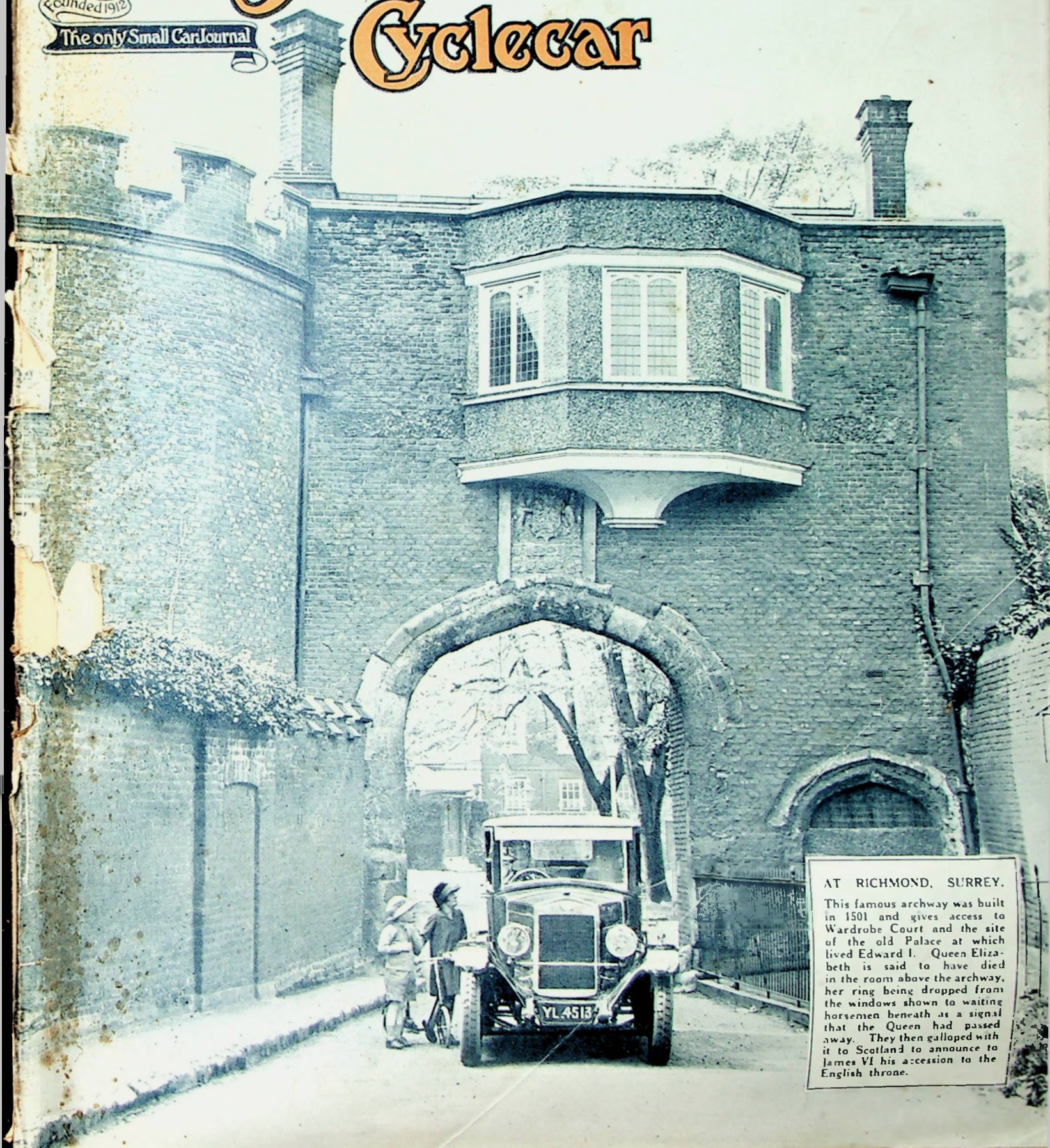


F. Clarke
3^D

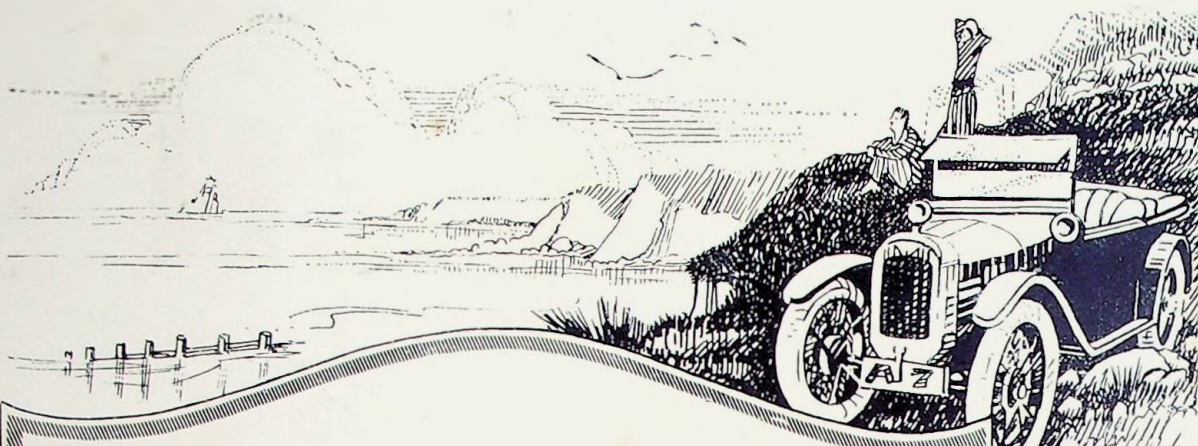
Vol. XXVII. No. 701.
Friday April. 30. 1926
*Registered at the GPO
as a Newspaper*

The Light Car and Cyclecar

Founded 1912
The only Small Car Journal



AT RICHMOND, SURREY.
This famous archway was built in 1501 and gives access to Wardrobe Court and the site of the old Palace at which lived Edward I. Queen Elizabeth is said to have died in the room above the archway, her ring being dropped from the windows shown to waiting horsemen beneath as a signal that the Queen had passed away. They then galloped with it to Scotland to announce to James VI his accession to the English throne.



We guarantee
IMMEDIATE DELIVERY

The Motoring industry is in the happy position of having to work hard to supply the demand for every type of car, with the result that most purchasers have to wait for delivery.

The NORMAND GARAGE customers NEVER have to wait. They walk into the showroom, inspect all the better light cars under one roof, and have their choice delivered AT ONCE. This applies equally to purchase outright or by instalments.

*Deferred
 Terms*

3³⁰/₄%

*Good prices in
 part exchange.*

*Free Service
 for 6 months.*

J O W E T T

W O L S E L E Y

C L Y N O

C I T R O E N

A U S T I N

Seven - - - £149

Twelve from - £295

Open till 6 on Saturdays.

NORMAND
 GARAGE LTD

489, Oxford St., W.1.

Near Marble Arch.

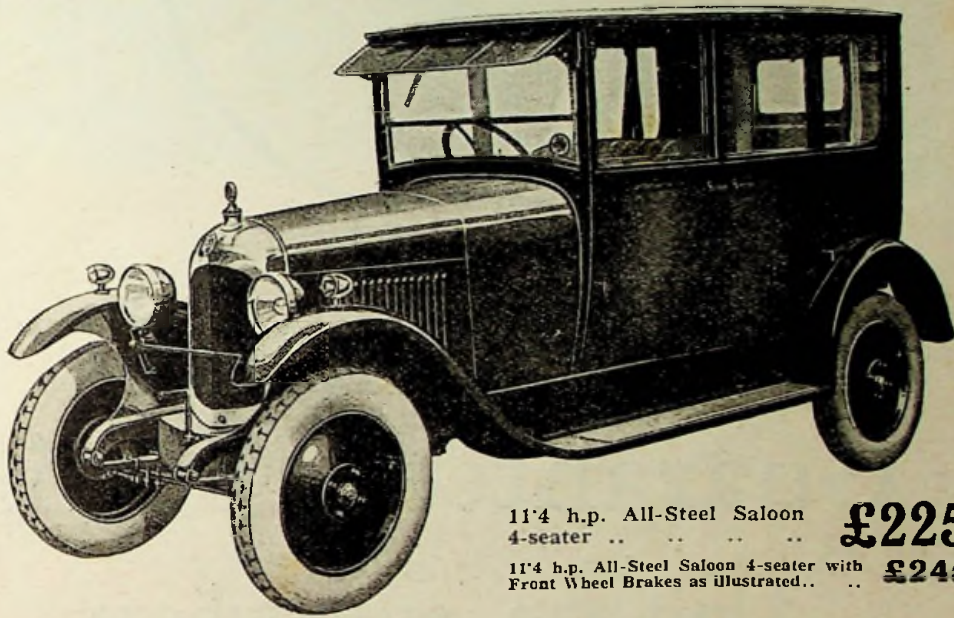
TRIAL RUNS ANY TIME — ANYWHERE.

And at
 92, Gloucester Rd., S.W.7

Telephone:
 Grosvenor 3256/7

CITROËN

ALL - STEEL 4 DOOR SALOON



11'4 h.p. All-Steel Saloon 4-seater **£225**

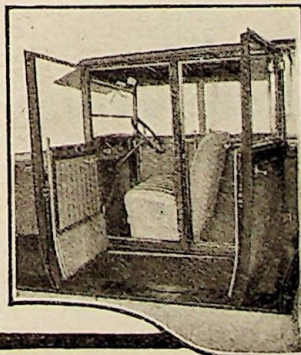
11'4 h.p. All-Steel Saloon 4-seater with Front Wheel Brakes as illustrated.. .. **£245**

*The Car for
Spring Weather*

Cosy and comfortable on chilly days, cool and airy in warm weather, the Saloon is the best car for our climate.

The advantages of All-Steel coachwork are manifold. It is lighter, stronger, safer than wooden bodywork. The narrow door and window posts give greater visibility, thus preventing accidents.

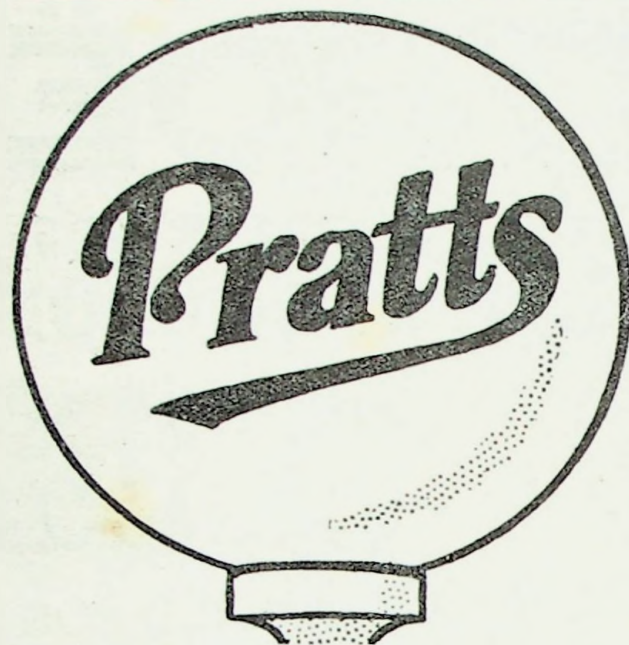
The Citroën All-Steel Saloons are exceptionally comfortable, roomy, and well equipped—the acme of closed car comfort.



Send for Citroën Book 18.

CITROËN CARS, LTD.,
Citroën Building, Brook Green,
Hammersmith, London, W.6.
Showrooms
60, Piccadilly, London, W.1.

C104



The Original Guaranteed Spirit

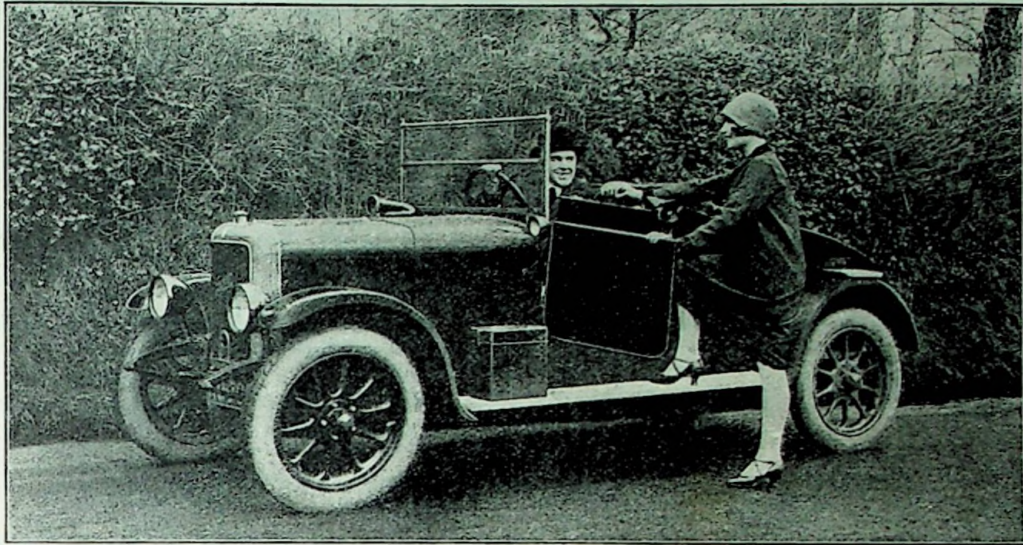
Uniform everywhere
from Land's End to
John O'Groats

On top
in



all
Road Tests.

D. A. 705



A DRIVE WITH JOE

Nothing could be more interesting, for he's a wonderful chap in his way. Takes you to such intriguing places. Up hill, down dale, the day long, without a semblance of fuss. That's just his quiet, obliging manner; he does everything easily.

Of course, Joe is the pet name of the car, not his owner, whose name is Thaddeus—meaning wise, prudent.

Like a wise man, he chose a Jowett. So would you, if you realised how economical and reliable they are.

May we send you a catalogue, free?

Short Wheelbase 2-Seater £150.

Long ditto £165.

Light Four £160.

Full Four £167.

Saloon £200.

All models have Dunlop Balloons.

JOWETT CARS, IDLE, BRADFORD

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

PART EXCHANGE HOUSE

OFFERS IMMEDIATE DELIVERY
FROM STOCK

AUSTIN
CITROEN
SALMSON

FIAT 7 h.p.
JOWETT
WOLSELEY

**HIGHEST possible price for your USED CAR
IN PART EXCHANGE.**

SPECIAL DEFERRED TERMS.

**SPECIAL SHOW
of Salmson models
in our Showrooms
from May 5 to 10.**

Demonstrations Daily.



31, Brook Street, Bond Street, W. 1

*Mayfair
2965-6.*

**You must take
the
kiddies**

AND THE

OMEGA

FAMILY MODEL

*provides the most comfortable means
and is well within your reach.*

- POPULAR MODEL £95
- DE LUXE " £110
- FAMILY " £115

*The model illustrated is the family,
water-cooled, £125.*

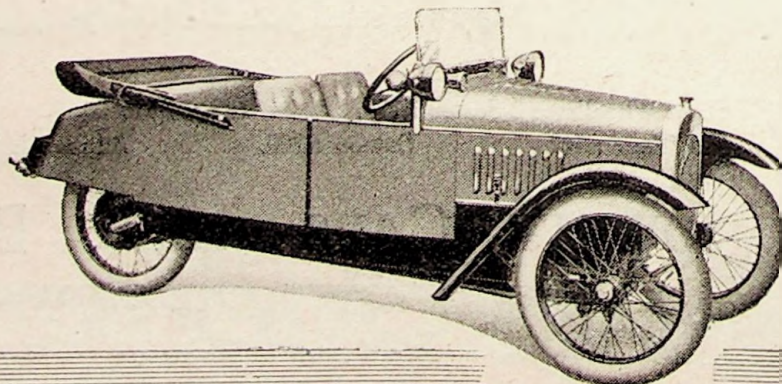
MAY WE SEND YOU PARTICULARS?
W. J. GREEN, LTD.,
OMEGA WORKS, COVENTRY.

