

3<sup>D</sup>

Vol. XXVII No. 686  
Friday, Jan. 15, 1926  
*Registered at the GPO  
as a Newspaper*

# The Light Car and Cyclecar

Founded 1912

The only Small Car Journal



#### A COMMON TASK IN WINTER.

Why waste money on having a car washed when you can do it yourself in half-an-hour? An article on the centre pages gives away the secrets of the expert car washer and describes the procedure step by step.

The best plug for your engine bears the name

# LODGE

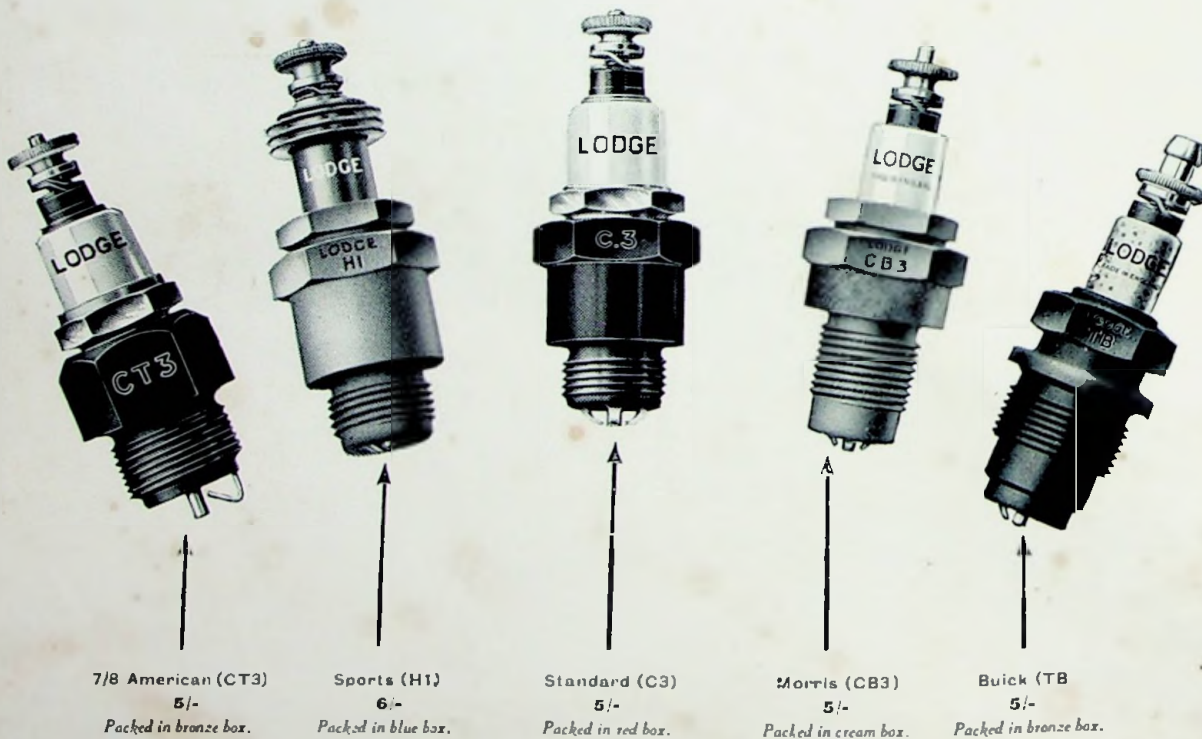
Look below for correct model of Lodge plug for your engine, and make a note of it.

A.B.C. .. .. . H2 6/6	Calthorpe .. .. . CF3 6/-	Humber .. .. . TS3 5/-	Singer .. .. . C3 5/-
A.C. .. .. . H1 6/-	Ceirano .. .. . H1 6/-	Jowett .. .. . C3 5/-	Standard .. .. . C3 5/-
Alfa Romeo .. .. H1 6/-	Chevrolet .. .. SB 5/-	Laigonda .. .. C3 5/-	Star .. .. . C3 5/-
Alvis .. .. . H1 6/-	Citroen .. .. . CH3 5/-	Lea-Francis .. .. C3 5/-	Swift, 12 h.p. .. .. H1 6/-
Alvis Sports .. .. H33 10/-	Cluley .. .. . C3 5/-	Mathis .. .. . C3 5/-	Swift, 10 h.p. .. .. CB3 5/-
Ansaldo .. .. . TS3 5/-	Clyno .. .. . C3 5/-	Morgan .. .. . H1 6/-	Sunbeam .. .. . C3 5/-
Ariel .. .. . C3 5/-	Crouch .. .. . C3 5/-	Morris-Cowley .. .. CB3 5/-	Talbot .. .. . H1 6/-
Armstrong-Siddeley .. CH3 5/-	Darracq .. .. . C3 5/-	Morris-Oxford .. .. CB3 5/-	Triumph .. .. . C3 5/-
Arrol-Johnston .. .. C3 5/-	D'Yrsan .. .. . H2 6/6	Overland .. .. . AF 4/-	Trojan .. .. . C3 5/-
Aston Martin .. .. H1 6/-	Fint .. .. . C3 5/-	Peugeot .. .. . C3 5/-	Turner .. .. . C3 5/-
Austin .. .. . C3 5/-	Galloway .. .. . C3 5/-	Phenix .. .. . C3 5/-	Unic .. .. . C3 5/-
Bayliss-Thomas .. .. TS3 5/-	G.N. .. .. . H1 6/-	Renault .. .. . C3 5/-	Vauxhall .. .. . CH3 5/-
Bean .. .. . C3 5/-	G.W.K. .. .. . C3 5/-	Rhode .. .. . H1 6/-	Vermorel .. .. . CF3 6/-
Beardmore .. .. . CH3 5/-	Gwynne .. .. . H3 7/-	Riley .. .. . C3 5/-	Vulcan .. .. . C3 5/-
Bugatti (4-cyl.) .. .. H1 6/-	Hampton .. .. . C3 5/-	Rover, 8 h.p. .. .. CH3 5/-	Waverley .. .. . C3 5/-
Bugatti (straight eight) .. H32 10/-	Hillman .. .. . H1 6/-	Rover, 9 h.p. .. .. CF3 6/-	Windsor .. .. . C3 5/-
Calcott .. .. . C3 5/-	Horstman .. .. . C3 5/-	Salmson .. .. . C3 5/-	Wolsley .. .. . C3 5/-

Every part of every model of the Lodge plug is made in England. And every Lodge plug is packed in a distinctive coloured metal box, sealed with a lead seal bearing name Lodge.

LODGE PLUGS LTD.—RUGBY.

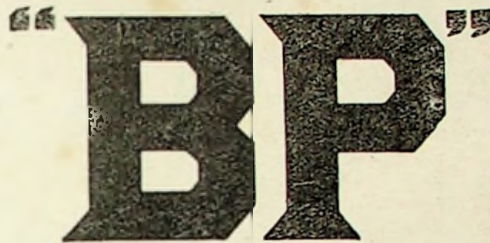
The makers of Lodge plugs will be pleased to advise concerning plugs for cars not shown on above list, on receipt of particulars.



PLEASE REFER TO "THE LIGHT CAR AND CYCLECAR" IN YOUR LETTERS TO ADVERTISERS.

*More International Records*

on



*The British Petrol*

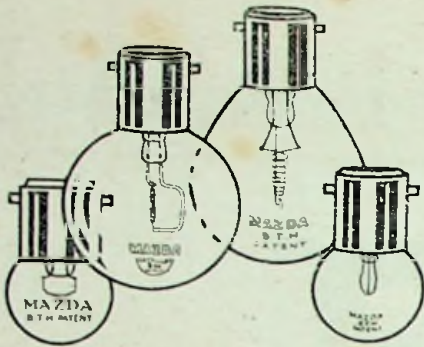
Mr. E. A. D. Eldridge, driving his 1,500 c.c. Eldridge-Special, at Montlhery, on December 13th and December 22nd, established the following International (Class) Records:—

<u>2,000 c.c. Class.</u>		<u>1,500 c.c. Class.</u>	
193·228 k.p.h.	- 5 Kilos.	- 195·652 k.p.h.	
196·014 „	- 10 „	- 195·439 „	
121·750 m.p.h.	- 5 Miles	- 121·367 m.p.h.	
121·654 „	- 10 „	- 121·105 „	

The above results are especially interesting in view of the consistency in the speeds put up by Mr. Eldridge driving the same car but on two different occasions, and are a tribute to the uniformity of "B.P."

*Use "B.P." The British Petrol.*

**British Petroleum Co. Ltd. Britannic House, Moorgate, E.C.2**  
 Distributing Organization of the  
**ANGLO-PERSIAN OIL CO. LTD.**



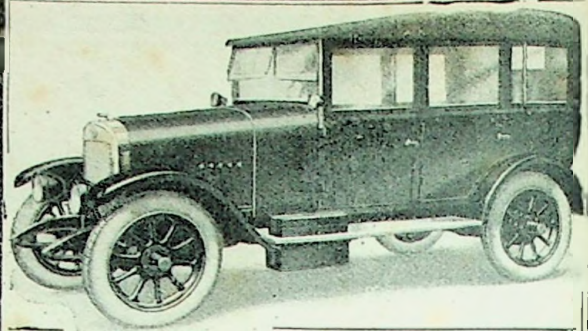
For  
safety  
and  
satisfaction  
use

**MAZDA**  
(GASFILLED)  
**BULBS**



*Sold by all Garages  
and Electricians*

2380



10/20 h.p. Cluley Four-seater .. .. . £235

# a stout fellow!

There are a few cars which acquire both a reputation and a personality—such is the Cluley. Something more than a car—a habit—a companion—something which you cannot do without—an “extra” about the house, which takes father to the office or mother to town—which carries everyone and everything away on their holidays without fuss nor trouble, never breaks down, never falls sick—“A stout fellow.” May we send you a Catalogue and full particulars of this and other Cluley Models?



**CLARKE, CLULEY & CO.,**  
**GLOBE WORKS, COVENTRY.**

*Established 1890.*

London Agents: Hayes Ltd.,  
342 & 344, Euston Rd., N.W.1

H.P.

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

# REAL SERVICE AT LAST!!

## NEW SCHEME

that gives your car Free Service

WHEREVER YOU GO!!

### OFFICIAL NOTICE

*To all GARAGES and SERVICE STATIONS in the British Isles.*

¶ We, Gordon Watney & Co., Ltd., of 31, Brook Street, Bond Street, London, W.1, do hereby authorise you to give free service to any of our clients who produce our registered service voucher.

¶ The voucher must accompany your account for service given when sent to us and your account will be settled by return.

¶ Please write for further particulars—  
GORDON WATNEY & Co., Ltd.,  
Part Exchange House,  
31, Brook St., Bond St.,  
LONDON, W.1

*To the MOTORIST—  
Being a genuine effort to help the Owner-Driver.*

¶ Having purchased a new car you are entitled to free service, but suppose you are miles away from your free-service "base" and want an adjustment made to your car, you stop at the nearest garage and have to pay for service which if back at the "base" would have been done free!

¶ When you purchase a new car from Gordon Watney & Co., Ltd., you are given a registered voucher that will obtain for you free service from Land's End to John o'Groat's.

¶ We invite you to write and tell us what you think of this scheme and we welcome your enquiries.

HIGHEST PRICE FOR YOUR OLD CAR IN PART EXCHANGE FOR ANY MAKE OF CAR.

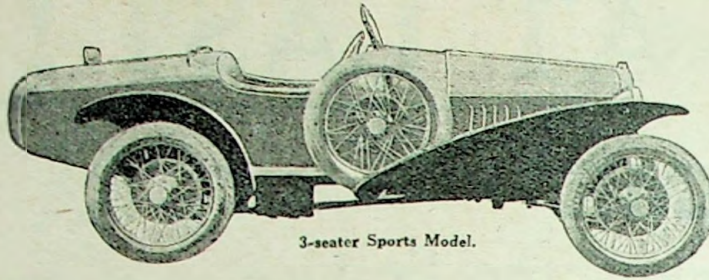
DEFERRED TERMS  
OVER LONG PERIODS.

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



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 **FINEST SPORTS LIGHT CAR**



3-seater Sports Model.

Constructed at the famous works of Messrs. Chenard & Walcker, Paris, and designed and successfully raced by M. Senechal, the 8 h.p. Senechal represents the ideal in fast Sports Cars. High speed combined with hill climbing and acceleration are assured to the Senechal owner; high average road speeds being a feature of this car.

### Abridged Specification.

4-cyl., 59 x 100 mm. bore and stroke, 1094 c.c., water-cooled, O.H.V., Solex carburettor, mechanical lubrication, 3 speeds and reverse, springing—front, transverse; rear, double quarter elliptic, with Hartford Shock Absorbers; foot brake on rear wheel and independent hand brake. (F.W.B. £15 extra.) 5 detachable Rudge wheels. Complete equipment including hood.

With 2-seater Sports body, price £240

With 3-seater Sports body, price £245

Sole Concessionaires:

**A. S. C.**

The **AUTOMOBILE SERVICE COMPANY, LTD.**,  
166, Great Portland Street, London, W.1.

Phone: Museum 6626.

### London-Exeter Trial.

2 Cars Started  
2 Cars Finished  
100% Efficiency

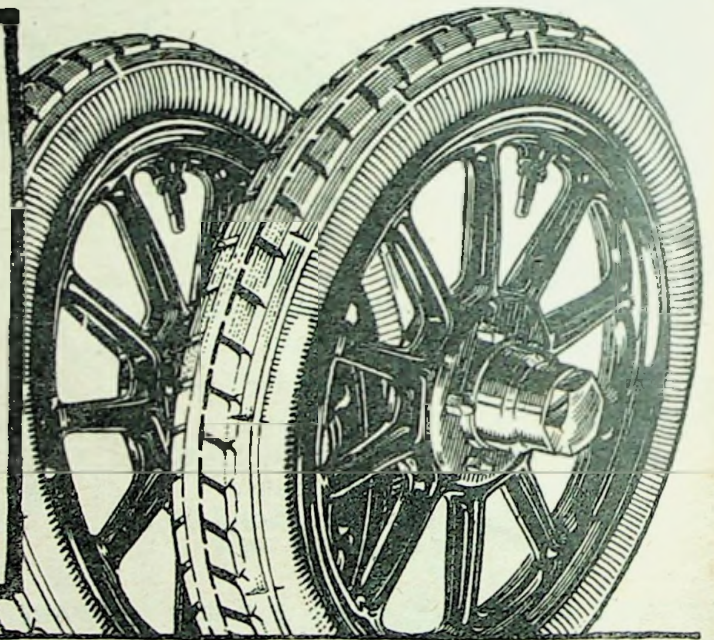
# Senechal

FOR HIGH AVERAGE  
SPEED.

When you seriously consider the enormous strain placed on the wheels of your car you will realise the necessity of having nothing but the safest and strongest obtainable—**SANKEY WHEELS**

for

STRAIGHT SIDE RIMS  
WELL BASE RIMS  
BEADED EDGE RIMS



# SANKEY Patent All Steel WHEELS

JOSEPH SANKEY & SONS, LTD., Hadley Castle Works, WELLINGTON, Shropshire.

Telephone: Wellington, Shropshire, 66. Telegrams: "Sankey, Wellington, Shropshire."  
LONDON OFFICE - Mr. R. Jenkins, Ulster Chambers, 168, Regent Street, W.1.

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

S.M.S. Ltd.,  
17a, MOTCOMB ST.,  
BELGRAVE SQUARE,  
LONDON, S.W.1  
SLOANE 4839.



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

LONDON TO EXETER RELIABILITY RUN  
**FOUR** SALMSONS **FOUR** FINISH **FOUR** GOLD  
ENTER AND MEDALS  
OR  
**100% EFFICIENCY**

(Reproduced from "The Daily Mirror" of December 30th, 1925, by the courtesy of that journal.)

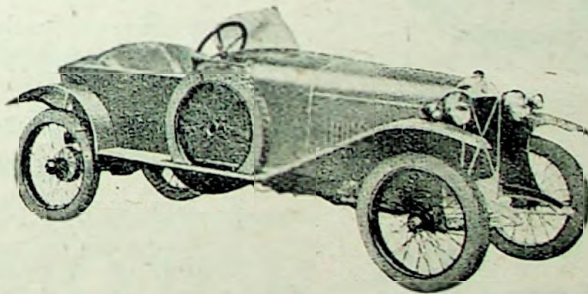


GREAT MOTOR TRIAL.—A Salmson car easily negotiating the stiffest part of Salcombe Hill, one of the most difficult climbs included in the Motor Cycling Club's mid-winter run from London to Exeter and back.—(Daily Mirror.)

The Highest Possible Price  
given for your old Car  
or Motorcycle in Part  
Exchange.

Deferred Terms over  
long periods arranged.

MODELS FROM £158



10 h.p. Sports, 2-Seater, £165

Sole London  
Distributors: 31,  
BROOK ST.,  
BOND ST.,  
LONDON,  
W.1.  
All models may  
be inspected and  
trials arranged.

**Gordon Watney**  
& Co Limited  
PART EXCHANGE HOUSE.  
Phone:  
Mayfair 2965/6

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.



COMFY ALWAYS  
— ALL WAYS



## CAST AWAY YOUR WRAPS

There is no longer any need to suffer the discomforts of an unprotected dickey-seat when you can enjoy all the comfort of interior accommodation protected behind this Easting Dickey Seat Screen. Snug and warm, you will not feel the wind

whistling past you, nor emerge blown about and dusty. No matter what distance you travel, your comfort will be complete. It is adjustable to a high or low position and is easily fitted to any make of car.

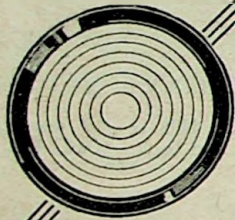
Write NOW for the special Dickey Seat Screen Leaflet giving full particulars. Obtainable through any Motor Agent or direct from EASTING WINDSCREENS, LTD., COX ST., ST. PAUL'S SQUARE, BIRMINGHAM, 29, FOLEY ST., GT. PORTLAND ST., LONDON, W. 1. All communications to be addressed to our Birmingham Office

fit an **EASTING** DICKEY SEAT  
SCREEN

**3-15-0**  
POST FREE.

H.P.

# Agents!



The  
**All-British Lens**  
Pougher's "Dazless"  
Lenses are entirely  
of British Manu-  
facture. They are  
made by English  
workmen in an  
English factory.

## Send for

the new Showcards and Literature dealing  
with

## Pougher's "Dazless" Lens

They are yours for the asking, together with trade terms. Learn how to make night-driving safe for your clients and at the same time interest yourself in a strong selling line with a future.

### 5 Good Reasons why you should sell Pougher's "Dazless" Lenses

- (1) They not only provide a safer and truer light for your clients, but they mean a quick-selling profitable line for you.
- (2) They are easily fitted to existing lamps and your clients are put to no additional outlay.
- (3) The cry of the motoring world to-day is for safety. Pougher's "Dazless" Lens—the lens that pro-

vides the maximum of safety—is the lens that will sell.

(4) We provide you with Showcards, Leaflets and Booklets, which help you to sell, and we advertise consistently in the Motor Press.

(5) Pougher's "Dazless" Lenses make satisfied clients. They do eliminate dazzle, give a perfect driving light and penetrate fog.

*Special Terms to Factors*

**POUGHER'S PATENTS LTD. 30, Stonegate, YORK**



# Mathis Cars

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## Startling Offer!

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Tax and Insurance paid for one year.  
No increase in the current list price.

Type "M," 8.9 h.p.—

2-Seater complete	- - -	£190
2-Seater and Dickey	- - -	£192/10
4-Seater Chummy	- - -	£215
4-Seater De Luxe	- - -	£245
4-Seater Chummy Saloon	- - -	£275

Type "PS," 11.3 h.p., Six-Cylinder, F.W.B.—

4-Seater Chummy	- - -	£255
4-Seater Open Touring	- - -	£285
4-Seater Weymann Chummy Saloon	- - -	£295
4-Seater Standard Chummy Saloon	- - -	£295

Type "PSE," 11.3 h.p., Six-Cylinder, F.W.B.—

4-Seater Torpedo De Luxe	- - -	£295
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All Models are supplied with four speeds forward, five Michelin disc wheels and Confort low pressure tyres, electric lighting and starting, clock, speedometer, electric and bulb horns, kit of tools.

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## The ATOM MOTOR CO., Ltd.

(GEO. BROOKE, Receiver and Manager).

Registered Offices and Service Station: *MILL LANE, N.W.6*

Phone—Hampstead 7018/9.

SHOWROOMS: 208, WEST END LANE, N.W.6

Phone—Hampstead 2586.

Telegraphic Address — "Atomota, Crickle, London."

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BRADFORD is world famous for its woollens and —

# The Jowett

*"The little engine with the big pull"*

## Owners' Opinions

INVERNESS.  
"The worst Road in the North is nothing to this puller . . . I can only express my thanks for your courteous business way."

SEAFORD.  
"The car is a revelation . . . Thanks for the good work you have put into my car."

FOREST HILL.  
"The Jowett has completed 5,000 miles, a milestone as it were in its lifetime . . . Your personal interest and the excellent Service rendered by your expert staff have been very much appreciated."

CAMBRIDGE.  
"I shall always recommend every Jowett owner I meet to come to you."

PROFIT BY THE EXPERIENCE OF OTHERS . . . . .

NEW & USED CARS —

CAREFUL TUITION, PERSONAL INTEREST, SINCERE SERVICE, SPECIAL DEFERRED TERMS.

REPAIRS & OVERHAULS —

EXPERT ATTENTION BY SKILFUL MEN WITH YEARS OF JOWETT EXPERIENCE.

Famous  
for the  
Jowett

LTD.  
JACKSONS of CROYDON,  
LATELY KINSEYS OF CROYDON.

PARK ST. & GEORGE ST.,  
CROYDON.

SURBITON ROAD,  
KINGSTON.

'Phone: 2023.

A BIGGER TYRE  
for the same price  
Important concession to users  
of 700 x 80 or 26 x 3 tyres



THE  
**STEPNEY**  
REINFORCED TYRE  
27 x 3.75

which fits the 700 x 80  
or 26 x 3 rim,

is now supplied at the  
same price as the  
ordinary 700 x 80 tyre.

PROMPT DELIVERY.  
27 x 3.75 Stepney Cord Cover, £3 19s.  
Inner Tube, 13s.

STEPNEY TYRES LIMITED,  
LLANELLY, WALES. and Stepney Rubber Works,  
WALTHAMSTOW, LONDON, E.17.

## "WELLINGTON" LIQUID METAL POLISH

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



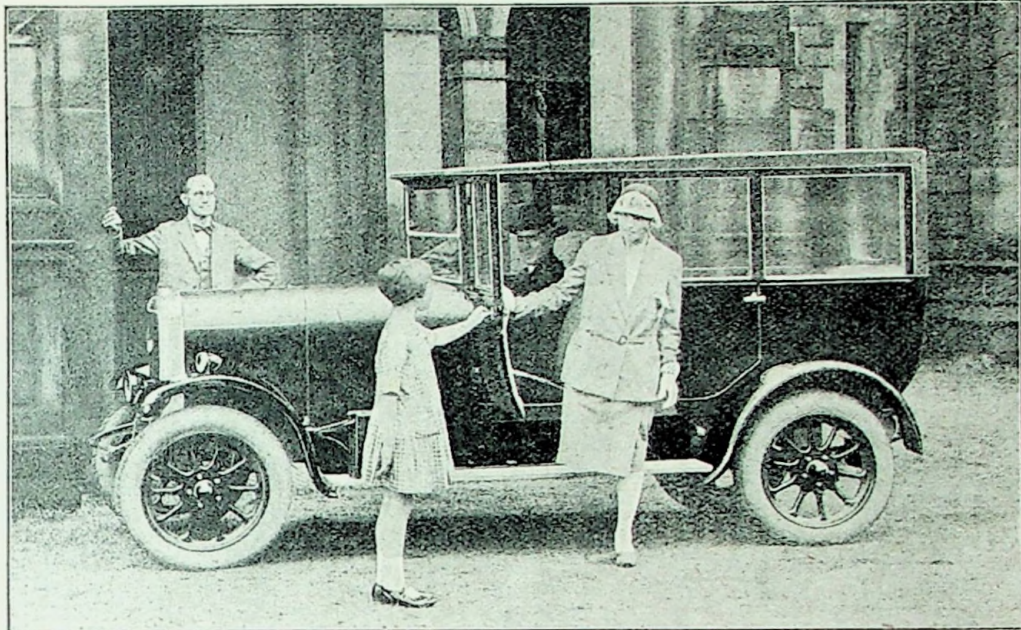
CLEANS  
and  
POLISHES  
ALL  
METALS  
(including  
Silver)  
and  
GLASS  
(Windows,  
Mirrors,  
Motor-Screens  
(Glass or  
Celluloid).

TRY IT  
and  
PROVE IT.

In TINS, 3d., 4½d., 7½d. & 1'3; also in ½, 1 & 1 Gallon Cans.

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

"FAMILY COACH."



Baby Brown opened the door for Mrs. Brown, who was driven by Johnny Brown; meanwhile Mr. Brown surveyed with evident pride the Brown family coach, which happened to be blue.

We have all played the game "Family Coach," and how we roared when the bottom fell out!

No need to fear this in a Jowett Coach, because everything "Jowett" is well made.

We *knocked* the bottom out of Coach costs with this unique model, costing only £200, complete with 6 lamps, starter and Dunlop Balloon tyres, upholstered in Bedford Cord.

You can have a fully licensed and insured Jowett for £35 down and 28/- weekly for 2 years.

May we send you D.-P. folder and catalogue?

JOWETT CARS, IDLE, BRADFORD.

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

# The Motor

The  
National Motor  
Journal.

EVERY  
TUESDAY,  
4D

SUBSCRIPTION,  
12 ms.  
U.K. and  
Canada - 26/-  
Abroad - 32/6

Shorter periods  
pro rata.

Specimen Copy  
Post Free.

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

## NEXT WEEK

(Tues. - Jan. 19)

BICYCLES MUST CARRY  
REAR LIGHTS.

• • •

EASY STARTING HINTS.

• • •

All the News and News  
Pictures.

## This Week's Issue (Jan. 12)

### BUYING SECOND-HAND.

How to tell a Bargain.

### HUMOUR OF THE HIGHWAY.

Some Stories that have been told before and a few new ones.

### ENGINE SPEEDS: IS THERE NO LIMIT?

The Final Drive and other Controlling Factors.

### GYRATORY TRAFFIC EXPERIMENT.

Special Comprehensive Picture.

### HOODS THAT RISE AT A TOUCH.

The Real "One Man" Type.

### CONTINENTAL RACING NOTES.

The Vogue of Multi-Cylinder Engines.

### THE SPARE TYRE AS A BUMPER.

A Neat Attachment on the 14 h.p. Armstrong Siddeley.

### A SELF-INDICATING BATTERY.

Condition of the Charge Shown at a Glance by Rising and Falling Floats.

### ROAD TESTS SHOWING PRINCIPAL CHARACTERISTICS.

The 14 h.p. Standard "Stratford" Five-Seater.

### THE TRAP SCANDAL.

Police Wasting Time while Motor Bandits and Burglars Carry On.

### COMMONS—AND A COMMA.

Motor Picnics and the New Law of Property Act.

### OWNER-DRIVER TOPICS.

Useful Suggestions for Minor Improvements. Hints on Running, Adjustments and Repairs.

### THE MODERN CAR AND HOW IT WORKS.

V.—The Steering Gear, the Suspension System and the Frame.

### AMALGAMATION OF ELECTRICAL CONCERNS.

Lucas—Rotax—C.A.V. The Truth about the Deal.

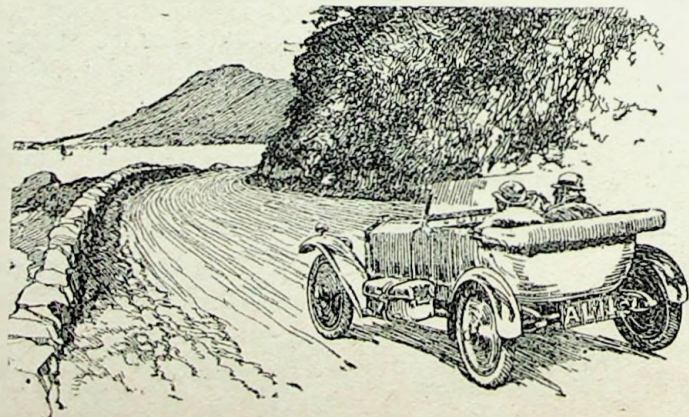
### RECOMMENDED HOTELS.

A First Selection From Many Letters Received.

### SEGRAVE'S FINE PERFORMANCE AT SOUTHPORT.

### WIRELESS FOR THE MOTORIST.

Special Monthly Feature.



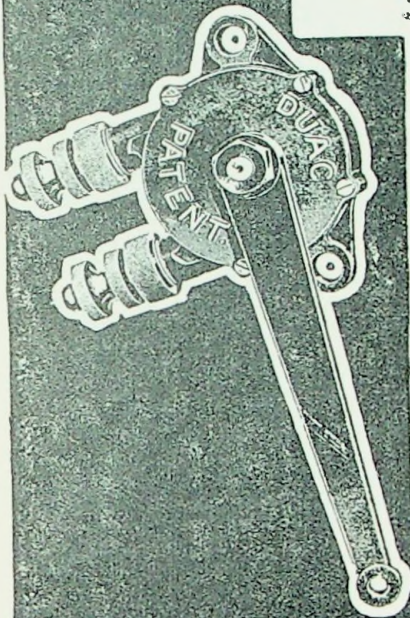
FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

## No Need to Look!

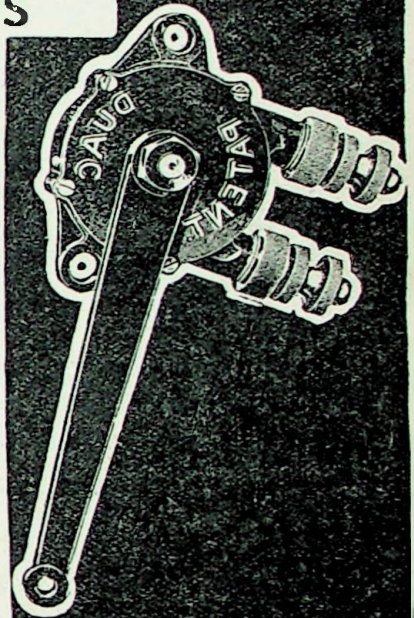
After that frightful pothole, yes! the kiddies are still in the back and the luggage is riding nicely on the grid, thanks to the

# DUAC

## SHOCK ABSORBERS



and you only knew of that pothole because you saw it—that's DUAC'S chief job smoothing your roads for you; furthermore, it saves wear on tyres and bodywork and makes skidding a rarity. Cheap? Well, they'll last you a lifetime; you can transfer your set from car to car, they take all weights, and they have the *silkiest progressive dual action* ever devised. Get a set now. It's a duty you owe to your family, your car, and yourself. There is a 14 days' free trial offer and a 12 months' guarantee.



Write to:—

**F. HARRISON CARTER, Ltd.**  
**DUNSTABLE.**

*Makers of the Carter Gearcase 1892.*

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



To be given  
**FREE**

with every copy  
— of —

**The Motor**

TUESDAY,  
JANUARY 26.

**T**HE progressive development of motoring has called for a very large increase in the number of terms applicable, and new designations are constantly being invented.

It is of great convenience to the motorist to be able to refer to a dictionary of technical terms that are in everyday use in motoring.

The booklet now produced by "The Motor," and which will be presented with every copy of the journal published on Tuesday, January 26, provides such a reference in a handy form.

In its twenty pages it gives a very large number of Motoring Technical Terms, which are explained in language easily understood by the reader who has had no previous knowledge of the subject.

*Secure a copy of this handy booklet by placing a definite order with your local bookstall or newsagent for*

**The Motor**

TUESDAY, JANUARY 26 — PRICE AS USUAL, 4<sup>D</sup>.

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

# Easier Washing — — Easier Oiling

## Wash your Car with the ENOTS HANDY BUCKET PUMP.

The easiest, most convenient way to keep your car spick and span is to wash it down with the Enots Handy Bucket Pump.

This simple pump can be used with an ordinary domestic bucket and delivers a steady stream of water where you want it, for as long as you want it and at just the right pressure. Complete with 3 ft. of extra strong 3-ply hose and jet.

Price 40/-

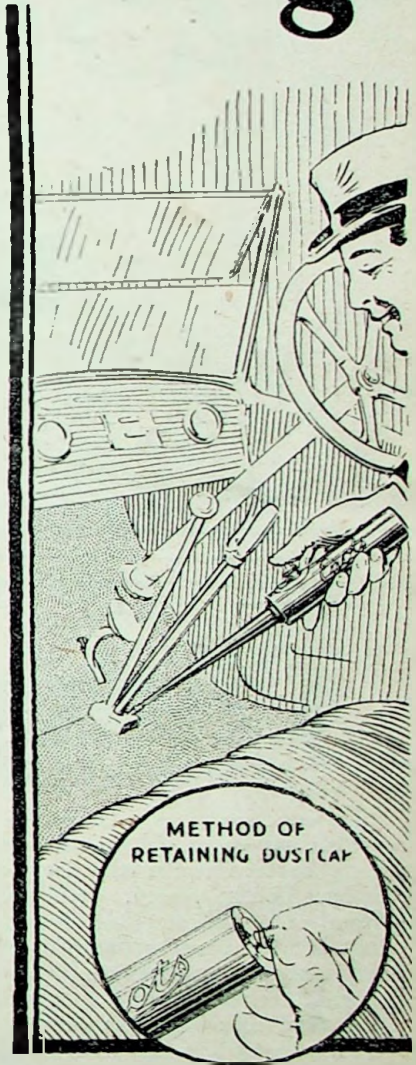
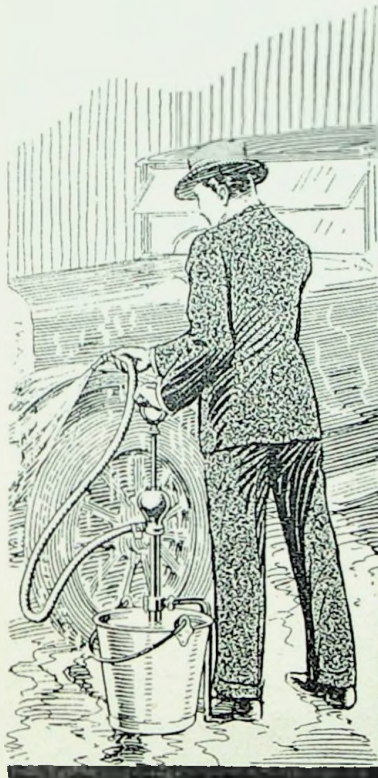
## Oil your Car with the ENOTS FORCE-FEED OILER.

You will not make your hands in a mess if you use the Enots Force-Feed Oiler. But you *will* be sure that the oil is "getting there" every time.

The shape of the Enots Force-Feed Oiler enables you to get at all sorts of "inaccessible" places. It is the easiest to fill and the easiest to use—a touch of the button sends a stream of oil at very high pressure and under complete control.

Fitted with a special dust cap which keeps the dust out and a pricker to ensure a clear oil way. Complete with clip and screws for fixing to dash or other convenient position.

Price 6/-



Both these Accessories are obtainable from good Garages and Motor Accessory Houses or direct from the manufacturers.

# ENOTS

BENTON & STONE,  
LIMITED  
:: Enots Works, ::  
BIRMINGHAM.

## AIDS TO BETTER MOTORING

## Why British Tar makes EFFICIENT roads

To be efficient a road must :

1. Not be expensive to lay;
2. Withstand the heaviest traffic over long periods;
3. Be safe, i.e., have a non-skid surface.

British Tar combined with a suitable aggregate makes a road fulfilling all three of these conditions. It is considerably cheaper per super yard to lay than other forms of road-making materials, and properly laid is capable of withstanding the heaviest main road traffic. Approved practice in the construction of roads, wherein British Tar and approved aggregates are in combination, results in a permanent non-skid surface.

For full information on this important subject, write to the address below.

# BRITISH TAR

for

## ECONOMICAL NON-SKID ROADS

THE BRITISH ROAD TAR ASSOCIATION, Victoria Station House, London, S.W.1.

## Chekko

Brake and Clutch Linings

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*Motorists!* Specify Chekko when relining, and realise what a difference a shilling or two extra outlay makes.

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*Stocks at London Stores :*

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# Terry's

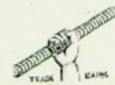
"Aero"

quality

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were

**22% better.**

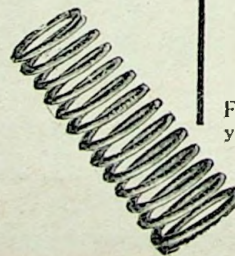


When Terry's "Aero" quality replaced springs originally fitted, h.p. increased from 160 to 195 h.p.

Capt. Campbell used "Aero" valve springs when he made his wonderful 150.76 m.p.h. records.

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Fit "Aero" for 1926. Order thro your agent please, or in case of difficulty write to us. Why not write for one of our "Aero" spring leaflets?



**Herbert Terry & Sons, Ltd.,  
Redditch, Eng. Est. 1855.**

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.



# A Special New Year CLEARANCE OF 90 GOOD SECOND-HAND CARS

These vehicles have been carefully overhauled and are all in guaranteed good running order.

**A-C.**

- 1924 (del. 1925), 12 h.p. Royal 2-seater with latest type engine and clutch. Light blue with blue antique leather upholstery, balloon tyres, full equipment. Run approximately 2000 miles. Run approximately throughout. and in perfect order. Any-weather 2-seater. 1925, 12 h.p. Any-weather, balloon grey with black upholstery, dark grey with black 4-seater. Dark grey, rigid all-weather side-screens. 1924, 12 h.p. Royal 2-seater. Particular nice condition. 1924 (May), 12 h.p. Royal 2-seater, painted green with moroseo leather upholstery. Full de luxe equipment. Run about 10,000 miles and in really first-class condition. 1924, 12 h.p. Any-weather 2-seater. Painted light blue. Clock, self-starter, speedometer. Exceptionally nice order. 1923, 12 h.p. Regent 2-seater and extra. 1924, 11/20 h.p. 4-seater touring car, painted grey. All-weather equipment. Only run 5/600 miles and in perfect order. Starter, lighting and full equipment. 1922, 11 h.p. 4-seater de luxe, painted dark brown, leather upholstery, speedometer, dashlamp and luggage grid. 1922, 11 h.p. 4-seater, painted grey. Very nice order.

**A.B.C.**

- 1923, 12 h.p. Regent 2-seater and extra. 1924, 11/20 h.p. 4-seater touring car, painted grey. All-weather equipment. Only run 5/600 miles and in perfect order. Starter, lighting and full equipment. 1922, 11 h.p. 4-seater de luxe, painted dark brown, leather upholstery, speedometer, dashlamp and luggage grid. 1922, 11 h.p. 4-seater, painted grey. Very nice order.

**CALTHORPE**

- 1924 (June), 11/20 h.p. 4-seater touring car, painted grey. All-weather equipment. Only run 5/600 miles and in perfect order. Starter, lighting and full equipment. 1924, 12/20 h.p. 4-seater de luxe. 1922, 11 h.p. 4-seater de luxe, painted dark brown, leather upholstery, speedometer, dashlamp and luggage grid. 1922, 11 h.p. 4-seater, painted grey. Very nice order.

**CHIROEN**

- 1922, 11 h.p. 4-seater, painted grey. Very nice order.

**CLYNO**

- 1924, 11 h.p. 4-seater de luxe in particularly nice order. Additional equipment includes Hartford shock absorbers and Austin rear screen.

**COVENTRY PREMIER**

- 1923, 10 h.p. 4-cyl., 4-seater, painted brown, dynamo lighting, spare wheel, leather upholstery. Particularly nice order.

**ERIC CAMPBELL**

- 1925/4, 4-cyl., 4-seater. In exceptionally good condition.

**ERIC CAMPBELL**

- 1929, 10 h.p. 2-seater. Painted aluminium body. Good running order.

**HANDS**

- 1925, 10 h.p. 4-seater de luxe, painted maroon. Adjustable front seats, all-weather side-screens, electric and bulb horns, balloon tyres, clock, speedometer. Very nice condition. 1924, 10 h.p. 2-seater, starter and lighting. Nice condition.

**HORSTMAN**

- 1920, 11 h.p. 2-seater, dynamo lighting. Usual accessories.

**HUMBER**

- 1925 model, 8/15 h.p. light saloon, painted dark blue and upholstered in Bedford cord. Fully equipped. Very nice condition. 1921, 11 h.p. 4/5-seater touring car, painted brown, starter and lighting, balloon tyres. Good running order.

**RENAULT**

- 1923, 8/5 h.p. 3-seater, painted green, self-starter and dynamo lighting. Very nice condition.

**RILEY**

- 1923 (del. Dec. 1923), 11 h.p. 4-seater de luxe, starter and lighting, antique leather upholstery. First-class order.

**RHODE**

- 1922, 9/6 h.p. Occasional 4-seater, dynamo lighting. Good running order.

**ROVER**

- 1925, 9/20 h.p. 4-seater de luxe, painted bronze brown, balloon tyres. Only run few miles and practically equal to new. 1924, 8 h.p. 4-seater de luxe, painted grey, self-starter, leather upholstery, speedometer. Absolutely perfect condition. 1924, 8 h.p. 2-seater coupe, dynamo lighting, self-starter, repainted and in very nice order. 1924, 8 h.p. 4-seater de luxe, dark blue finish, self-starter. 1924, 8 h.p. 2-seater, Nile blue. Exceptionally nice order. 1924, 8 h.p. 4-seater, painted blue. Very good condition. Extras.

**SWIFT**

- 1924, 10 h.p. 2-seater, grey. Starter and lighting. Very nice condition.

**TALBOT**

- 1925 (del. August, 1924), 10/23 h.p. 4-seater de luxe in first-class condition. All accessories.

**T.B.**

- 1923, 8 h.p. 3-wheeler in exceptionally good order. Spare wheel.

**WOLSELEY**

- 1925 (August), 11/22 h.p. 2-seater, painted claret. Balloon tyres. Only run small mileage and equal to new. 1925, 10 h.p. 2-seater coupe, 2-door body, starter and lighting. Just repainted. Attractive little car.

**SINGER**

- 1925 (May), 10/26 h.p. 4-seater de luxe, painted maroon. Complete as catalogue. Only run 2,000 miles and equal to new. 1925, 10/26 h.p. grey de luxe 4-seater. Run very small mileage and almost equal to new. 1925, 10/26 h.p. blue de luxe 4-seater. 1925, 10/26 h.p. blue de luxe 4-seater. Full equipment. 1925 (June), Full equipment de luxe, 4-seater. 10/26 h.p. 4-seater. Driven only in very good order. Driven only small mileage and carefully looked after. 1925, 10/26 h.p. grey de luxe 4-seater, balloon tyres, pneumatic upholstery and standard equipment. 1925, 10/26 h.p. 2-seater de luxe, blue finish. Fully equipped. 1924, 10 h.p. (August) de luxe 4-seater, blue, balloon tyres. Particularly nice condition. 1924, 10 h.p. (July) blue de luxe 4-seater, fully equipped. In exceptionally nice condition. 1924, 10 h.p. 4-seater de luxe, painted blue. 1924, 10 h.p. grey 4-seater de luxe. Highly recommended. 1924, 10 h.p. 4-seater de luxe, grey. Just de-carbonised. 1924, 10 h.p. 4-seater de luxe, painted saxe blue. 1924, 10 h.p. 4-seater de luxe, painted blue. 1924, 10 h.p. grey 4-seater de luxe. 1923 (Sept), 10 h.p. de luxe 2-seater. Particularly nice. 1923, 10 h.p. 4-seater de luxe. Very good order. 1920, 10 h.p. 2-seater coupe. Dynamo lighting.

We always have over 30 second-hand cars in stock. Full particulars of these and many other cars in stock gladly sent on request.

**DEFERRED PAYMENTS.**

Our charge is only 5% on the balance and the transaction is controlled entirely by ourselves. A practically pro rata rebate is allowed if a transaction is cleared off earlier than agreed.

