

The Light Car and Cyclecar

Founded 1912
The only Small Car Journal

3^d

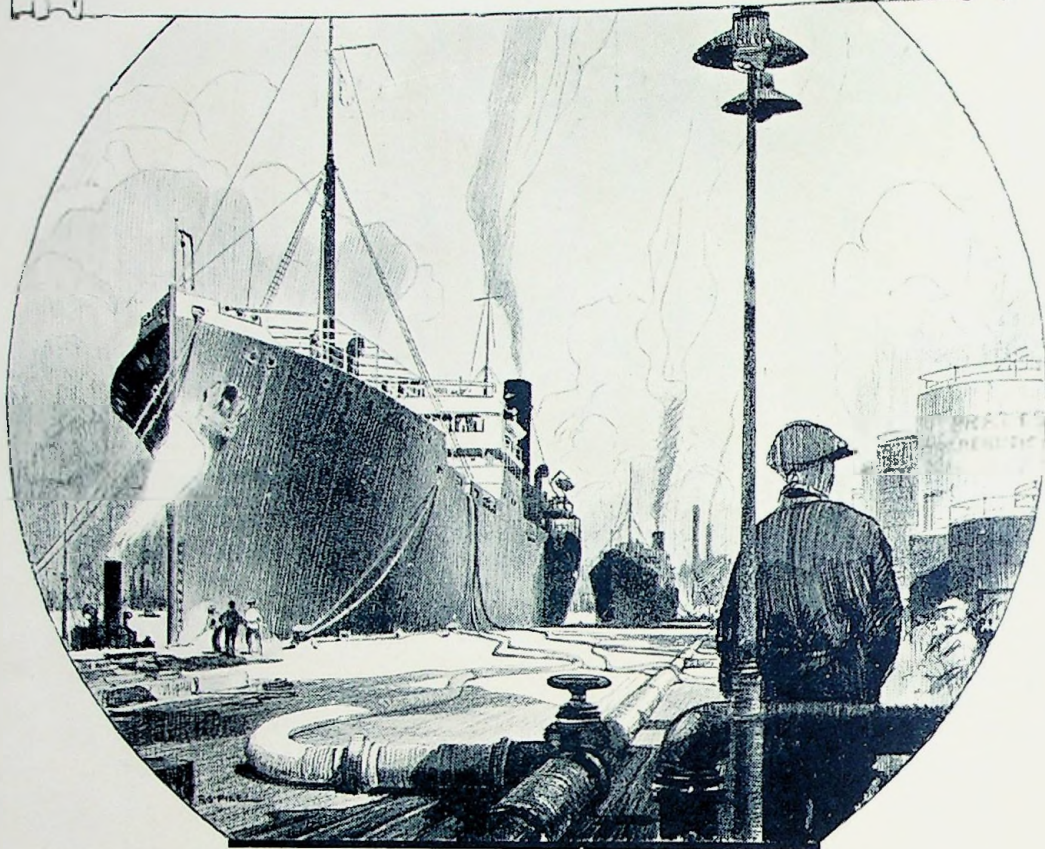
Vol. XXIV, No. 615
Friday, Sept. 5, 1924
*Registered at the GPO
as a Newspaper*



THE RANGE OF VISIBILITY.

An advantage that small cars possess over the majority of large ones is the wide range of vision commanded from the driving seat, a sine qua non being that both front wing tips should be visible. Here is the latest development—a screen cut to fit the curve of the scuttle. It still further increases the all-important range of vision.

Pratts National Service Series



UNLOADING OIL TANKERS

THERE is probably no more quickly handled cargo than Petroleum Spirit, which is loaded and unloaded by means of flexible hose. The rate of discharge often reaches 90,000 gallons per hour through one single hose of 10 inches diameter. It is possible to watch the vessel gradually rise out of the water as its cargo of four million gallons of Pratts Motor Spirit is pumped to the shore tanks.

This series of announcements is to convey some idea of the comprehensive distributive organisation of the Anglo-American Oil Co., responsible for the maintenance of the supply of Pratts Spirit to thousands of garages and a million motorists. Watch for the next of the series.

PRATTS

*Uniform everywhere
Reliable always*

ANGLOCO

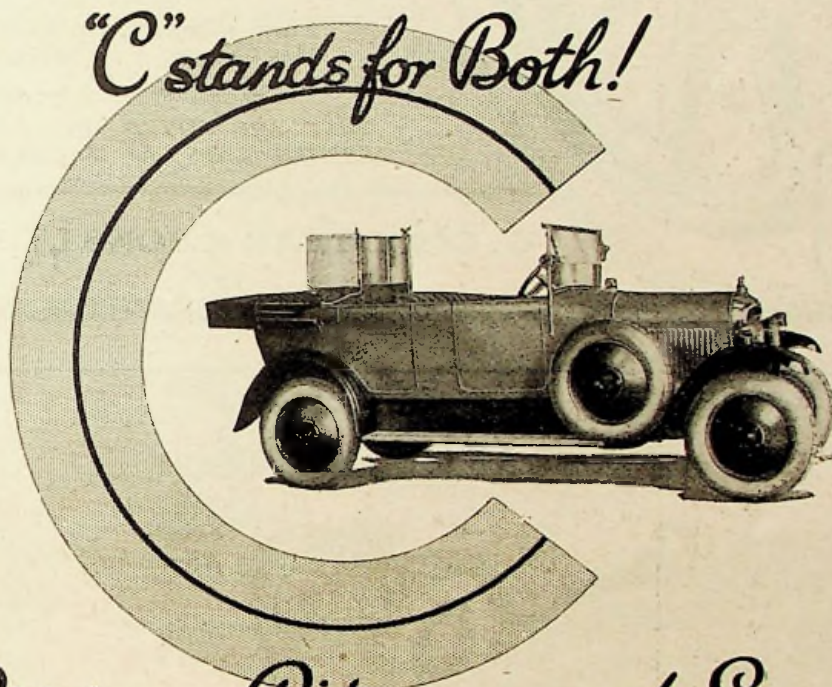
D.A. 379.

ANGLO-AMERICAN OIL COMPANY, LTD. 36 QUEEN ANNE'S CATE, LONDON, S.W. 1.

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

CITROËN COMFORT

"C" stands for Both!



Sit in a Citroën and See!

PRICES FROM £160

Send for Citroën Book 18.

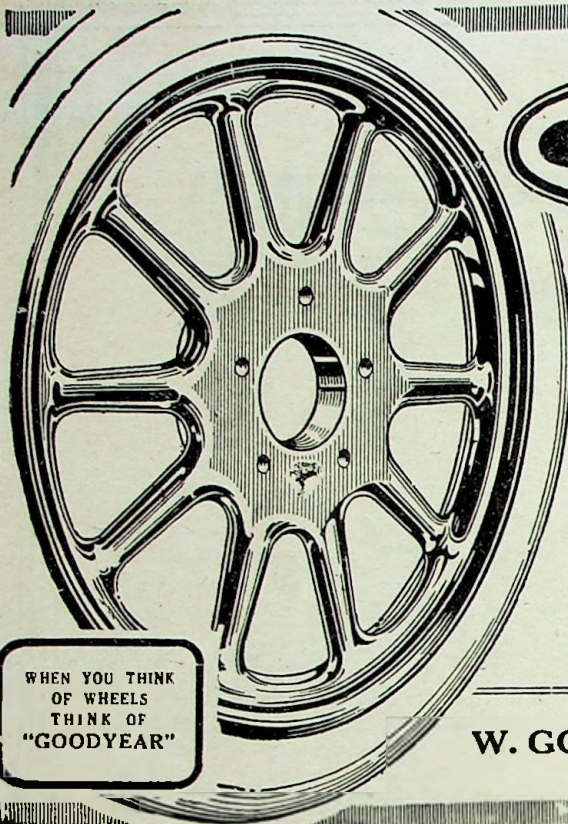
CITROËN CARS, LTD.,

CITROËN BUILDING, BROOK GREEN,
HAMMERSMITH, LONDON, W.6.
Telephones: Hammersmith 2220-7.
Telegrams: "Citrolon, Hammer, London."

WEST END SHOWROOMS:
60, PICCADILLY, LONDON, W.1.
Telephone: Gerrard 6272.
Telegrams: "Citrocar, Piccy, London."

K110

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



WHEN YOU THINK
OF WHEELS
THINK OF
"GOODYEAR"

GOODYEAR

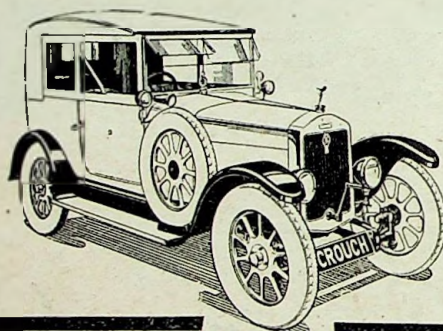
Patent Steel Wheels

CAN BE RELIED UPON UNDER ANY
CONDITIONS OF SERVICE.

*Their scientific construction ensures
this, hence their great popularity.*

THEY ARE FITTED ON ALL THE LEADING
BRITISH CARS AS STANDARD EQUIPMENT.

W. GOODYEAR & SONS LTD., DUDLEY.



*This is the
4-Seater
All-weather CROUCH.*

1,496 c.c.
BRITISH-
ANZANI
ENGINE,
12/30
h.p.

CROUCH

3 Models.

4 - Seater All-weather,
2/3 Seater and Dickey.
2/3 Seater 60 m.p.h.
Sports

all at **£295**

Each of the three CROUCH Models
excels in value in its type. For con-
sistent, all-the-year round, everyday
service, the model here illustrated is a
splendid combination of a utility and
pleasure car on the same four wheels.
There is full protection and full comfort
in storm and rain, with the freedom and enjoyment
of a most attractive open car when the hood is down.
Recent detail improvements have made the All-
weather CROUCH—and the other two CROUCH
Models—better even than they were before.

Write for full
particulars and
name of nearest
CROUCH Agent.

*What you get for
the Money.*

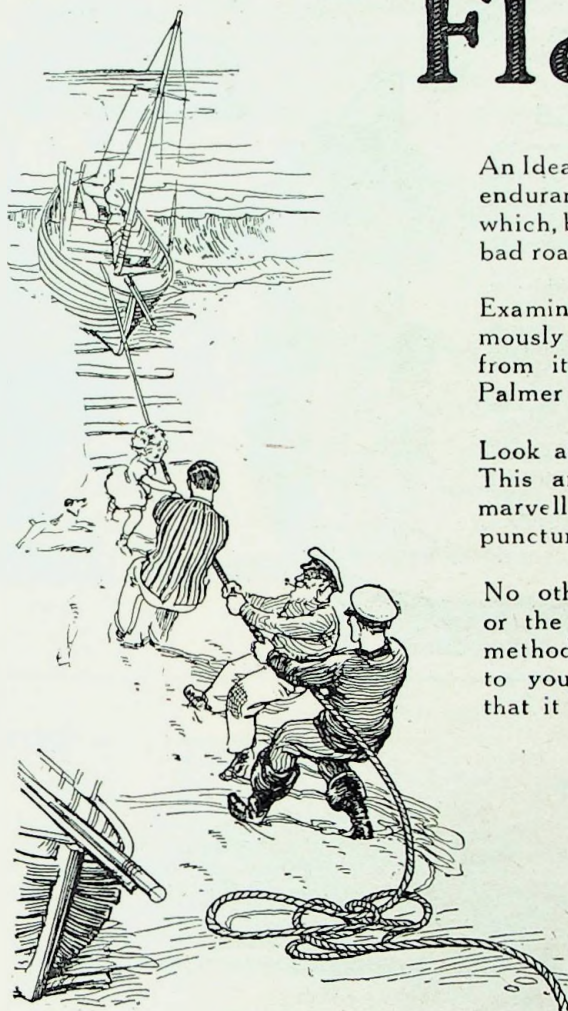
1,496 c.c. British-Anzani Engine,
12 v. (5 lamp) lighting set, separate
starter, 3-panel windscreen, patent
duplex suspension, spring gaiters,
clock, speedometer, dashboard
locker, best English leather
upholstery, etc., etc.

CROUCH MOTORS (1915), LTD.
Tower Gate Works - - Coventry.

London Agents: Messrs. B. S. MARSHALL, LTD., 17a, Hanover Square W.

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

Tough yet Flexible



An Ideal Tyre—A tyre which, by its consistent endurance, will cause you to forget it. A tyre which, by its elasticity, will cause you to forget bad roads—a Palmer Cord Tyre.

Examine the Palmer construction of enormously strong cords, each one rubber insulated from its neighbour, built up in the special Palmer way which eliminates internal friction.

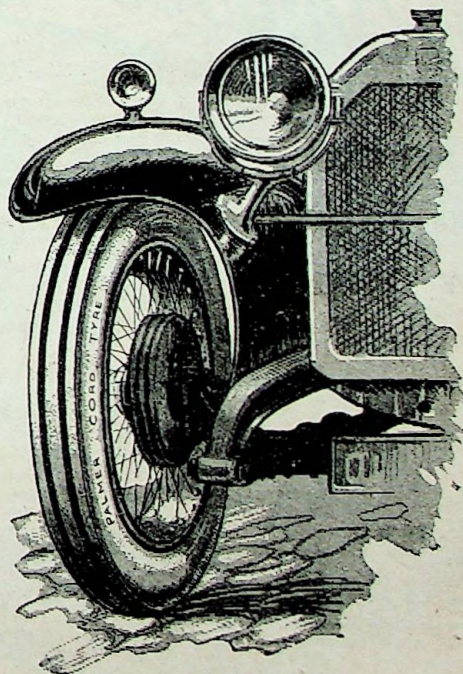
Look at the thickness of the Palmer tread. This and the tough cord foundation give marvellous endurance and immunity from punctures.

No other tyre has the steel-like strength or the sinuous flexibility that the Palmer method of construction gives. In fairness to yourself and your car you should see that it is equipped with Palmer Cord Tyres.

PALMER

CORD TYRES

THE PALMER TYRE LIMITED,
119-123, Shaftesbury Avenue, London, W.C.2



(271)

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

A-3

OIL COSTS MONEY, DON'T OVEROIL.

It's not only wasteful but it causes sooted plugs, carbonisation, pre-ignition and many other evils which all take the pleasure out of your motoring.

USE SCRAYPOIL RINGS

Only one is necessary to a cylinder—the bottom one. It will effectively prevent oil from reaching the cylinder head and return it to the sump at each stroke of the piston. Made with the same precision and excellence as all BRICO PISTON RINGS.

You CANNOT overoil with a SCRAYPOIL RING.

See your Dealer to-day. He has them in stock. He will explain their advantages.

We hold over half a million rings for despatch by return. Special sizes supplied in 24 to 48 hours. Retailers should order through their Factor.

Don't just ask for a Piston Ring. Ask for a BRICO Piston Ring and get the BEST

The BRITISH PISTON RING CO., LTD., COVENTRY.

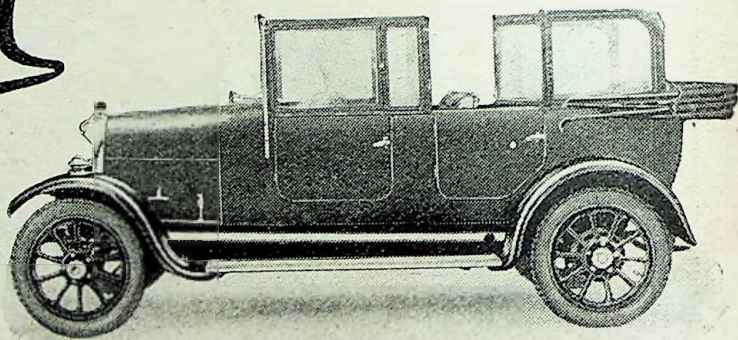
BRICO
TRADE MARK

EVERY RING PACKED IN A GREASE PROOF ENVELOPE

H.P.

Hampton

The car that asks
no favours from
its owner!



10 h.p.

2-seater	-	£275
4-seater	-	£298
Coupe	-	£330

or complete with four-wheel brakes and balloon tyres:—

2-seater	-	£295
4-seater	-	£318
Coupe	-	£350

Specification of 10 h.p. 4-Seater

4-cylinder, overhead valves, 63 x 100 mm. 4-speed gearbox, right-hand control, electric lighting and starting, dynamo gear-driven, no belts, double windscreen, Enots grease system, real leather upholstery, 12 Dunlop cord tyres, 12 months guarantee, full equipment of tools complete.

£298
(Tax £10)

THE HAMPTON asks no "favours"—demands no coaxing up that steep gradient—bears that extra load in an emergency uncomplainingly. The Hampton owner has the comforting knowledge of a reserve of power for the sternest test, the satisfaction of a staunch endurance that neither hard usage nor prolonged service can impair. Every Hampton owner is an enthusiast—he's proved the merit of his car. May we have the opportunity of convincing YOU too?

STROUD MOTOR MANUFACTURING Co., Ltd.
DUDBRIDGE - - - - - STROUD, GLOS.
Telephone: 271-2 Stroud. Telegrams: "Widawak, Stroud."

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

We have apologised

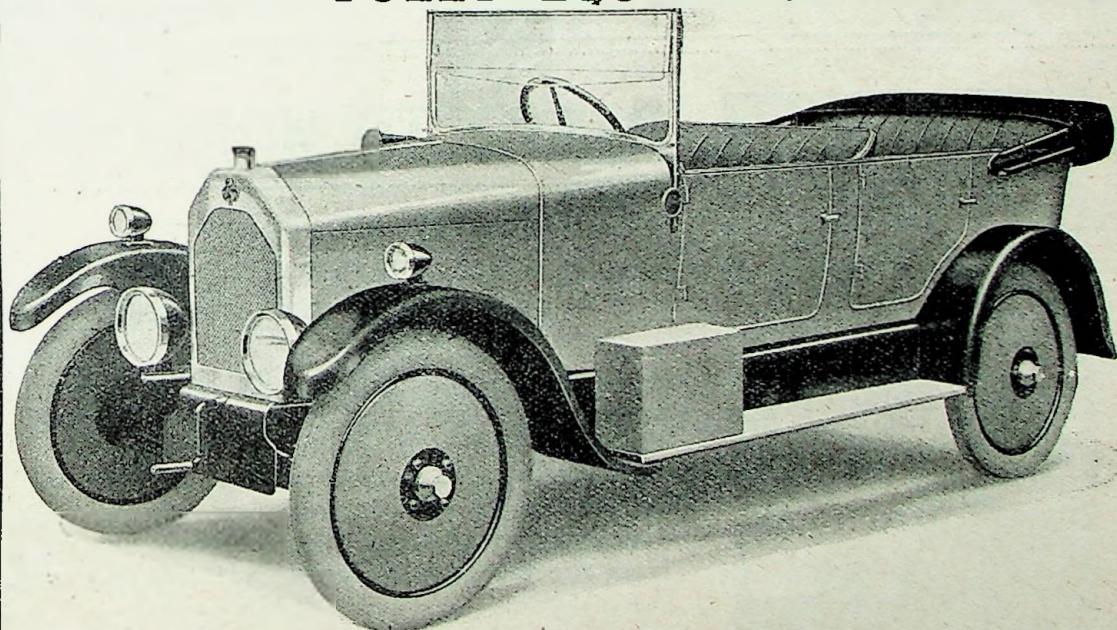
to all those would-be owners of SWIFT 10 h.p. Cars who had to make shift with full four-seaters of other makes owing to our temporary inability to meet their requirements. To those who preferred and were able to await its introduction, it will be welcome news to hear that the

—SWIFT— "TEN"

Full Four-Seater Model is now ready

The wheelbase has been increased to take the Four-Seater body (which has three doors), right-hand gear control has been substituted for the central type, 5 lamps are supplied instead of 3, and magneto ignition replaces the battery system.

NEW £245 PRICE
FULLY EQUIPPED.



Drop a post-card for Illustrations and Specifications, and for name of nearest Agent through whom you could arrange for a trial run.

Manufacturers :
SWIFT OF COVENTRY
LIMITED,
COVENTRY.

7 h.p.

Jowett

£7 Tax

We can give IMMEDIATE DELIVERY
from Stock of this MARVEL CAR.

2-Seater - £168

4-Seater - £192

With Dickey £170. Balloon Tyres on either model £6-5-0 extra.
The Car which is INEXPENSIVE to buy, ECONOMICAL
to run, RELIABLE, and does the work of the big Car.

Let us send you literature about this Car—it will interest you.

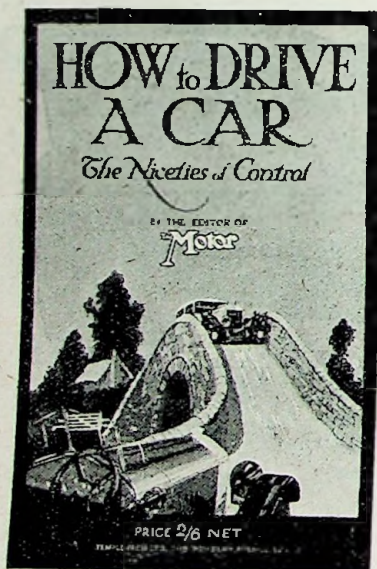
Visit our JOWETT Service Station in London.

Telephone
Hop 5279.



5, Lambeth Palace Rd.,
LONDON, S.E.1.

Garage Open Day and Night. Repairs to any make of Car. Moderate Charges.



PRICE
2/6
NET.

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

READY TO-MORROW

A NEW REWRITTEN,
AND PROFUSELY
ILLUSTRATED EDITION

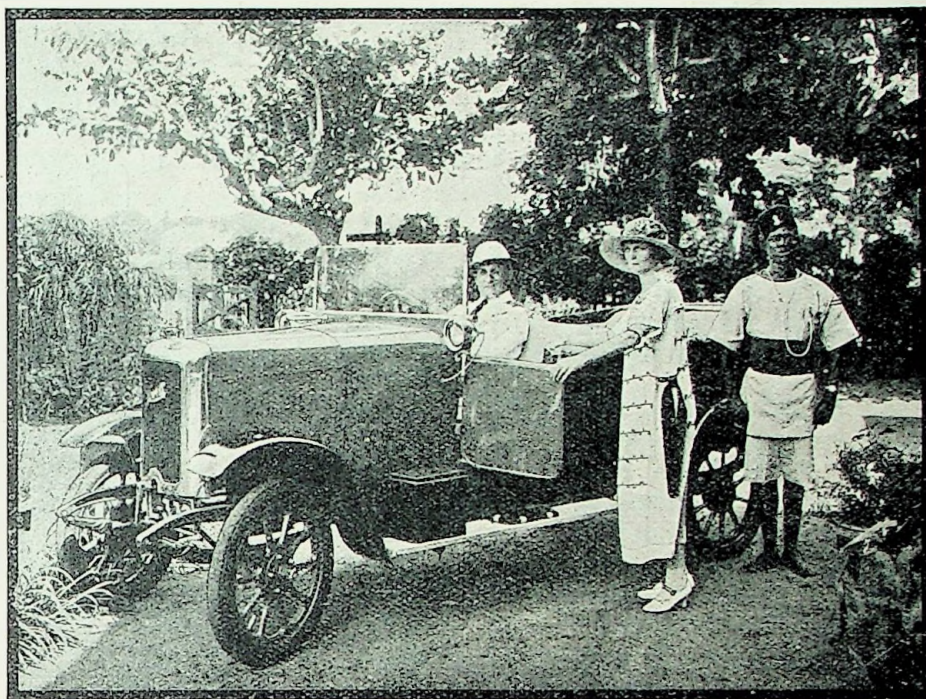
A complete guide to the efficient and safe driving and handling of a car. All the subtleties and finer points of driving are fully dealt with by text and illustrations, and by following the instructions practically every emergency and circumstance arising from the crowded state of the roads can be met.

Driving for efficiency and for avoidable waste and undue wear and tear of the car is a subject also dealt with.

TEMPLE PRESS LIMITED,

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

WHY 14 WHEN 7 SUFFICES ?



Commander C. Elliot, R.N., with his 1923 Jowett, at Lagos, Nigeria.

The 7 h.p. Jowett performs wonders in the far places where roads are mostly conspicuous by their absence, and conditions anything but favourable, except that the sun often shines.

Across the belt of Africa, East to West, "THE LITTLE ENGINE WITH THE BIG PULL" is daily adding to its laurels.

How easily, then, will it conform to your more reasonable demands ?

WHY 14 WHEN 7 SUFFICES
AND COSTS BUT HALF AS MUCH ?

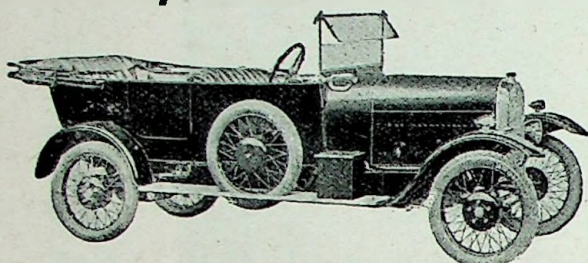
The FULL FOUR JOWETT COSTS £192.
Tax £7. 36 M.P.G. OIL, 1,500 M.P.G. 45 M.P.H.

The 2-Seater (£168) is even more economical.

May we send you particulars of both models ?

JOWETT CARS, IDLE, BRADFORD.

*Even a novice
can make a
perfect change!*



Think what it means to be able to change gear—up and down—with no more effort or skill than is required to operate the hand brake! This is what the G.W.K. and its unique system of disc drive means to you. Sound engineering design combined with simplicity in layout spell easy maintenance too—an important feature to owner-drivers.

The disabled driver's model is the only practicable solution of the problem at present offered.

Remember there is

A gear for every gradient.

NOTE NEW PRICES.

10'8 h.p. Two-seater Standard Model	£200	10'8 h.p. Four-seater Standard Model	£225
10'8 h.p. Two-seater Coupe Model	£250	10'8 h.p. Four-seater De Luxe Model	£255

*Write us to-day for full details of
all G.W.K. models.*

G.W.K. Ltd.

(Successors to G.W.K. (1919), Ltd.)

**Cordwalles Works,
MAIDENHEAD.**

Telephone - Maidenhead 624.

London Distributors: W. G. Nicholl, Ltd.,
50-54, Whitecomb Street, W.C.2

Agent: Captain Richard Twelvetees,
F. & P. Vandervell, 199, Piccadilly, W.1.



The All British **Standard**

11 h.p. Two and Four-Seaters.

ARISTOCRATS of the small car class, the 11 h.p. "Standards" possess all the good qualities of the famous 14 h.p. Models.

They are handsome, roomy little fellows that cost little to run, have a good turn of speed and climb well.

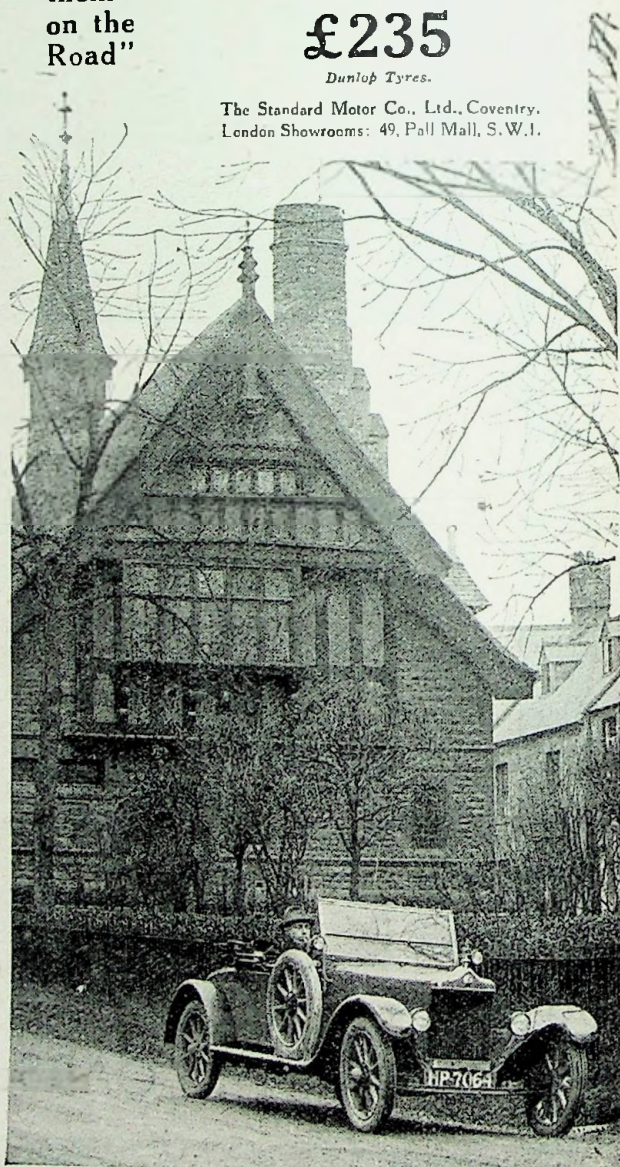
Owners are justly proud of their little "Standards."

**"Count
them
on the
Road"**

£235

Dunlop Tyres.

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



*An 11 h.p. "Standard" "Canley" 2-Seater
at Moreton-in-the-Marsh, Gloucestershire.*

The Motor

The National Motor Journal

EVERY
TUESDAY

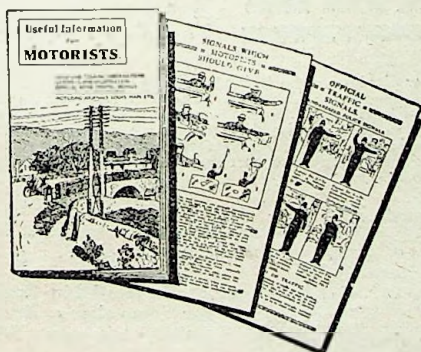
4^D

SUBSCRIPTION.

	3 mts.	6 mts.	12 mts.
U.K. and			
Canada	6/6	13/-	26/-
Abroad	8/2	16/3	32/6

Specimen Copy Post Free.

Send for this free booklet containing useful motoring information and particulars of many practical hand-books, maps and journals.



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

NEXT TUESDAY

(Sept. 9th)

SPECIAL AUTUMN NUMBER

PRICE AS USUAL — 4d.

ALL ABOUT BALLOON TYRES.

What the balloon tyre is and what it provides; the relation of low air pressures to suspension systems and shock-absorbing devices, and a review of all types, fully illustrated.

FOUR-WHEEL BRAKING SYSTEMS.

Points that should be understood regarding braking on the front as well as the rear wheels; the principal systems reviewed.

SALOON CARS FOR AUTUMN AND WINTER MOTORING.

A review of a number of standardized enclosed or semi-enclosed models.

ENCLOSED COACHWORK.

Latest practice of well-known coach-builders, as shown in examples of saloon, limousine, landaulet and coupé bodies.

In addition there will be one of H. M. Bateman's inimitable drawings entitled "A Truly Awful Moment," and a Pickwickian story, "The Eatanswill Motorbus," by Atherton Fleming.

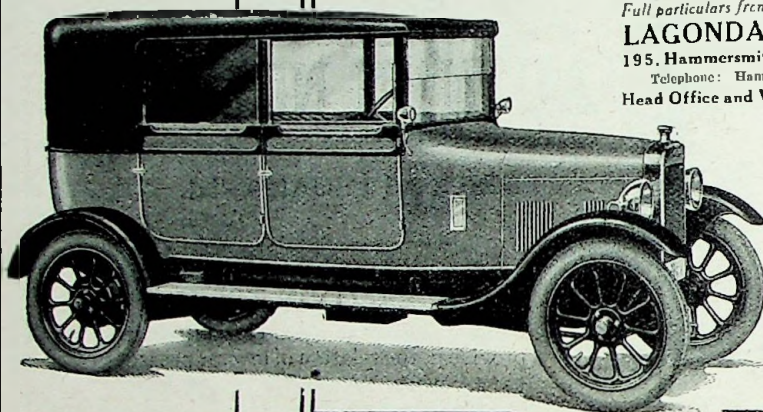
This issue will be authoritative, very fully illustrated from exclusive drawings and photographs, and one that will be well worth keeping for reference.

:: **Order Now** ::

The 12/24 h.p.

Lagonda

Reliable
Second-hand Lagonda
Cars in Stock.

**As Usual**

The 12/24 h.p. Lagonda Coupe Model entered
in the **Surbiton Motor Club's**
LONDON-BARNSTAPLE
Night Trial, held on August 2nd and 3rd, 1924,
again demonstrated its consistent reliability and
was awarded

A SILVER CUP

Prices from £295

Full particulars from any Motor Agency or
LAGONDA LIMITED.
195, Hammersmith Rd., London, W.6
Telephone: Hammersmith 8342-8343.
Head Office and Works - STAINES.



Exhibit No. 116-117
Motor and Cycle
Section,
Palace of
Engineering,
Wembley
Exhibition

THE COAN "CONE" STEPMAT

THE MOTOR MAT THAT MATTERS
THE ORIGINAL and ONLY STEPMAT OF ITS KIND PATENTED

(No. 187802)



CAST ALUMINIUM NUMBER PLATES

BC-8605

Regulation Size — Silver Polished Numerals — Black Ground

Write for Booklets and terms.

**R. W. COAN Ltd.**

The Aluminium Foundries,

219, Goswell Road, London, E.C.1.

Telephone No.
Clerkenwell 14466 (4 lines).Telegrams:
"Krankases, Barb, London."

Save at least £20 per annum by Garaging your Car at Home!

FREE

Send p.c. for profusely
illustrated book describ-
ing Thornber's Locjoint
Weatherboards and
Thornber's Garages.

"Housing Your Car" is a profusely illustrated Book describing Thornber's Locjoint Weatherboards, and showing the various pleasing designs in Thornber's Garages. Send for it to-day. Every Owner should have his own Garage. The saving per annum is considerable apart from the convenience of having your car near at hand. Thornber's Garages are roomy and sturdily built from well-seasoned timber, incorporating Thornber's Locjoint Weatherboards. Rain cannot possibly penetrate.



Anyone can erect a Thornber Garage.
All sections are assembled at works
and fittings are supplied.

If you are interested in Poultry,
send for Thornber's Annual.
It is worth 1/- but is sent FREE.

Every Poultry Keeper should possess one of
Thornber's Annuals. It gives useful hints
and tips, and also specially written articles
dealing with incubation and Pig Raising, as
well as illustrating and describing the many
Thornber Houses. It is worth 1/- but will
be sent FREE.



THORNER BROS.,
11, Mytholmroyd,
Yorkshire.

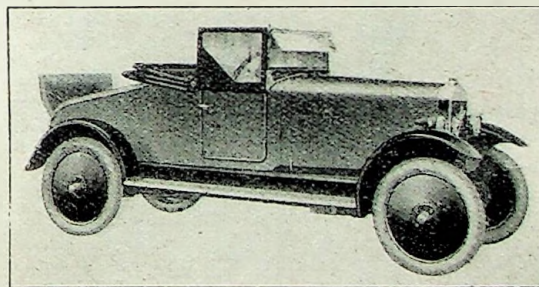
for the autumn tour—the Rhode

What a difference! Last year you remember you took your holiday at holiday time—you landed down at your local station with your wife and several bags and suitcases in the early hours—*had to*, to get to your destination at any reasonable time. You had only carried those bags about 200 yards but they bothered you—you dropped them on the platform, told the porter to put some labels on the d— things and stick them in the van—you booked and—"The Lord preserve us," the train was just moving out when you looked through the window to find them still reposing where you dropped them! Then there was excitement, and so it was to the journey's end—crowded trains—heaps of other people's luggage—several changes—hours late, and—as a natural consequence, the first and last days of your vacation were lost and utterly devoid of any recuperative benefit.

* * *

What a difference!—to-day you bring the daintiest of all Two-seaters round to the gate—"any old time"—you and the maid bring down the garden path the bags and other impedimenta of the tour and stow them in the commodious dickey. You run back for the wife and have "just one" Scotch and soda while you're waiting—you start *when* you will for *where* you will—the first day is all holiday, and probably because it is the first seems of all those delightful days the most delightful. At the end you put up at an old-world inn in an old-world village—no rush—no hurry—no worry—and so it is to the holiday's end, and all on an expenditure which entirely justifies our slogan—the most economical car in the world—and with the satisfaction that only such a car—such a sturdy, swift, reliable little bus can bring.

"What a difference"!—Why not buy one to-day?



RHODE MOTOR Co., Tyseley, B'HAM

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

AN EXPERT'S OPINION OF THE 11·9 BRITISH ANZANI ENGINE.

The Manufacturer of a well-known and popular light car to which the British Anzani Engine is fitted, recently informed us that he has tried in his chassis every make of 11·9 proprietary engine on the market, and that in his opinion not one of them could be compared with the British Anzani Engine for power and speed, and general excellence of performance, and he has arranged with us for a supply of engines for his 1925 model.

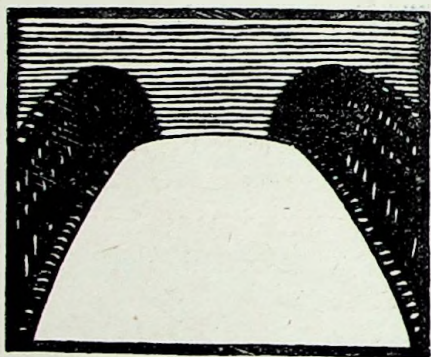
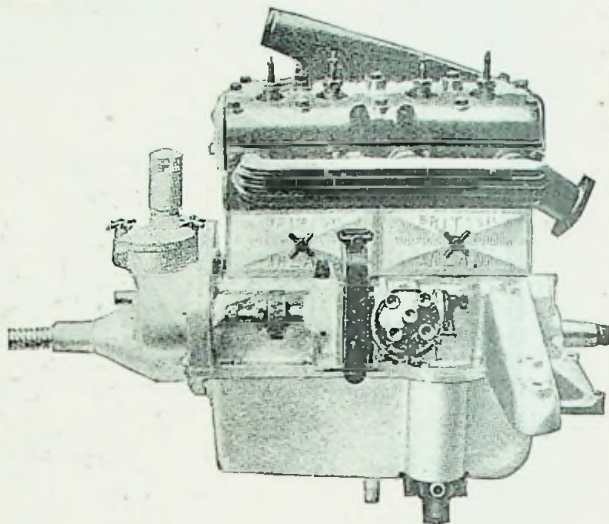
If he, as an expert, backs his opinion by continuing to use the British Anzani, surely it is well worth your while to follow his lead and see that your new car has a British Anzani engine.

We are exhibiting at Wembley and Olympia.

Write for details:—

The British Anzani Engine Co., Ltd.,
30-32, Scrubbs Lane, Willesden, N.W.10.

Telephone — Willesden 2770-2771.



"Hump-back" Bridges

THESE bridges can always be relied upon to provide a little sensation to the motorist. Take them at speed and as you dash over the crest you get that "left in the lift" sensation . . . if the road is clear. But there may be another sort of sensation when you top the rise—in the shape of a lorry, car, or farm waggon—then it is a case of steady nerves and smart brake work. Brakes correctly adjusted and lined with Ferodo Lining will take control immediately you press the lever. Ferodo Linings never let you down—their grip never weakens. They stand the terrific stress of brake friction without slipping or seizing and they never break up.

FERODO
FRICITION LININGS

FERODO LTD., CHAPEL-EN-LE-FRITH
DEPOTS and AGENCIES: London, Birmingham, Leeds, Manchester, Bristol, Belfast, Coventry, Newcastle, Glasgow, Carlisle, Brighton, and Liverpool.

A140

The GULLY for the GARAGE

SANKEY'S DEEP INTERCEPTING GULLY.

Obviates clogged-up drains.

Ensures perfect "get-away" for Water.

Traps all Greasy matter, solids, or other Refuse.

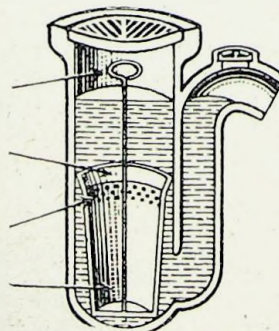
IMPORTANT ADVANTAGES.

