages. Bridge Garage, Hinton Rd., S.E.24. 679-e426

SOLID back axle, wire wheels, belt rims, £1; front axle wheels, 25s.; countershaft, 2 adjustable pulleys, chain sprocket, 35s. 66 Durnsford Rd., Wimbledon. 679-e390

SWIFTS 1925 hand-throttle controls, easily fitted, 30s.; reverse safety stops, 5s. 6d. Mabon Works, Woodside Gardens, Bruce Grove, Tottenham, N.17. 632-e392

AUSTIN 7 owners. 12-in. polished aluminium one-piece stempats, non-slip tread, foot scraper and valance protector, 12s. 6d. a pair.

DITTO, less foot scraper, 10s. a pair; post free; screws included. Trade supplied. Martin, 90 Brunswick St., Hackney Rd., London. 679-e418

MORGAN jacks, all wheels, hundreds sold, 5s. 6d., post. Henry Stephens, Stonehouse, Gloucestershire. 679-e354

WHEN winter comes. Don't scrap your old battery, just charge with Weg and regenerate. Garbutt's Products Ltd., Longhope, Glos. 684-e155

D. M. K. MARENOAZ, LTD., can equip your car with front-wheel brakes. No cables or hydraulics. 1 and 3 Brixton Rd., S.W.9. 679-e440

MOTOR CLOTHING.

BANKRUPT stock. 200 best chrome leather motor coats, half price, unusual opportunity. State size, requirements; approval against cash. Bleach, Marmion Rd., Southsea. 680-765

NUMBER PLATES.

ALUMINIUM number plates, best quality, raised embossed numbers, 10s. pair, post free. Freeman, Oakes and Co., Ltd., Devonshire St., Sheffield. zzz-341

NUMBER plates, solid aluminium (not pressed), raised figures and beading, polished, 8s. per plate, prompt delivery; terms to the trade. Bale, 44 Howland St., Tottenham Court Rd., W.1. 'Phone, Museum 6731. 690-96

QUICK delivery number plates (ready in one hour); raised polished aluminium figures on black beadless background, 10s. 6d. pair; terms to the trade. Bale, 44 Howland St., Tottenham Court Rd., W.1. 'Phone, Museum 6731. 690-97

PATENTS.

PATENTS. Trade marks. Inventors advice. Handbook and cons. free. B. T. King, Regd. Patent Agent, 146a Queen Victoria St., London. E.C. 4. 39 years' references. zzz-305

PATENT AGENTS.

A. P. THURSTON, D.Sc., M.I.A.E., F.R.Ac.S., 329 High Holborn, W.C.1. Patents, trade marks, designs. zzz-97

J. E. S. LOCKWOOD, 3 New St., Birmingham. 'Phone, 5681C. Patents guide free. 690-d689

RADIATORS.

JOHN LANCASTER AND CO., 151 Wardour St., W.1. Radiator repair specialists, also lamps and electro-plating. Regent 6178. zzz-240

REPAIRERS.

SCORED cylinders. Scores in cylinder bores repaired by genuine Lawrence process to fit existing pistons and returned in 2 days. Repairs are permanent and guaranteed. Laystall, Ewer St., Southwark, London, S.E.1. zzz-564

BRIDGE. "Glues" Garage, Staines. Electrical specialists; accommodation for over 40 cars. Central heating. Repairs of all descriptions. zzz-674

MAUDES' MOTOR MART for repairs and overhauls. Estimates free. Insurance work a speciality. 100 Gt. Portland St., London; Paris St., Exeter; Walsall Garage, Walsall; and Norwich Garage, Norwich. zzz-620

THE HEADINGLEY MOTOR AND ENGINEERING CO., LTD. All repairs with a 3 months' guaranteed. Special attention to owner-drivers. Accumulator charging. Comprehensive stock of spares. 'Phone, Headingley 480. Wire, "Trubie, Leeds." 8 Otley Rd., Leeds. zzz-323

SCORED cylinders repaired by New Welding patent process, guarantee the life of the engine. 26 Rosebery Avenue, E.C.1. 'Phone, Clerkenwell 6776. zzz-951

HILLMAN cars. Official repairers, London district, J. C. Brodie, Ltd., 94a Cherne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 704-g326

SCORED cylinders. Scores in cylinder bores (air-cooled or water-cooled) can be filled in by Barimar metallurgical (patented) process to fit existing pistons and returned in 2 days under money-back guarantee at low cost. Barimar, Ltd., 14-18 Lamb's Conduit St., London, W.C.1. 728-128

G.N. specialists. Repairs; spares of every description in stock; largest service agency in Midlands. The Redditch Garages, Ltd., Redditch. 'Phone 117. zzz-98

REPAIRS! Repairs! W.K.B. Motors, Ltd., are specialists in repairs and overhauls. Modern plant, labour-saving appliances and skilled mechanics. Estimates free. Note address: 14 Eden St., Hampstead Rd., N.W.1 (opposite tram terminus). 'Phone, Museum 1628. 690-d815

REPAIRERS (continued).

D. M. K. MARENOAZ, LTD. When others have failed, bring it to 1 and 3 Brixton Rd., S.W.9. 679-e442

GRAY AND LEVIN'S REPAIR WORKS, Larch Rd., Balham, can undertake all kinds of car- and coachwork renovations. 'Phone, Streatham 2417 679-a498

J. THOMPSON'S Austin Seven Service, late foreman 7hp Austin car department, undertakes all repairs. Personal attention and civility. Inquiries to 15 Friern Park, N. Finchley, N.12. 691-e389

TUITION.