**OUR REPUTATION GUARANTEES EVERY VEHICLE.**  
Delivered arranged to Any part of the United Kingdom.

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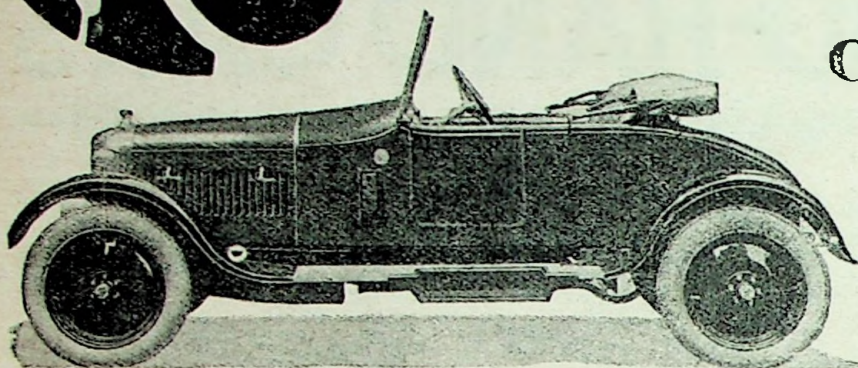
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MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

# A-C

merit is a matter,  
not of opinion, but  
of proven  
**FACT**



Thousands of owners testify to the wonderful comfort of the springing, the ease of driving, and fine road performance of these famous cars.

The A-C car has won innumerable awards in open competition for its appearance; it has made many speed records; and it holds no fewer than 32 R.A.C. Certificates for performances and tests of every kind—a number far in advance of that achieved by any other car. It is popularly known as "The Rolls-Royce of Light Cars"—a title that concisely expresses its unique beauty, comfort and super quality.

A-C cars are designed and built throughout by practical motorists, under the expert direction of Mr. S. F. Edge, who is one of the real pioneers of the industry. They are built to an ideal, appealing to those who seek the very best in design and finish, combined with unequalled performance and the utmost of durability.

Though one might expect to pay a high price for a car of such undoubted merit, A-C prices actually compare most favourably with those of any other high-grade car. Send to-day for the A-C Catalogue, descriptive of all models.

12/24 h.p. 4-cyl. from .. .. . £250

12/40 h.p. 4-cyl. from .. .. . £375

GUARANTEED from 12 MONTHS to 36 MONTHS

PAYMENTS OVER 3 YEARS (if desired)



THAMES DITTON, SURREY, ENGLAND

Full range of A-C Cars at A-C LONDON CONCESSIONAIRES, 55/56, PALL MALL, LONDON, S.W.1

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

Bto

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



# The Light Car and Cyclecar

FIRST RACE MEETING  
OF THE SEASON.

The Southport Motor Club opened the racing season on Saturday with a meeting on the sands. Here are G. L. Mucklow (Frazer-Nash), D. Higgins (Salmson), and F. J. Carr (Morgan) running neck-and-neck in a one-mile race for "Novices." The Frazer-Nash was the winner. A report of the meeting appears in this issue.

## NOTES, NEWS & GOSSIP *of the* WEEK

### ON OTHER PAGES

#### Road Racing: Brighter Prospects?

At the annual dinner of the Essex Motor Club, which was held in the Holborn Restaurant, London, on Friday, January 8th, Major Dixon Spain, replying to the toast of the R.A.O. and A.-C.U., adopted a hopeful attitude towards the prospects of road racing in this country. He emphasized the enormous difficulties with which they had to contend, but insisted that the innovation would come eventually.

#### This Week.

It is not generally realized that to move a chamois leather in circles when drying off a freshly washed car is a quick method of making even the best coachwork look shabby. This and other interesting aspects of car washing are dealt with in an article entitled "With Hose and Sponge." Our road test report deals candidly and comprehensively with the Humber Nine, whilst an article which should not be missed deals with the various uses to which Bowden-wire mechanism can be put. It will be seen that it has an infinite variety of uses on motorcars.

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#### LIGHTING-UP TIMES (Rear Lamps) for Saturday, January 16th.

London ..	4.48	Edinburgh ..	4.37
Newcastle ..	4.37	Liverpool ..	4.41
Birmingham	4.50	Bristol ..	4.59

#### Painting White Lines.

The latest development in painting white lines comes from America, where a special machine has been invented for the purpose. The spray method is used in the machine, which can be operated by one man.

#### In the Philippines.

Reuter reports that November sales of small cars in the Philippine Islands created a record.

#### The Three Virtues.

"A large percentage of motor cases would never be a trouble either to the police or to the courts if there were more common sense, common courtesy and road sense on the part of motorists. I believe that if the three virtues were increased there would be far less to do and it would be more comfortable for everybody."—Chairman of the Steyning magistrates. Always "the motorist"!

#### Next Week.

Readers will recall the interesting competitions which we have included in our pages from time to time, wherein a number of photographs of modern light cars had to be named correctly. Next week a further competition on these lines will appear, cash prizes being offered for correct solutions. The Rover Nine will figure in the next article of the series, "On the Road and in the Making."

### A Costly Tax.

The renewal of licences for the London General Omnibus Co.'s vehicles cost £231,909 early this month, and as, presumably, they were not all whole-year licences, the figure per annum must run into something like half a million.

### Development of Original Engine.

A speaker at a recent, I.A.E. meeting stated that the Michel crankless engine is to be designed to incorporate sleeve valves. This original type of power unit was described in our issue of November 13th, 1925.

### Rear Lamps Again.

It should not be long now before cyclists are compelled by law to carry rear lamps. All motorists are aware of the controversy which has raged around this matter, and recently some of the daily papers have ranged themselves on the side of the motorist.

### Recommended Plugs.

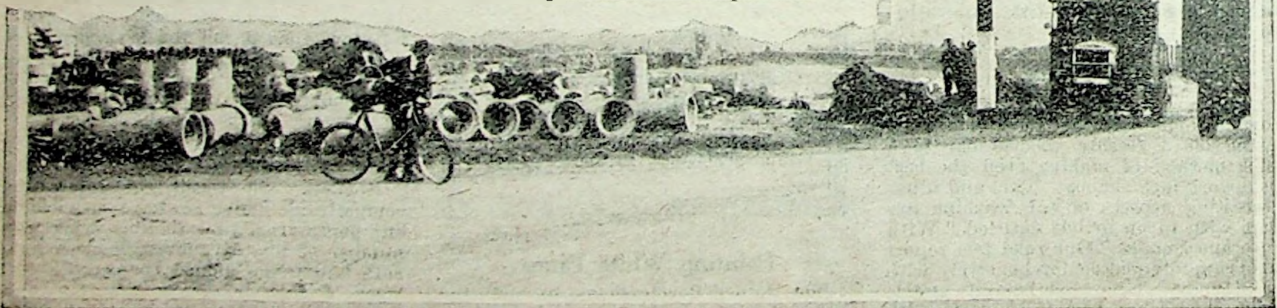
A prominent firm of sparking-plug manufacturers is leading the way by publishing in its advertising announcements a list of the better-known makes of car with the recommended type of plug for each make of engine. *The Light Car and Cyclecar* ventilated the need for these charts some weeks ago, and we feel sure that they will be much appreciated by all owner-drivers.

### A Special Occasion.

At a suburban wedding recently the bride and bridegroom were driven away triumphantly from the church in a light car, from which, judging by the note of the exhaust, the silencer had been removed. So many guests had attended the ceremony in cars that special traffic control was necessary, and in the general excitement the police detailed for this duty evidently forgot that engines must be silenced! We hope that no summons was issued subsequently!

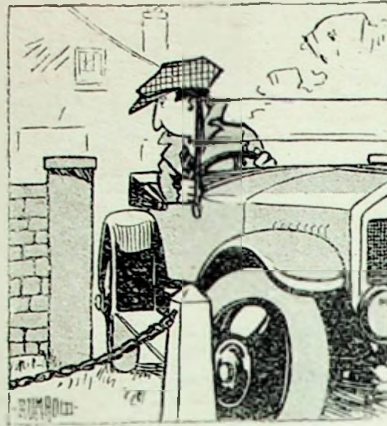
### The Circular Route.

Although the circular method of traffic control is quite extensively used in France and the U.S.A. it is something of a novelty in this country, but the Parliament Square experiment, with which we dealt last week, is not the first trial of the system in these islands. For some months past at the complicated junction at the Aquarium, Brighton, circular control has been in operation, and from experience we have found that it permits one to negotiate, in comfort, a spot which used to be something of a nightmare.



ANOTHER BY-PASS  
NEARING  
COMPLETION.  
B12

Motorists using the Path road have long been handicapped by the narrow winding streets passing through Longford and Colnbrook (between Hounslow and Slough). A new by-pass road, skirting the villages named, is in course of construction.



### LIGHT CAR PROVERBS.—No. 2.

This drawing depicts a well-known saying with which every reader should be familiar. Write it on a postcard addressed to the Editor and marked Proverb No. 3 in the top left hand corner. A prize of a guinea is offered for the most appropriate proverb submitted. If two or more readers submit the same winning proverb, the prize will go to the sender of the first to be judged. Only one solution may be submitted by individual competitors. No judging will be done before or after next Tuesday. For the winner's name and address see next week's "Around the Trade."

### British Cars in East Africa.

Out of a total of 1,200 motor vehicles imported into Kenya and Uganda during the first six months of 1925 only 200 were of British manufacture.

### Lucas New Control.

The recent offer by a firm of chartered accountants to acquire the shares of Messrs. C. A. Vandervell and Co., Ltd., about which there has been so much speculation, was made solely and entirely on behalf of Messrs. Joseph Lucas, Ltd., of Birmingham, who now also secure control of Rotax, Mr. Oliver Lucas, a director, in an interview authorized the Editor of *The Motor* to state that no American influence had entered into the transactions, and that the new business developments which had taken place were absolutely and solely British in origin, and would not be other than entirely British controlled. The rumour that General Motors Corporation or any other concerns were behind the deal was emphatically denied by Mr. Oliver Lucas, who explained that the sole object in view was, by standardization of production and the reduction of prices, to help the British motor trade to fight American competition.

### Brum's Bad Patch.

"There is more bad driving on the Birmingham-Coventry road than on any road in England."—Major Woolcombe Adams, chairman of the Coventry County Bench.

### Motor Trade in Germany.

It is reported by Reuter's Trade Service that the automobile industry in Germany is suffering very hard times, owing to the economic crisis which set in during the second half of 1925.

### Synthetic Flexible Glass.

A feature of next Tuesday's issue of *The Motor* will be a special article describing a new material which has properties similar to those of glass, but is flexible and unsplinterable.

### Fines on the Spot.

The Nice Municipal Council is considering the imposition of stricter regulations for motor drivers, one suggestion being that a substantial fine should be collected from transgressors on the actual scene of all accidents which occur. Monaco police have had authority to exact fines on the spot for some considerable time.

### 1,800 Trees on New Road.

Farnborough (Kent) Council are applying for a Ministry of Transport grant for planting 1,800 trees on the new by-pass road to Orpington now under construction. Avenues of plane, beech, elm and oak trees arranged in the manner adopted on French roads are contemplated. The Ministry of Transport have built six new houses at Green St. Green, Orpington, for the tenants of six cottages which are to be pulled down to make way for the new road.

**A Veteran A.B.C.**

The original A.B.C. which was driven by Mr. Gordon England in the 200-Mile Races of 1922 and 1923 appears this week among the bargains offered in our classified list of second-hand cars for sale. Last summer the car was fitted with a special 1,500 c.c. engine and ran well at Brooklands.

**Light Car Proverbs.**

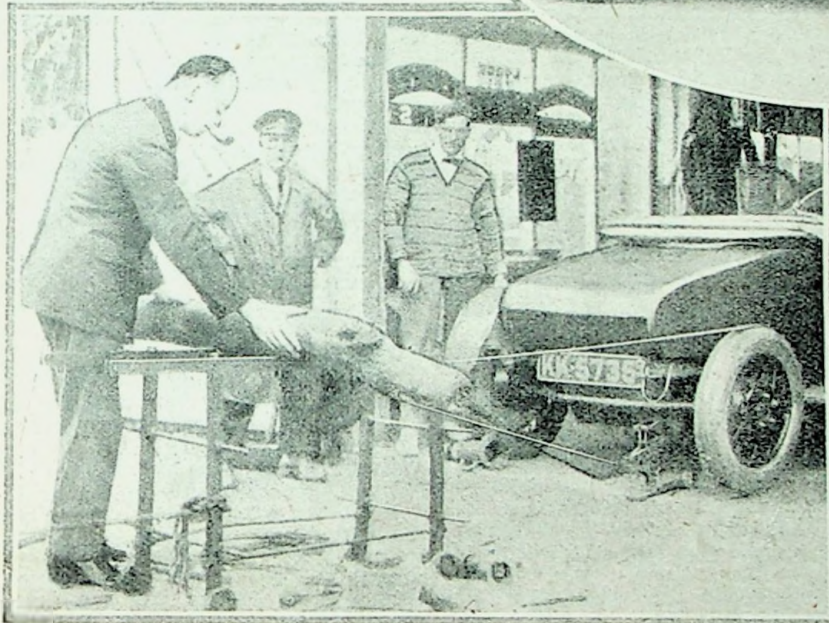
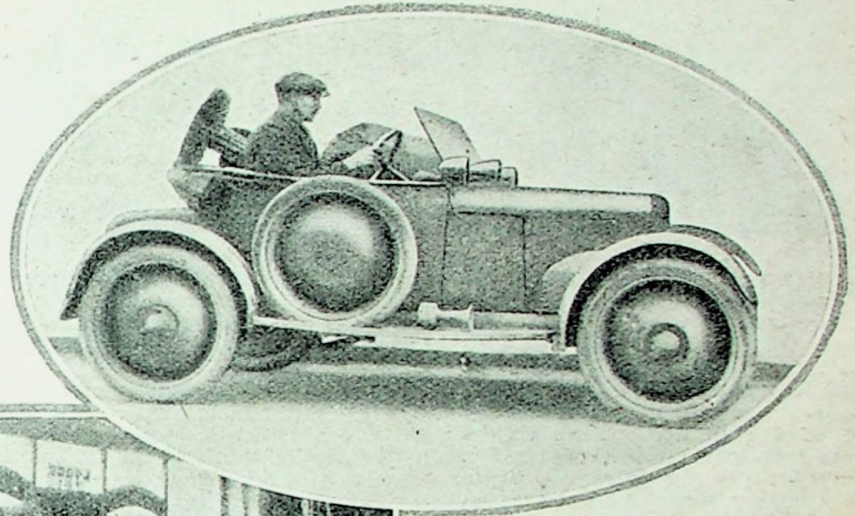
The popularity of our Light Car Proverbs competition is simply astounding. Last week's competition attracted a larger number of entries than even the most popular of the Light Car Limericks, whilst no fewer than 45 entirely original proverbs figured in the entry. We think that the winner, who quotes Crabbe's famous epigram, deserves very special commendation for having hit on a truly excellent line. Readers are asked to note that a proverb for the purposes of this competition is as defined by Nuttall's Standard Dictionary, viz., "A short sentence expressing a well-known truth."

**Patent Law Amendment.**

As a result of a resolution put forward at the recent International Congress on Aerial Navigation, vessels, aeroplanes and motorcars are exempted from the ordinary laws of patent infringement when temporarily coming under the jurisdiction of foreign countries. Delays due to threats of infringement proceedings are thus obviated.

**"O.R.O."**

The views expressed by correspondents on different subjects in "Our Readers' Opinions" this week are varied and instructive. One of the most interesting letters comes from the Assistant Commissioner of Police of the Metropolis, who deals with our recent description of Circular Traffic Control in Parliament Square.



**STRICTLY ON BUSINESS!**

(Left) A G.W.K. acts as the motive power for a circular saw at Farnborough and (above) the modern sweep, at Cambridge, goes his rounds in a Rover Eight.

**The Price of Petrol.**

What exactly will be the effect of the termination of the agreements between the various petrol distributing firms in the Combine? These agreements will shortly expire, and it is rumoured that they will not be renewed.

**Will Car Prices Rise?**

The continuous increases in the price of rubber have inevitably resulted in a slight addition to the prices of 1926 motorcycles, says *Motor Cycling*. Whether more expensive tyres will mean more expensive light cars remains to be seen.

**Italian Hill-climb.**

The closing motor event of the old year in Italy, the Christmas Cup, organized by the Automobile Club des Abruzzes, constituted a 7½-mile hill-climb from Loreto Aprutino to Penne, and in the 1,100 c.c. class the recently produced 990 c.c. 7 h.p. Fiat did very well. The fastest was Spinezzi, who accomplished the long climb in 13 min. 25½ secs. He was followed by Di Girolamo and Priori, in similar cars, in 13 mins. 31½ secs. and 13 mins. 32 secs. respectively. The fourth man home, Pretaroli, in a Fadin, occupied 19 mins. 26 secs. These three small cars were faster than many in the bigger classes.

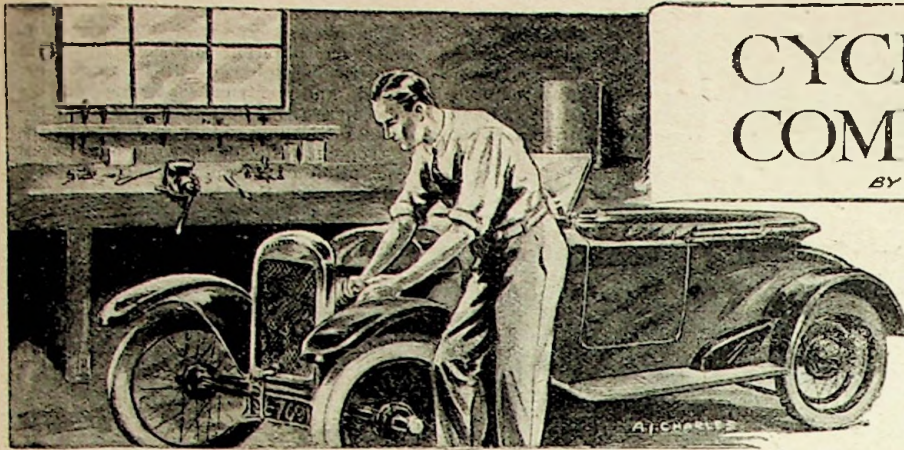
In the class from 1,101 c.c. to 2,000 c.c. the results were Leonardi (Ceirano), 11 mins. 49½ secs., followed by two Ansaldo's, a Fiat, an Ansaldo and an O.M.

**R.A.C. AND SUNDAY COMPETITIONS.**

AS some misunderstanding seems to have arisen regarding the attitude of the R.A.C. towards the holding of Sunday competitions on the road, the Club desires to make the position clear. The R.A.C. is strongly opposed to the holding on a Sunday of any event which would be likely to attract either a large entry or big crowds of spectators, or which would tend in any other way to interfere with the proper observation of the Sabbath by the community in general.

At the same time it should be realized that the term "competition" is commonly used to cover many friendly and quasi-formal runs which local clubs organize for the amusement of their members. In many instances a large proportion of such club members consists of working people—in the widest

sense of the word—whose only opportunity for enjoying the fresh air in their cars is on a Sunday. If Sunday competitions were barred without exception these members would be, to all intents and purposes, entirely excluded from any club life on the open road. It has always been the policy of the R.A.C. to refuse to grant permits for Sunday events other than these so-called "competitions," but even such events are barred if, as has been stated before, large entries or big crowds of spectators are likely to be attracted. The Club has no intention of extending the scope of Sunday events for which closed permits have been granted in the past; but, on the other hand, it has yet to be convinced that any further restrictions are required in the general interest of the community.



## CYCLE CAR COMMENTS

BY SHACKLEPIN

OVERCOOLED ENGINES — SUGGESTED REMEDIES — WATER OR EXHAUST HEATING? — MOTTLING AND FROSTING ALUMINIUM.

AS a rule it is more difficult to keep an engine cool than to keep it hot, but two brothers, each owning a G.P. Morgan, have written to me recently asking for advice as to how they can prevent their M.A.G. engines from running too cool. They say that even after the radiators have been blanked off considerably, the cylinders are only just warm after a long run and the induction pipes are covered with frost.

Of course, at this time of the year when the atmospheric temperature is low, one expects an engine to run cooler than in summer, but no engine can run at its best efficiency if it is too cold, and where it is fitted in a somewhat exposed position, such as on the Morgan, it becomes difficult to know exactly how to remedy matters in a simple manner.

Possibly some restriction in the outlet water pipes from the cylinders might improve matters, as the circulation would thus be slowed down and the jackets would retain the extra heat. It would be quite easy to restrict the flow, and I suggest, as a preliminary experiment, decreasing the bore of the outlet pipes by 50 per cent. If this causes overheating, the restriction can be opened out progressively until an ideal running temperature is obtained.

With regard to the cold induction pipe, obviously some form of water-jacket suggests itself, and this, no doubt, could be made up by any tin-smith, using the existing pipe and surrounding it with a jacket made preferably of copper. Careful soldering of the joints would be necessary, and, probably, for a really good job, it would be advisable to silver-solder them. An inlet and outlet pipe would be necessary, one leading from the top of the jacket and coupled to the radiator header tank and the other to one of the lower water-pipes or direct to the lower tank of the radiator. The connecting pipes must be devoid of sharp bends.

With thermo-siphon cooling the

circulation through the jacket might tend to be slow and somewhat erratic, but the induction pipe would at least be kept well above freezing point.

If it is desired to avoid tampering with the water-cooling system, there is no reason why the jacket should not be coupled to one of the exhaust pipes and the hot exhaust gases used instead of water. This method, however, is not quite so satisfactory, because the jacket, after a time, becomes choked with oily deposits, and these are by no means easy to clean away. It must be said, however, that this system worked very well on the two-cylinder air-cooled G.N.

To enhance the effect of any heating system which may be used, it might be a good plan to fix some kind of shield in front of the induction pipe so as to prevent a current of cold air impinging on it due to the speed of the machine on the road.

A less efficient alternative to heating the induction pipe would be to heat the air entering the carburettor, and this could easily be done by arranging a pipe from the intake to a sleeve around one of the exhaust pipes close to the point where it leaves the cylinder.

A pipe having a bore not less than the maximum diameter of the air intake should be used, and any curves or bends necessary to bring the pipe into the correct position should be very carefully made, so as not to restrict the flow of air more than could possibly be helped. The pipe, when fitted, should be lagged heavily with asbestos string.

It is a fact, of course, that unduly heating the intake air reduces the charge weight of the mixture entering the cylinders, but it does so to such a small extent that for ordinary touring work it makes little or no difference to the efficiency of the engine. Perhaps this system would be worth trying before adopting the more troublesome and expensive method of jacketing the induction pipe.

Another question which I have been asked is what is the best method of mottling aluminium. I take it that the idea is to use the process on aluminium bonnets and similar large surfaces, and the only way of producing the desired effect is rather laborious.

The surface should first be cleaned thoroughly and brought to a reasonably polished condition. Afterwards a piece of dead-smooth emery paper, preferably coated with oil, should be laid over the ball of the thumb and applied to the surface with a twisting motion so that a roughened patch appears. Each patch should overlap its neighbours slightly, and the process must be continued until the whole surface is covered.

Anyone who has done this over the whole of a motorcar body will realize that I do not exaggerate when I say that the process is one of the most tedious which can be undertaken.

One might, of course, use a geared hand brace with a disc of emery cloth stuck on the end of a stick held in the chuck, but there is the risk with this method that the emery stick will run, as it were, and spoil the whole effect.

In large body-building shops I have no doubt that there is some mechanical method of carrying out this work, but in most shops where articles in mottled aluminium are produced which I have visited I have nearly always seen unfortunate small boys with stunted thumbs busy on this work in the manner I have described.

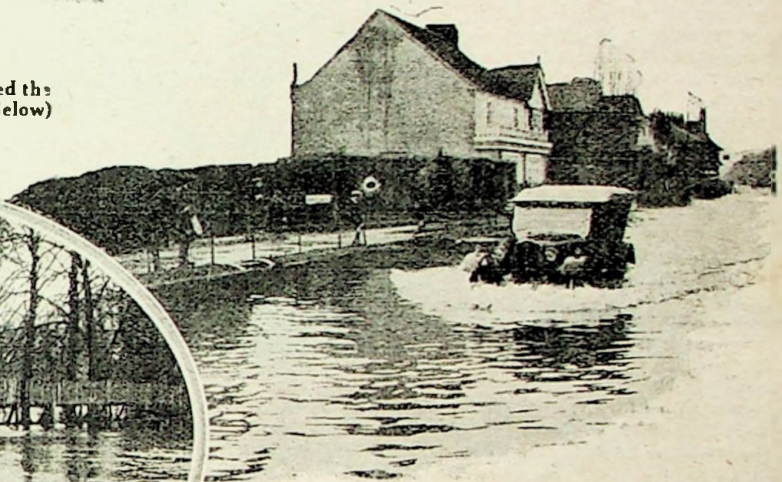
Aluminium may be given a frosted or matt finish by immersing it for a few seconds in a hot caustic soda solution—about 2 lb. per gallon of water—and, after washing, dipping it in an acid solution made up in the proportions of 1½ gallons of concentrated nitric acid to 10 gallons of water—that is, a 13½ per cent. solution. The final process is to wash the aluminium in water and dry in hot sawdust.

# A Half-Mile Splash



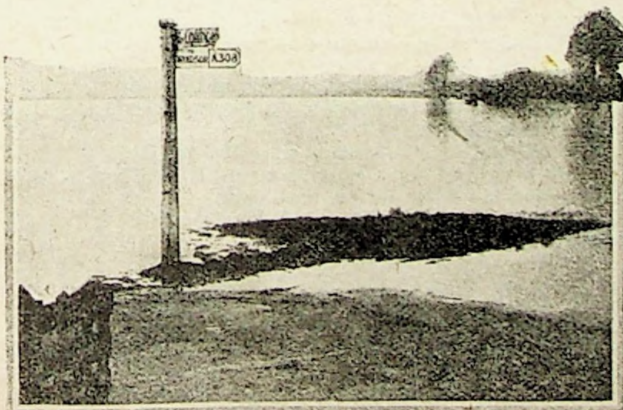
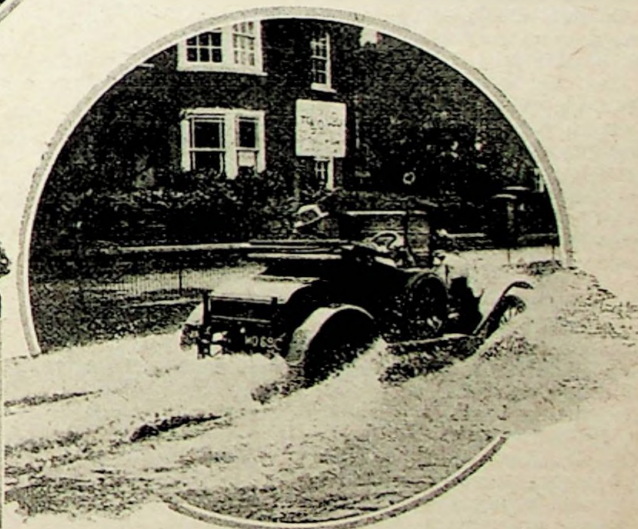
A typical scene in the flooded area (above) and (below) a Talbot making its way along Maidenhead High Street.

(Above) At Runnymede, where a boat formed the only practicable means of transport. (Below) The flooded road at Shepperton.



(Below) Another striking photograph taken at Maidenhead.

(Below) The water at Runnymede was six feet deep in places, and, as can be seen from the photograph, all traces of the road were obscured.



SCENES IN THE FLOODED AREA.

The recent heavy rains resulted in large areas being flooded in many parts of the country. The Thames Valley suffered particularly badly, many roads being impassable for vehicles. In one place the Bath Road was submerged for a distance of about half a mile.

## THE LURE OF

**D**UNTLISS readers must have wondered why the recent London-Exeter Trial attracted such an enormous number of entries, and they must also have wondered what satisfaction the competitors obtained from the event. It is difficult, if not impossible, to describe exactly wherein lies the lure of competition work, but the fact remains that, once a keen motorist becomes interested in it, he is soon an ardent enthusiast.

The most attractive feature, perhaps, of taking part in reliability trials is the atmosphere of strenuous endeavour which typifies them and the extreme good-fellowship which is such a pronounced feature of nearly all events of this kind.

It must be stated at the very outset that there is nothing to be gained by competing in reliability trials except small mementoes which are of less value than the entry fee, and the keen satisfaction of achievement. Unlike racing, there are no bonuses to be won, whilst the most which one receives from the manufacturer of the car which one runs is preferential treatment when repairs have to be done or spare parts are needed.

The cost of taking part in the three principal events of the year—the London-Land's End, the London-Edinburgh and the London-Exeter—is a guinea subscription to the Motor Cycling Club and an entrance fee of £2 for each event. In addition, the cost of petrol, oil and so forth used on the runs has also to be borne, whilst repair bills after such a run as the London-Land's End may have to be met for such items as broken spring leaves, and so on.

Having made up his mind to take up competition work, the small car owner would be well advised to join a local club and acquire the knack of time-keeping and climbing stiff hills before entering for a big trial, as it is very disappointing when the reward for the first big effort which is made is merely to see one's name among the list of "no awards."

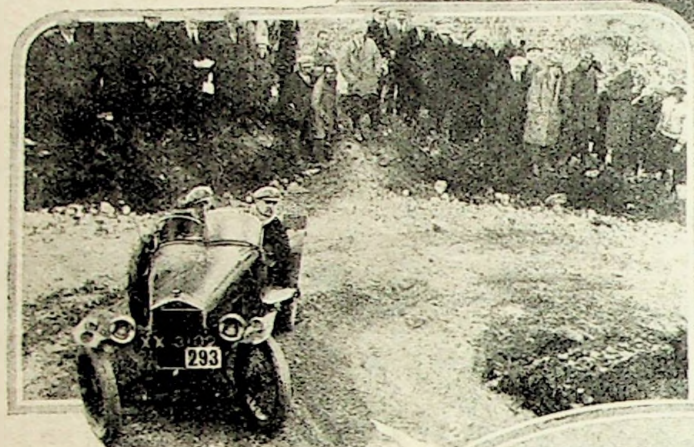
It might be thought that any good driver handling a decent car can win a gold medal in an M.C.C. trial with no previous experience of competition work, but it is very seldom that this happens, and on the rare occasions when it does come to pass it must be attributed more to good luck than to good judgment.

### Best Type of Car.

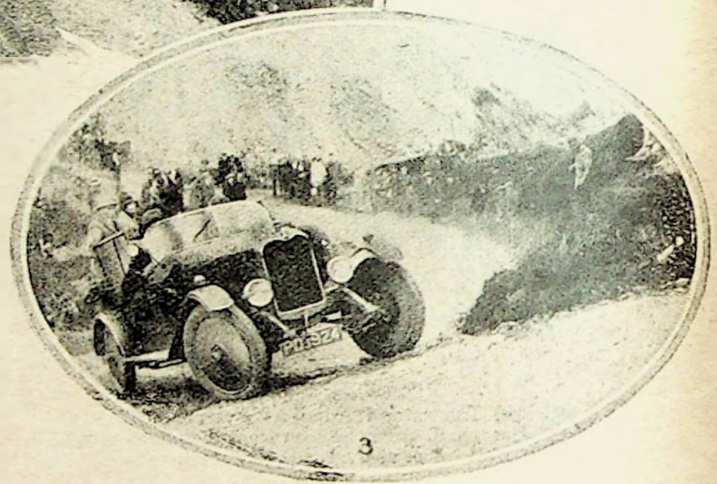
There are some small cars which are naturally fitted for competition work and others which are quite unsuitable. Far and away the best type of car is one which combines a four-speed gearbox with a snappy engine and light weight. Cars without a differential, provided that they have sufficient steering lock, generally do better than those which have a differential fitted. A short wheelbase is also a big advantage.

It is sometimes said that three-speed cars place their drivers at a big disadvantage in a reliability trial, but this is not necessarily the case—provided that the bottom-gear ratio is sufficiently low—except when timed ascents of severe hills are included. When this is the case, the man with a four-speed gearbox, who can make use of second as well as first, naturally scores over a three-speeder with too wide a gap between second and bottom for the former to be made use of, even assuming the ratio to be low enough for the job.

The equipment needed by a competitor in reliability trials need not be particularly expensive, the only



(1) The inevitable fate of the man who enters a stiff trial with unsuitable gear ratios. (2) Take hair-pin bends wide if you aspire to "clean ascents." (3) Clipping a hair-pin is a risky practice which loses dozens of gold medals each season.



essentials over and above the standard equipment of the car being a pair of non-skid chains. It is best to have balloon tyres, as these obtain a good grip on rough stuff and allow fairly high speeds on bad roads, whilst a spotlight and a dependable dashboard clock are also well worth fitting.

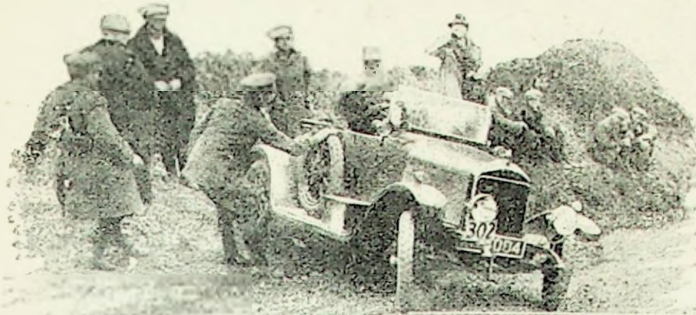
Nowadays few competition men bother to carry many spare parts, but it is unwise to start without a few plugs, a reel of insulation tape, some copper wire and the usual paraphernalia which is generally taken on tour.

In the case of cars fitted with unreliable makes of magneto, it is well to carry a spare instrument complete, with the coupling marked ready for immediate attachment, whilst, where a known flaw in the design of the car exists, such as, say, a petrol pipe liable to break, the need for carrying a spare is self-evident.

Tuning up a car for a big trial is well within the ability of any enthusiastic amateur, as nothing is really needed beyond making sure that all parts are properly adjusted and in a reasonable state of repair. In addition, great pains should be taken to make sure that the petrol tank, piping and carburetter are absolutely



# COMPETITIONS

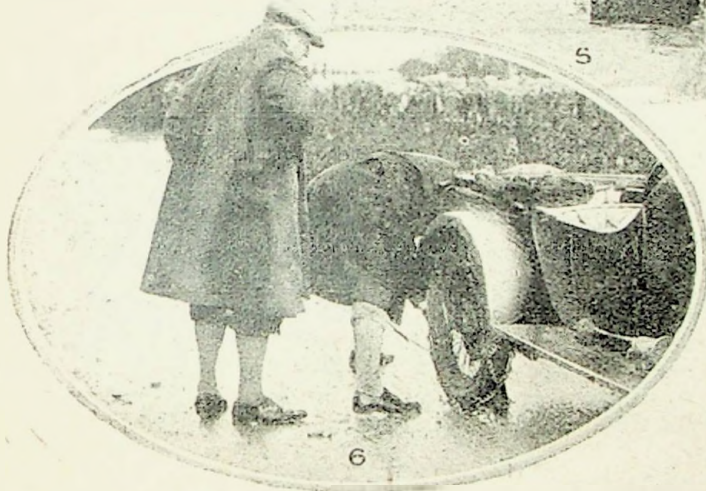


4

(4) If you run back on a hill, "scrub" the bank rather than charge it as this man did. He overturned a second later.  
 (5) Negotiate water-splashes slowly and there will not be much splash.  
 (6) Practise the expeditious fitting of chains.



5



6

Admittedly a dashing driver often scores on a hill by taking a risk to avoid a baulk which would floor a more cautious man; but these occasions are rare, and the shining stars in the competition firmament are unquestionably those who drive to win a "gold" rather than to earn applause from spectators.

An art, which everyone who intends to take part in competitions should acquire and practise assiduously, is making a good get-away from a standing start on a really severe gradient, as this test nowadays is included in almost every trial. Essentials to success are a good hand brake and a driver who has learned how much to speed up his engine before engaging the clutch and the exact moment during the clutch travel at which to free the hand brake. It is difficult to describe on paper exactly how to handle the controls when restarting under these conditions, but practice will work wonders even with the most clumsy driver.

Another knack which must be acquired is changing gear up and down with absolute certainty and a minimum wastage of time, whilst patient practising of the art of fitting non-skid chains will also prove to be well worth while.

In this connection the wisest plan is always to take the same passenger and to practise with him a "chain drill" against a stop-watch in the hands of a friend. Some people find that it pays them to carry two spare wheels, both fitted with non-skid chains, and when a non-stop section

is approached to leap out of the car, jack up and change both the back wheels, but experienced competition men almost invariably fit their chains on the spot instead of changing wheels. With practice and with the driver and passenger following a prearranged plan of campaign, not more than two minutes should be taken in getting a pair of chains fitted and properly adjusted.

## When Crossing Splashes.

*The Light Car and Cyclecar* has dealt at considerable length recently with the correct method for negotiating water-splashes, and there is, therefore, no need to enlarge upon the procedure here. In brief, all that is necessary is to keep the speed of the car as low as possible and the engine speed as high as possible. Never slip an exposed clutch, however, as water may get between the friction surfaces and destroy the grip.

There are two methods of keeping time when driving in a reliability trial. One consists of making out a special route card showing your own time at the various points along the route where there are checks or the likelihood of secret checks, and the other of setting your watch and dashboard clock to "official time" and thus saving the trouble of making calculations. Perhaps the more tedious method of the two is, however, the better, as if your own watch goes wrong public clocks can be utilized without the likelihood of error. Time-keeping is, of course, the passenger's job, and he should, therefore, be reliable and painstaking.

The way to get the utmost enjoyment out of competition work is to regard it purely as a sport, exactly as one does a game of football. If the route is difficult to find and the organization not all that it might be, remember that making plans for a big trial is a very trying and awkward business, which is carried out entirely by unpaid men in their spare time. If you keep this well in mind it is easy to condone their mistakes, even although you yourself may be the sufferer.

clean, that the electrical equipment is in first-class order, and that there are no loose nuts and bolts or fittings.

Some very enthusiastic competition men of the type who would never recover from the shock of winning anything less than a gold medal in a trial, make a point of exploring the route in advance and, if necessary, altering their gear ratios to suit the various hills and tests which are included. These are almost invariably outlined in the preliminary programme which accompanies the entry form.

The writer does not feel, however, that any real need exists for a preliminary survey of the course, provided that the car to be taken through the trial is of an efficient type, whilst altering gear ratios is perhaps a job beyond the ability and the means of 90 per cent. of amateurs. In most cases, of course, it is customary to fit different axle gearing rather than to make alterations to the gearbox itself.

Driving skill of a very high order is necessary if premier awards are to be won regularly, and it should be noted that the most successful competitors are those who drive with care rather than with dash.



Road Tests of 1926 Models.

THE 9.20 H.P. FOUR-SEATER HUMBER.

A CAR WHICH STANDS OUT CONSPICUOUSLY FOR DESIGN, QUALITY, WORKMANSHIP AND GENERAL PERFORMANCE.



OUR verdict after an extensive test of the Humber Nine, on all manner of roads and under widely varying weather conditions, is that it is one of the most pleasing light cars of the day. With a cubic capacity actually less than that which was deemed at one time to be just about right for a two-seater cyclecar, the four-cylinder engine pulls a substantial chassis, on which was mounted, in the case of the car under review, a full four-seater body; moreover, it pulled it up hill and down dale with four adults aboard and the all-weather equipment and hood erected, with a liveliness which left us wondering.

There can be no doubt that this very fine little engine, which, by the way, runs as sweetly as a top throughout its whole range of speed, owes much of its efficiency to the ingenious design which incorporates overhead inlet valves and side exhausts; and in this connection one must not overlook the fact that it is essentially a long-stroke engine, the bore being 58 mm. against a stroke of 100 mm. This gives a capacity of 1,056 c.c., a Treasury rating of 8.35 h.p., and a tax of £9.

In many respects the general specification of the car closely resembles the 8 h.p. model which it has displaced, but here and there one observes notable improvements, as, for instance, the large six-gallon tank which is slung between the rear dumb-irons and feeds the Cox Atmos carburetter via an Autovac under the bonnet. It is pleasing to see that shock absorbers of Hartford manufacture are standard at the rear. Another refinement is a Lucas automatic screen wiper, which works on the pneumatic principle, the suction

load being connected to the elbow of the Autovac suction pipe.

Other interesting details of the specification are a Lucas Dynamotor lighting and starting unit with five lamps and a large Lucas horn under the bonnet, where are housed—as in the case of the old 8 h.p. model—the jack, brace and oilcan. The tyre pump now occupies a position inside the body on the near side and the tool roll is carried in a cubby hole under the scuttle dash.

The clutch is a Ferodo-faced cone and the engine and gearbox form a unit. The ratios are 16.6, 9.5 and 4.9 to 1, the final drive being by an open tubular propeller shaft, with a fabric universal joint at each end, to a semi-floating rear axle driven by spiral bevel. Both brake and gear levers are on the driver's right.

The Humber stands almost alone in adhering to external contracting brakes of the steel band Ferodo-lined type, the reason given by the manufacturers for defying convention in this way being that such a type of brake is far more easily kept in order and adjusted by the owner-driver who has not a great deal of time or knowledge, than expanding brakes, which are com-



MODERN REFINEMENTS.

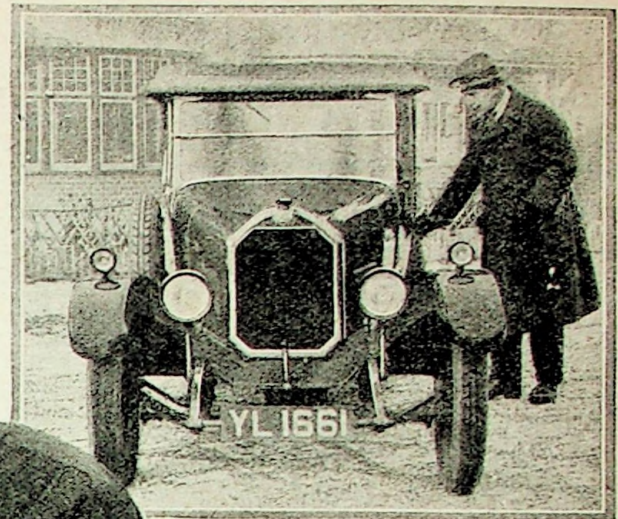
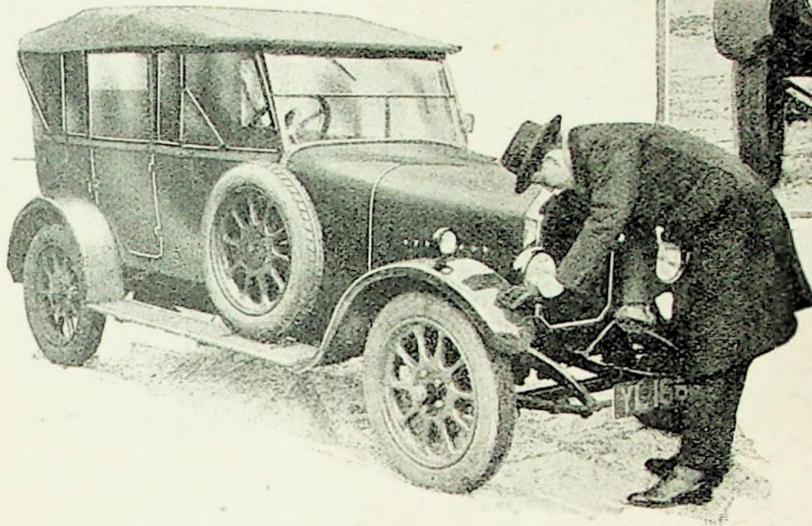
(Left) The collapsible petrol filler, complete with gauze. Fuel can be fed direct from a two-gallon can rapidly and without a single drop being spilled. (Above) The all-weather equipment keeps out wind and rain, permits of excellent all-round visibility and is easily erected.

paratively inaccessible. Both brakes worked very well. The springing system of the Humber employs long semi-elliptics at both front and rear, whilst the steering reduction is by worm and wheel.