With the long handle the bucket and its contents are easily removed.

The top is so shaped that when the bucket is removed it brings away all the grease, etc., adhering to the sides of the gully.

Water clear of solids runs through perforations well above the refuse trapped.

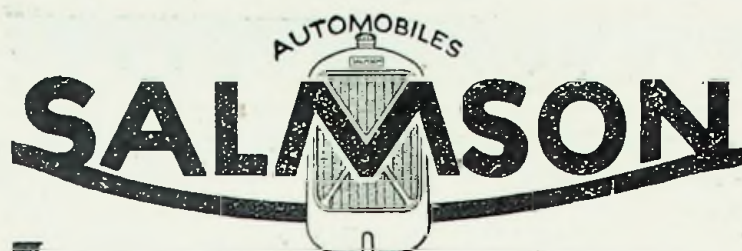
The gully is so deep that even in the driest weather there is no danger of untrapping the gully, neither is there any possibility of the refuse escaping and blocking up the drain pipes.



*Write for full
particulars to:*

J.H. SANKEY & SON, L.

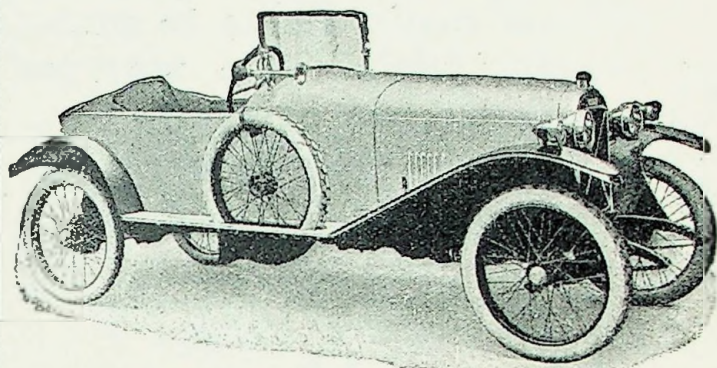
HEAD OFFICE: ESSEX WHARF, Established
CANNING TOWN, LONDON, E.16. 1857.



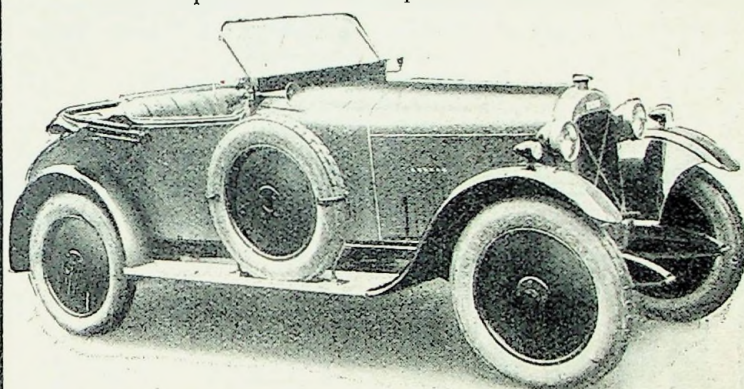
Sole Concessionnaires:

S.M.S. Ltd.,
17a, MOTCOMB STREET,
BELGRAVE SQUARE, S.W. 1.

Phone: Victoria 8856.

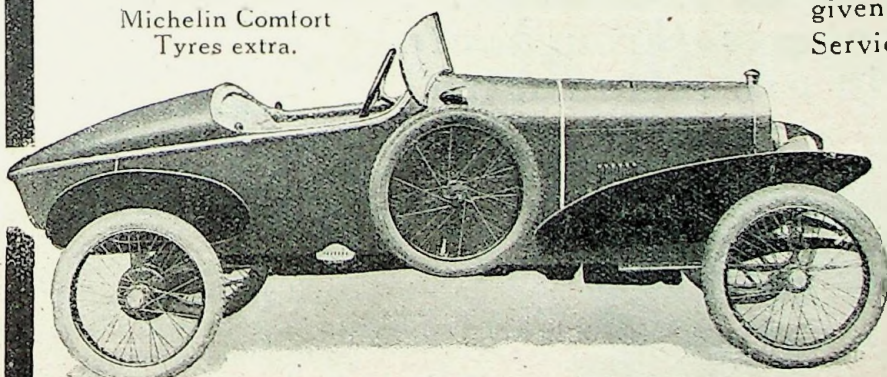


10 h.p. 2-seater Sports **£190**



10 h.p. 2-seater De Luxe **£198**

Michelin Comfort
Tyres extra.



10 h.p. Grand Prix **£290**
GUARANTEED 70 M.P.H.

DELIVERY of all models (particulars of those not shown sent on application) can be given from stock.

EQUIPMENT on all models (except the Grand Prix supplied without starter) includes starter, lighting, speedometer, clock, horn, 5 tyres, etc.

DEFERRED PAYMENTS can be arranged for all models. PART EXCHANGE arranged for any make of car or motorcycle.

SERVICE AND SPARE PARTS are given at the makers' Service depot as above.

PRICES.

10 h.p. 3-seater - £178
10 h.p. Sports - £190
10 h.p. 2-seater £198
10 h.p. 4-seater £199
10 h.p. Grand Prix £290
10 15 h.p. 4-str. £325
10 15 h.p. Saloon £425

Gordon Watney
& Co Limited
THE PART EXCHANGE SPECIALISTS

Sole London Distributors.

31, Brook Street,
Bond Street, W.1
Mayfair 2965.

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

"I thought of it whilst shaving"



—a perfect Battery, like a keen razor, helps to smooth away life's little worries."

BULLDOG BATTERIES

in their one-piece containers of

TRADE *"Dagenite"* TRADE

are acid-proof and non-spillable, and make a strong appeal to every owner who seeks car comfort and efficiency.

Ask your dealer for particulars or write direct for Catalogue "L."

PETO & RADFORD

(Proprietors: Pritchett & Gold and E.P.S. Company, Ltd.)

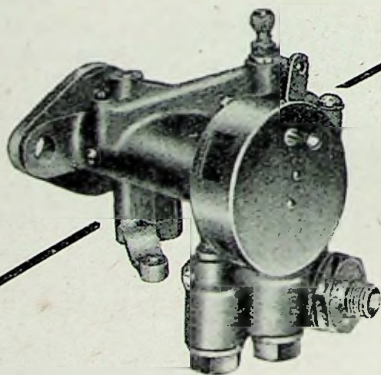
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Motor Engines throughout the world are fitted with



ZENITH

CARBURETTERS

GRAND PRIX
DE BOULOGNE
Second Category.

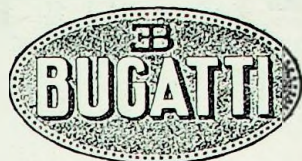
B. S. MARSHALL
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FINISHED FIRST.

What better proofs
could you have that
the 'Zenith' will im-
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"FESTINA LENTE."

BOULOGNE GRAND PRIX

FIRST - B. S. Marshall - BUGATTI

THIS race took place on Saturday last, August 30th, in most appalling weather conditions, so bad that the official starting time was postponed and the race shortened by two laps. From a field of 12 starters the Bugatti won with a lead of 12 minutes from the next arrival—at an average speed of 54.05 m.p.h. for the course of 232 miles. No mechanical trouble whatever—one stop only for petrol, gaining also the

COUPE DES REGULARITE

Perrot Front Wheel Brakes were fitted for this event—on the same car that has been used for competition during the present season.

You Can Buy One Like It!

Accredited Agents:

B. S. MARSHALL LTD.,

17a, Hanover Square, W.1

Mayfair 5906-7.

AGENTS for Singer, Standard, Bayliss-Thomas.

THE FAMOUS "SERVICE"

14 IN

AT 45/-

EACH

Carriage Paid in
United Kingdom.

- 1.—New Triple-proof Grandrille Gabardine
- 2.—Inter-lining throughout of non-perishable Oilskin.
- 3.—Check lining.
- 4.—Detachable, warm, fleecy wool lining.

These coats must not be confused with others similarly described, but of far inferior quality, now being offered on the market at a low or at a similar price. **Call in, see, feel, and judge the materials used—try one on for style and cut. IF YOU CANNOT CALL—take advantage of OUR APPROVAL OFFER.** Order by post—stating chest (over coat) and height measurement and satisfy yourself in your own home.



Our Guarantee. If not satisfied we will refund the remittance **IN FULL** without further question, provided the garment is returned undamaged in seven days.

Final Offer of Car Accessories at Bargain Prices.

SEIZE THE OPPORTUNITY TO EQUIP YOUR CAR BEFORE IT IS TOO LATE.

MASCOTS

Brass, Nickel,

12/6 each 17/6

All full 7-in. size.
"Hello," "Nymph," "Butterfly Girl," "Diving Nymph," "Iris," "Wind," "Nymph," "Minx," "Pixie," "Draped Speed Nymph," "Water Nymph," "Mercury," "Victory."
Usual price, 50/- upwards.

CLOCKS

(Brass finish),

at 17/6 each

All 8-day movement by the leading makers.

Usually sold at prices from 75/- upwards.

273
to
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The Service Company Ltd.

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HIGH HOLBORN, LONDON, W.C.1

SANKEY

PATENT ALL-STEEL

wheels

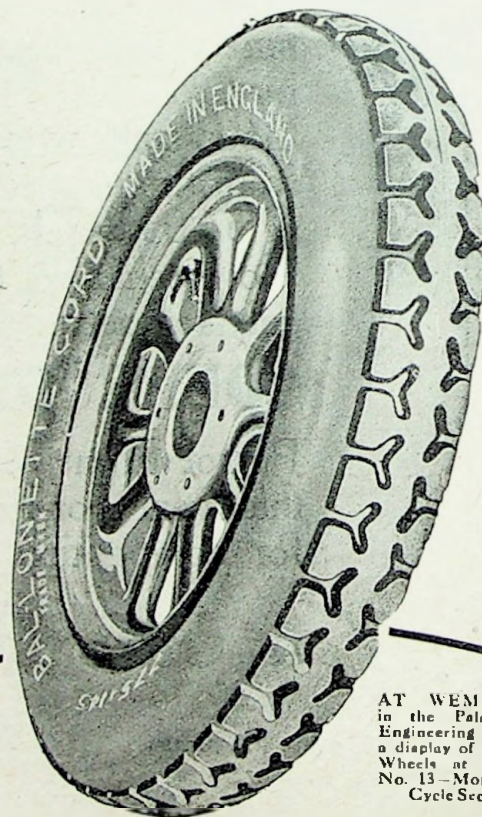
WHETHER you decide to have low pressure or high pressure tyres on your car make absolutely certain of one thing . . . see that they are fitted to Sankey Wheels.

For Sankey Wheels are the strongest in the world . . . no strain or stress is too great for them. . . They have never been known to buckle or break. Fit Sankey Wheels and ride in Safety.

SANKEY WHEELS for LOW PRESSURE TYRES

We are now manufacturing Sankey Patent Steel Wheels in the following sizes:

715 x 115 730 x 130 775 x 145



AT WEMBLEY, in the Palace of Engineering there is a display of Sankey Wheels at Exhibit No. 13—Motor and Cycle Section.

JOSEPH SANKEY & SONS, LTD.,
HADLEY CASTLE WORKS, WELLINGTON,
SHROPSHIRE

'Phone: Wellington Salop, 66. Telegrams: "Sankey," Wellington, Shrops.
London Office: Mr. R. Jenkins, Ulster Chambers, 168, Regent St. 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.

If you don't want to go over £250, you should certainly most carefully consider a



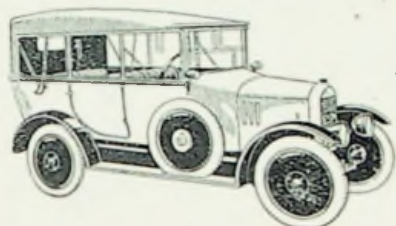
Singer Models.

10 h.p. Popular Two-Seater	£200
10 h.p. Popular Four-Seater	210
10 h.p. De Luxe Two-Seater	225
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10 h.p. LIGHT CAR

You can buy one from ALLEN-BENNETT'S by Extended Payments up to 18 MONTHS — or, if you wish, can exchange your present car for a SINGER on the most generous terms obtainable.

Call, write, 'phone for particulars. Also ask for a copy of "The Car you should Buy."



The ALLEN-BENNETT

Motor Co., Ltd.,

8-9-10-11, Royal Parade,

WEST CROYDON.

Croydon 2450.

"Track, Croydon."

Open till 7 p.m. every day including Saturday.

PEUGEOT JUNIOR

6 H.P.

THE MOST ECONOMICAL TWO-SEATER IN THE WORLD

Fitted with French Body, from -

£170

Fitted with English Body, dickey seat and all-weather curtains, from -

£185

Give us a call at our Showrooms to inspect our models.



Any make of car taken in part exchange and balance by instalments.

Showrooms : 10, Brompton Road, S.W.1.

Phone : 871 Kens.

Service Station : 19a, Carlyle Sq., Chelsea, S.W.3.

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TRY THEM ON THE ROAD

The Amazing



BRITISH

BUILT

Proof of the worth and distinction of the Amazing AC is provided by no fewer than

28 R.A.C. CERTIFICATES

This is a larger number than held by any other car in the world, and more than all other light cars combined. Second to the AC comes a car that sells for over £2,000.

We can easily show you exactly why the Amazing AC can perform such wonders.

Let us give you a run on the road or drive you down to inspect our Works and see them made

S. F. E. H.

12 h.p. 4-cyl. from £275.

2 and 4 seaters and all types of bodies.

AC CARS, Limited.

55 & 56, PALL MALL, LONDON, S.W.1

*Phones: Gerrard 2232, 6620 & 6844. *Wires: "Amazing, Piccy, London"

*Works: Thames Ditton, Surrey.

*Phone: Kingston 3340 (4 lines). *Wires: "Aycemoco, Thames Ditton."

*Service Depot: North Road, London, N.7.

*Phones: North 2903/4/5/6. *Wires: "Aucarriezo, Phone, London."

PLEASE ASK FOR ADDRESS OF THE NEAREST DEALER.

SEE THEM MADE

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



A SUMMER — or "In Good Company." A happy snapshot of a small car enthusiast engrossed in "The Light Car and Cyclecar." Her own choice—a 9.5 h.p. Rhode—figures prominently in the background.

NOTES, NEWS AND GOSSIP OF THE WEEK

Italian Grand Prix.

The most important event in the motoring world this week-end is the Italian Grand Prix, which will be run off at Monza on Sunday.

British Victories.

British competitors scored well-merited triumphs at the Boulogne Motor Meeting. A full description of the events in which small cars took part, will be found in this issue.

Safety-line Refuge.

A temporary triangular wooden refuge in Russell Square, London, has been replaced by a safety white line of the same shape, but it is questionable as to whether drivers will obey the unwritten law which it conveys, and in that case its value to pedestrians is somewhat lost. It is an innovation, however, which suggests possibilities.

High-handed Action.

If it is true that the Bournemouth Corporation has recently made a regulation that it will require evidence that the applicant for a licence as driver of any licensed vehicle is physically fit to act in that capacity, and that a certificate to this effect, signed by a qualified man, must be produced when the application is made, we should like to know upon what authority they have acted.

No. 615. Vol. XXIV.

LIGHTING-UP TIMES

for Saturday, Sept. 6th, 1924.

London ... 8.5	Edinburgh ... 8.25
Newcastle ... 8.16	Liverpool ... 8.20
Birmingham ... 8.13	Bristol ... 8.15
Dublin ... 8.33	

The above are the lighting-up times for rear lamps in England, Wales and Scotland.

Moon—First quarter, 6th.

Tramdemonium.

Tramway systems are bad enough when they are in working order, but when it becomes necessary to effect repairs to the track, traffic conditions very often resemble pandemonium. Striking instances which serve to illustrate the point are now becoming tolerably familiar to London motorists. They are the stretch of track between Tally Ho Corner and Whetstone; Kentish Town Road; Lea Bridge Road, Leyton, and High Road, Leyton. Transport officials would add materially to their education if they paid a visit to these centres and watched the chaos which exists under present conditions. It is sheer "tramdemonium."

Royal Patronage.

As usual, His Majesty the King has been graciously pleased to accord his patronage to the annual International Motor Exhibition which opens at Olympia next month.

The Motor Show.

Readers should bear in mind that the Motor Show is being held earlier this year, the opening day for the public being Friday, October 17th. A somewhat unusual condition arises in that the Olympia Exhibition will be overlapped by the Motor Show which forms a part of the engineering exhibits at Wembley.

Big Game in the Suburbs.

A member of our staff had an unusual experience the other night when driving along a road in Leyton with only his small wing lamps alight. At a more than usually dark portion of the road he found himself confronted by an elephant, which stood regarding the car with apparent interest. The beast was in charge of two men, who explained that they were taking it for "garaging" with the local vet. after its performance at a near-by music-hall.

By a singular coincidence a similar experience befell another of our staff some years ago in the Golders Green district.

Races for Three-wheelers.

Three-wheeled cyclecars are eligible to compete in the Liverpool Motor Club's races which will be held on Wallasey Sands on Saturday, September 13th. The first race is timed for 3 p.m.

A New Standard Saloon.

An interesting exhibit at the forthcoming Olympia Motor Show will be a new 11 h.p. Standard saloon, to be known as the Piccadilly. The price of the 11 h.p. two or four-seater is £235.

Jowett Club's Rally.

Although marred somewhat by bad weather, the Southern Jowett Light Car Club's rally last Sunday was a pronounced success, over a dozen members turning up at the meeting point at Virginia Water. One of the most interesting items of the day's entertainment was a "General Post" competition for lady passengers.

High-powered Motor Ships.

Remarkable developments in power units for large ocean-going motor ships are taking place, and readers who seek information on these matters will find much to interest them in the September number of *The Motor Ship*. The highest-powered single-screw motor ship forms the subject of a well-illustrated article, and among the many other interesting features in this issue are "Internal-combustion Turbines" and "Standard Motor Shipbuilding."

Nota Bene.

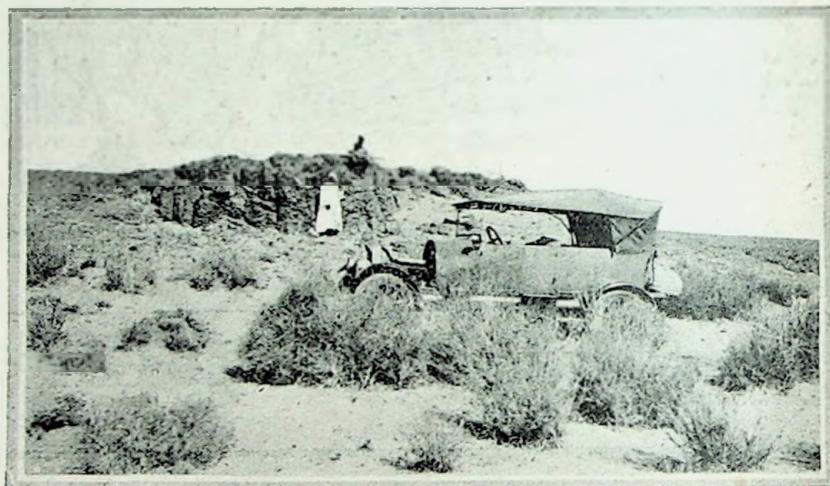
The newly surfaced and treacherous section of the North Road, to which frequent reference has been made recently in this journal, begins at its southern end at the foot of what is known locally as "Dirt-house Hill," which is just beyond Cross Hall cross-roads, less than a mile through Eaton Socon. The very fact that it starts abruptly at the foot of a hill makes it all the more dangerous, whilst, if this were not sufficient, it leads off with a right-hand curve. Speeds up to 35 m.p.h. with a well-loaded and well-tired light car are possible, but risky; 20 m.p.h. is about the safe maximum on the heuds. When dry the surface is perfectly safe at all speeds. When wet, particular care is necessary.



MOTOR TERMS TRAVESTIED.

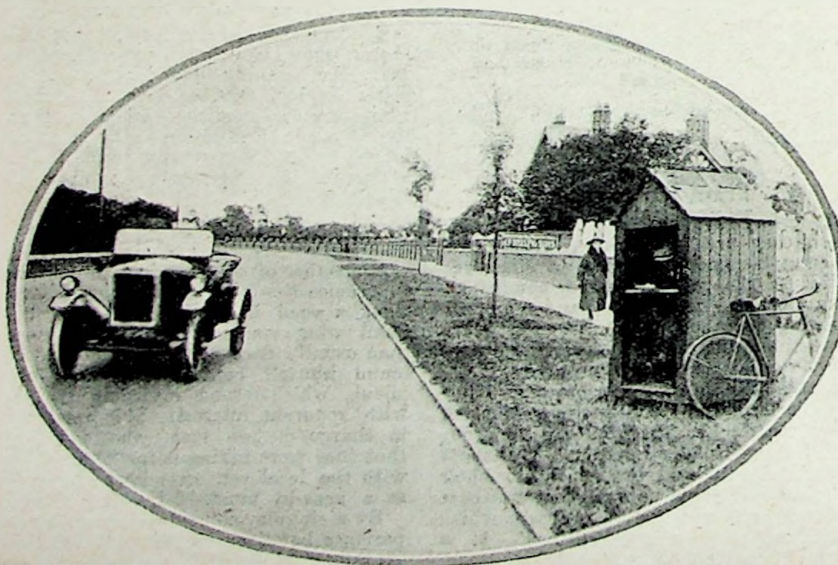
No. 28.—Query: What is the Term?

We offer a prize of ONE GUINEA for the most apt motor term received. No solution will be judged before 11 a.m. on Tuesday next. (The solution to last week's picture is in "Around the Trade.")



CONTRASTS IN "TRAFFIC" CONDITIONS.

Below is seen an official of the M.O.T. counting the vehicles as they go by on the Liverpool-Southport road at Birkdale in connection with the annual census. His duties would be light were he stationed amidst the scrub and sand of the Eastern desert seen above. The car is a 10 h.p. Hampton owned by a Cairo banking official.



Quickly Operated Adjustment.

A method whereby the foot brake of a car may be adjusted without even stopping has been provisionally patented by Mr. John P. Hillhouse, M.I.Mech.E., M.I.A.E., who will be pleased to hear from anyone interested. This method can be fitted to existing designs without material alteration, and should be of great benefit when touring in hilly districts or on long-distance reliability trials. The adjustment is effected by rotating the foot-pad of the pedal, which in the conventional type is mounted on a shaft carrying a worm, which engages with a sector on a small subsidiary lever pivoted to the main pedal arm. When the pedal-pad is turned by hand this lever is caused to rotate on its pivot, thus taking up any play in the brake rod which is anchored to its lower extremity. When once set, the adjustment is locked by any suitable device. In the case of the plunger type of pedal the rod is screwed into the ball-end, which bears against the brake-rod arm.

The Prince to Attend Banquet.

H.R.H. the Prince of Wales has accepted the invitation of Sir Harold Bowden to be present at the annual banquet of the Motor and Cycle Trades Benevolent Fund, which will be held at the Connaught Rooms on Tuesday, November 18th.

Non-success of Rubber Road.

The stretch of rubber roadway put down in Whitehall, London, as an experiment, has not been entirely successful, and is being taken up. The main fault was not due to the actual material, but to the difficulty of making it adhere to the concrete foundation.

Four-wheel-brake Test

Mr. Raymond Mays's Bugatti has been fitted with Whitehead's four-wheel brakes, and on Friday last was subjected to exhaustive brake tests at Brooklands.

An Attractive Handbook

The Midland Car Club has now issued an attractive handbook for 1924-5. Amongst other features, it contains a motoring map of the Midlands, which should be of value to provincial motorists.

Canada's Automobile Exports.

The export of passenger automobiles from Canada for the year ended June showed an increase in number, but a decrease in value, 52,149 being exported. This is an increase of 1,687 on last year, but the value of these machines was only 26,078,932 dollars, a decrease of 1,701,950 dollars.

The Queen Visits Rubber Factory.

On Tuesday, August 26th, Her Majesty the Queen and Royal Party paid a visit to the works of the North British Rubber Co., Ltd., at Edinburgh, where they were met by one of the directors, Sir James Wishart Thomson, and the works manager, Mr. W. Williams. Her Majesty watched the manufacture of various rubber goods, but was particularly interested in the tyre department.

A Thoughtful Policeman.

A policeman on point duty in a Metropolitan area, with whom we chatted recently, mentioned that he always made a point of signalling to oncoming traffic in plenty of time so as to give drivers

BETTER SIGNPOSTING.

A commendable practice which is spreading. The signpost can be read before the cross-roads are reached. (See paragraph in centre column.)

Climbing Kidd's Hill.

The Kent and Sussex Light Car Club will hold a hill-climb at Kidd's Hill, Hartfield, on Saturday, September 13th, the first event being timed for 2 p.m. A preliminary notice contains the following significant clause: "Bugatti cars barred from all touring classes." Inquiries should be directed to Mr. Lewis Humphries, 12, Malling Street, Lewes, Sussex.

Unlimited Supplies.

Inquiries from garage proprietors for unlimited quantities of their No. 1 petrol are invited by the Blue Bird Motor Co. (1924), Ltd., and at a recent meeting of the company the chairman said it was their intention to extend the area of competition by opening new stations.

Worcester Club's Trial.

The annual one-day reliability trial of the Worcester and District Motorevele Club, Worcester Motor Club and Malvern M.C.C. will be held on Saturday, September 13th, the start being from the Fox Inn, Bransford, near Worcester, approximately at 9 a.m. There will be a number of valuable awards for cars up to 1,100 c.c. and over. Full details can be obtained from the hon. trials secretary, Mr. H. A. Bleckly, 63, Fort Royal Hill, Worcester.

Improved Signposting.

We have already drawn attention to the signposts at Cobham, which are placed not at the actual turning, but some 30 yds. on each side, so that drivers can read the directions given in plenty of time to make the correct turn. This system of signposting is now appearing in other parts of the country, a notable example being found at Brampton Hut cross-roads on the North Road. The post carrying the direction arms, however, might also very usefully display a cross-roads warning, as this is one of the most dangerous spots on this route.

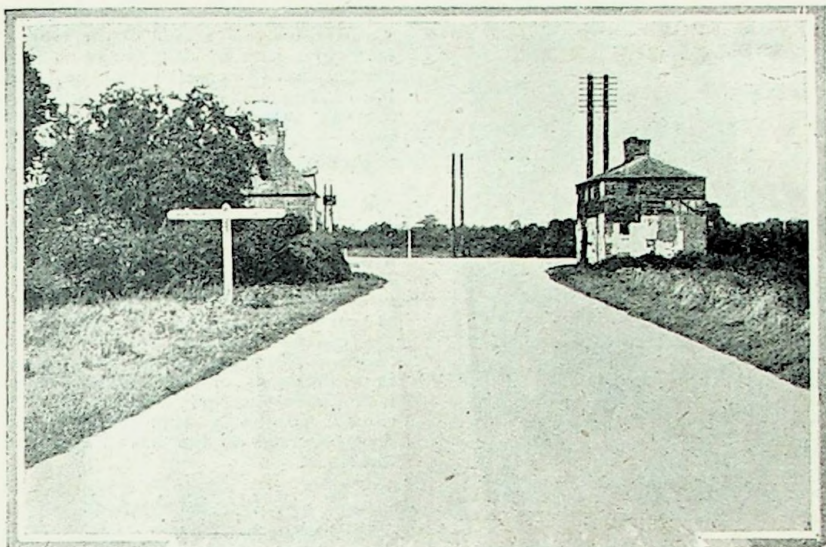
INQUIRIES FROM EVERYWHERE.

HOW THE ROVER CO. SECURED THEM.

"We would like to add that we received an almost overwhelming response to our advertisement in your issue of May 30th, in which we offered full particulars of this new model to anyone who clipped the coupon. Even at the present time we are still receiving these coupons, many of them from remote places overseas."

The Rover Co., Ltd.
(August 19th, 1924).

Don't waste money experimenting with advertising. Concentrate upon "The Light Car and Cyclecar," the only small car journal.



Long Acre, London, usually a scene of bustle and activity—often impassable—presents an almost deserted spectacle owing to the strike of Covent Garden porters.

ample opportunity not only to understand his signal but to act on it. If the police all over the country displayed the same degree of common sense the traffic would be far easier to control and driving would be more carefree.

Ninety Per Cent. Cooling.

An advertiser in a well-known motor paper states that he will exchange for a solo, combination or three-wheeler, a "Buckingham sporting cyclecar, 90 per cent. water cooled." A 10 per cent. loss of cooling efficiency somewhere, we presume.

Hard Luck!

For his defence, when charged with exceeding the speed limit, an Elgin motorist said that he was using larger tyres than hitherto, and had had no corresponding adjustment made to his speedometer. The bench, however, was politely incredulous.

Why Not in England Also?

A motor club in the United States, called the Argus Association, has now over 10,000 members, every one of whom has signed a pledge to obey a list of 13 road rules.

Pass the Salt.

Natal is experiencing extremely cold weather for this season of the year, so cold, in fact, that the springs on a car are reported to have become frost-bitten, fracturing completely when the car was traversing a rough section of road.

Brooklands Fatality.

It is with very great regret that we have to announce the death of D. Resta who was to have driven one of the Darracqs in the 200-Mile Race. Resta was attempting short-distance world's records in a 2-litre Grand Prix Sunbeam last Wednesday, when, while travelling down the railway straight, the car dashed through the fence on the off side and immediately set on fire. Resta was killed instantaneously and Perkins, the mechanic, was badly injured. The accident occurred on the fastest section of the track.

A Novel Award.

In the London-Barnstable trial, which was held on August 2nd, there was a novel additional award presented by Mr. A. J. Whitehead, consisting of a complete set of Whitehead front-wheel brakes, fitted free of all costs to the car making the best performance. Unfortunately, however, it was not possible to publish the name of the winner of this award on account of the fact that the best car performance was made by a



IF YOU WANT TO
KNOW THE TIME—

In competitions, consult the timekeeper and not a policeman. A sidelight on the Alec Ross Trophy Trial. The car is a Harper.

Holiday Touring Articles.

Following our announcement recently that readers should not submit articles dealing with holiday tours without first submitting a synopsis with specimen photographs to the Editor, we are reminded that S. Wolf and Co., Ltd., 115, Southwark Street, London, S.E.1, the makers of the Solex carburetter, are offering prizes to motorists for such articles.

A Sensible Recommendation.

The Surrey County Council has expressed the opinion that all heavy motor vehicles should carry reflectors so that the drivers shall be aware of the pre-

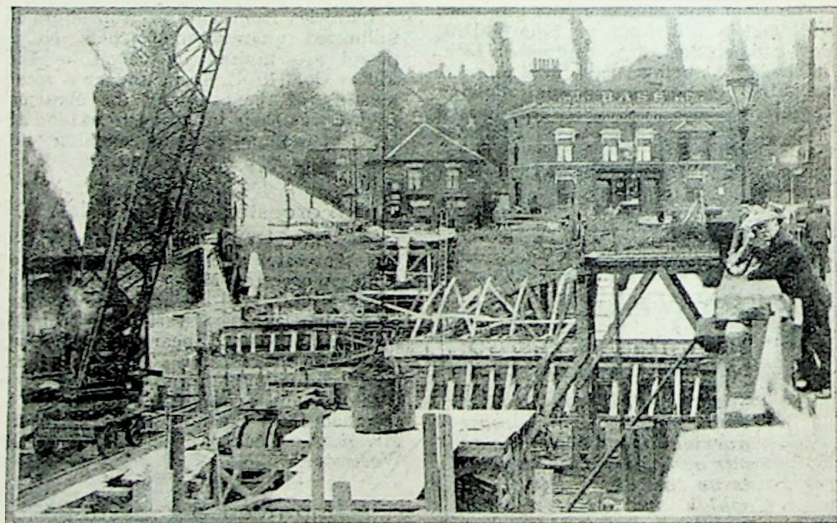
Special "200" Number.

On September 26th, a special 200-Mile Race Number of *The Light Car and Cyclecar* will be published. As its title implies, the principal feature of the contents will be the vivid story of the only annual long-distance car race held in this country. Profusely illustrated, and dealing with every phase of the great Brooklands event, it will form a permanent souvenir, of which every motorist should make sure of obtaining a copy. The price will be threepence, as usual, and, in addition to the report of the race, it will contain all the usual bright and attractive features.

An Uncomfortable Experience.

An added source of danger caused by tramways was recently brought to our notice. Whilst being driven along a road laid with conduit system tramlines the speedometer cable of a light car came adrift at one end and fell down the plough slot, where it came simultaneously in contact with the live rail and the surface protecting rail, and so caused a direct short circuit. The inner cable was fused solid with the metallic casing, but, luckily, the occupants of the car were unhurt. Probably there was trouble at the local generating station!

2118

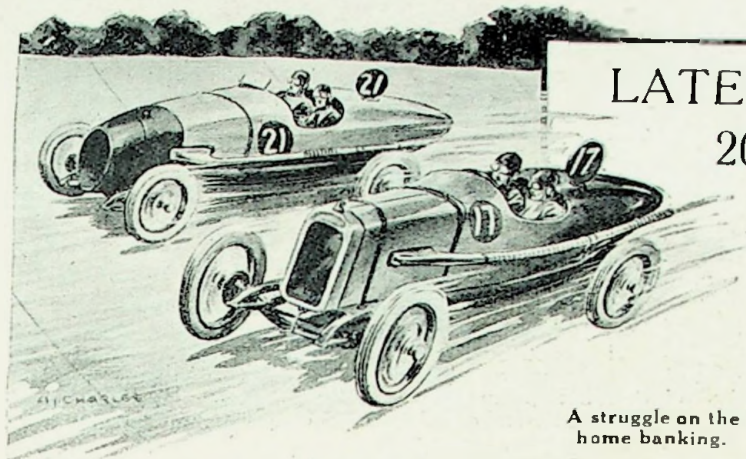


A MIDLAND BRIDGE WIDENING

Work in progress at the Derbyshire end of the Burton-on-Trent Bridge. When finished it will be a very fine structure.

sence of overtaking traffic. Apparently, however, the Ministry of Transport thinks that a matter of this nature should be dealt with, if at all, by means of a general measure, and not by local by-laws. As no by-law apparently can be made, the general purposes committee recommends that the council should urge for prompt legislation.

Palladium which was fitted normally with four-wheel brakes. The matter was therefore discussed by the committee and referred back to the donor, after which it was decided to present the award to the driver of the car which put up the second best performance. This proved to be Ray Abbott (10.8 h.p. Clyno).



A struggle on the home banking.

LATEST NEWS OF THE 200-MILE RACE.

A G.N. DISAPPOINTMENT—CARS THAT WILL LAP AT 100 M.P.H.—DARRACQS STRONG FAVOURITES—A SUPERCHARGED HORST. MAN—THE ASTON-MARTIN ENTRIES.

ALTHOUGH the Junior Car Club's 200-Mile Race will be held a fortnight to-morrow (Saturday), very few of the competing cars are ready. Since giving, last week, the first complete details of the very interesting Vagova and Gordon England's Special Austin Seven, which are running in the 750 c.c. class, we have been able to ascertain details of several of the racers, and these are given below.

Meantime, it should be noted that the Vagova, as our picture last week clearly showed, has—contrary to a belief which has been circulated—no brakes operating on the rear wheels, the braking equipment consisting of brakes operating directly on each front wheel and a transmission brake, which is fitted between the clutch and the gearbox.

The race has been robbed of some of its interest on account of the experiments which Mr. F. M. Pickett has been making with a G.N. engine having come to an untimely end. The engine which it was at first proposed to use was an overhead valve special 90-degree twin air-cooled G.N. of the type with which all our readers are familiar, but a supercharger of the centrifugal blower type was employed. This supercharger, which was of German make, instead of being placed between the carburettor and the induction

pipe, as on the racing Darracqs, was fitted so that it delivered compressed air to the carburettor air intake, a balance pipe being taken to the float chamber.

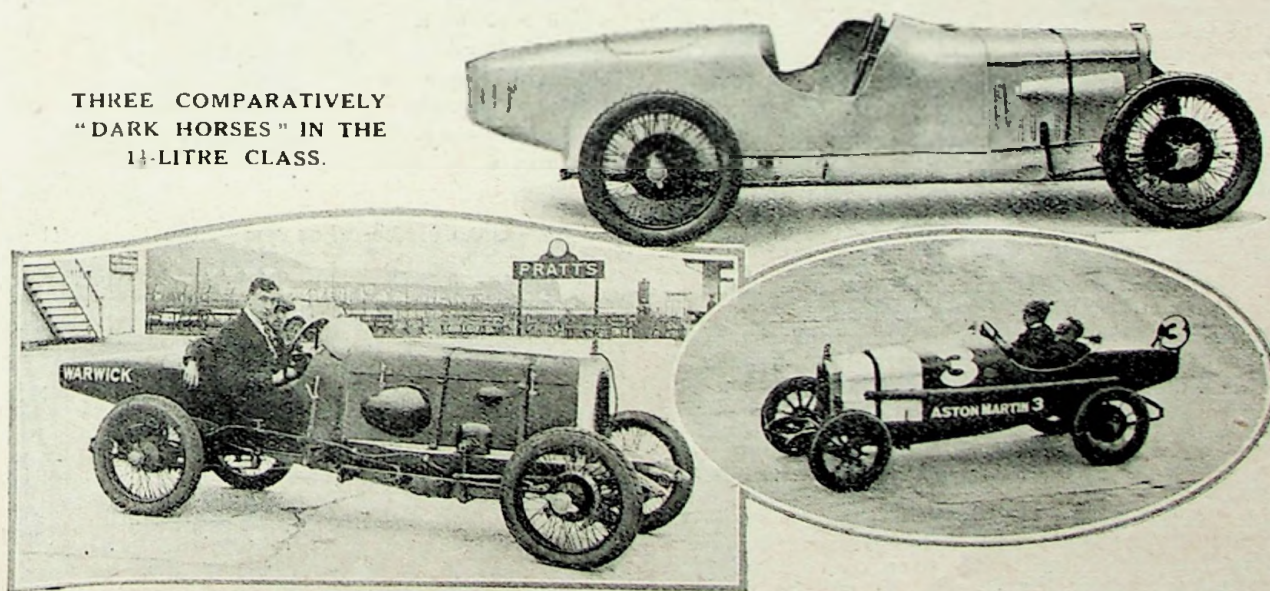
On the test bench this engine proved to be capable of developing a comfortable 45 b.h.p., which would have been sufficient to make the car a serious rival to the Salmsons, Morgans, Frazer-Nash and the Newton, which are running in the 1,100 c.c. class.

Before the supercharging experiments had been concluded, however, and while the engine was running at full throttle, the gudgeon-pin bosses of one of the pistons broke away, the upper portion of the piston smashed through the cylinder head, and the engine was irreparably damaged.

We understand from Mr. Pickett that, despite the accident, his G.N. entry, driven by E. Ringwood, will face the starter. The car will be almost identical with the one which was entered last year, the only modification being to the bevel gearing.

Last week, in commenting on and describing the Darracq entries, we remarked that the engines were said to have developed considerably over 100 b.h.p. on the bench. We have since learned from a reliable source that these engines have actually given

THREE COMPARATIVELY "DARK HORSES" IN THE 1½-LITRE CLASS.



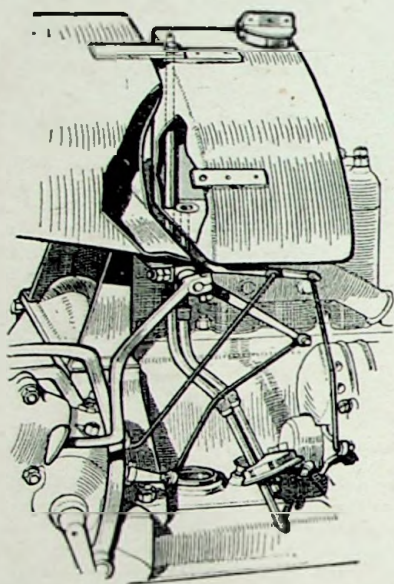
The Warwick, Newton and Aston Martin "Bunny" are three of this year's interesting entries. The first two were entered last year but were unable to start whilst "Bunny" will long be remembered as a result of its excellent performance in 1922. G. C. Stead, its driver on that occasion, is seen "all out" on the banking in the oval photograph.