BRITISH SCHOOL OF MOTORING, LTD. The Training Institute for the Motor Industry. Largest and best-equipped School in England. Special facilities for car-owners and ladies. Driving tuition on fleet of 1924 and 1925 cars. Greatest variety of cars for teaching, which enables the pupil to drive any car on completion of tuition. Unlimited courses until proficient and satisfied, one inclusive fee. No extra charges. Best possible training obtainable in England. Day and evening tuition. Special course for light-car owners to learn in the shortest possible time. Individual tuition, mechanism and driving, £3 13s. 6d. Training for Royal Automobile Club Certificate. Call or send postcard for full particulars, the Secretary, British School of Motoring, Ltd., 5 Coventry St., Piccadilly Circus, W.1. zzz-96

TELEPHONE MOTORS, LTD., will teach you to drive, and instruct you on running repairs. Latest type cars used. Times arranged to suit each customer. Terms from 15 Allsop Place, Baker St. Station. 'Phone, 1307 Langham. zzz100

R.A.S.

MOTOR TUITION FREE

from all unnecessary mechanical routine. Learn to run your car under all road conditions. B.A.S. modern system of tuition is the best and cheapest. Call or write for free booklet. Head Office, British Automobile Schools, Ltd., Gloucester House, 19 Charing Cross Rd., W.C.2. 'Phone, Regent 6936. zzz-905

THE MOTOR TRAINING INSTITUTE, established in 1907, has trained over 25,000 motorists. On the list of schools officially appointed by the Royal Automobile Club. Private instruction in driving, maintenance and mechanism on the latest model 1925 cars. Inspection invited. Prospectus free. 12 Heddon St., Regent St., W.1. Gerrard 7527. zzz-489

CENTRAL MOTOR INSTITUTE, LTD., established four years ago by disabled officers, is now the leading school in London. Sound and courteous instruction makes learning a real pleasure. School open 9 a.m. to 9 p.m., for classes and private lessons. Apply for latest prospectus, 112a-118a Finchley Rd., N.W.3 (Finchley Road Station, Metropolitan Railway). 'Phone, Hampstead 1014 and 1015. 706-h808

CROYDON. Lowest fees for thorough training in driving, mechanism and repairs. Special features, efficiency and economy. Private lessons for owner-drivers. Day and evening instruction. Agents for all cars. Unlimited instruction to purchasers of cars through our agency including 6 months' service free of charge. Payment out of income if desired. Prospectus free. South-Western School of Motoring, 231 London Rd., West Croydon. 'Phone Thornton Heath 1154. zzz-950

TYRES AND TUBES.

MASONS. Really good New Tyres at lowest prices available. We guarantee every tyre; approval against remittance, carriage paid.

MASONS. New Michelin Cable Cords, factory soiled, we guarantee 8,000 miles (recent deliveries); 700 by 80, 57s. 6d.; 28 by 3, 58s. 6d.; 710 by 90, 67s. 6d.; 760 by 90, 75s.; 715 by 115 (balloon), 70s.; 750 by 130 (balloon), 78s.

MASONS. Dunlop stockists. 31 by 4.40 Dunlop Cord Balloons (for 30 by 3 1/2 b.e. rim), Perfect, Makers' Guarantee, 65s.; 27 by 4.40 D. Cord Reinforced Balloons (Morris, etc.), New, soiled, 55s.; 28 by 4.95 ditto, 70s.; 29 by 4.40 ditto, 60s.

MASONS. New Pirelli Racing (Standard pattern) Cords, in makers' wrappings, soiled. We guarantee minimum 7,000 miles; 700 by 80, 52s. 6d.; 710 by 90, 55s. 6d.; 760 by 90, 65s.; 765 by 105, 85s.; 28 by 3, 52s. 6d.

MASONS. Goodyear Diamond Cords, New, soiled; 760 by 90, 65s.; 765 by 105, 75s. Balloons, Reinforced (A.W.T. Cord); 27 by 4.40 (Morris, etc.), 57s. 6d.; 28 by 4.95, 70s.; 775 by 145, 87s. 6d.

MASONS. 650 by 65 Michelin Cable Cords, perfect, 44s.; 650 by 65 Michelin Universal Volturette, 30s.

MASONS. 700 by 80 Goodyear Diamond Superheavy, 42s. 6d.; Clincher Cords, Henley Cords, Largo Section, 47s. 6d.; Stepney Roadgrip, 45s.; Spencer-Moulton Cords (wrapped), 50s.; tubes, 8s. 6d.; 710 by 90 Moseley Cable Cords (wrapped), 57s. 6d.; Stepney Roadgrip (wrapped), 55s.; tubes, 9s.; all New, Soiled.

MASONS. 760 by 90 Avon Duroth Cords, Goodrich Super Cords (American stock), perfect, makers' guarantee, 65s.; tubes, 10s.; 765 by 105 Clincher Cords, Henley Cords, new, soiled, 65s.