THE FAMILY MAN

is faced with many problems, not the least of which is how to provide the Kiddies with healthy recreation, and at the same time keep the cost down to well within the limits of the purse upon which there are so many calls. Take them out in the "Omega" family model. Let them romp in the green fields and help much toward keeping that clean bill of health which is your best investment. With ample room for two adults and two children, hood to cover all passengers, running cos's a penny a mile, an engine which enjoys a good load, tax only £4, the "Omega" affords the most economical and satisfactory form of motoring available. Get busy right away, and let this summer prove one

CROWDED WITH HAPPINESS.

**Built for
Comfort
and
Economy.**



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

S.M.S. LTD.

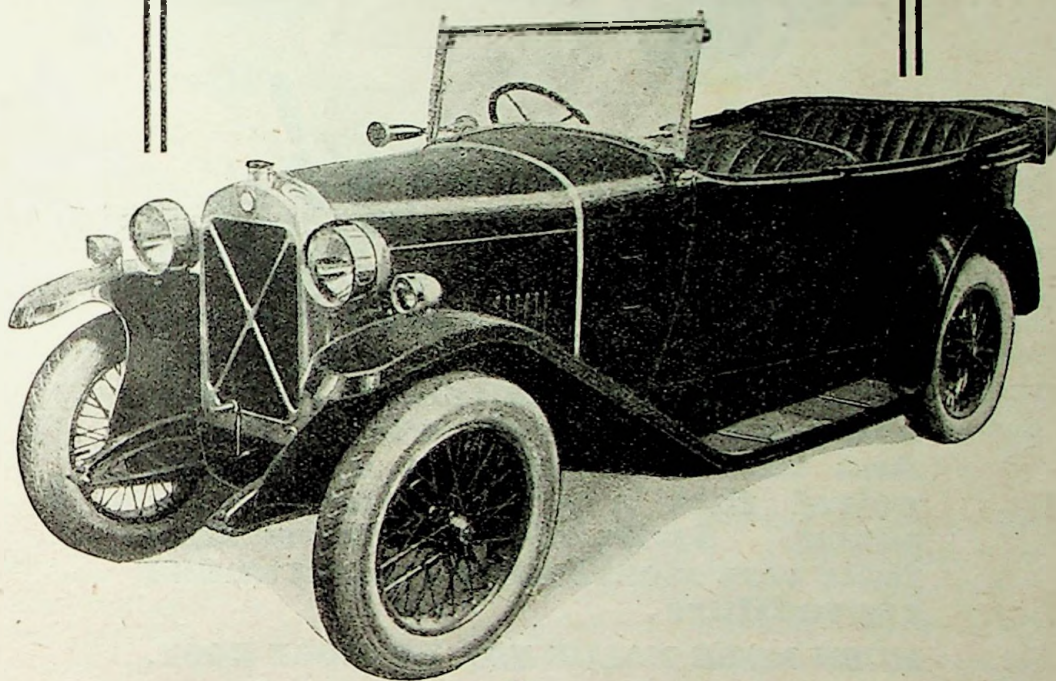
Church Wharf,
Chiswick Mall,
W.4.

*Phone: Chis. 3531/2.
Sole Concessionaires for U.K. and BRITISH DOMINIONS.

INASMUCH AS THE RECORD-BREAKING SALMSON IS ACKNOWLEDGED TO BE SUPERIOR TO ANY OTHER 1,100 c.c. CAR IN THE WORLD—SO IS THE 10 H.P. 4-SEATER SALMSON, PRICE £199, SUPERIOR BOTH IN VALUE AND PERFORMANCE TO ANY OTHER.

A special display of all models will be held at Messrs. Gordon Watney's Showrooms from May 5th to 10th.

Demonstrations Daily.



THE CAR THAT WINS
SALMSON

4 DOORS. FRONT WHEEL BRAKES. STARTER.
SPEEDO. CLOCK. SHOCK ABSORBERS.

PART EXCHANGES.

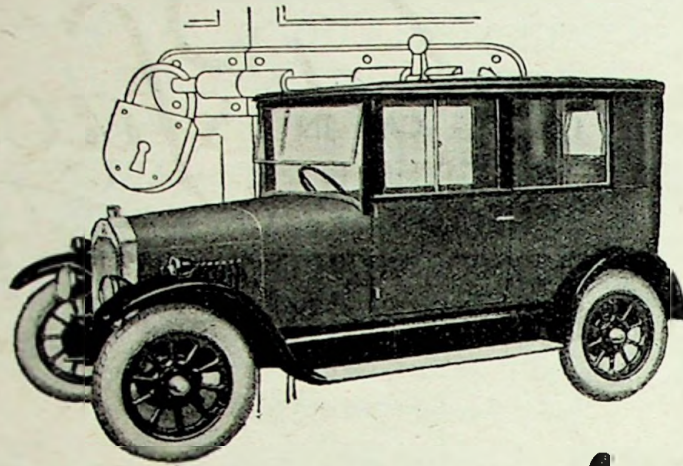
DEFERRED TERMS.

Sole London Distributors and Showrooms :

Gordon Watney & Co Limited
"Part Exchange House"

31, BROOK STREET, BOND STREET, LONDON, W.1.
MAYFAIR 2965

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



Security!

Bolted, barred and locked. No burglars can get in here! Do you ever think of the way in which your running costs are burgled? A repair here, a trifling overhaul there. And then extra gallons of oil and petrol that a greedy engine consumes. Swift owners know that their cars secure them against undue expenditure.

MUCH MORE VALUE FOR NO MORE COST.

SWIFT

**Easy Deferred Payments Arranged.
Write for Catalogue and name of nearest Agent.**

10 h.p. 2/3-SEATER .. £235
10 h.p. 4-SEATER .. £235
10 h.p. "QUINTON"
SALOON £285

*Complete with four-wheel brakes and
Dunlop Balloon Tyres.*

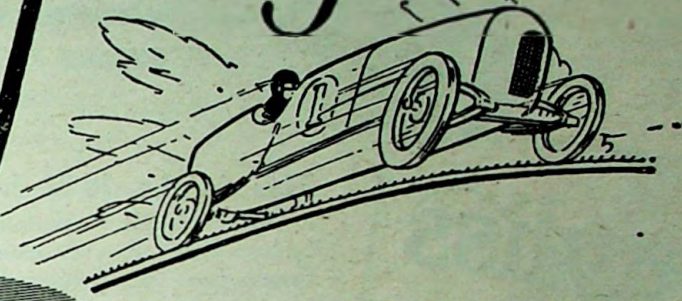
Manufacturers:

**SWIFT OF COVENTRY
LIMITED, COVENTRY**

*London Showrooms, Repair & Service Depot:
134-135, LONG ACRE, W.C.2
(One minute from Leicester Square Tube Station)*



Satisfaction



It is not necessary to be a mechanic to discover for yourself the cause of most engine upkeep expenses. There are many owner-drivers who are always "lucky" with their engines, although they are not themselves expert mechanics. Ask one of these "lucky" owners why he has so little trouble. He will tell you that lubrication is the secret.

Keeping every working surface continually protected by a non-gumming oil film is the only source of "good luck" in motor-car operation. Faulty lubrication of purely mineral oils puts motor engines prematurely on the scrap heap. Huile de Luxe is a scientific blend of fatty oils and hydrocarbons that cuts friction to the irreducible minimum.

"Huile de Luxe banished chatter and repair bills . . ."
—from an "Amateur Motorist's" unsolicited letter in praise of Huile de Luxe.



PRICE'S PATENT CANDLE CO. LTD.
BATTERSEA, LONDON, S.W. 11

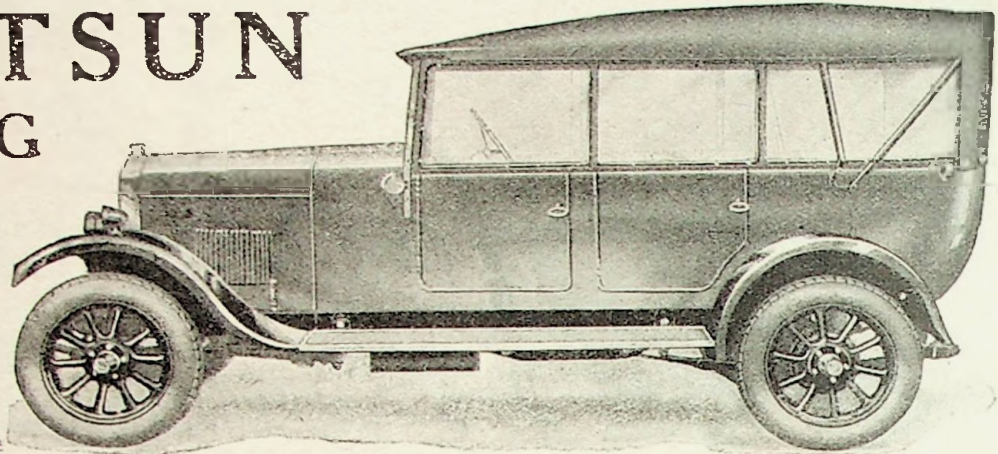
HUILE de Luxe

Prepared in three Grades
ZERO - WINTER - SUMMER

LD 12-148

WHITSUN TOURING

The merrie month of May offers ideal conditions for touring—and with a Bayliss Thomas car you will enjoy them to the full. Whitsun holidays are only three weeks hence: order your Bayliss Thomas now.



Bayliss Thomas

This is the 10/22 h.p. TOURING 4-SEATER a car of complete reliability, designed and built to yield the very maximum of service. Comprehensively equipped and exceedingly comfortable: economical in upkeep: handsome in appearance. Full details of this and other models on request.

O.H.V. 1,247 c.c. engine. Lucas electric lighting and starting. Extremely comfortable body with three wide doors. Dunlop cord balloon tyres. Rigid side screen opening with doors. Self-starter, speedometer, spare wheel and tyre, windscreen wiper, grease gun, electric horn, tin of Castrol, inspection lamp, and complete kit of tools.

BAYLISS THOMAS & Co.

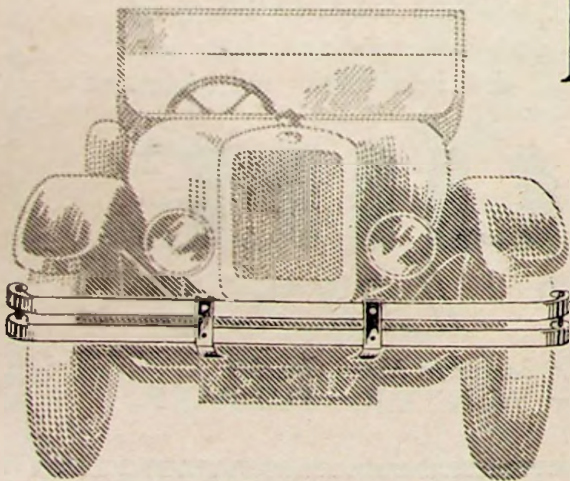
Proprietors: THE EXCELSIOR MOTOR Co., Ltd.,
TYSELEY, BIRMINGHAM.
Phone—277-8 Acocks Green. Wires—"Monarch, Haymills."

£235

Irish Representative—GEORGE ELLIS, Cabra Motor Works, Everton Avenue, N.C.R., DUBLIN.

Your "no-claims" bonus
I will buy your

BER-KEL BUMPER



Save on your insurance—fit Ber-kel Bumpers. Bent and battered wings and damaged radiators are things of the past when once you have them fitted. They protect the car in head-on or tail-on collisions, take the shock of the impact in their Spring-bars sprung on springs. For your own safety fit Ber-kel Bumpers. Can be fitted in 15-30 minutes without drilling. Obtainable direct from the makers. Models suitable for Morris, Clyno and Austin '7' actually in stock. Others to order. Write for prices.

Richard Berry & Son
SPRINGING (COMFORT) SAFETY

(Proprietors: J. Brockhouse & Co., Ltd.)
Alma Street, BIRMINGHAM.
Telephone: Northern 48. Telegrams: "Springs, B'ham."

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

Why some tyres outlast others of the same make

YOU know the man whose tyres "never last"—and the other man who gets remarkable mileage from the very same make. Ten to one you'll find that the second man tests air pressures regularly—using a Schrader Gauge.

This gives him his long tyre mileage, besides greater comfort, easier steering and balanced riding.

Tyre wear is largely a matter of correct inflation. Test your pressures regularly with a Schrader Tyre Gauge.

A. Schrader's Son, Inc., Offices and Main Distribution
Storrs - 26-29, New Street, Westminster, S.W.1

Be sure
it's a
"Schrader"
(Reg. Trade Mark.)
—Look for
the name.



More than 100,000 dealers sell Schrader Gauges and Accessories. Price 6/2 for ordinary tyres or 6/10 for balloons.

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

TAYLORS OF KENSINGTON

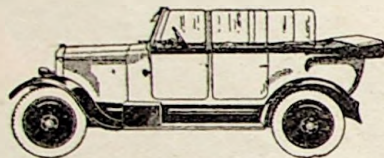
for all that's latest and best
in light cars, for CASH. EX-
CHANGE or upon our liberal
"ALL-IN" Policy Terms.

ALL MAKES SUPPLIED



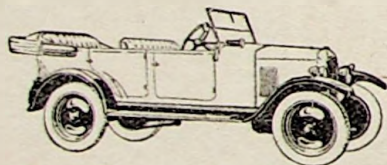
£46 : 17 : 3

secures immediate delivery of a brand new, latest model 11 h.p. All-weather Standard 2 or 4-seater, complete with Comprehensive Insurance Policy for a full year. Balance payable in 12 monthly instalments of £16 : 9 : 0. CASH PRICE £225.



£46 : 16 : 3

secures immediate delivery of a brand new, latest model 10 h.p. Singer 4-seater, complete with Comprehensive Insurance Policy for a full year. Balance payable in 12 monthly instalments of £16 : 7 : 3. CASH PRICE £225.



£40 : 0 : 0

secures immediate delivery of a brand new, latest model 9 20 h.p. 4-seater Rover, complete with Comprehensive Insurance Policy for a full year. Balance payable in 12 monthly instalments of £13 : 14 : 9. CASH PRICE £190

BARGAINS IN USED CARS.

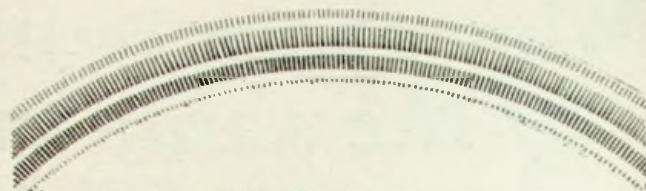
We always have in stock an attractive assortment of carefully used cars which it is our consistent policy to offer at bargain prices. Here are some examples: Send to-day for complete list.

1912, 8 9 h.p. SWIFT, 2-str. £25	1924, AUSTIN "7's," two available .. £99 : 10
1921, 7 h.p. JOWETT, 2-str. £55	1925, 9 5 h.p. SALMSON, 2-str. .. £110
1924, 10 h.p. SINGER, 4-str. £115	1925, 7 h.p. CITROEN, 2-str. £97
1924, 11 h.p. STANDARD, 2-str. and dickey .. £105 : 10	

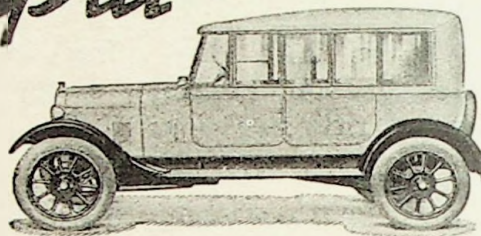
FREE BUYER'S GUIDE

If you have not yet received your copy of our 44-page Buyer's Guide, do not fail to send for a copy to-day. It is invaluable to motorists.