THE 200-MILE RACE (contd.).

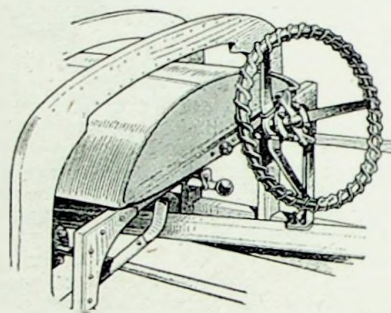
108 b.h.p., and that they have maintained that output continuously for a period of an hour.

J. G. P. Thomas, who has won such fame at the wheel of his Leyland-Thomas, tells us that the two Thomas-Special entries in the 1,500 c.c. class, one of which he is driving himself, and the other of which will be driven by G. Duller, a prominent figure on the turf as well as on the track, should lap at 100 m.p.h. Thomas says that he is quite satisfied with the cars, and seems confident that they will give a good account of themselves.

It is just possible that G. E. T. Eyston's Aston-Martin will not be able to run, owing to its mishap in the Grand Prix de Boulogne Race, which is fully described elsewhere in this issue. The front axle of the car was bent in a collision with a telegraph post.



Three sketches of England's Austin. (Left) the automatic oil supply, and (below) the cockpit showing the three point suspended petrol tank.



the steering was also damaged, and it is likely that the chassis frame may be twisted. Mrs. M. Agnew has not yet announced what car her nominee, R. C. Morgan, will drive.

The Aston-Martin entered by Mr. Lionel Martin, is one of the standard long chassis models with front wheel brakes and a four-cylinder o.h.v. engine of new design, having a bore and stroke of 65 mm. and 112 mm. respectively. There will be one exhaust valve and one inlet valve to each cylinder, and no supercharger will be used. The Hon. John Benson is responsible for the engine design, and experiments are being made with various carburettors and magnetos. At present the choice is in favour of Memini and B.T.H. respectively.

Four Speed Gearbox.

A four-speed gearbox will be used, and the back axle ratio will be slightly higher than standard. Rudge-Whitworth wheels, with Rapson 710 mm. by 90 mm. tyres, are fitted. Discol fuel and K.L.G. plugs will be used. A body of new outline, also designed by Mr. Benson, is being built, and it is hoped that the streamlining will prove exceptionally effective.

Mr. Lionel Martin is also responsible for the preparation of the well-known Aston-Martin "Bunny," which has been fitted with an o.h.v. engine, and streamlining under the chassis. It will be remembered that this car has always given a good account of itself in previous "200's." Two years ago "Bunny" ran second in the 1½-litre class, and it has had many wins in hill-climbs.

Horstman No. 1, entered by Mr. T. L. Edwards,

B20

presents many features of interest, not the least of which is the fact that an Alfa-Romeo supercharger is being fitted to the special British Anzani engine which will be fed by a Memini carburetter, and we understand that the designer of this instrument is conducting the bench tests of the engine, from which over 80 h.p. at 4,200 r.p.m. has been already obtained.

The probable maximum b.h.p. of the engine is about 87, which must be regarded as extraordinarily satisfactory in view of the fact that it is a practically standard high-efficiency Anzani unit which, of course, has not overhead valves.

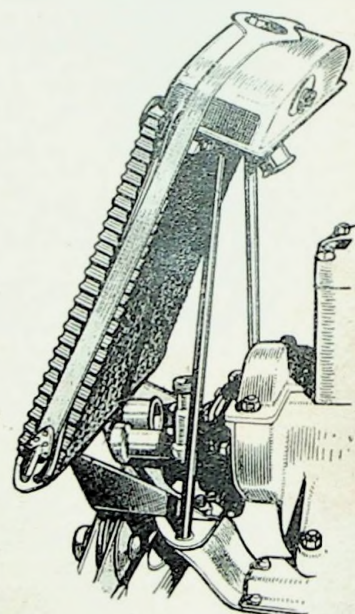
Strains of Forced Induction.

It has been realized that the terrific bearing loads imposed by forced induction are too much for plain bearings to withstand, and a built-up crankshaft permitting the use of roller bearings has been consequently embodied. This is the only material deviation from the standard design.

With the gear ratio employed it is expected that the car will be capable of lapping at 106 m.p.h. It is possible that there will be another supercharged Horstman in the race. The three remaining Horstman cars will be standard super-sports models, specially tuned.

The supercharged car is to be driven by C. G. Coe, a well-known driver of Vauxhalls who has scored many notable successes on the road and on the track. He is optimistic with regard to the chances of the car,

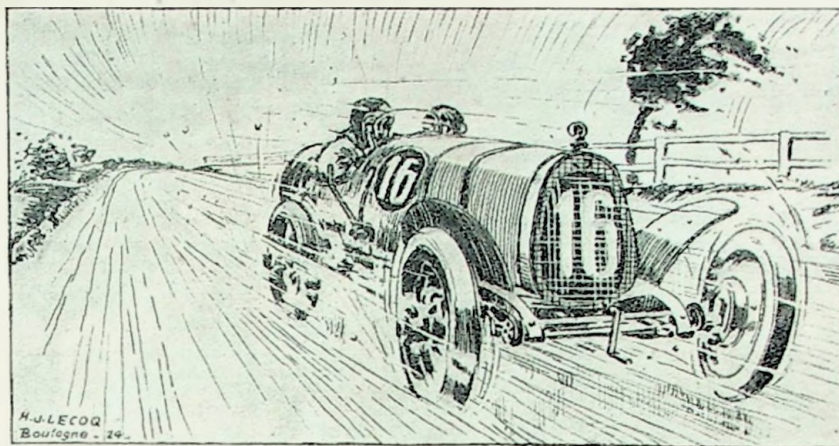
The radiator block, without a shell, is sloped to bring it inside the streamlined cowling. Thermosyphon cooling is used and there is no fan.



and fears none of the other cars in the 1½-litre class save those which are supercharged.

In connection with Mr. E. C. G. England's Austin, noteworthy details are the supplementary oil supply and the radiator mounting. The oil tank, holding about one gallon, is supported from the front of the petrol tank, and has two pipes fitted in its base; one of these pipes rises vertically in the tank to about ¼ in. of the top, and its lower end dips about ¼ in. below the normal level of the oil in the sump. The other pipe leads from the bottom of the tank, its lower end projecting downwards just through the sump filler-cap. A tap is fitted to shut off the oil if required, and each pipe has its centre portion composed of rubber tube, the flexibility of which enables the dip tube to be withdrawn from the sump without undoing any screwed joints.

The supply of fresh oil from the tank is controlled on the bird-feed principle; normally a vacuum will exist in the tank, but when the oil level in the sump becomes lowered so as to expose the open end of the dip tube, air will enter the tank, and by



ANOTHER FAVOURITE

B. S. Marshall (Bugatti), here seen in the Grand Prix of Boulogne which he won under very trying conditions, is racing the same car in the "200" and undoubtedly will run consistently.

relieving the vacuum, will allow oil to flow down the supply pipe into the sump until the dip tube is again submerged, and so, because no more air can enter the tank, the oil flow will cease.

The correct oil level is thus automatically maintained, but from previous experience in 200-Mile Races it is not expected that any additional oil will be required by the engine, and the arrangements described are fitted merely as a precaution.

The other illustration depicts the bracket on which the radiator is carried, and it will be seen that this is sloped backwards in order to bring it inside a cowl shaped to conform to the body streamlining. The radiator is without a shell, and consists only of a tube block and header tank, in which is fitted the union for the dash thermometer. The circulation is thermo-siphon. Under the radiator bracket will be noticed part of the transversely fitted Hartford shock-absorbers.

There are several points of interest in the illustration of the controls, and it will be seen that the steering column, besides being considerably raked, has been set over to the left to bring the steering wheel inside the narrow body. The rear end of the petrol tank is supported on a bridge, by means of the single bolt in the centre. This bolt does not clamp the tank flange, but is left free enough to allow of a slight rocking movement which will prevent the tank from being strained in the event of any chassis whip. The ratchetless brake lever on the left of the propeller shaft will be noted, and also the almost horizontal gear lever, which has been set and lengthened to clear the large petrol tank.

Capt. Waite's Austin Seven.

The Austin Seven to be driven by Capt. Arthur Waite in the 200-Mile Race has already been down to the track, and in general design is very similar to the models raced last year.

The body is very completely streamlined, a celluloid shield being fitted abaft the scuttle so as to close in the space between it and the steering wheel, the column of which has been lengthened to enable the driver to obtain a lower position and thus to reduce wind resistance. The celluloid shield also enables the mechanic to see his gadgets, which would otherwise be darkened by the overhang of the shield.

On the mechanic's left are an extra oil tank and a double-barrel hand-operated oil pump. Each barrel contains one-sixth of a pint, the forward movement of the lever filling one and discharging the other into the crankcase from the extra tank. The petrol tank contains $9\frac{1}{2}$ gallons of fuel, so that all being well

A HORSTMAN DRIVER.

George Newman, a one time exponent of racing Wolseleys, will be seen at the wheel of a Horstman in the "200."



the car should make a non-stop run so far as petrol and oil are concerned.

The weight of the car has been somewhat reduced by the employment of a fabric covering to the body, so that even when completely ready for the race and laden with driver and mechanic the total weight is but half a ton. Unladen the car scales 6 cwt.

The equipment includes pneumatic upholstery, Hartford shock absorbers, 700 mm. by 75 mm. Palmer tyres, Zenith carburetter and B.L.I.C. magneto, while the petrol and oil used are supplied by Shell and Speedwell.

Engine Details.

The performance of the engine has been improved in various small respects. The valves are rather larger than before and are returned to their seats by duplex springs. Single-ring aluminium pistons are used, and the compression ratio has been fixed at 6.8 to 1. Forced-feed lubrication is now standard on all racing models, which are geared at $4\frac{1}{2}$ to 1 on top, and at 5,000 r.p.m. attain a speed of over 80 m.p.h. On the track a standard radiator is used, the cooling being arranged on the thermo-siphon principle. In road races, however, a larger radiator is fitted to this car.

Capt. Waite is a firm believer in light tyres, as he finds that if heavy tyres are used they have a tendency to cause wheel wobble.

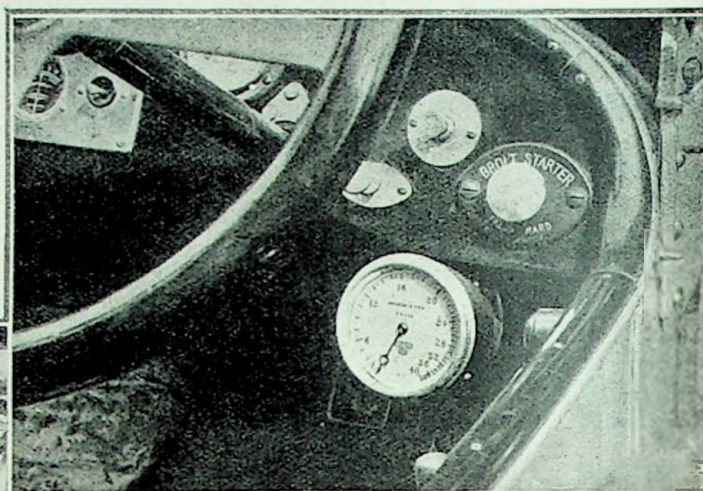
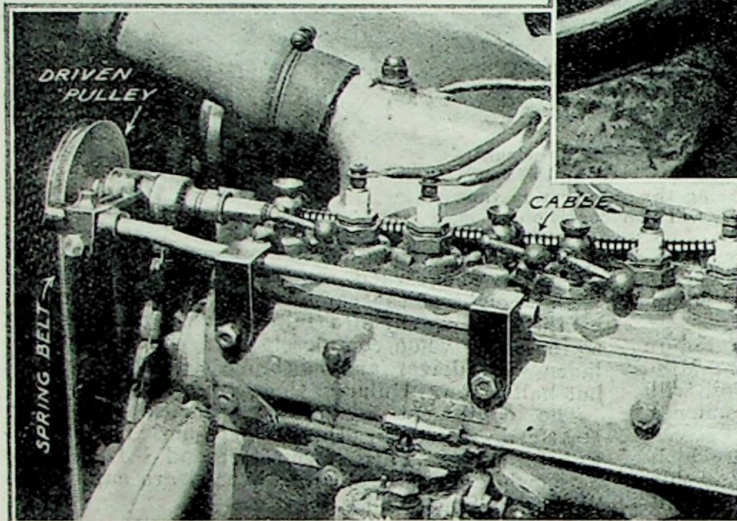
The Bugatti which B. S. Marshall will run, and which is illustrated on this page, is more likely to average a good speed and to run with remarkable consistency than to attempt anything of a sensational nature. It is the same car which Marshall handled last week when he won the Grand Prix of Boulogne, and, as will be seen, it is not specially streamlined, and might be termed a sports model rather than a racer. At Boulogne Marshall averaged 54 m.p.h. for 10 laps of a very difficult 22-mile circuit, and his lap speeds varied by less than two minutes each way.

The car does not differ in any material respect from standard Bugatti practice, and will probably be about 20 m.p.h. slower than some of the specially built supercharged racers against which it will compete in the 1,500 c.c. class.

E. B. Ware's Morgan is rapidly nearing completion, but it is not yet sufficiently far advanced for testing. So far as we can gather, it will be built on lines very similar to those of Ware's previous 200-Mile machine, the specification embodying a J.A.P. engine and the standard layout of Morgan transmission. Ware has a reputation for making the pace hot, and undoubtedly he will be well to the fore in the 1,100 c.c. class.

THE ENGINE REV. COUNTER.

A FASCINATING INSTRUMENT FROM WHICH VITALLY INTERESTING DATA CAN BE OBTAINED.



AS AN "AFTER" FITMENT.

The photographs show the neat method by which a 10 h.p. Eric-Campbell was equipped by S. Smith and Sons (M.A. Ltd., with one of the latest type Smith rev. counters. (Above) The instrument is fixed just below the dashboard where it can be easily observed by the driver. (Left) The ingenious mounting of the driving mechanism.

Usually found only on the dashboard of the racing or super-sporting car, the engine revolution counter is, nevertheless, an equally informative instrument when fitted to an ordinary standard touring model. As a general rule it can be added with very little complication, and besides being an ornament to the dash provides the driver with a wealth of interesting data.

ANY instrument, by means of which data as to the functioning of the various mechanical parts of a car can be obtained, is not only fascinating, but invaluable to the man who is sufficiently keen to be curious about such matters. The speedometer is a case in point, and the majority of owner-drivers will cheerfully spend £6 or £7 in adding this instrument to a car which is not so generously equipped. Yet it must be admitted that the sphere of the speedometer is limited; that it does not provide a key to the mechanical working of the car, but rather serves merely as an indication of the miles which are covered in an hour and the miles which have been covered in a certain time.

In contrast, the engine revolution counter is decidedly more interesting and valuable, for it can be made to perform the functions of a speedometer, whilst, at the same time permitting the driver to gain some insight into the inner workings of the most important part of the vehicle, namely, the engine.

Simple Driving Mechanism.

Engine revolution counters are seldom fitted except on sporting and racing cars, and the question may arise as to whether they can be added to a standard vehicle without expensive alterations. The answer depends upon the particular design under consideration, but it may be said that, as a general rule, no serious difficulties are experienced, for the driving mechanism can be added to any part which is convenient for the purpose.

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Two photographs on this page show the extremely neat arrangement extemporized by S. Smith and Sons (M.A.), Ltd., 179-185, Great Portland Street, London, W.1, so that one of their latest model rev. counters could be fitted to one of our staff cars, an Eric-Campbell, and a description of the method adopted may not be without interest to those who are contemplating a similar addition.

An Ingenious Arrangement.

The Coventry-Simplex engine lends itself admirably to the purpose, owing to the fact that the dynamo is driven from a pulley mounted outside the timing case on an extension of the crankshaft. Over the face of this pulley was superimposed a second pulley of smaller diameter, held in place by three short set-screws. The drive was then taken by a self-adjusting spring belt to the driven pulley and here particular ingenuity was exercised in obtaining the necessary rigidity for the mounting.

As will be seen this takes the form of a cable-end bracket passed over a rod which is threaded through two L-shaped clips, the last-named being held in place by two of the induction pipe nuts. The cable itself runs along between the sparking plugs and the top water manifold and is carried by the shortest path to the rev. counter itself which, as will be noticed, is very neatly mounted below the bottom edge of the fascia board and in such a position that it can be easily observed by the driver. This work was carried out at the Great Portland Street depot

THE ENGINE REV. COUNTER (contd.).

of the concern named, and although it was necessary to remove the radiator the whole job was completed in one day, between 10.30 a.m. and 4 p.m.

One of the most interesting uses of the revolution counter is that it may be utilized as a check against the speedometer. It may be argued with equal force that the speedometer may be used to check the rev. counter, which is true. Perhaps, therefore, it would be more correct to say that the one instrument may be used as a means of checking the other; but, in so far as the speedometer is concerned, it must be borne in mind that minor inaccuracies are liable to creep into the reading, owing to varying tyre pressures, so that the writer prefers to regard the revolution counter as the master instrument.

Checking the Gear Ratio.

Before any calculations may be made the gear ratios of the car must be ascertained and very carefully checked. This can be done on a level road with a good surface in the following manner.

The car is pushed along gently until the tyre valve of one of the rear wheels is at its lowest point, a chalk mark then being made on the road. With the lever in the top-gear notch and the engine switched off, the car is now propelled by the starting handle, careful note being taken of the number of turns required before the road wheel completes one revolution. Assuming that the results prove accuracy in all gears, a second chalk mark is made on the road surface, and the object of these marks now becomes apparent, for a careful measurement to the nearest eighth of an inch between the two marks will give the actual distance covered by one revolution of the road wheel.

From the figures obtained simple calculations will show exactly at what r.p.m. the engine should be running for fixed speeds of 5, 10, 15, 20 m.p.h. and so on.

It now becomes necessary to mark the dial of the rev. counter so that m.p.h. may be made to coincide with r.p.m., and the best method is to use stamp paper, which can be cut into tiny triangles, the apex of each pointing to the correct figure. If the car is

now taken for a run, during which varying speeds can be maintained for a short period, a careful comparison between the readings of the speedometer and rev. counter can be made, and if it be found that, so far as the eye can see, they agree, then the owner-driver is in the fortunate position of knowing that, unless by some extraordinary coincidence degrees of error in each instrument are automatically balanced, the two instruments are absolutely correct.

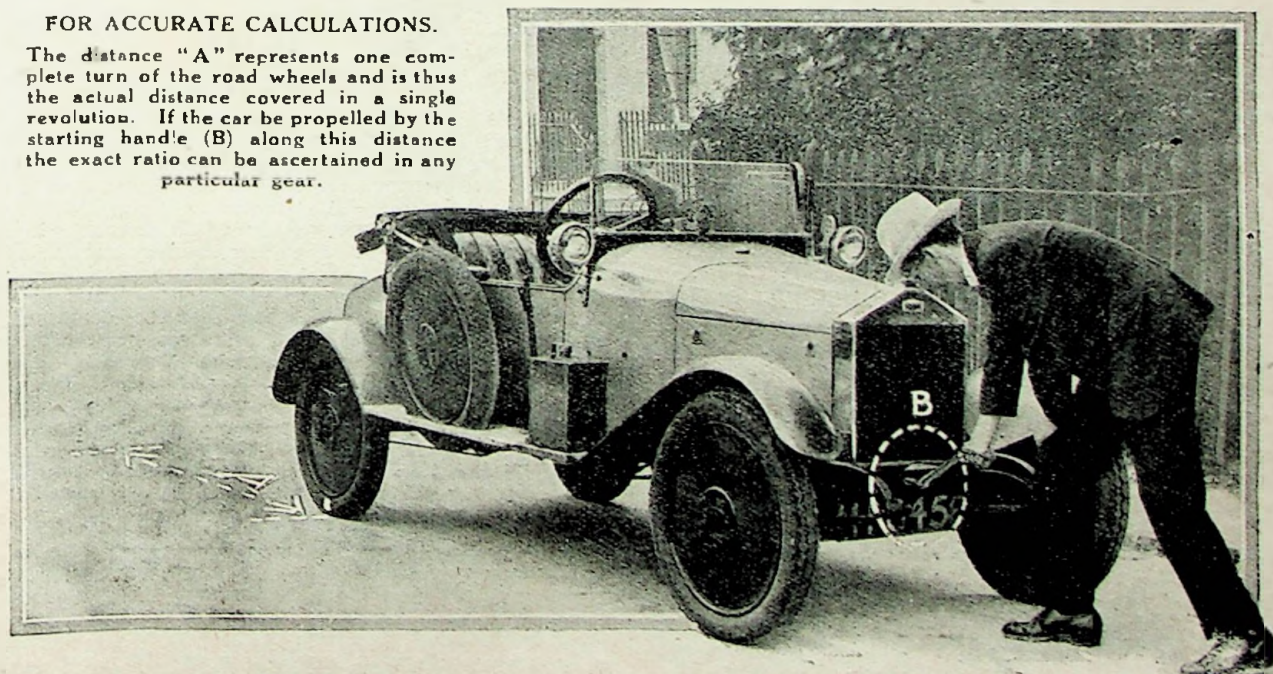
So far as the data to be derived from engine performance are concerned, it is extremely useful to be able to see at a glance that the engine is working well within its limits; thus the average maximum r.p.m. for a touring engine is probably 3,600, this being a popular figure for bench tests, but few owner-drivers care to stress their power units to this extent on the road.

The careful owner-driver whose ideal is to idle along at between 25 m.p.h. and 35 m.p.h. in top, might be surprised to learn from his rev. counter that he was speeding his engine up occasionally far more in second gear than in top, thus 2,400 up a moderately stiff incline in second gear would not be out of the way and would correspond to a speed of between 25 m.p.h. and 30 m.p.h. on the average gear ratio, but if he were to be guided by his rev. counter in top gear and pushed the needle round to the same r.p.m. figure, he would no doubt be astonished to see that his speed was somewhere in the neighbourhood of 42 m.p.h. to 45 m.p.h.

There remains for discussion one of the most important aspects of the engine rev. counter, that is, as an aid to easy gear changing. Again, by calculations, it can be discovered exactly what difference in r.p.m. exists at pre-determined road speeds by variation of gear ratios, so that when it becomes necessary to change from, say, top to second, the engine can be revved up exactly to the required r.p.m. before the lower gear is engaged. Actually, however, this seldom works out in practice, for so much depends on the quickness of the operator. It is far better to put the cart before the horse, as it were, by practising quiet gear changing and noticing the exact position of the indicating needle at the moment that the clutch is depressed and the lever snicked into the lower notch.

FOR ACCURATE CALCULATIONS.

The distance "A" represents one complete turn of the road wheels and is thus the actual distance covered in a single revolution. If the car be propelled by the starting handle (B) along this distance the exact ratio can be ascertained in any particular gear.



INVITING DISASTER *on the* "30-MILE SKID."

IMPRESSIONS OF THE LATEST
MODEL G.W.K.—BEHAVIOUR OF
COMFORT TYRES AND FOUR-
WHEELED BRAKES ON THE
TREACHEROUS NORTH ROAD.



Passing through Stilton. The famous Bell Inn is seen on the right.

FOR some time past well-merited and pointed references have been made to a section of the North Road which, ideal in dry weather, has proved to be a veritable death trap when wet. We refer, of course, to the magnificent stretch between Eaton Socon and Wansford Bridge. We have, ourselves, driven several makes of light car over this surface under both dry and wet conditions, but on the latter occasions we can truthfully say that not a single vehicle has been proof against the tendency to skid, whilst harsh application of the brakes at speed would have been nothing short of suicidal. None of these vehicles, be it said, was equipped with anything beyond small section tyres and ordinary braking systems. En passant, it is interesting to note that experiments are being carried out with a view to making this road far more skidproof, but we came across no stretch that had been so treated.

An Interesting Objective.

With the object of ascertaining exactly how four-wheel brakes in collaboration with low-pressure tyres would behave, we recently availed ourselves of the opportunity of trying one of the latest model G.W.K.'s thus equipped, and, incidentally, we were also able to obtain an excellent impression of a type which will be the standard model for 1925.

Before describing the results of our test, a word or two may be said with regard to the specification of the car. It is refreshing to find that year after year G.W.K., Ltd., Cordwalles Works, Maidenhead, boldly announce their intention of adhering to a system of drive against which much prejudice has been exercised but which undoubtedly has advantages over the conventional gearbox.

It would appear that during the last two or three years this type of disc drive has approached as closely to perfection as we may reasonably expect, for, in the latest models, the layout from the four-cylinder water-cooled engine at the front to the helical bevel final drive at the rear employing intermediate friction discs, remains practically unaltered.

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Detail attention, however, has been given to other parts of the chassis, and also to the general appearance of the car, with the result that mechanically it has been greatly improved, whilst in appearance it undoubtedly ranks as one of the most attractive light cars on the road.

Amplifications have been introduced in the system of four-wheeled brakes, the levers operating the shoes on the front wheels having been lengthened and a far more satisfactory method of inter-connecting the cable controls adopted. This takes the form of a system of compound levers so that much greater pressure can be brought to bear on the shoes, resulting in much lighter pressure being necessary on the brake pedal itself.

We took over this four-seater G.W.K. under weather conditions which augured well for our tests, and, snug behind the protection of all-weather equipment and a substantial hood, we set out in a slight drizzle for Eaton Socon. En route, we discovered that even with the all-weather equipment in place there was only a very slight drumming within the car, a condition to which we rapidly became accustomed, and which very soon passed unnoticed. For the rest, a comfortable touring speed of 37 m.p.h. could be maintained up hill and down dale; the gear lever did not require removing from top-gear notch once we had left the traffic behind, the seating accommodation proved to be extremely comfortable, the visibility was good, and the only possible criticism which we could advance with regard to the handling of the car was the slightly heavier steering control, due perhaps to the low-pressure tyres.

Ditched!

Conditions, even on such a notoriously treacherous stretch as that under discussion, vary considerably and we wondered by what indication we could judge whether the road was in a really bad state or such as to necessitate only reasonable care being taken. The answer was supplied within a few miles of Eaton Socon, however, where we came across a small crowd

INVITING DISASTER (contd.).

surrounding a 10 h.p. light car, the tail of which was practically cut of view in the ditch, and the radiator pointing skywards. So far as we could judge, the accident had only just happened; the cause was obvious, and we congratulated ourselves—not without a certain degree of misgiving, be it said—on the chance which had led us to embark on our tests on such a favourable occasion.

Self preservation is the first law of nature, which accounted for the fact that we made small beginnings, somewhat gingerly applying the brakes at low road speeds, but we gained a great deal of confidence from the fact that up to about 8 m.p.h. both foot and hand brake could be harshly applied even to the extent of locking the wheels without the faintest trace of a side-slip.

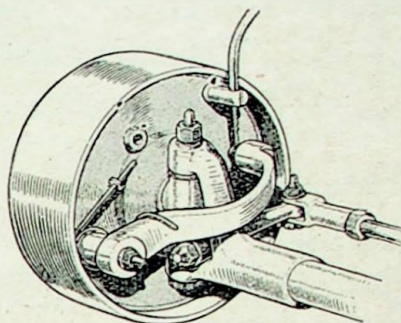
So the car was speeded up to 20 m.p.h., and, hoping for the best, the foot brake was applied with what may be termed a reasonable pressure, that is, with such power as would have been necessary in an ordinary emergency. The deceleration was smooth, rapid and not marked by any trace of side-slip. At 25 m.p.h., therefore, far heavier pressure was applied to the foot brake, and the car was brought to a dead stop, the back wheels having deviated from the straight no more than an inch or two.

An Alarming Sideslip.

Again the vehicle was speeded up to over 30 m.p.h., and on this occasion both foot and hand brake were applied progressively, the pressure on pedal and lever being increased until it was at its maximum when the car was travelling at some 23-24 m.p.h. The effect, to begin with, was somewhat remarkable, for the deceleration was as smooth and easy as though the road was bone dry, but at 10-12 m.p.h. the tail came round in an alarming sideslip which, however, was easily corrected, so that the vehicle ended up parallel with and just touching the extreme edge of the road.

The procedure was repeated, but no attempt was made towards the conclusion to correct the sideslip. The car appeared to pivot round the front wheels, the rear wheels being brought up short by the grass edging into which they had just skidded, the angle of the G.W.K. being by no means obtuse.

Our final test consisted of one calculated to try out the Michelin Comfort tyres alone. Again, at 30 m.p.h. the steering wheel was swung violently from one side to the other, so that the car began to proceed in a series of sharp swerves, the tail at one time swinging towards the near side, then towards the off side. We were delighted to find that even under these conditions the vehicle still remained under absolute control, and could be

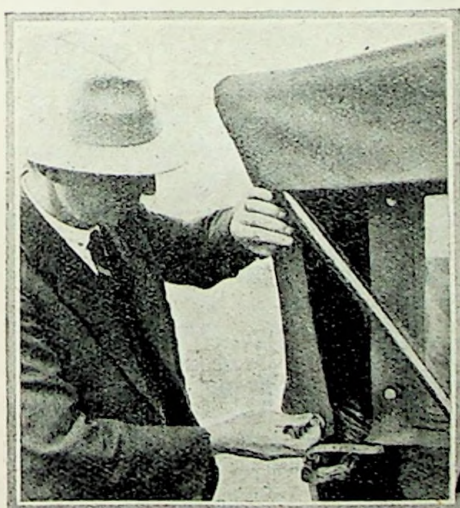


Considerable improvements have been effected in the design and operation of the four-wheel brakes. The operating levers for the shoes at the front are of greater length, and compound leverage is employed for the application of all the shoes.

straightened up without difficulty at the will of the driver.

Satisfied that it was indeed safe to drive the G.W.K. over one of England's worst stretches, we carried on at an ordinary touring speed of 34-37 m.p.h., slowing down as one would do under ordinary conditions for fairly sharp corners, but disregarding the dangerous nature of the road surface on the straight, and applying the brakes in the ordinary way when necessary. Again the result was gratifying, for the car held to the road without any trace of side-slip, and there was a feeling about the steering which amplified the sensation of security, the front wheels instantly responding at any time to the slightest movement which was given to the steering wheel.

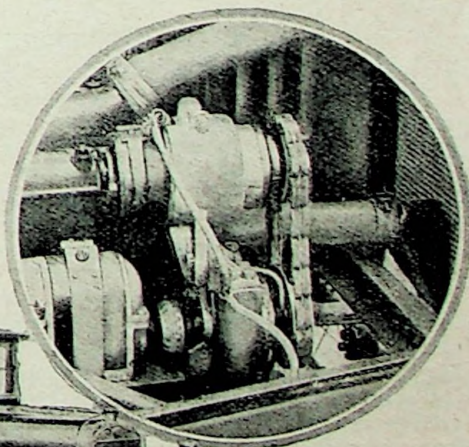
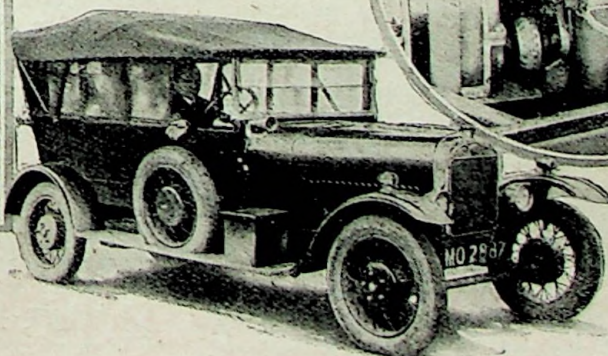
It must be admitted that on other makes of cars our experiences have not been so fortunate, and that even with low-pressure tyres, skidding often was pronounced. It constitutes one of those inexplicable factors of which there are many in the study of skids, and we can only write of this particular model as we found it during a 350-mile test.



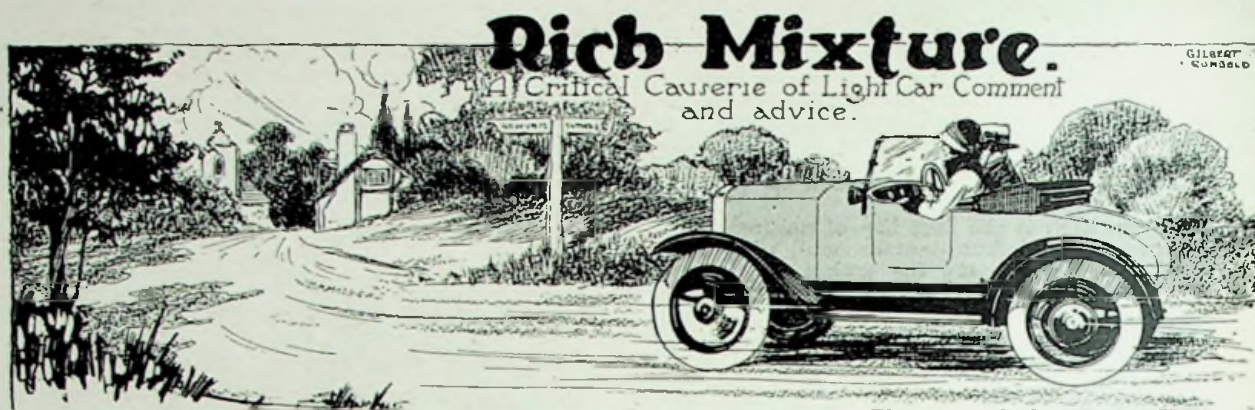
A strip of the hood at the rear folds back as shown to assist in the provision of adequate ventilation.

IMPOSING LINES.

The body lines of the four-seater are graceful and imposing, the appearance of the car being enhanced by the Michelin Comfort tyres. The driving position is comfortable and signals are easily given.



An engine detail showing how the dynamo is neatly mounted above the engine case.



A Champion of France.

I AM able to give this week an exclusive drawing of M. Sénéchal, the prominent French racing driver and manufacturer of the Sénéchal cars. M. Sénéchal was afforded recently the opportunity of being the first to drive a car round the new Montlhéry track—an invitation he was pleased to accept. One of the most prominent figures in the Boulogne meeting, M. Sénéchal is a masterly driver in road races, and handled the car with which he won his class in the Grand Prix de Boulogne in truly wonderful style.



M. Sénéchal, by Lecoq.

It would seem that he is proud of his trim and very neat little beard, for, to protect it from the mud thrown by his front wheels, he wore a voluminous red silk handkerchief carefully folded and tied behind his head. I learn from him that he is very enthusiastic about the Montlhéry track, which is a few miles from Paris, and which will be opened on October 12th.

A British Triumph.

B. S. MARSHALL'S win in the Grand Prix de Boulogne last week, after the remarkable successes by British drivers in the speed trials and hill-climbs held two days before, created a considerable stir on the other side of the Channel, especially as Eyston, another British driver, made the fastest lap with his Aston-Martin in the same race.

Marshall has a reputation for driving with his head, and he did not disappoint his many admirers at Boulogne. He clearly realized that one bad skid on the treacherous surface might put him out of the race, and he contented himself, therefore, with merely keeping a comfortable lead; as a consequence, he enjoyed a no-trouble run. One of his greatest difficulties, he told me, was keeping his goggles clean, his mechanic having to change them no fewer than four times a lap, and having almost to scrape the mud off them.

After the race Marshall was presented with a huge bouquet of flowers, and, in accordance with local custom, a gigantic fish. The latter he gave to the hospital and the former he placed on the War Memorial—a diplomatic and very sporting action, which has endeared him for all time to the hearts of local residents.

D26

The Hidden Hand.

FOLLOWING a motor coach along a busy main road the other day, I was surprised to see it suddenly swerve to the off side without any signal from the driver. Later I perceived that the driver's warning hand was entirely obscured by passengers' coats and other impedimenta hanging over the side. The same also obstructed his rear view through the mirror.

Clearly it should be the duty of motor-coach proprietors to prohibit this sort of thing, for it might easily lead to a smash. Even without obstruction a char-à-bancs driver's signal is not always easy to see, for frequently only half a hand comes out a fraction of a second before the vehicle changes direction.

Light Car Comfort.

IT is a common criticism against light cars that one cannot pack into or on to them the same number of people for which accommodation can be found on a high-powered sidecar combination. I very much doubt, however, whether passengers would accept car accommodation of the kind proffered by the sidecar. Convention accounts for much. It would be possible to devise "perches" of the pillion variety at the back of a car especially if passengers sat vis-à-vis with their legs cramped as on the average carrier, and the method of providing an extra seat as in a sidecar might also be adopted; but would such an arrangement be popular? I trow not.

The virtues of a light car are its comfort and weather protection, both of which would be lost in any attempt to give it char-à-bancs properties. After all, the man who wants to take three adults beside himself can always invest in a four-seater body, and he usually knows his requirements before purchasing.

Gears and Gears.

CHATTING with Mr. Constantinesco, the Roumanian inventor of the automatic variable transmission, I learnt that he expects that, when his gear becomes generally adopted, an all-round reduction in engine powers will take place. Light cars and cyclecars will be produced which will perform as well as those at present in use, although they will be fitted with much smaller engines, he says.

I believe one of the most serious obstacles in the way of the adoption of Mr. Constantinesco's invention for cars will be an unacknowledged prejudice on the

RICH MIXTURE (contd.).

part of motorists themselves. We all know that gears are wrong; we all have heard of Panhard's remark when he had completed his gearbox, "It is brutal, but it works"; we all know that gear-changing is a waste of time. But we are all aware that there is joy in the gentle snick with which the gears engage when the pause in changing up has been correctly timed, and we all appreciate the delightful manner in which the lever moves home into a lower gear position when the layshaft has been speeded up exactly the right amount. Motorists are jealous of their driving pleasures, and I prophesy that there will be a long battle between the automatic infinitely variable transmission and the ordinary gearbox.

Warning Devices.

WITH reference to my recent paragraph with regard to sirens driven off the flywheel, a correspondent now writes to inform me that he has made a siren, on the lines of those used on destroyers and operated by pressure from one of the cylinders. The apparatus seems to consist of two metal discs about 2½ ins. in diameter and ¼ in. thick, drilled with a ring of holes, equally pitched but at an angle to the vertical and "handed"; that is, the angles of the holes in the two discs are opposed.

One disc is fixed and the other revolves on a spindle so arranged that the faces of the two discs are almost touching. The whole is mounted in a suitable casing. The action is that gas pressure passing through the holes causes the free disc to revolve at a high speed and set up that well-known and delightful wailing shriek. I am not sure that the arrangement my correspondent outlines is very good, as the discs would be even more liable to

fouling by oily gases than the more usual exhaust whistle, and would also require far more attention.

It occurs to me, though, that some such principle might be used in the construction of a bulb-horn and might be expected to emit a short, piercing shriek and give no more trouble than an ordinary reed. Accessory manufacturers seeking a new "line" might give a thought to the matter.

Helpful Pedestrians.