MASONS. 28 by 3 Goodyear Diamond Superheavy, 45s.; Belgrave Big-ribbed Cords, perfect, 39s. 6d.; Peter Union Heavy, 30s.; Stepney Cords, in makers' wrappings, 42s. 6d.; 29 by 3 1/2 Firestone heaviest, 45s.; 28 by 3 1/2 Moseley Cable Cords, in makers' wrappings, 57s. 6d.; Stepney Cords, Superheavy, 65s.; Oldfield Diamond, 37s. 6d.; all new, soiled; tubes, 9s.

MASONS. New canvas tyres, heavy rubber Non-skids; 550 by 65, 32s. 6d.; 700 by 80, 37s. 6d.; 710 by 90, 42s. 6d.; 760 by 90, 42s. 6d. Masons, "A" Dept., The Tyre House, Ipswich. 679-772

HOMERTON ROBER WORKS for bargains in light car covers. 550 by 65 new Michelin cable, 44s.; 650 by 65 Burnett r.n.w., 30s.; 700 by 80 Englebert cord, 45s.; Michelin cable cord, 55s.; 710 by 90 Baldon all-blacks, 50s.; Englebert and Spencer-Moulton cords, 57s. 6d.; Palmer cords, 60s.; 28 by 3 1/2 Dunlop Magnam, 40s.; Stepney cable cord, 57s. 6d.; 28 by 3 Englebert cord, 55s. New tubes in above sizes 8s. each. Homerton Rubber Works, 11 Upper St. Martin's Lane, W.C.2. zzz-456

SPECIAL. Guaranteed Avon cord comfort balloons, 29 by 4.40, Cowley existing wheels, 57s. 6d.; Stepney cord balloons, 715 by 115, 41s.; Englebert cord, 28 by 3 1/2, 60s.; Stepney 650 by 65, 31s.; 760 by 100, 50s.; carriage paid; approval. Pilling, Duke St., Ilfracombe. 679-e26

"THE MOTOR REPAIR MANUAL" for the Owner Driver and Amateur Mechanic. 2/6 net. 2/9 post free.

TYRES AND TUBES (continued).

TYRE ECONOMY, LTD. Special price reductions during stocktaking only. Buy now and save money. Prices will probably increase within the next few weeks.

TYRE ECONOMY, LTD. Brand-new Pirelli cords, in original makers' wrappings, slightly soiled, guaranteed 7-10,000 miles minimum. 700 by 80, 48s.; 710 by 90, 59s.; 760 by 90, 65s.; 765 by 105, 84s. 6d.; 28 by 3, 62s.; 30 by 3, 57s.; 30 by 3 1/2, 68s.; 28 by 3 1/2, 64s.

TYRE ECONOMY, LTD. Brand-new Pirelli comfort balloon cords, in original makers' wrappings, slightly soiled, guaranteed 7-10,000 miles minimum. 715 by 100 to fit 700 by 80 rims, 54s. 6d.; 715 by 115, 68s.; 750 by 130, 74s.; 31 by 4.40, 55s.; 775 by 145, 99s.

TYRE ECONOMY, LTD. offer new Michelin cords in original makers' wrappings, slightly soiled, all sizes, 20 per cent. and 2 1/2 per cent. off retail price but; any make supplied; all sizes.

TYRE ECONOMY, LTD. Retreading by special process; 5,000 miles guaranteed.

TYRE ECONOMY, LTD. Approval against remittance; carriage paid; immediate despatch; trade enquiries solicited.

TYRE ECONOMY, LTD., 2 Victoria Bridge, Salford, Manchester. Tel. 3518 City, Manchester. "Grams," "Pneucover, Manchester." 679-700

BALLOON tyres re-rubbered by us give 90 per cent. new tyre mileage. All sizes and types. Recommended by "Runabout," of "The Auto-car." Oudura Tyro Works, Keighley. zzz-423

THE BIRMINGHAM MOTOR TYRE REPOSITORY CO.

Largest stock in the country.

Surplus stock.

Huge deal in genuine Dunlop Clipper Cords, extra-large section. Fully guaranteed by the Dunlop Rubber Co.

650 by 65, 30s.

26 by 3 or 710 by 90, or 700 by 80, 50s.

28 by 3, 50s.

28 by 3 1/2, 50s.

760 by 90, 50s.

765 by 105, 52s. 6d.

10,000 light car cord covers to be cleared immediately.

700 by 80 Avon Sunstone Fabric, 32s. 6d.

700 by 80 Dunlop Steel Studs, 25s.

700 by 80 Clincher Cord, £2.

700 by 80 or 26 by 3 Englebert Chevron Cord, 45s.

700 by 80 Miller Cord, Fisk Cord, names on, £1 15s.

700 by 80 Goodrich Safety Tread Canvas, 32s. 6d.

700 by 80 or 26 by 3 Dominion Traxion Tread (Blemished), 35s.

710 by 90 or 27 by 3 1/2 Dominion Traxion Tread (Blemished), 35s.

710 by 90 Englebert Chevron Cord, 50s.

710 by 90 Dominion Royal Cord, genuine, 1923 Process, 50s.

710 by 90 genuine Dunlop Steel Studs, 30s.

710 by 90 Dunlop grooved, 30s.

760 by 90 genuine Goodyear all-weather cord, 60s.

760 by 90 Hutchinson Fabric, £1 10s.

760 by 90 Dominion Royal Cord, genuine, 1923 Process, £2 10s.