As an example of meticulous attention to detail, this car stands out conspicuously. Those who have had any extensive motoring experience are quick to notice such points as the permanent and very neat telescopic petrol

filler spout, complete with filter, the sturdy mounting of the spare wheel, the useful inspection door in the off-side valance, so that access readily can be obtained to points of adjustment, the very easily removed floorboards—which are fitted with tabs to facilitate pulling them up—the rubber channel along the top edge of the lower part of the two-panel screen and so forth. Space forbids mention of other equally good points.

It has been pointed out that the car is a full four-seater, and this is no exaggeration, for a 6-ft. passenger can be comfortable either in the front or the back. There is ample width of seat and the eight individual panels which make up the all-weather equipment are



**HUMBER CHARACTERISTICS.**

Viewed from the front the 9-20 h.p. Humber is similar in appearance to the old 8 h.p. model. An excellent Lucas Dynamotor unit is incorporated but if the owner wishes to spare his batteries he will find that the starting handle is swung in comfort and that the engine springs into life with a minimum of coaxing.

of a superior type, with narrow framing, which affords the maximum of visibility.

One's first impression when in the driving seat is that the sloping screen is too close to the driver's face, but this impression soon vanishes, and, if bad weather be encountered, the close proximity of the screen, coupled with the satisfactory working of the screen wiper form a combination which makes driving quite comfortable, even in a blizzard.

This we proved to our entire satisfaction whilst pushing our way through a blinding snow-storm which was in attendance for about 40 miles. It was obvious then that the forward panels of the all-weather equipment should be provided with some definite form of fastening to the windscreen pillars. It is important that draughts at these points should be prevented. On the car which we tested the off-side front panel had a very aggravating knack of opening outwards at the top and letting in a very unwelcome draught.

The controls of this Humber are well placed, but the hand-brake lever might be made slightly more accessible with advantage. When full on the lever comes up against the seat cushion, and, whereas the brake was easily applied, it was not so easily released.

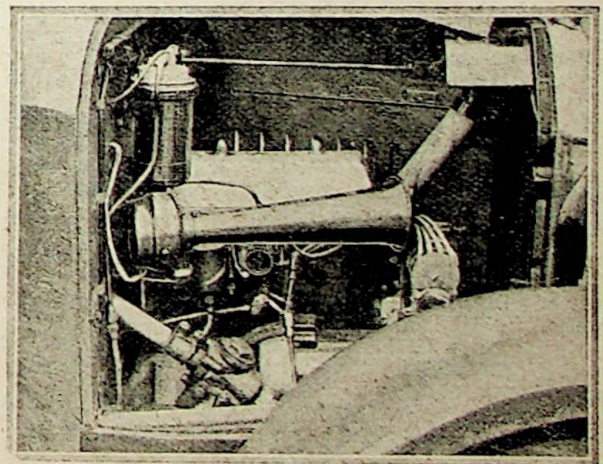
The gearbox is one of the most easily managed that we know, whilst the steering is so delightfully smooth and effortless that one hand on the wheel is sufficient under any conditions. The seating position is really good, and one feels thoroughly at home in the car before it has been driven a quarter of a mile.

The interior furnishing is of a high-class order, real leather upholstery being used and the three doors being fitted with useful and spacious pockets. The fascia-board equipment, reading from left to right, as viewed from the driving seat, is as follows:—Clock, Jaeger speedometer, oil indicator, Lucas switchboard, strangler, starter switch and, on the extreme right, where it is very easily and expeditiously operated, the electric horn button.

It is impossible to form a really conclusive impression of this Humber Nine unless one takes it into the

country, for its docility and responsiveness in traffic, good as they are, do not give an indication of the reserve capabilities of the car when it has before it, say, a long, straight, upward run. One forgets for the moment the small capacity of the engine and revels in the fact that throughout the whole throttle movement there is that welcome addition to the pulling powers of the car as the foot is further and further depressed.

Certain main-road hills were surmounted at a higher speed than that attained with cars weighing no more but having far larger engines, and from first to last the springing really behaved itself; there is no vibration, no rolling, no chattering of loose parts—just a comfortable hum from the engine as it gets on with its work.



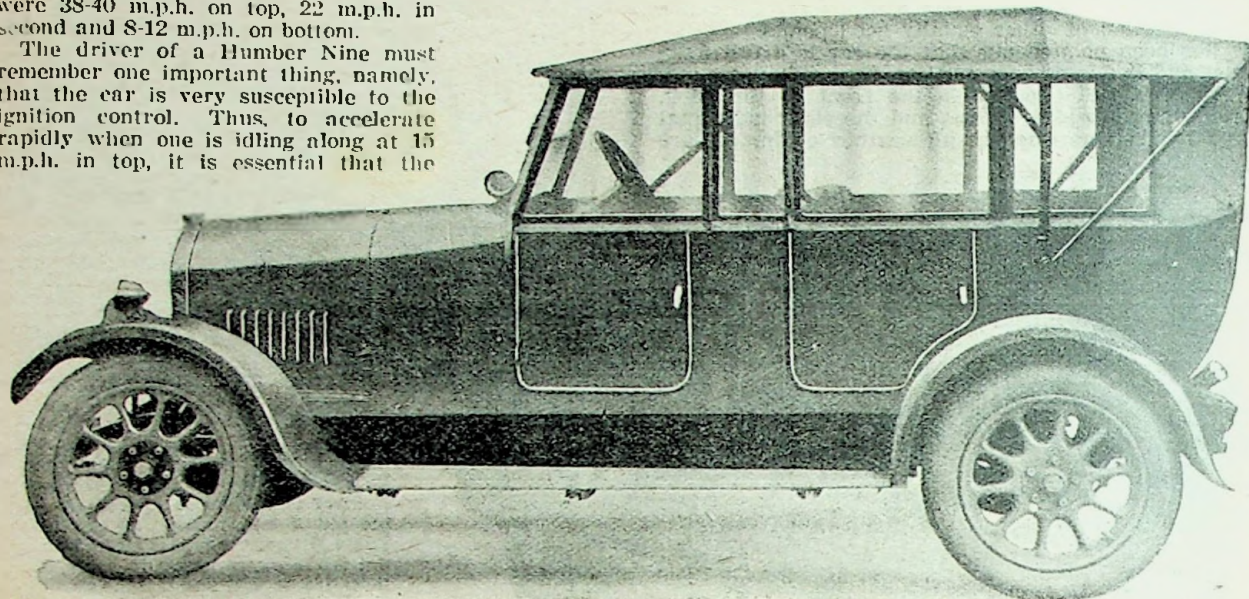
The offside of the engine. Points worth noting are the capacious header tank, the Autovac fuel supply system, the accessible contact breaker and carburettor and the very large electric horn.

The maximum speed obtained in top gear was 43 m.p.h., but we believe that with the hood furled and the all-weather equipment stowed it would be possible to approach very narrowly the 50 m.p.h. mark. In second, 30 m.p.h. was reached and in first 12 m.p.h., but the most comfortable speeds on the various gears were 38-40 m.p.h. on top, 22 m.p.h. in second and 8-12 m.p.h. on bottom.

The driver of a Humber Nine must remember one important thing, namely, that the car is very susceptible to the ignition control. Thus, to accelerate rapidly when one is idling along at 15 m.p.h. in top, it is essential that the

whilst the sweetness of the drive when the unit is acting as a dynamo is reflected by the unflickering ammeter needle. From dead cold the engine started on the starter-motor alone in less than three seconds.

A word also should be said concerning the excellence of the Lucas lighting set, the headlamps of which, set



EVERY INCH  
A LIGHT CAR.

Here we have an excellent impression of the 9-20 h.p. Humber as viewed from the near side. Its sturdy construction can be seen at a glance. The leg-room, both front and back, is generous, there is adequate head-room with the hood up, and the car not only looks but feels every inch a light car.

ignition lever be pulled back to about half-advance and moved forward progressively as the pressure of the foot on the accelerator becomes greater and the speed increases. If this procedure is followed automatically, the car is twice as lively as when the ignition lever is more or less disregarded. A driver who fails to make good use of this control is more than foolish, for, situated above the wheel, it can be operated very easily.

The sweetness with which the Dynamotor unit works should make the owners of cars with less elaborate equipment jealous. When the starter knob is depressed, the action of the starter-motor is, of course, dead silent,

fairly low down on the front dumb-irons, liberate a useful flood of illumination that makes night driving not only safe but fast.

Frankly, then, we were delighted with the 9-20 h.p. Humber, delighted principally because so much satisfaction could be obtained from a car with so small an engine and because the attention given to general finish and so on is reflected at so many different points and in so many different ways.

This model sells as a two-three-seater with dickey for £260, as a saloon for £315, and, in the four-seater form which we tested, for £260.

## THE MARAUDER OF THE MIST.

IT was a raw, foggy night in November and the row of new suburban villas was enshrouded in dense gloom, pierced only by the sullen, baleful glare of the dull, red disc which represented the street lamp a few yards distant. All was silent.

Suddenly the side door of the end house was stealthily opened and a sinister-looking figure quickly emerged. It was that of a man of medium stature, wearing a long, dark overcoat, his features almost entirely concealed by a huge muffer around his chin and a cap drawn well down over his eyes.

After a furtive glance around, he cautiously closed the door behind him, and stole, step by step, through the murky gloom until his outstretched hand encountered the side of a small building that loomed up ahead in the fog. He paused abruptly and, thrusting his hand into the capacious pocket of his coat, drew out a small electric torch, the bright beam of which shot out upon a door in front of him.

For a brief instant the beam moved swiftly hither and thither, then finally came to rest upon a rusty padlock. The man again fumbled in his pocket and brought forth a bunch of keys. One after another he tried in vain, muttering imprecations all the while.

Without warning, the light in his hand grew dim and went out. With a suppressed ejaculation of anger, he thrust the torch back into his pocket and groped at the lock in the darkness. At last success crowned his efforts and the door swung open. He slipped inside and closed it behind him. A subdued glow arose from within and slender shafts of light filtered through the apertures around the door.

A series of mysterious sounds broke the tense silence; at first the clang of metal upon metal, then the soft splash-plash of some gurgling liquid. But these noises were soon superseded by one far more horrible—a slow, creaking, grinding noise, followed by great sobbing sighs, as of some mortal in dire agony.

Suddenly a stunning detonation rang out, and in the dead silence which succeeded clouds of blue, noxious vapour rolled out from under the door. Then the silence was shattered by an even louder explosion, and the door swung open, revealing two great orbs of light glaring balefully into the fog like malevolent eyes.

A harsh, vibrating roar burst upon the night . . . and, to the accompaniment of many bangs and rattles, Mr. Jones set out in his ancient two-seater to meet his wife on the 6.36 from town.

N.M.

# Stop!



A BRIEF SUMMARY OF THE PRINCIPAL TRANSGRESSIONS WHICH BRING THE MOTORIST WITHIN THE PURVIEW OF THE LAW.

**L**UCKY and rare is the motorist who has not experienced that sudden sinking of the heart caused by a man in blue stepping briskly into the roadway and calling upon him audibly or by signal to stop. A glance at the illustration may serve as a very poignant reminder to those who have actually had the experience, whilst it will show more fortunate persons what they may expect when they transgress.

Those who are ignorant of the ramifications of the motor laws are, naturally, the most frequent offenders, but an examination of the written word, camouflaged as it is by legal phraseology and confused by side issues, footnotes, and so on, seldom enables one to gain anything but a very hazy idea of what it means. Magistrates and members of Parliament have been known to confess ignorance regarding many points in motoring law, so the novice may well be forgiven for pleading that "he did not know" in any place—except a police court. Every reason, then, for explaining in simple language just what the law requires of the motorist.

Here are a few of the more common reasons why a policeman may stop you on the road:—

To examine your driving licence or your car licence.

For exceeding the statutory speed limit of 20 m.p.h. along the open road or of special speed limits in other areas.

For having an exhaust which, in the opinion of the police constable, is noisy.

For having lights which do not conform with the regulations.

For having a crooked, obscured, insufficiently illuminated or incorrectly proportioned number-plate.

For having too smoky an exhaust.

For dangerous driving.

It is becoming an increasingly common practice for the police to institute hold-ups for the examination of licences, and frequently this appears to be only an excuse for enabling a detailed survey of a number of cars to be made. In the ordinary course of events, however, the driver is merely called upon to stop and produce his licence.

### Licence Hold-ups.

When the inspection takes the form of an examination of the car licence, the constable may not only verify the actual written details, but may, if he so wishes, check the position of the holder, which must conform to a prescribed definition. Nowadays, however, car manufacturers generally fit licence holders, and as they fully understand the requirements of the law, the police seldom find fault on this score.

If every motorist in the kingdom strictly adhered to the 20 m.p.h. speed limit, the police themselves would probably be the first to wonder what had happened. Every motor driver continually exceeds the limit and takes the risk of a "trap" or "control" being in operation.

The sudden appearance of a policeman in the road ahead after one has been indulging in a mild 25 m.p.h. generally signifies that one has passed through such a control with the sort of flying colours which appeal to those who have been operating the trap.

The best way of making sure that the police will not stop you because of technical faults in the lighting system of the car is to employ two good side lamps which show approximately the full width of the car and a tail light which adequately illuminates the number-plate as well as throwing a red (ruby) light to the rear.

Number-plates must, of course, conform to certain dimensions, the most important of which are:—Height of letters and figures, 3½ ins.; width, 2½ ins.; thickness, ¼ in., with ½ in. between letters and figures, a ¼-in. border top and bottom, and a border of 1 in. at the ends.

Number-plates must not be obscured; that is to say, standing directly in front of or behind the car,

one must be able to command a free and uninterrupted view of the whole plate, which must be carried in a horizontal position.

Exactly why a tram should be permitted to thunder along a road, creating very often an indescribable din, when the motorist with a pleasing burble from his exhaust is accused of making too much noise, is a problem which will never be solved, but to avoid being stopped by the police and subsequently fined, the motorist must make sure that his exhaust is reasonably silent. A smoky exhaust is not often the subject of a complaint anywhere but in the Royal parks. Within these areas, however, the keepers are very strict on this point.

### Ignorance is No Excuse.

Every owner should bear in mind that ignorance of the law is no excuse. To say, "I didn't know" is merely to call down the wrath of the gods who rule in the courts of justice. The ruling is not new; it applies in every other case where the law of the land is concerned.

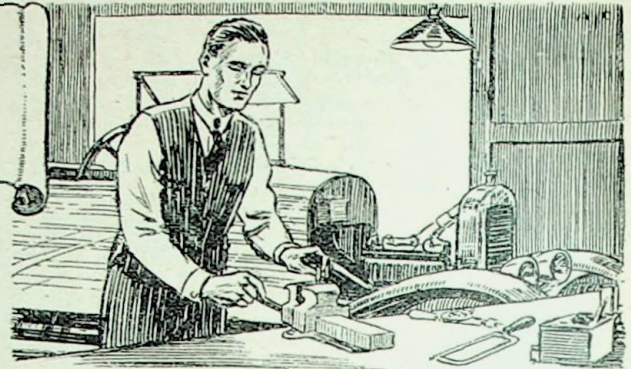
Again, when the exhaust note is deemed to be too raucous or the figures on the registration plate too small it is a waste of time to say that the conditions existed when delivery of the car was taken. The manufacturer may be the sinner—and often is—but the actual owner of the car at the time of the offence must suffer.

It is up to every driver, therefore, to make sure first that he understands the law, and, secondly, that his car conforms with its requirements.

The law with regard to dangerous driving is complex in the extreme, but readers should remember that the police now possess far greater powers than formerly and that some of the restrictions which ruled in a case where arrest without warrant was meditated have been swept away.

## BOWDEN WIRE MECHANISM.

AN ARTICLE WHICH EXPLAINS THE THEORY AND PRACTICE OF FLEXIBLE WIRE CONTROL—CORRECT METHODS OF FITTING DESCRIBED IN DETAIL.



**A**LTHOUGH Bowden wire mechanism is not used on light cars to the same extent that it is on motorcycles, there is a number of controls which can with advantage be worked by this system instead of by rods.

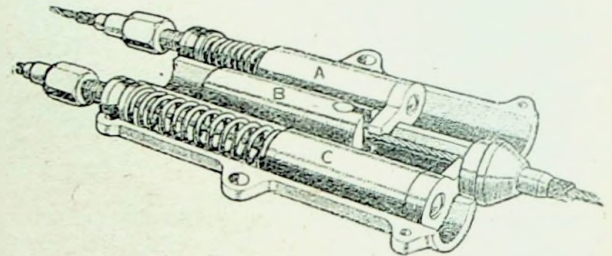
Probably it is owing to the fact that few owners—drivers and—be it whispered—not all garage mechanics really understand the theory of Bowden wire mechanism or how the wire should be fitted that the system is not more popular on light cars.

Bowden wire mechanism consists mainly of two parts—a casing made of closely coiled and practically incompressible spiral wire, and a stranded wire cable threaded through the casing and known as the inner member. An illustration on this page shows in diagrammatic form the arrangement of a simple type of Bowden mechanism, and it will be seen that the casing or outer member is fitted at each end against a stop, whilst the inner member passes through the outer member and the stops, and is secured at one end to the object to be moved and at the other end, through the medium of a shackle, to the operating lever.

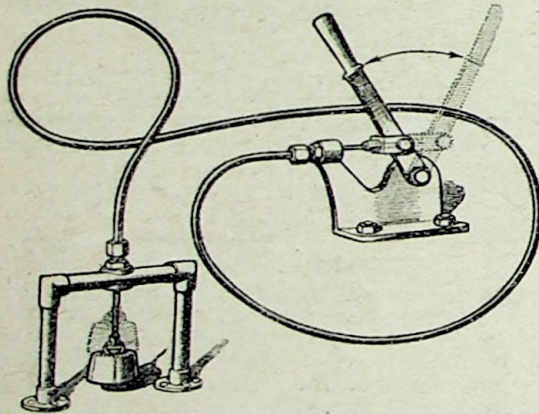
No matter how many curves there may be between the operating lever and the mechanism which it controls, the movement will be the same, provided always

Although, in general, any control operated by a Bowden wire is returned to normal position by a spring, it is possible to arrange a pair of wires coupled to a double-action lever so that in one direction it is pulling "on" and in the reverse it is pulling "off." This makes a very positive form of control, and is used largely in aircraft work, where extreme nicety of action is important.

An interesting elaboration of Bowden-wire mechanism takes the form of a master control, which enables the same operation to be performed independently from two different points. For instance, the throttle may be operated by the foot or hand by interposing the master



The master control with cover removed to show how a single wire may be operated from two independent controls.



An assembly designed to show the simplest application of Bowden-wire control. The sketch is self-explanatory.

that the wire is not allowed to sway unduly and that the curves are of not less than 4 ins. radius.

The method of using Bowden wire just described is the usual practice, but with very little alteration to the controls it is equally easy to transmit a push instead of a pull. In this case the inner member is anchored and the control lever connected to the outer member. Obviously, by this method the outer member will slide over the inner and exert a pushing action at its far end. In yet another case neither member need be fixed in a stationary sense, but only relatively to each other, so that when one pulls the other pushes and an equal displacement will result.

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control between the carburetter and the foot and hand levers. An illustration on this page shows the master control in part section, and it will be seen that A and C are two spring-controlled tubes, either of which can operate independently the control tube (B) to the wire mechanism of which the carburetter throttle lever is attached.

### Independent Action.

The illustration shows tube A actuating B, tube C being at rest. Supposing C is operated by the foot accelerator, it will readily be seen that C will have to travel some little distance before its projecting lug comes into contact with B, after which it can continue the operation of opening the throttle, leaving A stationary. Thus, the throttle can be operated wholly by the hand lever or wholly by the accelerator pedal, or it can be set in any position by the hand lever and then controlled by the pedal.

From the foregoing it will be appreciated that Bowden-wire mechanism forms a very convenient method of control, and that it may be adapted to almost any requirement.

We shall proceed now to describe the correct methods of installing Bowden-wire mechanism, with particular attention to the way in which the wire should be soldered and cut.

The inner member is composed of a number of fine strands, of high-tensile steel wire twisted together, and they have a pronounced tendency to untwist! It is important, therefore, when cutting the wire, that it should first be soldered over an inch or so of its length; that is, half an inch on each side of the point where

it is to be severed. A non-corrosive soldering flux should be used, as any flux which contains acid will have a harmful effect upon the wire, because, although it may be possible to clean the acid from the outer surface, that which penetrates between the strands of the wire would remain after cleaning and slowly corrode the metal. The wire in its smaller sizes may be cut with a sharp pair of pliers or with a thin-bladed cold chisel on a suitable anvil. We stress the necessity for using sharp pliers or a sharp chisel for the job, because it is fatal to "worry" the wire in an effort to separate the strands.

Having cut the wire at the desired point, the end—which even the sharpest cutting pliers will tend to flatten—may be rounded again either by gently hammering or by touching with a file. The next job is to attach a nipple of the correct size; that is, one having a hole through which the wire may just comfortably be pushed. The nipple should be slid on to the wire until about  $\frac{1}{4}$  in. projects beyond the cup-shaped end of the nipple. This projecting wire may now be pinched slightly flat with a pair of pliers, which will prevent the nipple from falling off.

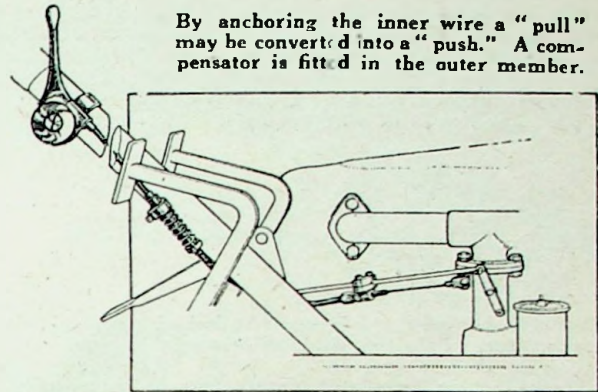
**Soldering the Nipples.**

The next job is to solder the wire into the nipple, and it is here that many amateur mechanics go astray, because they fall into the error of thinking that only a blob of solder in the cup is needed. Actually, however, the correct procedure is to solder the whole length of the nipple. The assembly should be held vertical with the cup downwards, and a little soldering flux must then be applied to the wire against the shoulder of the nipple.

The soldering iron, which, preferably, should have a chisel-shaped nose, must be clean, well tinned and of a proper temperature, and it should be held against the nipple shoulder until the solder on its nose runs and penetrates the bore of the nipple, leaving the shoulder clean but tinned; that is, no excess of solder should be present. The job should be held steadily until the solder has set, and then the nipple may be inverted so that the cup is uppermost and held in this position in a vice or with a pair of pliers and the projecting wire hammered lightly and spread into the cup with a ball-pein hammer.

Still holding the nipple, a blob of solder should be dropped into the cup and heated sufficiently with the bit for it to melt and amalgamate with the wires and with the solder which has been flowed through from the opposite end of the nipple. If this job has been carried out carefully it will be impossible to pull out

By anchoring the inner wire a "pull" may be converted into a "push." A compensator is fitted in the outer member.

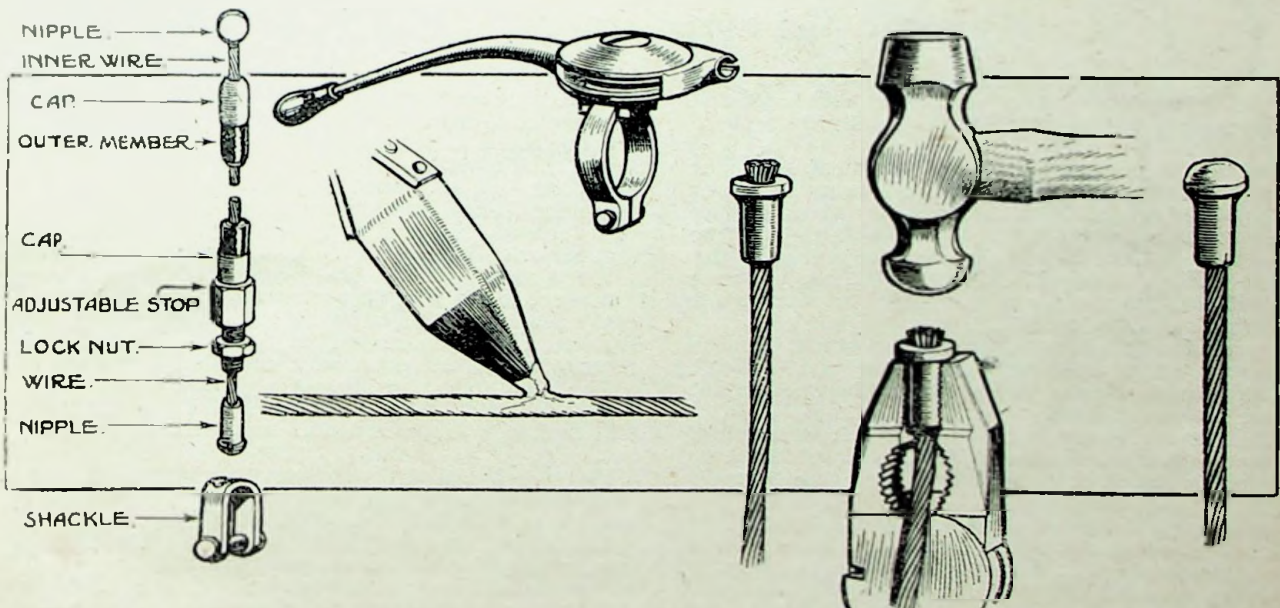


the wire; that is, the nipple will resist a pull at least equal to the breaking strain of the wire.

As a rule, the outer Bowden member is covered with black waterproof material, but it may be cut quite cleanly with a pair of sharp pliers or a chisel. After cutting, the end should be examined to make sure that the last coil of the wire has not been bent across the centre. If this has happened, it may be returned to its correct position with a pair of round-nosed pliers.

Although perhaps not essential, it is far better to finish off the ends of the outer member with plated caps; these may be slid over the casing, but it is necessary to see that the ends of the waterproof covering are not unduly frayed, as this may have the effect of preventing the cap from being fitted neatly.

Assuming the operating lever to be fitted in the required position, the outer member may be fixed temporarily along the route of the control in order to gauge the length required. It is advisable, if not essential,

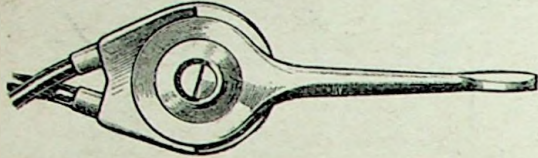


HOW IT IS DONE

These illustrations depict clearly the method of fitting a nipple to a Bowden wire, as explained in the text. It is important that the wire should be soldered carefully before cutting and a non-corrosive flux must be used. On the left the various parts of the control are shown with their correct names.

to fit an adjustable stop at the working end. If this stop is arranged, when the measurements are taken, about midway along its length of travel, slight inaccuracies in the length of the wire may be corrected; that is, the stop may be screwed outwards to shorten the control or inwards to lengthen it.

Having found the correct length of casing and capped its ends, the inner member may be well greased with vaseline and threaded through the outer member, starting at the lever end, so that the nipple already soldered on the wire will engage with the recess provided for it in the operating lever, which should be in the "off" position. The length of wire required between the stop



When extreme accuracy of control is desired a double-action lever of the type depicted here may be used.

and the object to be moved should now be measured and a mark made on the wire with a lead pencil. A nipple may now be threaded on to the wire and lightly soldered into position so that the pull may be tested.

If it is correct, the wire may be soldered and cut as previously described, and the nipple permanently fitted; but if a shackle is to be used as part of the assembly it must, of course, be fitted before the nipple is threaded on to the wire. The final adjustment of the movement will be carried out by manipulating the adjustable stop, which afterwards may be fixed with its lock-nut. A return spring at the operating end will be necessary to pull back the inner member through the outer, when the control lever is returned to the off position.

When arranging a Bowden control between two given points, it is advisable always to choose the most direct path and to avoid sharp bends or loops. If the wire is too long no attempt should be made to "shorten" it by winding it into coils or looping it round tortuous

paths, as this will cause erratic working and make the control stiff and liable to rapid wear. The job of shortening the wire is so simple, if carried out as described above, that there is no excuse for shirking it.

Once fitted, a Bowden wire should last indefinitely, but it must be lubricated from time to time and a little thin oil squirted down the casing will be all that is required. Any slight stretch which may occur through the strands of the inner wire bedding down may, of course, be taken up on the adjustable stop.

#### A Practice to Avoid.

In connection with Bowden-wire mechanism, it is important to remember that the wire is of tempered steel, and that excessive heat will destroy its nature, making it weak and unreliable. Therefore, care must be taken always to see that no part of the casing is able to touch the exhaust pipe or other very hot part of the engine, and it may be mentioned here that the practice of heating the inner wire red-hot at the point where it is to be cut in order to draw the temper and prevent the strands from unravelling is not an advisable practice, and should be avoided.

If in the process of fitting the inner wire one strand should inadvertently be allowed to come adrift, an easy way to replace it in its correct relative position with the other strands is to thread on a nipple from the other end of the wire and slide it along, when it will be found that, as it comes into contact with the unravelled strand, this will be automatically pushed back into position so that finally it may be soldered down to the others. This hint applies only where the strand has unravelled from the extreme end of the wire.

If a strand breaks along the length of the wire it cannot be soldered into position, because the solder will make the wire rigid and prevent it from conforming to the necessary curves. In general, however, it should not be necessary to renew the inner member merely because one strand has broken, as ample strength should remain in the wire after this strand has been removed, but the wire is so cheap and so easily fitted that a new one obviously suggests itself.

## ENTERING THE FREE STATE.

**T**O cross the Irish border, from Ulster to the Free State, needs a certain amount of ceremony and some knowledge of the law, especially if one be a motorist.

Before it is possible to "export" a British motorcar from Northern Ireland into the Free State one must apply to the nearest Customs House and there produce the car for inspection. A form in duplicate must be filled up and all the intimate details of the car's identity noted thereon. Since Britain is an island, the only available official forms are those that were used for shipping, and these are still in use.

Across the face of the form one declares that all renewals, additions, changes of colour and so forth which take place in the Free State will be duly notified to the Customs officials.

To enter the Free State with a British or North of Ireland car, one must get a householder of Southern Ireland to stand security for the value of the import duty.

An agreement has to be entered into with the Free State Customs and duly stamped and witnessed. The Irish Automobile Club will undertake to stand security if the sum necessary (one-third the value of the car) or a banker's guarantee for part of the sum be lodged with them.

Armed with these passes and driving licences for both countries, the actual crossing of the border may be attempted.

Only certain roads have been "approved," and only

by one of these roads can the exit and entry be made.

Some distance from the border—either at a strategic position at a cross-roads or close to the real dividing line, one sees a large red notice-board marked "Customs Post" in big letters. Beside it is an octagonal corrugated iron hut fitted with windows, doors and a porch. The motorist must stop, produce his Northern Ireland pass for inspection, and perhaps also give his name and destination to the inspector. He is then passed through.

A few yards farther on appears what seems to be a sand-bagged fort with barbed entanglements and armed police sentries. This is the Border Military Post, but the motorist has no business here, and is merely waved through in the best approved "point-duty" manner.

The Free State post is usually denoted by a barrier across the road. Here the Customs post is a small iron hut, square in shape, and with no pretensions towards art.

The pass issued at the signing of the agreement must be produced and a pass book stamped with the date name of officer and destination of the car.

The driver and passengers are then asked if they are carrying dutiable goods, and car and baggage may be searched. The male members of the party may even get what is known as a "rub down"—i.e., the officer's hand is passed over pockets, etc., to feel if there is an undue bulk anywhere that might indicate smuggled goods.

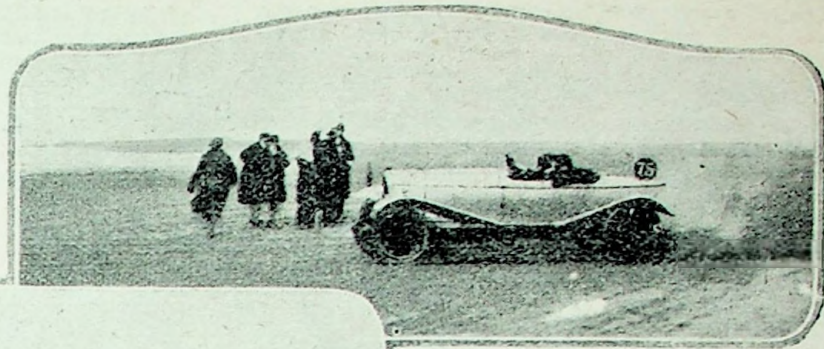
If all has been found in order, the car starts again, and one has crossed the border.

M.E.L.



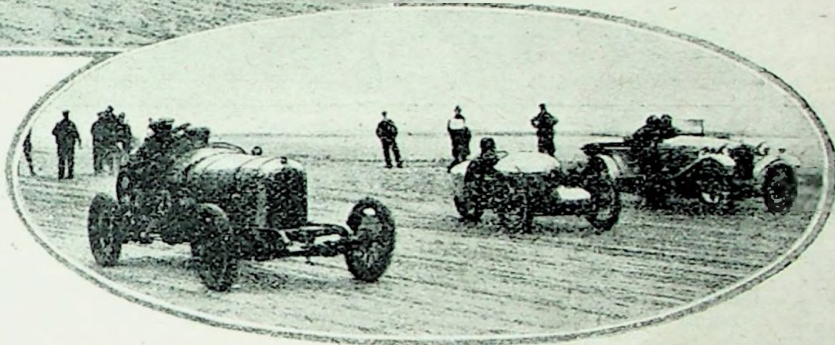
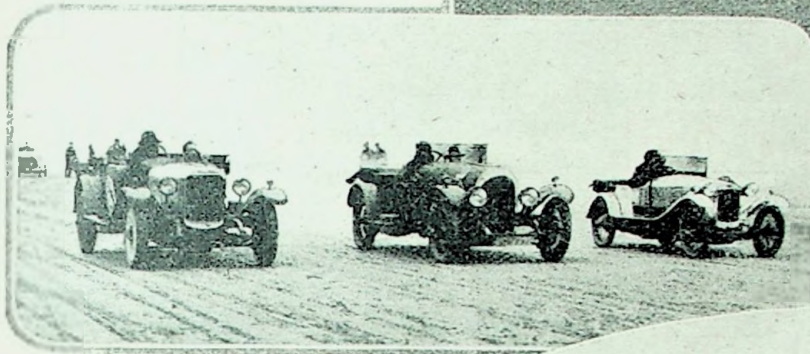
LIGHT CARS  
AT  
SOUTHPORT.

MANY FRAZER-NASH  
SUCCESSSES.



SMALL CARS AT SPEED.

(Above) R. V. Fontes (Alvis) rounding one of the posts. (Left) Mrs. Pemberton's Frazer-Nash neck and neck with a Bentley and a Sunbeam. (Below) A Beardmore, a Morgan and a Frazer-Nash battling for the lead.



THE Southport Motor Club's first race meeting of the year, although held at such an early date, proved an unqualified success.

The weather on January 9th was fine, with a stiff breeze blowing down the course, while the sand was in good condition.

A fairly good entry of light cars figured in the programme, although the 1,500 c.c. event would have been more interesting if Davenport's famous "Spider" could have met a competitor worthy of its steel. As it was, the only other car of the same capacity was a standard Frazer-Nash, in touring trim, driven by Mrs. Pemberton.

In the larger classes H. O. D. Segrave, with a two-litre Grand Prix Sunbeam, swept the board, but it was interesting to note that Davenport's wonderful get-away gave him a substantial lead. This he lost at the half-distance, where Segrave's red racer, which crossed the finishing line at 119 m.p.h., was well into its stride.

The first event for cars was a class for four-seater touring models of up to 3,500 c.c. capacity, in which the only light car was a very smart Frazer-Nash, driven by Mrs. Pemberton, who was successful in gaining third place. This event was held over a standing kilometre, but the other short-distance events took place over a mile course.

A Fleet Three-wheeler.

Bullough's Morgan proved too fleet for the 1,100 c.c. four-wheelers in the general class, but in the novices' section Mucklow's Frazer-Nash and Higgin's streamlined Salmson special secured first and second places against F. Carr's Morgan.

Davenport was the only newcomer in the 1,500 c.c. class, but he proved a very easy winner, while in the novices' section Higgin secured a win from Mucklow. The two-litre and unlimited classes brought in a number of larger cars, but only Segrave's Grand Prix Sunbeam could reach the finish ahead of Davenport's "Spider," which shot off the mark

in its usual astounding fashion. The ten-mile races, which gave promise of a thrilling contest, developed into a procession.

Although he had no serious opposition, Segrave's driving was a perfect example of how a car should be handled, his cornering, as usual, being above reproach.

Meeson's Vauxhall came second, while Fontes kept well ahead of the only other car, the Bentley driven by Miss Cunliffe. Fontes drove in really splendid style, his methods being similar to those of Segrave, although, naturally, the Alvis was not so fast on the straights as the Sunbeam racer. Nevertheless, the car ran extremely well and gave an excellent account of itself.

Good Organization.

Throughout the meeting there were no delays, class following class with such expedition that the last race was over a good 40 minutes before schedule, for which the organizers deserve the highest credit.

In the evening a dinner and dance were held at the Royal Hotel, the chair being taken by Major Wallwork, while amongst those present were the Mayor of Southport, Councillor E. Hatfield, and Mr. T. W. Loughborough, representing the A.C.U. and R.A.C.

Responding to the toast of "The Guests," the Mayor assured the club that in the event of the foreshore being acquired by the local authority, every

assistance would be accorded to them in holding speed events on the sands.

Mr. Loughborough touched on the question of alcohol fuel for racing, saying that the A.C.U. intended to stand firm in their decision to permit its use. After the Mayor and Mr. Loughborough had presented the remarkable array of prizes, said to total £900 in value, the rest of the evening was devoted to dancing. The day's results were:—

STANDING KILOMETRE.

Four-seater Touring Cars up to 3,500 c.c.—1, Miss M. Cunliffe (Bentley); 2, C. R. W. Jackson (Sunbeam); 3, Mrs. Pemberton (Frazer-Nash).

STANDING START MILE RACES.

Up to 1,100 c.c., General.—1, J. M. Bullough (Morgan); 2, E. L. Mucklow (Frazer-Nash); 3, D. Higgin (Salmson).

Ditto, Novice.—1, E. L. Mucklow (Frazer-Nash); 2, D. Higgin (Salmson); 3, F. Carr (Morgan).

Up to 1,500 c.c., General.—1, B. H. Davenport (Frazer-Nash); 2, J. M. Bullough (Morgan); 3, D. Higgin (Salmson).

Ditto, Novice.—1, D. Higgin (Salmson); 2, E. L. Mucklow (Frazer-Nash).

Up to 2,000 c.c., General.—1, H. O. D. Segrave (Sunbeam); 2, B. H. Davenport (Frazer-Nash); 3, G. Hitchen (Beardmore).

Ditto, Novice.—1, D. Higgin (Salmson); 2, E. L. Mucklow (Frazer-Nash); 3, Mrs. Pemberton (Frazer-Nash).

Unlimited, General.—1, H. O. D. Segrave (Sunbeam); 2, B. H. Davenport (Frazer-Nash); 3, E. L. Meeson (Vauxhall).

Ditto, Novice.—1, E. L. Meeson (Vauxhall); 2, G. Pemberton (Vauxhall); 3, E. L. Mucklow (Frazer-Nash).

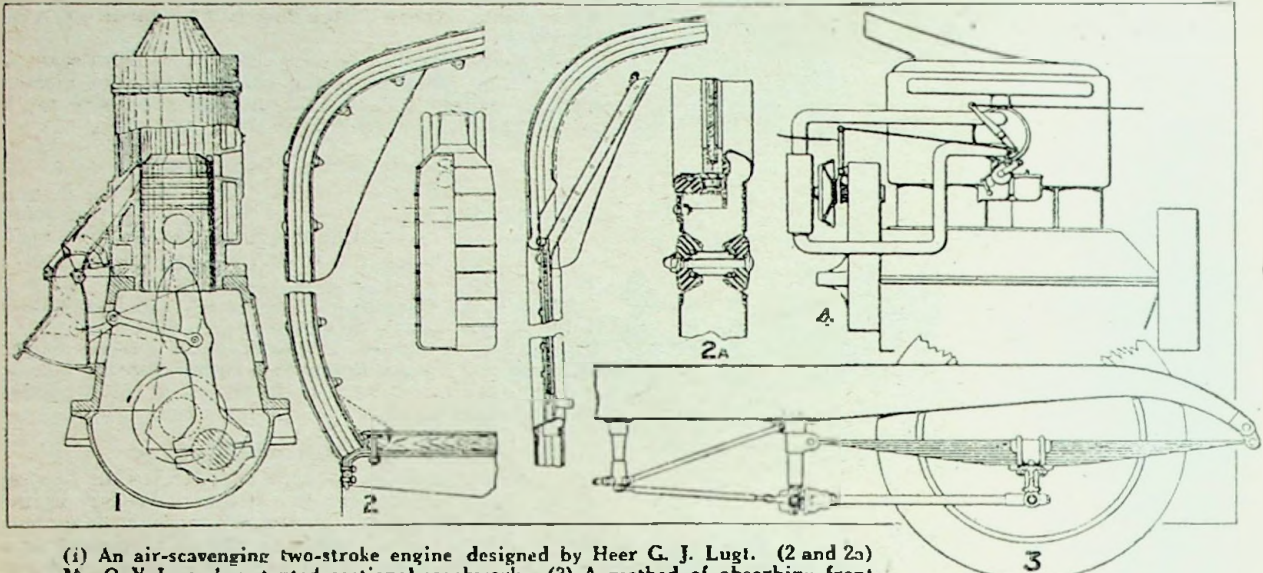
TEN-MILE RACES.

Up to 2,000 c.c.—1, H. O. D. Segrave (Sunbeam); 2, R. V. Fontes (Alvis).

Unlimited c.c.—1, H. O. D. Segrave (Sunbeam); 2, E. L. Meeson (Vauxhall); 3, R. V. Fontes (Alvis).

## NOVELTY IN AUTOMOBILE DESIGN.

Recently Patented Ideas for Two-stroke Engines, Sectional Bodies, Front-wheel Torque Rods and Supercharger Lay-out.



(1) An air-scavenging two-stroke engine designed by Heer G. J. Lugt. (2 and 2a) Mr. O. Y. Imray's patented sectional coachwork. (3) A method of absorbing front axle torque protected by Mr. F. H. Royce. (4) Supercharger control according to the Sunbeam Motor Car Co., Ltd., and Mr. L. Coatalen.

ONE of the most common complaints against two-stroke engines is that, in the absence of a definite exhaust pumping action, there is always a large amount of burnt gas remaining in the cylinder which mixes with the incoming charge and reduces the working efficiency of the engine. A blast of air preceding the fresh gas is known as an air scavenger and is a scheme employed by many inventors for clearing the cylinders. One of the latest patents in this direction is that of Heer G. J. Lugt.

Moving in a housing on one side of the crankcase is a hinged vane controlled by an arm attached to the connecting rod at its centre. In the position shown in the accompanying sketch (1) the vane is about to move to the left, pushing a column of air up the passage into the cylinder so soon as the piston uncovers the ports, that is, just past bottom dead-centre position. The air is drawn into the passage and vane housing through a non-return valve by the movement of the vane from left to right.

This engine can be reversed, as can many two-strokes, by means of the ability to retard the ignition far enough to enable the engine to run in the opposite direction when the former degree of retard becomes advance. When running backwards a valve, close to the hinge of the vane, is opened, cutting out the air scavenger and connecting the passage to the crankcase, thus providing the transfer path for reverse running.

### Sectional Coachwork.

In order to give a limited degree of flexibility to the bodies of motor vehicles Mr. O. Y. Imray proposes to construct them in sections with flexible joints. In the illustration (2) it will be seen that the vehicle shown in plan consists of eight units. The section on the left illustrates the inner and outer metal shells forming each part, whilst that on the right illustrates a window mounting.

Windows can be housed in each unit; they are of the sliding type capable of being fixed in any position by means of rollers on the frames registering with recesses in the sides of the openings in the body. When raised fully the windows lie in sockets in the upper angles of the body units and rest on anti-rattle cushions.