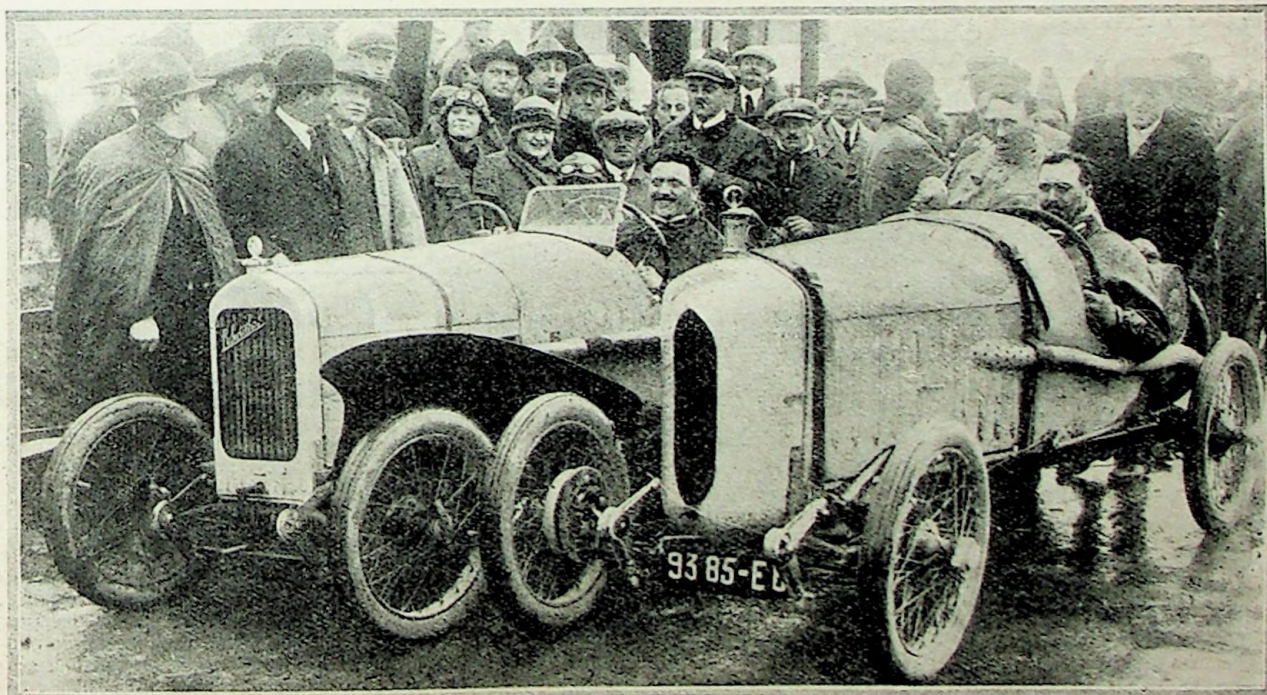
IS the time coming when the pedestrian will look upon us as human beings? It seems hardly possible, but there are distinct signs of a tendency in the right direction. Several light car owners have told me that, at blind corners where no policemen are placed, they have often been given the signal to move on or to slow down by passing pedestrians, and only last week I had a similar experience myself. It is little matters of this kind that go a long way to remove that misunderstanding which undoubtedly still exists between motorists and pedestrians.

Scope for Inventors.

MY dictionary tells me that a cylinder is a long roller-like body, solid or hollow, and of uniform circumference, but recently we have heard of oval "cylinders," while I see that a writer in a daily paper is convinced that they not only should be, but actually are, tapered.

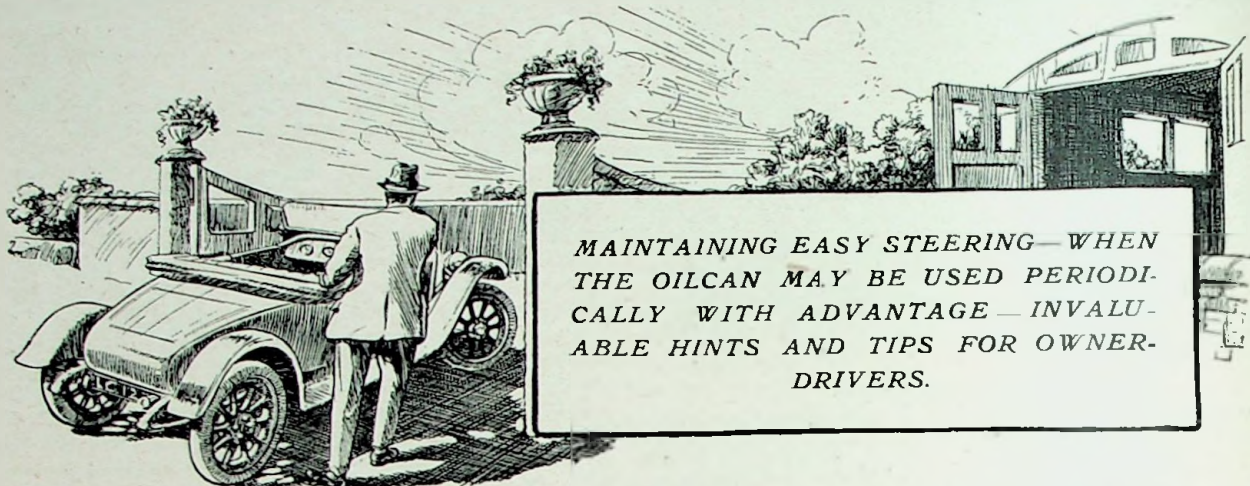
When an engine is labouring the explosions catch the pistons napping at the top of their stroke and knock them sideways it seems, but "when the explosion takes place with the piston lower down the cylinder there is less room for side play and the tapping disappears." The remedy seems clear to me, Professor Low must invent a rubber piston!

S.S.

**PROMINENT
FRENCH ACES.**

— Senechal and Dely who finished first together in the 1,100 c. c. class in the Grand Prix de Boulogne. They drove in hand in hand and, jumping out of their cars, kissed one another rapturously.

The IMPORTANCE of CHASSIS LUBRICATION.



MAINTAINING EASY STEERING—WHEN THE OILCAN MAY BE USED PERIODICALLY WITH ADVANTAGE—INVALUABLE HINTS AND TIPS FOR OWNER-DRIVERS.

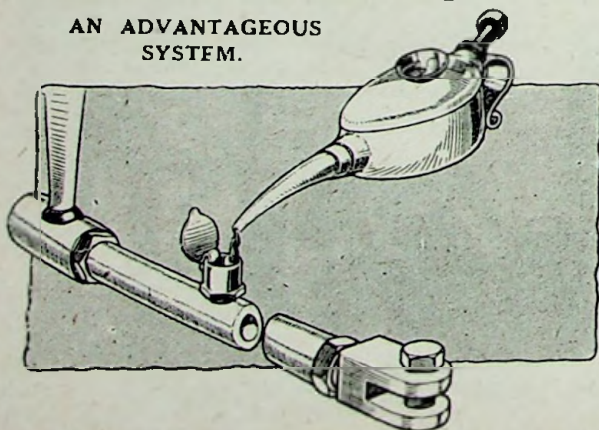
A sure indication of lack of oil is given by squeaking parts when a car is moved by hand.

THERE is no better way for making a new car into an old one than by neglecting to pay frequent attention to the various parts of the chassis where lubrication is necessary. Too many drivers give all the attention for which they can find time to the engine, neglecting to look after other equally important parts of the chassis. This is rather a peculiar fact, as nearly every modern small-car engine is self-lubricating, and, providing that the oil in the sump is kept in good condition and at the correct level, the need for lifting the bonnet seldom arises. Many engines, in fact, may be neglected for weeks at a time without coming to any harm, but this most emphatically cannot be said with regard to the front-axle assembly and many transmission systems.

Scientific Greasing.

In recent years scientifically designed greasing systems have done much to remove the unpleasantness of attending to the needs of the various working parts about a small-car chassis, and it may be fairly said that it is either a very busy or a very lazy man who cannot find time to attend at least to the most important points. Principal among these are the steering connections and the stub axles. The latter, it must be remembered, embody some form of thrust washer, which has to take a substantial proportion of the weight of the front part of the car—yet they must operate smoothly, or the steering will be stiff.

AN ADVANTAGEOUS SYSTEM.

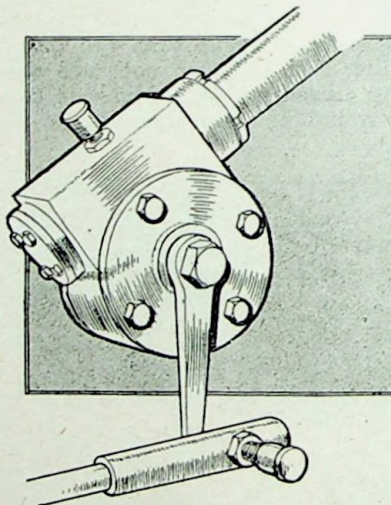


How the ball joint and yoke end of the drag link may be constantly supplied with oil. The rod is hollow and acts as a reservoir for the oil which flows to the bearings.

B28

The various steering connections tend to wear not only by reason of the fact that while the car is in motion the steering wheel is seldom, if ever, at rest, but also because inequalities in the road surface tend continually to make the front wheels wobble, and this tendency must be largely checked through the medium of the connections.

The steering box, of course, is generally so arranged that it may be partly filled with oil or



There are obvious points in the steering layout where lubricant is required at regular intervals, two of the most important being shown by the positions of the greasers in this sketch.

grease, and it is thus self-lubricating for long periods, but the stub axles and other steering connections are not so fortunately placed.

With some of the cheaper light cars no provision is made for oiling the pins which secure the extremities of the track rod and the ball joints of the drag link, the manufacturers' intention being that users should merely squirt oil at the exposed portions of these parts of the mechanism in the hope that some of the lubricant will reach the bearing surfaces. Clearly this is not as it should be, and wise owners of cars so produced should provide the joints with leather covers which may be packed with grease, thus preventing mud and grit from causing wear while keeping the moving parts perpetually lubricated.

In the case of one well known light car provision for oiling the various steering joints is made by utilizing the hollow rods as oil reservoirs, from which the lubricant is fed to the working surfaces. With this arrangement the owner-driver has merely to

CHASSIS LUBRICATION (contd.).

replenish the hollow rods with oil at intervals of six months or so in order to ensure that the joints are adequately lubricated. This plan is not, of course, necessarily too costly for incorporation in the design of a reasonably priced light car, and it is surprising that it has not been more widely adopted.

As an alternative, ball joints can always be drilled, tapped and fitted with screw-down greasers or oilers, but it is almost impossible, apart from the use of leather covers, to provide suitable lubrication for the pins of track-rod yokes without fitting new pins which are suitably drilled to allow greasers or oilers to be used.

Home-made Covers.

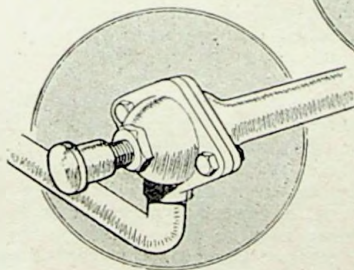
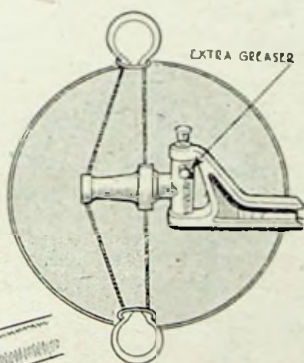
While on the subject of leather covers, it should be mentioned that these can easily be made at home, while for some joints a canvas puttee will form an excellent substitute.

It has been said already that stub-axle pivot pins need a good supply of lubricant, and, although it is the invariable custom of manufacturers to provide either screw-down greasers, oilers or nipples for a grease gun at these points, the actual fittings are not always ideal for the purpose. An excellent plan where screw-down greasers are used is to scrap the existing ones and fit very large ones in their place.

Into the top of the large grease caps grease gun nipples can be screwed or soldered, so that the advantages of the high-pressure system are available, while the screw-down can permits a half-turn to be given at frequent intervals, and without the need for extricating the grease gun from the tool locker.

It is often an advantage to drill the upper portion of a stub axle and to fit an additional oiler or greaser in the manner shown in the accompanying illustration. The object of this lubricator is to supply oil or grease to that portion of the bearing which carries the weight of the car, and the importance of sufficient lubrication at this point cannot be overestimated.

(Right) A special greaser to feed the thrust washer in the steering pivot pin assembly is a very desirable feature.



Screw-down greasers for keeping ball joints well-supplied are also advantageous but seldom fitted.

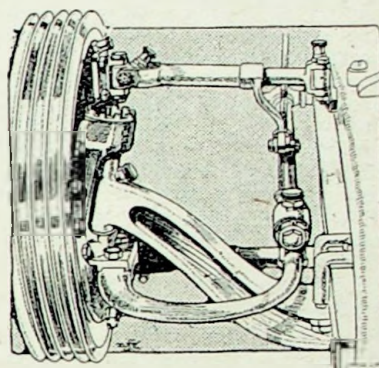
The mere fitting of a screw-down greaser is not necessarily sufficient to ensure perfect lubrication, however, and if the parts, when dismantled, are examined with a view to ascertaining where the principal loads are borne and grease grooves are cut to ensure a supply to them, the result will well repay the trouble taken.

In addition to the stub axles, the steering box and the joints, it is important to remember that there is generally a bearing at the top end of the steering column which requires oiling at intervals, while with some designs it is necessary occasionally to oil a second bearing near the base of the column.

The small joints at the ends of the various links which operate the throttle and the ignition timing will soon set up minor rattles if they are not occasionally oiled, while the accelerator-pedal guide or bearing should be oiled about once a week.

The shaft which supports the clutch and brake pedals is generally provided with oil-holes or greasers, but, being under the floorboards, they are often neglected. When the boards are lifted to gain access to them, there is a number of points which also call for attention with an oilcan. These include the brake rod or cable-yoke ends, the clutch-spigot bearing and withdrawal mechanism and sometimes the speedometer drive.

The flexible shaft which drives the speedometer may be removed with advantage from the car at intervals of six months and filled with grease which has been warmed to make it fluid. The job is rather



Front-wheel brake mechanism requires constant greasing at a number of minor points, more especially as they are unavoidably exposed to mud and water. Screw-down greasers are generally fitted as shown.

messy, but it must not be forgotten that speedometer cable is expensive, and soon gives out if not properly oiled.

At the rear of almost every light car there are several points which should be oiled or greased at regular intervals. The brake-rod ends, the brake-cam spindles and the spring saddles and shackles work almost continually while the car is in motion, and should not be overlooked. Many cars with quarter-elliptic rear springs are made much more comfortable if the spring ends where they bear on the top of the axle casing are oiled before every long run.

To Resist Rust.

The springs themselves respond to any form of lubricant, the most important matter being to ensure that they are sufficiently oily to prevent the formation of rust. If the expense of spring gaiters is not considered justifiable, the best plan is probably to clean the springs from time to time with paraffin and a stiff brush, subsequently painting them with thin oil.

A number of appliances is on the market for opening the leaves of springs and forcing grease on to the working surfaces, and these naturally commend themselves as a practical means for making an awkward job much more easy than the old method of jacking up the car and prising the spring leaves apart with a screwdriver.

Rear-wheel hub bearings are nearly always lubricated automatically from the axle casing, but front-wheel hubs must be greased about once a month. A thick grease should be used for the purpose, and, if possible, it should be forced in until some of the old grease is seen exuding from the far side of the bearing.

Bonnet and door hinges, the starting-handle bearing, the door latches and any number of other comparatively unimportant parts of a car, which are generally left dry throughout the life of a car, should be oiled from time to time if rattles are to be avoided and satisfaction obtained.

Every Motorist Should Know That—

INSURANCE IS NOT FOR PROFIT.

COMPANIES ARE REASONABLE BUT THEY ARE NOT PHILANTHROPISTS.

THE majority of people, including light car owners, are inclined to expect too much from their insurance companies, so that the mere settlement of a claim fails to satisfy them. They often want something for nothing and lose sight of the fact that they insure for safety and not for profit.

It is proposed to deal with an aspect of insurance which does not seem to be fully understood or appreciated by the average owner-driver, and this is the question of the settlement of claims arising out of damage caused to the car, excluding mechanical breakdown, which, generally, is not insurable.

Having suffered a smash, the owner is usually at liberty, under the terms of his policy, to have his car removed to a garage and to obtain an estimate for the repairs, and if there is only minor damage, so that the cost of repair does not exceed about £10, the work may be put in hand at once, provided always that a duly completed claim form, together with the estimate be submitted to the insurance company without delay.

In the event of more extensive damage and, setting aside the possible question of third-party claims or the like, most companies require that the repairs estimate be submitted to them before any work is done, other than that required to remove the car from the scene of the accident. The company will then, at their discretion, send a competent engineer to inspect the car and assess the damage. He will have with him the repairer's estimate and he will agree or query each item with the repairer. Having arrived at a satisfactory price the assessor will give instructions for the work to proceed.

It is this vexed question of damage assessment which is so little understood by many car owners, and which leads them to regard their insurance companies as not altogether honest concerns.

This view is most unjust—at least, in the case of the well-known companies, and is brought about by the fact that the insured is apt to try to make a profit out of any claim he may have, and cannot understand that he is only entitled to have his car put back into the condition in which it was immediately prior to the accident.

Let us take as an example a badly dented body-panel. Under the terms of his policy the owner is entitled to have the dents taken out and the panel repainted to match the rest of the car. He is not entitled to have the whole body repainted, but, where the new paint will not match up well with the old, most companies are prepared to meet the owner in bearing some portion of the cost of a complete repaint.

The companies are under no obligation to pay for new parts where the damaged ones can be satisfactorily repaired; neither are they compelled to agree to new parts when second-hand ones in keeping with the car can be used. In general, new parts are supplied, but this is in the nature of an act of grace.

In the event of total loss of the car by fire or theft, the owner usually expects to be paid the full amount for which he has insured, regardless of the fact that the market value of the car will have depreciated since he bought it, and, unless specially stated, present market value is understood in all claims settlements.

This Week's Hint.

SOME NOVEL USES FOR A PENNY.

A PART from its legitimate function as a coin of the realm the penny can be of great service to the light car owner in several other ways. The illustration shows it being employed as a screwdriver for removing the lid of the accumulator box.

In spite of tool kits, it often happens that the motorist finds himself stranded without a screwdriver and in urgent need of one. Usually the first substitute to be pressed into service is a penknife blade, which will seldom do anything but break or shut back on its owner's fingers.

Having failed with a penknife, a futile search is made for some other tool thin enough to fit the screw slot, and a penny, at least one of which even the tax-burdened light carist may be expected to carry with him, is seldom thought of as a suitable tool.

A worn penny forms a very good screwdriver with which a reasonable amount of leverage can be exerted and which will not bend or break easily.

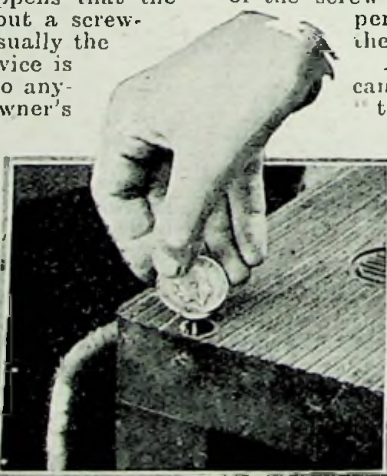
So well will a penny serve as a screwdriver, in fact, that it is not always worth while to get out the proper tool, even when it is known to be available. This, of course, applies only in the case of screws

which do not perform any very important duties and which need be only reasonably tight, as in the case of those which secure a battery box lid.

Some water-joint clips are secured with a slotted screw, and a slight leak may be cured by a half-turn of the screw; enough force can be applied with a penny and recourse to the tool roll is thereby avoided.

Apart from its uses as a tool, the penny can be made to serve other purposes. It "tins" very well, and so can be used as a patch for soldering over a hole in a leaky tank. The tip of using a penny as a distance-piece between the exhaust-valve stem and the tappet to relieve the compression in an engine for starting is almost as old as motoring itself, and small change was much in demand in the days before self-starters amongst owners of high-power engines. Doubtless they are still often used by owners of cyclecars with two-cylinder engines.

It is perhaps to be regretted that our bronze coins have not a hole through the centre, as in the case of some foreign ones, as they would then form ideal washers. As it is, the law prohibits the defacing of coins of the realm.



A penny serves admirably for removing the screws in the lid of a battery box.

The Light Car and Cyclecar

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Only cars the engine capacity of which does not exceed 1,500 c.c. (1½ litres) come within the scope of "The Light Car and Cyclecar," that capacity being generally recognized and accepted as the limit for a light car engine.

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Topics of the Day

That "30-mile Skid."

MORE and more attention is being focused on that dangerous stretch of the North Road which begins at Eaton Socon and extends to Wansford Bridge, with a branch from Norman Cross to Peterborough. It has been very rightly described as "a 30-mile skid" in wet weather, and undoubtedly it stands out as a monument to official stupidity.

A Gigantic Blunder.

When its construction was mooted, we heard rumours of it being a "concrete road," and its completion was eagerly anticipated. During its construction, however, we discovered that an asphalt foundation was being used for the road surface, and we were inclined to cast grave doubts on its safety in wet weather. It remained, however, to ascertain what effect the deep anti-skid indentations would have, and, as results prove, they are practically useless.

The folly of the whole scheme is reflected strongly by an examination of road conditions existing in big centres, such as London. Every motorist is aware—or should be aware—that the majority of smooth asphalt surfaces are extremely treacherous in wet weather; in fact, there are certain roads in London which are, more or less, taboo to motorists on this account during rain. One might presume that the road authorities are as alive to this fact as motorists, and that before embarking on such a big scheme as remaking 30 miles or more of the North Road with this same surface, diligent inquiries would have been pursued by those responsible locally. Such, however, could not have been the case, and the engineers went ahead with their task, evidently feeling satisfied that they were engaged in producing one of the finest roads in the country.

They have now realized their mistake, and it remains to be seen what action will be taken. They have provided us, certainly, with one of the most magnificent main-road surfaces in the country during dry weather, but it should be emphasized that even after a short shower, and until the surface has thoroughly dried, this 30-mile stretch is a veritable deathtrap.

Road Racing in England.

ONE of the principal topics of discussion among the many English visitors to Boulogne for the four-day automobile meeting which was held there last week was the possibility of road races ever being held in England. The very large crowds which gathered to watch the Boulogne races, not only at the grand-stands, but along practically the whole of the route, indicated that, even when the weather is at its worst, an enormous crowd can be attracted to a road race.

The Boulogne meeting, like many other important French events, has shown that a properly organized road race can make a race driver a popular idol, whereas in England he is regarded as a congenital idiot. Why this should be so it is difficult to explain; probably the reason is to be found in the fact that so very few people become acquainted with him. A footballer, it must be remembered, displays his prowess before millions, whilst a racing motorist in England is known only to a select coterie of comparatively few thousands.

We believe that before sanction can be obtained for holding road races in England the public sympathy must first be aroused, and that can be done only by pandering to its inborn love of a brilliant exponent of a very difficult and arduous sport. If 100,000 Londoners could be attracted to witness a motorcar road race such as the Grand Prix, the public demand for such events would be so great that permission to close roads for them to be run off could not possibly be withheld.

THE morning was bright and sunny for the opening day of the Boulogne motor meeting organized by the Automobile Club du Nord. The meeting, which started on Thursday, August 28th, and concluded on Sunday, August 31st, attracted a large entry, the performances of the motorcycles and cars exciting considerable enthusiasm among residents in the neighbourhood of Boulogne.

Unfortunately, the fine weather which marked the opening day did not continue, and the Concours d'Elegance (Friday), the Grand Prix de Boulogne (Saturday), and the Georges Boillot Cup race (Sunday) were held in pouring torrents of rain. Speeds in the two road races were naturally low owing to the treacherous nature of the course and the difficulty of driving through blinding rain, but very creditable performances were, nevertheless, put up.

British drivers who took part in the speed and acceleration trials and the hill-climb on the opening day included J. A. Joyce (A.C.), Eaton (Aston-Martin), and Barnett (Marseal). Harvey had entered his Alvis but did not arrive, B. S. Marshall (Bugatti) being another non-starter.

There were numbers of Sénéchal entries, a Salmson, a Deliosse, an E.H.P., and a La Perle, the last-named had a very fine performance. This car was 21 secs. faster than the Aston-Martin for the total time for the three events.

The 3-kilometre flying-start speed trial was the first event to be run off, a stretch of fairly straight but undulating road being selected for the purpose. At the end of the first kilometre there was a half-kilometre descent with a gradient of perhaps 1 in 14, and this allowed very high speeds to be gained. The surface was fairly good in the centre of the road, but rough on the steeply cambered sides.

British Car Fastest.

Sénéchal, at the wheel of a 750 c.c. Sénéchal, covered the 3 kilometres in 1 min. 38½ secs., Doré, in a 1,100 c.c. Sénéchal, taking 1 min. 21½ secs., and Joyce (A.C.) 1 min. 15½ secs. This was the best time recorded by a light car, the La Perle being the only light car, other than the Sénéchal, to approach it with 1 min. 23 secs.

Joyce was handling the A.C. racer with which he has made best time of the day at several speed events.

The 1-kilometre sprint from a standing start, which was also run off in the forenoon, was covered by the A.C. and the Aston-Martin in 35½ secs., Doré's Sénéchal putting up the next best time with 37½ secs. The little 750 c.c. Sénéchal clocked 42 secs.

Throughout the morning no thrills were afforded by the light cars, it remaining for J. G. P. Thomas, at the wheel of his world-famous racing eight-cylinder Leyland, to scare the somewhat timid spectators with the lurid speed of nearly 130 m.p.h.

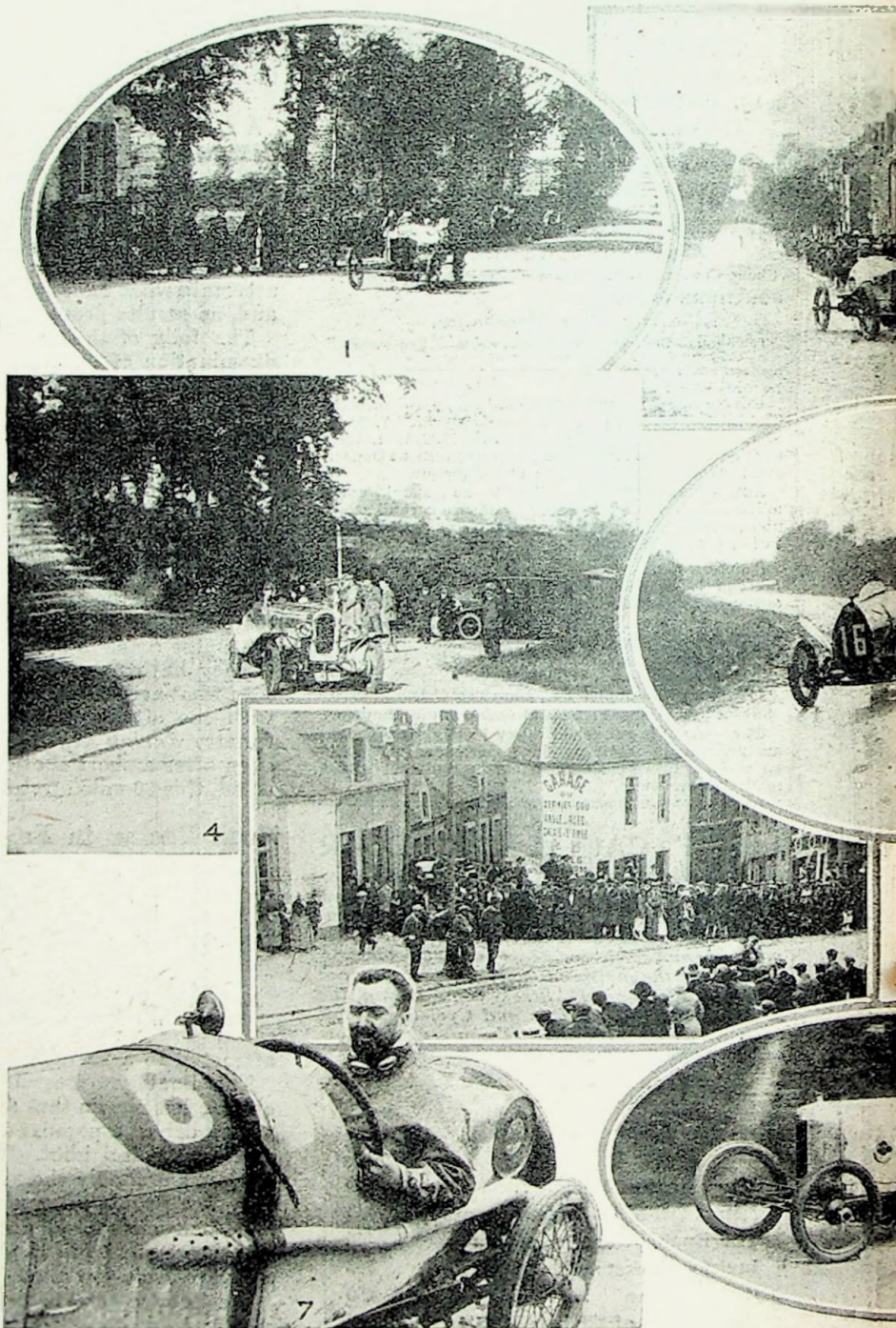
The hill-climb in the afternoon was held on the outskirts of Boulogne up a hill bordered on each side by houses and flanked on the off side by tramlines. The gradient was about 1 in 12, the length half a kilometre, and there was a gradual left-hand bend near the finish.

Péan, on a solo Peugeot motorcycle, made the first really fast ascent, clocking the astonishing time of 21 secs.—

B32

STRIKING SUCCESSES of BRITISH

JOYCE, WITH THE RACING A.C., WINS SPEED TRIALS
FIRST IN THE GRAND PRIX OF BOULOGNE—



SPEED PICTURES TAKEN AT—

(1 and 2) J. A. Joyce in the A.C. making fastest time in the speed trials and hill-climb. (3) An Aston-Martin covering the flying three kilometres. (4) The La Perle which did the three kilometres in 1 min. 23½ secs. (5) B. S. Marshall (Bugatti) negotiating the difficult S bend in the Boulogne Grand Prix. (6) An Amilcar at speed on the three kilometre

CARS and DRIVERS at BOULOGNE.

RIALS AND HILL-CLIMB—MARSHALL'S BUGATTI,
YSTON'S ASTON-MARTIN MAKES FASTEST LAP.



—THE BOULOGNE MOTOR MEETING.

course; its time was 1 min. 38½ secs. (7) Senechal, the winner of the 1,100 c.c. class, and (9) Marshall, winner of the 1,500 c.c. class in the Boulogne Grand Prix, at the end of their 220-mile race. (8) Joyce at speed in the A.C., and (above) a French Morgan, and (right) a 750 c.c. Senechal taking part in the hill-climb.

the fastest of the day and ½ sec. faster than the Leyland-Thomas.

Joyce, in the A.C., had a second run, as, on his first attempt, he was baulked by a dog which was prowling about in the road near the start, and by another near the finish. Joyce's time was 22 secs., Senechal being 5 secs. slower, and the La Perla 6½ slower.

It was the first time an A.C. had taken part in any French event, and in making fastest light car time for the speed, acceleration and hill-climbing tests, and, of course, winning his class, Joyce is to be heartily congratulated.

The following are the total times taken by the light car class winners to cover the 3-kilometre speed trial, the 1-kilometre acceleration test, and the half-kilometre hill-climb:—

Cyclecars up to 750 c.c.—1. Senechal (Senechal), 2 mins. 31 4-5 secs.

Cyclecars up to 1,100 c.c. (two-seaters).—1. Dore (Senechal), 2 mins. 28 4-5 secs.; 2. Des Lyons (Senechal), 3 mins. 31 4-5 secs.

Cyclecars up to 1,100 c.c. (single-seaters).—1. Dore (Senechal), 2 mins. 36 2-5 secs.

Touring Cars up to 1,100 c.c.—1. Sauvage (Amilcar), 2 mins. 56 secs.; 2. Rigal (Ariès), 2 mins. 57 3-5 secs.

Touring Cars up to 1,500 c.c.—1. Lefevre (La Perle), 2 mins. 51 4-5 secs.; 2. Eaton (Aston-Martin), 2 mins. 52 4-5 secs.

Racing Cars up to 1,100 c.c.—1. Senechal (Senechal), 2 mins. 29 1-5 secs.; 2. Alexandro (Salmson), 2 mins. 42 3-5 secs.

Racing Cars up to 1,500 c.c.—1. Joyce (A.C.), 2 mins. 12 4-5 secs.; 2. Vandenbrouche (Delosse), 3 mins. 30 2-5 secs.

Display of Coachwork.

The Concours d'Elegance, which was held on Friday afternoon on the front at Boulogne, consisted of a display of coachwork, prizes being awarded to entrants whose cars were considered to be the most elegant. The committee of judges, by the way, was composed of representatives of prominent French carriage builders.

Light car entries were conspicuously few, and, although there were six classes in which they were allowed to enter, only two prizes were secured; one of these fell to M. Senechal, who entered a two-seater racing car fitted with flared wings on the front and none at the rear. It was the identical car which he ran in the Grand Prix de Boulogne road race which was held on the following day.

A Salmson won the first prize in the class for touring light cars, but there were only two entries, and the winner revealed nothing of a particularly original nature. A feature of the exhibition—which was held, by the way, in torrents of rain—was the large number of bodies which were covered with leather tightly stretched—and in some cases glued—over aluminium or steel panels.

The great advantage of the leather covering is that the car can be wiped down with a wet sponge at any time, there being no varnish to scratch and no need to hose the car down on returning from a muddy trip. Ordinary boot polish serves to keep the leather in good condition, and a car we examined, which had been in use for ten months and had covered 12,000 miles with its leather-covered body, certainly bore out the makers' claim that the finish is extremely durable.

On the following day, Saturday, August 30th, the Grand Prix of Boulogne was run off over a 22-mile circuit, the same course being used for the Georges Boillot Cup race, which was

BOULOGNE MEETING (con.).

arranged for Sunday. The course was triangular, with the apex at Boulogne, and consisted of two long and reasonably straight legs along main roads, and connected at the extremities farthest from Boulogne by a narrow, winding and hilly secondary road, which was about seven miles in length.

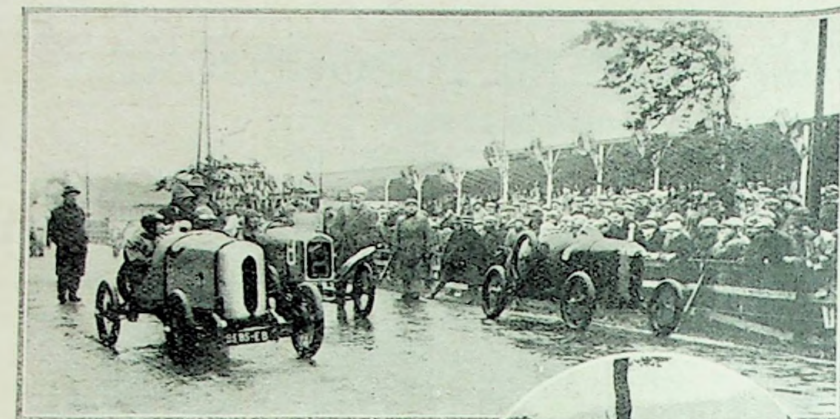
Leaving the starting-point, there was a mile and a half of main road which led to a hair-pin bend (the apex) in St. Martin. There followed about eight miles of the main road, the last four of which were absolutely straight, and which had been used, incidentally, for Thursday's speed trials. At Le West an abrupt turning to the right was taken, the corner calling for a reduction of speed to about 15 m.p.h. or 20 m.p.h. Then came a seven-mile cross-country stretch (the base of the triangle), which led to Desvres.

The Start.

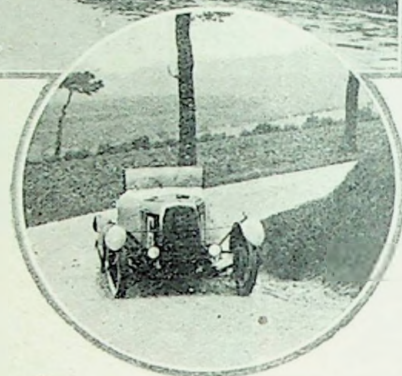
The race, which was for light cars and cyclecars only, attracted 15 entrants, three of which—the Le Bucs—did not start. An hour before the start rain was falling very heavily, and, as this showed no signs of abating, it was decided to delay the start an hour, and to reduce the number of laps from 12 to 10.

The cars were started at one-minute intervals, the cyclecar class, consisting of two single-cylinder water-cooled French-built Morgans, were sent away first. Three 1,100 c.c. Sénéchals formed a special class of their own. They started simultaneously, the first two drivers deliberately sacrificing two minutes and one minute respectively in order that the team might get away together. The 1,500 c.c. class was headed by G. E. T. Eyston in the Aston-Martin "Green Pea," which was followed by Morgan's Aston-Martin, carrying Mrs. Agnew as a mechanic. B. S. Marshall followed in the Bugatti which he will run in the 200-Mile Race, the class being concluded by a La Licorne, a Delfosse and two Antonys.

The Morgans got away extremely well, their 500 c.c. engines evidently having plenty of power. Sénéchal streaked away from his two team-mates, and Eyston's Aston-Martin was much faster off



(Above) The three Senechals getting away together, and below Eaton's Aston-Martin cornering at speed.



the mark than Morgan's, which was missing badly, owing to magneto trouble, which caused him subsequently to retire.

The spectators, of whom there were a large number in the grand stands which had been specially erected opposite the pits, were advised of the progress of the race by megaphone, and the first information they received was the fact that the Morgans and Senechals were half-way round the course. Subsequent messages told how these cars were approaching the pits, but to the surprise of everybody the first man round was Eyston, in the Aston-Martin.

He had covered the 22 miles in 23 mins. 16 secs. Seventeen mins. later the other Aston-Martin came in, missing on all cylinders. Morgan rapidly changed his plugs, and was just getting away when Eyston came round on his second lap, which he did in 22 mins. 11 secs.—an average speed of 101 k.p.h. He passed the pits at about 70 m.p.h., and had to correct a tremendous skid, caused by avoiding Morgan's car, which was just pulling out on to the course.

One of the Antonys stopped on its first lap to change a tyre, and these two cars were plagued by tyre trouble throughout the race. So soon as the Anthony was away from the pits, another meteoric dash past by Eyston was ex-

pected, but he did not appear, and it was subsequently announced that, on the fastest stretch of the course, he had been about to pass the Delfosse when the latter, drawing in too close in order to allow the Aston Martin to get by, struck a heap of stones by the wayside and, bouncing into the centre of the road, made Eyston swerve violently, which culminated in his hitting a telegraph pole and severely damaging his front axle and steering.

While Eyston and his mechanic were gazing ruefully at the machine, Morgan came along in the other Aston-Martin, which was still misfiring on account—it transpired later—of an elusive magneto trouble, and it was then so late that Morgan decided to retire and give Eyston and his mechanic a lift back to the pits.

Consistent Running.

B. S. Marshall, meantime, had been lapping very consistently and taking 25 mins. or 26 mins. a lap. He was much faster than the Delfosse, the Antonys and the Senechals, and retained a useful lead to the finish. Throughout the race he had no trouble whatever; on the corners he was not observed once to get into a serious skid, and, by taking full advantage of the front-wheel brakes and the terrific acceleration of his Bugatti, he drove probably the best race of the meeting.

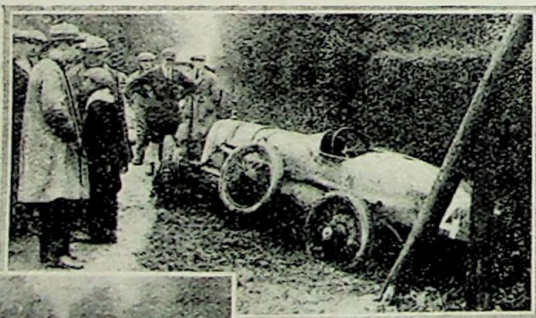
Our observations on the course showed that the difficulties of cornering on the undulating and winding section between Le West and Desvres were added to by a varying and treacherous surface, while mud-bespattered goggles made matters still worse.

Sénéchal, usually a very dashing and sensational driver, took the worst corners at speeds as low as 15 m.p.h., and all the drivers deemed it prudent to go very warily. Anthony was, perhaps, the most cautious, although his Anthony appeared very steady.

Midway along the winding section was a steep descent with a difficult S bend

UNSUCCESSFUL BRITISH HOPES.

The racing Aston Martin (right) which did the fastest lap in the Boulogne Grand Prix was put



out of the race by a skid when avoiding another car, and Eaton's touring car (left) retired through running out of petrol when leading the field.