765 by 105 Dominion Royal Cord, genuine, 1923 Process, £2 10s.

765 by 105 Pirelli, extra strong, £1 15s.

29-in. by 3 1/2-in. oversize, 28-in. by 3-in. genuine Continental Cord, extra heavy, 32s. 6d.

IN cases where urgent despatch is requested and the stock is temporarily exhausted, tyres equivalent in value will be sent on approval, unless definite instructions to the contrary accompany the order.

STHENOS, Amac carburettors, huge purchase of 500, sizes to fit anything from 7hp to 15hp, brand new, 20s.; Zenith and Claudel-Hobson, 30s.; 7 days approval against cash.

BIRMINGHAM MOTOR TYRE REPOSITORY CO., 76-77 Broad St., Birmingham. Midland 3393. Proprietor, J. J. Smith. Goods forwarded carriage paid 7 days' approval. zzz-811

BULL'S Light car tyre and accessory specialists. Established 19 years. West End agents Dunlop, Michelin, Goodyear, Pirelli, Avon, etc.

BULL'S New Michelin cable cords, soiled. We guarantee 10,000 miles. 550 by 65, 38s. 6d.; 700 by 80, 57s. 6d.; 700 by 85, 60s.; 28 by 3, 58s. 6d.; 710 by 90, 67s. 6d.; 760 by 90, 75s.; 765 by 105, 97s. 6d.; 715 by 115, 67s. 6d.; 730 by 130, 76s.; blemished Michelin, 715 by 115, 52s. 6d.; 730 by 130, 57s. 6d.

BULL'S 700 by 80 Henley cord, 45s.; 700 by 80 Goodyear diamond, 42s. 6d.; 700 by 80 Stepney, 42s. 6d.; 710 by 90 Henley cords, 57s. 6d.; 28 by 3 Henley or Firestone, 27s. 6d.; 28 by 3 1/2 ditto cords, 55s.; 760 by 90 Pirelli, 37s. 6d.; 765 by 105 Henley cords, 57s. 6d.

BULL'S New cable super cords, 700 by 80, 54s.; 710 by 90, 65s.; 760 by 90, 75s.; 765 by 105, 91s.; 30 by 3 1/2, 69s.; 28 by 3, 56s. 3d.; 28 by 3 1/2, 65s. 10,000 miles' guarantee.

BULL'S New balloon cords, Dunlop, Michelin, etc. 31 by 4.40, 60s.; 27 by 4.40, 52s. 6d.; 28 by 4.95, 65s.; 29 by 4.40, 55s.

BULL'S Second-hand covers, all sizes. New motorcycle covers from 20s.

BULL'S Tyres repaired, retreading, special process, guaranteed 5,000.

BULL'S All above carriage paid against remittance. Hundreds of tyre bargains, all sizes. Bull's Rubber Co., Ltd., 3 Upper St. Martin's Lane, London, W.C.2. Telephone, Gerrard, 1347. zzz-454

ECONOMIC TYRE CO. New clearance tyres sent passenger train, carriage paid, on 7 days' approval against remittance.

ECONOMIC. 650 by 65 Clincher Extra Heavy, 31s. 3d.; 700 by 80 Goodyear Diamond, 39s. 6d.; Cord, 45s.

ECONOMIC. 710 by 90 Miller Cord, 58s.; 760 by 90 Goodyear Wing-foot Cord, 55s.; 28 by 3 Firestone R.N.S., 35s.

ECONOMIC TYRE CO., 314 New Cross Rd., S.E. 14. Phone, New Cross 1593. 679-778

TYRE REPAIRS.

S.C.V. tyre repairs.

GUARANTEED process. Bursts from 6s. 6d.; broken beads from 7s. 6d.; 4-ply retreads from 12s. 6d. W. A. Dunn, 203 Shaftesbury Avenue, London. Tel. Regent 2242. 680-485

RETREAD or repair. Don't scrap your tyres. Turpin's, 45 Brook Green, Hammersmith. 683-2641

TYRES, repairs, bursts, retreading, etc., low prices. Armstrong, 4 Leysfield Rd., Shepherd's Bush, London. 679-985

HAVE that worn tyre retreaded, latest scientific method, prompt delivery, retreaded covers in stock, satisfaction guaranteed. Leicester Tyre Repair Co., Leicester. Phone, 3664. 679-825

BOOKS AND PUBLICATIONS.

"THE MOTOR MANUAL." 25th edition; 690th thousand. All about motors in simple language. The working, principle, care, repair and maintenance of petrol-driven vehicles are concisely dealt with in "The Motor Manual." 2s. 6d. net; 2s. 10d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, E.C.1. zzz

"HOW TO DRIVE A CAR." The Niceties of Control. By the Editor of "The Motor." 9th Edition. A complete guide to the efficient and safe driving and handling of a car. All the subtleties and finer points of driving are fully dealt with by text and illustrations. 2s. 6d. net; 2s. 9d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1. zzz

"THE MOTOR ELECTRICAL MANUAL." 2nd Edition. A compact encyclopedia of electrical information for motorists, clearly explaining the principles of all ignition systems, starting, lighting and road-warming equipment, which is practically standard on all cars to-day, and also describing various modern auxiliary appliances. 2s. 6d. net; 2s. 9d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