B26

At the junction of each pair of units, as can be seen on reference to the sketch (2a), the shells are channelled and are gripped between a pair of rubber strips clamped by bolts bearing on metal plates. This type of connection between the sections gives a small degree of flexibility and would enable manufacturers to stock one size of unit for each type of chassis to a large extent, as the long wheelbase model could have, say, one more unit than the shorter car.

### Taking Front Axle Torque.

Particularly in the case of cars having front-wheel brakes there is much twisting strain on the front springs, and Mr. F. H. Royce covers an idea for relieving the springs of this burden, leaving them free to attend to vehicle suspension only. The forward end of each front spring is connected to a shackle link and the rear end to a vertical post carried under the chassis frame as shown in 3 above.

Below the front axle is an anchorage at each end for the torque rods which run back to vertical posts, to which they are coupled by a special type of ball joint. A smaller post is fixed to the frame on each side behind the main ones, and they are joined by truss rods. By this means any tendency of the front axle to turn over will be resisted by the torque rods, the thrust being taken through the posts to the chassis itself.

### Supercharger Control.

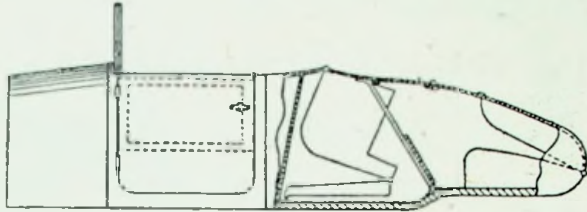
Registered in the names of the Sunbeam Motor Car Co., Ltd., and Mr. L. Coatalen is an interesting patent dealing with control for superchargers, giving normal or forced induction as desired.

The system comprises a blower in a by-pass pipe which can be connected to or disconnected from the engine drive by a clutch, shown in sketch (4) in the accompanying group, between the timing case and the blower. In the circular casing above the carburetter is a valve giving positions first for direct or normal induction, in which case the mixture goes from the carburetter straight through the valve to the manifold, and second for forced mixture supply. In the latter case the blower draws its charge along the lower pipe and drives it through the upper one to the engine.

**Combination Coachwork.**

A two-seater car combining the advantages of a touring model and a coupé can be constructed according to the design of Mr. F. J. Barnes. The principle of the invention is to make the boot more than usually roomy and fold the "fixed" type of head down into it when the car is to be used as a tourer.

On reference to the illustration, it will be seen that the head is pivoted just behind the top of the seat. The



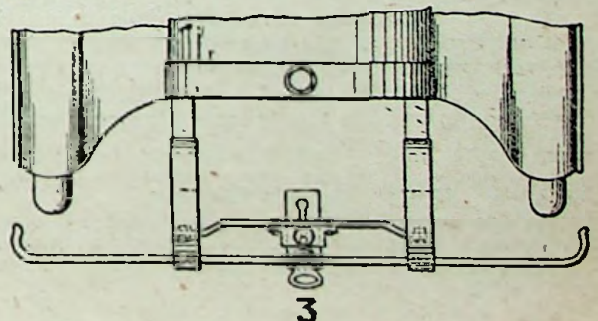
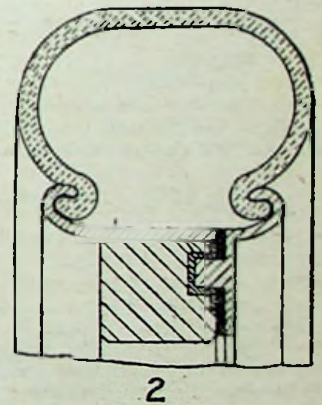
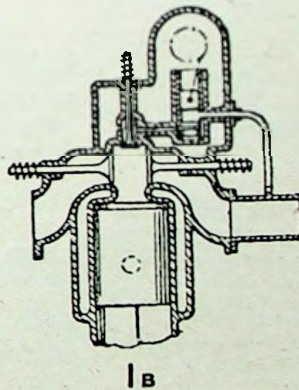
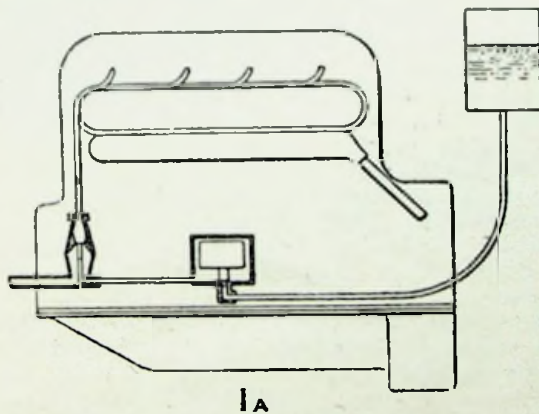
A partly sectioned view of a body built according to the idea of Mr. F. J. Barnes. The method of folding the head backwards and downwards is clearly shown.

head itself is also hinged, and, when the top portion is doubled back, it can be swung downwards into the boot after the top deck has been moved back out of the way. In order to prevent the dickey-seat passengers using the head as a footrest, a hinged platform is provided at a convenient distance from the seat.

**Using Heavy Fuel.**

In view of the possibilities of Diesel engines for motorcar work, it is interesting to consider recently patented designs for such engines. Mr. P. F. Hackethal uses a system of continuous heating of the heavy fuel by means of which the liquid circulates until it is atomized sufficiently to give proper combustion.

From the tank, seen in the top right-hand corner of Fig. 1a, the fuel flows to a float mechanism and thence to the nozzle on the left, where it is mixed with a certain amount of air or exhaust gas. The mixture then passes up into the induction loop under the influence of suction pumps above the cylinders. It continues to circulate in the loop until it becomes atomized and



**HEAVY OIL VAPORISER - DETACHABLE RIM - COMBINED BUMPER AND CAR LOCK.**

(1a and 1b) A circulatory fuel-heating system, patented by Mr. P. F. Hackethal, for heavy-oil engines, a design which should be applicable for motorcar work. (2) Mr. H. Sheils's detachable rim flange has a cushion mounting and lugs for taking driving strains. (3) An ingenious combination of front bumpers and thief-proof device protected by Mr. H. A. Chivers. The front wheels are held by the bar when in the "locked" position.

passes into the pumps seen in Fig. 1b. Heating is effected by contact between the induction loop and the exhaust manifold.

After passing from the pump, the mixture is forced through the timed vertical valve into the combustion chamber; air, in proper proportions, is pumped in through the valve shown on the left. Engine speed is, of course, lower in Diesel types than in petrol-using power units, otherwise the fuel pumps would not work correctly.

Combustion is spontaneous, due to the high degree of compression, thus obviating the need for an electric ignition system for running, but an auxiliary set is often fitted for starting purposes.

**Counteracting Rusty Rims.**

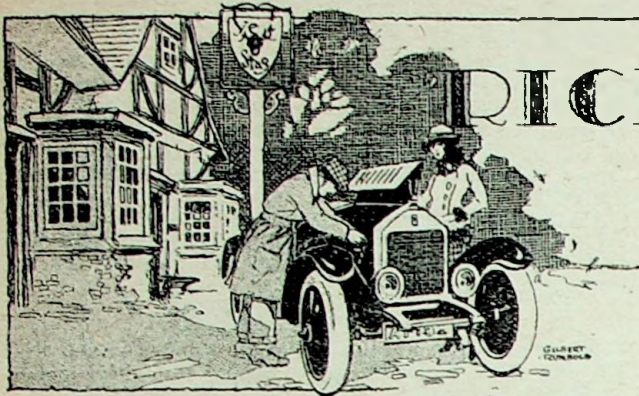
In some cases metal-to-metal contact between detachable rim flanges and the fixed part of the wheel leads to difficulty in removal due to rust. Mr. H. Sheils proposes to counteract this trouble by the insertion of a flexible lining strip between the parts. This strip is shown shaded solid in Fig. 2 and may be fixed either to the rim flange or felloe.

Another point of this design of wheel is the provision of lugs on the loose flange registering with sockets in the felloe, thus relieving the bolts or other fixing mechanism of much of the driving strain.

**Avoiding Theft and Damage.**

Bumpers and a car lock combined form the subject of a patent by Mr. H. A. Chivers. So far as the bumpers are concerned, the design appears to be nothing out of the ordinary, consisting of two horizontal bars mounted on springs fixed to the dumb-irons as shown in Fig. 3. The upper of the two bumper bars is solid but the lower one is centrally divided and can be moved so that the curved ends swing back and grip the tyres of the front wheels. In this way the wheels cannot be turned from side to side for steering, and the car is, practically speaking, out of action.

Carried on a bar fixed between the dumb-irons is the locking mechanism. By means of a key the movable bars can be released and pulled on to the tyres by the handle shown in front of the bumpers. In another form one rigid bar is secured at its centre and can be slid bodily backwards to lock the wheels.



# RICH MIXTURE

Light Car Comment —  
— and Advice.

By *Fous*

### For Comfort's Sake.

AM I the only driver in the world who holds a steering wheel in such a manner that the sharp edges of the spokes are very uncomfortable for my little fingers, which obtain a considerable amount of support from them? If I am not, why are so many steering-wheel spokes bevelled off almost to a knife edge?

Readers need not bother to answer my questions, but those who make steering wheels and those who devise the tricky little rubber control covers which are common on motorcycles might well bear them in mind.

### Oversize Steering Wheels.

ON the subject of steering wheels, readers may remember that I remarked several months ago on the big improvement to the steering of my Sports Ariel Ten which was effected by fitting an 18-in. steering wheel. I have just fitted the same wheel, which is of the four-spoke type and has a narrow rim rather like that of the 11.4 h.p. Standard, on my new Lea-Francis, and again a welcome sense of having very complete control has resulted.

I believe that nearly every light car would be improved by a larger steering wheel, particularly those of Continental origin, almost all of which are somewhat meagrely equipped in this respect.

### 20 m.p.h.—10 Yards a Second.

LAMP focusing is such an easy matter on a modern car that it is surprising to find so many cars with lamps that are clearly in need of adjustment. To those readers who have not yet investigated the potentialities of their lamps I commend the experiment of a little tinkering with the adjustments. Too many new motorists imagine that what they require is a large splash of light immediately in front of the car. This is a mistake. Some of the light should be as far ahead as possible, thus revealing unlighted obstacles and road junctions whilst they are at a safe distance.

At 20 miles an hour one is travelling at a speed of 10 yards a second!

### Better Electric Starters.

THE old argument that electric starters were of little value because, when wanted most, namely, when the engine was cold, one dare not use them would appear to have little significance nowadays. During the recent cold spell—and it was

really cold, as everybody knows—I had the opportunity of pressing the starter knobs of no fewer than four light cars, all being stone-cold, the cooling water, in fact, only just above freezing. In every case starting up was instantaneous, providing the strangler were closed.

This speaks volumes for the advances which have been made of recent years, but I am not ashamed to admit that I still awaken my willing steed first thing in the morning by means of the starting handle. After all is said and done the argument against using the starter really centres in a very praiseworthy desire to spare the accumulator.

### Causes of Skidding.

LIKE pinking and difficult gear changes, skidding is a bugbear which can be largely obviated by design, and experience of the past few weeks suggests that there is vast room for research in this direction. The very fact that some cars will skid on the slightest provocation, while others are as steady as if on rails, indicates that there must be a definite root cause of skidding which it should not be impossible to overcome.

Some manufacturers have not given sufficient attention to the matter. The fact was forcibly borne home to me during the wintry weather in December, when I had occasion to take several different makes of car on to the frozen and treacherous roads. One slid about like a novice on roller skates, another behaved itself, provided the brakes and the throttle were used with care, but a third required real abuse of the controls to make it deviate from its course, and, normally, it gave no cause for anxiety.

It is significant that two of my acquaintances who own cars of the first make had nasty accidents during this period.

### A Car for £65.

A FRIEND came to me a couple of months ago with a long tale of woe. For several years he had been running a powerful sidecar machine, which was almost worn out, and which he thought he could sell for about £40. His trouble was that he could not raise more than £30 to put to that figure, and he badly wanted to buy a second-hand light car. He thought, however, that £70 was not enough to buy anything worth having on four wheels and, much against his will, proposed to make a deferred payment transaction for a car costing £100 or so. He fancied something with

four cylinders, a chummy body and essentially very cheap to run.

After some time I convinced him that what he really needed was a good two-cylinder car which, as a keen amateur mechanic, he could easily overhaul at home. He saw the wisdom of my remarks, and ultimately bought an old Ariel Nine for £65. This car has since covered some 3,000 miles, with no expenditure on spare parts and at an average m.p.g. of 42.

**Claims of the Twin.**

IT cannot be denied that those who seek the most economical running, and who cannot afford big repair bills, are very foolish if they look beyond the two-cylinder class of car. A twin can be overhauled by anyone with a little common sense and previous motorcycle experience; it has fewer bearings, fewer pistons and fewer valves than a four, and, in most cases, the principal engine bearings are of the ball or roller type, and thus need no specially skilled fitting when the time comes for them to be replaced. A four-cylinder engine, on the other hand, has plain bearings for the crankshaft journals and big-ends, and refitting these, apart from stripping down the engine and reassembling, takes a good mechanic about a couple of days.

I heard recently of an owner of a two-cylinder car who broke his crankshaft, and was on the road again two days later, having spent only £3. A similar catastrophe with a four-cylinder engine would probably have cost nearly £20, whilst the car would have been laid up for perhaps a fortnight.

**Cheap—and Nasty.**

I CALLED recently at the service depot of a concern which has won renown as manufacturers of first-class car accessories and asked them to adjust one of their electric horns which had ceased fire after having been in use for exactly three days. A mechanic fiddled with it for about an hour, cursed it, tested it, cursed it again and finally refitted it to the car, on which it worked for a day or two and finally gave out with one despairing groan. I fitted a French bulb horn and left the electric atrocity to hide its shame under the bonnet.

Why should this be? The electric horn bears a famous name and is part of the standard equipment of a relatively expensive car, but a single glance at its innards suffices to show that it has

obviously been designed to sell at a price which precludes any chance of it giving continued satisfaction. I cannot help feeling that, until the arrival of the cheap electric horn which works, car manufacturers would be well advised to send out their products fitted with bulb horns. An unreliable horn, like a dud alarm clock, is an abomination for which no one has the slightest use.

The cost of a good electric horn—by which I mean the kind which never breaks down and which can be heard at once by the driver of a chain-driven lorry loaded with old tin-cans—seems to be not very far short of a £5 note. If there is a cheaper one I should be glad to hear of it.

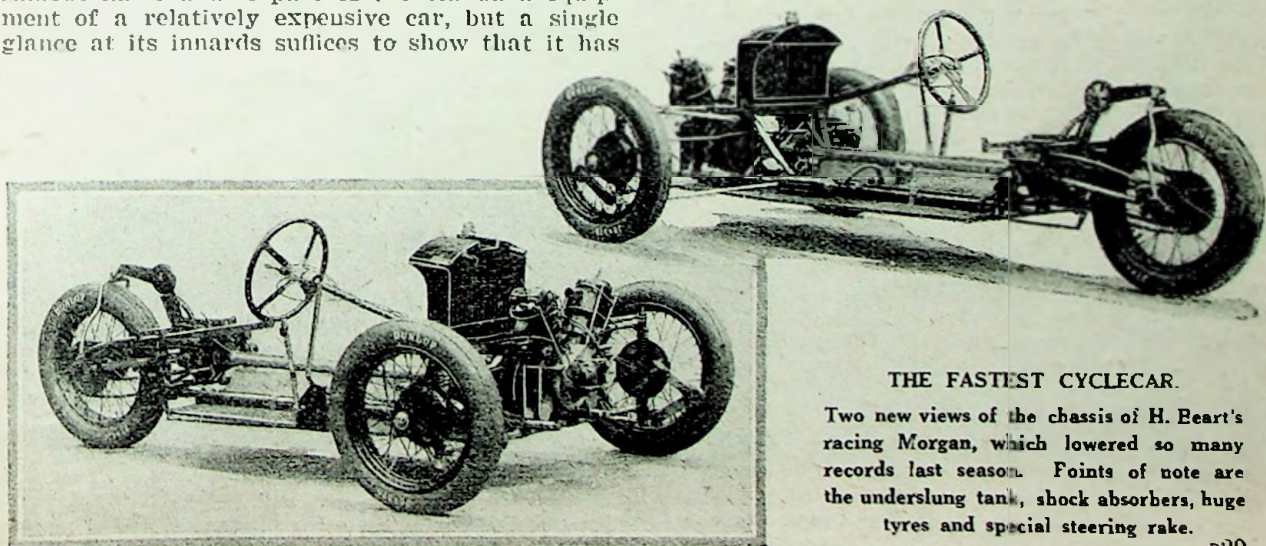
**Better Bonnets Needed.**

ON opening the bonnet after a period of running in the recent bad weather, many owners must have found ample cause for agreeing that more adequate protection of the power unit is needed. Snow, sleet and drizzle soon find their way under the bonnet, and, as few owners have the inclination after a drive against the elements to wipe over the engine, the moisture remains there to do its insidious work. As a consequence, many an engine which last summer looked as resplendent as a lifeguard'sman will be by the spring a woeful mass of rust. Moreover, the moisture tends to find its way into awkward places, and thus causes vexatious delays. With a motorcycle rust on an engine excites no comment, but on a car it is anathema. Let us have bonnets which are something more than covers!

**An Overdue Improvement.**

IN connection with the need for better engine protection, is it not an extraordinary thing that no effort is made—except in the case of the Renault—to prevent the dust drawn in through the radiator from being distributed all over the engine?

Personally, I am not addicted to polishing my water and petrol pipes, "picking out" the cylinder-head nuts with scarlet paint, and using the rocker cover as a shaving glass, but I do like to see an engine that is reasonably clean, if only for the sake of encouraging me to keep it in decent fettle. But how can one keep it free from grime when the



THE FASTEST CYCLECAR.

Two new views of the chassis of H. Beart's racing Morgan, which lowered so many records last season. Points of note are the underslung tank, shock absorbers, huge tyres and special steering rake.

fan is constantly sucking in dust and distributing it over the whole unit?

I fancy that before many more years have passed some form of baffle will be fitted behind every radiator to deflect the hot air and dust beneath the car.

#### Worrying Wings.

**L**ARGE, useful and handsome wings are welcome features on any touring type of car, but they can be a horrible nuisance when certain little jobs on the engine have to be done in the garage. Removal of a wing is usually a job tackled only when circumstances absolutely necessitate it; but why should this be so?

An instance of a simple type of wing fixing, which confers the advantage of rapid removal, is found on the Jowett. One spanner suffices to remove two nuts below the running board and one on the stay-holding bolt. After the bolt has been withdrawn the wing can be lifted off; two minutes is ample time for the job. A few rags thrown over the wheel then give a tolerably comfortable seat for the worker, and he has plenty of elbow room.

#### Skid Chains and Sense.

**R**ECENT snowy and icy roads have brought to light many sets of non-skid chains—useful things, but objects which appear to be used with little discretion. During a recent week-end in Scotland I was amazed to see the number of cars of which the wings, wheels and tyres showed obvious signs of maltreatment by chain equipment of a wrong type or incorrectly fitted.

Chains of wrong sizes for the wheels on which

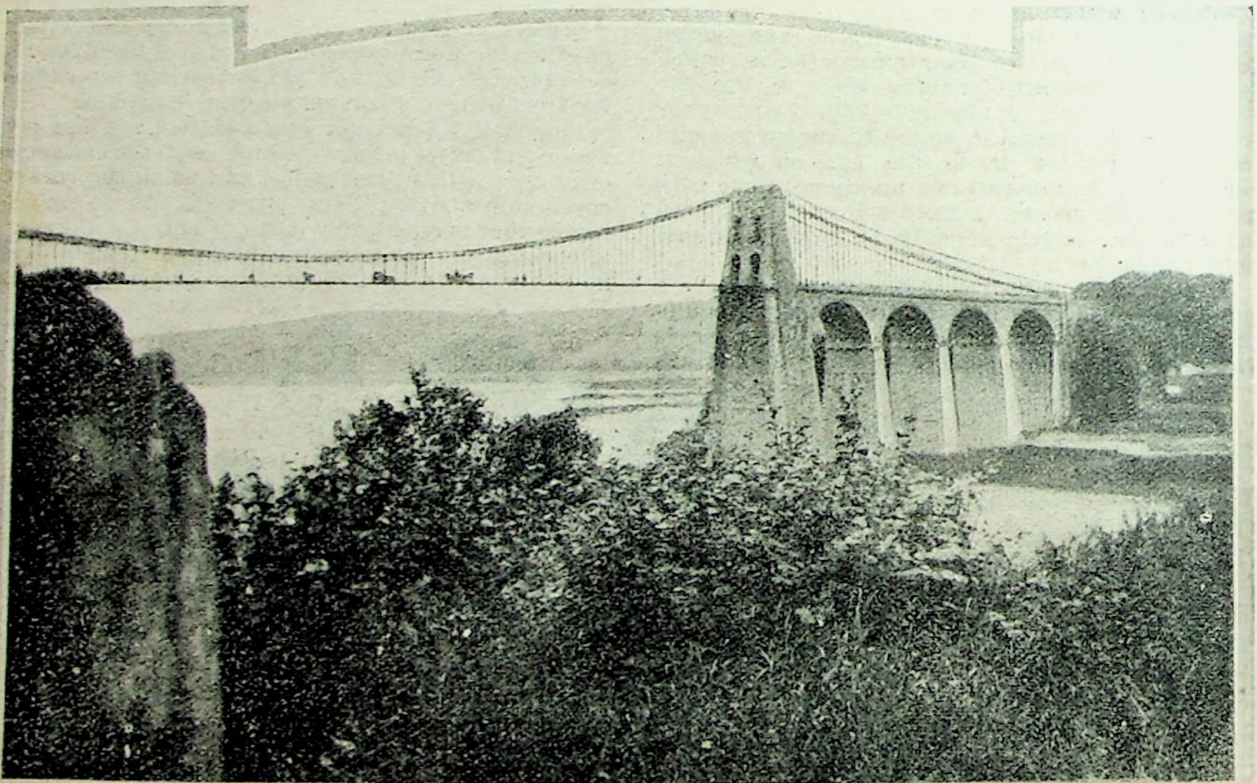
they were employed, chains with flapping cross-pieces and chains cutting the tyres, due to improper fitting, were quite common. Presumably, the fact that icy road conditions rarely obtain accounts for the neglected condition of these useful accessories, but a little more sense in their use would prove economical in many cases.

#### Menai Suspension Bridge.

**T**HE Menai Suspension Bridge has always intrigued me and, learning the other day that it was 100 years old, I turned up its history. It was on January 30th, 1826, that the bridge, which spans the Menai Straits, was formally opened. Its construction had occupied seven years. Part of Telford's great scheme of improvement in the re-making of the Holyhead Road, it enabled travellers to Anglesey and thence to Ireland to cross the straits without the risk and inconvenience of the old ferries which previously had plied their way from shore to shore.

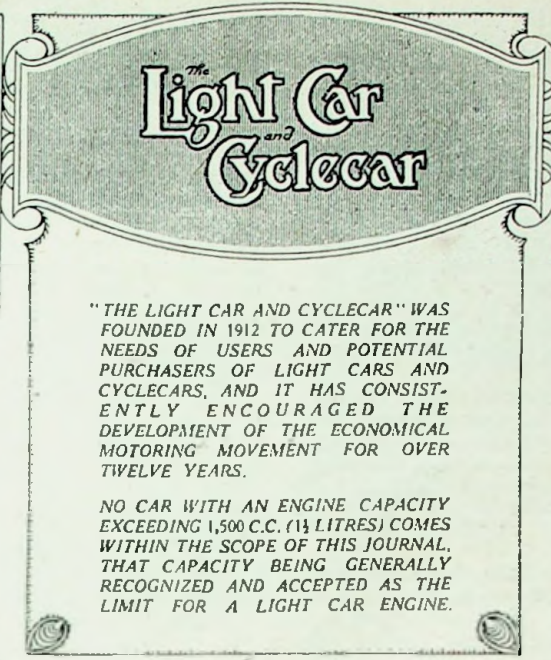
The main span of the bridge between the tower supports is 570 ft., the total road length from shore to shore being about 1,000 ft., while the length of the supporting chains from the anchorage at either side is 1,710 ft. Two roadways, 12 ft. wide, form the carriage way, and between them is a footpath 4 ft. in width.

The cost of the bridge sounds to-day exceedingly moderate. It was £120,000, whereas the Britannia railway bridge, two miles down the straits, cost fully five times that sum. It would be a fitting method of celebrating the centenary of the Menai Bridge to free it once for all of its tolls!



A CENTENARIAN — One of the most imposing bridges in the world, that which crosses the Menai Straits has a most interesting history. "Focus" outlines it on this page.

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"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. (1 1/4 LITRES) COMES  
WITHIN THE SCOPE OF THIS JOURNAL,  
THAT CAPACITY BEING GENERALLY  
RECOGNIZED AND ACCEPTED AS THE  
LIMIT FOR A LIGHT CAR ENGINE.

**Cyclists.**

A PROMINENT morning paper remarked in a leading article last week that cyclists and motorists are engaged in conducting a deadly "hate" against one another, and that the feud has become very bitter, to the detriment of both parties. This statement is very wide of the mark, for the only quarrel which motorists have with cyclists concerns the obstinacy of a section of the latter regarding the question of rear lamps. The position is rather ridiculous, for, although the controversy is revived every year, the various arguments advanced do not vary in the slightest, nor is any progress made. Cyclists argue that the principle of using tail lamps is wrong, in that it throws the onus for an accident upon the overtaken party. If this principle is allowed as being reasonable, then the natural corollary is that warning lights of all kinds are a danger, and should not be allowed. That would mean unlighted steam rollers, unlighted farm carts and other unlighted obstructions upon the roads at night. Even the lamps on refuges, and the famous red warning lights along the Great West Road, would have to go by the board. As an argument, therefore, the foundation stone of the cyclists' contentions cannot be allowed.

We fail to see any reason why cyclists should not spend 2s. on a rear lamp and 6d. a year on providing oil for it. They may consider this expenditure a hardship, but they should bear in mind that motor owners have to pay between £10 and £20 for the lighting equipment on their cars, whilst the maintenance of it in good condition costs at least fifty times as much as they ask cyclists to spend upon oil.

**Persecution.**

SELDOM with regard to the motorist has police vigilance been so active as at present. From all sides we hear of summonses arising out of the non-observance of technical requirements such as those relating to number plates, exhausts, lights and so on, and, smarting as the result of the fines which are imposed, motorists in increasing numbers are beginning to say hard things about the police. To the necessity for tracking down and punishing deliberate offenders we are very much alive, but we do think that a greater degree of

tolerance should be extended to those who inadvertently commit technical offences, and particularly to those who come under the surveillance of the law for the first time. How needless it is to prosecute a man because a lamp filament has broken, a silencer seam split, a number plate become obscured by mud or baggage, or for any similar mischance. Summoning a car owner for an error made by the maker of his car also seems both needless and

Topics of the Day

absurd. Surely, without straining the qualities of mercy or justice, a greater degree of forbearance might be shown? Friendly relations between motorists and the police are much to be desired, but can any fair-minded citizen be blamed for hotly resenting the kind of petty persecution of which he is nowadays only too often the surprised and indignant victim?

**Maintenance.**

THERE are indications that the next big stride in the design of motorcars will relate to cutting down the time which must be spent in oiling, greasing and adjusting the minor chassis points which call for periodical attention. At present, a small car has in its construction anything from six to forty small parts which need regular attention with an oil can or grease gun, and neglect of any of them spells a more or less heavy repair bill in the long run. Of recent years we have witnessed the almost complete disappearance of the old-fashioned screw-down greaser, but its replacement by the now almost universal high-pressure system does not mark the dawn of an era which is likely to last for any considerable time.

It must be recognized that we need new methods of design rather than makeshift devices to allow existing practice to be successful. In this connection it is noteworthy that experiments are going ahead with the use of non-metallic substances for bushings, spring shackles and similar parts which, if neglected, in their present guise soon rust or seize. The fabric universal joint already has almost ousted the metallic variety from the leading position which it held a few years ago. We believe that before long special fabrics will be employed extensively in car construction with consequently reduced repair bills and less work and worry for the owner.



OW often does the private owner, scorning the call of economy, hand his car over to the washer at the local garage for attention because his own efforts at car cleaning result in such an indifferent appearance of the varnished coachwork? Sadly disillusioned, many a man in this position remarks that car washing is not so simple as it looks.

Nevertheless, the job is quite easy providing it is properly tackled. Water and a rag will achieve nothing except a mess and probably many scratches. Simple equipment, coupled with practical methods, is the means of keeping a car spotlessly clean, and, what is probably more important to many, improving the second-hand value by means of its lasting, smart appearance.

"How often should I wash my car?" is a question often asked by the novice. The answer obviously is, "When it needs it." Fixing a regular day for washing the car is not the best practice, as to obtain the most satisfactory results the car should be washed whenever it comes in wet, and, of course, when the presence of dust or mud splashes is sufficiently noticeable to call for their removal.

Not only is it best for the coachwork to wash it down before the mud dries, but the job is much easier than when caked mud has to be dealt with. Whilst on the question of when the car should receive its bath, a caution is necessary regarding dust. If this be other than a very thin coating removable by means of a feather whisk, wash the car, do not attempt to rub it down dry.

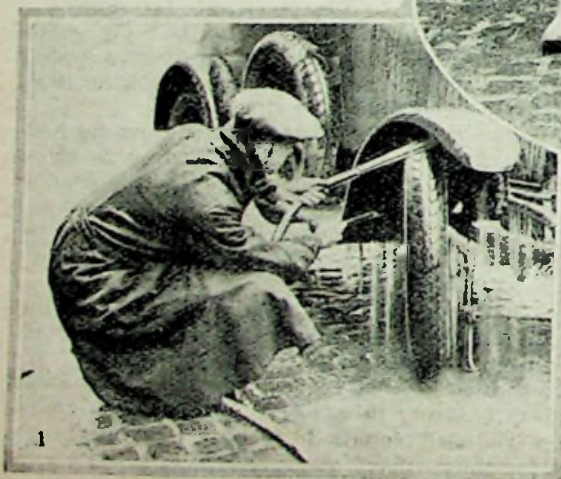
### Be Suitably Clad.

Assuming that a car has to be washed, a proper plan of campaign must be followed, and the first step is for the owner to make himself ready for the task.

The feet and legs are the parts most intimately concerned, and gum boots, field boots or stout shoes and motorcycle overall leggings are called for. Whatever kit is available or preferred, it must keep the legs from becoming soaked by splashing water, and the boots should be really waterproof. An old mackintosh coat fulfils the purpose of protecting the owner's clothes. The top button should be fastened or the collar turned up, as splashes are inevitable, and greasy, muddy water quickly finds its way on to the collar or tie.

A further point in connection with clothing concerns jacket and shirt cuffs. The latter should be rolled up so as to avoid their being soiled or soaked. Particularly when working on the wheels

(1) Plenty of water is necessary for the undersides of wings.



## WITH HOSE AND SPONGE

or the undersides of the wings, the wrists are above the elbows, and water running down causes the familiar sodden, clinging, uncomfortable feeling. Tying the mackintosh sleeves with string overcomes this difficulty if there be no wrist straps. Having completed one's own toilet, attention must be given to that of the car.

Getting the washing equipment ready is the next step, and the hose is the first item on the list. Couple it up securely and see that it is not kinked or trapped at any point, and that it can be run out to its full length. Failing a hose, a large watering can may be used for pouring the water over the car, the rose being used when a gentle stream is required. Next a bucket is required, and care should be taken to see that it is really clean. Grease or grit on any of the washing equipment is fatal to good results and often to the varnish.

Although one brush may suffice, two will be found useful, one being for the wheel spokes, the other for the undersides of the wings and chassis parts. Long handles are good features in both cases, as they enable the operator to keep at a reasonable distance from the water and mud. A sponge, a chamois leather and soft polishing cloth complete the washing kit. The jack should be prepared in readiness, and the paraffin brush and tin should be handy in case greasy parts have to be tackled before the washing can be carried out.

(3) Take off loose parts which hinder access to the panels.



(2) The owner-driver's washing-kit in-spection.

Now, a word of warning as to the water itself; soft water is preferable, as it has a less corrosive effect than hard water. Do not put paraffin or petrol in the water for washing purposes; it spoils the varnish.

The next point is where to wash the car. Obviously, the position of the drain has much to do with it. Care should be taken to avoid any place which will mean that the washer has to stand in pools of water. The ground should be firm and sufficiently level to enable the jack to be used to raise each of the wheels. Remember also that the position which avoids the necessity for moving the car during the washing process,

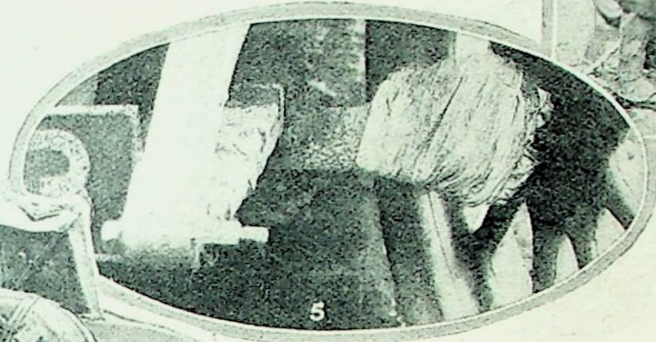


**E. — CAR WASHING DESCRIBED IN DETAIL—  
OBTAINING A SMART APPEARANCE BY  
ADOPTING CORRECT METHODS.**

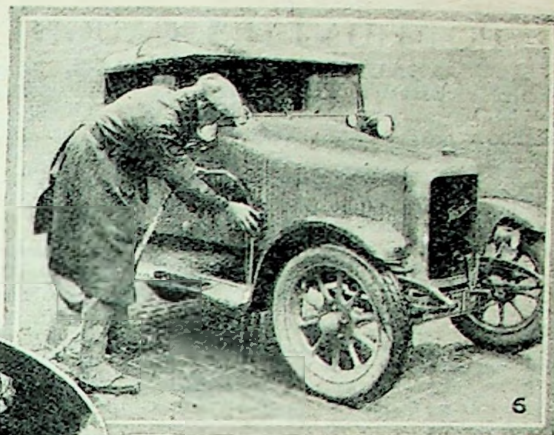
in order to get the hose to reach the various parts, is a saving of time and labour. It is far easier to move the hose round the car than vice versa.

Having put the car in the right place, the next thing is to prepare it for washing. If the cushions and hood

(4) Clean out the inside of the car before washing down.



(5) Protect the vital parts against water.



(6) Use low-water pressure on the body.

be necessary to jack them up. Take care when jacking up to scotch the car, as shown in our cover picture, and do not forget that, in the case of a car without a differential, both rear wheels must be raised

at the same time if they are to be turned for cleaning purposes.

Coming now to the body, the water in the bucket should be changed and the sponge, if it has been used on the chassis, should be washed out thoroughly to get rid of any grit which it may have picked up.

Varnished coachwork deserves careful handling, and mud or dust should be "flowed" off instead of scoured. Use a gentle water stream and plenty of it. Note here the change as regards water pressure—high for the chassis, but low for the polished surfaces. The sponge should be used with a dabbing motion rather than a rubbing one.

**Leather With Care.**

When all the dirt has been washed off, the varnished surface must be "leathered" to absorb all the surplus water. The chamois leather should be moved in parallel straight lines to avoid making the circular marks on the varnish which catch the light and look so ugly. Wring the leather out frequently, and on no account get it greasy; washing it in the bucket at intervals helps to keep it clean. The use of a little warm water in the bucket when "leathering off" is conducive to comfort on the part of the operator, and so long as it is not too hot no harm will be done to the car. The final polish can be given with a clean, soft cloth.

When washing a car two troubles are often encountered—first, tar spots, and, secondly, rain spots, which cause unsightly blotches on the varnish. Dealing with the tar question first, the parts should be washed down, preferably with luke-warm water; next dab, but do not rub, the surface with a chamois leather until it is thoroughly dry. Take a piece of soft woollen material and rub the tar spots with a little vaseline or unsalted butter, changing the working surface of the rag frequently so as to avoid smearing the dissolved tar over the surrounding surfaces. Continue the process until the tar disappears and then wash over the parts again.

Turning to the second trouble, that caused by rain spots, use a little linseed oil on a soft rag, polishing gently until the blotches disappear; then take a clean dry cloth, rub off superfluous oil and polish up with yet another small piece of dry rag.

If possible, it is a good practice to grease round the various points on the chassis after washing. Should any water have found its way into the bearings an application of the grease gun will help to expel it.

are to be cleaned, do this part of the job first to avoid dust being deposited on the newly washed varnish; similarly the floorboards and mats should be dealt with before the washing begins. On the other hand, nickel-plated parts are best cleaned after the body, as water splashes will undo much of the good work if they are polished beforehand.

Spare wheels, petrol tins and such fittings are best removed, as they hinder access to the body panels in many cases. Put up the hood and side curtains of a touring car; this helps to keep the upholstery clean and dry, as splashes are inevitable, and the hood is more easily dried than the cushions.

Now we come to the actual washing, and will deal with the chassis parts first. If there be grease on the axles, wheels or any surfaces to be washed, remove it with paraffin by means of a brush and wipe the surfaces clean before applying any of the washing kit, such as the chassis brush, otherwise everything will be smeared with the grease.

A powerful stream of water is useful when working on the chassis, but care should be taken to avoid directing it into the hub bearings or through the radiator. In the case of the front-wheel bearings, if there be any doubt as to the efficiency of the dirt-excluding felt washers, it is a good plan to wrap an oil-soaked rag round the ends of the front axle to collect any water which might tend to run in.

Wings and wheels can be taken together, but the undersides of the wings should be cleaned right out before a start is made on the wheels. Plenty of water and liberal use of the long-handled brush soon frees the caked mud. For easy working each wheel should be jacked up and the spoke brush used to reach the nooks and crannies. In the case of disc wheels, of course, the chassis brush will suffice, and it may not

## POT-HUNTERS CAUGHT NAPPING.

ANALYSIS OF THE LONDON-EXETER AWARDS SHOWS THE TRIAL TO HAVE BEEN A QUITE DIFFICULT TEST.

IN the past the Motor Cycling Club's run from London to Exeter and back has been considered to be a very easy—if not comfortable—method of earning a gold medal, but, as the list of awards which was published in full and exclusively in *The Light Car and Cyclecar* last week showed, there was this year a slaughter of the innocents which must have made a very large number of regular competitors realize that the London-Exeter is no longer a run to be undertaken lightly.

The star performers in the event were the sidecar machines in the under 350 c.c. class; there were nine starters—eight gold medals. Solo motorcyclecs also did very well with 141 starters and 98 gold medals; whilst cars made a dismal showing with 134 starters and 41 gold medals.

The pièce de résistance for the cars was climbing Salcombe Hill at the speeds prescribed by the Club. It will be remembered that the three-wheeled cyclecars had to average 18 m.p.h. for half a mile on the hill, and their success is measured by the fact that with 16 starters five won gold medals, whilst eight, all of which presumably were unable to average the set speed, won silvers.

Among the four-wheelers the class for those under 1,100 c.c. really did quite well. They had to average 12 m.p.h. on Salcombe, and 13 managed to do so, whilst 15 found it too much for them. The 1,500 c.c. cars had to average 15 m.p.h., and this was achieved successfully by 18 of them, the failures numbering 34. It was in the class for unlimited cars, however, that the greatest

difficulty on Salcombe was experienced. The speed to be averaged for the half-mile was 18 m.p.h.; there were 9 successful competitors and 29 failures.

This analysis shows that either light cars are more efficient in their class than are unlimited cars in theirs or that the Motor Cycling Club is wrong in assuming that the bigger the car the better its performance on a hill.

As we remarked before the run was held, the regulations put a premium upon sports models and four-speed gear-boxes, but, even so, quite a number of four-speed cars were unable to average the speed on Salcombe which the regulations made necessary, whilst sports models figured in fair numbers among the list of those which missed their "golfs."

The Salmsons really did splendidly, for the four starters won four gold medals. The Amilcars also did very well, gaining three gold medals and one "no award" with four starters.

Among the 1,500 c.c. cars five of the 19 gold medals which were won fell to Frazer-Nashes, two other cars of this make receiving no awards, one through an accident and the other because a cylinder head gasket blew and caused its retirement. Lea-Francis cars, which are noted for competition performances, bagged two gold medals and five silvers with seven starters, whilst Rhode cars achieved one gold and two silvers with three starters, Alvis cars kept their end up with four gold medals, one silver, one bronze and a "no award" out of seven runners.

A very interesting feature of the table giving the summary of entries and awards which we publish on this page is the list of figures relating to the number of retirements in the various classes. A significant fact revealed is that the proportion of retirements to starters among the sidecars was 1 in 4.73, whilst in the case of three-wheeled cyclecars it was 1 in 16.

### SUMMARY OF ENTRIES AND AWARDS.

	Solos.	Sidecars.	Three-wheeled Cyclecars.	Cars.	Total.
ENTRANTS .. .. .	144	114	17	152	427
Less Non-starters .. .. .	5	5	1	13	27
STARTERS .. .. .	141	109	16	134	400
Less Retirements .. .. .	14	23	1	8	46
FINISHERS .. .. .	127	86	15	126	354
Gold Medals .. .. .	98	38	5	41	182
Silver Medals .. .. .	25	-0	8	78	151
Bronze Medals .. .. .	1	5	0	1	7
No Award .. .. .	3	3	2	6	14

VERY interesting correspondence has been going on in a Liverpool paper between the well-known Lancashire county coroner, Mr. S. Brighouse, and a local business man upon the vexed question of rear lights for cyclists.

The correspondence arose out of some pointed remarks by Mr. Brighouse at a recent inquest upon a cyclist knocked down by an overtaking car. Mr. Brighouse then said:—

"People talk awful rubbish. The Cyclists' Touring Club has stated that cyclists should not carry rear lights because motorists should be able to pull up and to see anything immediately in front of them. Did you ever hear such absurd nonsense? I was a member of that club and have been a cyclist all my life. yet I cannot understand a club with such a high reputation supporting such an illegal, illogical and ridiculous proposition."

The county coroner's remarks were then taken up by a Mr. W. P. Cook, of Liverpool, who wrote ironically, saying that "the thanks of 6,000,000 cyclists are due to Mr. Brighouse for lecturing them in such humorous fashion," adding that:

"To postulate that the pedestrian

## A Coroner's Views on Unlighted Cyclists.

THEIR ARGUMENTS ARE "ABSURD NONSENSE."

should seek sanctuary in the hedge while the god in the car flashes past with dazzle headlights, and that it is illegal, illogical and ridiculous to expect motorists to govern speed by the range of their own vision and be able to pull up and see anything immediately in front of them, is about as perfect an example of nonsense as one could wish."

Regarding his own remarks at the inquest on cyclists carrying rear lights, Mr. Brighouse pointed out that he had been inundated with expressions of approval, and that, judging from what cyclists themselves had said to him since his comment, "if Mr. Cook appealed to his 6,000,000 he would appeal in vain.

"The question of whether cyclists shall be exempted from the present law regarding the carrying of rear lights," continued the county coroner, "will have to come up for revision by the

proper authorities, and, for the sake of the travelling public, the sooner the better.