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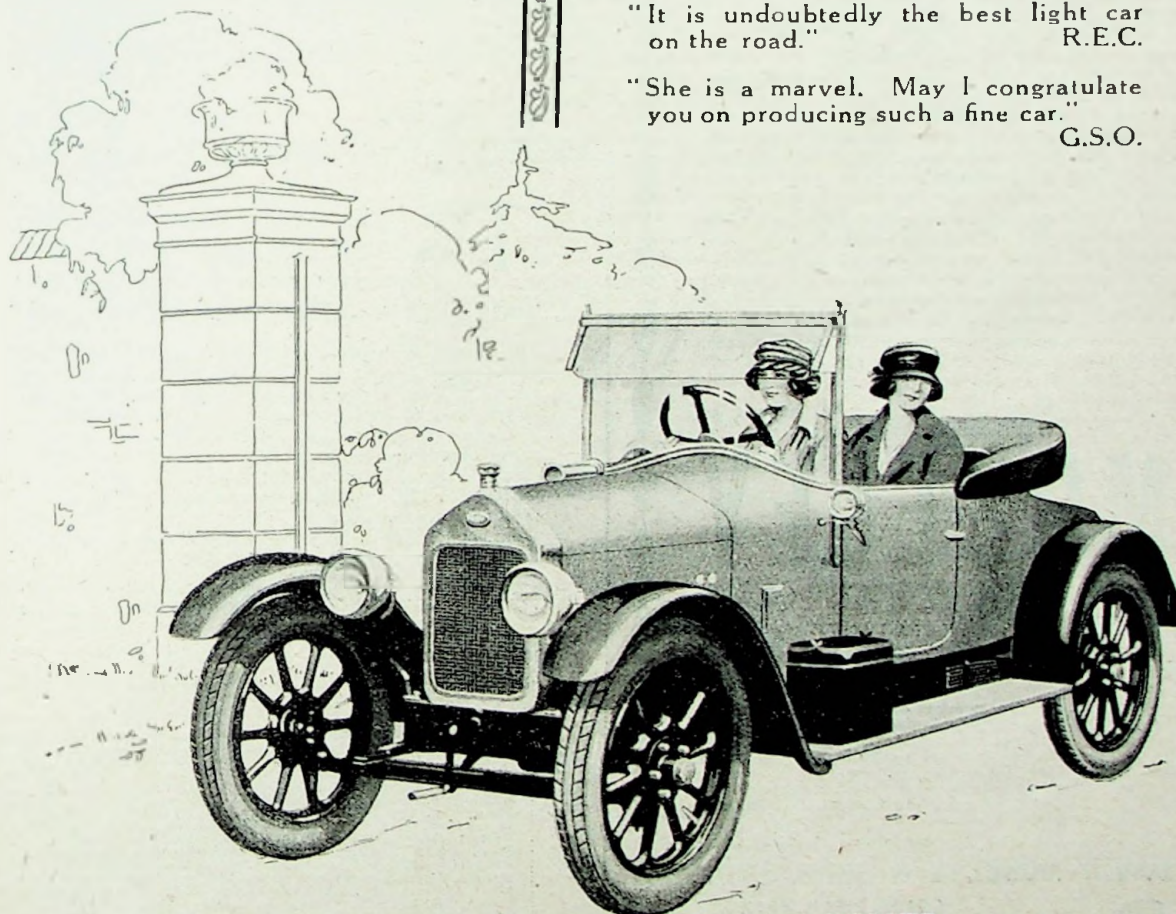
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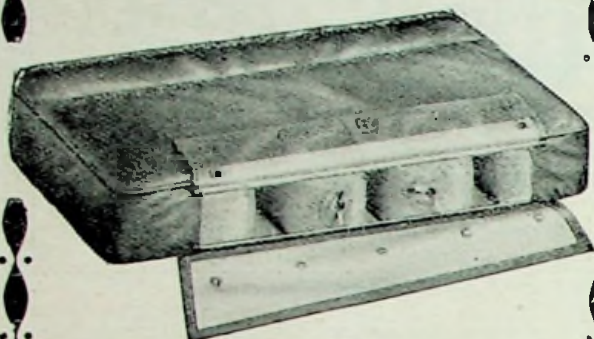
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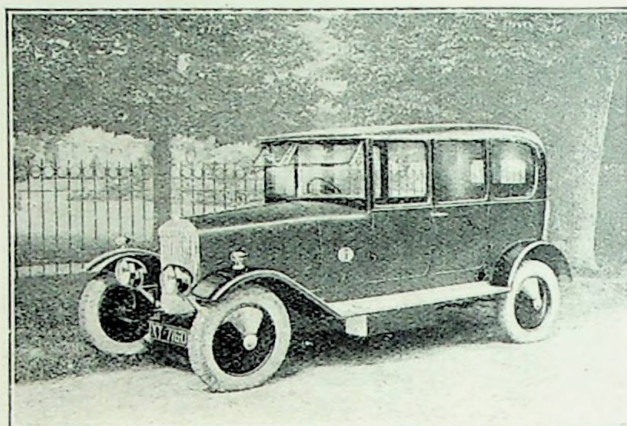
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BOULOGNE MEETING (con.).

near the foot. This was followed by an almost straight incline of nearly a quarter of a mile. The ascent of this called for smart work with the gear lever, at which Marshall and the Sénéchal drivers excelled. The Morgans, considering that their single-cylinder engines were of less than 500 c.c., accelerated extraordinarily well after the S bend.

Dhôme's Morgan had an oil tank fitted under the scuttle directly over the driver's and passengers' legs, the filler being arranged for easy replenishment at speed. Unfortunately, however, the filler cap was lost and the cockpit was consequently flooded with oil, which made it most difficult for Dhôme to operate the pedals.

Largely on this account, no doubt, Dhôme completed only four out of his eight laps, the other Morgan finishing the 176-mile course (eight laps) in 4 hrs. 48 mins. 5 secs.

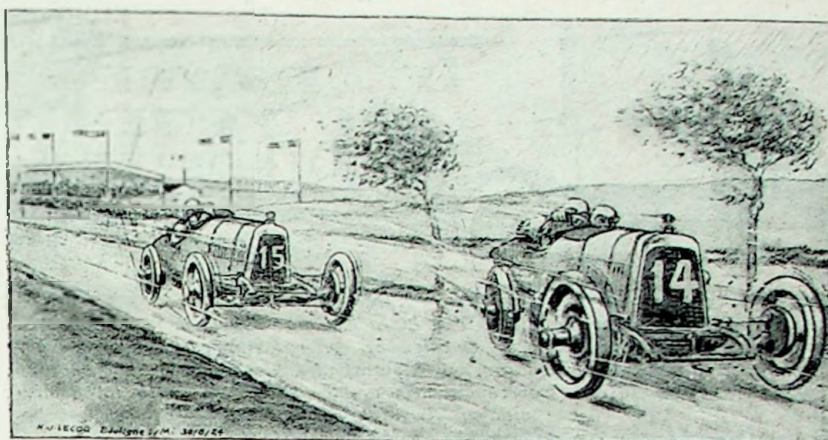
One of the Sénéchals retired on the sixth lap with various troubles, but the other two finished each in 4 hrs. 29 mins. 7 secs. The drivers of these two cars had decided to make a dead heat of it, so far as their class was concerned, and the two cars ran in at the end of their last lap with the driver of one car holding the hand of the mechanic of the other. They were awarded the Pickett Cup for consistent running.

Only Three Finishers.

The La Licorne covered only three laps before retiring; the Delfosse gave up as the result of the accident which caused Eyston to retire; one of the Antonys did six laps, and the other four. There were thus only three cars to finish the course, but that does not detract from Marshall's performance in the Bugatti, for he averaged 54 m.p.h. under dreadful weather conditions, which is a feat of which any driver might be proud. In addition to his prize for winning the race, Marshall was also awarded a cup for the most consistently good performance.

Englebert tyres inflated to only 36 lb. per square inch, and prevented from creeping by five security bolts on each wheel. Hartford shock absorbers, Zenith carburetter, Bosch magneto, Lodge plugs and Rudge Whitworth wheels were used. The fuel was Pratt's and the oil Castrol.

The Sénéchals, which won the 1,100 c.c. class and took nearly 12 mins. longer

**A THRILL FOR THE CROWD.**

An impression of Eyston's alarming skid within sight of the grandstands when he had to swerve to pass his team mate.

to complete the course than Marshall, were fitted with Ruby engines, Dunlop tyres, Rudge-Whitworth wheels, Solex carburetters, Champion plugs and Hartford shock absorbers.

Those who were present at the race thought it impossible that Sunday's event—The Georges Boillot Cup Race—could be held under worse conditions, but as the spectators began to arrive at 7 o'clock on Sunday morning, rain was again falling heavily.

The race was for four-seater cars, but in exercising their judgment with regard to eligibility to compete, the organizing club allowed considerable latitude. Thirty-one entries were on the programme; of these there were 26 starters. A Marseal, an Alvis and one Aries were among the light cars which did not start. Entrants up to 1,500 c.c. consisted of two Aries, one E.H.P., one Aston-Martin, one F.D. and one La Perle. The race was a handicap, the Aries team being the limit men to whom the E.H.P. gave 4 mins., the Aston-Martin 13 mins., and the F.D. and La Perle 14 mins. Bignans, C.A.P.s, Chenard-Walckers, Ballots, two-litre Bugattis, and a Vauxhall completed the over-1,500 c.c. starters.

The race was due to start at 9 o'clock, but rain was falling so heavily and the visibility was so low that the start was delayed for half an hour. Eaton's

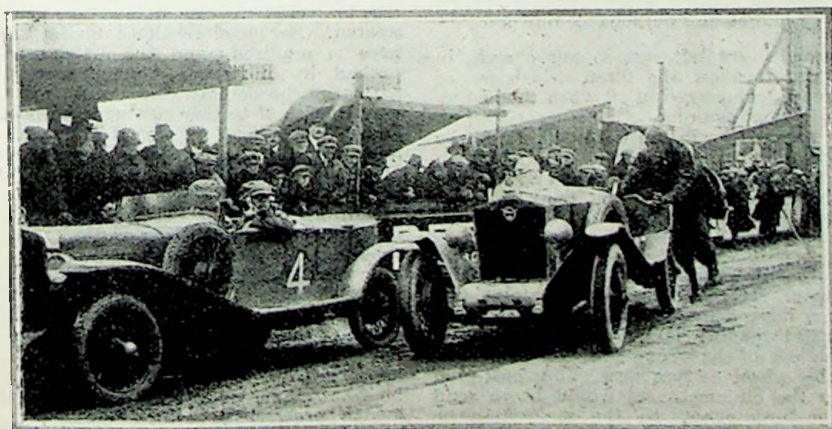
Aston-Martin was the only British light car to start, and it was anticipated that it would give a very good account of itself. It was in the leading position at the end of the first lap and continued to retain the lead for six laps, which it completed in 2 hrs. 46 min. 35 secs.—10 mins. 25 secs. longer than B. S. Marshall had taken in his Bugatti for the same distance on the preceding day.

For some unaccountable reason, the petrol consumption of the Aston-Martin during the first few laps had been considerably more than the driver anticipated, and on the seventh lap, when still some four miles from home, the engine dried up and it was found that the tank was empty. A small amount of fuel was in the Autovac, however, and switching over to this, Eaton hoped to make the pits, but it lasted for only two miles and, as further supplies could be obtained only from the pits, Eaton was compelled to retire, and thus ended the only British light car hope.

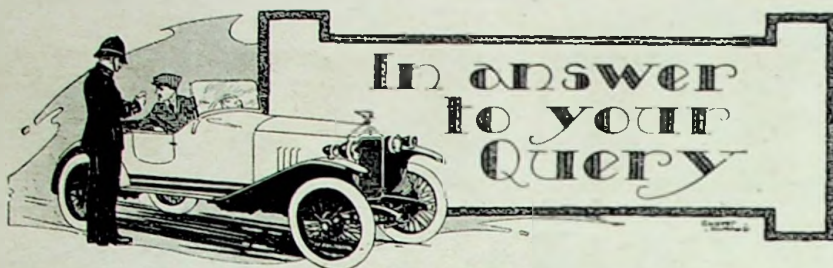
A Belgian Winner.

Meantime, the E.H.P. driven by M. Benoist, a brother of the Benoist who has driven Salmsons in the 200-Mile Race, did his first six laps in 3 hrs. 6 mins. 44 secs., and the F.D. took 3 hrs. 7 mins. 13 secs. for the same distance. This car, which proved to be the first light car home, made an extraordinarily good performance. With its 1,496 c.c. engine pulling a distinctly heavily built car with a large four-seater body, it covered the 14 laps—308 miles—in 6 hrs. 59 mins. 12 secs. The F.D. cars are made in Belgium, and with their four-wheel brakes and striking appearance are distinctly attractive.

The two little Aries, with engines of only 1,085 c.c. and four-seater bodies, each covered their first lap in just over 32 mins., but they were unable, apparently, to stand the speed and both retired on their second lap. The La Perle was noted to be sluggish and to be misfiring early in the race and, after taking 46 mins. for its first lap and 1 hr. 9 mins. for its second, the driver decided to retire. The race was won by a Chenard-Walcker, a similar make of car being second. They had hodies which could be described only as of a purely racing type and they received 53 mins. start from Major Coe's standard four-seater Vauxhall, which was at scratch!

**SUCCESSFUL BELGIAN LIGHT CAR.**

The car shown to the left is the F.D. which was the first light car home in the Georges Boillot Cup race.



The services of the staff of "The Light Car and Cyclecar" are always at the disposal of readers. Queries of general interest will often be answered under this heading, but a stamped addressed envelope should always be enclosed. Correspondents are requested to write upon one side of the paper only.

Ask the Reason.

C.L. (York).—Why grumble if an A.A. scout failed to salute you? The Association distinctly asks members to stop and inquire the reason if it is not sufficiently obvious.

Friction Driving Disc.

N.K. (Cambridge).—Cast-iron is a most unsuitable metal for a driving disc, which should be made of the finest steel and carefully trued up—preferably by an expert.

Licensing Fees.

L.Y. (Nottingham).—If the second-hand car which you have bought is licensed until December 31st you will have no more licensing fees to pay until next year, as this is the only outlay necessary on the score of taxation. You are probably confusing your own case with that in which a car is licensed for a short period, such as a quarter.

Spring Setting.

P.H. (Liverpool).—Several light car manufacturers purposely set the off-side springs of a car so that the body is slightly higher, acting on the assumption that solo driving will result in a slightly greater settlement on that side of the vehicle, and thus will soon restore an even keel. In cases where this is not done one frequently sees the driver's side of the car slightly lower than that of the passenger's.

G.N. Push Rods.

F.H.R. (Hunstanton).—The reason why the inlet-valve push rods of your G.N. sometimes fall clear of the engine is probably because the short push rods which operate on the valve stems are an unduly tight fit in their guides. This would cause the popping back of which you complain, while it would naturally momentarily relieve the push rod of the valve-spring pressure, allowing it to fall clear.

Windscreen Wipers.

R.G.L. (Bradford).—There are several well-known concerns marketing windscreen wipers of the suction-operated type, any one of which will suit your requirements. Some of the better known are C. G. Vokes, Ltd., Conduit Street, London, W.1, who produce the Folberth windscreen wiper; Shaw and Kilburn, of Wardour Street, marketing the Ever-ready, and Auster, Ltd., 133, Long Acre, London, W.C.2, who manufacture the Waycross.

B36

Cantilever Springs.

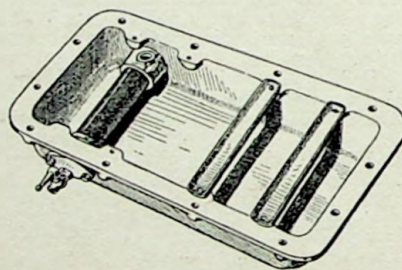
E.L. (Balham).—You are correct in believing that a spring of the type popularly termed a cantilever resembles an inverted half-elliptic.

Wiring an Outside Light.

A.J. (Brighton).—There is no necessity to obtain the permission of the local council before erecting an outside electric light, but as the work involves the running of wiring which will be exposed to the weather, we advise you to instruct the electric-light company to do the job, so that the system can be properly insulated.

The Sump.

H.S. (Truro).—A conventional sump is shown in the accompanying sketch. The big-ends dip into the troughs, which are kept full of oil by means of a pump, which draws the oil through the filter and distributes it through pipes to various points on the engine. Two oil



A typical sump, showing big end oil troughs and detachable oil filter.

troughs are left out in our sketch, in order to show the filter, which is, of course, submerged in oil when the engine is in running order.

A small drain tap is fitted outside the sump, and the filter may be withdrawn for cleaning by undoing the two nuts on the flange and pulling out the wire-gauze cylinder.

Inaccurate Speedometer.

R.A.S. (Tonbridge).—If your speedometer records mileage accurately, you can depend upon it that the inaccurate speed reading is not due to driving pulleys of the wrong size, nor to unsuitable wheel or tyre size. Your best plan in the circumstances would be to send the instrument to the makers to be tested. It is possible to correct a speedometer error yourself, but it would be a tedious business, and the ultimate accuracy would be questionable.

Cyclecar Reverse.

C.M. (Purley).—So long as the cyclecar you are building does not weigh more than 5 cwt. there is no need to fit a reverse gear.

Home-built Garage.

J.A.W. (Bradford).—We do not know of any volume devoted exclusively to the building of a garage for a light car, but you could, no doubt, extract some useful information from any handbook on carpentry and joinery. In so far as the general design is concerned, we recommend weather-boarding outside, match-boarding inside, and a well-tried covering for the roof, such as Ruberoid. The foundations, of course, should be of concrete.

G.N. Chain Adjustment.

B.B. (Exeter).—There is no harm in driving your G.N. with the chains slightly on the slack side and, provided the sprockets are in proper alignment, there is very little fear of a chain jumping off its sprocket. What you must guard against, however, is the slight tendency for the chain to override the teeth at any point in the circumference, for this would set up a foreign strain and might result in a broken link. Adjustment for the chains is provided at the forward end of the torque stays, and is effected by rotating the tubular collars by means of a tommy-bar, having first of all slacked off the lock-nuts.

Accumulators.

H.P. (Worcester).—There is another type of accumulator besides the lead-sulphuric-acid type, and this is the nickel-iron accumulator. It has some advantages over the more usual kind. The case is made of steel in place of the usual celluloid, vulcanite or glass, it is lighter in weight, and it can be charged at a higher rate without injury, but the voltage of each cell is only about 1.5, and this drops to 1.2 on discharge. The electrolyte used in this accumulator is a solution of caustic potash, which is not harmful to metals, and, therefore, the terminals and connections do not suffer from corrosion. The positive plate is composed of oxyhydrate of nickel, with a certain proportion of graphite, and the negative of cadmium and iron alloy.

Case-hardening.

H.S. (Woking).—Case-hardening is a process which imparts a glass-hard surface or "case" to the steel article being treated. For good results a muffle furnace is required, and the articles are packed in an airtight "pot," together with the hardening compound, which may consist of leather cuttings and bone dust. The "pot" is placed in the furnace and the temperature is raised to about 950 deg. C. and maintained for about eight hours. The "pot" is then withdrawn, and the articles are either quenched direct in oil or water or else they are allowed to cool down, and are afterwards reheated for quenching, the actual process adopted varying with the nature of the steel being treated. The depth of the case will depend upon various controllable factors, but it is usually about 1-16 in. Fairly good results may be obtained on small parts by the open-hearth process, in which the part is heated to a bright red and dipped in yellow prussiate of potash or one of the proprietary compounds, being afterwards reheated and quenched in water.

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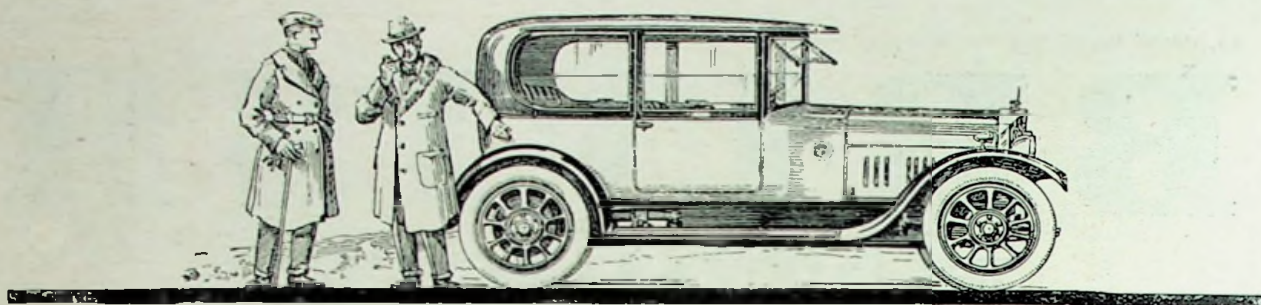
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They fairly put the rule over her, furnished me with the written report, tested her, and it was so thorough that I bought the car.

I am sure the small fee charged by the A.A. for the inspection is more than repaid.

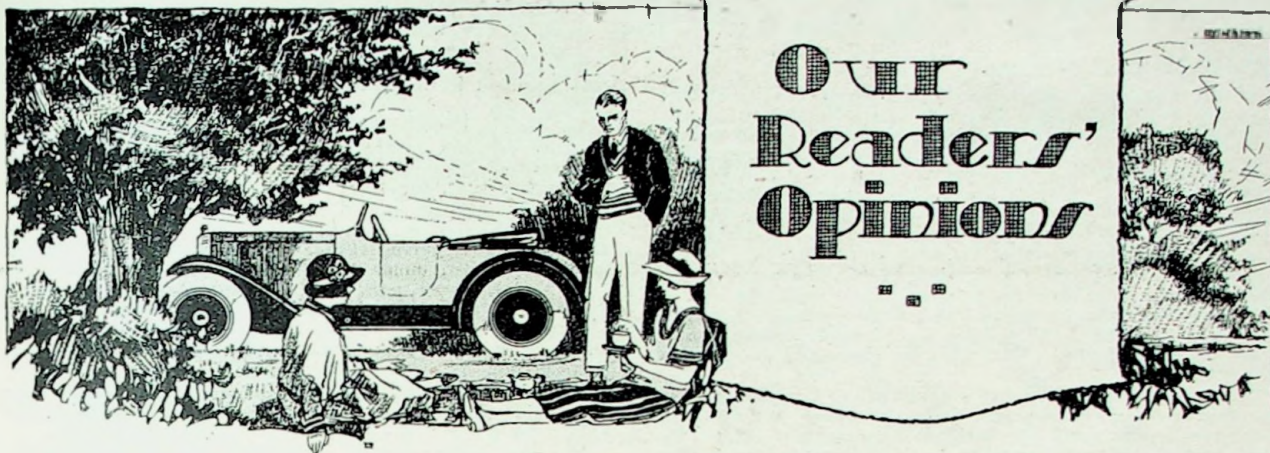
In fact, the bargain I picked up will pay my A.A. Subscription for many a year and a good bit over.

If you are not yet a member, why not learn for yourself what A.A. membership means to you?

Full particulars are given in a booklet, “Always Ahead,” which can be obtained from the Secretary, The Automobile Association, 29, Finsbury House, Whitcomb Street, London, W.C.2.

Send a Postcard for a copy to day.

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



Our Readers' Opinions

We welcome at all times letters sent 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. Letters should be as brief as possible, but not abbreviated. We reserve the right to make any alterations or deletions which we deem necessary.

CYCLECAR OWNERS ON THEIR METTLE.

Further Opinions and a Reply from "Fair Play."

High Average Speeds.

I read with no small amount of amusement the "extreme disgust" your correspondent, "Fair Play," expresses in his letter regarding a fast run from Edinburgh to Malvern by a Morgan, especially as "Fair Play" openly admits he has made "many attempts at racing these beastly three-wheelers when out on his 40-50 h.p. Mercedes." This statement is in itself fairly conclusive as to which was the faster machine.

Price No Criterion.

Apropos the price of a Morgan, surely this cannot materially affect its speed, as your correspondent would appear to suggest.

MORGANITE.

Nottingham.

Driving Ability Required—

I did not expect to be so severely slated as I appear to have been when I wrote you regarding my tilts with Morgans, and, in justification, I must reply to the several correspondents.

—In a Big Car.

I congratulate Mr. John Beach on his splendid balance in not becoming angry when he is beaten by the smaller fry; but I would point out that my machine, although German, is a good one and not ponderous.

"Anti Road Hog" calls me and mine some horrible things; he is annoyed because I called the Morgan a "beastly three-wheeler." If he were beaten by, say, a Grahame-White Buckboard would he describe it afterwards as a "ducky little motorcar"? He also says that I am ignorant of motor matters and endanger other road users' necks. I would point out that I am a very careful driver and take no risks on corners.

It should be realized by the light vehicle driver that a big car takes some handling. My machine weighs nearly 2 tons and has four speeds. The gears need double clutching. The weight takes some slowing down and speeding up. It would make "Anti Road Hog" wake up to have to pull my car about. It is a big-man's machine, and calls for far more skill and intelligence than one weighing less than half a ton. To corner at speed means big expense on tyres; to open the throttle fully for long distances quickly empties the petrol tank.

No, Mr. "Anti Road Hog," I should not be surprised to learn that the Morgan is one of the fastest vehicles on the road; I have found it out. I have now taken the opportunity of examining a Morgan, and it seems to have an extremely

simple control, and needs no intelligent handling of the "Anti Road Hog" order.

I appreciate the frank and open comment from the Editor of *The Light Car and Cyclecar*. To "V.M.F.," thank you, brother. Who knows? To Mr. J. R. Sylvester, I need no lessons in driving, thank you.

FAIR PLAY.

Another Champion for "Fair Play."

I confess I was much surprised and amused at the heated criticisms of "Fair Play's" letter, which I read, with much enjoyment, as being a chaffing testimonial to the efficiency of the small car. I am glad to see that

Humour

"V.M.F." also regards "Fair Play" as a humorist. I should imagine he is chuckling heartily at his letter, and Morgan owners will probably find that they have risen quite unnecessarily in defence of their favourite vehicle.

Were "Fair Play" the hopeless outsider "Anti Road Hog" supposes, he would be hardly likely to read or contribute to your excellent journal.

E.M.S.

Mercedes, Morgan or Mania?

Anent the Mercedes and the Morgan—why is it that we are constantly hankering after "speed, speed, and yet more speed"? Without going into details too closely, I should suggest that the undoubted "liveliness"

of the Morgan is greatly due to its extreme "tractability." But, admitting this concession, who is there who wants to approach anything like the "90 miles per hour," as indicated by one of your correspondents?

Again, what is the use of a speed limit, if it is going to be so openly ignored? My own car is only 750 c.c., "chummy" body and four wheels, yet I have never induced the speedometer to register more than 43 miles per hour; but what I wish to emphasize is the lack of opportunity to attain even this in excess of speed under existing road conditions.

I have seen recently remarkable "average" figures as to speed, but the best I have been able to do is 25 miles in a single hour—that is, in spite of hills, towns, speed limits and big villages—and within 25 miles of London. Of course, I know that the same make of car has accomplished phenomenal speeds on the track, but for ordinary use one is driven to the conclusion that the craze for high speed is unnecessary.

A few months ago there were letters from several correspondents indicating the high speeds of their cars, and signing themselves "Fussless Forty" and "Fussless Fifty," but I prefer my signature to be

TRUSTY THIRTY.

B41

OUR READERS' OPINIONS (contd.).

Morgans and Other Three-wheelers.

Mercedes and Morgan.

I am more than grateful to the gentlemen who have come forward in your columns to defend the Morgan from the "attack" of "Fair Play," but I agree with "V.M.F." that "Fair Play" did not at all intend to be taken seriously.

A Voice from Malvern. Reversing the part of Marc Antony, he "came to praise the Morgan, not to bury it," under a load of obloquy. May I make my meaning plainer?

I have not the pleasure of knowing who "Fair Play" may be, but, unless I am very much mistaken, he presents the point of view—not his own—of an imaginary road-hog—which he is not—owning a powerful and expensive Mercedes—which he does not—who is fed-up with the superior performance of the insignificant—from that point of view—and inexpensive Morgan.

So far from being offended by his letter, I regarded it as a valuable—modesty prevents me from adding well-deserved—tribute to the good points of the little three-wheeler. By the way, I had nothing to do with the publication of the Edinburgh-Malvern run. H. F. S. MORGAN.

Malvern Link.

Morgan versus Mercedes.

Your correspondent, "Fair Play," must be a little astounded with the "buzz" he has brought around his cars. As a "three-wheeler" owner myself, I always take particular interest in this type of vehicle; but if the majority of its enthusiasts were of the type of "Anti-Road-hog" I should feel bound to sport an extra wheel and say good-bye to such hot-headed enthusiasm, for a more perverted sense of justifiable criticism I never saw.

Further Morgan Praise. To call a letter by another correspondent, not holding one's own views, an "offensive effusion" when replying in the manner of "Anti-Road-hog" is the very limit, and to attempt to censure the discretion of the editor of what appeals to so many of us as a sporting

journal, is yet again liable to cause one to think that this correspondent has a great fancy for seeing his own efforts in print.

Your other correspondents treat the matter as a joke, and sensibly so; and perhaps when "Anti-Road-hog" has had time to cool down he will re-read the "offensive effusion" and realize that, far from running the Morgan down, it is more in the light of a good advertisement for Morgans.

From a purely mechanical point of view might one ask, Did your correspondent realize the relative values of the cars in question? One must still admit that comfort and convenience play a bigger part with the majority of drivers than mere speed, and that the designer of the Morgan has a lot to learn on both these points. One can buy speed, I believe, more easily than comfort, and the Morgan is still crude in some details.

I have passed many cars on hills myself, but that does not imply that those I pass are incapable of passing me, or that they were going "all out" at the time.

It seems that enthusiasm needs to be tempered with moderation, an appreciation of "the other fellow," and a realization that one is not wise to assume too much "amongst people who know anything about motoring," to quote your correspondent's own words. SCOTT SOCIABLE 270.

Big Car or Three-wheeler?

As one who has driven samples of each type of vehicle concerned, it seems to me that both call for a certain amount of driving skill. Any three-wheeled cyclecar is under full control of the driver under ordinary road

Safety in Driving. conditions, but, given a greasy surface or tramlines, especially the conduit system, it has been my experience that a three-wheeled vehicle is more prone to skidding than one having four wheels, and this will tend to reduce the average speed. One can corner on a big car as fast as on a three-wheeler, but not, I think, with the same degree of safety. D.E.R.

The French Cyclecar Controversy.

The French Cyclecar in France.

As a resident in France and a keen cyclecarist, I cannot let Mr. J. R. Sylvester's letter pass without comment. In the matter of the price trouble, he is quite right. The high prices asked by English manufacturers are due to the buyers themselves, who demand a far higher standard of luxury than that required by the average French buyer.

Good Service under bad Conditions.

With regard to the rest of his letter, however, your correspondent is entirely in the wrong, and I cannot imagine where he obtained his information.

The French cyclecar has to put up with the most frightful road conditions, far worse than anything to be found in England. Moreover, the average French driver is much harder on his machine than the Englishman. The French cyclecar is driven all out during most of its existence, and "all out" means a considerable speed, for these little machines are very fast indeed. There are only one or two British makes which could hope to compete with them in the matter of speed so far as standard models are concerned.

Another thing which the French machine has to put up with is the deliberate racing of engines. When "warming-up" his engine in the morning the French driver will push his throttle wide open and leave it in this position for a couple of minutes or so whilst the unfortunate engine howls round at twice its normal r.p.m.

The "sporting boyee" type of young Frenchman will frequently also fit an open exhaust and delight in racing his engine on every possible occasion, so that all and sundry may be impressed by the lovely noise.

In spite of all these rough conditions, the French cyclecar "sticks it" in the most wonderful way, and is often in splendid condition after 9,000 miles or 10,000 miles of hard driving. The suspension is almost invariably excellent; indeed, it has to be, on account of the roads. Steering pins, shackle bolts and so on are not weak, for obvious reasons, whilst, as to wheels breaking up, I have never heard of such a thing.

The light French cyclecar is certainly a lesson to the English manufacturer, but he is quite capable of turning out

something as good or even better. One English maker, at least, has already done so.

As there are some 60 or more makes of light car and cyclecars on the market in France, I hardly think that your correspondent can have studied his subject very carefully.

FERDIE.

French and English Cyclecars.

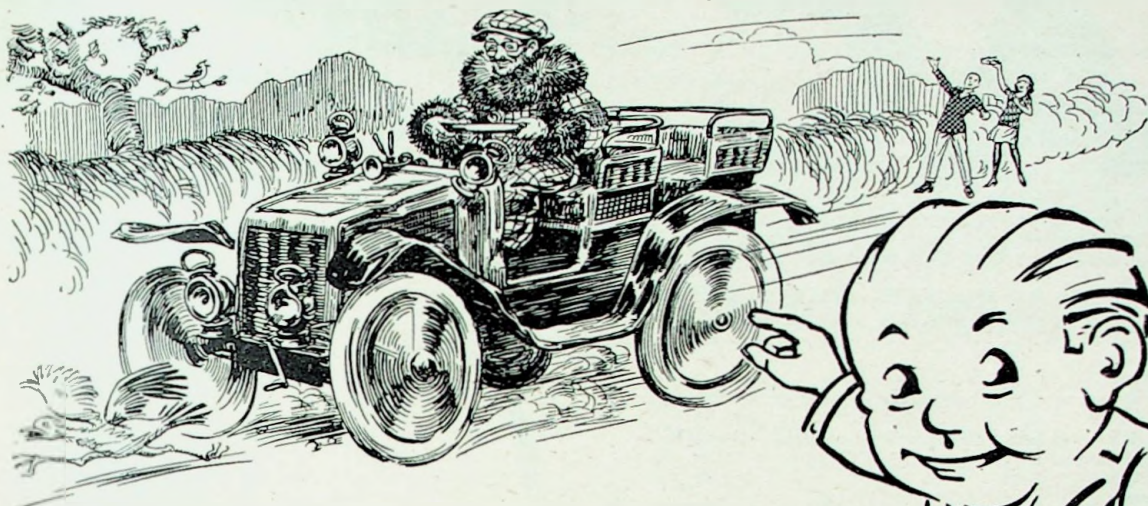
As a reply to Mr. Sylvester's letter on "Cheap French Cyclecars," my experience over 8,000 miles on a sports Salmson may be of interest. My first point is that there are practically no 1,100 c.c. four-cylinder cyclecars manufactured in England with which to compare the Salmson, favourably or unfavourably. It is, therefore, unfair to compare it with light cars of 1,500 c.c. and one-ton in weight. In spite of this, in design and performance, I contend that the Salmson is unique.

Salmson Superiority. I have just completed 1,200 miles of fast touring in France, over roads which would have smashed the springs of many English light cars. The "cheap French cyclecar" is built for French roads and French drivers, the worst combination of tests any car could be called upon to withstand. Contrary to Mr. Sylvester's belief, the roads were not littered with cars having broken wheels, and so on. If these cars do not last, how can the amazing popularity of Amilcars, Salmsons and Citroens be explained? The top and second gear ratios of the Salmson are 4 to 1 and 6½ to 1, which certainly cannot cause a "screaming engine." The oil consumption of my engine is practically negligible. Emptying the sump at 2,000 miles is the only extravagance. Up to the present replacements have cost under £1, and after a searching examination, when the mileage was over 8,000, the sole sign of wear in the whole chassis is a slight shake in the front-wheel bearings.

The competition performance of the Salmson is well known. I am merely trying to prove that it has not been achieved at the expense of durability. Perhaps owners of Amilcars and other "cheap French cyclecars" will give their experiences.

H. M. SAMUELSON.

SternOliver : Saved from the scrap-heap !
SternOliver : By the judicious application of Sternol W.W. !



*"Twenty years ago I used your oil,
 since when I have used no other!"*

With acknowledgments to Pears Soap.

THE SternOracle says: Remember the old Pears Soap advertisement? Here's the old fellow again, in changed circumstances — a noble relic!

But quite possible, you know! It's credibly reported that the very first oil ever used in an internal combustion engine was of Sternol make. The old pioneers knew what they wanted, and what they wanted was Sternol.

It's just the same to-day. Those who study lubricants know the finest oil. Sternol W.W. is what they use. Nothing else is good enough!

Sternol. W.W.

— MAKES ENGINES PURR LIKE PUSSIES. —

NO SMOKE THE SUPER OIL, SUMMER or WINTER NO SMELL

Sternol W.W. suits nearly every make of car.

COUPON.



If you are unable to obtain from your usual dealers, remit us as under for the size package you require, and we will see that you are supplied.

1 gallon tin, 7/6, carriage forward.
 5 gallon drum, with brass tap, 30/-, carriage paid.
 20 gallon drum, with brass tap, 115/-, carriage paid.

Name

Address

Name and Address of usual Garage

STERNS LTD., (Manufacturers of "AMBROLEUM"
 the Famous Gear Lubricant).
 46, Royal London House, Finsbury Square, E.C.2
 FOR AEROPLANES, also KASTERNOL

*"For the stern test,
 trust Sternol "W.W."*

**"23,000 miles and only
 decarbonised once."**

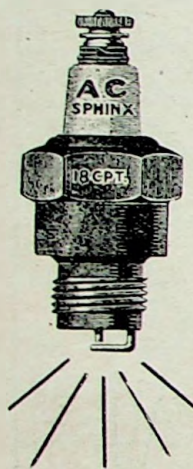
The following is extracted from an unsolicited testimonial from Mr. Scott of Winchmore Hill —

"You will be interested to know that I have been using Sternol Oil for the past two years. I have run over 23,000 miles and have only had the engine decarbonised once. The only time the Spark Plugs have been out was when the decarbonising was done and this speaks volumes for the cleanliness of your oil."

The original can be inspected at our offices

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

AC SPHINX SPARKING PLUGS



Here are some of the makers who have selected AC-Sphinx.

Austin J
Baysiss-Thomas
Belsize
Calcott
Calthorpe
Clyno
Crouch
G W K.
Galloway
Hillman
Horstman
Jowett
Lagonda
Lea Francis
McKenzie
Palladium
Stoneleigh
Straker-Suire
Swift (10 h p)
Vulcan

What sparking plugs will give the very best results in your engine?

The maker of your car answered that by careful tests, when he chose AC-Sphinx of a particular type.

Motor manufacturers use AC-Sphinx year after year because they have found them to be best. When you buy new sparking plugs, be sure you get AC-Sphinx of the type specified for your car.

Something You Have Always Wanted

Ask your dealer for an AC-Sphinx Metal Plug Kit—illustrated here—to carry your spare plugs without risk of damage. Obtain yours free, with a set of AC-Sphinx.

The AC Sphinx Metal Plug Kit—to carry your spare plugs.



British Manufacture by the
AC-SPHINX SPARKING PLUG
CO., LTD.
BIRMINGHAM

Nearing the Closing date of the SOLEX SUMMER TOURING SCHEME

ONLY A FEW WEEKS now remain before our Summer Touring Scheme closes, and if you have not yet sent your entry along, you should do so without delay.

We are offering awards to the value of £100 for short descriptions of Summer Tours giving details of the journey and incidents of interest to fellow motorists. No technical details of performance are required, but your car must be fitted with the Solex Carburettor.

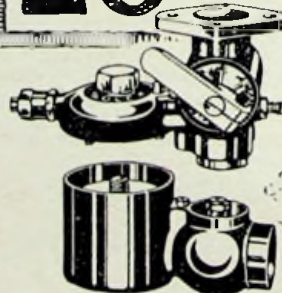
If you have not done so already, go to your nearest agent and try the Solex in accordance with our 30 days' Free Trial Offer.

Send your entry along, accompanied by photographs if desired, but remember that it must be in our hands by Saturday, September 20th, 1924.

Full details of the Solex Summer Touring Scheme will be sent on request to Summer Touring Dept.:-

S. WOLF & Co., Ltd.
115, SOUTHWARK ST.,
LONDON, S.E.1.

Telephones
Central 5172 and Hop 2734.



SOLEX

THE NO-TROUBLE CARBURETTOR

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

OUR READERS' OPINIONS (contd.).