H. TAYLOR & Co., Ltd.,
49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.7.
Telephone: Kensington 8326/9 and 5510. Telegrams: "Drauetto, Southken."



"Dirty" Days
hath September-
April - - - -



JUNE—but you need not worry about the weather if you own a 12/24 Lagonda Touring Model "L.C." for its quick adaptability to our varying clime is one of its most valuable assets.

SUMMER—an open car that defies rivalry.

WINTER—A Saloon of "Pullman" comfort.

ALWAYS—a car of truly exceptional merit.

Lagonda

The 12/24 h.p. Touring Model "L.C." has four wide doors, Pneumatic Upholstery, Adjustable driving seat and complete equipment from Windscreen wiper to Luggage grid, Four-Wheel Brakes and Balloon Tyres.

£285



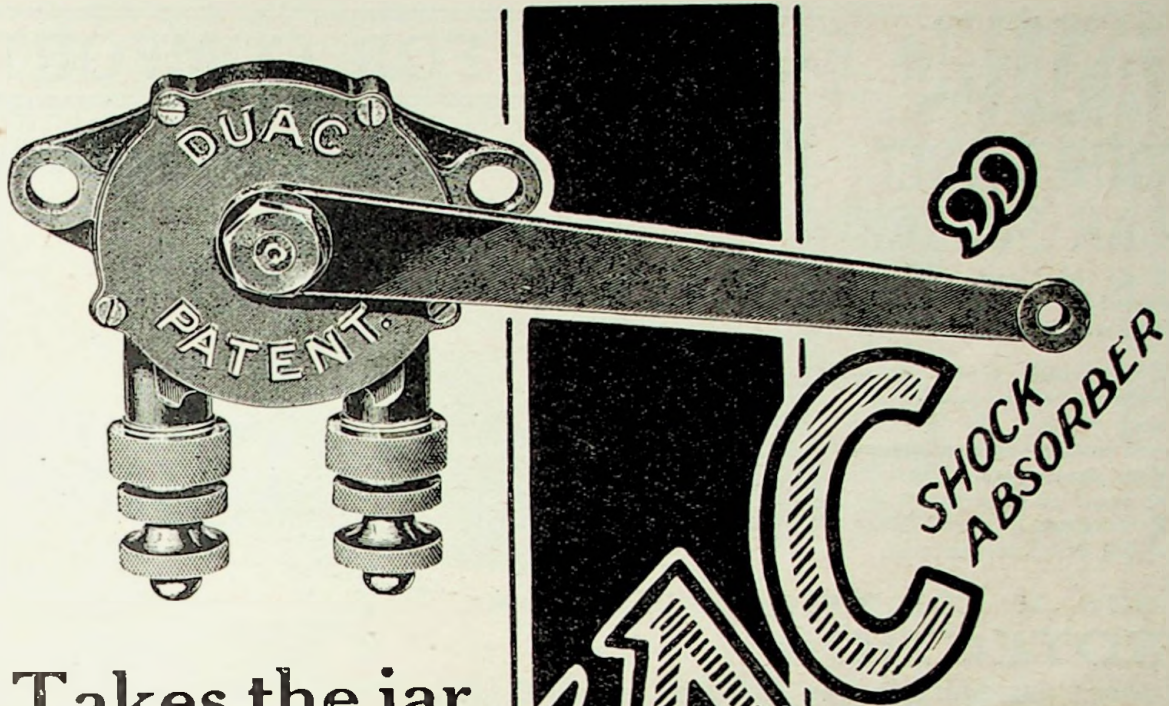
Write for Catalogue L.C. 26.

LAGONDA LTD.,

London Showrooms and Service Depot:
195, Hammersmith Road, London, W.6
Head Office and Works: Staines, Middlesex.

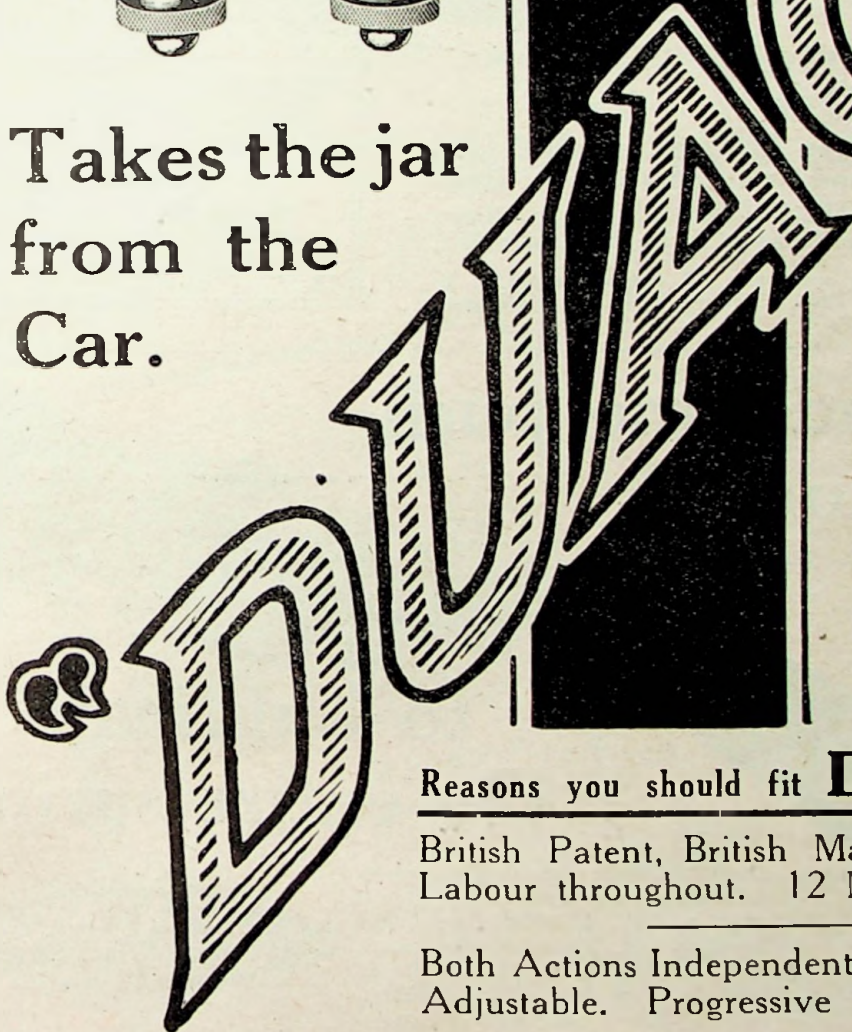


FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.



Takes the jar
from the
Car.

*By the Makers
of the Carter
Gearcase, 1892.*



Reasons you should fit **DUACS**

British Patent, British Materials, and British Labour throughout. 12 Months' Guarantee.

Both Actions Independent and Independently Adjustable. Progressive in Action.

Write for Booklet to

F. HARRISON CARTER, LTD., DUNSTABLE.



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

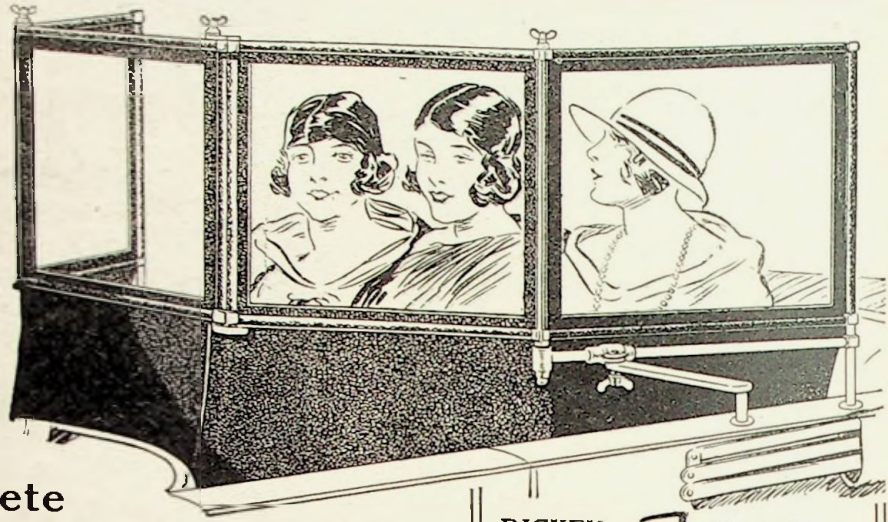
EASTING

EQUIPPED FOR COMFORT

FOUR PANEL REAR SCREEN

Will fit any car. Adjustable to all positions. Now only **£4**

Cold winds and Spring showers call for equipment such as this. Fit Easting and ensure the comfort of your passengers. There is no need to experiment, fit Easting and be sure. Over 60,000 Windscreens sold.



There is complete PROTECTION

for every passenger in the Easting equipped car. Write for Catalogue and full information from EASTING WINDSCREENS LTD., Cox Street, St. Paul's Square, BIRMINGHAM. London Office: 29, Foley St., Gt. Portland St., W.1.

All screens can be repaired by ourselves. All communications to be addressed to our Birmingham Office. Write NOW for Catalogues.

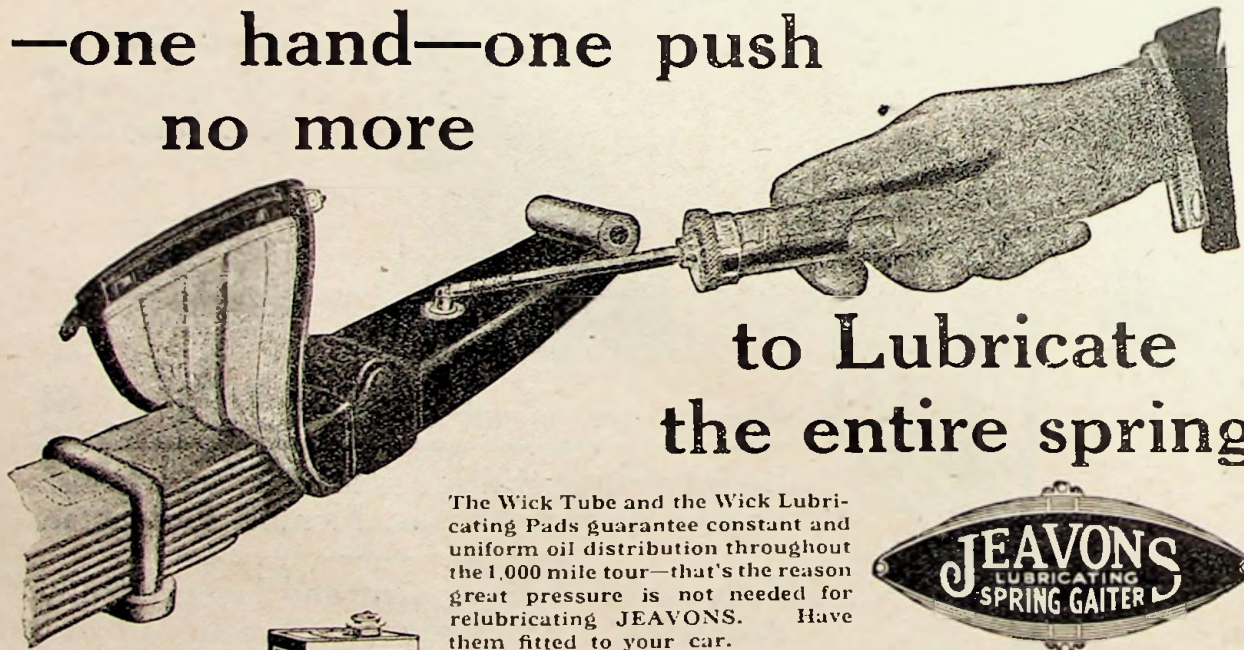
DICKEY SEAT SCREEN



Similar to the famous side-car screen. Acts as Hood when desired. Post Free. **£3-15-0**

H.P.

**—one hand—one push
no more**



**to Lubricate
the entire spring**

The Wick Tube and the Wick Lubricating Pads guarantee constant and uniform oil distribution throughout the 1,000 mile tour—that's the reason great pressure is not needed for relubricating JEAVONS. Have them fitted to your car.



THE RIGHT LUBRICANT

to use because it is specially prepared and gives the best results, is Jeavons Lubricant. In handy cans, 1 gal. 6/-, 1/2-gal. 3/9, quart 2/3.



Send postcard asking for Free Illustrated List 45L.

**RAMSDENS (HALIFAX) LIMITED,
147/9, Great Portland Street, London, W.1.**

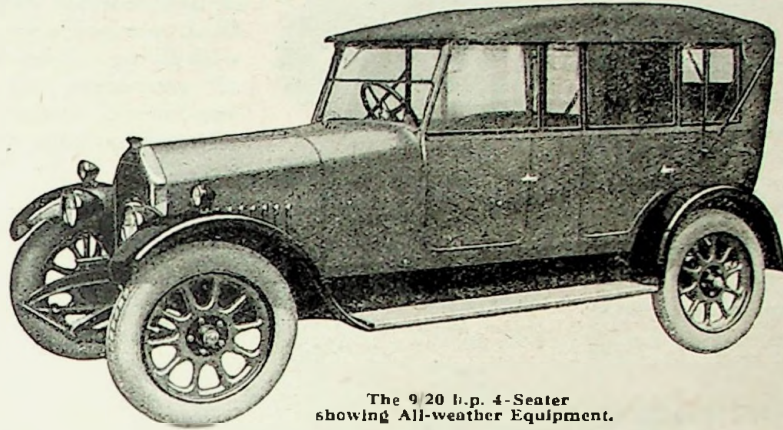
Telephone: Langham 3122, 3123.

Telegrams: "Jeavogaita, Phone, London."

FACTORY - HALIFAX - ENGLAND.

J.T.C.

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



The 9/20 h.p. 4-Seater showing All-weather Equipment.

Superior in all you expect.

9/20 h.p. Models and Prices.

2/3-Seater with Dickey Seat	- - -	£260
4-Seater Tourer	- - -	£260
4-Seater Saloon	- - -	£315

Dunlop Tyres to all Models.

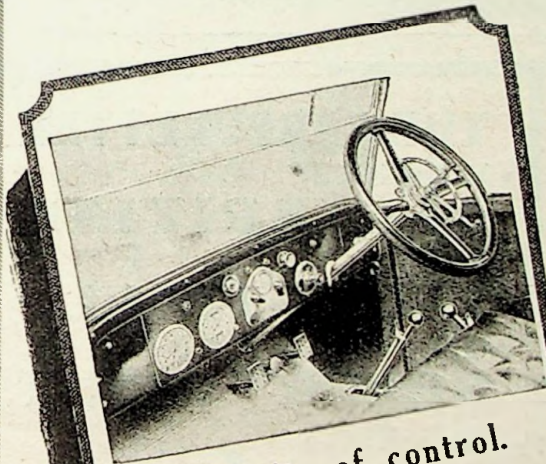
WHEN you purchase your car there are many things you expect, and, if you make a 9/20 h.p. Humber your choice, you get them. Not only that, but you are assured that in every respect they will be superior. The 9/20 h.p. Humber is a superior car. It stands alone in finish, the driving position is non-fatiguing, control is simplicity itself, comfort is luxurious, and equipment complete.

Send for Catalogue to-day.

HUMBER LIMITED, COVENTRY.

LONDON:

West End Showrooms: 94, New Bond Street, W. 1.
 Export Branch Office: 32, Holborn Viaduct, E.C. 1.
 Repairs & Service Depot: Canterbury Rd., Kilburn, N.W. 6.