"MOTOR REPAIR MANUAL." 4th Edition. A complete guide for the owner-driver and amateur mechanic, dealing exhaustively with the most modern methods of motor vehicle repair. Practically every necessary tool and operation is shown in illustration. 2s. 6d. net; 2s. 9d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

"THE PETROL ENGINE." A Manual of Motor Mechanics. Dealing with the functional working of the internal-combustion engine, it also gives complete information on the secrets of engine tuning and the tuning of carburettors. 2s. net; 2s. 3d. post free. Temple Press, Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

"MOTOR CYCLING MANUAL." 6th Edition. A completely re-written and re-illustrated edition. It deals with every up-to-date feature of the motorcycle and as nearly as possible in the space available covers the whole field of the subject. It is an indispensable work for the beginner and a handy reference for the expert rider. 2s. 6d. net; 2s. 10d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

"MOTORCYCLE EFFICIENCY AND HOW TO OBTAIN IT." 1st edition 2nd impression. A practical handbook for motorcyclists. Written in the simplest non-technical language, it describes how any type of motorcycle can be maintained at its highest pitch of efficiency, and expense, time and labour be economized. 200 pages of practical information; 150 clear illustrations. 2s. 6d. net; post free 2s. 9d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

"THE MARINE MOTOR HANDBOOK." A work of instruction for all who have to do with marine motors for commercial purposes particularly with reference to paraffin and heavy-oil motors for fishing craft, canal barges and coasting vessels. 2s. 6d. net; post free 2s. 9d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

EDITORIAL AND BUSINESS NOTICES.

THE LIGHT CAR AND CYCLECAR is published in London every Friday morning.

Head Offices—7-15, ROSEBERY AVENUE, LONDON, E.C.1. Telephone—Clerkenwell 6000 (7 lines). Telegrams—"Pressimus, Holb., London."

Midland Offices—16, Bennett's Hill (corner New Street), Birmingham. Telephone—Central 2572-3. Telegrams—"Presswork, Birmingham."

6, Warwick Row, Coventry. Telephone—Coventry 1775. Telegrams—"Presswork, Coventry."

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

EDITORIAL.—All Editorial communications and copy must be addressed to "The Editor," and must reach this office not later than first post Tuesday morning. Drawings or MSS. which are not considered suitable will be returned if stamps are enclosed, but the Editor does not hold himself responsible for safe keeping or safe return of anything submitted for his consideration.

Accounts for contributions should be sent in immediately after publication, addressed to "The Manager." Payment will be made during the month following publication. All drawings and other contributions paid for and published in this journal are the copyright of the publishers, from whom alone authority to republish or reproduce can be obtained.

SUBSCRIPTION.—THE LIGHT CAR AND CYCLECAR will be mailed regularly at the following rates:—

| | | | |
|---------------------------|----------|----------|---------|
| United Kingdom and Canada | 12 ms. | 6ms. | 3ms. |
| Abroad | 19s. 6d. | 9s. 6d. | 4s. 9d. |
| | 21s. 0d. | 10s. 6d. | 5s. 3d. |


REMITTANCES.—Postal orders, cheques, etc., should be crossed and made payable to "Temple Press Limited." All letters regarding subscriptions, advertisements and other business matters must be addressed to "The Manager."

(Other Business Notices will be found on the first page of this section.)

"THE MOTOR MANUAL," 25th Edition. (690th Thousand.) 2s. 6d. net. 2s. 10d. post free.

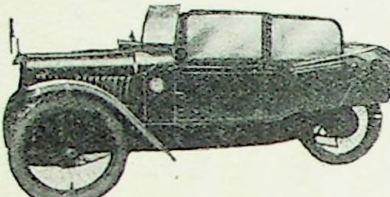
CELLULOID
 FIRST QUALITY
TRANSPARENT
 FOR HOODS, SCREENS, ETC.
Samples and prices on application.
GREENHILL & SONS, LTD.
 23, Water Lane, Ludgate Hill, LONDON, E.C.4

HOW TO DRIVE A CAR
The Principles of Control



9th Edition.
 Re-written and revised.
 The beginner to motoring will find this handbook a complete guide to the efficient and safe driving and handling of a car.
2/6
 NET.
Of all principal booksellers and Bookstalls or direct from the publishers 2/6 post free.
TEMPLE PRESS LTD.,
 7-15, Rosebery Ave., London, E.C.1.
Wholesale Agents:
 E. J. Larby Ltd., 30, Paternoster Row, E.C.4

S. Hall
 91 St Peter's St.
ST. ALBANS
 Telephone - - - - - St. Albans 636.



FAMILY MODEL, as illustrated, £116 complete.
MORGAN SERVICE DEPOT (Appointed Official Repairer 1914.)
 Price List of new and used Morgans, also 5-Second Jack and accessories sent on request.

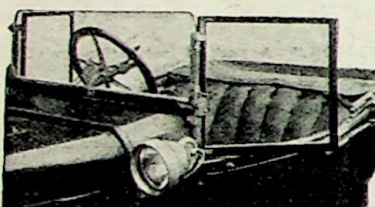
STOP THAT SKID!
 CHEAPLY, SIMPLY, EFFICIENTLY.
SPRINGLIDES are hardened steel discs fitted between the spring leaves. Securely held in position by tags which grip each leaf.
 NO TROUBLESOME SPRING DISMANTLING
Any Owner Driver may fit them in an hour and enjoy

SAFETY ECONOMY COMFORT
SPRINGSLIDE

MORRIS SETS 10/-
 FORD and 1/2 ELLIPTIC SETS 6/-
 Patent applied for. 22973/25.
 1/2 ELLIPTIC SETS 12/-
 SAMPLE DOZEN 3/-

WE GUARANTEE RESULTS.
State make of car. Send P.C. for booklet.
SPRINGSLIDE CO.,
 40, CORNWALL TERRACE, BRADFORD.