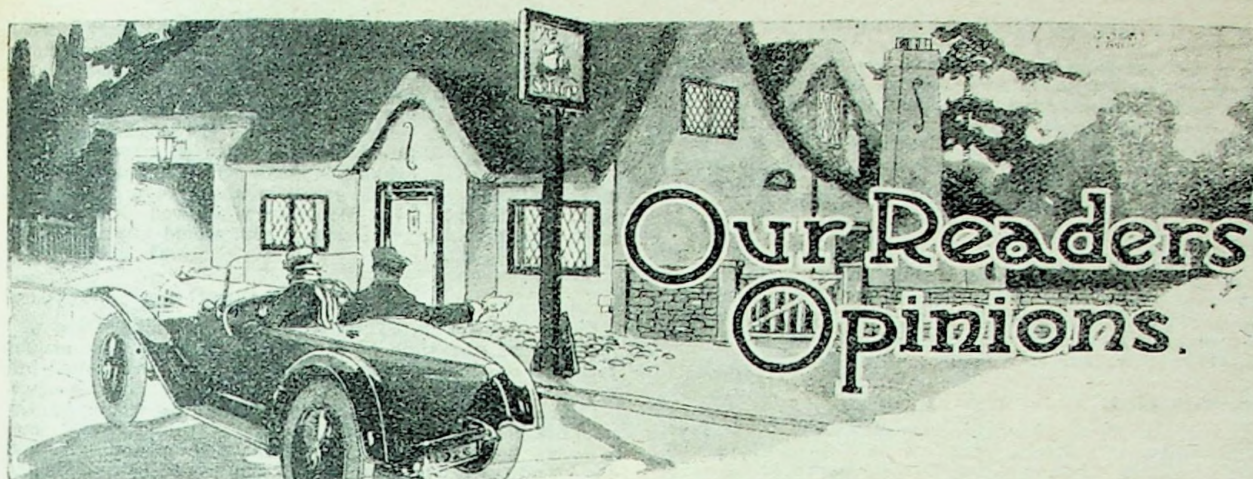
"The motor driver," he added, "is not 'the god in the car'; nor is it, as between cyclist and motorist, a case of poor man and rich man. In the large majority of cases the motorcar enables people of moderate means to traverse and learn about their own land; in any case, the motorcar has come to stay."

Then, "as a lawyer and a coroner," Mr. Brighouse addressed an appeal to cyclists "to discard statutes and rules and to recollect that times are not as they were, and old rusty axioms about the uses of the highway not in keeping with the conditions of to-day.

"The pedestrian, the cyclist, the motorist, the wagoner and others have equal rights on the King's highway.

"It is only sweet reasonableness on the part of everybody—an honest endeavour to give and take—a consideration for others that will make that highway safe and a pleasure to use.

"Do unto others as you would they should do unto you. Have a rear light to your cycles, and the other users of the road will, when they pass you, raise their hats, give you a friendly hand-wave and bless you."



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.

## THE LIGHTING QUESTION AGAIN. Drastic Revision and Clear-cut Rules Needed.

### Cyclists' Rear Lights.

I learn with great satisfaction that there is now some hope of the present generation living to see cyclists compelled to carry rear lights. Why almost the only sensible regulation made under D.O.R.A. was ever abolished I can never understand, but one cannot help admiring the Cyclists' Touring Club and its officers for the fight they have put up in their endeavour, mistaken though it may be, to help their members.

No matter what Government may be in power, it is always the motorist who suffers from its attentions, other road users being allowed to enjoy an almost complete immunity from any kind of legislative worry.

I have no doubt that abler brains than mine have sought the reason for this unhappy state of affairs, and, taking cyclists as an example, I can only give it as my opinion that their organization is stronger and more determined than any which professes to cater for the needs of motorists, and that, individually, they give it the support which it would appear to justify. Have we motorists anyone but ourselves to blame that our own house is in disorder?

NIL DESPERANDUM.

### Avoiding Responsibility.

Anything more futile than the reasons advanced by the C.T.C. and by cyclists themselves against compulsory rear lights it is impossible to imagine. I should hesitate to revive this topic were it not that some of the daily papers have, at last, ranged themselves on the side of the motorist, and I feel that the matter should not be allowed to drop until compulsory rear lights, not only for cyclists, but for all road vehicles, becomes law.

It is obvious that cyclists know they have no real argument against rear lights. To say that a bicycle cannot easily be fitted with a rear lamp, and that, if fitted, it will not remain alight, is futile to a degree. If a lamp which does not jolt out can be fitted in front, obviously one can also be fitted at the rear, and I contend that there is more vibration on the front wheel of a bicycle than on the rear. Many cyclists, however, will not buy good lamps, but prefer to put up with the trouble of some trumpery article which, probably, would not burn properly even if stood on a table in a quiet room.

It has been suggested in print more than once that if rear lamps were compulsory, a motorist would have no

hesitation in running down a cyclist whose lamp had gone out. This is a very serious charge, but it goes to show how desperate cyclists have become in their search for excuses which will enable them to avoid their responsibilities.

MONTAGUE WISE.

### Swivelling Headlamps.

I was most interested in Mr. Steven's letter in your issue of January 8th, with reference to close-up mudguards and swivelling lamps. It seems curious that if swivelling headlamps are illegal, nearly every motorcycle on the road to-day is fitted with a swivelling lamp. With regard to the lamp filaments breaking on unsprung mudguards, the Lucas motorcycle lighting set and, I think, one or two other sets have a headlamp bracket to clamp direct on to the front forks, which, of course, are unsprung. Could any of your readers give me some suggestions for fitting close-up mudguards to a Morgan?

D. V. AKEROYD.

### Headlamps and the Law.

In your issue of January 8th you point out that as the law stands at present swivelling headlamps are illegal. I have no copy of the Act, so my opinion may be ill-founded; but it appears to me that it is the fixed

**An Ambiguous Position.** lamps which are illegal, because on page 344 of the R.A.C. Guide of 1925 I read that every motorcar shall exhibit a

white light visible in the direction in which the motorcar is proceeding. It seems to follow that during all such times as the car is not proceeding in a direction absolutely continuous with the fore-and-aft line of the chassis, that is, while it is deviating in either direction from that line or is in process of taking up a new direction, every car whose lights do not respond immediately to the action of the steering wheel or front road wheels is not complying strictly with the rule that the light shall be exhibited in the direction in which the car is proceeding. At such times the lights and the chassis are lagging behind in the original direction. All drivers know the dark-sector effect of this in its most pronounced form when going round right-angled corners.

If the lights were placed so as to move with the front wheels they would show in the direction in which the car was proceeding immediately the direction began to be altered, and, besides giving to approaching traffic earlier notice of

OUR READERS' OPINIONS (contd.).

what a car was going to do or doing, would illuminate the dark sector referred to. I have had the desirability of this earlier notice demonstrated on my car by a collision from which swivelling lamps could have saved me had my attacker been shown earlier the direction in which I was turning to avoid collision, i.e., the position of my front wheels, instead of being left to judge from the lagging position of the chassis of my car with its fixed lights.

FRANCIS HARRISON-SMITH.

\* \* Article II, para. 7 (ii) the Motor Cars (Use and Construction) Order, 1904, states that "Every lamp carried by a motorcar at any time during the period mentioned in this condition shall be so constructed, fitted and attached as to prevent the movement or the use as a searchlight of the light exhibited by any such lamp."—Ed.

**Blacking Out.**

As one who is on the road every night the whole year round, I have very frequent occasion to bless the man who switches off his headlamps when he cannot dim or dip, and some occasion to curse the man who will not. The former courteous and sensible individual is in the great majority, thank goodness. These remarks are prompted by a recent editorial, where in one breath you advise against blacking out, and in the next you say, "When the other man has lamps which are no more powerful than your own side lamps it is wise to slow down and switch off." So you admit that circumstances can make switching off a "wise" course, and, in my view, every driver must be the judge as to the appropriate moment for switching off. I can conform to the wishes of the other man without endangering myself or anyone else, because I can switch off my off-side lamp, and my near-side lamp is set slightly askew so as to cast its beam on to the kerb about 25 yds. ahead.

The driver who uses his headlights or anything else to the discomfort of his fellows is a road-hog. Fortunately there are very few who follow your advice, but I am surprised that you encourage the breed, even though in the next sentence you admit you are in the wrong.

CHAS. F. VAUGHAN

\* \* When approaching an ill-lighted omnibus obviously it is courtesy to switch off the headlamps and, if necessary, to come to a standstill, thus inconveniencing only yourself instead of perhaps 50 people who are riding in the bus. But this exception to the broad rule does not postulate that the rule itself is wrong. Blacking out as a regular practice is condemned by the A.A., the R.A.C. and all experienced drivers. Our correspondent gives merely his own opinion, whilst the organizations named voice the collective views of hundreds of thousands of drivers.—Ed.

**Circular Traffic Control.**

We have perused with much interest the article which appeared in *The Light Car and Cyclecar* of January 8th, describing the system of gyratory traffic which has recently been put into operation at Parliament Square, London, S.W. The several illustrations and the diagram help to bring the principles of the system to the notice of the motoring public and we much appreciate the assistance which is being given by you in this matter.

Too often it is found that when some traffic experiment is made in London provincial drivers are quite unaware of the principle. Thus they unwittingly infringe regulations and cause inconvenience both to themselves and to other road users, or they find it necessary to stop (often in a congested thoroughfare) to make inquiries of a police constable, in order to ascertain the purport of the regulations.

An article of the kind that you published, which in a concise and descriptive way helps to clarify a scheme adopted with a view to alleviate congestion in London, does, in our opinion, render useful service to the public.

FRANK ELLIOT,  
Assistant Commissioner of Police  
of the Metropolis.

New Scotland Yard, S.W.1.

**Piston-valve Engine Design.**

With reference to Mr. W. F. Heritage's recent letter under the heading, "Eliminating Poppet Valves," I should say this method would not work very well in an internal-combustion engine, owing to the intense heat which passes the mechanical surface inside the valve chamber from the exhaust. These hot gases would burn up the oil, and this would result in a seizure or very rapid wear. Again, when the piston valve showed the slightest wear, considerable compression losses would occur.

G. E. FIRTH.

**Eliminating Poppet Valves.**

The design for an engine with a piston valve which was put forward last week by Mr. W. F. Heritage, who sought readers' opinions concerning it, is very ingenious, but obviously possesses a number of snags. Not the least of these would be the great difficulty of preserving a gas-tight joint between the piston valve and the bore in which it worked, and this would be complicated by the distortion which would be set up by the same valve functioning both for the exhaust and the inlet. The presence of ports in the bore would, of course, prohibit the use of any form of ring on the piston valve, and lubrication would be extremely difficult because of the high temperature of the exhaust gases; a valve of this kind would work well in the case of a steam engine, where temperatures are low; but it impresses me as having few possibilities for internal-combustion engines.

ARTHUR HANSON.

**Sparking-plug Position.**

The letter from Mr. A. H. Stuart, which criticises a recent one from Lodge Plugs, Ltd., is interesting, but it appears that he is studying nothing save sheer efficiency. Am I not right in believing that very rapid combustion is a prime cause of knocking and pinking which his advocacy of plug points protruding into the cylinders would appear to promote? Mr. Stuart's remarks concerning the use of two sparking plugs per cylinder are certainly interesting, but, as duplicated or triplicated ignition gives such widely varying results on different types of engine, it cannot yet be put forward as unreservedly desirable.

TUDOR.

**The Sabbath is—**

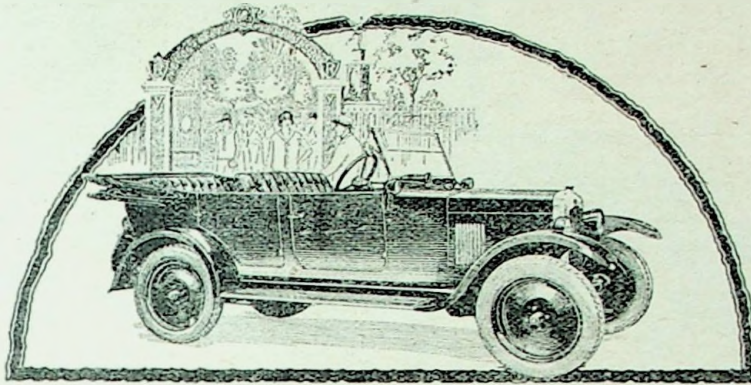
Mr. Stanley Hosking, in a letter published in your issue dated January 8th, asserts that Saturday is the Sabbath. In a well-known dictionary the definition of the word "Sabbath" reads:—"A day of the week set apart for rest and Divine worship, Saturday being the Sabbath of the Jews and Sunday that of the Christians." Many people have been confused over this question, the trouble being that they misread the Fourth Commandment, which says:—"The Seventh Day is the Sabbath . . ."—not "The Seventh Day of the week is the Sabbath." The words, "The Seventh Day," simply and solely mean every seventh day, no matter whether it be Saturday or Sunday.

P.R.D.

**The Will to Safety.**

"Why cannot every motorist pledge himself during the coming year to have no accident?" asked "A.B." last week, and I, in turn, ask—What earthly good would it do if they did? "A.B." states that he has exceeded 8,000 miles, mostly in London and the Home Counties, and that his Coué-istic principles have preserved him from accidents of any kind. Personally, I think he would have been better advised to take out a sound insurance policy and to prevent a repetition of the near squeaks he has already suffered either by taking driving lessons or studying road-sense in some such publication as "How to Drive a Motorcar." Auto-suggestion may be all right in drawing-rooms, but it is no use on the roads. A.B.C.

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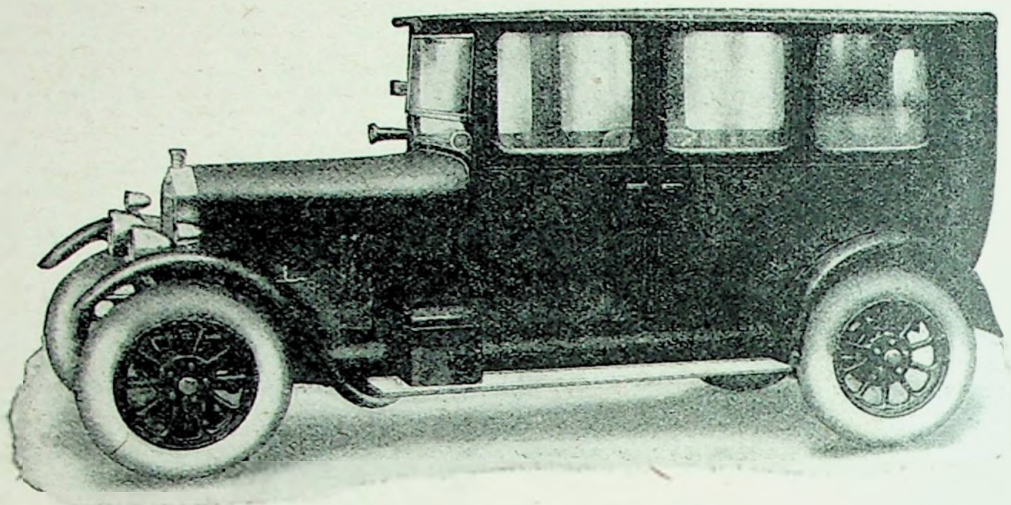
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For winter or summer motoring, no car could be more delightful than this 11/22 h.p. Saloon de luxe. Its coach-finished metal panels, contrasting finely with the black head and mudwings, give it a very smart appearance for town work, whilst its lightness of construction makes it ideal for touring.

The interior is very roomy and comfortable, the front seats being of the sliding bucket type, giving plenty of leg room. It is upholstered in leather to the window line, and above in Bedford Cord. Four doors are fitted. The finish is of the highest grade and the equipment is very comprehensive.

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**OUR READERS' OPINIONS (contd.).**

**St. Christopher.**

I gave a brief outline of the legend of St. Christopher, and it is quite evident that "Royal Air Force," in replying to my letter, does not know that a legend need not be strictly logical. There are many legends in which Christ has appeared disguised as a man, woman or child since the Crucifixion. Most legends leave a lot to the imagination, and it seems to have upset "Royal Air Force." Doubtless if he were to substitute "Cross" for "Crucifix" and leave out the following line in my letter it would be logical, but it is not the legend, as I understand it to be.

R. B. BIRCH.

**The Lives of Saints.**

Your correspondent "Royal Air Force" finds an intellectual difficulty in Mr. Birch's interesting account of the life of St. Christopher through crediting the Divine with human limitations of time and space. That the human mind has limitations in its conception of time and sequence is very clearly shown by the work of Einstein and other relativists. Anachronisms of the type referred to are met with abundantly in the lives of the saints, many of comparatively recent occurrence which have been investigated fully under modern conditions. Although they cannot be explained in terms of common experience there is far too much evidence to be lightly dismissed. The subject is discussed in some detail and some interesting examples are given in *The Psychology of the Saints*, by Henri Joly (Burns, Oates and Washbourne).

W.H.S.

**The Motorists' Patron Saint.**

I see "Royal Air Force" asks for further enlightenment regarding the legend of St. Christopher; with all due respect to Mr. Birch and yourself he may well do so, for the story as published by you is no more than the dry bones of the fascinating story of our patron saint. The full story would probably cover three columns of your paper, which doubtless is the reason for the very abridged account you gave, but if "Royal Air Force" cares to let me have his name and address I shall be pleased to write out the complete legend for him next time I have an hour to spare. The full legend is undoubtedly a beautiful allegory, and I am sorry it was necessary for Mr. Birch to shorten it so much that it bore very little resemblance to the real story.

If "Royal Air Force" is interested I can send him also a photograph of a rather fine stained glass window, in an English cathedral, depicting St. Christopher and the Child Christ.

A. H. READE.

**What is an Accessory?**

I am insured with a first-class company, and the following knotty points have arisen which I should like to bring to the notice of your readers, as they are, to my mind, very unsatisfactory:—I have a car a very few years old which has been carefully used and elaborately fitted up to suit my particular requirements, the alterations and expense in doing this being very considerable. As the car is so satisfactory, I have spent further sums in overhauls and so forth, but a casual inquiry to the company as to their valuation brought the startling reply that in the case of total loss they could pay only its market value of £65.

They explain that the market value is not much influenced by such things as oversize tyres, larger mudguards, tool lockers, numerous gadgets, etc., including shock absorbers, two spare wheels and electric horn, which seems to amount to the fact that a man can put a very valuable body and equipment on a chassis and it is then worth only the same as an ordinary model one may pick up in indifferent condition because buyers would not require. This seems before pay extra for, the better equipment. This seems absurd, because my tool outfit alone cost £20, tyres and extra wheel £28, battery £5, shock absorbers £8 and electric horn £4, a total of £65, which leaves nothing for the car, extra fittings, gadgets and alterations.

The second point is that I have had a rug stolen, and

the company argue that, as I am only insured against the theft of accessories, which they say means standard accessories or those supplied with the car, I cannot recover the value of my rug.

I should not expect to recover for a parcel taken from my car, but I consider that a rug is an important accessory on a cold day. If what they say is correct, I could recover for a stolen headlamp, but not for the electric horn, as the makers did not supply the latter, which again seems absurd. A friend defines an accessory as a removable metal fitting, and I am now left wondering what happens if the seat cushion is stolen.

Can anybody tell us the true position?  
SINE OF AN ARC.

**Circular Traffic Control.**

Referring to your recent article in *The Light Car and Cyclecar* entitled "Circular Traffic Control," page 210, relating to the difficulty in crossing from Great George Street to Westminster Bridge, the obvious solution seems to me to make all traffic turn into Parliament Street, which is wide enough for practically any vehicle in existence to describe a complete circle if necessary, and then break off into the traffic coming in the opposite direction—or pass through Scotland Yard on to the Embankment, but I gather that there are objections to this route being used.

G. EVAN COOK.

**Oversize Tyres on Morgans.**

With reference to "Shacklepin's" recent paragraph dealing with large tyres on small wheels, readers may be interested to know that recently I fitted 715 mm. by 105 mm. Moseley reinforced low-pressure covers to the 700 mm. by 80 mm. rims of my Aero Morgan, with very satisfactory results. Getting the headings "home" was not the difficult job I expected. With the front tyres inflated to fifteen pounds pressure and the rear tyre to twenty pounds the steering is perhaps slightly heavier, but there are no symptoms of wobble and comfort is greatly enhanced.

Incidentally, I may mention that Messrs. David Moseley converted the back cushion of my Morgan to "Float on Air" in keeping with the seats. The difference in comfort must be experienced to be believed. I mention this as it may be of interest to other Morgan enthusiasts.

VIVIAN F. CROTHWAITE.

**Getting Into Hyde Park.**

I see that "Focus" is telling us of a quick way to the City from the west, namely, through Hyde Park, entering at Marble Arch. Now I come from the west—a good many miles farther west than "Focus" probably meant—but I do not come more often than I am obliged. However, I know a better and quicker way to the City than "Focus's," namely, to garage my car this side of Marble Arch and take the Tube. I drove into the park at Marble Arch once. Never again, my masters. The arch stands by itself right away from the park, like the gate to Nowhere, but you cannot go through it. You have to go round it. There are four or five ways round, and no matter which one you take you will meet a car coming the other way, and you feel as if you are committing high treason or something pretty bad.

I remember that when I did get round the arch I found a pair of gates in front of me, and went in by the left one, but a great car was making for the same gate to come out. The chauffeur jerked his wheel in time and took the other gateway.

"It's not for you to glare at me, young man," I said to myself. "It's about time they taught you which is your left hand."

But the fellow was right after all. It appeared that both these gates were "out" gates, while there was another pair farther along, both "in." Although there are several policemen on traffic duty at the Marble Arch maze, they all appear to assume that drivers are familiar with the spot, and thus do not require guidance.

No! On a summer afternoon I like to have a tootle round your park after I've done my business in the City before setting off for home, but I do not go in at Marble Arch. I go in at Lancaster Gate, and I turn in the other direction.

COUNTRY UNCLE.

OUR READERS' OPINIONS (contd.).

Improved Jacking Systems.

My proposal to combine the functions of wheel-brace and jack-handle in one tool was born, like many bright ideas, out of an experience largely accidental. I had to raise a car with a broken jack minus a handle. "Focus" Answers His Critic. I used the wheel-brace, and the car was lifted in remarkably quick time, considering the fact that the two tools were not designed for united action. On quite a number of cars both front and back axles could be raised in this manner if the jack were designed as I suggested. On others it could not be done conveniently without further contrivances that would not be thought worth while by those who are



This simple and ornamental (!) jacking system is described in the accompanying letter by "Focus."

satisfied with the implements provided in the tool kits of most cars.

However, I do not regard the ordinary jack as the last word in methods of raising an axle, and here "High Tension Herb" and I seem to agree. I welcome his contribution towards the perfect car. The difficulty of getting the four wheels back to the ground is not insuperable. What is needed is a prop-stand on each side of the car, operated by a lever through suitable gearing as shown here. For the sake of simplicity "High Tension Herb's" patent is omitted in my drawing.

The normal position of the prop is shown above (left). To raise the axle the lever is moved in a beer-engine-wise direction, and may be held in position by a ratchet. The prop will, of course, be long enough to raise the car higher

than "H. T. Herb's" scythes raise it. These scythes can then be withdrawn, and the car lowered by moving the lever in an anti-beer-engine-wise direction.

The only drawback I see to my own device is that it makes the "H. T. Herb" scythes superfluous, seeing that the prop might as well be used to raise the car in the first place. Possibly we can get over this by inducing makers to fit the scythes as standard and market the prop as an accessory.

The prop should be anchored at such a point that the car weight fore and aft is equal. The owner could then raise either the front or the rear axle by occupying the rear or the front seat respectively.

Beginners might be liable to seize the prop lever instead of the gear lever, but the consequences should not be serious if balloon tyres, shock absorbers and pneumatic cushions are fitted.

Focus.

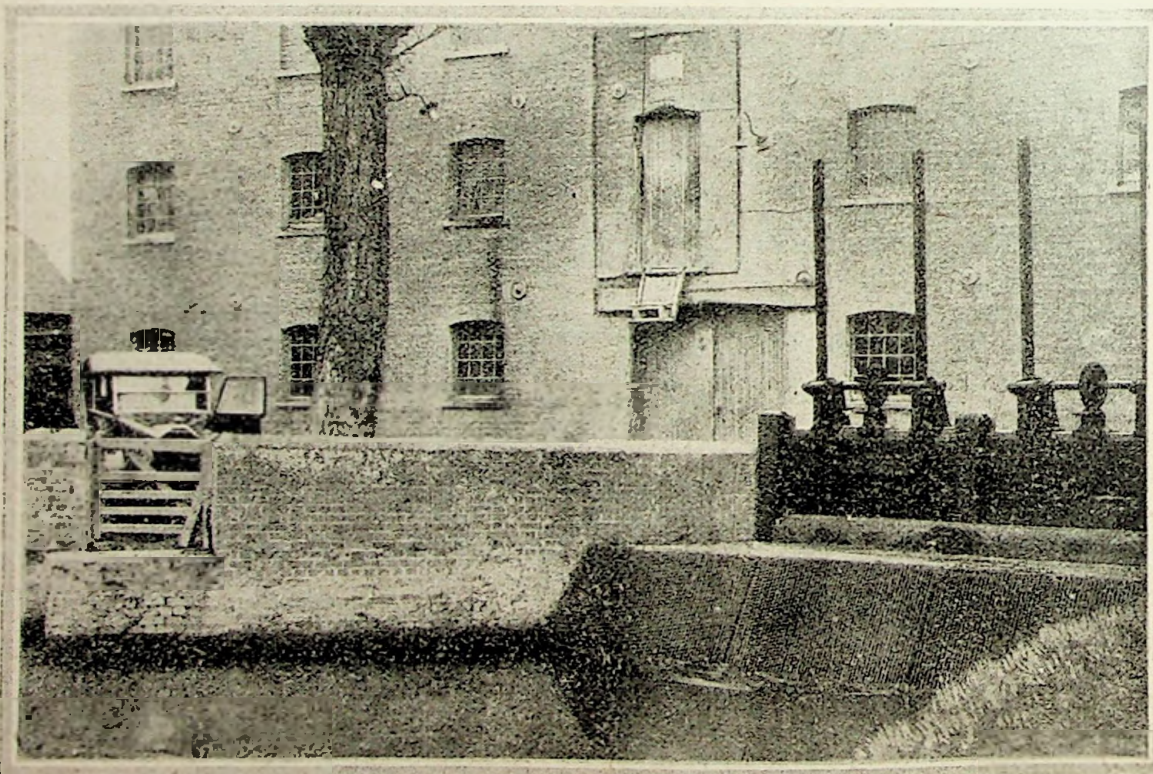
CONDENSED CORRESPONDENCE.

"F.J.B." writes in terms of praise regarding his 11 h.p. Standard 1924 model. He obtains a maximum speed of 50 m.p.h. and says that, in his opinion, the car is an ideal type for use in reliability trials, as it has a very low bottom gear.

The hands will be easier to clean and roughness will be avoided, writes "Passatipon," if they are rubbed with Peldo before any dirty job is begun. The preparation is sold in tubes, price 1s. 6d., by most chemists, and it does not make the hands sticky or reduce their gripping powers. When the work is finished the use of ordinary soap and cold water will restore the hands to their original cleanliness without risk of chapping.

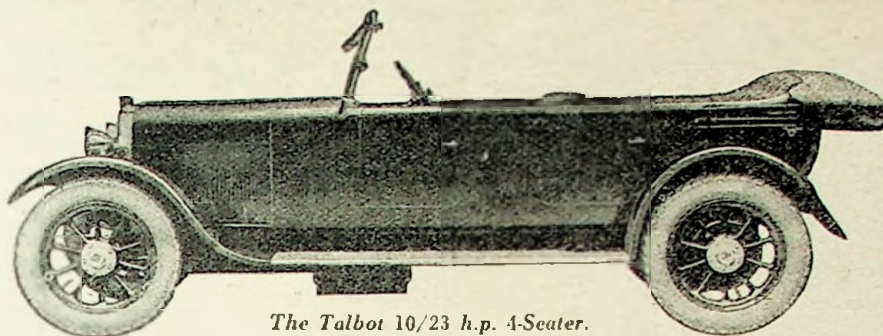
INFORMATION WANTED.

REBOUND DAMPERS.—Experiences with Stott Antibounce clips and with various decarbonizing compounds are requested.—W.G.J., 7, Colchester Villas, Stanley Road, West Croydon.



BESIDE THE OLD MILL. — A Humber Nine beside the sluice-gates of the old mill at Eaton Socon. A modern touch is given to a somewhat ancient setting by the electric lamp bracket fastened to the tree. It has superseded the hurricane lamp which the gate operator used to carry.





The Talbot 10/23 h.p. 4-Seater.

## A "No-Trouble" Car

What an Owner-driver has to say  
about his 10/23 h.p. Talbot.

Gerrards Cross, Bucks.  
29.8.25.

*I must write you a line about the little Talbot. She has done all that you said she would and more. It is simply impossible to fault her, and I did not think any small car could be such a joy to drive. Her latest performance is so remarkable that I must put it on record.*

*To-day she completed 325.7 miles on eight gallons of petrol—over 40½ miles to the gallon! I don't know whether this is a record, but it was done in the ordinary way of driving, including three or four journeys from here to Finsbury Square and from Finsbury Square to Lavender Hill and back, so there was no question of a selected trip.*

*I was doing over 40 m.p.h. between Wendover and Gt. Missenden when my hind tyre split. The car never swerved or rolled but pulled up perfectly smoothly in about thirty or forty yards, and I am using the same inner tube on the new tyre.*

*If any of your customers want a recommendation for the 10/23 I should be very glad to tell them my experience of her.*

*I have just done about 3,000 miles and the oil consumption is so trifling that I empty the sump and refill about every 1,000 miles as she never seems to want any in between.*

A—

**10/23 h.p. Talbot Two- or Four-Seater, £350**

Coupé, Coachbuilt Saloon, and Weymann Saloon bodies are also available.

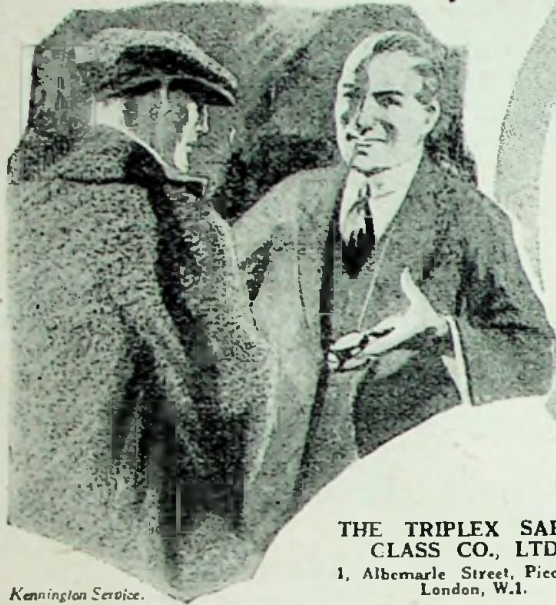
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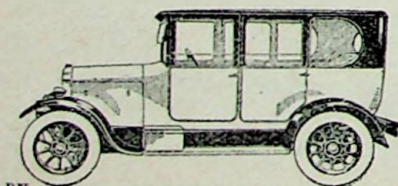
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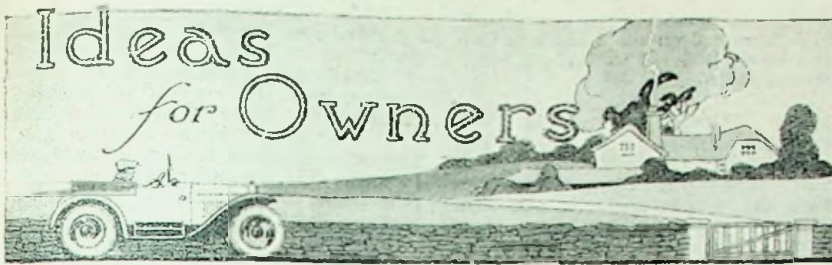
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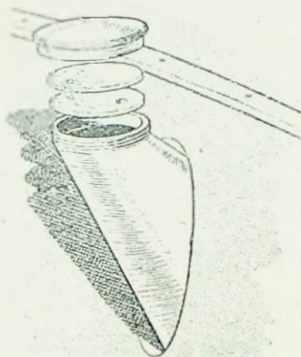
MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.



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.

**Preventing Petrol Loss.**

On some cars the threads on the petrol tank filler neck have a flat or groove cut in them to allow air to enter the tank as the fuel level falls, and leakage is apt to occur at this point when travelling over rough roads with a full tank. To stop this leakage, a small vent hole should be drilled in the filler cap, 1/32 in. being quite large enough. Next cut two or three leather washers which fit tightly in the filler cap. In each washer a 1/4-in. hole should be cut, but not in the centre. When fitting the washers, see that the holes do not register. In this way air can pass in but the fuel cannot splash out. Sufficient washers must be used to make a seal between the cap and neck.



Leather washers provide a simple way of preventing the fuel from splashing out of a full tank.

**A Tip for Buyers.**

Prospective purchasers of second-hand cars should always remember that, although the coachwork of a car may be in good condition, it does not follow that the vehicle is mechanically sound. The state of the body may be judged by a rapid examination, but in the case of the chassis wear is not, as a rule, visible, and more care and time are therefore needed to reveal faults.

A good way of testing the transmission if the car is fitted with a cooling fan is to engage top gear, open the bonnet and watch the fan while the car is being pushed backwards and forwards. If the transmission is in perfect condition the fan will begin to turn almost simultaneously with the forward movement of the car. If the

car can be pushed backwards and forwards to any considerable extent without the fan moving, it is a sure indication that wear has taken place in the universal joints, or the final bevel or worm drive, or perhaps at all these points. The amount the car may be moved without rotating the fan is, of course, proportional to the degree of wear.

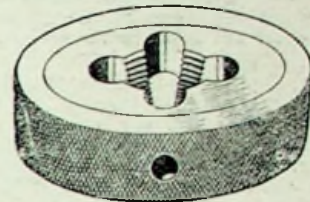
After making this test in top gear, the other gears may be engaged in turn and the operation again carried out. If there is a noticeable increase in the delay of the fan in taking up the drive, a worn gearbox is revealed. Incidentally, every owner may with advantage carry out these tests occasionally on his own car so that any undue wear will be noticed.

**Cheap Speedometer Cable Casing.**

Should the outer casing of a speedometer cable break, a good substitute will be found in a length of ordinary flexible gas-pipe. This should be obtained in a diameter as near as possible to that of the original casing, the cost being about 3d. per foot. The ends should be bound with wire before soldering on the connecting pieces. When the job is complete the tube may be filled with thick gear oil and replaced. This idea should be quite satisfactory in the ordinary way, but we do not recommend it in cases where the drive is taken off one of the front wheels and the cable has to stand a continual flexing.

**Useful Die Holders.**

Die nuts for running down threads on studs in restricted positions may be purchased, but a different nut is required for each size thread. A simple way of using ordinary dies is to make a miniature die holder with gripping screws, similar to those in the stock; the holder should have a knurled or hexagonal exterior with holes for a tommy bar. The general idea is shown in an accom-



A small die holder will be found invaluable for cutting threads on studs in restricted positions.

panying illustration. The mode of fixing the die depends on its type—some are solid and need only a pointed screw to prevent slip, while others are split with two, or sometimes three, screws for opening or closing so as to vary the size for threads of different diameter.

**Extinguishing Fires.**

It is becoming increasingly common for motorists to carry a patent fire-extinguisher in a handy position on the car, and the practice has much to commend it. There are, however, many who do not consider the risk of fire sufficiently great to warrant the cost of these devices, and it is therefore useful to remember that an outbreak may often be extinguished by wrapping a rug or thick coat tightly round the part involved. Once the fire has gained a strong hold, it is, of course, futile to attempt to put it out in this way; but, if tackled in the early stages, the method is usually effective.

**In Answer to your Query**



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

**O.W.R.** (Southampton).—We a k valve springs may be the cause of the loss of power of which you complain. As the car has run 9,000 miles a new set of springs will be worth fitting.

**W.S.** (Preston).—Provided your piston is only cracked slightly in the skirt we see no reason why you should not obtain considerable service from it. High speeds should not be indulged in, but for ordinary touring work it will doubtless carry on. A hole should be drilled at each end of the crack to prevent it spreading.

**F.L.T.** (Wellingborough).—The lack of power in the front-wheel brakes of your 7 h.p. Austin is in all probability due to an excess of grease in the hubs. It is sufficient to fill the hub caps once a month.

**A.E.B.** (St. Albans).—As the car you have just bought is blue and the registration book describes it as yellow you must communicate with the authorities and inform them of the change. The previous owner should have done so. Forward the book with your letter.

**J.I.** (Forfar).—The practice of coasting with the clutch out, to which you refer, is to be condemned. A continuous strain is put upon the clutch thrust bearing. It is preferable to coast with the gear lever in neutral and the clutch in. The gear can easily be re-engaged after a little practice.

IN ANSWER TO YOUR QUERY  
(contd.).

**B.C.J. (Liverpool).—**A smart appearance of the tyre on the spare wheel can be obtained by means of blacklead used in the same way as on stoves or fire-places.

**D.F.F. (Manchester).—**The fact that the ammeter does not record a discharge when the inspection lamp is in use is due to the plug-in connection being wired up direct to the battery, the ammeter not being in the circuit.

**F.C.A. (Sutton-in-Ashfield).—**You need not be alarmed because the oil gauge of your A.C. car records only 2 lb. pressure when the engine is ticking over. As the car is of 1921 manufacture a plunger-type oil pump is fitted which gives a maximum pressure of about 5 lb. to 7 lb. under normal conditions.

**W.L. (Sevenoaks).—**You can clean files by means of an acid solution, but, as we gather that the teeth are clogged with aluminium, which is quite soft, you could try the following idea first. Take a block of hard wood and use the file on it in the ordinary way: the comparatively soft wood does not clog the file and the "teeth" which develop on the wood clean out the grooves of the file.

**J.W.M. (London, E.1).—**No adjustment is provided on the 12-20 h.p. Calthorpe for the inverted tooth chain which forms the distribution drive.

**S.C.L. (Exeter).—**Greasing the front hub bearings of your 11.4 h.p. Standard every thousand miles will be correct. The method of procedure is to remove the wheels, and you will then find grease plugs in the hubs; these should be removed and grease-gun nipples from the tool kit screwed in instead.

**H.M. (Troon).—**There is no harm done by running with the radiator cosy in position so long as the flap in front is raised to give a passage for the air through the radiator. For short distances, such as a mile or two in exceptionally cold weather, the cosy may be used closed up, but we should not recommend you to go beyond this distance, as overheating may occur.

**W.J.E. (Wembley).—**The smoke which comes up through the gaps round the floorboards when using the transmission brake is due in all probability to oil leaking out of the gearbox and finding its way on to the drum. Heat generated by friction gives rise to the smoking. Either the gearbox oil level is too high or the oil-retaining device needs attention. You should wash the drum and band with a little petrol to remove the oil.

**H.J.D. (Leicester).—**Shake in the steering heads of your particular 10 h.p. Swift can be taken up by adjustment of the thrust bearings. Below each steering head is a cover held by three small screws. Take off each cover and you will find a large hexagon nut, by means of which the adjustment can be made. Be sure to replace the split pins after the desired settings have been obtained.

**J.W.W. (London, N.W.G).—**As the misfiring occurs at fairly high speeds only you should examine the gaps of the sparking plugs and make and break of your Jowett car. The proper settings are 30-thousandths of an inch and 20-thousandths of an inch respectively. With coil ignition the plugs need a gap half as big again as that used for magneto ignition, and you may have overlooked this fact in "tuning up," as you are unused to the coil system.

**B.H.J. (Warrington).—**As you are desirous of finding out the brake-horsepower developed by the engine of your car, we suggest that you apply to the makers; they usually keep records of the test performances of their products, which would enable them to give you the information. Failing this, we are afraid that you will have to return the car to the factory, as there are very few horse-power testing plants except in the possession of motorcar manufacturers and a few big repair concerns.

CLUB ITEMS AND SPORTING EVENTS.

OXFORD M.C.

A dance was held by the Oxford Motor Club at the Carfax Assembly Rooms, Oxford, on New Year's Day, about 250 members and friends being present. The annual meeting of the club will be held on January 25th, while the annual dinner and dance will take place on February 12th at the Carfax Assembly Rooms, Oxford.

WEST KENT M.C.

The annual dinner and distribution of awards of the West Kent Motor Club will take place at the Holborn Restaurant, London, on Saturday, February 6th, commencing at 7 p.m. Tickets, which cost 10s. 6d., may be obtained from the hon. secretary, Mr. F. Wilson Smith, 32, Ham-melton Road, Bromley, Kent. February 12th is the date fixed for the annual general meeting of the club, which will be held at the Swan and Mitre Hotel, Bromley, at 7.30 p.m. Nominations for officers and motions for the agenda must reach the hon. secretary, whose address is given above, by Friday, February 5th.

MORGAN CLUB FIXTURES.

On February 14th the Morgan Motor Club will hold its opening run to St. Neots; the start will be from Marble Arch at 10 a.m., and members will pass Hadley Highstones at about 10.45 a.m. A social run to Dorking will be held on March 7th, starting from Marble Arch at 10.30 a.m. All Morgan owners will be welcomed at either of these runs. The date of the reliability trial for the Homao Oup has been fixed for March 28th.

In view of the success of the club's annual dinner and dance, the committee has decided to hold a social dinner and dance early in March. The hon. secretary is Mr. J. W. Barr-Hamilton, St. Mary's Hospital, London, W.2.

J.C.C. ANNUAL MEETING.

The Junior Car Club's annual general meeting will be held in the Committee Room, R.A.C., Pall Mall, London, S.W.1, on Wednesday, January 27th, at 6.30 p.m. The attention of members is drawn to the rule which states that "alterations or additions to the rules shall be made only in general meeting, and notice thereof shall be given to the hon. general secretary at least 10 days before the meeting and placed on the agenda papers. All new rules and alterations of old rules shall require a two-thirds majority of the members present. Voting by proxy not to be allowed. Nominations for officials must be in the hands of the hon. general secretary, Mr. A. Percy Bradley, Clock House, 7, Arundel Street, Strand, London, W.C.2, seven days before the meeting.

CIVIL SERVICE M.A.

A lantern lecture by Mr. V. T. Brennan, M.B.E., on the Motor Cycling Club's London-Lugano Run, which, it will be remembered, took place last August, will be given by the Civil Service Motoring Association at 6.30 p.m. on Tuesday, January 19th. The lecture will take place in the Committee Room of the Royal Automobile Club, Pall Mall, London, S.W.1.

FORTHCOMING EVENTS.

- January 19.  
Belsize-Bradshaw L.C.C. Annual General Meeting.  
Civil Service M.A. Lantern Lecture on M.C.C. London-Lugano Run.
- January 21.  
Coventry Triangle M.C. "Retiring Officials' Night."
- January 24.  
City of London Motoring Association, Social Run to Begnor.
- January 25.  
Oxford M.C. Annual Meeting.
- January 27.  
J.C.C. Annual General Meeting.
- January 30.  
City of London Motoring Association, London-Stratford-London Trial.
- February 6.  
West Kent M.C. Annual Dinner.
- February 12.  
Oxford M.C. Annual Dinner and Dance.  
West Kent M.C. Annual General Meeting.

ESSEX CLUB'S DINNER.

The Essex Motor Club has an enviable reputation for making things go with a swing, and the annual dinner of the club, held on Friday last, at the Holborn Restaurant, London, was characterized by all that goes to make a function of this sort successful. Over 200 members and guests were present, the gathering being pre-

sided over by Mr. Sydney G. Cummings, the president.

Col. F. Lindsay Lloyd proposed the toast of "The Club." He recalled the fact that it was one of the oldest in the country, dating back to a certain day in 1904, when two still vigorous members of its executive, Messrs. Ernest Bass and George Reynolds, conceived the idea of its formation. One of the club's most praiseworthy undertakings went back to those days, added Col. Lloyd, namely, the annual entertainment given to crippled children.