Simplicity of control.

THE above photograph of the 9/20 h.p. facia board shows the clean layout of the various controls. Everything is to hand in just the position you yourself would choose, for Humber design throughout is based on the essential requirements of the modern Owner-driver.

Humber

SIMPLE AND STURDY

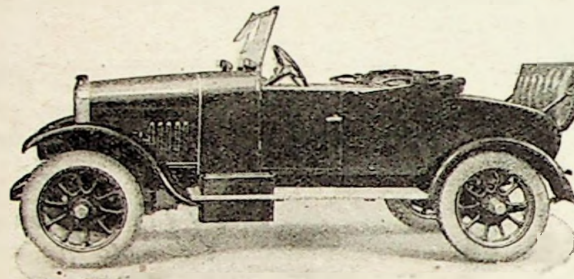
Few Cluley owners, beyond replenishing with water, petrol, oil and grease ever lift up the bonnet of their Cluley, but that is where the finest qualities of a Cluley lie. To build an engine, even nowadays, which will be powerful, reliable, and accessible is no easy matter, but the 10-20 h.p. Cluley engine



10-20 h.p., 4-cyl., Two-Seater £225
10-20 h.p., 4-cyl., Four-Seater £235
Dunlop Tyres fitted as Standard.

CLARKE, CLULEY AND COMPANY,
Globe Works, COVENTRY.
London Agents: Hayes Ltd.,
342 & 344, Euston Road, N.W.1

is one of the few engines of its size which will fulfil all your needs, emerge with flying colours from all your tests, and give you faithful service long after contemporaries are forgotten. Above all else you can depend on a Cluley. It will never let you down! May we send you a copy of the 1926 Cluley Catalogue! It is worth writing for!



REMARKABLE SERVICE
OBTAINED FROM

STEPNEY TYRES



TWO
BRITISH
GRIPPERS

Killie-Gray,
Cardigan Road,
Bridlington,
23rd March, 1926.

Stepney Tyres, Ltd., Llanelli.

Dear Sirs,

I am returning to you 5-715x 115 Stepney Balloon covers which were fitted to my car the first week in August, 1924, and have accomplished the remarkable mileage of 18,502 miles.

These tyres have, in addition to running the miles mentioned, proved excellent non-skids, and have on many occasions saved me from nasty skids on greasy roads.

I would like to compliment you on the excellent quality of your tyres and would say that I have ordered another set of Stepneys as I wish for nothing better.

Wishing your tyres every success,

Yours faithfully,
(Sgd.) W. JENKINS.

BUY STEPNEY TYRES.

MADE IN ENGLAND BY
STEPNEY TYRES, LTD.,

Llanelli; and Black Horse Road, Walthamstow, London, E.17.

THE CARBURETTER
WHICH IS
ALL BRITISH
AND
SELLS ITSELF
ON
SHEER MERIT
IS THE

Atmos

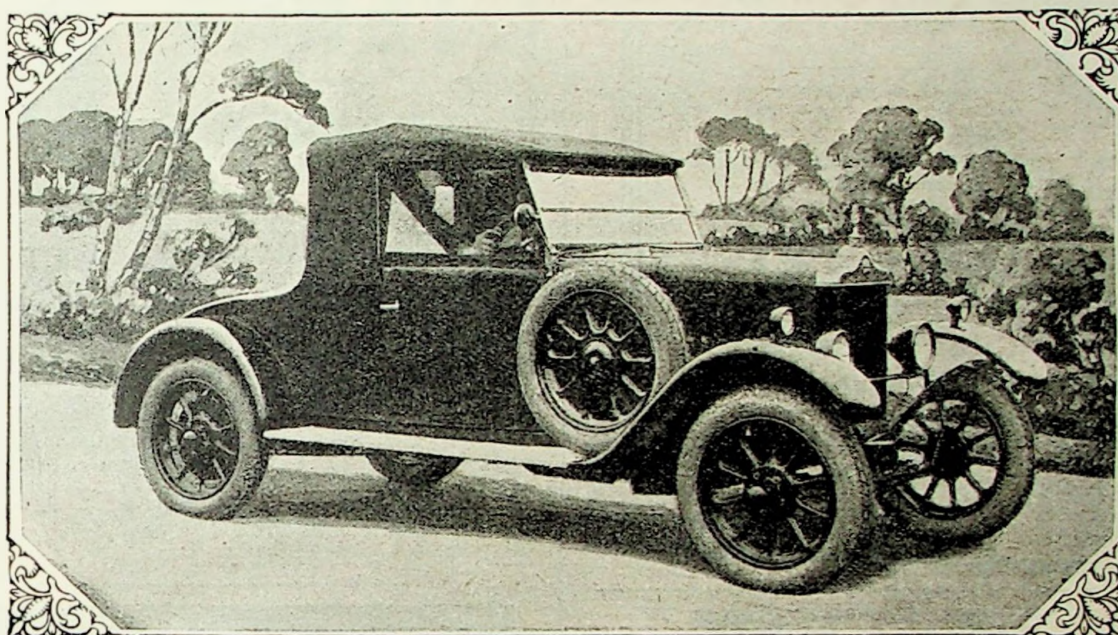
MAKES A BETTER ENGINE
OF THE BEST,
AND CONSIDERABLY
IMPROVES ALL.

Ask for Particulars of
the New Model "B."

COX CARBURETTERS LTD.,
LOWER ESSEX STREET, BIRMINGHAM.

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

The All British
Standard
 "COVENTRY" 2-SEATER
£225



As Cosy as a Coupé.

THE Standard 11 h.p. "Coventry" 2-Seater is as cosy as a coupé, as light in running costs as it is easy to handle. It appeals to the eye. It is a pleasure to own. Your motoring is so comfortable that every trip convinces you of your wise selection.

Choice of three colours. Leather upholstery to match. Standard Patent side screens. Instrument board and tray in natural walnut. Scuttle ventilator. Equipment includes driving mirror, speedometer, clock, dash lamp, ash tray, screen wiper, electric horn, hood envelope, spring gaiters, etc.

Price, completely equipped, **£225**

11 h.p. "Knowle" 4-Seater, **£225**. Dunlop Cord Tyres (Balloon or Standard).

All Standard Open Cars are now finished in the Zofelac Cellulose Process. Colours: red, blue and fawn.

Write for full particulars:

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

Regis-
 tered

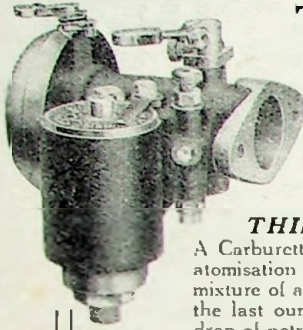


Trade
 Mark.

"Count them on the Road."

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

The Carburetter that THINKS!



That automatically arranges compensation just according to the varying requirements of hill or level—in top gear or in low gear.

THINK THAT OVER

A Carburetter that secures double atomisation giving a homogenous mixture of air and petrol—extracting the last ounce of value out of each drop of petrol

Light Car Models, £3-10-0

But don't just read about the host of advantages embodied in the

B & B

CARBURETTER

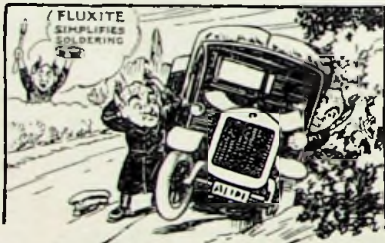
Satisfy yourself that it is better by fitting one on approval.

THEN NOTE THE DIFFERENCE.

Brown & Barlow, Ltd., Carburet Works, Witley, Birmingham.

SPECIAL FREE APPROVAL VOUCHER

Entitling the sender to a B. & B. Carburetter on our 30 Days' Free Approval Scheme. (Pin this to your letter.) L.C.



MOTORING MISHAPS.

Never again go for a run without FLUXITE in the tool-kit—there is no knowing what emergency may arise. For FLUXITE provides a quick infallible method of mending minor mishaps and it saves both time and money. FLUXITE makes successful soldering simple and certain—it never fails.

All Motorists and Motorcyclists should have the FLUXITE SOLDERING SET

It is perfectly simple to use and will last for years in constant use. It contains a special "small space" Soldering Iron, with non-heating metal handle, a Pocket Blow Lamp, FLUXITE, Solder, etc., and full instructions. Price 7/6. Write to us should you be unable to obtain it. Fluxite itself can also be obtained in tins from all Hardware and Ironmongers' Stores. Price 8d., 1/4, and 2/8. Get a tin to-day.



FLUXITE SIMPLIFIES SOLDERING

Another use for Fluxite: Hardening Tools and Case Hardening. Ask for Leaflet on improved methods. FLUXITE, LTD. (Dept. 420), West Lane Works, Rotherhithe, S.E. 16.

10 grips

1/8" to 1/2" Whit.

TERRY

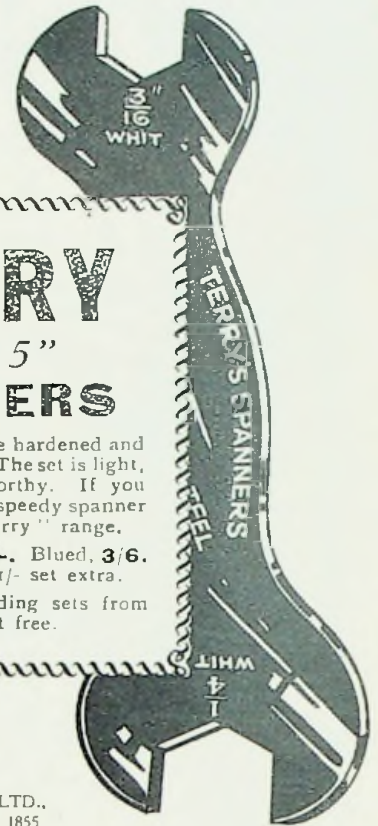
"set o' 5"

SPANNERS

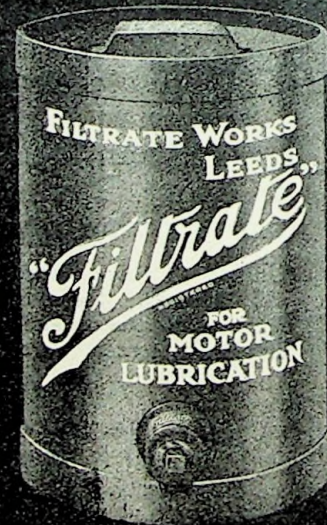
made from high-grade hardened and tempered STEEL. The set is light, compact and trustworthy. If you require accurate and speedy spanner service, get the "Terry" range.

"Set o' 5" plated, 6/-. Blued, 3/6. In leatherette case, 1/- set extra.

We also supply folding sets from 3/4" to 1" Whit. List free.



HERBERT TERRY & SONS, LTD., REDDITCH, ENG. ESTD. 1855



NEVER VARIES

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

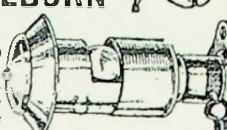
GAMAGES

Specialities for the "AUSTIN 7"

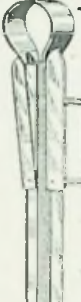
ELECTRIC SPOTLIGHT
 Black with nickel-plated mounts and complete with bulb. Heavily plated reflectors 5" diameter front. Convex Mirror is 5" diameter and embodies bar switch.
 PRICE Carriage 9d. **25/-**
The above is a combined Footlight, Inspection Lamp and Driving Mirror.



THE "HOLBORN" DASH LAMP
 Light can be reflected in any direction. Can be fitted WITHOUT DRILLING dashboard, as wire leads in base of lamp through groove in ferrule. Complete with bulb. Post 3d. PRICE **5/-**



SCREEN WIPERS
 Best quality Spring Top Pattern, with twin squeezers and handle for operating. Fit either plain edge or metal head type screens. PRICE **3/6**



"SCOPE" MIRRORS
 to fit 7 h.p. AUSTIN CARS.
 Very well made and finished, and giving a very wide range of vision of the road behind. Splendid quality throughout and really good value at **7/6** EACH
 POST FREE. Order per return.



CLEANING BRUSHES.

TRIANGLE MOTOR SPOKE BRUSHES. Best quality bristle. A fine serviceable brush. Post 3d. PRICE **4/9**

ORDINARY SPOKE BRUSHES. Good quality bristle. Well-made, in a handy size and very useful. Post 4d. PRICE **2/-**

CLEANING BRUSH Specially suitable for cleaning wire wheels. Post 3d. PRICE **1/10**

BENT SPOKE BRUSH. Specially shaped for getting at awkward places. Best quality bristle. Car size. Post 3d. PRICE **4/-**

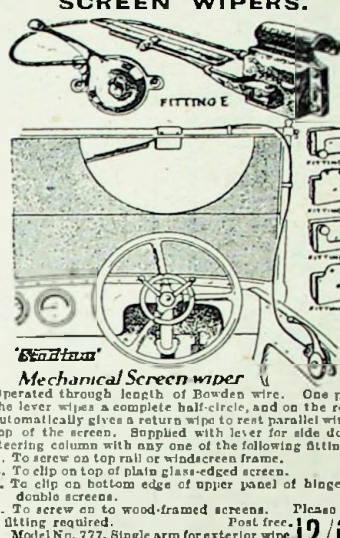
WHEEL BRUSHES. Well made and finished. Post 3d. PRICE **3/-**



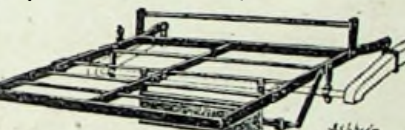
See our new enlarged Showrooms at Holborn or order direct from this announcement on our Money-back Guarantee Illustrated 1926 Catalogue Post Free on Request.

SCREEN WIPERS.

Mechanical Screen wiper
 Operated through length of Bowden wire. One pull of the lever wipes a complete half-circle, and on the release automatically gives a return wipe to rest parallel with the top of the screen. Supplied with lever for side door or steering column with any one of the following fittings:—
 A. To screw on top rail or windscreen frame.
 B. To clip on top of plain glass-edged screen.
 C. To clip on bottom edge of upper panel of blinged-top double screens.
 D. To screw on to wood-framed screens. Please state fitting required. Post free. PRICE **12/6**
 Model No. 777. Single arm for exterior wipe, nickel-plated or polished brass. Complete



LUGGAGE GRIDS
 "Easyfit" Racks should be fitted to every car. An efficient luggage rack which also provides an excellent rear buffer and saves damage to car. To fit 7 h.p. Austin Cars Other Car fittings from 35/-
20/-



Gamage Value and Service may always be obtained at our well-known City Motor House:—
Benettinks, Cheapside.

De Luxe Step Mats
 Well and strongly made and very attractive in appearance. Specially shaped to fit 7 h.p. Austin Running Boards. PRICE, per pair, **12/6**



SPREAD EAGLE MASCOTS
 Made in Brass, silver-plated. Beautifully made and finished—an asset to any car. PRICE **18/6**
 Large Stock of Mascots on show at Holborn. Early Ordering Advised. Post 6d.



105 PAIRS. SILVER-PLATED WINGS.
 A limited number of these silver-plated wings for Boyce Motors. Small size for Gem Meters only. LARGER SIZE 14/6 Post 6d. PRICE **8/6**



SPECIAL SPORTS HORN.
 Through dash fitting. Gives a very uncommon and penetrating note. Usual Price 12/6. Post 6d. PRICE **6/6**
"SIMONIZ" YOUR CAR



SIMONIZ and **KLEENER** cleaning products.
 with "Simoniz" Cleaner and Polish. You can for yourself easily produce a wonderful and lasting polish, which makes the Car look like new. PRICE, per tin, **5/-**



CLEANING KIT.
 All Cleaning Kit for the Car at London's Lowest Prices.
CLEANING CLOTH. Splendid quality Cleaning Cloth. Nice and soft, and made up into 50-yard rolls. Far superior to Waste or Mutton Cloth. PRICE, per roll, **6/6**
 Half Rolls, 3/6 Post extra.