ORTO SIDE SCREENS
 For Morgans and all types of cars



Set-out type as illustration, 22/6 each. Standard type leatherette or khaki, 18" x 16", 16/6 each. Any size to order, Celluloid fitted to old screens.
ATKINSONS, 306 Uxbridge Road, W.12

FIT ANY CAR



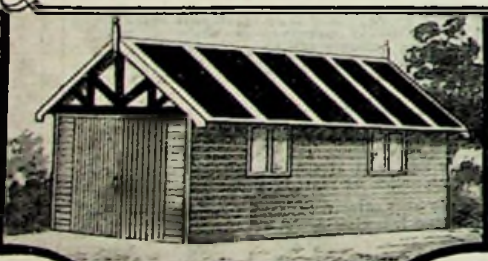
M·A·P FOR MATS
 Made Absolutely Perfect and Guaranteed.
M.A.P. Co. 248, Gt. Lister Street, BIRMINGHAM.

MAKE IT LIKE NEW.
 A rub of
DAZZEL
 Polish on the
BODY AND WINGS
 of your Car will give a
BRILLIANT and LASTING SURFACE

Pint Tins 3/-
 Quart Tins 5/6 *Carriage paid U.K.*

Please send P.O. with order to the Proprietors:
W. E. DEEKS & CO., LTD.,
 Suffolk House, 5, Laurence Pountney Hill, Cannon Street, LONDON, E.C.4.

SUTCLIFFE'S EXTRA Strength Motor Houses



Keep your car in spick and span condition by garaging in a well-built weatherproof Sutcliffe Motor House. You are sure to see one to suit your needs amongst Sutcliffe's range of motor houses; all really smart, sensible designs of great strength, constructed from thoroughly seasoned timber. Our factory-to-purchaser prices are decidedly to your advantage. A delightful little building, 13ft. by 8ft. wide, only £15:4:0. Better class houses to suit all makes of cars from £20:9:0. *Before buying any Motor House be sure to send for our beautiful coloured 100 page book illustrating our fine range of Garages and all kinds of sectional Wood Buildings. Write for this post free Book to-day.*

Easy terms can be arranged through our agents, Messrs. J. G. Graves, Ltd., Sheffield.
F. & H. SUTCLIFFE,
 26, Wood Top, Hebden Bridge, YORKS
 Phone: 68.
 London Showrooms: Evelyn House, 62, Oxford Street, W.

FREE BOOK
 Before buying, see this book. Pounds below local prices.

SPECIAL OFFER!
 14ft. x 9ft. x 9ft. high Motor House for car. **£14:14** plus postage. — See Booklet, —

Sutcliffe's *Guarantee Complete Satisfaction*

GN

Spares, Repairs and Second-hand Cars for Sale and Wanted
EARLS, LTD.
 The Vale, Hampstead, N.W.3
 Phone: 8247.
 O.H.V. Sets, £10
 Safety Hub Caps, 8/6 each
 Ball-bearing Front Hub
 Thrust Washers 4/6 each

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning
 2s. net 2s. 3d. post free.

Is your hood waterproof?

Does it let in the rain during a heavy shower? You can make it look and act like a new hood by giving it a coat of

ACCORDIAN FLEXIBLE CANVAS PAINT

It's quite easy to apply and saves you the cost of a new hood.
Made in 5 colours—Buff, Khaki, Brown, Grey and Black
Prices:—Special size (Sidecar aprons, etc.) 3/-
1 gall. (2-3 seater car) 9 6
1 gall. (4-5 seater car) 19 -

From Garages, Dealers, or, in case of difficulty, direct and post free from the sole manufacturers:
THE AVONDALE MANUFACTURING CO.
(Dept. 3), Avondale Works, Chippenham, Wilts.
Accordian Leaflets free on request.



ACCORDIAN FLEXIBLE LEATHER PAINT renovates and protects both real and imitation leathers and upholstery making the material bright and waterproof. Black, Brown, Blue, Green, Red and Grey. No. 0 size (car aprons, etc.) 3/- No. 1 and 2 size, each 12/- No. 2 size 12/- each 12/-

YOUR GARAGE AT HOME.



| NEAT | ARTISTIC | STRONG | |
|------------|----------|----------|----------------------------------|
| Length. | Width. | Price. | |
| 11ft. 6in. | 7ft. | £11 15 0 | Send for Catalogue 35. 90 pages. |
| 13ft. 6in. | 8ft. | £16 6 0 | |
| 15ft. | 9ft. | £20 10 0 | |

Carriage paid.

Bungalows, Garages, Buildings, Glass Houses, Garden Frames, etc., etc.
F. PRATTEN & Co., Ltd. Midsummer Norton, Near BATH.
(Works, 2 Acres.)

COOK'S NON-SCRATCHING MOP

Specially designed for the Operator to reach those parts in Car Cleaning which are an eyesore to the Motorist.