As he was suffering from a severe cold, Mr. Cummings delegated the task of replying to Prof. A. M. Low, and he could not have chosen a better understudy; Prof. Low has the happy

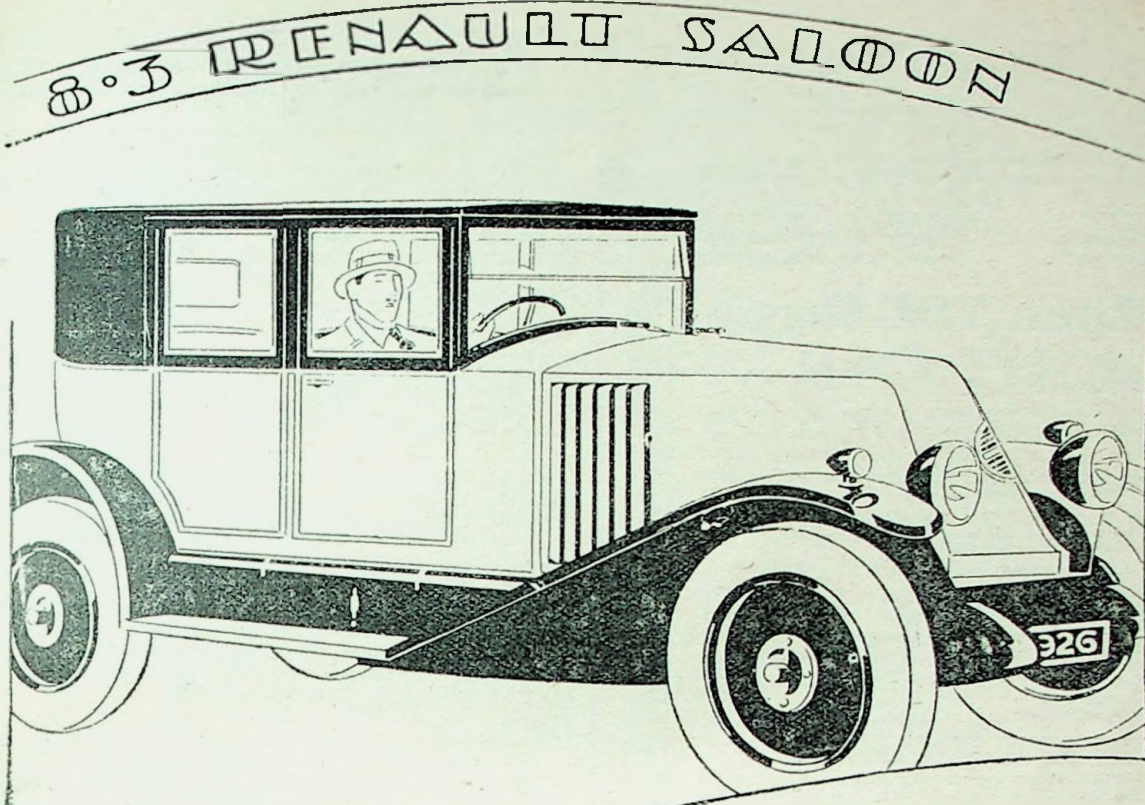
TO CLUB SECRETARIES.

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.

knack of making the glummost listener smile! The speaker roughly outlined the coming season's programme of the club, which would include a hill-climb, Brooklands meetings, a sand racing event, the part-organization, probably, of the Boulogne Week, and the ever-popular One-day Trial.

Mr. H. S. Marshall, now, by the way, a vice-president of the club, pleaded once again for something to be done with regard to road racing, to which Major Dixon Spain, of the R.A.C. and A.C.U. replied, "We are doing all we can. We realize only too well how important is this issue to the industry, but we are up against enormous difficulties, and patience is essential. Road racing in this country must and will come—it is only a matter of time."

The strictly formal side of the function having been dealt with, the floor was cleared and the gathering gave itself over wholeheartedly to revelry, greens of disappointment greeting the tolling of midnight, which brought a memorable annual dinner and dance to an all too speedy conclusion.



**A Full-sized Family Saloon with Four-wheel Brakes - £269**

THE Renault 8.3 h.p. is an economical car to buy. But it is still more economical to run. You may expect 45 miles from a gallon of petrol. Many owners get more. As to tyre wear, 13,000 miles with the spare cover untouched is by no means rare. Tax and insurance are low, too.

Owing to the way the sensible bonnet seals the mechanism and keeps out dust and grit, wear is prevented. This saves you money on replacements. The radiator being placed at the rear of the engine (where it is protected from undue vibration and collision) does away with another source of frequent expense. The whole car is built to give continuous, faithful service at an absurdly low running cost—and does it.

**PRICE (including four-wheel brakes):**  
 8.3 h.p. 2-seater £219    8.3 h.p. 4-seater £219    8.3 h.p. 2-seater £219  
 with dickey .....    Torpedo .....    Cloverleaf .....

*Literature may be had free on request.*

RENAULT LIMITED, SHOWROOMS: 21, PALL MALL, S.W.1.  
 Head Office and Works: 14, Seagrave Road, West Brompton, S.W.6.

**RENAULT**

• R E N A U L T S A L O O N •

9 2 6

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



## When YOU Buy a LIGHT CAR...

**W**HEN you buy a light car you are acquiring a thing of infinite service and a means of continuous enjoyment. See that you get the fullest measure of satisfaction and every advantage in purchase—this you can ensure by dealing with Lovesetts, a firm of high repute.

Lovesetts provide a wide range of choice in their stock of new and second-hand models, will accept light cars and motorcycles in part exchange, and will arrange terms of settlement to suit the convenience of individual customers.

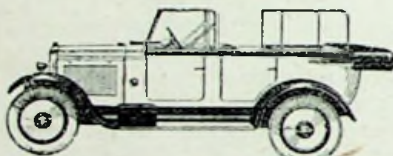
You will need tuition in driving and the care of your new car, and Lovesetts have a capable staff ready and anxious to render you every assistance.

### EXCHANGING.

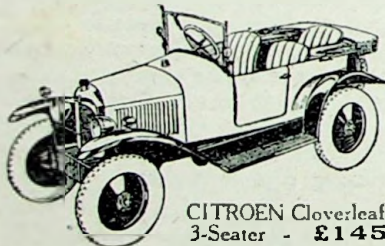
If you have a motorcycle to offer in part exchange for a light car, get in touch with Lovesetts. Your machine will not be regarded as an evil necessary to the transaction, but will be welcomed. In addition to their car business Lovesetts have a large motorcycle department, and with their facilities for disposing of machines can offer exceptionally good allowance prices for them.

### DIVIDED PAYMENTS.

This widely accepted method of purchase is catered for by Lovesetts in a way that offers many advantages. They are in the fortunate position of being able to finance and conduct the business themselves and avoid the introduction of "outside capital" with its attendant annoyances. This permits of a perfectly private arrangement between Lovesetts and their customers.



SINGER 4-Seater £225



CITROEN Cloverleaf  
3-Seater - £145

AVAILABLE FOR DELIVERY FROM STOCK:  
AUSTIN, CITROEN, JOWETT, ROVER,  
SINGER and MORGAN RUNABOUTS.

## LOVETTS LIMITED

418, Romford Rd., Forest Gate, E.7.

'Phone—Grangewood 1234 (Private Branch Exchange).

'Grams—"Egaraco, London".

and at

61, Holborn Viaduct, E.C.1.

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

## AROUND THE TRADE.

In the London-Gloucester trial 51 silver cups were awarded to drivers of machines fitted with Dunlop tyres.

Readers are asked to note that the A.C. car illustrated in the company's advertisement which appeared in our issue dated January 1st was actually the Royal two-seater at £333, and not a £415 model.

Mr. A. Whale, who is well known in connection with Calthorpe cars, which he has raced successfully at Brooklands and elsewhere, opened a motor business, styled Whale for Motors, at 51a, Park Street, Regent's Park, London, N.W.1, on the 4th of this month.

Mr. H. Reuben Harveyson, who is well known in the competition world, has joined the staff of the A.C.-Sphinx Sparking Plug Co., Ltd., as competition manager, and will be attending all the principal motoring events throughout the United Kingdom in this capacity.

J. Withers and Son, Ltd., Wismore Street, Walsall, are manufacturing radiator cosies suitable for any make of car. The cosies are made of black leather cloth, lined with thick heat-retaining felt, and have an adjustable roll-up front. The price for cars up to about 9 h.p. is 14s.

Readers who decide, as the result of our washing article, to clean their cars at home, would be well advised to communicate with Henry Milward and Sons, Ltd., Washford Mills, Redditch, as the concern handles a number of extremely useful devices for facilitating and speeding up the job of washing a car.

In the latest Goodyear price list, 710 mm. by 90 mm. all-weather-tread cord covers are quoted at £4 14s., and tubes at 16s.; 27-in. by 3.85-in. interchangeable balloon covers, as replacements for 650 mm. by 65 mm. or 700 mm. by 80 mm., cost £3 12s. 6d., tubes being 15s.; 27-in. by 4.4-in. straight-sided balloons for well-base rims cost £4 9s. for the cover and 20s. for the tube.

Our attention has been drawn by Lea and Francis, Ltd., to the competition successes of their cars during the past year. These include the winning of the Clincher Cup by H. E. Tatlow in a 12 h.p. Lea-Francis in the Coventry and Warwickshire Motor Club's annual one-day trial, the Shell Cup by G. N. Norris driving the well-known "Wizard" in the Sutton Coldfield and North Birmingham Automobile Club's one-day autumn trial, and the premier award in the car class in the November trial of the Bournemouth and District Motor Cycle and Light Car Club by A. A. Mauleverer at the wheel of a 10 h.p. saloon model.



Man yields to custom, as he bows to fate.

### LIGHT CAR PROVERBS.—No.2.

The winner is  
Mr. R. H. Baggs,  
4, The Riviera,  
Paignton, Devon.

The prize of £1.10 will be sent to him in due course. His proverb is quoted below the subjoined drawing.



Simpler  
than a  
Fountain  
Pen!  
**NO  
FILLING  
REQUIRED**

# The Wakefield Patent RAM GUN

THE unique feature of this new ram grease gun is that the usual grease-containing body is entirely eliminated, the Wakefield Ram Gun being instantly attached to a Wakefield Junior Canister containing approximately 8 ozs. of Wakefield "Castrolase" (Light or Medium). The canister itself then becomes the body of the gun, and when exhausted the gun is transferred to a full Canister, thus entirely obviating the necessity for refilling, common to all other grease guns.

This gun fits the standard push-on nipples already fitted to many cars and motorcycles, and for those not so fitted a complete set of nipples can be supplied. Write for free illustrated descriptive folder.

Wakefield Patent  
**RAM GUN** 5/-

Wakefield Patent  
**Junior CANISTER** 1/6

containing 8 ozs. of Castrolase Medium (for general Lubrication) or Castrolase Light for motor-cycle gearboxes).

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

## The Wakefield Patent Easy-Filling GREASE-GUN CANISTER



(Senior Size).

The grease-gun is screwed to the bottom of the canister and the plunger withdrawn, thereby filling the gun with grease in a cleanly, economical and efficient manner. Messrs. Best & Lloyd, Ltd., Birmingham, Messrs. Eworts, Ltd., Dudley, and other Manufacturers, make guns specially for use with this canister; prices and details on application.

**SENIOR  
CANISTER**  
filled with 2 lb. net  
CASTROLASE

(Light or Medium) **2/11**

*A few Examples from  
To-day's Stock.*

1923 Amilcar, 2-str.	£85
1922 Amilcar Sports (4)	£68
*1922 A.B.C. Chummy	£65
1922 A.B.C. Regent	£68
1921 A.B.C. Sports	£58
1921 A.B.C. 2-str. de Luxe	£85
1922 A.B.C. Sports (2)	£68
*1921 A.C. 2-str (4)	£95
1923 Ariel, Chummy	£88
1923 Austin "7," Chummy	£88
*1923 Bayliss Thomas, 2-str.	£95
1922 Belsize-Bradshaw, 2-str.	£65
*1922 Belsize-Bradshaw, 4-str.	£86
*1922 Calthorpe, 2-str.	£78
1924 Citroen "7," Coupe	£98
*1921 Citroen, 2-str. (2)	£58
*1921 Citroen, 4-str. (3)	£68
*1922 Citroen "7," 2-str.	£95
*1922 Citroen, 4-str.	£85
*1923 Clyno, 4-str.	£98
1922 Coventry Premier (2)	£55
*1922 Cowley "7," Chummy (2)	£88
*1922 Hoads, 2-str.	£88
1921 Hillman, 2-str. (2)	£78
1922 Jowett, 2-str. (3)	£78
*1923 Lagonda, 2-str.	£78
1922 Rhode Chummy, 4-str.	£68
1921 Rover "8," 2-str. (2)	£46
1923 Rover "8," 2-str. (3)	£68
1923 Rover Chummy, 4-str.	£75
*1923 Rover "8," Chummy	£75
1924 Rover "6," 4-str.	£88
1923 Salmson, 2-str. (3)	£88
1922 Salmson, 2-str. (4)	£68
1925 Senecbal Semi-Sports	£98
*1923 Singer, 4-str. (C.P. Model) (2)	£88
*1923 Singer, 2-str. (3)	£95
*1922 Singer, 2-str.	£78
*1923 Swift, 4-str.	£98
1923 Talbot (2)	£88
1922 Talbot "8," 2-str.	£88
1923 Wolseley "7" (2)	£78
*1921 Wolseley "10," 2-str.	£85

We also always have a few bargains just over £100.  
Many of ours, always over 80 odd in stock.

\* Cars marked thus have startets.

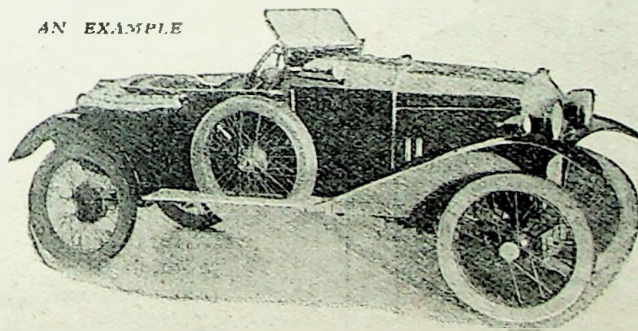
**IF!! I'D BOUGHT IT AT  
Benmotors**

**I COULD HAVE CHANGED IT.  
PICTURE YOURSELF SAYING THIS, THEN!!**

**BUY SAFE  
UNDER OUR GUARANTEE**

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.

AN EXAMPLE



1923-3 AMILCAR 2-seater, £68.

This, or any other, **YOURS** for  
**ONE-TENTH** of the Purchase Price **DOWN**

Get our Lists and Terms without obligation to purchase. Our everchanging stock demands fresh lists every two days.

**THE CLEARING HOUSE FOR SMALL CARS.**

**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 at almost any make.

Our experience in the Used Car Market permits our giving the very best a low price 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. See 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.

**Benmotors,**

30/32, High Street

**WANDSWORTH, S.W.18.**  
BATTERSEA 1509.

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

# Approved by the WAR OFFICE and SCOTLAND YARD

M.C.L. Equipment, passed by Scotland Yard, is now fitted to more than 1,000 taxis in London. It also conforms with the conditions of the War Office specification and is fitted to all W.O. Subsidy Vehicles. No better testimony to its absolute reliability could be required. Write for the Book of the M.C.L.

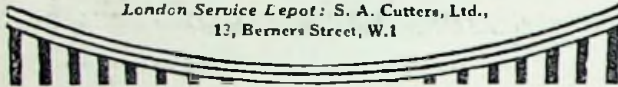


## CAR ELECTRICAL EQUIPMENT

HART BATTERIES fitted as standard

### MIDGLEY CAR LIGHTING COMPANY, LIMITED,

Registered Offices ... 17-19, Cockspur Street, London, S.W.1  
Works ... Anchor and Hope Lane, Charlton, S.E.7  
London Service Depot: S. A. Cutters, Ltd.,  
13, Berners Street, W.1



## The 'NEW NOTE' IN Motor Horns



### The New SPARTON SOS

Your dealer  
will gladly  
demonstrate.

SPARTON SOS

£5 : 12 : 6

SPARTON SOS  
JUNIOR

£3 : 17 : 6

has a very loud high frequency note—nothing to get out of order, no oiling, no cleaning—a "no trouble" warning signal.

Illustrated Leaflets from  
ALFRED GRAHAM & CO.,  
(E. A. GRAHAM),  
St. Andrew's Works,  
Crofton Park, S.E.4.

Showroom: :  
25-26, Savile Row, London, W.1 ;  
70-82, High Street, Clapham,  
S.W.4 ; 10, Whitworth Street  
West, Manchester; and 101,  
St. Vincent Street, Glasgow.

## A Special Garage at a Special Price

Thornbers are specialists in Portable Wooden Buildings and the garage shown is a thoroughly sound job at a keen cut price. It is a tenant's fixture, and can be moved at will.

THORNBER'S'

## OWNER-DRIVER'S GARAGE

Size 15 ft. x 9 ft.  
x 7 ft. x 9 ft.

£15

CARRIAGE  
FORWARD.

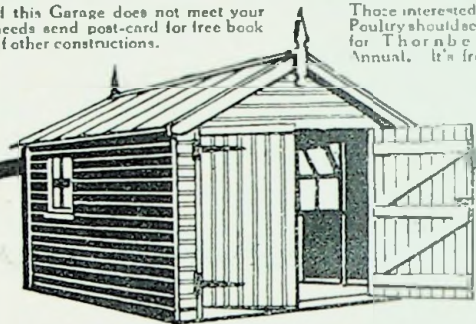
Wood Floor £4 extra

Thornbers Locjoint weatherboards defy all weather, and are used for the sides and ends. This Locjoint boarding (2 in. thick) is on 3 in. x 1 1/2 in. frame. 2 in. T. and G. Boards on 3 in. x 1 1/2 in. purlins form the roof. Best Ruberoid Felt, battens, barge boards and finials are sent loose for safe transit. Doors are strongly battened, securely held by hand gudgeons, bar bolts, lock and key provided. Well framed windows, each side, with 21 oz. clear glass. Top half to open. All bolt holes are bored and bolts supplied.

THORNBER BROS., 11 Mytholmroyd, Yorks.  
London Office - - - - - 47, Victoria Street, S.W.1.

If this Garage does not meet your needs send post-card for free book of other constructions.

Those interested in Poultry should send for Thornber's Annual. It's free.



SEAMLESS  
STEEL

SEAMLESS  
STEEL



In rebuilding our works after the recent fire, our many years of experience in producing first grade Tubes will be embodied in new equipment far ahead of contemporary practice.

Oriental Tubes will be even finer products than before—service and prices unassailable.

## The ORIENTAL TUBE Co., Ltd., WEST BROMWICH.

TELEGRAMS:  
"Tubes, West  
Bromwich."

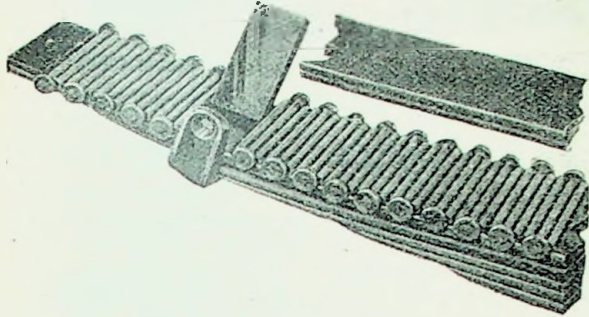


TELEPHONE:  
West Bromwich  
44 and 45

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 PERFECT SHOCK INSULATOR



Will eliminate  
**ALL ROAD SHOCKS! SKIDDING!  
WHEEL SPIN!**

The springs of any type of car can be fitted.

A row of Roller Bearings fitted between the second and third longest leaves of all four car springs. Any garage can supply and fit them.

Prices from **£4 PER SET.**  
(All four Springs.)

Extract from a recent article by Professor A.M. Low, A.C.G.I., D.Sc. :—"Quite apart from the increased capacity for holding the road which must result as an improvement in shock absorbing qualities for ordinary driving as apart from actual speed work the **INCREASE IN COMFORT IS EXCELLENT.**"

WRITE TO—

**NEVER-SKID SHOCK ABSORBER LTD., 137, Victoria St., S.W.1.** Phone: Victoria 7556.  
Sole Manufacturers of Neverskid Fittings—General Engineers & Merchants, Ltd., 137, Victoria Street, S.W.1.

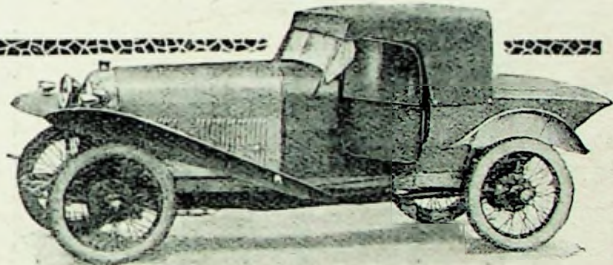
## Built for Speed and Comfort!

THE NEW GRAND SPORTS

# AMILCAR

NEW ALL-WEATHER EQUIPMENT.

**VERNON BALLS,**  
25, HIGH STREET, FULHAM, S.W.  
Putney 1995.



**BRIEF SPECIFICATION:**

Air Upholstery, Electric Hooter, Side Windows, English Paintwork, Rev. Counter, Petrol Gauge, Self-Starter.  
— Complete Six Months' Guarantee —

Hire Purchase from £50 down

COLOUR TO CHOICE.

# SPRINGS



# SPRINGS



No matter what your requirements may be, you cannot buy to better advantage than from us. We are specialists and our reputation depends upon the value we offer. Box of assorted Motor Springs, specially selected, 15/- per box. Assorted Spring Washers, all sizes and types in stock. 1/3 per 1 gross box. (Postage extra.) Laminated Springs, Light Car Springs, Valve Springs, always available.

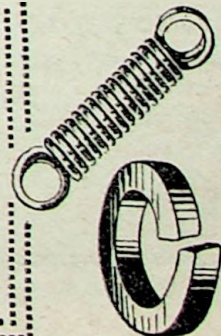
Send details of your requirements. We quote by return.  
REPAIRS AND REPLACEMENTS A SPECIALITY.

**UNITED SPRING CO**  
Hawthorn Street, West Smethwick.

Wham Office:—14, Warwick Chambers, Corporation Street. Telephone .. Central 7850.  
Scottish Agents: Wm. Greenlees & Co., 93, Hope Street, Glasgow.

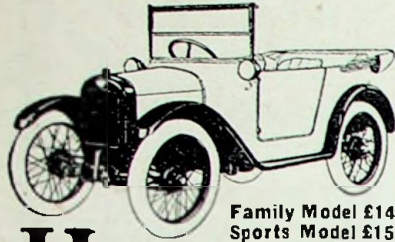
Telephone .. 118 Smethwick. Telegrams: "Tension, Smethwick."

London Office:—11, Austin Friars, E.C.2. Telephone .. London Wall 5351. Telephone: Central 4886



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

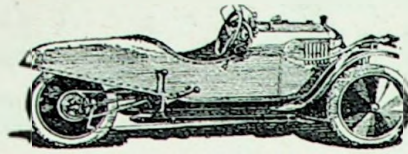
PROMPT DELIVERIES.  
**AUSTIN "7"**



Family Model £149  
Sports Model £159

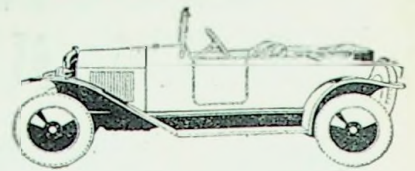
**HOMAC'S**  
MOTOR AGENTS

EXCHANGES OR DEFERRED TERMS.  
**MORGAN**



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

**CITROËN 7.5**



3-seater Cloverleaf, £145

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

**"Starling"**

**Windscreens are different.**

The unusual protective qualities of "Starling" Windscreens are the outcome of scientific design.

They also differ from others by reason of their ease of fitting and simple manipulation.

Comparisons will further reveal to you that in construction and workmanship "Starlings" are unsurpassed, and yet they lead the market in price.

You must get full particulars—Write now.

The "Starling V" 4 panel Cell Rear Screen Fixed £3-7-6. Sliding £3-17-6  
The "Starling Dickey" Screen £3-12-6

Will fit any car.  
Every "Starling" carries a unique Renewal Guarantee.  
Ask for full details.

**THE STARLING CO., LTD.,**  
(L.) Empire Wks., Highgate Rd., BIRMINGHAM.

**B & D STABILIZERS**

EASILY FITTED WITH TOOLKIT SPANNERS

**MORGAN (Back Wheel) 55/-**  
"Shacklepain" in *Light Car and Cyclecar* says: "I was able to report very favourably and the fittings have now been in use nearly 2,000 miles with entire success."

All the most popular makes **63/-** of Light Car . . . (Either Axle)

A user, after a long Continental tour, writes: "The B & D's have given me great satisfaction having greatly improved the riding of the car."

FURTHER IMPROVED FOR 1926.

KEEP THE WHEELS ON THE ROAD

**BENTLEY & DRAPER LTD**  
4 FENCHURCH AVE LONDON EC5  
Grams Bendrapic Fen London Phone Avenue 3029

**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 heat 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 . . . . .	27/6
4-seater Front . . . . .	13/6
(Please state model.)	
HUMBER, 8-18 Chummy, Front . . . . .	25/-
Rear . . . . .	9/-
SINGER, 10 h.p. 2-seater . . . . .	22/6
4-seater Front . . . . .	21/-
4-seater Rear . . . . .	14/-
ROVER, 2-26 2-seater . . . . .	27/6
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.**  
(Dist. L.C.)

**The Adaptable "Ezyemptier."**

Saves Time, Temper, Paint and Petrol.

Essential for every Garage and Owner.

Adaptable to any make of can.

Fitted in 5 seconds.

Empties 2-gallon can under a minute.

Price . . . 13/6 each.

Sole Manufacturers—  
**ROTHERHAM & SONS, LTD., COVENTRY.**  
Telephone: 752 and 753. Telegrams: "Rotherham, Coventry."

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.

# KIRK

& CO.,

22, PRAED ST., PADDINGTON, W.2

Phone: Paddington 6049

VALUE

HIGHEST ALLOWANCES IN EXCHANGES.

TERMS TO MEET YOUR REQUIREMENTS.

The value in neck-ties and in Light Cars is that which best meets your requirements at the lowest possible price. The chief requirement in a Light Car is reliability, and reliability is the prime factor in every model we offer.

EVERY CAR IS GUARANTEED.

Prices? Compare them for yourself and be convinced that for Light Car Values

YOU CAN'T QUITE EQUAL KIRKS.

Send a deposit now to reserve your selection. Call for a trial without obligation. We are open till 8 p.m. every day, including Saturday. Sundays till 3 p.m.

CITROEN, 1925, 11-4 h.p., 3-seater, starter and lighting, all-weather equipment, balloon tyres, beautifully finished, low mileage .. £110  
 CITROEN, 1925, 7-5 h.p., 3-seater Clover Leaf, starter and lighting, clock, speedometer, all-weather equipment, balloon tyres, very low mileage, equal to new throughout .. £102 10  
 Another at .. £98  
 CLYNO, 1924, 11 h.p., light 4-seater, all-weather equipment, starter and lighting, clock, speedometer, a smart and thoroughly reliable car .. £96  
 CITROEN, 1924/25, 7-5 h.p., 3-seater, all-weather, starter and lighting, speedometer, splendid condition, balloon tyres, new condition .. £90  
 Another .. £86  
 MORGAN, Grand Prix, 1924, dynamo lighting, speedometer, good tyres, excellent condition and appearance. Genuine offer .. £76

ROVER, 1924, 8 h.p., 4-seater, all-weather equipment, nice mechanical condition and exceptionally smart .. £73  
 STANDARD, 1921, 11-6 h.p., 4-seater, starter and lighting, speedometer, all-weather equipment, good tyres, splendid condition, re-coachpainted, the most popular model .. £72 10  
 Another similar .. £67 10  
 ALBERT, G.2 model, 5-seater tourer, starter and lighting, etc., completely overhauled and re-coachpainted. Genuine bargain .. £65  
 CITROEN, 1923, 7-5 h.p., 2-seater, starter and lighting, mirror, good tyres, exceptionally nice condition .. £64  
 BELSIZE - BRADSHAW, 1923, 2-seater and dickey, dynamo lighting, clock, speedometer, almost new tyres, excellent condition .. £59  
 Another .. £50

MORGAN, 1922, 8 h.p., M.A.G. dynamo lighting, spot light, speedometer, electric horn, exceptionally nice condition, very carefully owned, low mileage .. £54  
 ROVER, 8 h.p., 1921, 2-seater sports, fitted with special sports streamline body, reu holstered, re-coachpainted, and overhauled in our own workshops, dynamo lighting, good tyres, spare wheel. Bargain .. £49 10  
 G.N., 1922, 2-seater and dickey, special all-weather model, double Triplex screen, dynamo lighting, speedometer, very nice condition .. £40  
 Another .. £28  
 M.S., sports, 2-seater, late model, fitted with 8-3 h.p. Chapuis Dornier 4-cylinder, electric lighting, very fast and sporty, a gift .. £39  
 We have several other Rover cars at bargain prices in stock

## CRANKSHAFTS REGROUND

## LAYSTALL

EWER ST., SOUTHWARK,  
LONDON, S.E.1.

and  
55, FONTENOY ST.,  
LIVERPOOL.

London Telephone: HOP 6140 (7lines)  
Liverpool Telephone: CENTRAL 5306



**"LUCKY -  
I've got a  
tin handy"**

When your car begins to show little scratches, dents and scraped enamel work, don't run the risk of rust and decay. Always keep a tin of ROBBIALAC on your shelf, ready to touch up the surface. In ROBBIALAC you have the perfect enamel, ready for use, smooth as syrup, with a rich, glass-like finish absolutely free from ugly brushmarks. It dries with a beautiful lustrous surface that will not crack, chip or peel, and remains unaffected by rain, grease, oil or mud.

**FREE!**  
Your Initial in Gold

Send us a p.c. today for the free ROBBIALAC leaflet on Car Painting, and we will send you in addition, two handsome Gold Transfers of your su name initial for the doors of your car.

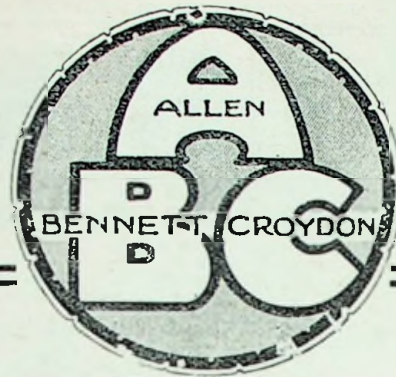
Get a tin to-day. Your local dealer stocks it in Whisky Black and all popular colours.

ROBBIALAC, DEPT. 1,  
WARTON RD., STRATFORD  
LONDON, E.13

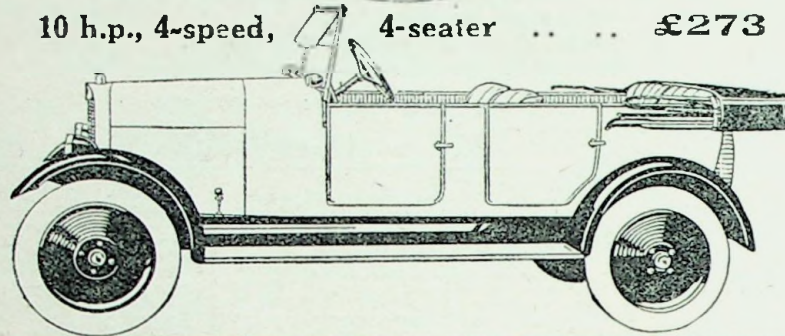


ROBBIALAC

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



10 h.p., 4-speed, 4-seater ... .. £273



# Allen-Bennett's for LEA FRANCIS Cars

*All Models available.*  
Also AUSTIN, CLYNO,  
HUMBER, RILEY, ROVER,  
SINGER, STANDARD, and  
MORGANS, etc., etc.

**DEFERRED TERMS**

Payments can always be spread over 18 months, if you so desire—on Allen-Bennett's REALLY CONVENIENT terms. These undoubtedly represent the safest, most businesslike way of buying out of income that you can adopt. Allen-Bennett's terms make fullest provision for every possible emergency, and serve your interests in every way.

**EXCHANGES**

Nowhere is it easier to effect an equitable exchange of your present car for a LEA-FRANCIS, or almost any make, than at Allen-Bennett's. Difference in value can be extended over 18 months, with pleasure, if desired. Allen-Bennett's collect your old car and deliver the new one to your door.

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

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

Within a comparatively short period LEA-FRANCIS Cars have acquired a reputation and an eminence all their own—and they rank very high indeed among British Light Cars to-day. Incidentally, Allen-Bennett's do not stock any *but* British Cars. The Lea-Francis is an outstanding example of a "thoroughbred" car—refined in looks, refined in details, but of remarkable power and infinite capacity for excellence in road performance. All, except the Popular Model 2-seater, have four speeds, and every model has most efficient four-wheel brakes, together with an independent hand brake operating on the transmission. Allen-Bennett's will be pleased to demonstrate the Lea-Francis to you if you will please write, wire, or 'phone.

**Lea-Francis Models and Prices.**

10 h.p. Popular 2-seater (3-speed)	£210 0
10 h.p. 2-seater (4-speed)	£262 10
10 h.p. 4-seater (4-speed)	£273 0
12 h.p. 2-seater (4-speed)	£275 0
12 h.p. 4-seater (4-speed)	£285 0
12 h.p. Folding Road Coupe (4-speed)	£285 0
12 h.p. 4-seater Saloon (4-speed)	£365 0
12/40 h.p. 2-seater Super Sports	£370 0
12/40 h.p. 4-seater Super Sports	£375 0

Near West  
Croydon Stn.  
A dozen bus  
routes pass by  
or near.

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

# SECOND-HAND

AND NEW

LIGHT CARS, CYCLECARS,  
and ACCESSORIES FOR SALE

## SECONDHAND LIGHT CARS AND CYCLECARS 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 2/- (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 posting and cost of forwarding such replies. The words "Box" only "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 Office first post Tuesday, and should be addressed to (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 unaltered and returned.

Head Office:—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 advertisement **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 to include although despatched on Monday.

**A.B.C.** A.B.C. Motors, Ltd., Walton-on-Thames. Phone, repairs manager, Faber 540. 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.** 1921, 2-seater and dickey, in very good condition throughout, fully equipped, £42 10s. K.J. Motors, Bromley. 687-617

**A.B.C.** 1926 model super-sports A.B.C. with bulbous-back aluminium body, pneumatic upholstery, twin carburettors, Specialoids, latest type crank, etc., as per makers' specification, slightly used, £220. Below.

**A.B.C.** 1926 model, super-sports, used for demonstration only, £185. Below.

**A.B.C.** 1924, Regent, dickey, overhauled, repainted, £84. Below.

**A.B.C.** 1923, sports, polished aluminium body, twin carburettors, good tyres, exceptionally fast, an exceptional car, £78. Below.

**A.B.C.** 1923, sports, overhauled, repainted, new condition throughout, £68. Below.

**A.B.C.** 1922, 12-volt, lighting and starting, electric and bulb horns, overhauled, £65. Below.

Cash, deferred, exchange; motorcycle accepted part. Below.  
Ward and Co., 51 Upper Richmond Rd., East Putney. Phone 2818-19. 686-1253

**A.B.C.** 1922, sports, dynamo lighting, speedometer, etc., price only £39. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 686-503

**A.B.C.** 1924, 2-seater, sports, £90 cash, or £22 10s. down and 12 payments of £5 18s. 2d., with the option of a special rebate. Lamb's, Ltd., opposite Hoo St. Station, Walthamstow, or at branches by arrangement. 686-448

**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. 686-627

**A.B.C.** amazing bargain, racing 2-seater, just overhauled, fitted with special 1,500 c.c. engine, guaranteed perfect and capable of 85 m.p.h., £125. Can be seen at Gordon England's, 28 South Molton St., W.1. Malcolm, Dcepdale, Calonne Rd., Wimbledon. 686-606

**A.B.C.** 1922, 10hp Regent, 2-seater and double dickey, dynamo lighting, re-coachpainted, tyres sound, exceptionally nice order, £42. Naylor, 406 Garratt Lane, Earsfield, S.W.18. Phone, Wimbledon 2041. 686-681

**A.B.C.s.** See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 686-587

**A.B.C.** 42 guineas, very special 1922, 2-seater sports and dickey, outside exhaust, rigid side screens, very fast, splendid order throughout, a bargain; exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 2230. 686-734

**A.B.C.** 1922, Regent, Specialoids, 40 guineas. Denman, 4 Denman Pl., Piccadilly Circus. Regent 986. 686-704

**A.B.C.** H. F. Edwards offer 1922 Regent 2-seater, sunk dickey, fully equipped, cast-iron cylinders, excellent condition, 45 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 9777. 686-761

**A.B.C.** sports 2-seater, £63; exchanges, balance deferred. Newshams' Heath Rd., Twickenham. Phone, Richmond 3293. 686-792

**A.B.C.s.** See our wonderful nine days' offer on page 29. Kirk and Co., 22 Praed St., Paddington, W.2. 686-805

**A.C.** £160, late 1924, Empire any-weather 2-seater, painted grey, rigid side screens and full equipment, in perfect condition. Caithness and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 686-610

**A.C.** cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone, 2623. zzz-17

**A.C.** 1922, Royal model, 2-seater, double dickey, antique leather upholstery, painted blue, starter and lighting, side curtains complete, good tyres, 2 horns, hood envelope, speedometer and numerous other extras, very nice order throughout, £98, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 686-582

**A.C.** 1924, Royal model 2-seater with double dickey, in practically new condition throughout, price £150, exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 686-645

**A.C.** 1921-2 2-seater, painted French grey, Anzani sports engine, spiral racing piston, 2 horns, clock, speedometer, dashlight, etc., beautiful condition, £97. 210 Friars Rd., E. Dulwich. 686-1290

**A.C.** Royal, 4-seater, fully equipped, perfect condition and appearance, £215, or part exchange for light, roomy saloon. Kitchen, 33 Paradise St., Birmingham. 687-313

**A.C.** coupe, terms £15 and 10 payments of £15, or cash £150. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 686-1300

**A.C.** £115, 1922, Royal 4-seater, fully equipped, splendid condition throughout. Vivian, 33 Spenser St., Victoria St., S.W. 1. Vic. 8677. 686-654

**A.C.** 1922, 11.9 coupe, tax paid, balloon tyres, excellent condition, £140; deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 686-739

**A.C.s.** See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 686-589

**A.C.** 1924, 2-seater, dickey, in new condition and exceptional engine, £145; deferred terms. Bartlett's, 93 Gt. Portland St. 686-809

**A.C.** Harold Simons. See "Miscellaneous Cars." 686-819

**ALBERT.** G3 model 4-seater, C.A.V. lighting and starter, clock, speedometer, rear windscreens, new tyres, total mileage 9,143, excellent condition, cost £450, accept £125. Alderton, Reigate, Surrey. Phone 154. zzz-482

**ALBERT.** Harold Simons. See "Miscellaneous Cars." 686-822

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).

**ALBERT.** Clearance sale. 1921 2-seater, starter, good condition, £55; no reasonable offer refused; exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone 3265. 686-691

**AMILCARS.**

Vernon Balls. Phone, 1995 Putney.

**AMILCAR** spares.

Vernon Balls. London.

**AMILCAR** service.

Vernon Balls.

25 High St., Fulham.

222-50

**AMILCAR.** sports, 1924, in perfect condition, any trial, photo if required, mahogany body, bargain, £110. Box No. 3483, c/o "The Light Car and Cyclecar." 687-752

**AMILCAR.** 1922 sports 2-seater, cream and red, dickey, dynamo, taxed, speedometer, any trial, fast and smart; exchange Morgan or sell, deferred terms. 7 Cowdray Rd., Wimbledon. 686-3268

**AMILCAR.**

Booc and

Porter, Ltd.

Sole concessionaires,

Offer the following guaranteed used models:—

1925 sports 2-seater, taxed, small mileage, £145.

1925 G. sports 3-seater, good condition, specially equipped, £220.

1925 sports 2-seater, finished blue, new condition, guaranteed. £180. 159-161 Castolun, Barnes, S.W.13. (Close Hammersmith Broadway.) 686-672

**AMILCARS.** See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 686-590

**AMILCAR.** H. F. Edwards offer 1925 sports 2-seater, completely equipped, starter, speedometer, Hartfords, V screen, disappearing hood, excellent condition, 130 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 686-762

**ARIEL 9.** 1923, chummy, £72 10s. cash, or £18 2s. 6d. down and 12 payments of £4 15s. 2d., with the option of a special rebate. Lamb's, Ltd., opposite Hoo St. Station, Walthamstow, or at branches by arrangement. 684-454

**ARIELS.** Sprosen, Ltd., for Ariels. Exchanges, deferred payments. 1925 (July) Ariel 10, full 4-seater, as new in every way, tonneau cover, rigid curtains, balloons, cost £245, negligible mileage, £145. 111 Gt. Portland St., W.1. Phone, Langham 1212. 686-603

**ARIEL 10.** H. F. Edwards offer 1925 4-cylinder 4-seater, completely equipped, starter, speedometer, all-weather curtains, superb condition, 130 gns. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 686-763

**AUSTIN 7.** 1924, self-starter, clock, speedometer, all-weather equipment, luggage grid, shock absorbers, in new condition, 95 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 686-1251

**AUSTIN 7.** unused 1925 sports 2-seater, speedometer, motorcycle or side-car combination accepted part exchange, balance cash or easy monthly payments. Colmore Depot, 31 Colmore Row, Birmingham. 686-494

**AUSTIN 7.** 1923, chummy, repainted, reconditioned as new, £90 cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Chestham Hill 102. 686-514

**AUSTIN 7.** 1925, as new, £120; also 1924, at £100. Elce, Ltd., 11-16 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Ave. 5548. 686-529

**AUSTIN 7.** 1924 chummy, dark blue finish, speedometer, in beautiful condition throughout, bargain, £95. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. 686-569

**AUSTIN 7.** 1925, small mileage, original tyres, £112 10s. South Ealing Garage, Ealing 2983. 686-560

**AUSTIN.** 1923, shock absorber, oversize tyres, speedometer, excellent mechanical condition, £85. Willis, 21 Hill Ave., Worcester. 686-1285

**AUSTIN 7.** 1925, demonstration model, indistinguishable from new, with exceptional performance, makers' full guarantee, perfect condition and unblemished, colour kingfisher blue, dynamo, self-starter, spare wheel, balloon tyres, luggage carrier, all-weather equipment (increased), spare petrol can, interior lighting, mirror, mascot, electric horn, wind, screen wiper, loose covers to bucket seats, radiator muff; deferred terms or exchanges, £120. Andrew's Motor Mart, 161 White Hart Lane, Barnes. Phone, Putney 1827. 686-609

**AUSTIN.** Sprosen, Ltd., for Austins. Exchanges, deferred payments. 1924, 7hp, starter, perfect mechanically and in appearance, 95 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 686-604

**AUSTIN 7.** 1925, chummy, almost as new and in perfect mechanical order, £105. Scott, 57 Birdhurst Rise, Croydon. Phone 560. 686-674

**AUSTIN.** 7hp, 1925 chummy, starter and lighting, all-weather equipment, spare wheel, shock absorbers, tyres almost new, finished peacock blue, £117 10s.; another at £105. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2401. 686-683

**AUSTIN** 7hp, fitted with 2-seater saloon body, cost £250, our price £150, cash or terms, £13 down and 10 monthly payments of £13. McCarthy's Motors, 49 Green Lane, Newington Green, N.16. Chisold 6528. 686-1307

**AUSTIN 7s.** Several 1924 and 1925 models in stock, condition as new, small mileages only, from £100. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1993. 686-676

**AUSTIN 7.** 1924, large body, mileage about 1,000, £100; exchanges. Norrington's, 116 Hampstead Rd., N.W.1. Museum 9078. 686-755

## SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**AUSTIN 7.** 1924, chummy, starter, all-weather equipment, speedometer, beautiful condition, £98; exchanges, terms. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmore 4388. 686-745

**AUSTINS.** See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 686-688

**AUSTIN 7.** 89 guineas, 1924 (October), dynamo lighting, self-starter, only needs seeing, bargain; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 686-718

**AUSTIN** 1925 chummy, perfect order, 105 guineas. Clark's, 223 Hammersmith Rd., W.6. 686-726

**AUSTIN.** 7hp, chummy, starter, etc., bargain, £80. Bartlett's, 93 Gt. Portland St. 686-816

**AUTOCRAT,** sports, 1922, o.h.v., 4 speeds, new tyres, 75 m.p.h., £75, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 686-1250

**A.V.** 8hp Blackburne, runabout, dynamo lighting, speedometer, very good condition, painted blue, price only £43. A.V. Motors, Park Rd., Teddington. 686-600

**A.V. sports,** J.A.P. engine, 5 lamps, any trial, 19 guineas, weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 686-708

**RAYLISS THOMAS 10,** 4-seater, as brand new, exceptionally fine engine, £75. Deleford, North Row, behind Marble Arch Pavilion. 686-573

**RAYLISS THOMAS,** 1925 model, 11-22hp, 4-seater, starting, lighting, very little used, new condition, cost £295, cash £150. 49 Little Albany St., N.W.1. Museum 5515. 686-1260

**RAYLISS THOMAS,** 1923, 10hp, 4-seater de luxe, starter and lighting, paintwork and upholstery as new, tyres excellent, special price £75, cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 686-684

**BELSIZE.** H. F. Edwards offer 1924 10-20 2-seater, double dickey, starter, speedometer, balloons, all-weather equipment, excellent condition, 105 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 686-764

**BELSIZE-BRADSHAW,** 1923, coupe, dickey, self-starter, clock, speedometer, new tyres, balloons on rear, as new, 70 guineas. 51 Upper Richmond Rd., East Putney. 686-1247

**BELSIZE-BRADSHAW,** 1923, 8hp, 2-seater, dynamo, dickey, excellent condition, £65; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deausgate, Manchester. 686-488

**BELSIZE-BRADSHAW,** 1923, 2-seater, £80 cash, or £20 down and 12 payments of £5 5s., with the option of a special rebate. Lamb's, Ltd., opposite Hoo St. Station, Walthamstow, or at branches by arrangement. 686-452

**BELSIZE-BRADSHAW,** 1922, 8hp, 2-3-seater, in 1924 condition, dynamo lighting, 5 detachables, tyres as new, taxed, £48; any exchange considered. 22 Linley Rd., Bruce Grove, Tottenham. 686-1212

**BELSIZE-BRADSHAW,** 1923, 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. 686-631

**BELSIZE-BRADSHAW** 3-seater, dickey, balloon tyres, extra smart, perfect running, £75. Seen 12 Eaton Mews South, Eccleston St., S.W.1. 686-1283

**BELSIZE-BRADSHAW,** 1923, coupe, as new, £85; exchanges, deferred payments. D. Ralton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 686-656

**BELSIZE-BRADSHAW.** Cumplings and Simpson for bargains.

1923 2-seater, self-starter, balloon tyres, almost new, £50.