CHAMOIS LEATHERS
 Fine quality, soft yet long-wearing. Size about 21" x 22". PRICE, each, **4/6**
 3 for 12/6 Postage extra

SPONGES
 Fine quality Honeycomb Sponges. **3/6** and **2/6**
 Extra large size, 7/-
 Special line of **1/3** Strong Sponges for car washing 3 for 3/8 Post extra.
 Extra large Honeycomb Sponges PRICE **6/6**



A. W. GAMAGE, Ltd., HOLBORN, LONDON, E.C.1

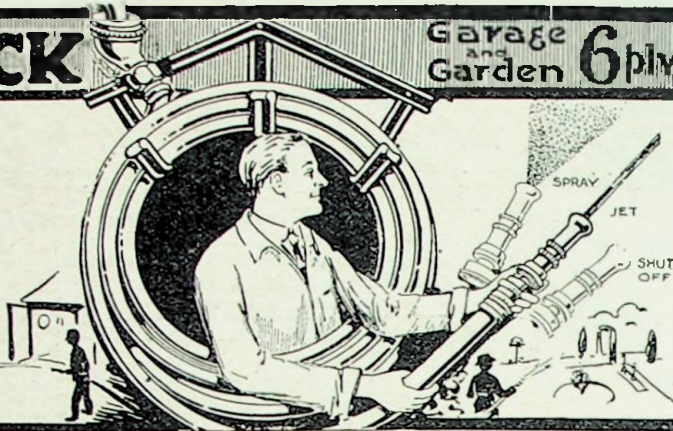
FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

GOODLUCK

Garage and Garden 6ply HOSE

SOUND HOSE VALUE.
50 ft. of six-ply five-eighths of an inch hose with couplings; tap union with lug and chain, solid brass variable nozzle (controllable by a turn of the wrist) **47/6** and substantial complete outfit. hose hanger.

Stocked by all leading factors and agents.



Now is the time when attention is drawn towards your car and garden.

Use the two-fold utility six-ply service hose. Ask for "Good-Luck 6-ply."

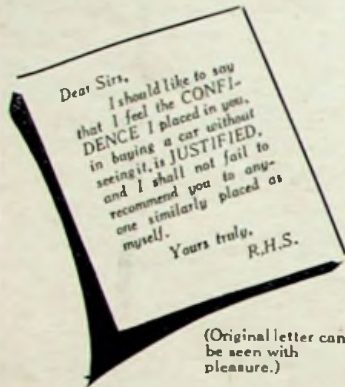
Union supplied to fit any size of tap, threaded or plain. Large sizes slight extra charge.

Commissionaires:

C. B. FROST & Co.,
83, High Street,
BIRMINGHAM.

Phone - - Cent al 3913

"CONFIDENCE IS JUSTIFIED"



(Original letter can be seen with pleasure.)

EXCHANGES AND DEFERRED TERMS ON ANY NEW OR USED CAR.

100
USED
GUARANTEED
CARS
IN STOCK FROM
£40

Complete lists sent free.

SINCERE SERVICE AFTER PURCHASE ALWAYS.

The Light Car Co.

404, 410-414, Euston Road, LONDON N.W.1

Phones: Museum 3081 and 3143.

"I'M GLAD I GOT A SINGER!"

It's the last word of every Singer owner, from the veriest tyro at the wheel to the old hand with a generation's experience to look back upon. Many of the reasons why are explained in our comprehensive catalogue. May we send you a copy?

10/26 h.p. LIMOUSINE	10/26 h.p. "De Luxe" 2-seater	£225
SALOON, four doors, four seats	10/26 h.p. "De Luxe" 4-seater	£225
		£280



The Car That Looks After itself

SINGER & CO., LTD., COVENTRY

London Showrooms and Distributors:
202 GREAT PORTLAND STREET, W.1.
Phone: Langham 3314.



A Special Whitsun Number of

THE keynote of this issue will be "The Economy Car," and among many special features it will present a brief description of the cheapest model in every manufacturer's programme.



FRIDAY MAY 14

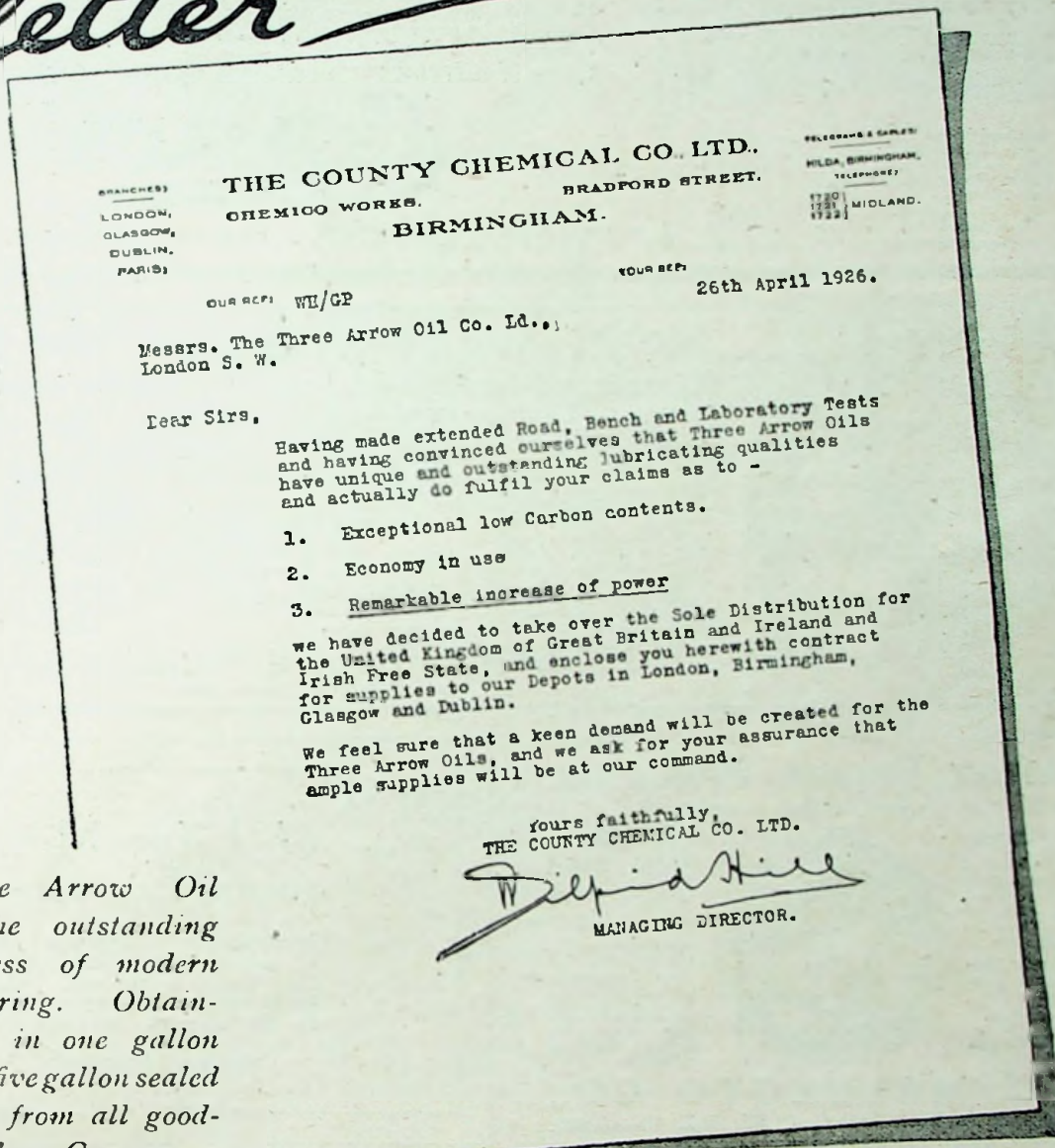
PRICE As Usual

3^d.

Order Now.

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

A very remarkable letter



Three Arrow Oil is the outstanding success of modern motoring. Obtainable in one gallon and five gallon sealed cans from all good-class Garages.

THREE ARROW OIL

"OLEOBLITZ"

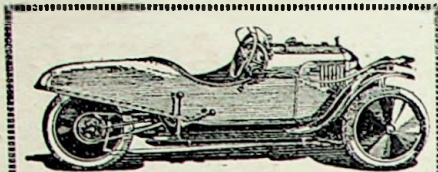
THREE ARROW OIL CO., LTD.,
TRAFALGAR HOUSE, WATERLOO PLACE, LONDON, S.W.1.

'Phone, Gerrard 2495.

'Grams: "Oleoblitz, Piccy, London."

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

The people who know the MORGAN from bonnet to tail.



Standard Model	£95
Grand Prix Model	£128
De Luxe Model, water-cooled	£130
Family Model, water-cooled	£133
Aero Model—	
I.A.P. (as shown)	£135
Blackburne O.H.V. Racing	£147

If you are buying a MORGAN—and you cannot do better—come to HOMAC'S, Special London Service Agents, who thoroughly understand the Morgan stock all spares, and can give quick delivery. We would be glad to give any demonstration and trial runs; free tuition also if desired, and a guarantee of real service after sale. Homac's are 2 minutes from Clapton Station (G.E.R.).

QUICK DELIVERY. DEFERRED TERMS. EXCHANGES.



243 7, LOWER CLAPTON RD. Phone: Clissold 2408. Works: 46, London Rd., N.E



Send p.c. to-night for this FREE BOOK.

Read what you get for £15 There is no Portable Garage sold embodying greater value

The timber used is not the usual T. & G. boards that quickly deteriorate after one season, but Thornber's exclusive Lojoint Weatherboards. These boards, cut from thoroughly seasoned timber, are planed and of 3 in. nominal thickness. They cannot warp, do not split, and positively defy all weathers. Frame members are of 3 in. x 1 1/2 in. thickness, whilst the roof is constructed of 3 in. T. & G. boards on purlins of 3 in. x 1 1/2 in. The whole construction is therefore, firm and lasting. Ruberoid Felt, barge boards and finials

making a pleasing appearance. Two strong doors are held by bands, gudgeons and bar bolts; lock and key is also provided. A large window at each end, with top half to open, gives adequate light and ventilation. The garage is sent in completely framed sections ready for easy erection.

Size 16 ft. x 9 ft. x 7 ft. x 9 1/2 ft.
 PRICE **£15** Carriage Forward
 Definite Carr. Paid price on request.
 Wood Floor £4 extra.

All fittings are supplied, and no additional expense whatever is incurred. This garage has been specially built for the Owner-Builder, and his needs have been carefully considered. A sound job has been produced at a real cut-price, and every Motorist should send p.c. for a detailed specification of its outstanding value.

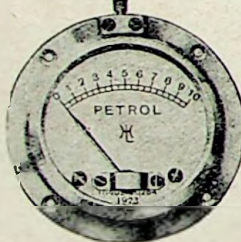
FREE THORNBUR BROS., 11, Myholmroyd, Yorks.

London Office: 47, Victoria Street, S.W.1.

PATENT PETROL INDICATOR.

Gives Constant Readings Automatically.

Can be fitted to any Car with a Gravity Feed Tank without alteration to existing pipes. Supersedes Old-fashioned Glass Gauges. Guaranteed.



PRICE: Nickel Plated **30/-** each carr. paid.

With 2 ft. copper pipe, cock and collar. Adaptor, for use with existing petrol tap (saves fitting special cock to tank) 2/- extra. MAKE AND TYPE OF CAR MUST BE SPECIFIED.

THE MALUZOTO CO.,
 9, Howland St., Tottenham Court Rd., W.1. Museum 6857.

MAP

of Fifty Miles round London—

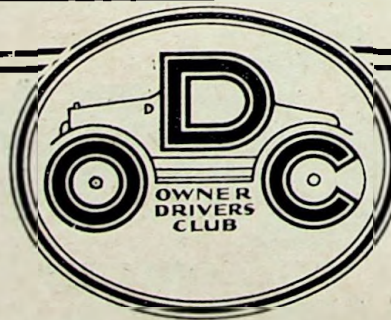
In one sheet, with London in centre of approximately 50-mile radius. Scale 4 miles to the inch. Cloth 3s. 0d. net; 3s. 2d. post free. Paper 1s. 6d. net; 1s. 8d. post free.

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

GUINEA MEMBERSHIP.

At the request of a large number of owner-drivers who will not have an opportunity of using the Club Premises, a new category in the membership has been instituted, viz.: that of Touring Members at an annual subscription of One Guinea. Such Members will be entitled to all the advantages and benefits of the Club with the exception of what may be termed "house" privileges—use of restaurant and club rooms in the West End of London, including repair and "valeting" services at all the Official Repairers.

Full Membership Annual Subscription .. £2 : 2 : 0
 Touring Membership Annual Subscription .. £1 : 1 : 0



CAR BADGE.

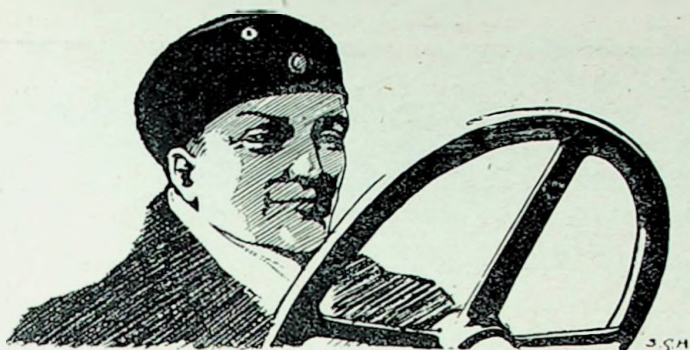
WRITE, CALL, OR 'PHONE for O.D.C. ILLUSTRATED BROCHURE.

ADVANTAGES & BENEFITS.

"Help-you-out" Service; Engineering Advice; Club Flag (or pennant); S.O.S. Special Fund; Expert Assistance in case of accident or mechanical breakdown; Second-hand Bureau; Licence and Insurance Expiry Reminder; Reservation of Garage Accommodation and all the other advantages as fully explained in the Club's Brochure.

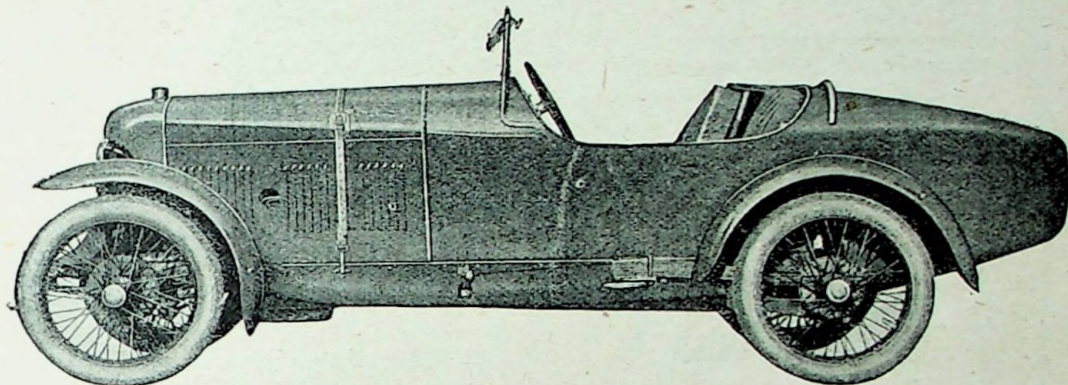
The O.D.C. provides and guarantees a thoroughly reliable and efficient repair and "valeting" service with the leading garage firms throughout the United Kingdom at fixed prices for each make of car.

HEADQUARTERS — Criterion Buildings, Piccadilly Circus — London, W.1.
 'Phone: Regent 5518.