An Ideal Brush for Disc Wheels

Sole Manufacturer
A. W. COOK
7, Davey Place, NORWICH

This little RUBBER BOWNET alone saves many rocks and chips when ordinary brush used.

Easy - Economical - Effective

TEN SHILLINGS CARRIAGE PAID.



You will be Pounds in pocket

You can actually save several pounds on the renovation of your car by sending us a postcard to-day and following the instructions given in the new ROBBIALAC Leaflet "A SIMPLE JOB." This remarkable publication makes it perfectly clear that with ROBBIALAC you can get the same rich, brilliant surface as a professional, even if you have never handled a brush before. Other enamels often leave ugly brushmarks but with ROBBIALAC it is fascinating to watch the lines and ridges flatten out behind the brush as it glides over the surface. ROBBIALAC dries with a beautiful hard lustrous surface that will not crack, chip or peel

Your local dealer sells Robbialac in all popular car colours. Get a tin to-day and use it as soon as you get the booklet



ROBBIALAC, DEPT. L65 WARTON ROAD, STRATFORD, E.15

44

Burn air - it's free!

BY FITTING

The MOSAIRE AIR VALVE

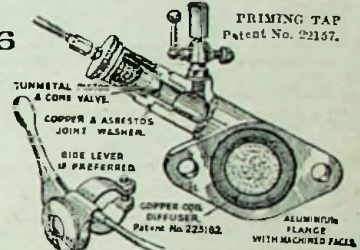
Which provides a simple and reliable method for turning your Carburettor so that you can get

MAXIMUM ENGINE EFFICIENCY

at less cost, also an easy start and an auxiliary brake without any mechanical wear.

Price 32/6

Complete with Joints, Bolts, or Studs



The priming device ensures an easy start in cold and damp weather

Models available for most makes of Cars. Repeat Orders and unsolicited testimonials are arriving by every mail.

Unsolicited Testimonials from Owner Drivers.

AUSTIN 7. Gravesend, November 17th, 1925. I enclose cheque in payment of enclosed account. The Mosaire has given every satisfaction, and I will endeavour to push the sale of the Device which is very successful. Yours truly, D.L.A.

SINGER. South Devon, November 19, 1925. Please find cheque value 32/6 for Mosaire Valve, which I may say holds all your claims, is satisfactory, and effects a saving in petrol.

As an extra brake it is exceedingly useful here in Devon, owing to the many long and steep hills, because it provides an excellent air brake. Yours faithfully, J.B.B.

TURNER. Suffolk, November 20th, 1925. I enclose a cheque value 32/6 in payment of your account for Mosaire Device.

It is quite unnecessary to delay payment for a month because I am quite satisfied with results up to date. Yours truly, A.E.M.C.

The Spiral Spray of finely diffused Air entirely eliminates the possibility of "BURNT VALVES."

Fit the Mosaire


on a month's FREE TRIAL

Write for full particulars

ALDAM & CO (M Dept)

Motor Engineers. MISTERTON DONCASTER.

"HOW TO DRIVE A CAR." Ninth Edition. The niceties of control. 2s. 6d. net. 2s. 9d. post free.



FREE!
Everything in Wood.

Garage your Car at Home. This OWNER-DRIVER'S Garage will repay its cost in 9 months. SPECIAL OFFER DIRECT FROM MILLS.

Built specially for Owner-Drivers, it is a class job at a keen cut price. All timber is thoroughly seasoned and planed. Sent in completely framed sections ready for easy erection without additional cost.

ABRIDGED SPECIFICATION.
Thorner's Finch Loejoint Weatherboards defy all weather, and are used for sides and ends on Frame of 3 in. x 1 1/2 in. 2 in. T. & G. Boards on 3 in. x 1 1/2 in. purlins form roof. Best Ruberoid Felt, Battens, Barge Boards and Finials. Doors strongly battened, securely held by Bands, Gudgeons, Bar Bolts. Lock and key provided. Windows at each side with 21 oz. clear glass. Top half opens. All bolt holes bored, bolts supplied. Further particulars free on request.

Other Garages made, also Portable Buildings—Bungalows, Institutes, Sheds, Sports Pavilions, Poultry Houses, etc. Send P.C. for Free Book—“Everything in Wood.”

THORNER BROS., 11, MYTHOLMROYD, YORKS.

Size 16 ft. x 9 ft. x 7 ft. x 9 ft.
£15
Carr. Forward. Wooden floor 24 extra. Definite Carriage Paid price on request.

CITROEN, FIAT, AUREA SPARES FOR ALL MODELS. REPAIRS.

Owners and Trade write for catalogues.
A. LALLI, 12/15, Dorset House North, Upper Gloucester Place, LONDON, N.W.1.
Tel: Padd. 1411. Grams: Sylramota, Baker, London



Downhill in Added Safety with the "WHALLEY" AIR VALVE fitted. You can get one for **35/-**

and there are plenty of other advantages besides Safety. More m.p.g., for instance—25 per cent. to 50 per cent. more m.p.g.—and greatly decreased carbonisation. You'll get a shilling's worth of value for every penny the "Whalley" costs. Special Flange Models: prices on application.

OUR GUARANTEE. "All orders accepted conditionally that purchase price will be refunded if the device fails to give satisfaction within one month."