1923 4-seater, self-starter, good order, ready for use, £55.

1923 4-seater, self-starter, almost new, ready for use, £60.

Terms from 10 per cent. down; exchanges. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 686-748

**BELSIZE-BRADSHAW,** 1923, 2-seater and dickey, clock, speedometer, etc., exceedingly nice order throughout, £60; exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 2230. 686-732

**BELSIZE-BRADSHAW,** £55, 1923 de luxe, starter, dickey, slide screens, very silent engine. Denman, 4 Denman Pl., Piccadilly Circus, Reg. 986. 686-705

### Light Car and Cyclecar SMALL ADVERTISEMENT SCHEME.

To encourage private advertisers a reduction of 10% is allowed from the prepaid rate of 2d. per word (minimum 12 words) on orders for three insertions.

We return the cost of the second and/or third insertion if a quick sale is effected.

The only stipulation we make is that we must be notified at the latest by first post Tuesday, in order to omit the advertisement from the following Friday's issue.

NOTE.—Latest time for receiving advertisements first post Tuesday. Displayed advertisements have been eliminated from these columns. Offices - 7-15, Rosebery Avenue, London, E.C.1.

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

**BELSIZE-BRADSHAW**, 59 guineas, 1925, 10hp, 4-seater, starter and lighting, all-weather equipment, speedometer and clock, exceptionally smart; exchanges. Empire Motors, 325 High Rd., Chiswick. Phone 303. 686-722

**BELSIZE-BRADSHAW**. See our wonderful nine days' offer on page 29. Kirk and Co., 22 Praed St., Paddington, W.2. 686-803

**BELSIZE-BRADSHAW**, Harold Simons. See "Miscellaneous Cars." 686-824

**BELSIZE-BRADSHAW**, 1923, 2-seater, taxed, in very good condition, trial any time, price £60. Haverstock Hill Garage, 50 Haverstock Hill, N.W. 3. Phone, Hampstead 6609. 686-1135

**BLERIOT-WHIPPET**, Super-bargain, 1924 8hp 2-seater, purchased in 1925 at cost of over £70, Blackburne engine, 3 speeds and reverse, chain drive, dynamo lighting, 2 tyres unsoled, spare wheel and tyre, hood, hood cover, wind-screen, 5 lamps, Lucas dashboard lamp, dashboard watch, horn, mascot, etc., insured, 25 guineas. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 686-475

**BLERIOT-WHIPPET**, late 1923, all-chain, 3 speeds, reverse, dynamo, spare wheel, 2 horns, many extras, splendid condition, £82 10s. Airey Kingsland, Kenneth Rd., Thundersley, Essex. 686-1266

**BLERIOT-WHIPPET**, 1921, runs well, £12 10s. Grace, Hockliffe, Beds. 686-1287

**BLERIOT-WHIPPET**, 1923, 2-seater, 8hp Blackburne, electric lighting, spare wheel, luggage carrier, splendid condition, £50; d.p. and ex.; others from £20. Andrews Motor Mart, 151 White Hart Lane, Barnes. 686-610

**BLERIOT-WHIPPET**, nice 2-seater, Lucas dynamo lighting, Blackburne engine, spare wheel, hood, screen, Klaxon, mirror, only 26 guineas; motorcycle part, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 686-707

**CALCOTT**, late 1923, 10.5hp, 2-3-seater, with dickey, perfect order, licensed, any trial, £135; or would exchange for Austin 7 and cash. Masters, Downs Park, Herne Bay. 686-1129

**CALCOTT**, 10.5hp, 1924, 2-seater, self-starter, all-weather equipment, petrol pump, dashboard, petrol can carrier, screen wiper, aluminium plates, indiarubberhalls, from new, guaranteed, £125. Wilkins, Simpson, opposite Olympia, London. 686-1326

**CALCOTT**, 1923, £94 10s.; 10hp, 2-seater, double dickey, starter, all-weather, special bargain; cash or easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 686-1332

**CALCOTT** Service Depot.

**CALCOTT** spares, overhauls of every description. Repairs. Trade supplied. Bargains in used Calcott cars. Brand-new 1926 models in stock. Cash, easy payments, exchanges.

**CALCOTT** Service Depot, 11 Hammersmith Rd., opposite Olympia, London. Phone, Riverside 238. 686-1354

**CALCOTT**, 1919, 2-seater and sunk dickey, dynamo lighting and completely overhauled, very reliable, any trial, £55. Empire Motor Co., Withington, Manchester. 686-777

**CALCOTT**. See our wonderful nine days' offer on page 29. Kirk and Co., 22 Praed St., Paddington, W.2. 686-807

**CALTHORPE**, 10.5, 4-seater, sporting appearance, good condition, insured till June, £85; also sports Amilcar, 8hp, 2-seater, flared wings, body white enamel, red chassis smart and fast, perfect condition, fully insured till next November, £100. Smith, Market Place, Willenhall, Wolverhampton. 236-125

**CALTHORPE**, 69 guineas, 1922, de luxe 4-seater, antique leather, rear screen, all accessories, appearance exceptional. 184 Newton Rd., Burton-on-Trent. 686-513

**CALTHORPE**, 1922, 10hp, de luxe 2-seater, dynamo, starter, dickey, excellent condition, £87 10s., exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 686-487

**CALTHORPE** coupe, £70 cash, or £17 10s. down and 12 payments of £4 11s. 11d., with the option of a special rebate. Lamb's, Ltd., opposite Hoo St. Station, Walthamstow, or at branches by arrangement. 686-455

**CALTHORPE**, Super-bargain. Mebes and Mebes (Established 1893) have to offer the following Show and demonstration models at greatly reduced prices as under:—

£57 10s. saved. 10-20hp de luxe 4-seater, as makers' specification, list £235, our price £177 10s. Below.

£50 saved. 10-20hp, standard, 4-seater, as makers' specification, list £215, our price £165. Below.

£50 saved. 10-20hp, saloon, 4-door, Royal blue, Bedford cord upholstery, as makers' specification, list £275, our price £225.

All the above cars brand new, full guarantee. Only a few at this figure; cannot be repeated when stock exhausted. Call, wire or phone and book one of these. Deferred payments arranged. 144 Gt. Portland St., W.1. Museum 4244. 686-539

**CALTHORPE** Specialist. Exchanges, deferred payments. 1922 de luxe 4-seater, all-weather equipment, starter, good condition £79. Exceptionally nice 1923-24 semi-coupe, all-weather 2-seater, dickey, lighting, starter, 4 speeds. £95; 1923 ditto, £88; 1920-21 4-seater, £69. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 686-531

**CALTHORPE**, 1919, 4-seater, dynamo, 5 new tyres, exceptionally smart, £48. Makin and Harrison, 327 High Rd., Chiswick. Phone 558. 686-549

**CALTHORPE**, 1924, 10hp, 4-seater, splendid condition, will exchange for 1925 Austin, 7hp, or sell for £100 cash. Collins, 175 Fillebrook Rd., E.11. 686-667

**CALTHORPE**, 1924, 4-seater, small mileage, many extras, £90. Ratcliffe Bros., 200 Gt. Portland St., W.1. 686-664

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

**CALTHORPE**, de luxe, clearance sale, 1922, 4-seater, many extras, attractive car, £65, no reasonable offer refused; exchanges, deferred. Falling Car Mart, Spring Bridge, Falling Broadway. Phone, 3265. 686-692

**CALTHORPE**, 48 guineas, 1921 2-seater, dickey, starter and lighting, exceptionally smart; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 686-720

**CALTHORPE**, 55 guineas, 1921, sports 4-seater, starter and lighting, smart appearance, very fast; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 686-719

**CALTHORPE**, H. F. Edwards offer 1924 12-20 2-seater, double dickey, fully equipped, good condition, 190 guineas. Below.

1922 10hp Calthorpe 2-seater coupe, sunk dickey, completely equipped, excellent condition, 79 guineas. Below.

1921 10hp Calthorpe 4-seater, fully equipped, starter, leather upholstery, 55 guineas; exchanges or deferred. 175 Great Portland St., W.1. Maysir 6977. 686-774

**CARDENS**, Cardens, Cardens. 1921 and 1922 2-seaters, side-by-side seating, 7hp engine, 2 speeds, hood, screen, horn and all in running order, from £20 to £30. These can be supplied for £10 down and balance easy terms. Andrews Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 686-611

**CHARRON-LAYCOCK**, 1921, 2-3-seater and large dickey, 2 spare wheels, tyres as new, very fully equipped, little and carefully used, £68. K.J. Motors, Bromley. 686-136

**CHARRON-LAYCOCK**, 1921, 2-3-seater and large dickey, tyres as new, luggage grid, very fully equipped, little and carefully used, £68. K.J. Motors, Bromley. 687-615

**CITROEN**, 7.5hp, 2-seater, 1925 (April), licensed December, mileage 1,400, domed wings, exactly like new, £95. Harvey, Hudson and Co., next George Hotel, South Woodford, E.18. Phone, Wanstead 2393. zzz-770

**CITROEN** specialists and distributors. New and second-hand cars always in stock; deferred payments our speciality. Old Welsh Hair Garage. Phone, Hendon 1025. 686-829

**CITROEN** 10.5hp light car, 4-seater, good condition, £100. 219 Roundhay Rd., Leeds. 686-8812

**CITROEN** 7, 2-seater, 1923, £75 cash, or £18 15s. down and 12 payments of £4 18s. 6d., with the option of a special rebate. Lamb's, Ltd., opposite Hoo St. Station, Walthamstow, or at branches by arrangement. 686-451

**CITROEN**, F.O.C.I., Ltd., offer 1923-24 coupes, 7.4, new condition, bargain, £90. 5 Heath St., Hampstead (Tube Station). 686-462

**CITROEN**, 1925, 7.5hp, 2-seater, mottled aluminium dashboard, duo wheels, dynamo lighting, starter, Michelin Cable balloon tyres throughout, all as new, spare wheel and tyre, hood, side curtains, windscreen, 80 mph trip speedometer, luggage carrier, 5 lamps, electric horn, mirror, metal aluminium number plates, etc., 85 guineas, cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 686-474

**CITROEN**, 1924, 7.5hp, 2-seater, very nice order, any inspection or trial, £65. Harvey, Hudson and Co., next George Hotel, South Woodford, E.18. Phone No., Wanstead 2393. zzz-445

**CITROEN**, 1921, 10hp, 4-seater, starter and lighting, nice condition, £57 10s., cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Chesham Hill 102. 686-516

**CITROEN**, 10.4hp, 2-seater, 1921, taxed, excellent condition, any trial or examination, £37 10s., or exchange. 218 Kingstou Rd., Teddington. 686-1223

**CITROEN**, £55, exchanges, deferred payments. 1921 Citroen, 4-seater, 10.4hp, lighting, starter, all-weather equipment, 5 detachable wheels, oversize tyres, luggage grid, smart, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 686-538

**CITROEN**, £105; 1925, 7hp, 2-seater, balloon tyres. Arthur Stuart and Co., 16 Little Portland St., W.1. 686-521

**CITROEN**, 11.4hp, 4-seater, dark blue, practically new condition throughout, any trial, £100. 49 Little Albany St., N.W.1. 686-1284

**CITROEN**, 1924, 7.5hp, 2-seater, very fine order, £70. South Ealing Garage. Ealing 2985. 686-557

**CITROEN**, 1925 model, as brand new, £105. Deleferis, North Row, behind Marble Arch Pavilion. 686-574

**CITROENS**, choice of three, 11.4hp, English touners de luxe, 1925, 1924, 1925, as new, £165, £150, £120. Blaxtons, 21 Swallow St., Piccadilly, W.1. Gerrard 5518-9. 686-581

**CITROEN** 1925 3-seater, as new, £110; ditto 2-seater, £100; 1924-5 3-seater, £95; 1924 coupe, £85; 1920 coupe, £50, all fully equipped and guaranteed. Exchanges or deferred terms. The Light Car Co., 404, 414 Euston Rd., London. Phone, Museum 3081. 686-644

**CITROENS**, Sprosen, Ltd., for Citroens. Exchanges, deferred payments. 1924 (July), 7hp, 2-seater, balloons, perfect condition, £75. 111 Gt. Portland St., W.1. Phone, Langham 1212. 686-600

**CITROEN**, 4-seater, 11.4hp, 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 6623. 686-1303

**CITROEN**, 7hp, 1925, cloverleaf, self-starter, speedometer, tools, etc., perfect condition, only 6,000 miles, £95; deferred payments. 21 Pennant Mews, Earl's Court. 6684 Western. 686-696

**CITROEN**, 1924, 7.5 coupe, good order, £75. Ratcliffe Bros., 280 Gt. Portland St., W.1. 686-666

**CITROEN**, 1923, 7.5, new battery, side curtains, etc., £55. 8 Deauville Mansions, Deauville Rd., Clapham. 686-1296

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

**CITROEN**, 1925, 7.5hp, cloverleaf, starter and lighting, almost new Dunlop balloons, side curtains, fully equipped, condition indistinguishable from new. £105. Below.

**CITROEN**, 1923, 7.5hp, 3-seater, starter and lighting, very smart, guaranteed mechanically perfect. £67. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 686-685

**CITROEN**, 1923, 10.4, 4-seater, first-class condition, insured, real bargain. £75. E. Harvey, Nursery Lane, Forest Gate, E. 7. 686-1294

**CITROEN**, 85 guineas, 1925, 7hp, clover-leaf 3-seater, fully equipped, excellent condition throughout. Vivian, 33 Spencer St., Victoria St. S.W. 1. Vic. 8677. 686-653

**CITROEN**, late 1925, £179 15s.; 11.4hp, English body, unused, brand new, very slightly soiled, fully guaranteed, cannot be repeated. Cash or easy payments, exchanges, Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 686-1324

**CITROEN**, 1925 model, 11.4hp, English body 4-seater, starter, clock, speedometer, balloon tyres, rear and side screens, beautiful condition, taxed, £120. Below.

**CITROEN**, 1924 model, 11.4hp, English body, 4-seater, starter, clock, speedometer, rear and side screens, beautiful condition, £105; exchanges, terms. Allier Garage, Thornsett Rd., Earlsfield, S.W. 1. Latchmere 4388. 686-744

**CITROEN 7**, 1925, 2-seater, newly painted, splendid condition, £65; exchanges. Norrington's, 116 Hampstead Rd., N.W.1. Museum 9079. 686-756

**CITROEN 7**, cloverleaf, 1925, almost new condition, balloons, small mileage, £100; exchanges. Norrington's, 116 Hampstead Rd., N.W.1. Museum 9078. 686-754

**CITROENS**. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 686-591

**CITROEN**, special offer, 1925, 11.4hp, English 4-seater de luxe, royal blue model with blue upholstery to match, complete to makers' specification and guaranteed mileage under 5,000, as brand new throughout, bargain, 130 guineas; exchanges, extended payments. Meats and Bishop, Ltd., 225a and 227 Hammermith Rd., W.6. Riverside 2230. 686-733

**CITROEN** 10hp, £80, taxed and insured, 1923 (June), 4-seater, perfect order, 45 m.p.g. Denman, 4 Denman Pl., Piccadilly Circus. Regent 986. 686-101

**CITROEN**. H. F. Edwards offer 1924 model 11.4 English-bodied 2-seater, completely equipped, perfect condition, 110 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 686-765

**CITROEN**, 10hp, 4-seater, excellent order, £85; exchanges; balance deferred. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293. 686-796

**CITROEN**, 1925, 7hp, 2-seater, as new, £95; deferred terms. Bartlett's, 93 Gt. Portland St. 686-811

**CITROEN**, 1924-5, 11.4hp, 4-seater, all-weather equipment, balloons, paintwork, etc., as new, £110; deferred terms. Bartlett's, 93 Gt. Portland St. 686-812

**CITROENS**. See our wonderful nine days' offer on page 29. Kirk and Co., 22 Praed St., Paddington, W. 2. 686-801

**CITROEN**, 10.4hp, 1920, French 2-seater, all-weather equipment, excellent condition. £41. Haverstock Hill Garage, 50 Haverstock Hill, N.W. 3. Phone, Hampstead 6609. 686-1136

**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. 686-766

**CLYNO**, occasional 4-seater, terms £10 and 10 payments of £10, or cash £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 686-1298

**CLYNOS**. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 686-592

**CLYNO** 1925 2-seater, all-weather equipment, has been carefully used by one person, who has purchased a larger model, mileage 4,000 odd only, spare wheel never been used, a genuine offer, £110 for quick sale. 31a Hlydethorpe Rd., Balham. Phone, Streatham 3440. 686-727

**CLYNO**. See our wonderful nine days' offer on page 29. Kirk and Co., 22 Praed St., Paddington, W. 2. 686-806

**COVENTRY-PREMIER** 1922 8hp 2-seater, dynamos, clock, speedometer, 2 horns, dashlight, every conceivable accessory, £45. 210 Friern Rd., E. Dulwich. 686-1291

**COVENTRY-PREMIER**, 1922, 8hp, 2-seater and dickey, dynamo, in guaranteed mechanical condition, £35; another similar, £43; cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 686-686

**COVENTRY-PREMIER**, 1922, 2-seater, large double dickey, dynamo, speedometer, 3 speeds, reverse, spare wheel, good running order, £44 to £50; deferred terms and exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 686-612

**COVENTRY-PREMIER**, 1923, 10hp, 4-cylinder Singer, chummy 4-seater, bargain. £75. Bartlett's, 93 Gt. Portland St. 686-813

**CROUCH**, 60 m.p.h., 1923, Anzani, 11.9, 4-seater, sage blue, brown leather, £95, perfect order; deferred terms. Denman, 4 Denman Pl., Piccadilly Circus. Reg. 986. 686-700

**CROUCH**. H. F. Edwards offer 1923 10hp 4-cylinder, 2-seater, all-weather coupe, double dickey, fully equipped, starter, etc., excellent condition, 85 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 686-767

**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
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**DOUGLAS**, £29; exchanges, deferred payments: 1920 Douglas 2-seater, dickey, 10hp, lighting, starter, spare wheel, originally cost £500. Sea-bridge, 35 Hanslar Rd., East Dulwich. Sydenham 2452. 686-635

**ERIC-CAMPBELL**, 1924, 10hp, 4-cylinder, 1,496 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 roomy 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-173

**ERIC-CAMPBELL**, 1924, chummy, dynamo and starter, £95; 1923 sports 2-seater, aluminium body, red wings and wheels, perfect condition, £80; both fully equipped and guaranteed; exchanges or deferred terms. "The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 686-638

**ERIC-CAMPBELL**. H. F. Edwards offer immediate delivery of brand-new 1925 8-20, chummy, completely equipped, starter, clock, speedometer, electric horn, all-weather equipment, makers' guarantee, best bargain ever offered, 139 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 Gt. Portland St., W.1. Mayfair 6977. 686-768

**FIAT** cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-18

**FIAT**, 1923, 10-15, fifteen, in excellent condition, repainted, trimmed cloth, small mileage, £210. F. G. Smith Motors, Ltd., High St., Watstead, E. 11. 686-490

**FIAT**, luxurious 1922½, 10-15, 4-seater, starting, lighting, clock, speedometer, rear screen, repainted as new, must sell, £120. Willets, Lano-field, Wolverhampton. Phone, Sedgley 61. 686-540

**FRAZER-NASH**, sports, 1925 2-seater, aluminium body, Anzani engine, cry small mileage, £195, used 6 months only. Hatton's Garage, South port. Tel. 1137. zzz-271

**FRAZER-NASH**. Sprosen, Ltd., for sports cars. Exchanges, deferred payments.

**FRAZER-NASH**, 1925, super-sports, guaranteed 75 m.p.h. in perfect condition, £195.

**FRAZER-NASH**, 1925½, 3-seater, Anzani engine, mileage negligible, absolutely as new, taxed, £235. 111 Gt. Portland St., W.1. Phone, Langham 1212. 686-601

**G.N.** H. R. Godfrey, the original designer and manufacturer, for the best G.N.s. Below.

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**G.N.** Many reliable second-hand models also in stock at reasonable prices. List on request. H. R. Godfrey Motors, Manor Rd., Richmond. Phone, 3024. zzz-372

**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. 690-4886

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**G.N.s.** Two 1921 2-seaters, dynamo, speedometer, spare wheel, £25 each, or exchange motorcycle. 51 Upper Richmond Rd., East Putney. 686-1245

**G.N.**, 1921, 8.7hp, 2-seater, dynamo lighting, recently overhauled, price only £17 10s. Fred Lloyd (Motors), Ltd., Nun's Corner, Grimsby. 686-1194

**G.N.**, 1920-1, sports, dynamo lighting, very fast, repainted, £37 10s.; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 686-516

**G.N.**, 1921, dynamo, re-enamelled and thoroughly overhauled, condition guaranteed, perfect, £27. Coles, Twyver Works, Millbrook St., Gloucester. 686-1221

**G.N.**, £29; exchanges, deferred payments. 1920-21 G.N. 2-seater, dynamo, spare wheel, speedometer, smart, good condition. Scabridge 35 Hanslar Rd., East Dulwich. Sydenham 2452. 686-632

**G.N.**, 1921 model, spare wheel, dynamo, good tyres, bargain, £22 10s.; another, 1921, £18; exchanges. Makin and Harrison, 327 High Rd., Chiswick. Phone 558. 686-648

**G.N.**, 1922 (May), 2-seater, dickey, fully equipped, speedometer, clock, electric light, grease-gun lubrication, excellent condition throughout, insured, licensed March, trial run, £35. Johnson, 6 Broomfield Place, West Ealing. 688-1292

**G.N.**, 1923 model, 2-seater and dickey seat, complete and in beautiful condition. £45; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington. 686-652

**G.N.**, standard model, dynamo, speedometer, dickey seat, spare wheel, £25; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 686-613

**G.N.**, clearance sale, 1921, good condition, £20, no reasonable offer refused; exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone 3266. 686-693

**G.N.**, 1921, 8hp, 2-seater, dynamo lighting, good tyres and spare, hood, in extra special condition, £29; cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 686-690

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**G.N.** Legere dynamo lighting, aluminium body and pistons, side mirror, 2 horns, shock absorbers, large steering wheel, £26.  
**G.N.** 1920 dynamo lighting, chummy body, dashlamp, safety hub caps, etc., bargain, £22.  
**G.N.** 1922 dynamo, dickey, electric horn, balloon tyres, £42.  
**G.N.** 1922 dynamo, dickey, electric horn, repainted light blue, £44.  
**G.N.s.** We have a good stock of new tyres suitable for these machines; also a few second-hand, at bargain prices.  
**G.N.s.** Earl's, Ltd., The Vale of Health, Hampstead, N.W.3. Phone, Hampstead 3287. Hook to Hampstead Tube Station. Open till 9 Friday and Saturday. 686-751  
**G.N.s.** Vadum Co., Premier Specialists, for really sound, overhauled cars with 3 months' written guarantee.  
**G.N.** late 1922, little used, overhauled, guaranteed, dickey, full equipment, wheel discs, bulb and electric horns, excellent paintwork, £45.  
**G.N.** 1922-23, really superb car, only wants seeing, overhauled, guaranteed, £44.  
**G.N.** 1922 model, semi-sports, polished aluminium bonnet, £38.  
**G.N.** 1922 model, fully equipped, dickey, £37.  
**G.N.** Other 1922 cars from £36.  
**G.N.s.** Vadum Co., 37 Beaconsfield Rd. (near White Hart), Willesden Green, N.W.10. Phone, Willesden 692. Deferred terms, exchanges. G.N.s. bought for cash, overhauled and sold. 686-544  
**GRAHAME-WHITE**, 2-seater, late 1921, tax £6 per annum, lamps, horn, etc., good tyres, and perfect mechanical condition, an economical and reliable little car, £11. Teddington Garage, 160 High St., Teddington. Kingston 2562. 686-131E  
**G.W.K.** competition car, overhauled and repainted, self-starter, usual accessories, guaranteed 3 months, fast, exceptional hill-climbing, price £120. G.W.K., Ltd., Maidenhead. 686-692  
**G.W.K.** 10hp, 2-seater, lamps, etc., good order, only £25. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 686-502  
**G.W.K.** 1921, 4-seater, very good condition, £45. Jack Pruett, Weston-Super-Mare. zzz-541  
**G.W.K.** See our wonderful nine days' offer on page 29. Kirk and Co., 22 Praed St., Paddington, W.2. 686-808  
**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, 4-seater, 1924 (June), 6,700 miles, original owner, licensed 1926, Croydon district, £120 lowest, or exchange 1925 Riley, l.w.b., 4-seater sports. Box No. 3481, care of "The Light Car and Cyclecar," 687-1264  
**GWYNNE** 8, 1924, 4-seater, self-starter, dynamo, tools, etc., taxed and insured, perfect condition, £78; deferred payments. 21 Pennant Mews, Earl's Court. 686-695  
**HILLMAN**, 2-seater, terms £7 and 10 monthly payments of £7, or cash £70. McCarthy's Motors, 49 Green Lanes, Newington Green N.16. Chis-sold 6628. 686-1501  
**HORSTMAN**, 2-seater, dynamo lighting, 5 nearly new tyres, kick-starter, £25. South Ealing Garage. Ealing 2983. 686-559  
**HORSTMAN**, 1922 coupe, small mileage, smart car, cost £450, £100, accept motorcycle part. Leslie, Wash Common, Newbury. 686-1265  
**HORSTMAN**, 1923, 4-seater, dynamo and starter, excellent condition, £50; exchanges or deferred terms. The Light Car Co., 404-414 Enston Rd., London. Phone, Museum 3081. 686-646  
**HUMBERETTE**, 2-seater, in nice condition, just overhauled, £30. Gilling, Moorings, Maldon, Essex. 686-509  
**HUMBER**, 1925, 8-18hp, chummy, lighting, starter, etc., special engine, paint excellent, in sound condition, £155. Arthur Dray, 79 Darys St., London, W.1. 686-447  
**HUMBER**, 8-18, 1925, chummy mone, condition like new, £175, near offer considered. 52 Sidbury, Worcester. 686-1215  
**HUMBER**, 8.9hp, 1915, 2-seater, lamp set, horn, and usual equipment, good tyres, in splendid order mechanically, but requires painting, £10. Teddington Garage, 160 High St., Teddington. Kingston 2562. 686-1315  
**HUMBER**, 1925 model, 8-18hp, light saloon, dark blue, upholstered Bedford cord, £195; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 686-798  
**JOWETT** Service Station (London), main agents and specialists. All models, trial runs; reliable used cars. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-93  
**JOWETT**, 2-seater, December, 1923, self-starter, 6 wheels, spare battery, clock, electric lead, many refinements, owner-driven, perfect condition, any trial, bargain, £75. H., 11 St. Ann's Terrace, London, N.W.8. 687-1742  
**JOWETT**, P.O.C.H. Ltd., the London Depot and Service Station for new and second-hand Jowetts. 5 Heath St., Hampstead (Tube Station). 686-459  
**JOWETT**, 1924, 2-seater, balloons on rear, starter and perfect, £85. Wellfords Motors, Brighton. 686-507  
**JOWETT**, 1924, 2-seater, dickey, oversize tyres, guaranteed, price £80. Wellfords Motors, Brighton. 686-506  
**JOWETT**, 1923, 2-seater, dickey, perfect and guaranteed, £75. Wellfords Motors, Brighton. 686-505

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(continued).

**JOWETT**, August, 1925, chassis No. 55094, full 4-seater, fully equipped, balloons, shock absorbers, luggage carrier, motorometer, automatic screw wiper, dash lamp, inspection lamp, speedometer, electric horn, hood cover, rear screen, £135, including insurance to August. 19 High St., Wandstead, E. 11. 686-1211  
**JOWETT**, 1925, 2-seater, starter, specially tuned engine, headlamps, clock, etc., modal winner Essex trials, bargain, £110, guaranteed, any trial, any time. G.H., 25 Wymond St., Putney. 686-1273  
**JOWETT**, 1925 model, 2-seater, blue, speedometer, mileage 5,000, splen-did condition, sell cheaply or exchange for good Morgan with such cash as may be necessary to level values. Jowett, 7 St. Mark's Mansions, London, N.4. 686-1271  
**JOWETT**, 1922, dickey, £15 worth of extras, very good condition, 75 guineas. 259 Stonev Stanton Rd., Coventry. 686-1273  
**JOWETTS**. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 686-593  
**JOWETT**, late model, 7hp, 2-seater, dickey, in excellent condition, fully equipped, dynamo lighting, speedometer, good tyres, any examination or trial, £57 10s. 1 Childsbert Rd., Balham. Streatham 3651. 686-1320  
**JOWETT**, R. G. Gamble, Crystal Palace, authorized agent. For the best second-hand Jowetts consult the specialist first.  
 1924 2-seater, dickey, oversize tyres, several extras, small mileage, £85.  
 1925 2-seater, dickey, self-starter, balloon tyres, looks like new, £110.  
 1925 2-seater, dickey, oversize tyres, very small mileage, £98.  
 1924 4-seater, balloon tyres, self-starter, spring gaiters, luggage carrier, extra special car, £110.  
 1925 light 4, self-starter, balloon tyres, used few times for demonstra-tion, £145.  
 Jowett Service Depot, 16 and 22a Gipsy Hill, Crystal Palace. Phone, Sydenham 3379. Open till 7 p.m., 5 p.m. Saturdays. zzz-825  
**KINGSBURY JUNIOR** 2-seater, 8hp, w.c., 3 speeds, reverse, £30; de-ferred payments and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 686-614  
**LAGONDA**, £59; exchanges, deferred payments. 1921-22 Lagonda coupe, sunken dickey, lighting, starter, electric horn, speedometer, spare wheel, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 686-556  
**LAGONDA**, 1922, 4-seater, lighting and starting, excellent running order, bargain, £55. Baker, 33 High St., Dorking. 686-827  
**LAGONDA** 1924 all-weather 4-seater, £145; exchanges or deferred terms. The Light Car Co., 404-414 Enston Rd., London. Phone, Mu-seum 3081. 686-628  
**LAGONDA**. H. F. Edwards offer 1924 12hp 4-door all-weather, com-pletely equipped, pneumatic upholstery, winding windows, excellent con-dition, 150 guineas; exchanges or deferred. 175 St. Portland St., W.1. Mayfair 6977. 686-769  
**LAGONDA** coupe, self-starter, registered 1921, little used, £45; ex-tended payments. 37 Beaconsfield Rd., Willesden Green, N.W.10. Phone, Willesden 692. 686-545  
**LAGONDA** coupe, 1922-23, perfect little car, new batteries, overhauled completely in December (bill shown), owner going Ireland, what offers? Seen 27 Queen's Mews, Queen's Rd., Bayswater. 686-712  
**LAGONDA** 1922 coupe, double dickey, starter, 60 guineas. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 686-705  
**LEA-FRANCIS**, fitted with special 2-seater body, double dickey, lighting, starting, in condition equal to new, bargain, £110. Wilson, 7 Eccleston St., Victoria 1566. 686-499  
**LITTLE MIDLAND**, 1921, 2-seater and dickey, steel detachable disc wheels, 3-speed and reverse, w.c. J.A.P., 8hp, perfect running order, smart-looking little car, £119 10s. Burrows, Olympia, Wakefield. 686-1173  
**MARSEAL**, 1924 model, 2-seater, lighting and starting, new tyres all round, mechanically and externally first class, £65. 51 Upper Richmond Rd., East Putney. 686-1246  
**MARSEAL**, 1923, 10hp, 2-seater, £50. George Newman and Co., 369 Foston Rd., London. 686-742  
**MARSEAL**, 1923, 10hp, sports 2-seater, starter and lighting, all-alu-minium body, tyres sound, in very nice condition, £49, cash or deferred. Naylor, 406 Garratt Lane, Epsom, S.W.18. 686-689  
**MATCHLESS**, £85, 1925, 4-seater, 4-wheel brakes, Lucas lighting, speedometer, all-weather equipment, mileage 4,000, very smart; ex-changes. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 686-721  
**MATHIS** sports, 9hp, 1926, shop-soiled only, real bargain, £120, lighting, starter and completely equipped; exchanges or easy terms. Cum-mings, 101 Fulham Rd., South Kensington, S.W. 686-648  
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**MORGANS**, new and second-hand; cash, exchange, deferred. We buy Morgans. Olympia, Wakefield. 697-1677  
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Grand Prix, 1924, M.A.G. engine, £85. Below.

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**MORGAN** de luxe, 1925, dynamo, extras, small mileage, as new, £87 10s., or exchange motorcycle part. 51 Upper Richmond Rd., East Putney. 686-1252

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**MORGAN** (Family), July, 1925, as new, speedometer, very cheap, must sell. Particulars, 51 Beresford Rd., Walthamstow. 686-1276

**MORGAN.** 1921, family model, w.c. M.A.G. engine, dynamo lighting, speedometer, automatic screen wiper, in good order, £60. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C. 3. Phone, Ave. 5548. 686-586

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**MORGAN.** 1923, de luxe, water-cooled M.A.G., electric lighting, speedometer, finished purple, £75. Below.

**MORGAN.** 1922, G.P., w.c. J.A.P., dynamo, speedometer, £65. Below.

**MORGAN.** 1925, de luxe, o.h.v. Blackburne, a-sided tyres, front-wheel brakes, speedometer, small mileage, £110. Below.

**MORGAN.** 1924, de luxe, 10hp M.A.G., speedometer, side curtains, indistinguishable from new, £95. Below.

**MORGAN.** 1925, de luxe, water-cooled M.A.G., Lucas starter and lighting set, speedometer, small mileage, £125. Below.

Mauden's Motor Mart. List continually changing. Further particulars on request. 100 Gt. Portland St., London, W.1. Museum 7676. 686-555

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**MORGAN.** 1921, G.P., very fast, £50; exchanges, deferred payments. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 8559. 686-657

**MORGAN** de luxe, 1923, w.c., M.A.G., disc, good condition, £65; exchanges. Norrington's, 116 Hampstead Rd., N.W.1. Museum 9078. 686-767

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**MORGAN.** 1925, Aero, 10hp, British Anzani, Lucas dynamo, Aero hood, enlaid wings, almost new, straight-sided tyres, small mileage, absolutely indistinguishable from new, £105. Below.

**MORGAN.** 1923, de luxe, 8hp, w.c. M.A.G., fully equipped, tyres excellent, paintwork good, sound mechanical order, £65. Below.

**MORGAN** Specialists, Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 686-682

**MORGAN.** 1925, Aero, J.A.P., w.c., speedometer, finished claret, small mileage, as new, £105. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 686-677

**MORGAN.** 1924, Anzani engine, Grand Prix, dynamo, disc wheels, etc., in new condition, £80, deferred payments. Bartlett's, 93 Gt. Portland St. 686-810

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1925 Family, w.c. J.A.P., speedometer, dynamo, etc., £95.

1924 de luxe, w.c. J.A.P., dynamo, speedometer, perfect, £90.

1924 Family, 8hp, w.c. J.A.P., dynamo, etc., £90.

1924 Family, 8hp w.c. J.A.P., dynamo, hood, etc., guaranteed, £85.

1924 de luxe, 8hp w.c. J.A.P., dynamo, speedometer, £80.

1918 Grand Prix, w.c. J.A.P., acetylene lighting, just overhauled, £45. Any of the above machines can be supplied on deferred terms. Homar's, Official Agents, 243-7 Lower Clapton Rd., E.5. Phone, Clissold 2408. 686-736

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**MORGANS.** The Allen-Bennett Motor Co., Ltd., The Morgan Specialists, have for disposal the following second-hand cars, all guaranteed in first-class condition and open to any examination and trial. Deferred payments arranged over a period of 18 months. Full range of new cars and spare parts stocked.

1926 Aero, special sports Anzani engine, front-wheel brakes, oversize Dunlop straight-sided tyres, Lucas dynamo lighting, hood, speedometer, electric horn, spot light, specially finished Cambridge blue, with red chassis, red leather upholstery and red leather hood cover, cost over £170, guaranteed indistinguishable from new in every respect, £135.

1925 Grand Prix, Anzani engine, finished red, usual comprehensive equipment, as new, £100.

1925 de luxe, special super sports J.A.P. engine, equal to new in every respect, finished mauve, £87 10s.

1924 Aero, special o.h.v. Blackburne engine, front-wheel brakes, 4-speed gearbox, hood, windshield, dynamo lighting, clock, speedometer, oversize Dunlop straight-sided tyres, special sports Binks carburettor, has exceeded 75 m.p.h. on Brooklands, finished dark red, perfect condition, £105.

1924 Aero, special o.h.v. Blackburne engine, front-wheel brakes, speedometer, excellent condition, finished grey, £95.

1923 de luxe, water-cooled M.A.G. engine, side screens, perfect condition, finished mauve, £60.

1923 de luxe, J.A.P., disc wheels, excellent condition, finished blue, £60. 1923 de luxe, water-cooled J.A.P., usual comprehensive equipment, finished blue, perfect condition, £65.

1919 (approx.), 8hp J.A.P., sports aluminium body, very fair condition, £25.

See these at our special second-hand showrooms, Grigg Works, Sandhurst Rd., South Croydon. Near the Red Deer. All correspondence to Head Office, 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon. 2450, 2451, 968. 686-760

**MORGANS.** See our wonderful nine days' offer on page 29. Kirk and Co., 22 Praed St., Paddington, W. 2. 686-802

**NEW GARDENS.** 1924 family models, accommodating 2 adults and 2 children under same hood, beautiful appearance and in splendid condition, 7hp engine, tax £7, electric lighting, detachable wheels, £40 to £63; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 686-615

**NEW GARDEN.** 1923 (late), 2-seater, 7hp, lamps, horn, usual equipment, oversize tyres, disc wheels, etc., very little used, sporting little car, £18. Teddington Garage, 160 High St., Teddington. Kingston 2562. 686-1317

**NEW HUDSON.** 1922, 10hp M.A.G., 3-wheeler, dynamo, speedometer, spare wheel, 3 speeds, reverse, recently property of Du Lissa of M.A.G. Co., £56. 51 Upper Richmond Rd., East Putney. 686-1248

**PEUGEOT.** Sprosen, Ltd., for Peugeots. Exchanges, deferred payments.

10.8 4-seater, all-weather, first delivered 1924 (May), as new in every way, 79 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 686-605

**PRINCESS** 8hp small 4-seater, dynamo, speedometer, 3 speeds, reverse, spare wheel, £42 10s.; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 686-620

**RENAULT.** 1923, 8.5hp, 2-seater and dickey, fully equipped and in exceptional condition, £75. K.J. Motors, Bromley. 686-274

**RENAULT.** 2-seater, one of the good old ones, only wants seeing, £14. Makin and Harrison, 327 High Rd., Chiswick. Phone 658. 686-552

**RHODE.** very late 1924, 9.5hp, o.h.v., sports, cantilever springs, wire wheels, dynamo lighting, starter, Dunlop cord tyres throughout, spare wheel and tyre, hood, 2 windcreens, Cowey speedometer, 8-day clock, 5 lamps, electric horn, mascot, aluminium number-plates, etc., 95 guineas, cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 686-475

**RENAULT.** 1924, 8.3, cloverleaf, £120. George Newman and Co., 369 Euston Rd., London. 686-743

**RHODE** occasional 4, 1925, £92 10s. cash, or £23 2s. 6d. down and 12 payments of £6 1s. 6d., with the option of a special rebate. Lamb's, Ltd., opp. Hoo St. Station, Walthamstow, or at branches by arrangement. 686-453

**RHODE.** 1925, 12hp chummy, £65. George Newman and Co., 369 Euston Rd., London. 686-741

**RICHARDSON** Car Co., Millthorpe, near Sheffield. Spare parts in stock. zzz-881

**RICHARDSON** 1921 2-seater, 8hp J.A.P., 3 speeds, reverse, dickey seat, £22; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 686-616

**RILEY.** Lewes Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. zzz-162

**RILEY.** Harold Simons. See "Miscellaneous Cars" 686-820

**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.** £59, exchanges, deferred payments, 1923, chummy 4-seater, de luxe, dynamo, all-weather upholstery, leather upholstery, clock, speedometer, spare wheel, excellent condition. Scabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 686-537

**ROVER.** exceptional bargain, 1921, 8hp, with chummy body, good order, £42 10s. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C. 3. Phone, Avenue 5548. 686-528

**ROVER** 8, 1921, 2-seater, dickey, speedometer, etc., painted blue, guaranteed, £42. 114 Briston Hill. 688-518

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**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

**ROVER**, 8hp, 1923, coupe, starter and full equipment, £60. Birts, 13 Parncombe Rd., Worthing. 686-218

**ROVER** 9, 1925, 4-seater, balloons, speedometer, etc., in first-class order, £150. Below.

**ROVER** 8, 1922, 2-seater, dickey, self-starter, good tyres, sound, £48. Below.

Cash, deferred, exchange. Below.

Ward and Co., 51 Upper Richmond Rd., East Putney. 'Phone 2818-19. 686-1244

**ROVER** 2-seater, 8hp, £25 and 10 payments of £5, or cash £50. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 686-1302

**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 686-2299

**ROVER** 8hp 1924 de luxe 2-seater, double dickey, self-starter, clock, speedometer, tools, etc., perfect condition, only 4,000 miles, £70; deferred payments. 21 Pennant Mews, Earls Court. 6684 Western. 686-697

**ROVER** 9, 1925, Weymann saloon, 4 doors, in absolutely faultless condition mechanically and like new in appearance, balloon tyres, spare unused, fully equipped, also luggage grid, mascot, etc., accept £175, over £100 below list, a really genuine bargain, fast and very economical. Scott, 57 Birdhurst Rise, Croydon. 'Phone 560. 686-675

**ROVER** 1924 8hp 4-seater, small mileage, guaranteed, £75. Ratcliffe Bros., 200 Gt. Portland St., W.1. 686-663

**ROVER** 8, 1924, 2-seater and dickey, de luxe model, dark blue, only 7,500 miles, all accessories, £80. Write, Lees, Highgate Hospital, Dartmouth Park Hill, N.19. 686-1297

**ROVER** 8s. Several to choose from. 2-seaters, chummy 4-seaters, 4-seater de luxe, prices from £40; exchanges, deferred payments. D. Ralton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 686-658

**ROVER** 8s, 2 for disposal, both de luxe 4-seaters, 1 with starter, etc., £80; other without starter, £70; exchanges or easy terms; real bargains. Cummings, 101 Fulham Rd., South Kensington. 686-650

**ROVER** 8, 1925 model, 2-seater with double dickey, complete and in splendid condition throughout, £80; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W. 686-649

**ROVER**, 9-20, 1925 de luxe 4-seater, lighting, starter, etc., splendid condition throughout, £125, exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W. 686-647

**ROVER** 8, 1925, de luxe dynamo, clock, speedometer, leather upholstery, an amazing bargain at £58; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barrow. 686-617

**ROVER**, 8hp, 1924, 2-seater and dickey, excellent condition. £85; two 1922 model 8hp Rovers, both in excellent condition. £45 each. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. 'Phone, Museum 3081. 686-629

**ROVERS**, Sprosen, Ltd., for Rovers. Exchanges, deferred payments. 1922 2-seater dickey, many extras, as new, 45 guineas. 111 Gt. Portland St., W.1. 'Phone, Langham 1212. 686-599

**ROVER**, 1924, 8hp, brand-new 4-seater Weymann saloon body, sliding windows in door, self-starter and lighting, Bedford cord upholstery, makers' full guarantee, special price £115.