AMILCAR

SATISFACTION



is reflected in the happy owner's smile. AMILCAR speed and acceleration have given him "THE MASTERY OF THE ROAD."

Assured Safety under all conditions by the perfectly designed Four-Wheel Brakes. Low centre of gravity and remarkable road-holding qualities.

Distinctive Coach-work with deep comfortable seating. Controls that are just where you want them. Light positive steering. An engine that will run sweetly and evenly at from 500 to 4,500 r.p.m. without fuss and tinkering.

There are many other reasons for AMILCAR'S SUPERIORITY and the cost is remarkably low.

Tax £9 per annum. Petrol consumption, 45 miles per gallon. Insurance £7 4 0 per annum.

Write for particulars, or—better—call and try this Real Sports Car which makes every minute's driving a pleasure.

GRAND SPORT MODELS from £285.00

(A selection of distinctive finishes always available).

West End Agents —
Messrs. Edwards & Parry,
109, Gt. Portland Street,
London, W.1.

Lancashire Agents —
Messrs. R. H. Carlisle & Co., Ltd.,
188 & 205, Deansgate,
Manchester.

South Coast Agents —
Messrs. University Motors, Ltd.,
Bedford Garage,
Bedford Place,
Brighton.

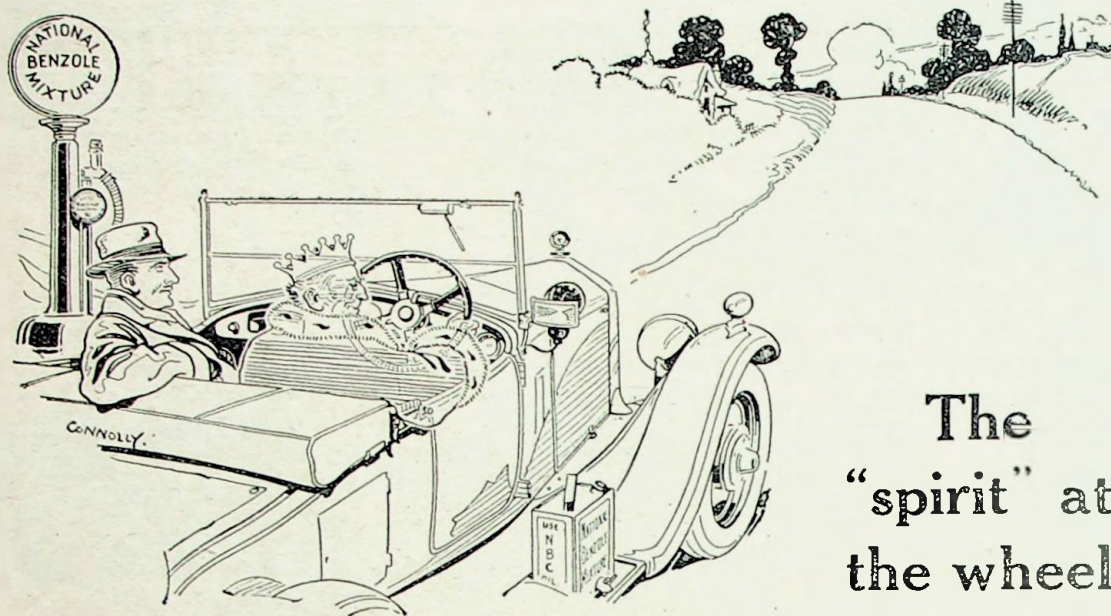
BOON & PORTER LTD.,

159—161—163, CASTELNAU, LONDON, S.W.13.

Telegrams: "Soonest, Hammer, London."

Telephone: Riverside 444, 5 & 6.

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



The "spirit" at the wheel

8084 miles and then practically no carbon

These are extracts from a letter of a Repair Garage to an owner of a Buick 26.3 h.p. saloon.

"I am pleased to say that the condition, after having done 8084 miles since the car was last here, was most satisfactory. The carbon on top of the pistons was of a soft nature, to the amount of about a 32nd, and the valves were in splendid condition, showing no signs of having been burnt in any way. In fact, before dismantling, the car was running in a first-class manner.

I must say that I was very surprised at the good condition in which I found the car, and I gather from your remarks that you have been running on National Benzole Mixture, for which it speaks very well."

National Benzole Mixture retards the tendency to carbonise.

It feels as if some powerful agent had taken control of your car when you put National Benzole Mixture in the tank. You get better running than ever you did before. Watch it eat up hills with a hearty will and roar.

Listen to the smooth sweet purr of the engine even at low speeds on high gear and witness how it answers to the slightest touch of the accelerator.

Your old engine worries and the seemingly incorrigible "pink" are banished. With all this, notice too, how seldom you have to decarbonise and how the m.p.g. has increased whilst running costs consequently decrease.

If you are a statist in a mild form, keep running costs records. This will convince you that there's a mine of truth in the aphorism that "the spirit governs the performance of the car." Let the spirit of Old King Coal—National Benzole Mixture—take control. Fill up at the nearest garage but *be sure* it's *National Benzole Mixture*.

No other spirit gives such unrivalled results.

National Benzole Mixture

"produced in the interests of better motoring"

NATIONAL BENZOLE CO., LTD., WELLINGTON HOUSE, BUCKINGHAM GATE, S.W.1

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

THE CLYNO GAZETTE

Vol. 1. No. 6.

APRIL 1926

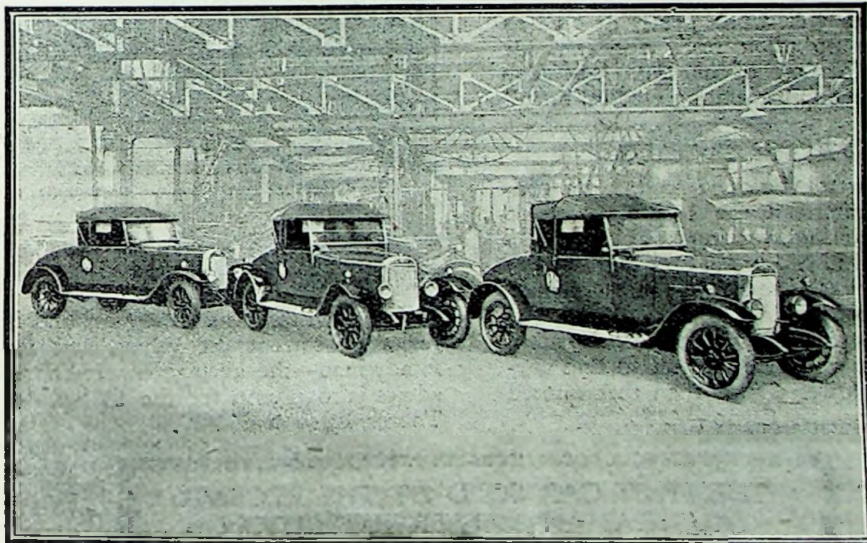
Issued Monthly

THE Art of Discrimination is a fine thing, because it allows you to differentiate between the good, the mediocre and the bad. No motor car demands a ready sale much less an increase in sales, unless it can secure the complete approval of the discriminating motorist.

Clyno Cars are so obviously the choice of the discriminating motorist, that their sales have increased in probably the most phenomenal manner ever recorded in the whole history of the industry.

Modern in design, built by experts from the best materials obtainable, they are to-day, without doubt, the best value obtainable in this or any other country.

*Undoubtedly
the Best
Value
Obtainable*



CLYNO CARS ORDERED FOR THE R.A.C.

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

THE CLYNO GAZETTE

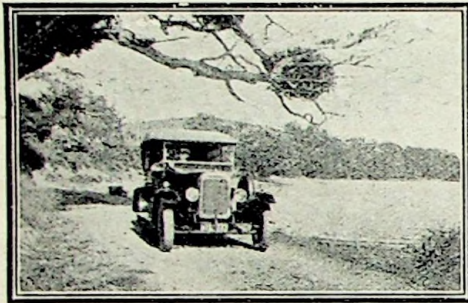
FURTHER PRESS ENTHUSIASM

CAR AND GOLF.

"... a low priced car with an unusual performance."

THE WEEK END ADVERTISER. (DURBAN, S.A.)

"... the Clyno looks like a big car and feels like one. The engine is small in size, but is big in performance. Nothing worried the Clyno."



The Clyno in New Zealand.

THE LANCET.

"... the new Clyno is a nice car to drive, as the engine is quiet and well behaved, the steering is extremely delicate and the four wheel brakes will work gently as well as pull the car up when really necessary. It is an excellent car of its class, and may well become popular among medical men."

THE FISH TRADES GAZETTE

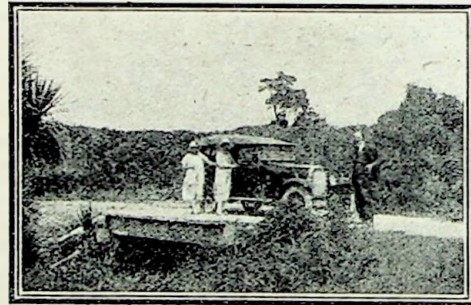
"... as a car for the open road, I can confidently recommend the 13 h.p. Clyno to anybody requiring a touring car able to climb any average hill and to put up a high average speed over any road. A more robust, roomy, smart-looking tourer, capable of covering upwards of 35 miles on one gallon of petrol, it would be difficult to find anywhere at a lower figure than that quoted for the four seater Clyno—£260."

DAILY GRAPHIC.

"... the Car has a particularly good road performance, as I discovered on a recent test. The engine is very smooth running. Hill climbing on top gear is particularly good, and on the lower gears the car will easily climb any hill on which the wheels can obtain a grip. Three speeds and a reverse are provided, and the change is the easiest I have found on any car. A four-wheel braking system of exclusive Clyno design is fitted, these brakes being very smooth and powerful in their action."

MOTOR NEWS (IRELAND)

"... no wonder motoring has become so popular when such models are available at less than many motor cycle combinations even of the present day."



In delightful New Zealand surroundings.

FINANCIAL STANDARD.

"... the writer has a good all-round knowledge of current car values, and for the family man—the average owner-driver—his advice is to plump for the 13 h.p. 4-Seater Tourer, listed at £260."

THE FIRST CAR SOLD AT THE RECENT AUSTRALIAN MOTOR EXHIBITION WAS A CLYNO.

THE CLYNO GAZETTE

THE LADY DRIVER

VERY prevalent, just now, is the impression that lady drivers should be given a wide berth, apparently on account of their inability to master the general principles of motoring.

This state of affairs is thoroughly unjust. We consider the average lady driver to be a careful and very considerate road user, far less liable to take risks than members of the opposite sex.

It must always be remembered that a great many lady drivers are not so generously equipped by nature with the requisite quota of strength necessary to drive a great many of the cars at present being offered to the public.

Lack of strength is a severe handicap, carrying in its train obvious disadvantages that do nothing but hinder the lady driver in her effort to manipulate an "awkward" car.

Motor manufacturers by giving real thought to her special requirements can greatly help the lady driver, and thus, to some extent, alleviate the unjust criticism from which she at present appears to suffer.

There are certain very definite characteristics which are essential in the car suitable for the lady driver.

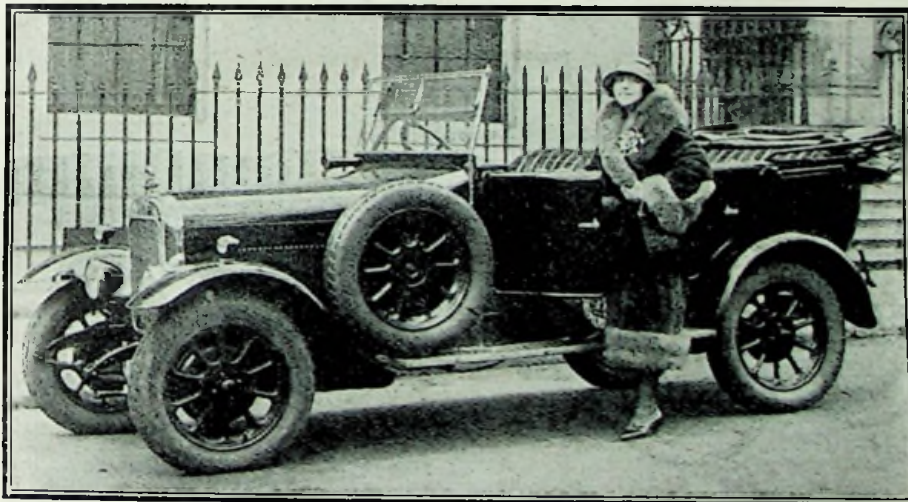
In the first place the lady driver must have absolute comfort.

Upholstery must be scientifically constructed. The front seat of a 4-Seater must be adjustable. There should be a foot-well, and foot pedals should be conveniently placed so that they can be easily operated.

Right hand gear and brake controls are essential, and will be very thoroughly appreciated after having experienced the alternate method. Here again the hand brake must operate smoothly, efficiently and with the minimum amount of effort. A difficult gear change means untold trouble and extreme fatigue.

Even such details as the correct position for the horn and various accessories, and the large flap in the side screen (for signalling) are essentials which have been considered by the expert designer.

Many cars do not give the necessary amount of front and side vision, and this highly



Miss Peggy O'Neil with her new 13 h.p. Clyno

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

THE CLYNO GAZETTE

THE LADY DRIVER

necessary factor simply must be dealt with or the risk of accidents will be largely increased.

Because of our uncertain climate, the lady driver will be obliged, very soon, to raise the hood and fit the side screens. This should be easy, provided adequate attention has been given to the matter. But how many times have we seen ladies trying desperately but vainly, to complete this comparatively simple operation.

As we have constantly pointed out, Clyno Cars are amongst the very few that are designed by experts who know the difficulties that confront the lady driver.

The engine of every Clyno Car is efficient and powerful. Gear change is delightfully easy, and the change speed lever is placed in a natural position ready for instant

operation with the right hand. The four wheel brakes are powerful, and can be applied with the minimum amount of effort.

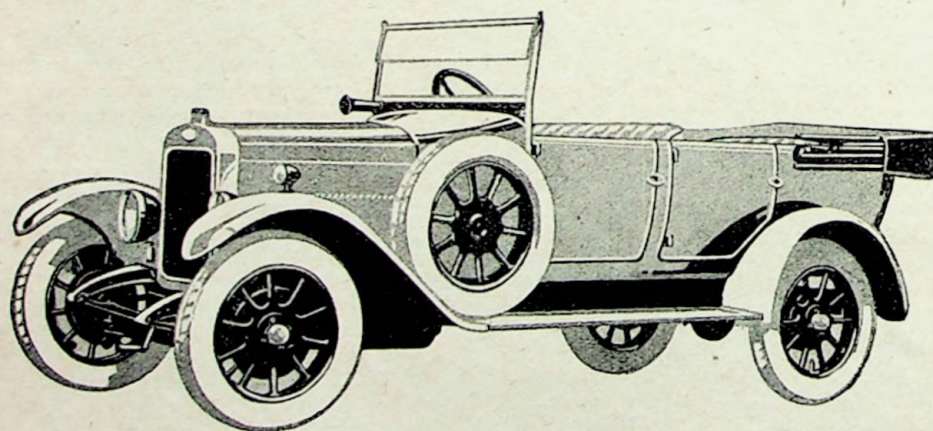
Clyno Car steering is the admiration of experts, because it is so phenomenally light.

You have only to sit in a Clyno Car to realise the extraordinary comfort provided for everybody.

We venture to suggest that there is no better car for the lady driver at present being offered to the public.

And this is the reason why you notice so many ladies driving Clyno Cars in comfort and with efficiency.

When a man contemplates the purchase of a car he should be very careful that his wife can also drive the car without being subjected to unnecessary fatigue.