THE HOLLINGBRAKE AUTOMOBILE CO., LTD., Town Hall Square, Stockport. Phones: Stockport 623 (3 lines) and Manchester Central 695. Grams: "Autocar."

'WHALLEY' AIR VALVE

for more miles per Gallon

G.N.

SPARES—REPAIRS—REBUILT G.N.'s.
Owners and Trade write for free catalogue.
H. R. GODFREY MOTORS,
MANOR ROAD — RICHMOND, LONDON, S.W.
Phone—Richmond 8024.

Vibrationless Twin Engines.
COVENTRY VICTOR
Engine and Gear Box Units.
The 7 h.p. Coventry Victor Runabout.
The Coventry Victor Motor Co., Ltd., Coventry.
Phone: 952 Coventry. Grams: "Precision."

OSCO RENOVATOR PAINT

Get a tin—To Day!
AND MAKE YOUR OLD HOOD NEW AGAIN.
For Canvas Hoods, Curtains, etc. A coat of this flexible paint and you have a hood thoroughly waterproofed, with all stains removed. Applied like paint, it will not crack or chip off.

MADE IN COLOURS:
KHARI, GREY, BLACK, NAVY BLUE, Motorcycle Hood size ... 3/- post free.
1 gallon (for 2-3 seater hood) ... 9/3
1 gallon (for 4-5 seater hood) ... 18/-

OSCO GLOSSY LEATHER PAINT,
For Leather Hoods, Upholstery, etc. Is flexible, washable, and durable. Made in Black, Green and Navy Blue. Easily applied.

Same prices and sizes as above.

OWEN BROS. & CO., Ltd., HULL, Eng.
Try our **CAR POLISH AND LEATHER REVIVER.**
IN BOTTLES 1 Pint 2/- 1 Pint 3/9 POST FREE

Fitted for Oil or Grease Lubrication as preferred.

AUSTIN, 7 h.p., 27/6 per set.
CITROEN, 7 h.p., 30/- " "
JOWETT, 8 h.p., 63/- " "
CLYNO, 11 h.p., 50/- " "
(1925 Model)
CLYNO, 11 h.p., 63/- " "
(1926 Model)
Post Free.

Quick Fit gaiters
FOR ALL CARS

W. DICKINS & CO. LTD. Cross Cheaping COVENTRY

Makers: The M.L. Magneto Synd. Ltd., Coventry. Inquiries to S. Smith & Sons (M.A.) Ltd., Cricklewood Works, London, N.W.2.


M.L. MAGNETOS.

PROFILE ROAD BOOK OF ENGLAND
PRICE 2/- NET.
Direct from the Publishers, 21 1/2 post free
TEMPLE PRESS LTD.,
7-15, Rosebery Avenue, London, E.C.1.

AYRTITE SLEEVES
The Valve Stem Sealers
NO MORE LEAKY VALVES
2'6 each
10/- set of 4

Automotive Products Co., 3, Berners St., London, W.1

MOTOR HOUSES
from £12-14-0



WELL-BUILT MOTOR HOUSES
BEST MATERIALS ONLY USED.

| | | |
|------------------------------------|-------|----------|
| 12ft. x 8ft. x 6 ft. x 8 1/2 ft. | | £12 14 0 |
| 14ft. x 9 ft. x 6 1/2 ft. x 9 ft. | | £15 15 0 |
| 16ft. x 10 ft. x 6 1/2 ft. x 9 ft. | | £18 18 0 |

Carriage Paid. Send for Illustrated Catalogue.
GODDARD'S LTD., Vicarage Lane, Ilford Essex.

An All-the-Year Car

AT almost the cost of a touring car the 11 h.p. "Piccadilly" Saloon is, at £255, the best value in light enclosed cars. It is a British all-the-year car at low cost.

Ample room for four. Plenty of leg space. Everyone comfortable. Two wide doors make it easy to get in and out. The finish is good and the fittings are complete.

Front seats are adjustable bucket type. Cushions are deep. Upholstery is in cloth. Body painted "Standard" fawn, blue, or crimson, with all bright parts nickel-plated.



Registered Trade Mark.

The All British
Standard
 11 h.p. "Piccadilly" Saloon

£255

Dunlop Cord Tyres (Balloon or Standard).

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

Agents everywhere.



An Inn "licensed to brew beer, porter and cider," at Bretforton, Worcs.

"COUNT · THEM · ON · THE · ROAD"

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

Brooklands High Speed Trial.

Another Triumph for the

Morgan Runabout

Nine Morgans Started and Obtained 8 Gold Medals

(The speed required from the Morgan to obtain a Gold was 1 m.p.h. faster than that required from 1,500 c.c. light cars.)

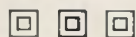
The Morgan holds the fastest records of all 1,100 c.c. machines for

50 miles (s.s.) **90·87** m.p.h.; 100 miles (s.s.) **91·54** m.p.h. (Mr. Beart);

one hour (s.s.) **91·48** miles (Mr. Beart).

Kilo. standing start, **64·30**; Mile (s.s.) **71·03** (Mr. Jackson).

Prices from **£95** (with electric light). Tax £4.



In the three great Six Days' Trials of 1925 (English, Scottish and International), 4 Morgans entered and obtained 4 GOLD MEDALS, showing that for Speed, Economy and Reliability



The Morgan Runabout is unrivalled.

MORGAN MOTOR CO., LTD., Malvern Link.