**ROVER** 1924 8hp 4-seater, starter and lighting, speedometer, all-weather equipment, almost new tyres, spare wheel, finished Nile blue, guaranteed in perfect condition, £75.

**ROVER** 1925 8hp de luxe, 2-seater and double sunken dickey, starter and lighting, 5-lamp set, mileage approximately 4,000, finished Nile blue, positively new condition, £125.

**ROVER** 1923 8hp chummy, dynamo lighting, tyres as new, spare wheel, in exceptional order, very smart, £57; choice of 3.

**ROVER** 1922 8hp 2-seater, dynamo lighting, spare wheel, comprehensively equipped, sound tyres, mechanically guaranteed, £59.

**ROVER** 1921 8hp 2-seater, dynamo lighting, good tyres, absolutely sound mechanically, £52.

**ROVER** specialists. Exchanges, cash, deferred. Naylor, 45 and 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 686-680

**ROVER** 8 1922 2-seater, dynamo lighting, perfect order, smart appearance, any trial, bargain. 406 York Rd., Wandsworth. 686-1277

**ROVER** 8 1922 2-seater, dynamo lighting, spare wheel, excellent condition. £32. 63 Solon Rd., Brixton. 686-1280

**ROVER** 8, 1921, good running order, any trial, £35. Ashton, 66 High St., Blackwood, Mon. 686-1282

**ROVER**, 8hp, 1924, 4-seater de luxe, bargain for £75; part exchanges car or motorcycle. The Telephone Motor Works, Ltd., Allison Place, Upper Baker St., N.W. 686-570

**ROVER** 8, Feb., 1925, 3-5-seater, in superb condition throughout. £105. Deleforda, North Row, behind Marble Arch Pavilion. 686-578

**ROVER** 8, 1921, mechanically perfect, dynamo lighting, 5 lamps, electric horn, speedometer, spare wheel, etc., paintwork and tyres as new, 50-mile trial, £35, or near. 19 Lucerne Rd., N.5. North 3403. 686-1263

**ROVER** 8, 1923 model, saloon coupe, starter, kingfisher blue, very fine order, £75; also 2-seaters and 4-seaters, at bargain prices. South Ealing Garage, Ealing 2985. 686-558

**ROVER**, 1921, 8hp, dynamo lighting, bargain, £35. Maudes', 100 Gt. Portland St., London, W.1. 686-556

**ROVER** 8, 1921 models from £32 10s.; 1922 models from £42 10s.; 1923 models from £52 10s.; exchanges, deferred. Makin and Harrison, 327 High Rd., Chiswick. 'Phone 658. 686-547

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

**ROVERS**, See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 686-594

**ROVER** 9, 1925 model, de luxe 2-seater, mileage 3,000, starter, dickey, practically new, £125; exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 5078. 686-753

**ROVER** 8, 1924 model, chummy, side screens, new tyres, speedometer, splendid condition, £59. Below.

**ROVER** 8, 1921, 2-seater, dickey, dynamo lighting, speedometer, beautiful condition, £35. Below.

**ROVER** 8, 1924, 2-seater, dickey, starter, speedometer, side screens, beautiful condition, £69; exchanges, terms. Aliber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 686-746

**ROVER**, 8hp, 1924, 4-seater, dynamo lighting, all-weather curtains, finished maroon, like new, bargain, guaranteed, £76 10s. Wilkins, Simpson, opposite Olympia, London. 686-1322

**ROVER**, 8hp, late 1923, 2-seater de luxe, speedometer, clock, leather upholstery, all-weather equipment, excellent condition, guaranteed, £65. Wilkins, Simpson, opposite Olympia, London. 686-1327

**ROVER**, late 1921, £42 10s., 8hp, 2-seater, dickey, side screens, speedometer, mirror, aluminium plates, screen wiper, etc., very good condition, exceptional bargain. Wilkins, Simpson, opposite Olympia, London. 686-1333

**ROVER**, late 1923, £62, 8hp, 2-seater, new tyres, excellent condition, bargain, guaranteed, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 686-1341

**ROVER**, 1922, 8 chummy, £72 10s. cash, or £18 2s. 6d. down and 12 payments of £4 10s. 2d., with the option of a special rebate. Also several other Rover cars in stock ranging from £49 to £115 cash, or can be supplied on similar terms to above. Larab's Ltd., opp. Hoe St. Station, Walthamstow, or at branches by arrangement. 686-458

**ROVER** 9, 1925, July delivery, perfect and as new, 2-seater, with large dickey, mileage 2,000, balloons, starter, etc., £115. Wellford Motors, Brighton. 686-504

**ROVER**, 1923, 8hp, 2-seater de luxe coupe, d., l and s., leather upholstery, speedometer, clock, condition throughout as new, taxed December, £75, or exchange. A. Green, Water St. (back of No. 9 Blackfriars St.), Salford. Tel., 2191 Ont. zzz-436

**ROVER** 8, Finchley Motors offer 1924 2-seater and double sunken dickey, dynamo and starter, taxed, only one owner, superb condition, bargain, £75. 132 High Rd., E. Finchley. 'Phone 2338. 686-543

**ROVER** 8, 1924-25, de luxe 4-seater, self-starter, real leather upholstered, has been carefully used since new, tyres, paintwork and mechanical condition equal to new, a genuine bargain, £72. 31 Hydeborne Rd., Balham. 'Phone, Streatham 3440. 686-750

**ROVER**, 1923, 8hp chummy, excellent condition, 65 guineas. Below.

**ROVER**, 1922, de luxe 2-seater, faultless condition, specially tuned, 56 guineas. Clarke, 223 Hammermith Rd., W.6. 686-724

**ROVER** 8, £53, 1921, 2-seater, dynamo, in perfect condition; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone 503. 686-713

**ROVER**, £38, 1922, 2-seater, dickey, dynamo lighting, in exceptionally smart condition, also late 1925, with dickey, £47 10s.; exchanges. Empire Motors, 325 High Rd., Chiswick. 'Phone 303. 686-714

**ROVER** 8, 49 guineas, 1923 chummy, self-starter, very smart appearance, speedometer, trial with pleasure; exchanges. Empire Motors, 325 High Rd., Chiswick. 'Phone 303. 686-715

**ROVER**, 65 guineas, 1924, full 4-seater, leather hood, side screens, absolutely unscratched, small mileage; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone 303. 686-716

**ROVER** 8, 1924, 4-seater, in exceptional condition, blue, fully equipped, £75. K.J. Motors, Bromley. 686-711

**ROVER** 8, 4-seater, 1925, with self-starter, beautiful condition, £100; chummy model, 1923, £55; 2-seater, £50; numerous others; very easy payments. Bunting's Exchange, Wealdstone. 686-710

**ROVER** 8, 1925, 2-seater and dickey, 106 guineas. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 686-702

**ROVER**, 1921, 2-seater, 8hp, smart, maroon finish, £39; exchanges, balances deferred. Newnham's, Heath Rd., Twickenham. 'Phone, Richmond 3293. 686-800

**ROVER** 8 2-seaters, several 1921-3 models, cheap; exchange motorcycles, balances deferred. Newnham's, Heath Rd., Twickenham. 'Phone, Richmond 3293. 686-793

**ROVERS**. See our wonderful nine days' offer on page 29. Kirk and Co., 22 Praed St., Paddington, W. 2. 686-804

**SALMONSON**. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmonson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W.1. 'Phone, Mayfair 2966. zzz-283

**SALMONSON**, 1925, 10-15hp, 4-door saloon, front-wheel brakes, balloons, 4 speeds, very low mileage, absolutely perfect and indistinguishable from new car, insured and taxed, £275. K.J. Motors, Bromley. 686-135

**SALMONSON**, late 1923, Grand Prix, fitted with beautiful mottled aluminium 2-seater body and dickey, V wind-screen, hood, disc wheels, starting and lighting, fully equipped, very fast, an exceptional car, £135. K.J. Motors, Bromley. 686-278

**SALMONSON** 1925 Sports, blue, starting and lighting, clock, speedometer, £95. Below.

**SALMONSON**, 1925, 10-15hp, 4-door saloon, front-wheel brakes, balloons, 4 speeds, very low mileage, absolutely perfect and indistinguishable from new car, insured, £275. K.J. Motors, Bromley. 687-614

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

- SALMSON.** Sproson, Ltd., for Salmsons. Exchanges, deferred payments.
1922. delivered 1923, 2-seater, dynamo, in perfect condition, clock, speedometer, £65. 111 Gt. Portland St., W.1. 'Phono, Langham 1212. 686-602
- SALMSON,** 1925, sports, very fast. £100; exchanges, deferred payments. D. Rulhson and Co., 6 Chapel St., Salford, Manchester. Cent. 86339. 686-655
- SALMSON,** 1925, 10hp, 2-seater sports, fitted special hood, new appearance and condition, fullest trial, £110. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. 686-673
- SALMSON.** 1923, 10hp, semi-sports 4-seater, starter and lighting, English body, all-weather equipment, clock, speedometer, recently overhauled, £78, cash or deferred. Taylors, 406 Garratt Lane, Earlsfield, S.W. 18. 'Phono, Wimbledon 2041. 686-687
- SALMSONS.** See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 686-597
- SALMSON** 1924 English 2-seater, dickey, excellent condition, 88 guineas. Clark's, 225 Hammersmith Rd., W.6. 686-725
- SALMSON,** 65 m.p.h. 1924-25, Brooklands type, streamlined body with fish wings and fitting, very attractive car, outside exhaust guineas. Deaman P.L., Piccadilly Circus. Regent 986 686-706
- SALMSON.** H. F. Edwards offer 1924 10hp, de luxe English body, 2-seater, sunk double dickey, completely equipped, excellent condition, 88 guineas; exchanges or deferred 175 Gt. Portland St., W.1. Mayfair 6977. 686-770
- SALMSON,** 1925, 2-seater, new condition, £110; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. 'Phono, Richmond 3293. 686-704
- SCOTT SOCIABLE,** 1922, 3-wheeler, dynamo lighting, interchangeable wheels, has been very well looked after, price £35 for quick sale, speed and reverse. 67 Fernlea Rd., Balham. 686-729
- 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. 'Phono, Ken. 8558-9. zzz-787
- SINGER.** 10hp, 1924 de luxe 4-seater, painted blue, leather upholstery and good all-weather equipment, balloon tyres, special 12v. lighting and starting, spring gaiters, luggage grid, etc., taxed and insured, good car, £120. Titton and Hillier, 110 Woodvale, Honor Oak, S.E.23. zzz-944
- SINGER** 1925 10hp 4-seater, small mileage, revarnished, £150. Sumner Bros., Barrack Square, Coventry. zzz-327
- SINGER.** K.J. Motors, Bromley, offer 1921 10hp 2-seater and dickey, starting and lighting, very nice condition, £55. 687-616
- SINGER.** 1924, 4-seater, colour blue, all-weather equipment, clock, speedometer, etc., excellent condition, £115; similar car, colour grey, also £115. Colmore Depot, 49 John Bright St., Birmingham. 686-519
- SINGER,** £100; 1924 model, 10hp, 2-seater, like new. Arthur Stuart and Co., 16 Little Portland St., W.1. 686-520
- SINGER,** 10hp, 1921, self-starter, good condition, £50, or near offer. 34 Coutts Rd., Bow, E.3. 688-h242
- SINGER.** Safety first Ernest Grimaldi, Ltd., authorized Singer agents, offer the following used models carrying 3 months' written guarantee:—
- SINGER,** 1925, 4-seater de luxe, shop sold only, £195.
- SINGER,** 1925, 4-seater de luxe, excellent throughout, £160. Ernest Grimaldi, Ltd., 87-88 Gt. Portland St., W.1. Museum 3931. 686-608
- SINGER,** 1925, 10-26 de luxe, pneumatic upholstery, mechanical wiper, absolutely new condition, insured, £145. Below.
- SINGER,** 1923, 10hp, 4-seater, rigid all-weather rear screen, perfect condition, £72. 49 Little Albany St., N.W.1. Museum 5516. 686-j259
- SINGER.** 1924, 2-seater, excellent condition, £95; owner going abroad, Macdonald, Glencoe, Heathfield Rd., Seaford, Sussex. 686-j274
- SINGER,** 1926, 10-26, de luxe 4-seater, all-weather, new condition, bargain, £150. Lionel H. Pugh, 66 South Molton St., W. Mayfair 4435. 686-571
- SINGER,** 2-seater, splendid condition, 5 good tyres, £17 10s. Makin and Harrison, 327 High Rd., Chiswick. 'Phono 558. 686-651
- SINGER** 10, dynamo, speedometer, 3 speeds, reverse, good running order, £35; another at £20; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 686-618
- SINGER** 10, 1915, 2-seater and dickey, 3 speeds and reverse, lamps, horn, etc., engine just thoroughly overhauled, in very good condition, both mechanically and in appearance, £15. Teddington Garage, 160 High St., Teddington. Kingston 2562. 686-j314
- SINGER,** 2-seater, 1921, 10hp, terms £5 10s. and 10 payments of £5 10s., or cash £55. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 686-j305
- SINGER,** 1925, 10-26hp, 4-seater de luxe, pneumatic upholstery, Triplex screen, luggage grid, small mileage, practically new, £175. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 686-678
- SINGER,** 1923, 4-seater, good order, self-starter, guaranteed, £90. Matellie Bros., 200 Gt. Portland St., W.1. 686-665
- SINGER,** 10hp, electric lighting, overhauled, looks well, nearest £20 secures. Reen Wood Green. 'Phono, London Wall 8932. 686-j295
- SINGERS.** See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 686-595

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

- SINGER** 1925 latest improved model de luxe, £189 16s., 4-seater, maroon, unused, unscratched, showroom soiled only, fully guaranteed, exceptional offer, cash or easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 'Phono, Riverside 238. 686-j340
- SINGER.** 1925 model 10hp, 4-seater, painted blue, in exceptional condition, almost new, £165. Calthness and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 686-611
- SINGER,** 1925, saloon, 10hp, mileage under 6,000, as new, £225 cash; deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. 'Phono, Cheetham Hill 102. 686-517
- SINGER,** 1924, 10hp, 2-seater de luxe, dynamo, starter, dickey, as new, £135; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 686-486
- SINGER,** 1924 (late), 4-seater, blue, de luxe, leather upholstered, has just been taken in exchange for new model, open to any examination or trial, price £100. Seen at Hydethorpe Motors, Hydethorpe Rd., Balham. 686-728
- SINGER,** latest 1925 improved model de luxe, £179 15s., 10hp, 4-seater, used only few times, brand new in August, mileage 1,000, indistinguishable from new, fully guaranteed, amazing bargain, first cash secures. Wilkins, Simpson, opposite Olympia, London. 686-j358
- SINGER,** 1924, £112 10s., 2-seater de luxe, starter, all-weather, excellent condition, guaranteed; cash, easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 686-j337
- SINGER,** 1924, 10hp, model 4-seater de luxe, dashlight, speedometer, clock, spring gaiters, windscreen wiper, step mats, mirror, splendid condition throughout, guaranteed, £115; exchanges, deferred terms. Wilkins, Simpson, opposite Olympia, London. 686-j356
- SINGER** 2-seater, 1921, sunken dickey, self-starter, shock absorbers, clock, step mat, side curtains, petrol can carrier, spare wheel and tyre, overhauled throughout, like new, guaranteed, £49 10s. Wilkins, Simpson, opposite Olympia, London. 686-j323
- SINGER.** Harold Simons. See "Miscellaneous Cars." 686-821
- SINGER** coupe, 1921, starting and lighting, fully equipped and overhauled by Singers at a cost of £72, mechanically equal to new, accept £75. Empire Motor Co., Withington, Manchester. 686-776
- SINGER** 1924 de luxe 4-seater, starter, rigid side screens, £110; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. 'Phono, Richmond 3293. 686-795
- STANDARD** cars. Accredited Agents, Moore's Presto, North End and Tatworth Rd., Croydon. 'Phono 2623. zzz-19
- STANDARD.** 11.4 saloon, August, 1923, as new, £195. Paulton's Garage. Telephone, 1335 Wolverhampton. zzz-723
- STANDARD.** £198, bargain, little used, as new and perfect, 1926, 11.4hp. Standard Piccadilly saloon. Owen, 35 Queen's Gate, S.W.7. 686-j210
- STANDARD.** 1921, 2-seater, double dickey, general condition excellent, £51, genuine bargain; exchange. Grice, Huckleite, Beds. 686-j288
- STANDARD,** 1924, all-weather 4-seater, dynamo and starter, £110; ditto, 2-seater, £100, all fully equipped, licensed and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. 'Phono, Museum 3081. 686-636
- STANDARD** 11.4 de luxe 3-5-seater, absolutely as brand new, £135. Delofords, North Row, behind Marble Arch Pavilion. 686-577
- STANDARD,** 3-5-seater, as brand new, £98. Delofords, North Row, behind Marble Arch Pavilion. 686-576
- STANDARD,** 1923, 11.4, de luxe all-weather 2-seater, perfect, £85. Below.
- STANDARD,** 1924, 11.4, 2-seater all-weather, perfect, £110. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4435. 686-572
- STANDARD.** 2-seater and dickey, dynamo, speedometer, 3 speeds, reverse, spare wheel, £33; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 686-619
- STANDARD,** 1923, 11.4, 2-seater, no reasonable offer refused. Apply, Box No. 3482, c.o. "The Light Car and Cyclecar." 686-j262
- STANDARD,** 1922, 11hp, now 2-seater body, £95. DeGruchy, 'Phono, Wansatec 746. 686-h983
- STANDARD.** Hydethorpe Motors, of 31a Hydethorpe Rd., Balham, offer the following Standards for sale or exchange, deferred terms. 'Phono, Streatham 3440.
- 1924 2-seater de luxe, leather upholstered, mileage 6,000, this car as new, 100 guineas; 1925 2-seater de luxe, £125; 1923 de luxe 2-seater, in excellent order, £79; 1923, nearly 1924, 4-seater, as now in every way, £80. 686-731
- STANDARD,** £120, 1924 11.4hp 4-seater, starter, all-weather, excellent condition; cash or easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 686-j342
- STANDARD** 1921 9.5 2-seater, £75. George Newman and Co., 369 Euston Rd., London. 686-740
- STANDARD** 1924 model, 11.4hp, 2-seater, sunken dickey, starter, clock, speedometer, good tyres, very smart appearance, £98; exchanges, terms. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 686-747
- STANDARD.** Harold Simons. See "Miscellaneous Cars." 686-823
- STANDARD,** 1919, 9.5, 2-seater, self-starter, dark blue finish, all-weather equipment, £52; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. 'Phono, Richmond 3293. 686-799

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(continued).

**STANDARD**, 9.6, 2-seater and dickey, starter, lighting, all-weather equipment, 39 guineas. 325 High Rd., Chiswick. 686-759

**SWIFT**, 1923, 10hp, 2-seater, excellent order, any inspection or trial, £75. Harvey, Hudson and Co. (next George Hotel), South Woodford, E. 18. Phone, Wandstead 2393. zzz-772

**SWIFT** cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-20

**SWIFT**, 1921, de luxe 2-seater, dynamo lighting, etc., perfect condition, £42 10s. H. Beasley, late Rey (Established 1900), 374 Euston Rd. Museum 7600. 686-522

**SWIFT**, 1921, 2-seater, just spent £12 on overhaul, £50. South Ealing Garage, Ealing 2983. 686-562

**SWIFT** 10, 3.5-seater, as brand new, thoroughbred, £95. DeLords, North Row, behind Marble Arch Pavilion. 686-575

**SWIFT**, 1921, 10hp, 2-seater and double dickey, starter and lighting, almost new tyres exceptional condition, any trial, genuine bargain, £55, cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. Phone, Wimbledon 2041. 686-688

**SWIFTS**. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 686-596

**SWIFT**, 1914, £17 10s cash, or £5 down and 6 payments of £2 5s., with the option of a special rebate. Lamb's, Ltd., 80 High Rd., Wood Green, N.22, or at branches by arrangement. 686-457

**SWIFTS**, F.O.C.H. Ltd., have several from £20. 5 Heath St., Hamptstead (Tube Station). 686-460

**SWIFT**, 9hp, 4-cylinder, water-cooled, dynamo lighting, speedometer, etc. very good order, only £35. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 686-501

**SWIFT**, 29 guineas, 1920 Swift 2-seater, dickey, dynamo, spare wheel, any trial, exchanger. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 686-723

**SWIFT** cars, brand new, at bargain prices: 1925 10hp saloons, list £285, our price £225; 2-seaters, list £235, our price £189; special deferred terms and exchanges. Henlys, of Gt. Portland St., W. 1. 686-784

**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**, 1924 later, 8-18, 2-seater, in exceptional condition, £135. H. Beasley, late Rey (Established 1900), 374 Euston Rd. Museum 7600. 686-523

**TALBOT** 8, 1923, 2-seater and dickey, rigid side curtains, excellent condition throughout, £95. Exchange or terms. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553 (4th turn right from Marble Arch). Always open. 686-584

**TALBOTS**. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 686-598

**TALBOT**, 1923, 8-18hp, de luxe 2-seater, dickey, full equipment, as new, £130; exchange, deferred payments. Parkers, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 686-489

**TALBOT**, 1924, 4-seater, £199 10s. cash, or £49 17s. 6d. down and 12 payments of £13 1s. 11d., with the option of a special rebate. Lamb's, Ltd., 80 High Rd., Wood Green, or at branches by arrangement. 686-456

**TALBOT**, 8-18hp, 2-seater, dickey, starter, mechanically excellent, £85. Bartlett's, 93 Gt. Portland St. 686-814

**TALBOT**, H. F. Edwards offer 1924 10-23, 4-door saloon, completely equipped, painted maroon with cord upholstery, exceptional condition, 225 guineas. Below.

**TALBOT** 1923 10 23 4-seater, completely equipped, rigid all-weather equipment, excellent condition, 12 guineas; exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 686-771

**TALBOT-DARPAQO**, £79 15s.; late 1922, 8-18hp, 2-seater, dickey, starter, all-weather, exceptional bargain; cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 686-j331

**T.B.** cyclecar, very roomy, for two, shaft drive, J.A.P. engine, w.o., new tyres, spare wheel and tyre clock, speedometer, spares, etc., just been overhauled, in splendid condition, ready to drive away, price £50. H. Woods, Atherstone. 686-j289

**WAVERLEY**, 1923, 2-seater, taxed, electric starting, £110 cash, or £27 10s. down and 12 payments of 27 4s. 6d., with the option of a special rebate. Lamb's, Ltd., opp. Hoe St. Station, Walthamstow, or at branches by arrangement. 686-449

**WOLSELEY** cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-21

**WOLSELEY** 7, May, 1923, chummy, 2-3-seater, self-starter, two adults, child abacus comfortably dices, in thoroughly good condition, recently overhauled, bargain, £66; inspection by appointment. 62 Courfield Gardens, West Ealing. 686-j279

**WOLSELEY** 7. Offer. 1924, de luxe, starter, all weather, dickey, as new, 6,000 miles; exchange. Ewers, Newton Rd., Burton-on-Trent. 686-512

**WOLSELEY**, 1924, 10hp, 2-seater, in perfect order and looks like new, £146. F. G. Smith Motors, Ltd., High St., Wandstead, E. 11. 686-491

**WOLSELEY**, 1924, 2-seater, £145 cash, or £36 5s. down and 12 payments of £9 10s. 4d., with the option of a special rebate. Lamb's, Ltd., opp. Hoe St. Station, Walthamstow, or at branches by arrangement. 686-450

**WOLSELEY** de luxe 2-seater, 1922, 10hp, very clean, terms £10 and 10 monthly payments of £10, or cash £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6628. Another at £90. 686-j304

**WOLSELEY**, Brooklands model 10hp, aluminium body, very smart and fast, 5hp, £175, cash or deferred payments. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6628. 686-j306

**WOLSELEY**, 11-22, 1924, 2-seater, de luxe, condition as new, £130. Ratcliffe Bros., 200 Gt. Portland St., W. 1. 686-661

**WOLSELEY**, Harold Simons. See "Miscellaneous Cars." 686-818

**WOLSELEY-STELLITE**, £15: 1914, 10hp, 2-seater, dickey, good tyres, trial, exchanges. Empire Motors, 325 High Rd., Chiswick, W. 4. Phone 303. 686-717

**WOLSELEY**, 1921, 10hp, 2-seater, tax paid, excellent condition, £80; deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 686-738

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

**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. 686-788

**WOLSELEY**, H. F. Edwards offer 1925 11hp, 2-seater, sunk dickey, completely equipped, superb condition, 145 gns. Below.

**WOLSELEY**, 1924, 11hp de luxe, 2-seater, sunk dickey, completely equipped, leather upholstery, excellent condition, 125 gns. Below.

**WOLSELEY**, 1923, 11hp, 2-seater, sunk dickey, completely equipped, excellent condition, 104 gns. Below.

**WOLSELEY**, 1923, 7hp, 2-seater, dickey, starter, excellent condition, 72 gns. Exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 686-778

**SPARE PARTS FOR LIGHT CARS.**

**CALTHORPE** spares, every part in stock. Trade supplied. Repairs and overhauls. Mann, Egerton and Co., Ltd., 1a High Rd., Kilburn, N.W. 6. Telephone, Maida Vale 2047. 692-440

**CARBEN** and New Carben 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. 686-622

**DEEMSTER** official service depot, overhauls and repairs by ex Deemster staff. All parts made to DEEMSTER original ligs, 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 2255. zzz-559

**DEEMSTER** service.

**ELEPHANT MOTORS, LTD.**, are the actual Deemster spare part 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 to 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, Marscal, Meteorite, Mercury, A.C., G.N., Duplex, etc., etc. Elephant Motors, Ltd. Below.

**ELEPHANT** service for lamps, horns, dynamos, accumulators, magnets, 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 7076-7-8. 686-780

**EXPERIMENTERS**. Let us quote you for cyclecar, light plane parts, patterns, castings, machining, experimental work. Gibbons, Chadwell Heath, Essex. 698-446

**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, "Trubie," zzz-497

**KINGSBURY JUNIOR** and Rob Roy spares in stock. Kennedy Motor Co., 32 Bishops Rd., Glasgow, W. 2. 692-480

**L.S.D.** spares. Any part supplied. The One-Tree Motorcycle Co., Huddersfield. Phone 1920. zzz-418

**LONDON MORGAN SERVICE DEPOT**, officially appointed by the Morgan Motor Co. Overhauls and repairs a speciality. All spares in stock. Iloma's, 245-7 Lower Clapton Rd., E. 5. Phone, Clissold 2408. 686-737

**MAUDES'** for Morgan spares. All spares in stock. Trade supplied. Repairs a speciality. Maudes', 100 Gt. Portland St., London. zzz-808

**MORGAN**, Metropolitan Area Service Depot, Elco, Ltd., oldest and largest firm (pre-war) handling Morgan runabouts. Specially appointed distributors of spare parts, all models, enormous stocks. List free. 11-15 Babepsgate Ave., Camomile St., E.C. 3. Phone, Avenue 5548. zzz-118

1921 **ROVER** 8 spare parts for sale. D. Bailton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 686-659

**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. 695-165

**ZEBRE**. All spares can be obtained from Knight, 10 Vigo St., Regent St., London, W. zzz-580

**NEW LIGHT CARS AND CYCLECARS.**

**A.B.C.** cars.

**A.B.C. Motors, Ltd.**, Walton-on-Thames, Surrey. zzz-209

**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.** Gailford and district agent, Jackson's Garage. Phone 345. Immediate delivery 1926 12hp Royal 2-seater, £333. zzz-451

**A.C.** Manchester, sole agents, Graham Bros., 13-15 Peter St., Wide range of models in stock. 689-99

**A.C.** cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-12

**AMILCARS**.

Vernon Balls. Phone, 1995 Putney

**AMILCAR** spares.

Vernon Balls, London.

**AMILCAR** service.

Vernon Balls.

25 High St., Futham. zzz-29

**AMILCAR**.

Boon and Porter, Ltd.

Sole concessionaires for these famous little sports cars. Immediate deliveries of Grand Sport models in many distinctive finishes. 159-161 Castelnau, Barnes, S.W. 13. 686-671

## NEW LIGHT CARS AND CYCLECARS

(continued).

**AUSTIN 7s.** Moss's Agencies for Austin 7s. Extended payments, part exchanges. Warwick St., Leamington Spa. 27-775

**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, Rooter, Ltd.,** distributors and specialists, 7hp, latest models from stock; part exchanges, deferred payments. 141 New Bond St., London, W.1. Telephone, Mayfair 2010. Maidstone, Dorset. zzz-606

**AUSTIN**  
For immediate delivery.  
Normand Garage, Ltd., will arrange part exchange; deferred payments. Write for our service guarantee Normand Garage, Ltd., Authorized Agents, 82 Gloucester Rd., S.W.7 (5 doors from station). Phone, Kensington 8940. zzz-804

**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 7hp** Burchley 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. 688-133

**AUSTIN 7.** New Improved 1926 models for immediate delivery. Family 2-4-seater, all-weather, £149; 2-seater sports, £169. We specialize in exchanges and can offer highest allowance for second-hand motorcycles, balance cash or easy deferred payments, free tuition; call for demonstration, or write for catalogue. Colmore Depot, 31 Colmore Row, Birmingham; 200 Deansgate, Manchester; 62 High St., Leicester; 24 Paradise St., Liverpool. 686-492

**AUSTIN, F.O.C.H., Ltd.** Immediate delivery; exchanges, easy payments. 5 Heath St., Hampstead (Tubo Station). 686-463

**AUSTIN.** In stock 1926 7hp, electric starter, speedometer, £149; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton, also 246-262 Deansgate, Manchester. 686-484

**AUSTIN 7, family.** £149; motorcycles, combinations, exchange, deferred. 72b Hincley Rd., Leicester. 686-1217

**AUSTIN.** Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 686-640

**AUSTIN 7s.** Immediate delivery; cash, exchange or easy payments. Maude's, 100 Gt. Portland St., London, W.1. 686-533

**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. 169-161 Castelnau, Barnes, S.W.13. 686-668

**AUSTIN 7, Finchley Motors,** authorized agents. Exchanges, deferred payments. 132 High Rd., E. Finchley. Phone 2338. 686-542

**CITROEN.** Expert advice; easy deferred terms. Second-hand cars and motorcycles taken in exchange. Young's, Ltd., The Parade, Kilburn, N.W.6. zzz-138

**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, especially 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-831

**CITROEN.** Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 686-641

**CITROEN 7.5hp, 3-seater,** delivered on payment of £9 5s. 3d. down and 17 monthly payments of £9 5s. 3d.  
11.4 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. 686-1308

**CITROEN cars.** Meers 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. Meers and Bishop, Ltd., 225a and 227 Hammersmith Rd., London, W.6. Three minutes from Hammersmith Broadway. Phone, Riverside 2230. Below.  
Meers and Bishop, Ltd., of Hammersmith Rd., W., can give immediate delivery of 7hp Citroen cloverleaf, painted maroon. Phone, Riverside 2230. 686-735

**CITROEN, cloverleaf model,** 7hp, just arrived from works, immediate delivery, £145; cash or easy payments, any motorcycle or car part exchange. Highest price allowed. Delivery and collection anywhere. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 686-1330

**CITROEN, 1926, all-steel saloon,** just arrived, immediate delivery, £245; also cloverleaf model, £145, and all Citroen models immediate delivery. Cash or easiest of payments. Exchanges, highest possible price allowed for any car or motorcycle in exchange, balance cash down or by very easy payments. We deliver and collect anywhere in England, Scotland, Wales. Citroen Specialists, Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 686-1330

## NEW LIGHT CARS AND CYCLECARS

(continued).

**CLYNO cars.** South London. Tijen 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-832

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 cars.** North-east London.  
**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., Camomile St., E.C.3. Phone, Avenue 5548. zzz-498

**CLYNO, F.O.C.H., Ltd.** Immediate delivery; exchanges, easy payments. 5 Heath St., Hampstead (Tubo Station). 686-464

**CLYNO cars.** For all models try Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 5518-9. 686-579

**CLYNO.** In stock, 1926 model, 11hp 2-seater, f.m.b., balloon tyres, £170. W. G. Nicholl, Ltd., 50 Whitcomb St., Leicester Square. Regent 3116-7. 686-568

**CLYNO.** Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 686-634

**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. 686-1309

**CLYNO cars** in stock. Phone, Regent 986. Deferred terms, part exchanges. 686-699

**CALCOTT cars.** London agents. Retail orders transacted anywhere in the United Kingdom. Exchanges. Easy payments. Agents and sole distributors for North and East Surrey. Trade supplied. Calcott Service Depot, Complete overhauls. Repairs. Spares. Trade supplied. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 686-1345

**D'YRSAN, the sports car;** 70 m.p.h., tax £4. Service station and spares. 33 Kinnerston St., S.W.1. Franklin 6525. 689-563

**ERIC-CAMPBELL, H. F. Edwards** offer immediate delivery brand-new 1926 model 8-20 chummy, fully equipped, starter, clock, speedometer, electric horn, all-weather equipment, makers' guarantee, 139 gns.; finest value ever offered. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 686-772

**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-832

**FIAT, 7hp.** Early delivery, deferred payments. Corbishley and Son, Station Garage, Macclesfield. Tel. 349. zzz-810

**FIAT cars.** Accredited Agents, Moore's Presto North End and Tamworth Rd., Croxson. Phone 2623. zzz-13

**FIAT.** Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 686-633

**FIAT, 10-15, 2-seater,** painted maroon, in stock for immediate delivery, list price £315. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 5518-9. 686-580

**FRAZER-NASH cars** in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Olney Rd., Leeds. 680-626

**FRAZER-NASH, Cleverlys, Ltd.,** West End distributors. 1926 models in stock, immediate delivery. 175 Cleveland St., W.1. (by Gt. Portland St. Station). Museum 4232. 686-791

**G.W.K.** Sole London concessionaires. Try the new £169 model. Deferred terms, part exchanges. Brompton Engineering Co., Showrooms, 169 Fulham Rd., S.W. (Tel. Kensington 7274); Service Depot, 107 Kings Rd. Chelsea (Tel. Kensington 410). 686-178

**GWYNNE S.** Earliest deliveries of 1926 models can be obtained from Chinery Gwynno specialist, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 3568. zzz-864

**GWYNNE S. 1926, 4-seater,** in stock, £225; luxurious model; deferred terms; exchanges. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Reg. 986. 686-698

**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, 1925, 8-18hp, saloon,** unused, shop soiled, £260. Wray Park Garages, Humber Specialists, Reigate. 686-444

**HUMBER.** Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 686-632

**HUMBER, 1926, 9-20hp, 4-seater,** £260; actually immediate delivery from stock, just arrived, exceptionally easy payments. Your present car or motorcycle in part exchange. Highest prices allowed. Delivery and collection anywhere. Call, write or phone for particulars of this wonderful new model. Wilkins, Simpson, opposite Olympia, London. Phone, Holborn 5972. 686-789

**JOWETT.** Official Jowett agents, Primaval, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. zzz-439

**JOWETT, 1925, chummy model,** shop soiled, unused, balloon tyres and starter, £140. Wray Park Garages, Reigate. New Surrey Jowett agents. 686-443

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.  
2s. net. 2s. 3d. post free.

NEW LIGHT CARS AND CYCLECARS

(continued).

**JOWETT** cars, 1926 models and prices. 2-seater £150; chummy, £160; full, 4, £167; saloon, £200. All models have starters and balloon tyres. Main agents, Tele. Museum 6626. A.S.C., 166 Gt. Portland St., W.1.

**JOWETT**, Ratcliffe Bros. 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-988

**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**, Gordon Watney and Co., Ltd., West End Agents, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 31 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6. zzz-846

**JOWETT**, Hoffmann's Garage, Ltd., for all 1926 Jowett models. Special purchase out of income terms; immediate delivery. Huddersfield Rd., Halifax, Tel. 1360. zzz-198

**JOWETT** saloon in stock, £200. Early delivery other models. Nelson's, Rhyd. zzz-458

**JOWETT**, P.O.C.H., Ltd., London Jowett depot, 1926 models in stock. Easy payments; exchanges; free tuition and service. F.O.C.R. Ltd., 5 Heath St., Hampstead (Tube Station). Phone, Hampstead 3752. 686-463

**JOWETT**, Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 686-637

**JOWETTS**, Lovatt for Jowetts. Early delivery of all 1926 models; cash or deferred. To ensure Jowett Service consult the Jowett Specialists, Lovatt, 105 Streatham Rd., Mitcham. 1597 Mitcham. 686-778

**JACKSON JOWETT** sports light car.

**JOWETT**, Jackson, the leading agents. Service stations at—Croydon Park St. and George St. Phone 2023. Kingston Surbiton Rd. Early deliveries. Guaranteed used cars; unequalled repair service. Jackson of Croydon, Ltd., lately Kinseys of Croydon, the original Jowett experts. zzz-816

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PATENT AGENTS.

**A. P. THURSTON, D.Sc., M.I.A.E., F.R.A.C.S.,** 329 High Holborn, W.C.1. Patents, trade marks, designs. zzz-91

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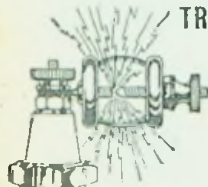
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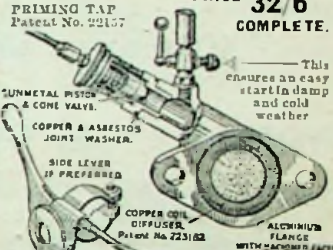
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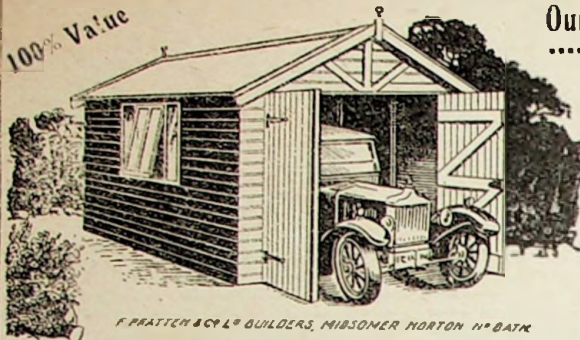


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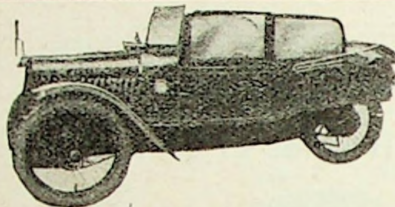
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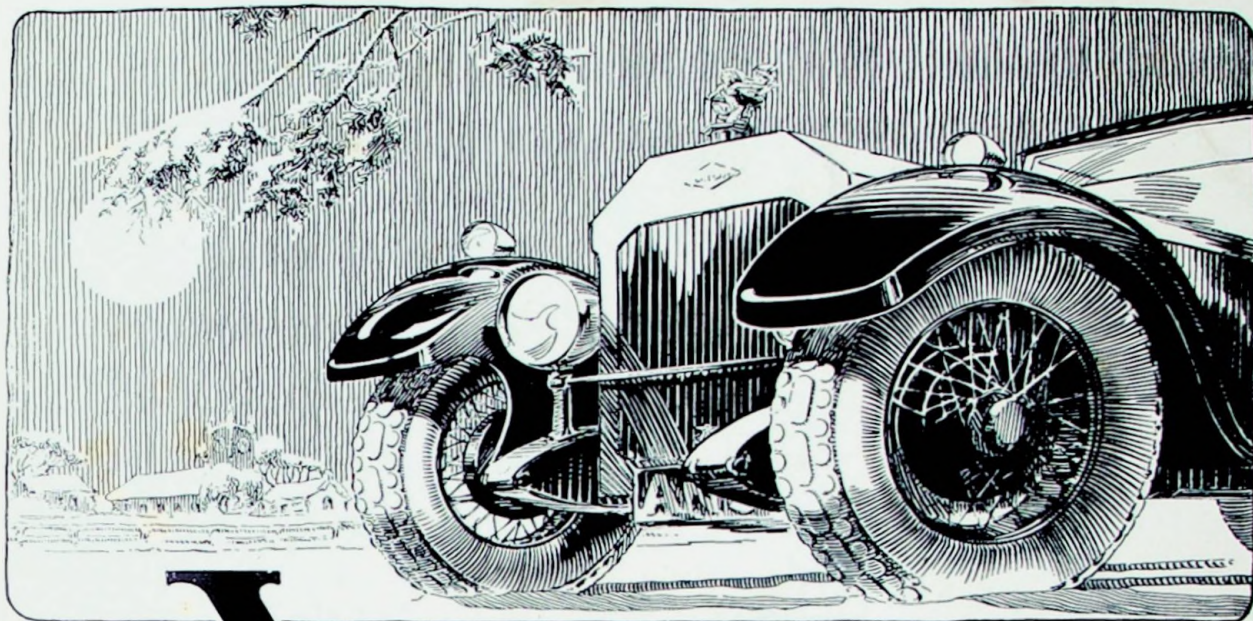
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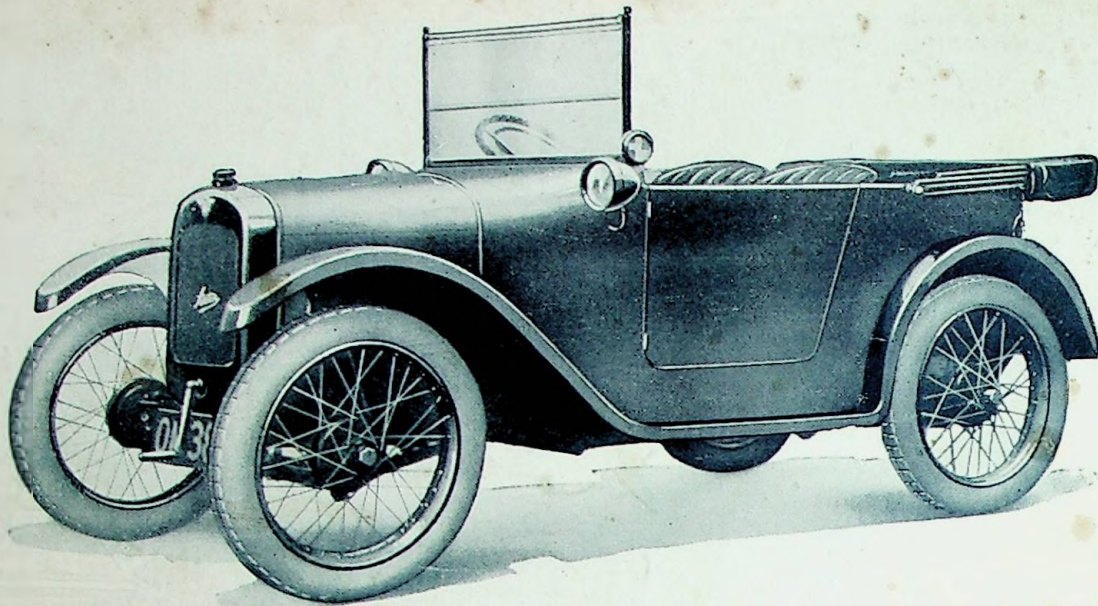
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