THE 11 H.P. "ROYAL" 4 SEATER Price £215.

THE CLYNO GAZETTE

11 H.P. "ROYAL" 4-SEATER

Clyno cars first attract the attention of discriminating motorists on account of their appearance of dignified individuality.

The "Royal" 4-Seater is no exception, and there are many excellent judges who contend that it is the outstanding example of the very fine 11 h.p. range.

Painted royal blue with black wings, valances and specially designed hood, the "Royal" 4-Seater looks what it undoubtedly is, a motor car de-luxe, worthy to be ranked high amongst cars considerably greater in price.

All bright parts throughout this model are heavily nickel plated.

Three wide doors give extremely easy access to an interior that is surprisingly roomy and delightfully comfortable.

Upholstery which is specially designed to give the maximum amount of comfort, and which will not easily retain dust, is in leather to match coachwork.

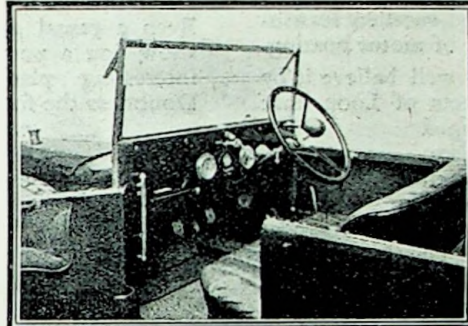
In order to make the cleaning of the interior of the car an easy matter, detachable floor carpets are fitted, while the wide foot rest placed for the convenience of rear passengers, is also carpet covered.

The front seat can be adjusted to suit individual requirements, while a foot well is an additional comfort appreciated by both driver and front seat passenger.

A two-piece windscreen fitted with an efficient screen wiper, allows for perfect vision, and it is important to remember that the driver is never, at an awkward moment, confronted with a blind spot, which latter is often the cause of serious accidents.

Magneto and carburetter controls fitted to the steering column are instantly ready for use, while a receptacle for small parcels, the Speedometer, Ammeter Switches, Petrol gauge, Carburetter Strangler, Petrol Tap, Magneto Switch and Horn are very conveniently placed. Clutch, Accelerator and Brake Pedals are so located that, when being used, no unnecessary strain is placed upon the driver.

The only safe and convenient position for the hand brake and change speed levers are on the right hand side of the driver. All Clyno and high-grade cars adopt this obviously important principal.



Dashboard and Controls of 11 h.p. "Royal" 4-Seater.

Special attention has been paid to the all-weather equipment, which, it is sufficient to say here, gives complete protection and excellent vision. Two side screens are so constructed that they can be made to form a rear screen. The hood, for which an envelope is supplied, is of a special "one-man" type, and is extremely easy to raise into position.

The "Royal" 4-Seater on the road will give extremely good results, and one can tour in perfect comfort at high average speeds with a full complement of passengers and their luggage.

On account of phenomenally light steering, easy gear change, good suspension and a powerful engine, it is quite easy to drive this car all day without undue fatigue.

Standard equipment includes the following:— Electric Self-Starter, Smith Speedometer, Smith 8-day Clock, Horn, Spare Petrol Can and Holder, Petrol Gauge, 2-panel Windscreen, All-weather Side Screens, One-man Hood with Storm Flaps, 12-volt Lighting Set, Dunlop Reinforced Balloon Tyres, Jack and Handle, Tyre Inflator, Tool Kit, etc.

THE CLYNO GAZETTE

LOOE, SOUTH CORNWALL

By P. B. A. M.

FOR those who wish to combine real tranquillity with a desire to discover the beauties of Cornwall and Devonshire, no more delightful locality can be imagined than the quaint fishing town of Looe.

To expect the usual seaside "attractions" means disappointment. All that Looe can offer you in this respect is the "smallest cinema in England." There is, however, good bathing to be obtained, excellent sea fishing, and a certain amount of motor boating.

One is told, and can very well believe it by walking through the streets of Looe, that the town itself has changed but little since Rowlandson sketched it almost a hundred years ago. It is so typically Cornish in its delightfully haphazard style of building; the streets do not appear to follow any preconceived plan, while looking at Looe from the hills surrounding the town one is presented with a bird's eye view which is both attractive and extremely picturesque.

Because fishing as well as a dwindling amount of coastal traffic provides Looe with its chief source of income, the centre of interest is naturally the harbour, which consists of stone wharves built on the banks of the river. A large portion of this harbour is a legacy from ancient, and in the case of Looe, more strenuous times. Twenty ships were sent from Looe to help Edward III. at the siege of Calais, while during the French war no less than three enemy ships were brought into Looe as "prizes." It is also interesting to remember that until 80 years ago Looe returned no less than four members to Parliament, two for each portion of the town.

To the motorist who wants to explore the delightful highways in this area, and especially the less known beauty spots, Looe offers unusual opportunities as a touring centre.

The main roads are excellent, and, speaking generally, second and third class roads are

quite good, although in regard to the latter, the small car owner must be prepared for plenty of hills, and roads which are not only narrow, but wind about in the most disconcerting manner.

To become really conversant with this portion of Cornwall and Devonshire, it is essential to have a first class map that shows roads other than main roads.

Even a casual glance at a good map will show you a perfect host of charming and interesting places well worth visiting. Doubtless the following places which are all within, at the most, a day's tour from Looe, will help the reader to form his own conclusions.

Westward from Looe is Polperro, once a favourite resort of smugglers, but now beloved by the artist. Polperro with its narrow streets and old world houses wedged amongst the cliffs is a sheer delight.

From Polperro one can visit Fowey the "Troy Town" so delightfully described by Quiller Couch. Fowey is the centre of the china clay industry, and ships from the four corners of the earth congregate in the wide harbour.

Continuing westward you come to Pentewan and Mevagissey, which boasts one of the lowest death rates in the country, Portloe, St. Mawes, Falmouth, and so towards the Lizard and its magnificent coastal scenery to Marazion, with the perfectly wonderful St. Michael's Mount as its chief attraction. Penzance and even Land's End are all within the limit of a day's tour.

The writer would, however, lay stress on certain characteristics which must be contained in the car you drive. Good brakes, preferably of the four wheel type are essential, so is a powerful engine and quick acceleration. You will be called on to negotiate steep hills that in many instances climb steadily for miles. An easy gear change, and a first class second gear performance is therefore most important.



Looe Harbour.
Photo by Mrs. L. Lea.

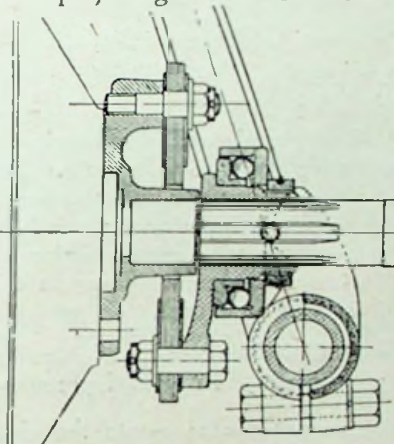
THE CLYNO GAZETTE

CLYNO CLUTCH & CONTROL

The clutch is of the "inverted" cone type, lined with a special fabric giving good engagement and long life, with a minimum of attention. The application of pressure to the clutch pedal disengages the clutch faces through the medium of a forked lever on the pedal shaft, which operates against a ball-bearing thrust race on the end of the clutch shaft. This operation moves the clutch shaft forward a very short distance, and to prevent strain coming on the universal joints the rear end of the shaft is a sliding fit on the splined shaft projecting from the gear box, being lubricated through an oil-way from the latter. Once the clutch face is bedded down very little attention is required with the exception of an occasional charge of lubricant injected into the bearing, and on the face of the thrust bearing forked lever and pedal shaft bearings. The ball thrust bearing is adjustable for wear, a serrated lock-nut being provided which, on removal of the spring

steel locking ring, may be screwed up until only sufficient play is left to ensure free running. Care must be taken that the projecting tongue on the lock ring engages in a hole in the nut and in the screwed centre piece; also that the ring lies embedded in the annular groove. When correctly adjusted there should be $\frac{1}{16}$ " gap between the operating fork and the ball thrust race when the pedal is right back against the stop. As the clutch lining beds down it will be necessary to make an occasional adjustment to the stop to

ensure that the gap has not been closed up. The pedal stop is an adjustable screw with lock-nut incorporated in the near side pedal shaft bracket under the chassis frame, and by releasing the lock-nut and screwing in or out the gap can be varied at will. A similar stop is provided for the brake pedal, but this should require no attention, as it is correctly adjusted before leaving the factory.



Clutch Withdrawal Fork and Thrust Race



A REMINISCENCE OF CLYNO EFFICIENCY

An official photograph taken during the late war on the British Western Front, some Motor Machine Gunners with their souvenirs. These Clyno Combinations carried their heavy loads with amazing efficiency.

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

THE CLYNO GAZETTE

HOLIDAY INFORMATION BUREAU

It is perfectly obvious to everybody that only by unremitting care and the most stringent attention to detail, has it been possible to bring Clyno Cars to their present state of high efficiency; an efficiency abundantly proved by the consequent and amazingly great demand for these cars.

But we do not conceive, however, that the manufacture and sale of cars automatically absolves us from further interest in the cars themselves. Quite the contrary. We want everyone who has purchased a Clyno Car to be assured that we are always profoundly interested in the behaviour of that particular car.

In order, therefore, that we may try to prove our more than ordinary interest, we have decided to form a Holiday Information Bureau, where free advice in regard to touring in this country can be obtained upon written request.

We do not want anybody to imagine that this Holiday Information Bureau consists of a crowd of highly paid young men and maidens housed in a suite of palatial offices.

The information we shall supply will be obtained from our present staff who are all thoroughly enthusiastic Clyno Car users. These people are not blessed with a surfeit of wealth, and such being the case, when they tour, they keep an eagle eye upon expenditure. They want, and of necessity must have, value for money, whether it be for hotel accommodation, food, garage facilities or the hundred and one items connected with touring in this land of high prices, which in many instances offers little in return.

To the man or woman of modest means, who contemplates a holiday tour, first hand information of this description should prove extremely valuable.

When asking for information please quote the chassis and engine numbers of your Clyno Car, and address your letter to:—

**HOLIDAY INFORMATION BUREAU, PUBLICITY DEPARTMENT,
CLYNO ENGINEERING CO. (1922) LTD., WOLVERHAMPTON.**

LC

COUPON

Please place my name on the regular Mailing List of the "CLYNO GAZETTE" in order that I may receive my copy Post Free Monthly.

Name

Address

(WRITE IN BLOCK LETTERS)

The "Clyno Gazette" is in GREAT DEMAND. To make sure you get your copy regularly fill in and post to-day.



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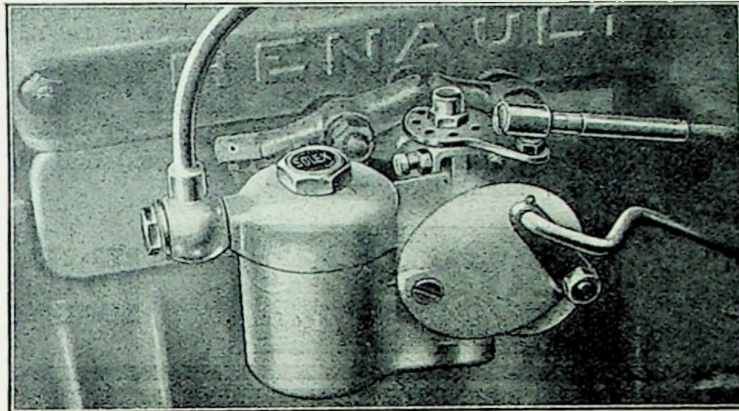
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TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

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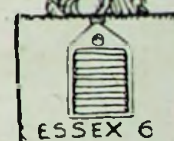
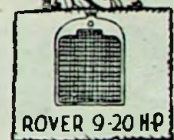
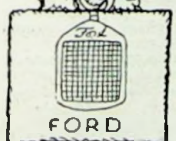
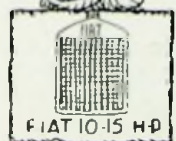
Send us particulars of the make of your car, no matter what type it is, and we will despatch a "Solex" suitable for it. You can test for 30 days FREE Trial without obligation to purchase.

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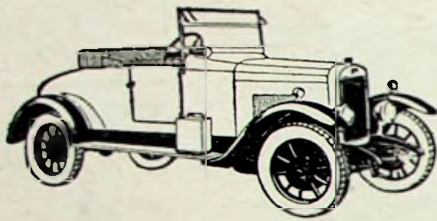
HERE is a real market for Light Cars— not just one or two cars in stock, but many. Spacious Showrooms, expert Salesmen and Demonstrators and everything to aid you in your final selection.

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Service anywhere and service to give you satisfaction and keep you a friend of ours.

CASH, EXCHANGE, OR OUR IDEAL SYSTEM OF EASY PAYMENTS

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273-274, HIGH HOLBORN, LONDON, W.C.1

CARS ARE EVERY YEAR CHEAPER

A few examples from to-day's Stock.

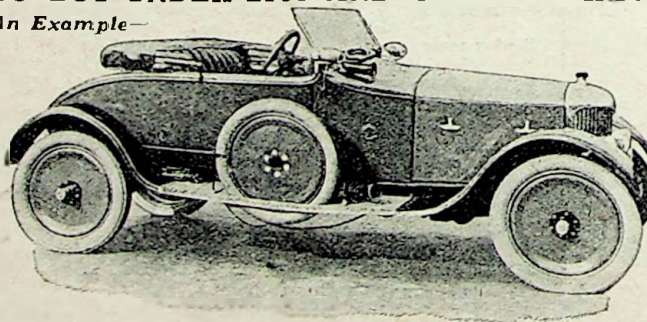
1925 A.B.C. Sports	£55
1921 A-C, 4-str.	£88
1922 Albert 4-str.	£78
1922 Amilcar Sports (4)	£68
1921 A.B.C. 2-str. de Luxe	£68
1921 A-C, 2-str. (4)	£58
1924 Ariel Chummy	£88
1923 Austin "7," (2)	£78
1923 Baylis Thomas, 2-str.	£78
1922 Belsize Bradshaw, 2-str.	£65
1923 Bigone Sports	£35
1921 Calthorpe, 4-str.	£68
1922 Calthorpe, 2-str.	£78
1923 Calthorpe, 4-str.	£85
1924 Citroen, 3-str.	£65
1924 Citroen "7," Coupe	£98
1921 Citroen, 2-str. (2)	£58
1922 Citroen "7," 2-str.	£65
1922 Coventry Premier (2)	£48
1922 Enfield-Alldays, 4-str.	£88
1921 Eric Campbell	£85
1921 Gwynnes "8," Chummy (2)	£88
1922 Hands, 2-str.	£68
1921 Hillman, 2-str. (2)	£68
1921 Hillman, 4-str.	£78
1922 Mathis, 2-str.	£58
1922 Rhode Chummy, 4-str.	£68
1922 Rover "8," 2-str.	£48
1921 Rover "8," 2-str. (2)	£38
1923 Rover Chummy, 4-str.	£65
1923 Rover "8," 2-str. dicky	£53
1923 Salomon, 2-str. (3)	£58
1922 Salomon, 2-str. (3)	£63
1924 Salomon, 4-str.	£88
1924 Salomon, 3-str.	£85
1923 Salomon, sports	£85
1923 Singer, 2-str.	£88
1921 Standard, 2-str.	£65
1924 Standard, 4-str.	£88
1922 Standard, 2-str.	£88
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1921 Wolseley "10," 2-str.	£85

(4) Denotes choice of four, and so on.
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An Example—

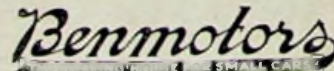


1921/2 A-C de Luxe 2-str., £88

This or any other YOURS for

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

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

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

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We do not deal in all types from 40-50 Saloons to Motorcycles. WE SPECIALISE in SMALL CARS UNDER £100 and under 12 h.p. Therefore you have the FULL ADVANTAGE of our large stock and experience of this class. ALL CARS GUARANTEED GOOD MECHANICALLY, AND OPEN TO A.A. AND R.A.C. EXAMINATION WILLINGLY

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WE join forces with the GWYNNE and are proud to acknowledge our association with this fine small car. The awards secured in every trial of note are convincing testimony to its all-round efficiency. Are you a GWYNNE owner—then bring your present car to us for acceptance in part exchange—the fullest value will be given. If you have another make of car, we will accept that similarly in part exchange. Deferred terms can be arranged to meet your convenience.