Road Surfaces—Magneto Troubles—Honour Where Due.

Signposts to Brooklands.

It occurs to me to suggest that the number of signposts directing one to Brooklands is inadequate.

The popularity of the track would increase if it could more easily be found by strangers to the district. J.B.M.

Flints as Road-dressing.

Cannot some action be taken by the motoring associations that will induce the highway authorities to stop the pernicious practice of strewing the main roads with small sea-shore flints? These are responsible for

An Annoying Practice. more damage to motor tyres than anything previously used on the roads.

Recently I had two nearly new cord covers destroyed by small, arrow-headed flints that penetrated the canvas in several places. Considering the large sums of money paid by motorists for road maintenance, it is maddening to think that part of this money is being used for the purchase of the very flints which ruin our tyres. I am surprised that the motoring fraternity and associations have not raised an outcry against this practice. Granite chips are not nearly so destructive. INCENSED.

Petrol Gauge for a Jowett Car.

No doubt many of your readers who are owners of Jowett cars will be interested to see a method of fitting a gauge which is visible to the driver, but does not interfere with the leg room.

A Convenient and Simple Fitting.

The clips for fixing were made from $\frac{1}{4}$ -in. brass tube, flattened out, bent, drilled, and bolted to the gauge. A couple of small clips were also made to support the 3-ft. 6-in. length of connecting pipe. The gauge, as supplied, had a $\frac{3}{8}$ -in. threaded brass tee-piece for the petrol-tank connection, this the makers readily exchanged for a $\frac{1}{2}$ -in. thread iron fitting, which was the size required. H. C. LEAT.

* * We suggest that a tap at the base of the gauge to shut off petrol would be an advantage.—ED.

Overdoing "Safety First."

Having read frequently in the columns of your interesting journal a number of "Safety First" hints, I am prompted to draw attention to an item of the utmost importance, to which, I think, no reference has as yet

A Dangerous Practice.

been made. I refer to the well-meant but ill-advised practice of rear-seat passengers giving the signals for what they presume to be their driver's intentions.

Recently, on the Bath Road, I followed a small four-seater for some miles at a fair speed. On reaching a garage situated on the off side of the road the car suddenly pulled in to the near-side kerb and slowed down, evidently with the intention of calling at the garage. Then an arm—apparently the driver's—signalled me to come on. I accelerated to overtake, when the car in front immediately pulled over to enter the garage. At the frantic shriek of my horn another arm—this time the actual driver's—came out straight to stop me. By sheer luck—or will someone please say by skilful driving?—I managed to swerve between his front wheels and the garage doors, when I was able to slow up and do some deep breathing.

I think that all motorists should impress upon their over-enthusiastic passengers the importance of leaving the signals to the driver. Failure to give signals is dangerous, but signals to which the driver does not conform—or two conflicting signals—spell disaster.

H. FRANCIS KINGSTON.

Unusual Magneto Complaint.

Referring to "A.O.C.'s" magneto trouble, mentioned in a recent issue, wherein he finds his distributor burned on the leading end of the brass segments, I suggest that the trouble has less connection with the type

A Possible Solution.

or age of engine than with the timing of his rotary brush in relation to the magneto armature.

It must be remembered that the time of the spark is determined by the break of the primary circuit, and not by the position of the distributor brush, so that if "A.O.C." will time the rotary brush to be well on the segment as the

contact points break, his trouble will probably cease. The same result would be caused by the make-and-break platform having been replaced on the magneto armature after some previous adjustment in such a manner that the key and keyway did not truly coincide, but this is, of course, very improbable in the case of the new magneto.

It is possible to account for Nos. 2 and 3 segments—the same cams—being the more affected by a fraction of eccentricity in the rocker-arm platform, and the advancing of the rotary brush by a tooth might give the necessary margin requisite to prevent sparking.

I have noticed that there is a very appreciable amount of backlash in the rotary brush gear in some well-known makes of magnetos, and this would tend to emphasize the trouble. OLIVER JONES.

Honour Where Due.

I have read with great interest the description of the cars in preparation for the 200-Mile Race at Brooklands, but there is one phrase used in connection with your description of the A.C. cars which is apt to give a totally

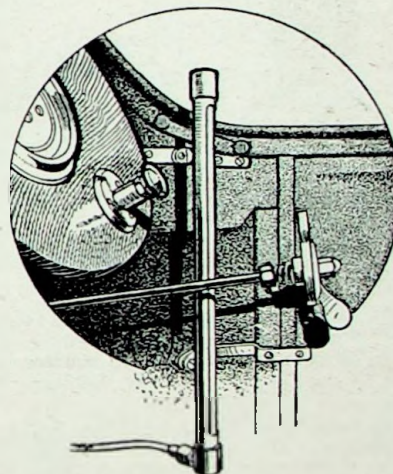
Fastest Time at Blackpool. erroneous idea to the reader. You refer to the prospective A.C. entry as being similar in type to the car which made best time at

Blackpool Speed Trials. As a matter of fact, whilst giving every credit to Mr. Joyce for his driving, the fact remains

✱

A useful petrol gauge for a Jowett car, referred to by a correspondent on this page. It is easily fitted and the pipe is in a position where it will not foul the driver's legs.

✱



that the A.C. did not achieve a better performance on that occasion than a fourth place in Class 2, a third place in Class 3, and second place in Class 5, fastest time of the day being accomplished by the Beardmore.

I am not interested in the latter car financially or otherwise to the slightest degree, save that it has always appeared as a most excellent and sound performer at all the events I have attended, or in which I have competed, and is driven in a most successful and sportsmanlike manner by the ever-cheerful Mr. Cyril Paul.

I trust that, in justice to the Beardmore and its driver, you will make this perfectly plain.

TRUBIE MOORE (Capt.).

The Southampton Toll Gates.

During a recent motor tour, part of my journey was to Portsmouth via Salisbury and Southampton. At the latter city I passed over the Northam Bridge and through a toll gate for which I paid eightpence. The ticket received cleared me through two other gates.

Advice Wanted. On the return journey I paid one shilling to pass through a gate and another sevenpence to get over the bridge. The other alternative being to cross the ferry and pay toll.

I cannot understand the reason for the difference in these tolls and would be much obliged if one of your readers, conversant with the locality, would explain and possibly suggest a route from Salisbury to Portsmouth so as to avoid these tolls, and, incidentally, the rough roads experienced within the toll gates.

H. C. LEAT.

B45

OUR READERS' OPINIONS (contd.).

J.C.C. Address Wanted.

With reference to your recent reply to "F.R." (Dulwich), I, too, should like to join the J.C.C., but have not the faintest idea where their headquarters are situated. Will you oblige me by sending the address to which I should apply? I expect there are other light car owners in the same boat who would welcome the publication of particulars.

I am a Rover Eight owner, and am always very eager to get my copy of *The Light Car and Cyclecar* on Friday mornings.

J. A. PRICE.

Cosham, Hants.

A Useful Haven

Having been a reader of your paper for some years and knowing that you take an interest in snapshots obtained whilst on tour, I am enclosing one I took of the "Old Toll House" situated outside Hornby on the main road between Kirkby Lonsdale and Morecambe. This house is, I believe, well over 100 years old, and is now kept by a very enterprising motor dealer. Petrol, oil, tyres, etc., can be obtained at any time of the day or night, and I understand a fire is always burning in the house with a kettle boiling ready for the use of travellers. In addition the proprietor keeps a "first-aid" station for accidents.

Encouraging Enterprise.

I advise any of your readers who may be touring in the district to pay this old house a call, as in addition to the



This picturesque garage forms the subject of a letter from a correspondent on this page. It will be obvious that there is no need for a garage to be an ugly building.

fine scenery of the surrounding country, the district is very historical. Guy Fawkes arranged his plot at Hornby Castle, a very fine mansion close by, which is still occupied.

I am in no way connected with this business, being only an admirer of the enterprise shown by Mr. Willacy, who is the proprietor.

WELLWISHER.

INFORMATION WANTED.

Owing to pressure on our space it is impossible to include readers' replies to queries in "Our Readers' Opinions," and correspondents anxious to help fellow car owners are courteously requested to communicate direct with the address which is given in most cases.

Hartford Shock Absorbers.

Can any reader supply experiences of Hartford or any other shock absorber on a three-wheeler Morgan, T.B., or New Hudson?

S. STUART.

Highgate House, Walsall, Staffs.

A.V. Monocar.

Could any reader give me information regarding the present reliability, speed, and other details of the 1920-22 A.V. monocar, 6 h.p. or 8 h.p. J.A.P. engine?

48, Whippendell Road.

J. E. W. GINGER.

Watford, Herts.

Coventry-Premier.

I shall be grateful if any reader would be good enough to lend or sell me an instruction book for the 1922 four-wheel Coventry-Premier.

R. W. FLOOK.

85, Kingsdown Parade, Cottam, Bristol.

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Austin Seven.

I should like readers' experiences of shock absorbers when fitted to an Austin 7 car.

S. TRUEMAN.

14, Hawarden Avenue,
Manley Park, Whalley Range.**Rover Eight.**

I should be glad of opinions on the performance of a 1923 Rover Eight, especially with regard to hills and ease or otherwise of gear change.

E. R. BROWN.

87-89, Mortimer Street, Oxford Circus, London, W.1.

CONDENSED CORRESPONDENCE.

"H.H." (Manchester) writes to record his appreciation of the service given by H. R. Godfrey Motors, who specialize in G.N. repairs.

W.A., Northumberland, in asking us to recommend him a new car, informs us that he has been a Morgan owner since 1914, and during the past ten years has owned no fewer than eight different examples of this popular make.

C.S., Devon, remarks, in the course of a letter, that he considers our reports of races, speed trials and so forth form the most interesting features of *The Light Car and Cyclecar*. It would be interesting to have other readers' views on the question.

G.H. (Derby) informs us that he received excellent treatment at the hands of the Rover Co., Ltd., when some replacements were made on his Rover Eight. Although he had no claims upon the makers, he was called upon to pay only for the mechanic's time.

L.H.W. (Weybridge) recommends the battery service department of George England, Ltd., Walton-on-Thames, who recently fitted 42 new plates to his battery and returned it, fully charged, within 36 hours. A special type of charging plant made this quick repair possible.

T.S. (Cardiff) writes in appreciation of the service he received from Messrs. Strotton's, Gloucester. When he arrived there at 5 o'clock in the afternoon with a badly cracked off-side stub axle, they immediately obtained a new one and fitted it for him, the job being completed in a couple of hours.

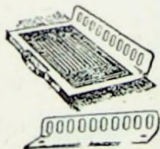
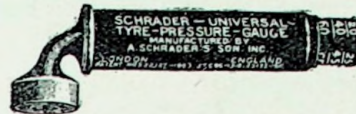
Miss L.C.H., Boscombe, Hants., informs us that she has been using Sublima car polish for some time, and has found it extremely satisfactory. Introduced to the preparation by an advertisement in our columns, she was sent a generous sample in reply to her first inquiry, and has since ordered a further supply.

A.O.C. (Deccan, India) writes in appreciation of the generous treatment he has received from North and Sons, Ltd., who are the makers of the Watford Magneto. A.O.C. wrote to them regarding a slight defect in his magneto, and received by return mail, free of any charge, a new instrument and a letter asking him to return the old one.

W.G.S. (Liverpool) wishes to supplement H.C.A. (Barnsley's) praise of the services of Messrs. Williams and Sons, Bala, North Wales. When he met with magneto trouble, he received prompt attention and helpful advice, whilst the charge was very moderate. The experience was particularly gratifying, as it came directly after one of an opposite nature.

G.S. (Guildford) writes that Citroën Cars, Ltd., have just issued a spare parts list, costing 5s., a price which "G.S." considers excessive. He is extremely satisfied with the service given the Citroën Company, and has always received courteous treatment, but he thinks that the company should include a comprehensive list of spares in the equipment, adding the cost of it to the price of the car, and thus eliminating unnecessary bother.

B.H. (Farnham) writes in praise of his Jowett light car, which has been in use every day since he took delivery in July last. During a 2,500-mile tour the car was driven over fields and cart-tracks, and it withstood admirably this rough treatment. It is possible to maintain an average road-speed of 30 m.p.h. and the petrol consumption varies between 36 m.p.g. and 40 m.p.g., according to the road conditions. "B.H." suggests that the steering lock might be improved and that a door should be fitted to the off side of the body.



LIGHT CARS and LEATHER COATS

Your light car must give you comfort, protection, strength, and long economical service, yet retain the qualities that name it "light." A Leather Coat by Dunhills gives you all those virtues, and more, and—is lighter in weight than the average cloth motor ulster. A post-card will bring you details of these economical but distinctive motoring coats.

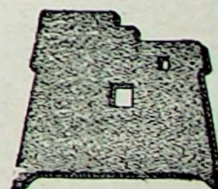


LEATHER COAT, lined fleece made from selected skins, £10:10:0
In good hard wearing skins, lined fleece, £6:6:0 and £5:5:0

Practical and protective LEATHER UNDERCOAT, lined sateen. Can be worn under the lightest overcoat, ensuring perfect protection against cold and wind. £5:10:0 and £6:6:0

If you are interested in the illustrations in the border, send for our fully illustrated Catalogue No. A2.

A copy of Gentlemen's Coat List No. C2, together with patterns of leather, sent post free on application.



Dunhill's Limited

359-361, EUSTON ROAD, LONDON, N.W.1

2, Conduit St.,
London, W.1.

&

72, St. Vincent St.,
Glasgow.

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

AROUND THE TRADE.

Details are to hand of a radiator thermometer with a dial for attachment to the dashboard. Particulars may be obtained from the Cambridge Instrument Co., Ltd., 45, Grosvenor Place, London, S.W.1.

The Motor Technical Records, Ltd., of Kingsway House, Kingsway, London, W.C.2, have issued two folders, one describing the advantages of M.T.R. membership, the other outlining the uses of M.T.R. cards.

Mann, Egerton and Co., Ltd., of Norwich and London, who were recently invested with the Royal Warrant by H.R.H. Princess Beatrice, have now been appointed coachbuilders to their Majesties the King and Queen of Spain.

In addition to scientific welding processes, Barimar, Ltd., of 14-18, Lamb's Conduit Street, Theobald's Road, London, W.C.1, operate various "cold" and low-temperature processes which are suitable for the rectification of small spoilt parts.

The A.S.C., Great Portland Street, London, W.1, have been appointed sole concessionaires for Sénéchal cars in England and Wales. Two models will be marketed—a super-ports and a standard three-seater—the prices being £195 and £185 respectively.

A new concern, Shale and Woodrow, Ltd. (handling Austin cars), have opened spacious showrooms in St. Giles Square, Northampton. Mr. Shale, managing director of the concern, has been on the sales organization of the Austin Motor Co. at Birmingham for several years.

We are informed that the Caxton Name Plate Manufacturing Co. have recently changed their address from Caxton House, Westminster, to 11, 13, 15, Rochester Row, Westminster, London, S.W.1.

We hear that Eural horn operators, made by Eural Patents, Ltd., of 1-3, Queensberry Mews East, Harrington Road, S.W.7, are to be fitted to His Majesty's 5-7 h.p. Daimler cars. This accessory is now fitted to cars used by each member of the Royal Family.

Motor Necessities, Ltd., the proprietors of J.M. shock absorbers and other J.M. specialities, have now removed to their new works, 45, Horseferry Road, Westminster, S.W.1. Telephone No., Victoria 1364.

MOTOR TERMS TRAVESTIED.

Solution to No. 27.



"An Unsuitable Mixture."

Although last week's travesty brought in a large number of suggestions, none of them was very striking. The selection was rather difficult, as many suggestions seemed of equal merit, but it was decided that the best was "An Unsuitable Mixture," submitted by Mr. F. Walmsley, 20, Osborne Road, Winton, Bournemouth, to whom the prize of one guinea has therefore been awarded. Two other good solutions were "Geared for Anything" and "A Loose Knot." The allusions to "mixture" were numerous, although none so aptly suited the drawing as the winner's. Several readers sent in "Rich Mixture" and "Bad Mixture," many favoured "All-weather Equipment," "A Super-sports Body" and like suggestions, while "Sales After Service" and "The Part Exchange Specialist" seem to us to be more trade terms than motoring terms.

SMITH & HUNTER

90 & 92, Gt. Portland Street, W.1.

WE ARE SPECIALIZING
IN

LAGONDAS

1925 MODELS NOW IN STOCK AND READY FOR DELIVERY

DEMONSTRATIONS ANY TIME, ANY DAY.

FREE DRIVING TUITION AND UNLIMITED SERVICE.

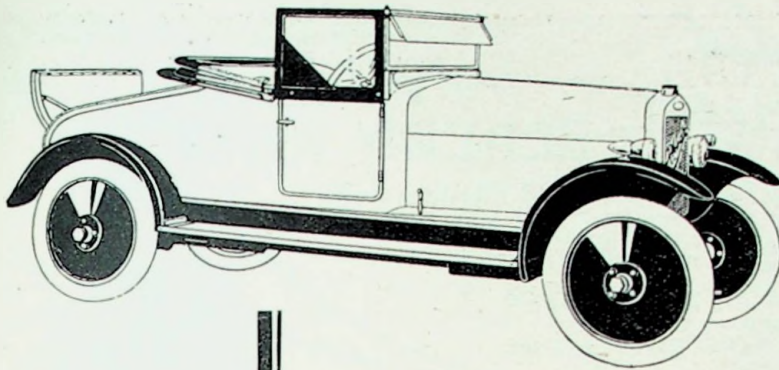
**SPECIAL
DEFERRED
TERMS.**

2/3-seater with double sunken dickey seat ...	£295
5-seater with rear screen and luggage grid ...	£320
SPECIAL COUPE with double adjustable dickey	£330
All-weather Saloon with complete equipment ...	£385

**ANY CAR
TAKEN IN
EXCHANGE**

WRITE FOR THE LAGONDA BOOK.

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



**Also in Stock at
GODFREY'S . . .**

AUSTIN	7 h.p. Elec. starter	£165
CITROEN	7.5 h.p. 2-3-seater Self starter	£175
RENAULT	8.5 h.p. water, with dickey, self-starter	£270
ROVER 8	2-seater	£160
ROVER 8	4-seater	£160
ROVER 9	(4 cyl. water-cooled) 2-seater	£180
ROVER 9	(4 cyl. water-cooled) 4-seater	£180
SINGER	10 D. Luxo, 4-seater	£235

Buy a Remarkable RHODE at "the Sign of Good Service."

When buying a RHODE at GODFREY'S you will get "good service" in a double sense. You will get the facilities and courtesies with which the name of Godfrey's has always been associated—and you will obtain a car of rare merit and outstanding performance. The RHODE solves more problems for the Light Car Owner than any other car of its type. Learn all about it—either personally or by post—at GODFREY'S.

Some Rhode Models:

2-seater and dickey	£235
Light 4-seater	£225
All-weather	£255
Four-seater	£275

You can buy your RHODE or any car at GODFREY'S on most advantageous DEFERRED PAYMENTS.

*The Sign of
Good Service.*

GODFREY'S

Ltd.

366-368, Euston Road,
LONDON, N.W.1, and
208, Gt. Portland St., W.1.

*Phone—
Museum 3401-2-3

The MOSS B.A.2 Axle goes one better.

Contemporary Light Car Axles are eclipsed by this latest Moss product, which embodies sounder and more practical features than any. For instance, the axle casing is a one-piece steel pressing without joints or welds; axle shafts are semi-floating and take the torque only; shafts and gears are mounted on Timken tapered Roller bearings.

Two brakes are fitted side by side, operating on rear hubs supplied to suit Sankey, Michelin, or similar standard wheels. The shafts are made of special alloy steel and the driving gears are of nickel case-hardening chrome steel. The axles are oil-tight and the oil filler is so constructed that the axle cannot be overfilled with oil. May we send YOU further particulars? There are numerous other superior features.



**THE MOSS GEAR CO., LTD.,
Aston Manor, BIRMINGHAM.**

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

*Cleans both sides
of the screen*

The WALLIS SCREEN WIPER

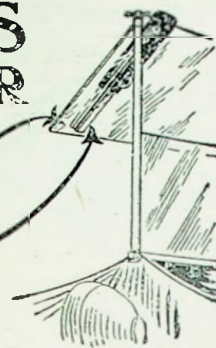
No fitting required. Will fit either double or single screen. Wipes both sides of the screen with rubber pads. Highly nickel plated throughout.

Now Reduced to

5/-

POST PAID.

WALLIS PATENT WIND SCREEN
Company Limited
21, HOBSON STREET, CAMBRIDGE.



Shock Absorbers easy to fit

B&D

STABILIZERS

designed to suit

ROVER 8 & 9

AUSTIN 7 & 12

GWYNNE 8

etc., etc.

WITHOUT frame drilling.

STOP PITCHING.
STEADY YOUR CAR.

Models for most makes
55/- to 72/- per axle with
brackets according to type.

BENTLEY & DRAPER LTD.

4 Fenchurch Avenue,

London E.C.3.

Grams "BENDRAPIC, FEN. LONDON."

Phone: AVENUE 3029.

Chekko

Brake and Clutch Linings

THE TRUTH

about ASBESTOS used for fabric
Brake Linings.

Short-staple, cheap-grade Asbestos (either white or blue) cannot be spun into strong yarns suitable for weaving without being mixed with cotton. CRESSWELLS' LIMITED use no cotton in their CHEKKO Brake and Clutch Linings and are the largest consumers of best, standard Canadian White Asbestos fibre in the United Kingdom.

This fibre is known in the trade as the finest spinning quality, and the costliest obtainable.

LONDON STORES DEPOT:

27, Percy St., Tottenham Court Rd., W.1

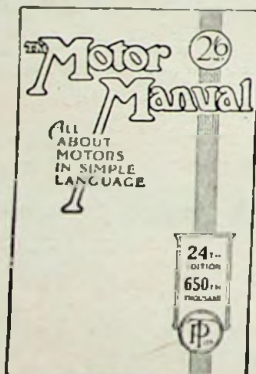
WORKS:—Wellington Mills, Bradford.

PRICE

2/6

NET

Obtainable from all
booksellers, or direct
from the publishers
2/9 post free.



THIS 24th Edition of "The MOTOR MANUAL" whilst embodying all the best features of the previous issues, has many additions both to text and illustration, and constitutes a comprehensive collection of up-to-date information which should prove of the greatest practical utility to both the potential and the experienced motorist.

238 PAGES.

266 ILLUSTRATIONS.

TEMPLE PRESS LIMITED,

7-15, Rosebery Avenue, London, E.C.1
Wholesale Agents: B. J. LARBY, Ltd., 50, Paternoster Row, E.C.4



"You can tell you have hit hard when there is a rebound." So runs an old aphorism. Thus it follows:

The harder you hit—the greater the rebound and greater the need for

"GABRIEL" REBOUND SNUBBERS

The restraining influence of Gabriel Snubbers prevents that sudden upthrow which bounces you from the seat. Gabriel's impart a soft, floating motion to every movement of the car body.

For all cars, from £5 : 5s. per set of four.

Brown Brothers Limited
 — Allied Companies —
THOMSON AND BROWN BROTHERS LTD
BROWN BROTHERS (IRELAND) LTD

Wholesale only. Head Offices and Warehouses:
 GREAT EASTERN STREET, LONDON, E.C.2.
 118, George Street, EDINBURGH, and Branches.

Replace 'DOUBT' with 'CERTAINTY'



"Enots"
PETROL LEVEL GAUGE
 can be fitted in 10 minutes.

Know at a glance the exact quantity of petrol in your tank.

Simple and practical in design, the Enots Petrol Gauge is an accurate indicator.

It can be used on most cars with dashboard tanks; and—complete with adaptor, small tap, copper pipe and screws for fixing—can be fitted in ten minutes.

WHY BE STRANDED WITH AN EMPTY TANK?

BENTON & STONE Ltd.
 (Dept. L)
BIRMINGHAM.

PRICE 10/6
 Each

New Car

£11 down and drive away.
 Balance to suit your pocket.
 Write for full particulars of this astounding offer.

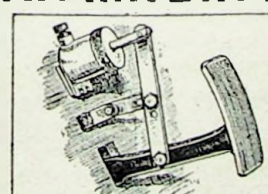
ARNOTT & HARRISON, LTD.
 22, Hythe Road, Willesden, N.W.10.

*Phone—
 Willesden 2207.
 *Grams—
 "Arnottharri,
 Phone, " London."



CASH PRICE £110

WHY HAVE A FIERCE CLUTCH?



The Autoclut solves your Clutch troubles, and saves your Tyres, Differential, Gearbox and Engine wear and tear. Get one from your Dealer NOW! If any difficulty in obtaining send remittance to:—

"THE AUTOCLUT."
 (Prov. Pat. 22617/23.)

PRICES:
 25/- STEEL. 35/- BRASS.

AUTOCLUTS, LTD.
 199, PICCADILLY, LONDON W.1.
 Agents Wanted. Particulars FREE.

Foreign Rights for Sale.

From "THE AUTOCAR."
 "... springs were perfectly clean and lubricant quite fresh after 3,000 miles."



VIBRATION
 —the Bar to Comfort

Rattle! Rattle! Shake! It's the springs—choked with grit, corroded with rust. Can you wonder they cry out in protest and refuse to function properly? Fit QUICKFIT Gaiters and you can forget all about them.

QUICKFIT Gaiters cling to springs without bulging; yet yield with slightest movement. They keep grease in—grit out.

FREE Send post card for folder "L.C." giving full particulars.

W. DICKINS & CO., LTD.,
 Cross Cheaping, Coventry.

London Representatives:—Mr. W. E. WOAN,
 17, Pall Mall, London, E.C.1.

QUICKFIT
 gaiters

FITTED IN A FEW MINUTES.

No insecure hooks or troublesome laces. Uniform tight fitting at all times.

Pat. No 16357/24

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

SECOND-HAND

AND NEW

LIGHT CARS, CYCLECARS,
AND ACCESSORIES FOR SALE

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

RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Subject to a discount of 5 per cent for 15 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.

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

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made, we return the amount deposited. In either case we deduct a commission of 1½ per cent (3d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent, on amounts from £50 to £100, and ½ 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 **THE MANAGER, "THE LIGHT CAR AND CYCLECAR," 7-15, ROSEBERY AVENUE, LONDON, E.C.1.** If proofs of displayed advertisements are required, copy should be forwarded in sufficient time to allow of it being submitted and returned.

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

NOTICE.

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

SECOND-HAND

LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. Gordon Watney and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2966), London agents. Several second-hand, all models in stock, guaranteed, from £100; deferred payments and part exchange. zzz-164

A.B.C. George England, Ltd., 28 South Molton St. (Mayfair 6378), the specialists, have several overhauled from £80. zzz-860

A.B.C. F.O.C.H. Ltd., offer 1923 A.B.C. 2-seater and dickey, special body, first-class condition, bargain, £125. 5 Heath St., Hampstead (near Tube). 615-206

A.B.C. cars. Repairs of every description and special tuning by experienced A.B.C. mechanics. Write for list of special fittings, post free. R. S. Inglis, A.B.C. Specialist, Head Office 28-29 Upper Marylebone St., Gt. Portland St., W.1; Works, 20-21 Williams Mews, Stanhope St., N.W.1. Telephone, Museum 2502. zzz-181

A.B.C., 1922 sports model, new condition, £115. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 615-186

A.B.C., 1922. Special Sports 2-seater, dynamo lighting, detachable wheels, spare, tyres good, all accessories, taxed until December, upholstery, paint and hood very good, in exceptionally good mechanical condition, fitted with rev. counter, speedometer, clock, dash lights, etc., etc., exceptionally fast, smart and reliable; £9 10s. down and 10 equal payments or cash £95. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 615-256

A.B.C., 1924, 2-seater, self-starter, larger wheels, mileage 2,000, licensed, £150. Walker, Tisdale, Northallerton. 615-d657

A.B.C. Choice of 4: 1921 £80, another £85; 1922 super sports £110, another £125; cash, deferred, exchanges. Railton, Cobham and Co., Ltd., 5 Cumberland St., Manchester. Central 2681. 615-358

A.B.C., free insurance included, 1922, 12hp Regent, 2-seater and dickey, dynamo lighting, fully equipped, licensed, exceptional condition, 110 gns. Below.

A.B.C., free insurance included, 1923 sports 2-seater, dynamo lighting, starter, speedometer, licensed, very good condition, 127 guineas. Below.

A.B.C., free insurance included, 1922 2-seater, sunk dickey, dynamo, speedometer, revolution counter, extra headlamp, splendid condition, tyres almost new, 102 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 615-340

A.B.C., Surbiton, dickey, clock, speedometer, taxed, good tyres, nice condition, £80; exchange. 307 Goldhawk Rd., Shepherd's Bush. 615-319

A.B.C., £90; 1921, Surbiton model, 2 doors, dickey, dynamo lighting, taxed December, new tyres, in splendid condition, just overhauled; exchanges, deferred payments. 325 High Rd., Chiswick, W.4. 615-d688

A.B.C., 1922, 11hp, special sports, £115; also 1921 2-seater, dickey, starter, £95. Bartlett's, 93 Gt. Portland St. 615-386

A.C. Wanted, second-hand A.C.s for cash or in part exchange for new models. Highest market value allowed, balance by deferred terms if required. Immediate delivery of new models. Caithness and Co., Ltd., 65 Gt. Portland St., W.1. Tel., Langham 2172. 615-171

A.C. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-297

A.C., 4-seater, 1922, grey, tax paid, all-weather equipment, starter, Klaxon and bulb horn, speedometer, clock, 2 spare wheels, 710 by 90 cord tyres, spring gaiters, car excellent condition, £190. C.A.H., 11 Addison Rd., W.4. 615-4527

A.C., 1924, Empire, 2-seater, blue, brand new, £316, accept £270; clock, speedometer, patent steering, etc. Albert Farnell, Manningham Lane, Bradford. 617-4524

A.C., 1922, 2-seater, starter, painted blue, all-weather fittings, as new, £180. Smith and Hunter, 90 Gt. Portland St., W. Phone, Museum 8156. 615-147

A.C., 1921-22 sports, aluminium body, self-starter, clock, speedometer, rev. counter, new Dunlop cords, over 60 m.p.h., excellent condition, 158 gns. 51 Upper Richmond Rd., East Putney. 615-4569

A.C., 1923, 4-seater, luggage carrier, many extras, taxed for year, absolutely unscratched, total mileage to date 3,000, 280 guineas. 51 Upper Richmond Rd., East Putney. 615-4570

A.C., 2-seater, tax paid, dynamo, late model, £65. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 615-268

A.C., 1916, 10hp, 2-seater, dickey, dynamo lighting, detachable wheels, spare, tyres almost new, all accessories, many extras, upholstery, paint and hood perfect, in first-class mechanical condition throughout, exceptionally fast, smart and reliable; £6 16s. down and 10 equal payments, or cash £68. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 615-260

A.C. sports, 9.5, tax September, 1919, perfect mechanical condition, all brand-new Dunlop tyres, Sankey detachable wheels, 5 lamps, C.A.V. dynamo lighting, new battery, tools, hood, screen, polished aluminium body, rubber pedal covers, aluminium number plates, electric horn, jack, very smart, any trial, £100. 20 Heath Rd., Twickenham. 615-399

A.C., beautiful royal blue 2-seater, with dickey, 10hp, 4-cylinder, monobloc, dynamo lighting, hood, screen, lamps, speedometer, Klaxon, first-class car, only 65 gns.; exchange motorcycle; easy terms. Wandsworth Motor Exchange, Ebnor St., Wandsworth (Town Station). 615-291

A.C. 1924, anyweather model, as new, £290; 1923 Empire model, in excellent condition, £215; 1923 12hp 4-seater, 2-door body, £265. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammer-smith 80. 615-528

A.C. Royal, 1922, 2-seater, double dickey, fully equipped, etc., excellent condition, £175. Vivian, 33 Spenser St., Victoria St., S.W.1. Vict. 8677. 615-228

A.C., 1923, 11.9hp, special 3-seater sports, £255. Bartlett's, 93 Gt. Portland St. 615-387

A.C. Black and Finch, 222 Gt. Portland St., W.1, have 1921 sports model A.C., with polished aluminium body, clock, speedometer, concealed hood, etc., etc., 165 guineas. Phone, Museum 2271. 615-368

ALBATROS, 8hp, 1924, chummy, dynamo and starter, taxed, used for demonstrations only. £150; deferred or exchanges. Below.

ALBATROS, 10hp, 1923, 2-seater and dickey, dynamo and starter, taxed, perfect, £90; cash, deferred or exchanges. E. T. Morris and Co., Ltd., 139 Finchley Rd., N.W.3. 615-154

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.

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ALBERT, 1922, 11.9, 4-seater, service in all-weather, just overhauled and repainted, clock, speedometer, starter, new tyres and fully licensed. £145. Chisery, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 4140 and 3568. zzz-127

ALBERT, 1921, 11.9hp, 4-seater, starter, taxed, rear screen, etc. £135. Bartlett's, 93 Gt. Portland St. 615-384

ALLDAYS, 1915, 2-seater, dynamo and starter, excellent condition throughout, £45; exchanges or hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 615-308

ALVIS. New or second-hand. Try Henly's. The Sole London Distributors. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. Alvis Spare Parts and Service Dept., 31-32 Foley St., W. Mayfair 4203. zzz-304

ALVIS, 1921, 11hp, 2-seater, dickey, starter, £125. Bartlett's, 93 Gt. Portland St. 615-385

ALVIS, 12-40, special sports model, 2-seater and dickey, all aluminium streamlined body, mileage 5,000, condition as new, tax paid to December, £210; deferred terms accepted or exchanges. 7 Sylvan Hill, Crystal Palace. Phone, Sydenham 223. 615-750

ALVIS 1922 all-weather 4-seater, glass windows, leather top, £225, great bargain. James, over Alexander's, 482 Harrow Rd., Paddington. 615-316

AMILCAR, Bono and Porter, Ltd., Amilcar specialists, offer:— 1922 8hp semi-sports 2-seater, all-weather, special engine, £110. 1925 8hp semi-sports 3-seater, long chassis, lighting and starting, many extras, last, £155.

New models for immediate delivery:— 3-seater sports, long chassis, with starter, £240. 3-seater semi-sports, with starter, £225. Repairs and service, 159-161 Castleham, Boroos, S.W. 13. 615-278

ARIEL 10, 1924, 4-seater, quite new but slightly shop-soiled, £180 for quick sale. G. Stevenson, Ltd., London Rd., Tunbridge Wells. Phone 425. 615-454

ARIEL 9, 4-seater 1924 model de luxe, all-weather, complete with numerous extras, low mileage, tax paid, guaranteed £135; another similar model, with starter, £145. Ariel Motors, 320 Camberwell New Rd., S.E.5. 615-191

ARIEL 10, 1924, self-starter, speedometer, blue, as new, taxed, £172. 37 Wentworth Rd., Barnet. 616-949

ARIEL 10, 1924, 4-seater model, brand new, de luxe type, all-weather equipment, 5 lamp set, speedometer, etc., slightly shop-soiled only, £190. black and Finch, 222 Gt. Portland St., W.1. Phone, Museum 2271. 615-366

AUSTINS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-299

AUSTIN 7, 1923, 5 lamps, excellent condition, £115. Smith and Hunter, 90 Gt. Portland St., W. Phone, Museum 8136. 615-150

AUSTIN, 1923 (December), 7hp, 2-seater, Rapson tyres, shock absorbers, tax paid, £110. Lookers, Ltd., Manchester. 615-262

AUSTIN 7, starter model, complete as maker's list, slightly showroom soiled, £155. Ralph, 62 Bathurst Mews, W. 2. 615-242

AUSTIN 7, 1923, Harlford rear, speedometer, 2 new Dunlop cords, taxed for year, mileage under 5,000, perfect condition, any trial, £100 or near offer. Bowyer, North St., Midhurst. 615-4597

AUSTIN 7, 1923 all-weather chummy, mileage 3,600, perfect, taxed, £115. Lionel H. Pugh, 9 South Molton St., W. Mayfair 4433. 615-392

AUSTIN 7, 1923-4, speedometer, tax year, full insurance, mileage 1,700, any trial, perfect, £125. 130 Avenue Rd., Waltham-on-Avon. 615-6641

AUSTIN 7, October, 1923, mileage under 5,000, Boyce motorometer, mirror, dash lamp, recent works overhauled, beautiful condition, £110. Osmer, 17 Lavender Gardens, Clapham Junction, Battersea 1910. 615-6653

AUSTINS. Wilkins, Simpson. 1924, latest models, 7hp, with electric starter, £165, immediate delivery; cash or easy payments; tuition free; highest price allowed for any car or motorcycle in part exchange; arrangements made anywhere. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 615-6646

AUSTIN 7, 1923, shock absorbers, side curtains, electric and Klaxon horns, spare wheel and tyre, excellent condition, tax paid, bargain, £115; cash or easy payments. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 615-6643

AUSTIN 7, October 1923, taxed, insured, recently overhauled, as new, £125; after 6 or week-end. Write time, W. 38 Wellwood Rd., Goodmayes, Essex. 615-6622

AUSTIN 7, 1924, tax paid, little used, £155, nearest offer. Box No. 6623, c/o "The Light Car and Cyclecar." 615-6654

AUSTIN 7, Several 1923 and 1924 models, prices from £110. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 615-270

A.V. bicar, 8.9hp J.A.P. engine, hood, screens, lamps, speedometer, discs, very fast and in good order, £25. Sellar, La Corbiere, Uxbridge Common, Middlesex. 616-612

A.V. cars supplied by Andrew's Motor Mart against 10 per cent. deposit. Balance over long period.

A.V. monocoars, £25 to £35; 1922 model 2-seaters, dynamo lighting, 3 speeds, reverse, speedometer, £55; 1921 model 2-seaters, dynamo lighting, etc., £45; exchanges arranged.

Send postcard for list of A.V.s and other cyclecars. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 615-250

A.V., £25; exchanges, deferred payments. 1921 A.V. monocoar, 6hp J.A.P., 2 speeds, disc wheels smart, Ins. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 615-219

BAYLISS-THOMAS, 9hp, April, 1924, 2-seater, dickey, Michelin Confort tyres, clock, speedometer, starter, 6 lamps, 2,700 miles, £200 or near offer; must sell. Engineer-Lieut. L. Hodge, c/o Vickers, Ltd., Batrow. 615-6684

BEBE PEUGEOT, 1917, perfect order, new tyres, electric lights, nearest £40. 108 Westond Rd., Southall. 615-6612

BELSIZE-BRADSHAW, Gordon Watney and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2966), London agents. Several second-hand in stock, guaranteed, from £100; deferred payments and part exchanges. zzz-165

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

BELSIZE-BRADSHAW, 4-seater (November, 1922), electric lighting and starting, all-weather hood, new cord tyres, tax (£9) paid for year, perfect condition, just overhauled, any trial, £110. Higgs, The Highfield, Chislehurst Rd., Dickley. 615-4429

BELSIZE-BRADSHAW, 1922, 2-seater, royal blue, speedometer, gradient, step mat, all-weather curtains, Michelin cord tyres, fully equipped, £110. See below.

BELSIZE-BRADSHAW, 1923, 2-seater, dynamo lighting and self-starter, speedometer, taxed, fully equipped, excellent condition, £125. Mebes and Mebes (Established 1893), The Original Light Car Specialists, 144 Gt. Portland St., W.1. Phone, Langham 2230. 615-158

BELSIZE-BRADSHAW, 1922, 9hp, 2-seater and dickey, dynamo lighting, starter, 3 speeds and reverse, speedometer, side curtains, tax paid, £115. Maude's, 100 Gt. Portland St., London, W. 1. 615-240

BELSIZE-BRADSHAW, 1923 model, equal to new, only done 2,400 miles, speedometer, electric lighting, perfect, £90, will take lightweight motorcycle and cash adjustment. Seddon, 27 Belvoir St., Hull. 615-4592

BELSIZE-BRADSHAW, free insurance included, 1923, 2-seater, fully equipped, licensed, excellent condition, 102 guineas. Below.

BELSIZE-BRADSHAW, free insurance included, 1922, 9hp (1923 engine fitted), 2-seater and dickey, dynamo lighting, self-starter, speedometer, etc., licensed, electric and bulb horns good order, 94 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 615-341

BLERIOT-WHIPPET, 1923, 8hp, 2-seater, perfect order, tyres excellent, luggage grid and other extras, done about 1,000, £40 or nearest. 30 Beacon Hill, Camden Rd., N.7. 615-6519

BLERIOT-WHIPPET. FOCH, Ltd., offer Bleriot-Whippet, fully equipped, excellent condition, bargain, £30. 5 Heath St., Hampstead (near Tube). 615-207

BLERIOT-WHIPPETS, £30 and £35 each, 10 per cent. deposit for easy terms. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 615-251

BLERIOT-WHIPPET, free insurance included, 1923, 2-seater, brand new, electric lighting, spare wheel, mechanical starter, etc., maker's guarantee, 79 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 615-342

BLERIOT-WHIPPET, 2 Bleriot-Whippets, one green, one aluminium body, both just completely overhauled and fitted with new tyres, hoods, and new upholstery, 60 m.p.g. and 50 m.p.h. in perfect condition throughout, owner bought larger car. Frank A. Smith, 90 High St., Stourbridge, Worcs. Phone 256. 615-6629

BLERIOT-WHIPPET, 1923, scarcely used, unscratched, like new, driven by engineer, special model, foot accelerator, five wheels, full equipment, bargain, £55, no offers. 63 Hamilton Rd., Coventry. 615-6625

BLERIOT-WHIPPET, 1922, Blackburne, perfect running order, spare wheel, new rear tyres, £25; Saturday, after 3 p.m., electric bell, 18 South Villas, Camden Square, N.W.1. 615-6611

BUCKINGHAM, 1922, 8hp, 3-seater, dynamo lighting, 3-speed, exceedingly smart and mechanically sound, £58; cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. 615-194

BUCKINGHAM, free insurance included, 1923, 10hp, 2-seater, dickey, dynamo lighting, all-weather equipment, 89 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 615-343

BUCATTI, 1914, Brescia model, sports 2-seater body, very fast, £125; cash, deferred, exchanges. Raiton, Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 615-355

BUCATTI, 1922, 16-valve, very handsome aluminium sporting 4-seater body, dynamo, starter, new hood, side curtains, 6 wheels, perfect mechanically and very fast, £280. Museum 6283. 615-6633

BUCATTI, 1923 cloverleaf, exceptionally smart car in perfect order, £325. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 615-329

BUCATTI, sports, fitted 1924 sports 2-seater body, dynamo lighting, fast, very smart and ready immediate use, £100. 5 Putney Bridge Rd., Wandsworth, Putney 2728. 615-280

CALCOTT, 1924, 10hp, chummy 4-seater, dark blue, new February, not done 4,000, as new, carefully run in, electric horn, fully licensed, maker's guarantee, cost £288, accept £220 or nearest offer; any trial. Heritage Peters, The Nook, Broadway, Coventry. 615-129

CALCOTT coupe, 1919, dynamo lighting, recently painted dark blue and completely overhauled, upholstered grey Bedford, dickey, bulb and electric horns, mirror, clock, 5 new tyres, tax paid, privately owned, any trial willingly. £125. Day, Motors, Okehampton. 615-4159

CALCOTT, 1920-21, 2-seater, in excellent condition, starter, dynamo, £130; extended terms. A. P. Rey, 378-384 Euston Rd. Museum 7600. 615-166

CALCOTT, 1921, 2-seater, dickey, Lucas lighting and starter, speedometer, clock, tyres as new, very small mileage, finished royal blue, tax paid December, £130. Maude's, 100 Gt. Portland St., London, W. 1. 615-258

CALCOTT, 2-seater, 1922 model, dickey, starter, lovely condition, taxed, £150; exchanges, instalments. Ashby's, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Phone, Victoria 3433. 615-289

CALCOTT 1921 2-seater coupe, with dickey, dynamo and starter, excellent condition, fully equipped and licensed, £150; exchange or hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 615-309

CALTHORPE, Moores Presto, Croydon agents Calthorpe cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-754

CALTHORPE, 1921, 4-seater, aluminium bonnet, electric fittings, perfect, bargain. Letters, G. 13 Heathcote St., W.C.1. 615-4435

CALTHORPE, 1922, 10hp, 2-seater, in superb condition, many accessories, very carefully used car, £155 cash, or £38 15s. down, and 12 payments of £10 3s. 6d., with option of a special rebate. Lamb's Ltd., 50 High Rd., Wood Green; 587 Euston Rd., N.W.; opposite Hoe St. Station, Walthamstow. 615-118

CALTHORPE, 1921, 2-seater, starting, lighting, licensed, £80. Tampion Motors, Malden Rd., Cheam, Sutton 21. 615-6515

CALTHORPE, £38, 2-seater, 10hp, 4-cylinder, dynamo lighting, 5 detachables, runs well. King, New Rd., Oxford. 615-6531

CALTHORPE coupe, 1923, 4-speed model, Bedford coil, good order, £175. Smith and Hunter, 90 Gt. Portland St., W. Phone, Museum 8136. 615-148

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CALTHORPE, 1921, 4-seater, dynamo lighting and starting, speedometer, tax paid, good tyres, in very nice condition, £95. Phone or wire, Paddington 6049, or call at Kirk and Co., 22 Praed St., Paddington, W.2. 615-141

CALTHORPE, 1921, 2-seater, in exceptionally good condition, £100; extended terms. A. P. Rey, 378-384 Euston Rd. Museum 7600. 615-165

CALTHORPE, 1922, 2-seater, dynamo lighting, dickey seat, hood, spare wheel, speedometer, luggage grid, horn, in excellent condition, £89; cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. 615-196

CALTHORPE, 1922, 10hp, sports model, starter and lighting, spare wheel, specially tuned engine and in exceptionally good condition, £120; cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W. 615-197

CALTHORPE, 1922, 4-seater, Mulliner body, self-starter, 5 lamps, must be sold, £95. 31a Hydehorpe Rd., Balham. Phone, Streatham 3440. 615-395

CALTHORPE, 1922, 2-seater, with dickey, dynamo lighting, excellent condition, £96; exchanges or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 615-311

CALTHORPE, £125; 1921, super-sports 2-seater, polished aluminium body, large copper petrol tank at rear, aero screens, new tyres, 2 spare wheels, taxed December, dynamo lighting, just overhauled, exceptionally fast and very attractive; exchanges and deferred. 325 High Rd., Chiswick, W.4. 615-4686

CALTHORPE. A selection of Calthorpe cars in stock from £110; deferred terms and exchanges. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 615-281

CARDEN official repair depot. All spares for Carden cars stocked; complete overhauls undertaken. Send for list of improvements. Arnold and Harrison, Ltd., manufacturers of New Carden light cars, 22 Hythe Rd., Willesden, N.W.10. Phone, Willesden 2297. zzz-237

CARDENS. Cardens. Cardens. Always a few in stock at prices from £25 to £35. Deferred terms; 10 per cent. deposit. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 615-252

CARDEN, 1921, 7hp, 2-seater, electric and gas lamps, taxed, complete with usual equipment, good tyres, £25, or exchange. Teddington Garage, 160 High St., Teddington. Kingston 2562. 615-4650

CARDEN, 1921, splendid 2-seater, 7hp, starter, hood, screen, 5 lamps, Klaxon, speedometer, clock, taxed, runs well; offers, exchanges, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth. 615-292

CARDEN, late 1923, 2-3-seater, chummy model, electric light, bought for client unable to take delivery, practically new, £65; open to any trial, examination. Ormond Motor Co., York St., Jermyn St., Piccadilly, S.W. Regent 4164. 615-226

CARDEN, 1922, 7hp, Dyna lighting, speedometer, clock, overhauled, repainted, tax December, £40. Harper, 63a High St., Clapham, S.W. 615-608

CITROENS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-298

CITROEN, 7.5hp, yellow touring, 1923 model, usual accessories, spare wheel, speedometer, goes as new, over 50 m.p.g. gallon speed up to 40 m.p.h., electric lighting, self-starter, tax paid, excellent condition because always well looked after, price £110. Apply for appointment, Mr. S. White, Friningham Lodge, Maidstone. Telephone, Bearsted 15. 615-200

CITROEN, 1924, 7hp, balloon tyres, taxed, quite new, double dickey, owner unable take delivery, 135 guineas. 51 Upper Richmond Rd., East Putney. 615-4567

CITROEN 10.4 4-seater, 1921, starter, curtains, speedometer, very smart and fast, taxed, £105. 43 Green Lane, Penge. Phone, Sydenham 604. 615-246

CITROEN, 1923, 4-seater, dynamo and starter, fully equipped and licensed until end of year, £125; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 615-313

CITROEN, 1922, 7hp, 2-seater, in very nice condition, taxed, speedometer, clock, £87. Newham Motor Co., 245 Hammersmith Rd., W.6. 615-334

CITROEN, 1923, 11.4hp, 2-seater, English body, double dickey, a-w. curtains, perfect condition, year's licence, £175. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 615-271

CLULEY, 1924, 2-seater, 10.20hp, shop-soiled, fullest equipment, £230. Smith and Hunter, 90 Gt. Portland St., W. Phone, Museum 8136. 615-146

CLULEY, 10hp, 2-3-seater and double dickey, dynamo, clock, speedometer, in perfect condition, Rayson tyres, £155. May, 2 High St., Fareham. 615-286

CLULEY, 1923, 11hp, 2-seater all-weather, taxed for year, small mileage, £175. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 615-330

CLULEY, 1921, 2-seater, dynamo lighting, excellent condition, £85; exchanges or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 615-310

CLYNO, 1924, 2-seater, dynamo, starter, practically new, £135; extended terms. A. P. Rey, 378-384 Euston Rd. Museum 7600. 615-167

CLYNO, 1924, 10.8hp de luxe 4-seater, used only for a few demonstration runs, guaranteed as new, £198. Simister, Jordangate, Macclesfield. 615-396

CLYNO, free insurance included, 1924, 10hp, de luxe 4-seater, dynamo lighting, self-starter, clock, speedometer, all-weather equipment, double windscreen, etc., year's licence, new condition, 159 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St. Mayfair 4027. 615-347

COVENTRY-PREMIER, 1922, 2-seater, with dickey, tax paid, and fitted with many accessories, very nice condition throughout, £68. Chinery, 1 Hammersmith Rd., Kensington. Phone, Western 4140 and 3568. 615-418

COVENTRY PREMIER, 1922, 2-seater and dickey, splendid condition, £80; cash, deferred, exchanges. Railton, Cobham and Co., Ltd., 5 Cumberland St., Manchester. Central 2681. 615-339

CROUCH, all-weather, 8-18hp, water-cooled, latest model stream-line 2-seater and double dickey, dark blue, dynamo lighting, absolutely as new, very smart car, £135; also 1922 9hp Crouch 2-3-seater, in perfect condition, dynamo, speedometer, tyres new, £85; also others from £50. May, 2 High St., Fareham, Hants. 615-285

DARRACO, 1923, 8hp, 2-seater starting and lighting, small mileage, £175. Below. 615-285

DARRACO, 1922, as above, both like new, £160. Allen Simpson, 374 Deansgate, Manchester. Phone, Central 7432. 615-132

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

DE DION coupe, 9hp, electric light, horn, new tyres, sound condition, £55, offers. 93 Dumbreck Rd., Eitham. 617-4435

DEEMSTER, 1924, £165, new tyres, starter, spacious dickey, dynamo. Phone, Ascot 370. 615-252

DEEMSTER, 1920, 2-seater, dynamo lighting, £60; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 615-306

DOUGLAS, 2-seater, C.A.V., lighting and starter, new tyres, low mileage, mechanically sound, owner-driven, best offer secures. Ilon Bakery Co., Hillsbro', Sheffield. 615-4434

EMSCOTE, 1921, 2-seater and dickey, 9hp, water-cooled J.A.P. engine, 3 speeds and reverse, electric horn, dynamo lighting, new tyres, any trial, £75 or near offer. 100 Robin Hood Chase, Nottingham. 615-235

ERIC-CAMPBELL, free insurance included, 1921, 10hp, aluminium 2-seater, fully equipped, year's licence; speedometer, excellent condition, 98 guineas. Below. 615-344

ERIC-CAMPBELL, free insurance included, 1922, 10hp, 2-seater, dynamo lighting, self-starter, clock, speedometer, electric and mechanical horns, spare wheel, side screens, etc., year's licence, splendid order, 120 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 615-344

ERIC LONGDEN, free insurance included, 1923, 10hp sports 2-seater, dynamo lighting, clock, speedometer, etc., good condition, 112 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 615-345

ERIC LONGDEN, 1924, 10hp sports 2-seater, dynamo and starter, taxed, perfect, £135; cash or exchanges. E. T. Morris and Co., Ltd., 139 Finchley Rd., N.W.3. 615-152

E.S.A., Austrian, 1923, 9hp, 4-cylinder, w-c., 2-seater, dickey, dynamo lighting, 500 miles, sell, or exchange 4-seater and cash. Milne Watson Rd., Wood Green. 616-4659

G.N.s. Several good second-hand cars in stock for immediate sale; southern service agents; expert G.N. mechanics; all spares stocked. The Eastgate Garage, Lewes. 615-b705

G.N. specialists. Repairs; spares of every description in stock; largest service agency in Midlands. The Redditch Garages, Ltd., Redditch. Phone 117. zzz-496

G.N., 1921, perfect condition, speedometer, electric light, any trial, £40 or best offer. Day, Motors, Okehampton. 615-d160

G.N. Legere, late 1922, won many awards, 64 guineas. E. J. Anderson, Apply, Clock Garage, Enfield. 616-d107

G.N., 1921, Kirk and Co. 1921 clover-leaf model, 3-seater cream finish, with red wings, aluminium bonnet, dynamo lighting, speedometer, clock, dash lamp, petrol gauge, etc., good sports car, £48. Below. 615-200

G.N., 1921, Kirk and Co. 1921, spare wheel, dynamo lighting, speedometer, aluminium dash, tax paid for year, good condition, £48. Below. 615-200

G.N. Kirk and Co. 1922, Popular model, dynamo lighting, speedometer, chrome finish, spare wheel, good tyres, £56. Below. 615-200

G.N. Kirk and Co. have several G.N.s and a large number of other light cars in stock. Phone or wire, Paddington 6049, or call at 22 Praed St., Paddington, W.1. 615-140

G.N., 1921, dynamo lighting, spare wheel, speedometer, etc., £55. Rey's, Ltd., 175 Gt. Portland St. 7 o'clock Monday to Fridays, 4 o'clock Saturdays. Phone, Langham 1257. 615-208

G.N., 1921, 8hp, Lucas dynamo lighting, spare wheel, good tyres, speedometer, fully equipped, in excellent condition, £48; cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. 615-199

G.N., 1921, dynamo lighting, repainted blue, in good condition throughout, 48 guineas. 51 Upper Richmond Rd., East Putney. 615-4565

G.N., late 1921, sound running order, dynamo lighting, £40, owner going abroad. 14 Campbell Rd., Hanwell, W.7. 617-4607

G.N., 1921, excellent condition, tax paid, dynamo, speedometer, 5 disc wheels, tyres good tools, etc., £50, offer. Daitz, 15 Carthusian St., E.C.1. Central 8227. 615-4606

G.N., 1921, de luxe, practically new condition, dynamo, many extras, new tyres, £48; exchanges. James, over Alexander's, 482 Harrow Rd., Paddington. 615-317

G.N., 1922, 2-seater, dynamo lighting, £65; 1921 2-seater, £45; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 615-307

G.N., dynamo, speedometer, 3 speeds, reverse, tax paid for year; 10 per cent. deposit for easy terms; £48. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 615-254

G.N., 1920-21, improved body, all-weather equipment, dynamo lighting, oversize tyres, an unusual G.N., £60. Bliss, Chesleigh, Presburg Rd., New Malden. 615-d588

G.N., 70 m.p.h., sports, British Anzani-engine, 1924, only done 4,500, side curtains, door, oversize tyres, aluminium body, any reasonable trial, £225. Heywood, The Hoppes, Hookwood, Surrey. 615-4600

G.N., 1922, 2-seater and dickey, Miller dynamo lighting, spare wheel, speedometer, year's tax, etc., splendid condition throughout, £53, or exchange. Teddington Garage, 160 High St., Teddington. Kingston 2562. 615-4652

G.N., 1922, 8hp, 2-seater and dickey, dynamo lighting, spare wheel, side curtains, electric and bulb horns, mirror, speedometer, petrol carrier, perfect running order, £90. Box No. 6622, c/o "The Light Car and Cyclecar." 615-d620

G.N., free insurance included, 1922, 8hp, 2-seater, dickey, Frazer-Nash a.h.v. engine, dynamo, side curtains, many extras, 88 guineas. Below. 615-346

G.N., free insurance included, 1923, air-cooled, 2-seater, dickey, fully equipped, excellent condition, 92 guineas. Below. 615-346

G.N., free insurance included, 1921, 8hp, 2-seater, dynamo lighting, speedometer, licensed, good condition, 59 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 615-346

G.N., 1922, Show model, all-aluminium body, blue wings, new hood, bargain, £70; 1921 Legere or Morgan part payment. Below. 615-271

G.N., 1922, dynamo, etc., in good condition, £58. Earls, Ltd., The Vale, Hampstead. Hampstead 3287. 615-271

G.N., 1922-23, exceptional condition, front handle start, dickey seat, 59 guineas, guaranteed. 31a Hydehorpe Rd., Balham. Phone, Streatham 3440. 615-393

G.N., 1922, 2-seater, dynamo lighting, late model, speedometer, electric horn, tax paid, exceedingly smart, £68. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 615-299

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SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

G.N., £48, exchanges, deferred payments. 1921 G.N., 2-seater, hood, screen, electric lamps, clock, speedometer, nice condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 615-222

G.N., special long-stroke engine, roller big-end, 4-seater (1923 Show body), dynamo, complete, £68; body only (hood, screen), £17. Seen Wandsworth. Write, 30 London St., Obertsey. 615-3669

G.N. Black and Finch, 222 Gt. Portland St., W. 1, concessionaires G.N. cars, have 1920 touring model, £35; 1922 touring model, £75; 1922 Vitesse model, overhead camshaft, dynamo lighting, speed 75 m.p.h., polished aluminium body, £175. Others in stock from £40 upwards. Phone, Museum 2271. 615-367

G.W.K., £35. We have several G.W.K. cars in stock from £35 upwards; any trial run given; inquiries invited. North Essex Motor Co., Saffron Walden. Phone, 16. 615-178

G.W.K., 1920, 10hp, 2-seater, double dickey, dynamo lighting, just been coach-painted and overhauled, guaranteed, £59; cash or deferred. Naylor's, 406 Garratt Lane, Earsfield, S.W.18. 615-195

G.W.K., 1921, 2-3-seater, dynamo lighting, new tyres all round, taxed, in good condition, 80 guineas. 51 Upper Richmond Rd., East Putney. 615-456

G.W.K., 1919, recently overhauled, taxed, £40; private. Moss, 129 Belgrave Rd., Birmingham. 615-4628

G.W.K. 1915-16 2-seater, excellent condition, very little used, £32 10s. Hurst, 3 Tulse Hall, S.W. 2. 615-233

G.W.K., 8hp, 4 speeds, speedometer, £45. Maude's, 100 Gt. Portland St., London. 615-239

G.W.K., 1920, 2-seater, large dickey, dynamo, very smart car, £68; another, 1919, 2-seater, just overhauled, £38; no offers; exchanges, deferred payments. Penge Motor Co. Sydenham 604. 615-249

G.W.K., 10.8, 1921, smart, roomy 2-seater with double dickey, 4 new tyres and bulbs, spare wheel, Rotax lighting, extra air, speedometer, mirror, tools, nice appearance, runs splendidly, economical, taxed and insured. 12 Abbey Churchyard, Bath. 615-4658

GWYNNE 8, demonstration car, tax paid, full equipment, makers' guarantee, 200 guineas. McKinnon, 30 Burney Avenue, Surbiton. 615-507

GWYNNE 8, 1923, sports 2-seater, unsoiled, taxed, 145 gns. Denman Motor Agency, 4 Dezman Place, Piccadilly Circus. Regent 986. 615-269

GWYNNE 8, 1923, fully equipped, speedometer, first owner-driven only, splendid condition, 4 new best grade tyres, small mileage, £155, bargain; seen appointment week-end, Kent. Box No. 6620, c.o. "The Light Car and Cyclecar." 615-4624

GWYNNE, free insurance included, 1923, 8hp, chummy model, dynamo lighting, 4-seater, clock, speedometer, luggage grid, licensed, excellent condition, 149 guineas; exchanges or deferred. 175 Gt. Portland St., W. Mayfair 4027. 615-349

HILLMAN cars. Official repairers, London district, J. O. Brodie, Ltd. 94a Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 650-4292

HILLMAN racing car, run consistently at Brooklands, streamlined, adapted for fast road use, dynamo, screen, mudguards, splendid condition, £195; extended terms. A. P. Roy, 378-384 Euston Rd. Museum 7600. 615-168

HILLMAN, sports model, polished aluminium body, dynamo lighting, electric horn, rev. counter, speedometer, clock, shock absorbers and many other extras, taxed till December, very smart and fast, £145, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 1. Phone, Museum 5391. 615-244

HORSTMAN, 1924, 12-30hp Anzani engine, 4-seater, touring model, upholstered in real leather, spare wheel, tools, 5 lamps, speedometer, clock, electric horn, dash lamp, luggage grid; this car has not done 5,000 miles, and is in excellent condition throughout, price £260, a bargain. Box No. 6167, c.o. "The Light Car and Cyclecar." zzz-958

HUMBER, 1923, 8hp, chummy, excellent condition, just overhauled, clock, hood, cover, etc., 8,000 miles, any trials, £160. Holmes, 11 Golden Square, W.1. 615-417

HUMBER, 8.7, water-cooled 2-seater, exceptionally good, £37 14 Fernhill Rd., Dalston. 615-4602

HUMBERETTE, £32, exchanges, deferred payments, 2-seater, 8hp, water-cooled, good tyres, hood, side curtains, lamps, smart. Seabridge, 35 Hansler Rd. East Dulwich. Sydenham 2452. 615-223

JOWETT 1924 2-seater, double dickey, speedometer, dynamo lighting, side curtains, full tool kit, etc., licensed end of year, all in excellent condition, trial run given, price £144 or near offer. Edwards, Willowdene, Park Rd., Newton-le-Willows, Lancs. zzz-449

JOWETT, 4-seater, starter model, 1924 demonstration car, perfect order, specially tuned, delivered in March, oversize tyres, extra fittings, licensed to year end, £160 for immediate sale. Howard, Davidson and Noel, the Jowett Agents, Ripley, Surrey. 615-189

JOWETT, 1921, just overhauled, splendid condition, separate magneto and dynamo just fitted, many improvements, absolutely reliable, over 50 miles to gallon. Box No. 6621, c.o. "The Light Car and Cyclecar." 615-4621

JOWETT, 1923, 7hp, 2-seater, dickey, side curtains, clock, etc., £120. Bartlett's, 95 Gt. Portland St. 615-388

JOWETT, 1923, 2-seater, dickey, spare wheel, small mileage, beautiful condition, £125. 18 Larkhall Rise, S.W.4. Not Sundays. 617-4685

LAGONDA coupe, 1921, complete, fully equipped, tax paid, bargain, 26 Iligh St., Saffron Walden. Phone, 16. 615-177

LAGONDA coupe, 1914-15, electric lighting, good tyres, sound condition throughout, 35 guineas. 51 Upper Richmond Rd., East Putney. 615-4571

LAGONDA coupe, 1922, painted dark blue, licensed for 1924, price £150. Lagonda Ltd., 195 Hammersmith Rd., W.6. 615-123

LAGONDA 1919 4-seater, dynamo, side curtains, just overhauled, many extras, £75. 43 Green Lane, Penge. Phone, Sydenham 604. 615-248

LAGONDA coupe, 1922 model, in perfect condition, dynamo, starter, clock, speedometer, very little used, bargain, £145. May, 2 High St., Farnham, Hants. 615-287

LAGONDA, 1922 model, 11.9hp, 2-seater coupe, double dickey, starter, etc., taxed, splendid condition, £115. Vivian, 35 Spenser St., Victoria St., S.W. 1. Vic. 8677. 615-329

LAGONDA coupe, very low mileage, as new, £145. Grimes, 24 Bruton Place, Bond St., W. 1. 615-217

SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

LAGONDA coupe, 1923 model, repainted and overhauled, £165. Below.

LAGONDA coupe, 1921, exceptional condition throughout, £110. Stretton and Smith, 12 Woodstock St., Oxford St., London. 615-214

LEA-FRANCIS, 10hp, 2-seater saloon coupe, 4-cylinder overhead valves, sliding glass windows, mechanical screen wiper, fully equipped, just new, done under 300 miles, licensed end year, must sell, take £240. See Woleleer Garage, Petty France, Westminster; or phone Royal 4035. 615-r593

LEA-FRANCIS, 1923, chummy model, starting, lighting, new condition throughout, taxed, any trial or examination, 115 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd. Hammersmith 2230. 615-355

LITTLE MIDLAND, 1922, only done 3,000 miles, 2-seater and dickey, 8hp, water-cooled, spare wheel, electric lights, side curtains, excellent condition, £65. 8 Effra Parade, Brixton. 615-d619

L.S.D. cyclecar, 1922, 8hp, M.A.G. engine, 2 speeds and reverse, spare wheel, hood, clock, licence and insurance, good condition, £65. W. G. Stevenson, 40 Lyra Rd., Waterloo, Liverpool. 615-d634

L.S.D., late 1922, 8hp, 3-wheeler, repainted, perfect condition, drive 100 miles genuine purchaser, photo, £80. Ritchie, Plon Arzel, Fleet, Hants. 615-d660

MARLBOROUGH. Cass's Motor Mart, Ltd. 1914 4-cylinder, 2-seater, dickey, 5 wheels and tyres, clock, speedometer, just repainted blue, excellent condition, deferred terms. £65. 5 Warren St., W. 1. Museum 623. 615-373

MARSEAL, 1923, all aluminium, 2-seater, double dickey, like new, dynamo lighting detachable wheels, bulb and electric horn, mileage 3,000, price £140. The Marven Motor Depot, 31 Bath St., Brighton. 615-d556

MARSEAL, 11-27hp, just delivered, unused, 2-seater, double dickey, electric starter, light, speedometer, clock, cost £230, accept £175. 8 Baden Rd. Leicester. 615-d591

MATCHLESS 4-5-seater light car, our own special demonstration model, bargain at £155. Sam. E. Clapham, 27 Stockwell St., Greenwich. Phone, 751. 615-193

MATCHLESS, free insurance included, 1924, 10hp, 4-seater, dynamo lighting, speedometer, licensed, mileage 1,300, indistinguishable from new, cost £185, our price £28 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St. Mayfair 4027. 615-349

MATCHLESS, 1924, 10hp, 4-seater, dynamo, speedometer, all-weather side screens, 4-wheel brakes, low mileage, new condition, year's tax (cost £185), bargain 100 gns.; exchanges, terms. Aliber Garage, Thornsett Rd., Earsfield, S.W. Latchmere 4388. 615-282

MATHIS, 8hp, 1920, 2-seater and dickey, dynamo and starter, perfect throughout, taxed; cash, deferred or exchanges. E. T. Morris and Co. Ltd., 159 Finchley Rd., N.W.3. 615-153

MATHIS, 1921, 9hp, chummy 4-seater, dynamo lighting, starter, detachable disc wheels, spare, tyres very good, all accessories, upholstery, paint and hood perfect, whole in exceptionally good condition throughout, very fast, smart, clock, all-weather curtains, etc.; £9 16s. down and 10 equal payments, or cash £98. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 615-258

MATHIS, 1923, 3-seater, electric lighting, starting, speedometer, spare wheel, tax, insurance, genuine bargain, £95. 34 King's Avenue, New Malden. 615-4637

MERRALL-BROWN, 1921, 4-cylinder Coventry-Climax detachable wheels 4 new tyres, licensed December, £50. Paulson's Garage, North St., Wolverhampton. Tel. 1335. zzz-795

MORGAN, James and Co. (Sheffield), Ltd., 261-267 Ecclesall Rd., Sheffield. Telephone, Central 2460. Good stock of spares carried. It is difficult to wire "Tact, Sheffield." New and second-hand machines nearly always in stock. zzz-467

MORGAN Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 243 Lower Clapton Rd., E.5. Dalston 2408. zzz-84

MORGAN, 1922 Popular, in splendid condition, carefully driven by private owner, done 7,000 miles only, a real bargain, licensed, 60 gns. Schreiber, Lymington, Hants. 615-d528

MORGAN, 1924, 10hp, M.A.G., electric light and horn, speedometer, all accessories, guaranteed perfect throughout, insured May, 1925, any trial, cost £160, accept first reasonable offer. Letters, 2 Warren Rd. E.10. 615-d431

MORGAN, late 1922, family, magneto, electric light, horn, speedometer, disc wheels, excellent condition, 80 gns. Raymond Best, Crossways, Peterchurch, Hereford. 615-d428

MORGAN de luxe, 1924, water-cooled J.A.P., dynamo lighting, aluminium dash, discs, painted blue, tax paid, purchased April, £116. Morry, 11 High St., Tibshelf, Alfreton, Derbyshire. 615-d525

MORGAN, 1923, Grand Prix, water-cooled Anzani, speedometer, clock, hood, cover, running boards, hand control, very fast, excellent condition, tax paid, £90. Ariel Motors, 320 Camberwell New Rd., S.E.5. 615-190

MORGAN, 1922 de luxe model, 8hp J.A.P., horn, speedometer, new tyres, tax paid for year, in new condition, mechanically sound, £75; cash or deferred. Naylor's, 406 Garratt Lane, Earsfield, S.W.18. 615-198

MORGAN'S Aero model, 1920, J.A.P., many extras, splendid condition, £72 10s.; Grand Prix models in stock, second-hand, from 50 gns. to £120. Write for special list, free. Elce, Ltd. 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 615-264

MORGAN, 1924 Aero model, o.h.v. Blackburne, speedometer, clock, electric horn discs, tax paid, most attractive car, cost £190, offered at £142 10s. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 615-265

MORGAN, 1922 G.P. blue, M.A.G. engine, front handle starting, dynamo lighting, speedometer, exceptionally smart, guaranteed, £90. Daw, 114 Brixton Hill. 615-263

MORGAN, Family, 1923, 8hp J.A.P., w.c., dynamo lighting, discs, electric horn, fully equipped, £110; exchange for 7.5 Citroen, 1923-24. Moseley, St. Ann's Rd., Harrow. 615-d655

MORGAN, 1920, G.P., w.c. M.A.G. in nice condition throughout, £65. Apply owner, 11 Acland Rd., Willeston Green. 615-363

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGAN, 1923, very late Grand Prix, 1924 improvements, dynamo lighting, taxed, condition as new. £95. 31a Hydethorpe Rd., Balham. 615-394

MORGAN, free insurance included, 1923, Family model, Blackburne engine, water-cooled, dynamo lighting, excellent condition, 114 guineas. Below.

MORGAN, free insurance included, 1923, G.P., water-cooled o.h.v. Anzani engine, dynamo lighting, licensed, splendid order, 102 guineas. Below.

MORGAN, free insurance included, 1923, G.P., dynamo lighting, electric horn, etc., splendid order, 97 guineas. Below.

MORGAN, free insurance included, 1924, G.P., o.h.v. Anzani engine, dynamo lighting, speedometer, etc., licensed, superb condition throughout, 128 guineas; exchanges or deferred. 175 Gt. Portland St., W. Mayfair 4027. 615-351

MORGAN, 1924, Blackburne, aluminium pistons, new tyres, 2 spare tyres, electric, acetylene lighting, year tax, excellent condition, £85. Norchen, 4 Eastcote Terrace, Stockwell. 615-6003

MORGAN, 1919, G.P., J.A.P., electric lights and horn, £60, or exchange Rover 8, 1920 or 1921. Hurst Hill Farm, Bramley, Guildford. 615-593

MORGAN, £69, exchanges, deferred payments, 1921, de luxe, 2-seater, M.A.G., water-cooled, hood, screen, lamps, fast, smart. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 615-224

MORGAN, £75; 1921, 4-speed, M.A.G., Grand Prix, dynamo lighting, taxed December, good tyres, exceptionally smart, very fast, exchanges and deferred. 325 High Rd., Chiswick, W.4. 615-687

MORGAN, 1922, Grand Prix, w.c. M.A.G., Lucas dynamo, speedometer, tax paid, £95.

1921 Grand Prix, w.c. M.A.G., dynamo lighting, full equipment, £80.

1924 de Luxe, w.c. J.A.P., dynamo lighting, blue, tax paid, £125.

1920 Grand Prix, w.c. J.A.P., fully equipped with extra dickey seat for child, nice order, tax paid, £75.

1924 Family model, a.c. Anzani, Lucas self-starter and dynamo lighting, speedometer, finished dove grey, tax paid, £130.

1924 de luxe model 10hp, Blackburne, air-cooled, guaranteed perfect, mileage under 500, £115.

Humac's London Morgan Service Depot, 243 Lower Clapton Rd., London, E.5. 615-370

MORRIS OXFORD, 1914, de luxe 2-seater and dickey, acetylene lighting, nearly new tyres, fine order, £55. Groves, Dunstable. Phone, 146. 615-131

MORRIS OXFORD, £40, de luxe 2-seater, 5 detachables, new tyres, tax paid, King, New Rd., Oxford. 615-530

MORRIS OXFORD, 1914, 2-seater, paint, hood and screen in good condition, smart appearance, Sankey detachable wheels, 5 good tyres, electric headlights, £52. Box No. 6617, c/o "The Light Car and Cyclecar." 615-605

MORRIS OXFORD, 1914, de luxe 2-seater, dickey, £60, good smart car. The Chalet, Dunstable. 615-300

NEW CARDENS, Family models of 1923 manufacture, £55; brand-new models at £85 (list price £110). Ten per cent. deposit secures a New Carden. Send for list of second-hand cyclecars. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 615-255

NEW HUDSON, 1922, 3 wheeler, fully equipped, dynamo lighting, spare wheel, £90, or exchange 1923, 1924 chummy or 4-seater light car, cash adjustment. Johnson, 26 Balfour Rd., L. Sands, Nottingham. Phone, 6576. 615-630

PEUGEOT (Bebel) 2-seater, well equipped, excellent condition, £50. Lyce, 62 Park Avenue, Enfield. 615-587

PEUGEOT, late 1923, 8-10hp, de luxe 2-seater with dickey seat, dynamo, etc., car fully equipped and little used, bargain, £105; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W.3. 615-284

RHODE, 1924 (April), light Four, tax and insurance paid, excellent condition, owner going abroad, price £170; may be seen and tried. Atom Motor Co., West End Lane, N.W. 615-235

RHODE, 9.5hp, late 1922, excellent condition, full equipment, first hand private owner, £125, appointment. Tate, Camden Garage, 2a Camden Rd., Wanstead, E.11. 615-218

RHODE, 9.5hp, 1923, all-weather saloon, light blue, black wings, dynamo lighting, self-starter, speedometer, clock, mirror, electric and ordinary horns, spring gaiters, greasegun lubrication, Michelin Confort tyres, taxed, just been renovated at works and made as new. £185. Below.

RHODE, 9.5hp, 1923, sports 2-seater, mauve, aluminium wings, dynamo lighting, speedometer, clock, spotlight and other extras, taxed, very smart and appearance as new, £190. Below.

RHODE, 9.5hp, 1923, occasional 4-seater, grey, black wings, dynamo lighting, self-starter, speedometer, clock, dashlamp, cocoanut mats, fully equipped, excellent condition, taxed for year, £135. Mebes and Mebes (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 615-159

RHODE, 1923, self-starter, good condition, £140. Harris, 7 Willow Avenue, Barnes. 615-564

RICHARDSON light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. zzz-275

RILEYS, Guaranteed by the Riley specialists. Exchanges Lewes Motor Works, Sussex. 615-1942

RILEY, 11.40hp, 4-seater, all-weather equipment, lighting, starter, just overhauled, actual car holds R.A.C. certificate for 59 m.p.g., privately owned, £225. Arthur Bray, 79 Davies St., W.1. 615-128

RILEY, 1922, 11hp, 4-seater, with all-weather equipment, very nice order, taxed for year, £215. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 615-331

ROVER, chummy, 1923, in excellent condition, £110. Paulton's Garage, North St., Wolverhampton. Tel. 1335. zzz-794

ROVER 8, 1923, dickey, starter, speedometer, gauge, electric horn, side curtains, carrier, spare can, mirror, wiper, complete tools, 6,000, excellent condition, taxed year, insured May 1925, £100, no offers. Pechell Kingsley, Bordon, Hants. 616-894

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVER Eight, 1922, dynamo, many extras, including dickey, speedometer, electric horn, petrol can carrier, mats, extra air, etc., taxed December, smart lot, £78, bargain. Walker, 50 Lausanne Rd., Peckham, S.E.15. 615-516

ROVER, 1923, 8hp de luxe chummy model, self-starter, taxed, 2 spare wheels, £120. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 615-187

ROVER Eights. Kirk and Co. for Rover Eights. Below.

ROVER, 8hp, Kirk and Co. 1923 Chummy model de luxe, finished saxe blue, tax paid, speedometer, clock, dynamo lighting and starting, spare wheel, all-weather curtains, hardly soiled, £125. Below.

ROVER, 8hp, Kirk and Co. 1923 Chummy model de luxe, all-weather curtains, speedometer, clock, tax paid to December, finished plum red, £115. Below.

ROVER, 8hp, Kirk and Co. 1922 2-seater, dynamo lighting, spare wheel, tax paid December, good tyres, repainted and upholstered, very fine mechanical order, £85. Below.

ROVER, 8hp, Kirk and Co. 1921 2-seater, tax paid, very smart, thorough condition throughout, £75. Below.

ROVER, 8hp, Kirk and Co. have several in stock and a large number of other light cars. Phone or wire, Paddington 049, or call at 22 Prad St., Paddington, W.1. 615-138

ROVER Eight, 1922, speedometer, etc., taxed, good tyres, new condition throughout, 80 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 615-572

ROVER, The Hampton Eng. Co. have taken in part exchange an exceptionally nice 1924 long chassis 4-seater, in new condition, one owner, taxed and insured for the year, a real bargain, £125. St. John's Rd., Hampton Wick, Middlesex. Phone, Kingston 202. 615-266

ROVER, 1924, 8hp, 4-seater, taxed, insured, guaranteed, £150. 9 St. Julian's Rd., Newport, Mon. 615-631

ROVER 8, 1924, 2-seater, double dickey, long chassis, model de luxe, painted maroon, leather upholstery, clock, speedometer, low mileage, perfect condition, appearance as new, trial taxed and insured until March, £135 or near offer. Baker, 199 Tufnell Park Rd., Tufnell Park. 615-635

ROVER, 1923, 8hp, 2-seater in very nice condition, dickey seat, taxed for year, £90. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 615-332

ROVER, 8hp, 1923, chummy model de luxe, taxed and insured, many extras, as new, £115. 112 Stroud Green Rd., Finsbury Park, N.4. 615-626

ROVER, 1924 8hp 4-seater, dynamo, speedometer, side curtains, etc., perfect condition, very fast appearance as new, colour Nile blue, tax for year, £120. Martin, 10 Herbrand St., Russell Sq., W.C.1. Telephone, Museum 6594. 615-400

ROVER, 8hp, 1922, dynamo lighting, de luxe model, clock, speedometer, spare wheel, tyres nearly new, insured and taxed, £80 or near offer. Owner, 2 Limes Ave., Mill Hill, N.W. 7. 615-662

ROVER 8, 1924, 4-seater, blue, small mileage, spare wheel unused, self-starter, new hood, year's tax, £145. Coryn, Hornchurch, Essex. Phone, Hornchurch 96. 615-664

ROVER 8, free insurance included, 1923, chummy de luxe, starter, clock, speedometer, leather upholstery, excellent order, 117 guineas. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 615-352

ROVER 8s. We usually have several 2 and 4-seaters to choose from, from £65 upwards; cash, deferred, exchanges. Raiton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 615-336

ROVER 8, 1923, taxed and insured April, 1925, absolute bargain, as new, £100. 147 Elborough St., Southfields, S.W. 615-640

ROVER 8, 1921 (late), recently coach-painted grey, dynamo lighting, new spare, carefully used and in excellent condition throughout, 75 gu. Solicitor, c/o Nutt's Garage, East Grinstead. 615-667

ROVER, 8hp, 1921, blue, with special dickey, corda, speedometer, clock, spotlight, and other extras, any examination, £65. 139a High Rd., Streatham. 615-666

ROVER, 1921, dynamo lighting, speedometer, etc., £57 10s. Black and Finch, 222 Gt. Portland St., W.1. Phone, Museum 2271. 615-369

ROVER, 1922, 8hp, 2-seater, excellent condition, £80. Bartlett's, 93 Gt. Portland St. 615-389

ROVER 8, probably handsomest on road, running topping, suit doctor, new hood, clock, speedometer, petrol gauge, mats, real chance. Gerrard 2385. 615-601

ROVER, 1922, 2-seater, dynamo lighting, clock, speedometer, taxed, side screens, good tyres, just overhauled, new bearings and rings fitted, perfect throughout, £67. Ralph, 62 Bathurst Mews, W.2. 615-241

ROVER, 62 guineas, late 1921, 8hp, speedometer, good condition, just overhauled, extended payments and exchange. White and Mears, 9a Brick St., Piccadilly. Phone, Grosvenor 1804. 615-243

ROVER, 1924, 8hp, 4-seater, tax paid, splendid condition, £140. Hobson, 104 London Rd., Reading. 615-596

ROVER, 8hp, 1924, 2-seater, dickey, clock, speedometer, a-w curtains, small mileage, practically new, year's tax, £140. Pickworth and Hull 107 Gt. Portland St., W.1. Langham 1998. 615-272

ROVER, 1921, 8hp, 2-seater and dickey, just been overhauled and repainted, as new, £70. 58 Searle St., Cambridge. 615-613

SALMSON. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W.1. Phone, Mayfair 2966. zzz-283

SALMSON. Mann and Handover, Ltd., authorized agents for Salmson cars, always have a selection of good second-hand models; deferred terms or part exchange. 116 Gt. Portland St. Museum 2878. zzz-743

SALMSON, 1922, de luxe, 2-seater, hood, dickey, dynamo, speedometer, perfect order, original enamel, tax paid, £95. 187 Elm Rd., New Malden. 615-699

SALMSON, 1922, de luxe, all-weather, dickey, dynamo, speedometer, oversize tyres, excellent condition, £95. K.J. Motors, Bromley. 617-218

SAXON, 11.1, 2-seater, 4 cylinders, lamps, in good condition and running order, £25. Arnett and Harrison, Ltd., 22 Hythe Rd., Willesden, N.W. 10. 615-156

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SINGER, 1921, most exceptional condition, no starter, £95. Allen Simpson, 374 Deansgate, Manchester. Phone, Central 7432. 615-134

SINGER, 1924, 10hp, 4-seater de luxe, practically new, £205. 24 St. Clement's Rd., Fourmumouth. 615-442

SINGER, 1923, 4-seater, in superb condition, complete with many spares, £190 cash or £45 down and 12 payments of £11 16s. 3d. with option of a special rebate. Lamb's, Ltd., 50 High Rd., Wood Green; 387 Euston Rd., N.W.; opposite Hoo St. Station, Walthamstow. 615-117

SINGER 10hp, 1925, 4-seater, taxed, perfect throughout, £165. Smith and Hunter, 90 Gt. Portland St., W. Phone, Museum 8136. 615-151

SINGER 1923 4-seater, dynamo lighting, electric self-starter, speedometer, all-weather equipment, rear screen and arm, fully equipped, quite smart, tax paid, good tyres, £150. Garage, 12 Cornwall Terrace, Mews, N.W. 1; Allsop Pl., rear Baker St. Station. Phone, Langham 2933. 615-169

SINGER, 1917, 2-3-seater, dicky, repainted yellow and black, dynamo lighting, good tyres, fully taxed, recently overhauled, 50 guineas. 51 Upper Richmond Rd., East Putney. 615-d569

SINGER 10, 1917, 2-seater, dicky, dynamo lighting, detachable wheels, spares, tyres almost new, oversize, upholstery, paint and hood very good, in exceptionally good mechanical condition, very fast, smart, and reliable little car, £6 10s. down and 10 equal payments, or cash £65. Below. 615-259

SINGER 10, 1917 coupe, dicky, dynamo lighting, detachable wheels, tyres very good, just completely repainted, leather upholstery, in very good mechanical condition throughout, very smart, fast, £6 10s. down and 10 equal payments, or cash £68; also choice of 3 others; all open to any examination. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 615-259

SINGER, 1924 de luxe 4-seater, all-weather model, electric starter, dynamo, speedometer, etc., owner-driven, taxed to December and insured, £180, any trial. Shaw, Emery Avenue, Westlands, Newcastle, Staffs. 615-d656

SINGER, 1921, 2-seater, starter, taxed, splendid tyres, very beautiful condition, £80; exchange Morgan. 307 Goldhawk Rd., Shepherd's Bush. 615-318

SINGER, 1924 (August), 10hp, 4-seater de luxe, only run few hundred miles and as new, £215 or exchange. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 615-333

SINGER, 1921, dynamo and starter, thoroughly overhauled, £80; Morgan or Rover G.N. part payment. Earls, Ltd., The Vale, Hampstead, Hampstead 5287. 615-746

SINGER, 2-seater, dicky, 1919-20, starter, very smart, excellent condition, taxed, £82 10s. 43 Green Lane, Penge. Phone, Sydenham 604. 615-247

SINGER 1924, de luxe, 2-seater, double dicky, mileage under 2,000, as brand new, fully insured, taxed, £198, or part exchange modern combination. Goldsmith, Lissey, Withdean, Brighton. 615-595

SINGER, 2-seater, famous 10hp 4-cylinder, good tyres, spare wheel, lamps, hood, screen, only wants seeing, 39 gns.; exchange motorcycle, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 615-293

SINGER, £85; exchanges, deferred payments, very nice 1919-20 Singer coupe, dicky, lighting, starter, Bedford cord, 5 detachables, smart, fast. Seabridge, 35 Haughey Rd., East Dulwich. Sydenham 2452. 615-230

SINGER, 1921, 2-seater. Specialised pistons, balanced crankshaft, spotlight, dash lamp, speedometer, balloon tyres, repainted, written guarantee 3 months, any trial or examination. 72 Grand Parade, Haringey. 615-d617

STANDARD, Moors Presto, Croydon agents Standard cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-756

STANDARDS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-300

STANDARD. Kirk and Co. 9.5hp, 1923, ohv. engine, dynamo lighting and starting, all-weather curtains, speedometer, tax paid for year, good tyres, large double sunken dicky, really fine car, £145. Below. 615-151

STANDARD. Kirk and Co. have Standards and a large number of other light cars in stock. Phone or wire, Paddington 6049, or call at 22 Praed St., Paddington, W.1. 615-139

STANDARD 1920 9.5hp long-wheelbase model, lighting, starter, taxed, £95. Smith and Hunter, 90 Gt. Portland St., W. Phone, Museum 8136. 615-149

STANDARD 9.5 2-seater, dicky, 1914, little used, excellent condition, tyres nearly new, speedometer, clock, tax paid December, bought larger car, absolute bargain, £65, trial, appointment. 35 Chelsam Rd. Clapham. 615-d584

STANDARD, £55; 2-seater, dicky, 9.5hp, 5 detachable wheels, good tyres, lamps, etc., tax paid, excellent condition, bargain, £55. Ashby, 162 Grosvenor Rd., Vauxhall Bridge. Victoria 3435. 615-288

STANDARD, 9.5hp, 2-seater, dicky seat, in excellent mechanical condition, tax paid for year, £48. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 615-298

STELLITE, 1919, No. 1,369, 2-seater, overhauled and repainted green, licensed to end of year, electric lighting, £100. Stevenson's Garage, Tunbridge Wells. Tel. 425. zzz-160

STELLITE, £45, exchanges, deferred payments, 1914, 2-seater, dicky, 5 detachables, hood, screen, electric lamps, taxed. Seabridge, 35 Haughey Rd., East Dulwich. Sydenham 2452. 615-235

STONELEIGH, 1923, hardly been used, as per maker's specification, £90. Allen Simpson, 374 Deansgate, Manchester. Phone, Central 7432. 615-133

SWIFTS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-301

SWIFT, Moors Presto, Croydon agents Swift cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-755

SWIFT, 1921, 10hp, 2-seater, dicky, self-starter, dynamo lighting, all-weather equipment, excellent condition, £105. Address, Stubbs, Coach-builder, Shenley Rd., Dartford, Kent. 615-d534

SWIFT 7.9hp 2-seater, dynamo, good condition and appearance, insured June 1925, trial, £49. Barnet, Box No. 6619, a.o. "The Light Car and Cyclecar." 615-d532

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SWIFT, 1923, 10hp, 2-seater, with dicky, dynamo and starter, excellent condition, £120; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 615-314

SWIFT, 1923, 10hp, 2-seater, dicky, starting, lighting, taxed, first-class order, 135 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., Hammersmith 2250. 615-356

SWIFT, 7.9hp, genuine, 1914, tax paid, electric lighting, good order, £28. 5 Putney Bridge Rd., Wandsworth, Putney 2728. 615-355

SWIFT, 1920, 10hp, 2-3-seater, good condition and running order, 12,000 miles, £100. Glanfield, Clarence Hotel, Teddington. 615-d610

TALBOTS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-302

TALBOT, 1924, 10-23, 4-seater, scarcely used, £265 cash or £66 5s. down and 12 payments of £17 7s. 10d. with option of a special rebate. Lamb's, Ltd., 50 High Rd., Wood Green; 387 Euston Rd., N.W.; opposite Hoo St. Station, Walthamstow. 615-121

TALBOTS. 1924 10-23 three-quarter coupe, this car is practically unused and equal in every way to new, great bargain, 350 guineas, taxed, 1923 three-quarter coupe, as above, special magneto model, 2 spare wheels, unsoiled condition, 285 guineas, taxed, 1923 5-seater all-weather tourer, luxurious car, as new, 235 guineas, taxed. Exchanges or deferred. James, over Alexander's, 482 Harrow Rd., Paddington. Willesden 1744. 615-315

TALBOT, late 1923, 10-23hp, 4-seater, de luxe, in very nice order, any trial, examination, 200 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., Hammersmith 2250. 615-357

TALBOT, 1924, 10-23hp, 2-seater, dicky, starting, lighting, numerous extras, rectaskids, taxed, bargain, 225 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., Hammersmith 2250. 615-354

TALBOT, 1924, 10hp, three-quarter coupe, taxed, Hartford, wiper, luggage carrier, soiled only, £350. Grimes, 24 Bruton Place, Bond St., W.1. 615-215

TALBOT, 1924, 8-18, almost new, £55 under list, £195. Grimes, 24 Bruton Place, Bond St., W.1. 615-216

TAMPLIN, 2-seater (side-by-side), 1923, August, 8hp, 3 speeds, reverse, electric, absolutely complete, smart, and comfortable, mechanically sound, tyres good, taxed, any trial, cost £150, £50. 183 Abbey Rd., Barrow, Lancs. 615-c791

TAMPLIN, free insurance included, 1922, side-by-side, 2-seater, 3-speed and reverse, dynamo lighting, splendid order, 55 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 615-350

TAMPLIN, 1920, overhauled and repainted, guaranteed 50 miles per hour, very good, tools and all accessories, any trial or examination, price £30 or near offer. Phone, Hornsey 3403. O'Donnell, 96 Fortess Rd., Kentish Town, N.W. 615-4432

T.B., 1923, 8-10 w.c. engine, 3 speeds and reverse, spare wheel, taxed, £100. Shade, Beacon Lodge, Colwall, near Malvern. 615-d623

T.B., runabout, 1922, 8hp water-cooled J.A.P., 3 speeds and reverse, taxed, lighting, spare wheel, speedometer, good throughout, £32, or exchange. Teddington Garage, 160 High St., Teddington. Kingston 2562. 615-d651

WESTWOOD sports, 1921, very fast, £125; cash, deferred, exchanges. Weston, Cobham and Co., Ltd., 5 Cumberland St., Manchester. Central 2681. 615-337

WOLSELEYS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-303

WOLSELEY 10, 4-seater, painted blue, 1923 model, de luxe, perfect condition, bargain, £275. Apply, G. Stevenson (Kent and Sussex Garage), Ltd., London Rd., Tonbridge Wells. Phone 425. 615-455

WOLSELEY, 1921, 2-seater, 10hp, maroon finish, extremely good mechanical condition, only £150 cash or £37 10s. down and 12 payments of £9 16s. 11d., with option of a special rebate. Lamb's, Ltd., 50 High Rd., Wood Green; 387 Euston Rd., N.W.; opposite Hoo St. Station, Walthamstow. 615-119

WOLSELEY, 1922, 10, 2-seater, repainted, fully taxed, small mileage, as new, £165. Smith and Hunter, 90 Gt. Portland St., W. Phone, Museum 8136. 615-145

WOLSELEY 10, 1922, 2-seater, double sunken dicky, leather upholstery, dynamo, starter, tax paid, good appearance, £145. Garage, 12 Cornwall Terrace, Mews, N.W.1. Allsop Place, rear Baker St. Station. Phone, Langham 2933. 615-170

WOLSELEY, 1922 model, 2-seater with dicky, dynamo and starter, excellent condition, fully equipped, £150; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 615-312

WOLSELEYS, 1924, £50 and you are on the road with any 10hp model, tax and insurance paid for one year, balance in 12 or 24 monthly payments. Before buying a second-hand car, give this proposition your serious consideration. Full details, Kingsway Motor Co., Waldorf House, Catherine St., Aldwych, W.C.2. Regent 691. 615-380

WOLSELEY, 1924, 10hp, 2-seater, dicky, starter, 5 lamps, specially tuned car, as new, £195. Bartlett's, 93 Gt. Portland St. 615-390

WOLSELEY, 10hp, 2-seater, 1922-23, dicky, 5 detachable wheels, lovely condition, bargain, £130. Ashby's, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Victoria 3433. 615-290

WOLSELEY-STELLITE, 10hp, sports model, fitted with brand-new 2-seater aluminium body, new leather upholstery and black hood, new radiator, 5 disc wheels, good tyres, dynamo, 5 electric lamps and horn, every possible bearing rebushed, no sign of wear anywhere, radiator and all fittings repainted, many extras, taxed till December, any trial welcome, £105. Midlands. Box No. 6611, a.o. "The Light Car and Cyclecar." 617-4532

WOLSELEY-STELLITE, 1919, 2-seater, 10hp, special body, dynamo lighting, spare wheel, one of the smartest Stellites on the road, tax paid, £68. The Gables, Sylvan Hill, Crystal Palace. Phone, Sydenham 223. 615-x752

WOLSELEY STELLITE, 9hp, 1914, 2-seater, dicky, detachable wheels, spare, tyres all new, oversize, taxed until December, upholstery, paint and hood first class, side screens, exceptionally good condition throughout. £5 5s. down and 10 equal payments, or cash £52 10s. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 615-261

WOLSELEY-STELLITE, 1919, 3 speeds and reverse, dynamo, special body, dicky, all-weather equipment, other extras, fine little car, 95 guineas; consider exchange. Ewers, Newton Rd., Burton-on-Trent. Phone 385. 615-d616

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

LE ZEBRE, 1922, brand new, shop soiled, 2-seater, with dicky, dynamo and starter, £125; 1921, 2-seater, with dynamo and starter, £65; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 615-305

LE ZEBRE, 1922, 8hp, 2-seater, dynamo lighting, starter, detachable wire wheels, spars, tyres almost new, all accessories, taxed December, upholstery, paint and hood first class, exceptionally good mechanically, very fast, smart and reliable, £8 10s. down and 10 equal payments, or cash £85. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 615-257

LE ZEBRE, 2-seater, self-starter, grey finish, in excellent order, only £82 10s. cash or £20 12s. 6d. down and 12 payments of £5 8s. 4d., with option of a special rebate. Lamb's, Ltd., 50 High Rd., Wood Green; 387 Euston Rd., N.W.1; opposite 1100 St. Station, Walthamstow. 615-120

LE ZEBRE, 50 per cent. under list. Brand new, 8hp, chummy, 4-seater, differential, cantilever springing, lighting and starting, detachable wheels, wire, 710-90 mm. cord tyres, full equipment, complete for road, £145; 2-seater, £135; chassis, £100; exchanges and deferred terms; all spares stocked. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. (adjoining Hammersmith Bridge). 615-279

SPARE PARTS FOR LIGHT CARS.

A.V. spares and repairs. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 618-801

C.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, "Tribune, Leeds." 626-497

MORGAN spares. The Stevenage Motor Co., Ltd., Stevenage, Herts., can supply from stock all spares at makers' list price, plus carriage. Repairs and overhauls carried out by experts. Write, wire or phone your requirements. Prompt attention given. Phone, Stevenage 55. zzz-599

MORGAN. Metropolitan Area Service Depot, Elco and Co., Ltd., the oldest and largest firm (pre-war) handling the Morgan runabout. Specially appointed as distributors of spare parts for all models; enormous stocks. Special list free. 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. zzz-188

RICHARDSON light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. zzz-958

RICHARDSON spare parts in stock. Arthur Franks, 34 Lenton St., Sheffield (late manager). 639-0140

ZEBRE. All spares can be obtained from Knight, 63 Regent St., London, W. 627-6793

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NEW LIGHT CARS AND CYCLECARS

A.B.C. cars. A.B.C. Motors, Ltd., Walton-on-Thames, Surrey. zzz-209

A.C. cars. Calithness and Co., Ltd., the leading A.C. agents and specialists, can give immediate delivery of the new 1925 models at the new reduced prices. 4-cylinder models from £275. Our terms for extended payments and part exchanges cannot be beaten. Calithness and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. 615-172

A.C. Gordon Watney and Co., Ltd. (West End Agents). All models in stock from £275. We specialize in part exchanges and deferred terms. 31 Brook St., London, W. 1. Phone, Mayfair 2965-2966. zzz-659

A.C., 12hp. Try the authorized agents for immediate delivery. Jackson's Garage, Guildford. Phone 345. zzz-206

A.C. Autoveyors, Ltd. (Authorized Agents), offer immediate delivery all models; deferred terms to suit customers. 84 Victoria St., Westminster, S.W. 1. zzz-92

A.C. cars at Newham's. of Hammersmith. 12hp Royal 2-seater, £330; 12hp Royal 4-seater, £399; immediate delivery from stock. If you have a second-hand car to exchange, send us particulars. We will make a definite allowance offer by return or send to inspect at our expense. Delivery and collection arranged in any part of the country. Deferred terms if desired. Newham Motor Co., 245 Hammersmith Rd., London, W. 6. Phone, Hammersmith 80 and 1325. 615-321

ALVIS. Debnam, Atherton Mews, Gloucester Rd. Station, Ken. 2917. zzz-855

AMILCAR concessionaire. Spares and repair services. Vernon Balls, 25 High St., Fulham, Putney 1995. 616-558

ARIEL 10. 4-cylinder, 4-seater, £198; de luxe, £210, in stock; tax £9, right-hand control, 45 m.p.g.; four car or motorcycle part payment; extended terms arranged; spare parts stocked for all Ariels from 1899 models. Ariel Motors and General Repairs, Ltd., Service Depot, 320-2, Camberwell New Rd., S.E. 5. Hours 8 to 7, Saturdays included. zzz-271

ARIEL. Sole agents for Bournemouth and district. Primavera, Mauleverer and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. zzz-771

ARIEL. North London agents. Exchanges. Deferred payments. Jones Garage, Muswell Hill, N.10. Phone, Hornsey 2917. zzz-206

ARIEL 10. Try Jackson's Garage, Guildford, authorized agent, for earliest deliveries. zzz-849

ARIEL 10. New 4-cylinder models, prices £198 and £210. Demonstrations arranged by main London agents. Black and Finch, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 615-364

AUSTIN. Rootes, Ltd., distributors and specialists 7hp, latest models from stock; part exchanges, deferred payments. 141 New Bond St., London, W. 1. Telephone, Mayfair 2010. Maidstone, Dorking. zzz-606

AUSTIN. Gordon Watney and Co., Ltd. (Authorized Agents). Earliest delivery of all models. We specialize in part exchanges and deferred terms. 31 Brook St., London, W. 1. Phone, Mayfair 2965-2966 zzz-660

AUSTINS. 7hp, latest models, all-weather, £165; on extended payments; prompt deliveries. Taylor's, Ltd., 49-53 Sussex Pl., South Kensington Station. Phone, Kensington 8558. zzz-321

AUSTIN 7. Immediate delivery can be given of this wonderful little car, 4-cylinder engine, 4-wheel brakes, very complete equipment, price £165. Car Mart, Ltd., 46-50 Park Lane, W., 297-9 Euston Rd., N.W. 1. 123 Piccadilly, W. Phones, Grosvenor 1620, Museum 2000, Regent 2612. zzz-453

AUSTIN. Weybridge Automobiles, Ltd., Austin specialists, can give immediate delivery of Austin Seven cars; demonstration car available; deferred payments and exchanges arranged. York Rd., Weybridge. Phone 256. zzz-40

AUSTIN 7 for immediate delivery, £165; motorcycles taken in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-566

AUSTIN, 7hp. All models for immediate delivery. Jackson's Garage, Guildford. Phone 345. zzz-208

AUSTIN 7. Immediate deliveries. We are the authorized agents for this splendid car; 4-cylinder water-cooled engine, 4-wheel brakes, electric lighting and starter, full equipment, £165; tuition free. Smith Motors, High Rd., Goddington, Essex. Phone, Ilford 1052. zzz-570

AUSTIN cars, 7hp. Earliest delivery of all models. Exchange, cash or deferred terms. Saunders Garage, Golders Green. Spedwell 2401. zzz-556

AUSTIN 7. Immediate delivery of 1924 models. Gradual payments; exchanges; free tuition. Authorized agents. Godfrey's, Ltd., 366-368 Euston Rd., N.W. 1. Phone, Museum 3401. zzz-339

AUSTIN 7, immediate delivery, cash or deferred. Wells, Central Garage, Woodford. 621-425

AUSTIN. A. P. Rey for Austin Sevens; extended terms and exchanges. A. P. Rey, 378-384 Euston Rd., Museum 7600. 615-161

AUSTIN. Immediate delivery 7hp, electric starter, £165; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 615-184

AUSTIN 7, latest model, just arrived, £165. The Agent, Sam E. Clapham, 27 Stockwell St., Greenwich, S.E. 10. 615-192

AUSTIN Sevens. Immediate delivery ex actual stock, £165; exchanges or deferred terms. Maudes, 100 Gt. Portland St., London, W. 1. 615-236

AUSTIN 7, actually in stock for immediate delivery, £165; exchanges and deferred payments. Authorized agents. Ring Regent 5116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.O.2. 615-294

AUSTIN official agents. 7hp, immediate delivery, any model supplied; exchanges, extended payments, distance no object. Mears and Hishon, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 615-358

BAYLISS-THOMAS light car. The quality car at a competitive price. Prices from £225. B. S. Marshall, Ltd., 17a Hanover Sq., W. 1. zzz-868

CALCOTT. Wilkins, Simpson. 10.5hp 2-seater, £265; 4-seater, £285. Every model in stock, cash or exceptional easy-payment terms to suit your convenience, highest possible price allowed for your old Calcott or any car or motorcycle in part exchange, balance cash or easy payments; free tuition, exchanges and easy payments arranged anywhere. Calcott service depot. All spare parts stocked. Calcott's direct authorized agents. Trade supplied. Distributors. Wilkins, Simpson, opposite Olympia, London. Telephone, Hammersmith 238. 615-648

CALCOTT. new, 10.5hp, just arrived, list price £265, offers, exchanges, deferred, several others. Cleveland Garage, Ackworth. Phone 33. 615-438

CALCOTT. 10.5, 2-seater, £265; Chummy model, £285. Ratcliffe Bros., 200 Gt. Portland St., W., and Frinton-on-Sea. zzz-20

CALCOTT. 1924, 2-seater, in stock, immediate delivery; exchanges; deferred terms, £265. Tele., Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-262

CALTHORPE. Moores Presto. Croydon agents Calthorpe cars. Promptest delivery new models, with efficient service to follow. Large stock of hand-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-751

CITROEN for reliability.

CITROEN for hard work and hard wear.

CITROEN for economy combined with power and ample body space.

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CITROEN service and satisfaction. Exchanges and deferred payments arranged. The Leighton Garage, Princess Mews, Belsize Crescent, Hampstead. Phone, Hampstead 1365. zzz-860

CITROEN. All models for immediate delivery. Authorized agents, Jackson's Garage, Guildford. Phone 345. zzz-207

CITROEN. Autocars, Ltd., authorized agents. Exchanges and deferred terms. 15 Woodstock St., London, W. Mayfair 2631, Service Station, Orlschurch St., Chelsea. zzz-582

CITROEN. F.O.C.I.L. Ltd., Authorized Agents. Buy from us at now reduced prices; immediate delivery; exchanges and deferred terms; real service after sale. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 615-202

CITROEN. Mears and Bishop, official agents. Immediate delivery of all models; exchanges and deferred payments a speciality. Let us quote you. 225a Hammersmith Rd., W. 6. Hammersmith 2230. 615-361

CLULEY. Smith and Hunter, London agents, can supply from stock 2-seater, £250; 4-seater, £270. Write for Cluley book. Liberal allowances in exchange, and simple deferred terms. 90 Gt. Portland St. Phone, Museum 8136. 615-144

CLULEYS. Prompt delivery of all models from Holloway's, Authorized Agents, Shortcham-by-Sea. zzz-318

CLYNO. 1924, 2-seater, from stock, £198. The North Wales Motor Exchange, Wrexham. Phone 285. zzz-699

CLYNO. As Sole London distributors Of the Clyno car, We have on view all models for immediate or early delivery. Full market value allowed for your present car in part exchange. Balance spread over 12 or 18 months; interest charged on balance only. Full service after purchase. Large service depot for Clyno cars exclusively. Mels and Mels (Established 1893). The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 615-166

NEW LIGHT CARS AND CYCLECARS

(continued).

CLYNO. Bablako Garage offer immediate delivery of Clyno Occasional Four and delivery van. Queen Victoria Rd., Coventry. 121-467

CLYNO. Autocars, Ltd., authorized agents. Full particulars on request. Exchanges and deferred terms. 15 Woodstock St., London, W. Mayfair 2531. Service Station, Christchurch St., Chelsea. zzz-583

CROUCH. R. S. Marshall, Ltd., sole agents for London. Unequaled for performance and appearance. All models fitted with the famous 11.9hp Anzani engine, price £295. 17a Hanover Sq., W. 1. zzz-175

FIAT. G. L. Francis and Co., authorized agents for Fiat cars, can give immediate delivery of the following models:—
10-15hp 2-seater, completely equipped side curtains and dickey seat, £350.

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10-15hp English three-quarter coupe, luxuriously equipped and finished, dickey seat, £495.

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FIAT, 10-15 touring car for immediate delivery, £340; exchanges and deferred payments. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C.2. 615-236

G.N. New 4-cylinder Anzani-engined model, demonstration arranged; prices: 4-cylinder £198 and 4-cylinder £250, specially fast models £285. London concessionaires, Black and Finch, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 615-365

C.W.K. cars, simplicity and efficiency. We are sole distributors for Essex, Cambridgeshire, Hunts, and Beds. Your old car taken in part exchange. Deferred terms arranged. Your inquiry solicited. North Essex Motor Co., Saffron Walden. Phone 15. 615-179

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GWYNNE 8. These wonderful little cars in stock for immediate delivery, £235, complete. The Eastern Garage, Lewes. 615-b704

GWYNNE 8 cars. Apply, Denman Motor Agency, 4 Denman Place, Piccadilly Circus Reg. 986. For best terms; cash or deferred. 615-267

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GWYNNE 8. Immediate delivery 4-seater model, £235. Alderton, Reigate, Surrey. Phone, 154. 615-372

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HORSTMAN. The new 12-30 and 9-20 Horstman cars will repay your inspection. Types and prices below:—

HORSTMAN. An entirely new model. 9-20hp Popular, 4-seater, fully equipped, £240.

HORSTMAN. 12-30hp Anzani-engined de luxe 4-seater, all-weather type, the car for the connoisseur, £325.

HORSTMAN. 2-seater de luxe, as above, £315.

HORSTMAN. standard sports, £350.

HORSTMAN. super sports, Brooklands model, which has been so successful during the past season, £500.

HORSTMAN. coupe de luxe, £395.

We are the sole London and district agents. Call and inspect. Exchanges and deferred payments arranged. Edwards and Farry, Horstman Service Depot, 4 Blenheim St., Bond St. Mayfair 2666. zzz-365

HUMBER. £250, 8hp, 2-seater and chummy model, immediate delivery. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-15

HUMBER 8. 23-seater, electric lighting and starter, spare wheel and tyre, adequate all-weather equipment, immediate delivery, price £250. Car Mart, Ltd., 46-50 Park Lane, W.; 397-9 Euston Rd., N.W. 1; 175 Piccadilly, W. Phones, Grosvenor 1620, Museum 2000, Regent 2612. zzz-454

JOWETT cars. Main agents. 1924 models in stock at new prices. Two-seater £168, 4-seater £192, starter £10 extra. Tel., Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-495

JOWETT. Gordon Watney and Co., Ltd. (West End Agents). All models in stock. We specialize in part exchanges and deferred terms. 31 Brook St., London, W. 1. Phone, Mayfair 2965-2966. zzz-661

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JOWETT. A. P. Rey for Jowetts; extended terms and exchanges. A. P. Rey, 378-384 Euston Rd., Museum 7600. 615-164

JOWETT. F.O.C.H., Ltd. Jowett, F.O.C.H., Ltd. F.O.C.H., Ltd., the Jowett centre, can supply direct from stock and give real service after sale.

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F.O.C.H., Ltd., is easy of access, being quite near Hampstead Tube Station. Business hours, 9-7, including Saturdays.

F.O.C.H., Ltd., 5 Heath St., Hampstead. Phone, Hampstead 3752. 615-205

NEW LIGHT CARS AND CYCLECARS

(continued).

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JOWETT. Lovatts for Jowetts. Buy yours from a firm that specialize in Jowetts; 4-seater in stock, immediate delivery. If it is spares or repairs you require, try us. Phone, Mitcham 1597. Lovatt, Jowett House, Streatham Rd., Mitcham. 615-382

LAGONDA. Smith and Hunter, Wholesale and retail agents. Latest prices, 2-seater, £295; 4-seater, £320; deferred terms over long periods; liberal allowances in exchange. 90 Gt. Portland St. Phone Museum 8136. 615-143

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LACONDAS. Examine the full range of Lagonda models in Stretton and Smith's Showroom. Not only will you be assured of courteous attention, but it will pay you to consult us before purchase.

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LEA-FRANCIS. Sole agents for Bournemouth and district, Primavesi, Mauleverer and Co., 204 Holdenhurst Rd., Bournemouth. Phone, 2893. zzz-773

LEA-FRANCIS. Gordon Watney and Co., Ltd. Authorized agents for Lea-Francis cars. Your present car taken in part exchange and highest possible market value allowed; special deferred terms arranged for long periods; continuous service after sale and free tuition. 31 Brook St., London, W. 1. Phone, Mayfair 2966. zzz-971

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MORGANS. Hall, Morgan Service Depot, 91 St. Peter's St., St. Albans. Prompt deliveries of any model. Spare part stockist; write for catalogue. zzz-836

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ROVER 9. 4-cylinder, with starter, delivery from stock, £192. Official agents. Oxford and Sons, Ltd., 94 Gloucester Place, S.W. 7. zzz-903

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NEW LIGHT CARS AND CYCLECARS (continued).

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SINGER. B. S. Marshall, Ltd., are special agents for Singer cars and can offer immediate deliveries; exchanges and easy terms. 17a Hanover Square, Mayfair 5906. zzz-227

SINGER, 10hp. All models for immediate delivery. Authorized agents, Jackson's Garage, Guildford. Phone 345. zzz-212

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STANDARD, immediate delivery of 11hp model. Jackson's Garage, Guildford. Phone 345. zzz-42

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STANDARD, 11.4hp. Immediate delivery from stock of 2 and 4-seaters at £235; slightly used demonstration model, £220; exchanges and deferred. Boon and Porter, Ltd., Standard agents, 159-161 Castelnau, Barnes, S.W.13. 615-276

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(continued).

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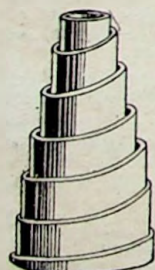
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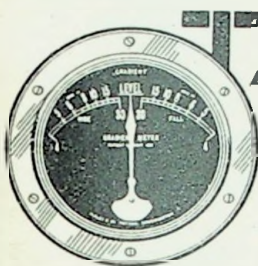
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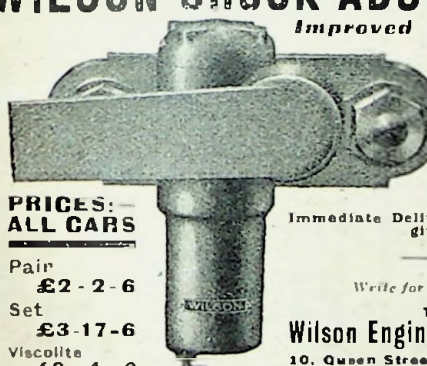
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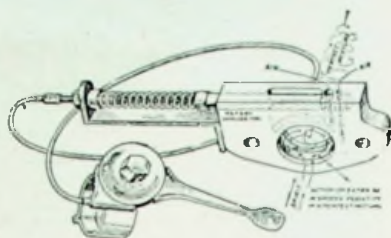
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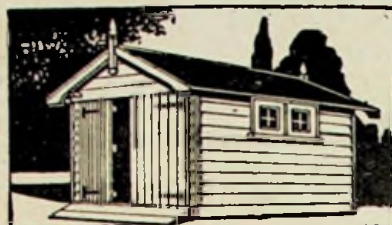
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45/- The HOLLINGDRAKE
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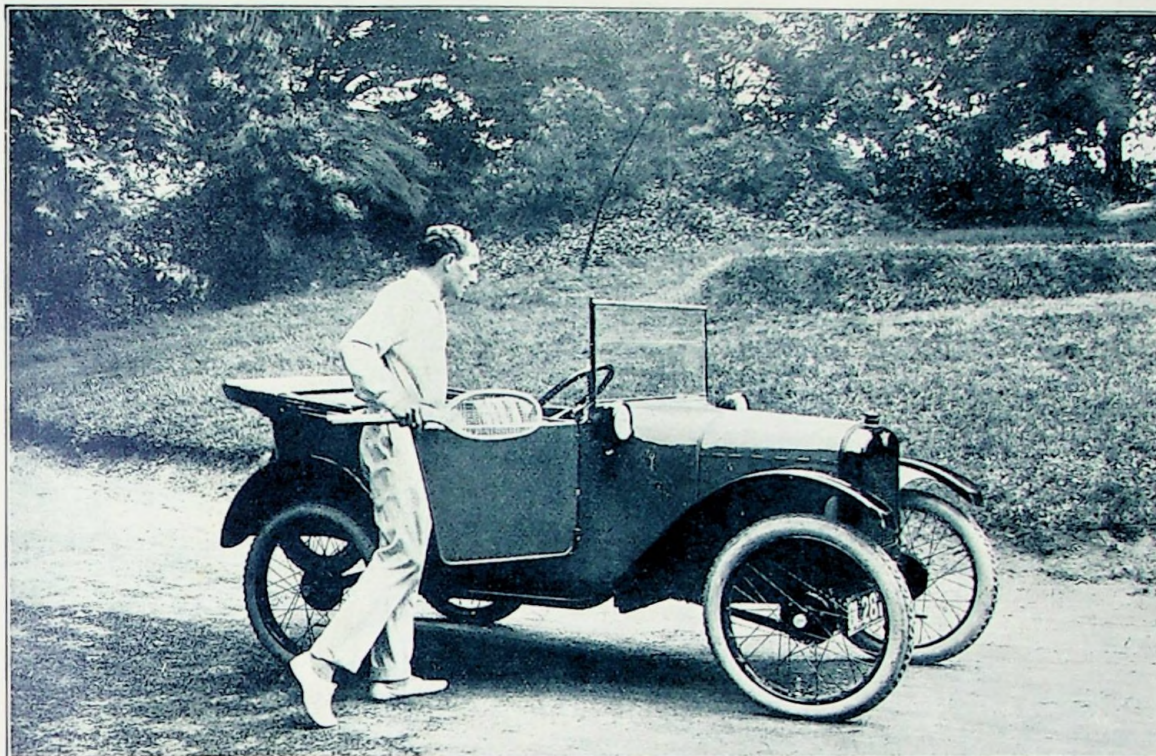
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AIR VALVE**

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About that scratch your Car wings got yesterday when a Van ran against you in the traffic! In a week it will be a rust spot, which will corrode under the surrounding paint and permanently disfigure your Car. Stop it now by touching up with Robbialac Whitby Black Enamel. The best thing is to give a couple of coats of Black Robbialac all over the wings, wheels and chassis in readiness for the autumn and wintry weather. Black Robbialac is supplied in 2 3 tins (touching up), 3/- (2-seater wings), 5/9 (small tourer wings), 10/9 (large tourer wings), by all Garages, Motor Accessory Dealers and Cycle Agents, Robbialac Brushes 1/- and 1/3. Instruction Leaflets and Colour Cards from

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Be independent! Why not own a car like this? You immediately become entirely independent of trams, trains or buses. Just think! You have your own means of getting about—all for 1d. a mile—tramfare! You will derive untold enjoyment and—you're buying freedom: the freedom of the open road.

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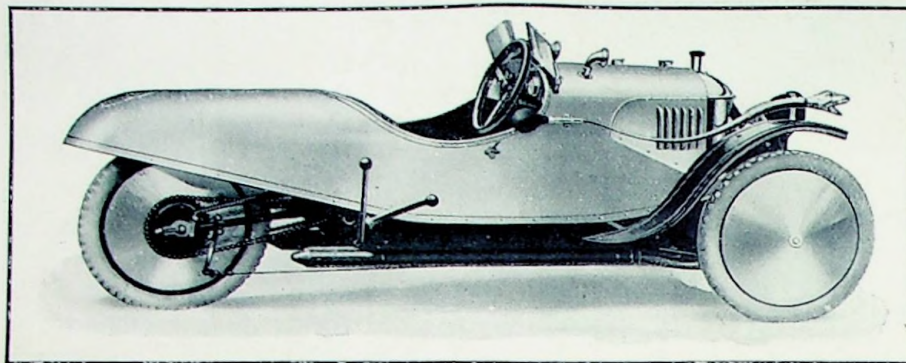


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Seats two adults, with children.
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Water-cooled.
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Automatic lubrication.
Three-speed gearbox.
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Brakes on all wheels.
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Spare wheel and tyre.
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£165



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1 Silver Cup; 1 Silver Medal.

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3 Gold Medals and Team Prize.

London-Land's End, 4 Gold Medals. London-Holyhead, 2 Gold Medals. London-Edinburgh, 5 Gold Medals. Birmingham-Holyhead, 3 Gold Medals. Land's End-John o' Groats, Cup.

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The MORGAN has not as yet been beaten this year in any hill climb or speed test in which it has competed against cars of 1,100 c.c. The MORGAN holds world's records for 5 miles and 10 miles (1,100 c.c. class).

GENERAL EFFICIENCY.

1st Westall Cup and 3rd in J.C.C. General Efficiency Trial.
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