We have a varied stock of second-hand and new cars in the following classes, viz. AUSTIN, CLYNO, CROUCH, CALTHORPE, BAYLISS-THOMAS, RHODE, etc., and we ask you to visit or write us before you buy your next car.

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The Daily Chronicle 250 Guinea Cup for meritorious performance, irrespective of class.

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"Metro" Station nearest.

Gold Cup Winner—irrespective of class!

SINGER

"Ten Months' Hard Driving on very Bad Roads—Tool Bag opened once"

WE extract the above from a letter received from Major James Gilburn of the Engineers' Club, whose only trouble in ten months was a stuck contact breaker—the work of a moment.

He also says: "For the size of its engine, I consider it puts up a perfectly amazing performance, and as a hill climber, both on top and intermediate gears, it is unbeatable. I have completed 25 years' driving of all sorts—motor-cycles up to a 5-ton lorry—but never before felt sufficient enthusiasm to write a testimony on my complete satisfaction."

This is a representative specimen of letters we are receiving daily eulogising the Singer.

For sheer value it is unbeatable, and its equipment is remarkable.

- 10/26 h.p. SINGER de Luxe Four-Seater .. £225
- OTHER MODELS.
- 10/26 h.p. deLuxe Two-Seater .. £225
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Real leather upholstery, 12 volt electrical equipment, reinforced Dunlop balloons, sliding luggage grid, pneumatic leather covered upholstery, automatic screen wiper—everything in fact which you could possibly want or need on a car.

We would like to arrange a trial run on any Singer Model, or send you a catalogue by return of post.

Generous allowance for your old car and convenient financial terms arranged in strictest confidence.

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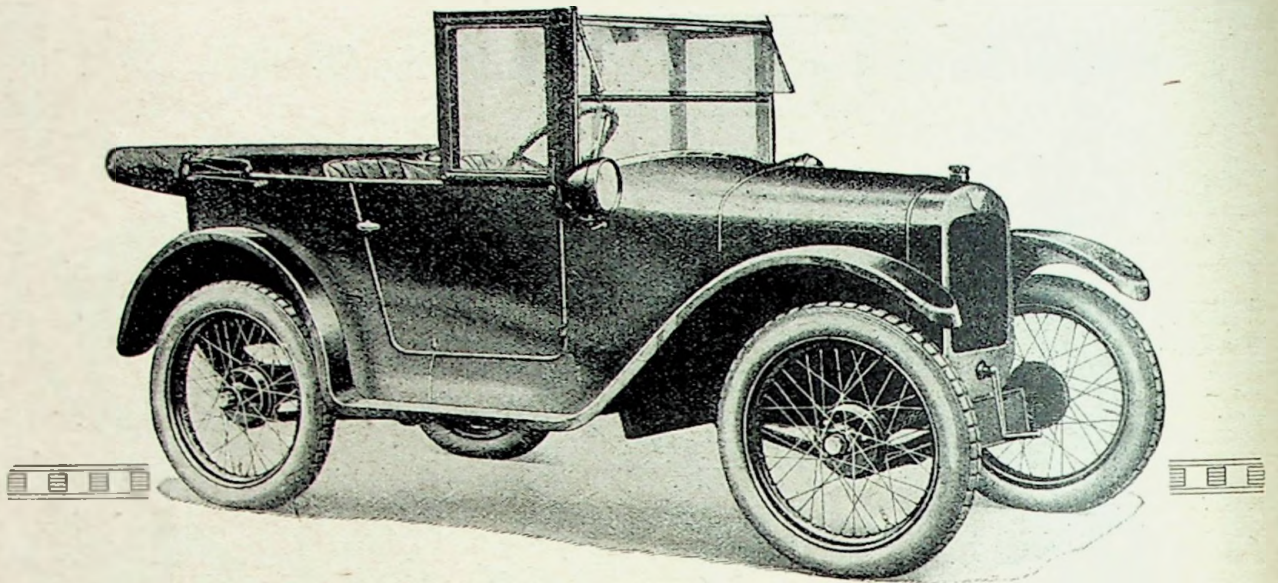
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Woodsright.

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.

B17



TWO FIRSTS and a SECOND at the Brooklands Spring Meeting of the J.C.C.

The
*Austin
Seven*

HARD on the heels of the Austin Seven's "London—Land's End" achievement of THREE GOLD and EIGHT SILVER MEDALS comes the news of further successes at the J.C.C. Spring Meeting, where, in addition to TWO FIRSTS, the "Seven" gained second place in the 50 Miles Handicap (for cars up to 1,500 c.c.) averaging nearly 79 m.p.h.! Such a performance, against cars of so much greater engine capacity, shows how vastly superior is the Austin Seven to all others of its own proportions.

PRICE OF STANDARD TOURER **£149**
At Works

The AUSTIN MOTOR CO. LTD. LONGBRIDGE, BIRMINGHAM
LONDON SHOWROOMS: 479-483, OXFORD STREET, W.1 (near Marble Arch)



The Light Car and Cyclecar

EX-M.P.'s DASH ACROSS AFRICA. — Mr. Frank Gray, ex-M.P. for Oxford City, and Mr. John Sawyer are attempting a rapid crossing of Africa in Jowett cars. The photo shows the cars about to leave Kano to continue the journey. They were the first to come by road from Lagos.

NOTES, NEWS & GOSSIP *of the* WEEK

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LIGHTING-UP TIMES (Rear Lamps) for Saturday, May 1st.

London	8.51	Edinburgh ..	9.20
Newcastle ..	9.9	Liverpool ..	9.12
Birmingham	9.1	Bristol	9.1

British Supremacy.

In a complete list of international speed records issued by the Motocycle Club of France it is of interest to note that in the car classes the majority of the records have fallen to British cars handled by British drivers.

The Budget.

It will be a relief to light car owners to know that they will not be called upon to pay any additional tax under the new Budget. We refer to Mr. Churchill's proposals as they affect motorists elsewhere in this issue, under "Topics of the Day" and "Motoring Matters in Parliament."

This Week.

An article which will appeal to every motorist who takes an interest in his car commences in this issue; it is entitled "High and Low-speed Engines," and explains the differences in their respective designs. The exclusive description of a new two-stroke-engined light car, to sell at £38, is another feature of note. Road tests of three cars are described and recent sporting events reported in detail.

No. 701. Vol. XXVII.

The "London-Edinburgh."

The entry list for the M.C.C.'s London-Edinburgh run at Whitsun closes on May 8th. Over 100 entries have already been received and of these 47 are cars.

World's Fastest Car.

On April 27th Mr. J. G. Parry Thomas, driving his 400 h.p. racer "Babs," on Pendine Sands, broke all previous world's speed records by doing a mile at a speed of 172.3 m.p.h. His mean speed for the flying mile was 168 m.p.h. and for the flying kilometre 169 m.p.h.

Next Week.

The second instalment of the article, "High and Low-speed Engines," which starts in this issue, will be published next week. A further technical article will be "Theories of Valve Timing," which raises some very interesting points in connection with overlap and so forth. An article likely to make a special appeal to those interested in speed work will describe a small French car now being marketed with a supercharger as part of its standard equipment.

Foreign Traffic Rules.

To meet the needs of its members when touring abroad the R.A.C. has compiled a list showing the rules of the road in 24 foreign countries. The list is issued in leaflet form and is available to members and associate members upon application to the touring department of the Club.

Costly Luxury.

According to a well-known motor engineer in the U.S.A., electrical apparatus calculated to add to the comfort and convenience of the occupants accounts for 5 per cent. of the weight and 10 per cent. of the selling price of a five-seater American saloon.

The Entrenchments.

Many roads in London and the suburbs are still in the hands of various contractors who are busy laying conduits for the Post Office underground telephone and telegraph system. That these works should cause a great deal of traffic congestion is only to be expected.

S.M.S., Ltd.

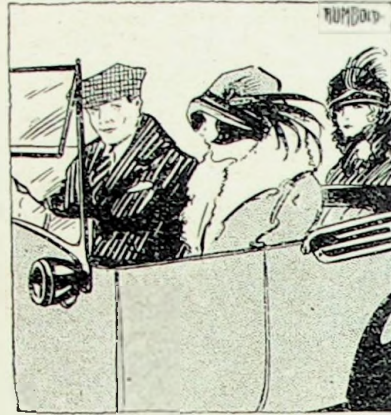
We are asked to emphasize the fact that S.M.S., Ltd., the sole concessionaires for the United Kingdom and British Dominions of Salmson cars, have removed from Motcomb Street—the address given in a recent article in this journal on the Salmson—to Church Warf, Chiswick Mall, London, W.4.

Skegness Motor Races.

Skegness has decided to hold its popular motor races on the foreshore in spite of the trade ban. The meeting will take place on Monday and Tuesday, May 31st and June 1st. Mr. E. V. Ebblewhite has been appointed as handicapper and timekeeper and Mr. A. S. Reynolds will act as starter. The secretary for the meeting is Councillor R. J. G. Dutton, Council Offices, Skegness, from whom intending competitors can obtain further details.

M.C.C. Car Members.

In a letter sent to its members by the Motor Cycling Club, Mr. L. A. Baddeley, the chairman, points out that the decision of the club not to affiliate to the A.C.U. will not affect car members, provided that the Royal Automobile Club does not vary the attitude it has adopted heretofore. Owners of three-wheelers, however, if they continue to take part in M.C.C. competitions, run the risk of being banned from taking part in competitions promoted by clubs affiliated to the Union.



LIGHT CAR PROVERBS.—No. 18.

Does this picture suggest to you an old or original proverb? If so, write it on a postcard addressed to the Editor and marked Proverb No. 18 in the top left-hand corner. A prize of a guinea is offered for the most appropriate proverb submitted. If two or more readers submit the same winning proverb, the prize will go to the sender of the first to be judged. Only one solution may be submitted by individual competitors. No judging will be done before or after next Tuesday. For the winner's name and address see next week's "Around the Trade."

J.C.C. and Competition Ban.

The following resolution was proposed, seconded and unanimously carried at a recent council meeting of the Junior Car Club:—"That this Council deploras the action of the S.M.M. and T. with regard to competitions and regards the same as contrary to the interest of motorists generally and of the small car user especially."

International Road Congress.

All nations have been invited by the Italian Ministry of Foreign Affairs to participate in the Fifth International Road Congress and Exhibition which will be inaugurated at Milan on September 6th. The Congress is under the patronage of H.M. the King of Italy and Signor Mussolini is chairman of the Committee of Honour.

All-steel Citroens.

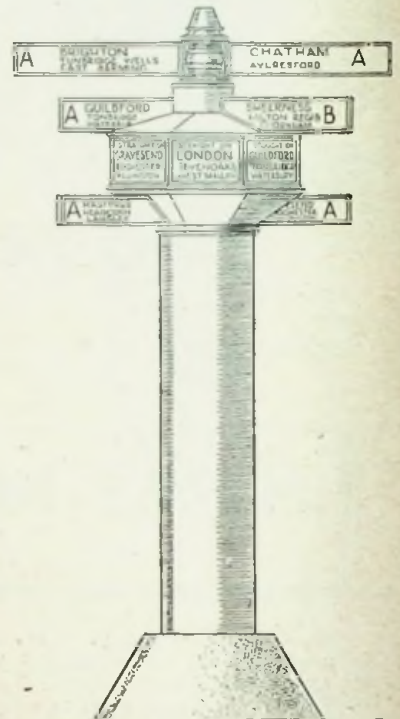
The price of the new 11.4 h.p. Citroen, with four-seater all-steel body and four-wheel brakes, has been fixed at £195. Deliveries are now being made of this model.

A.A. Wireless Talks.

The Automobile Association has arranged with the B.B.C. for a further series of wireless talks, which will be given by Mr. Stenson Cooke. The first talk of the new series was simultaneously broadcast from London to all B.B.C. stations on Thursday last, the title being "To Those Who Drive."

Illuminated Signposts.

As part of its scheme for traffic control lights, the Patent Lighting Co., Ltd., has designed an illuminated signpost capable of indicating the direction of up to eight roads at a crossing. The direction panels are surmounted

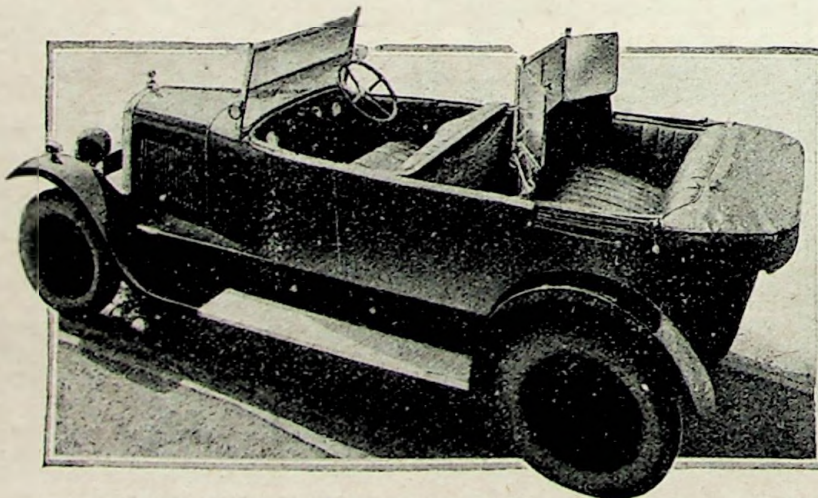


The first name on each arm of this new signpost shows the destination of the road indicated. It is illuminated at night.

by a non-flashing red light visible through 360 degrees. Any form of illuminant may be used in the post, a single source of light supplying the direction panels and the red beacon.

Across India in an A.C.

Not the least daring of the many adventurous journeys which have been made in light cars was a trip recently completed by Lieut.-Col. F. S. Brereton, who, in the course of a motor tour of the East, has crossed a large slice of India from Calcutta to Bombay with no company save that of a native bearer. The car he used was a 12 h.p. Colonial model A.C., and he speaks in glowing terms of its behaviour. Ceylon, Rangoon, Singapore, Colombo, Burma and Cairo were among the many places which were visited.



IMPROVED BODY CONSTRUCTION.

It is claimed that the all-steel coachwork of the new 11.4 h.p. Citroen offers many advantages in addition to that of increased safety.

Blackpool Motor Races.

The Blackpool Jubilee Week celebrations, to be held from Saturday, June 12th, to Saturday, June 19th, will include motor speed trials along Queen's Drive, North Shore.

Famous Race Driver Killed.

Count Guilio Masetti who, it will be remembered, drove a Darracq in last year's 200-Mile Race at Brooklands, was killed on Sunday, April 25th, when driving in the Targa and Florio Cup race in Sicily. His car overturned in the first lap.



Count G. Masetti, who was killed on April 25th due to his Delage car overturning in the Targa Florio.

The Surbiton Motor Club.

The provisional awards for the car classes in the Grand Cup Trial held by the Surbiton Motor Club are as follow: Sopwith Challenge Cup: H. G. Harmsworth (11 h.p. Clyno). Silver Cups: J. P. Dingle (12 h.p. Lea-Francis), R. Twelvetrees (10 h.p. Amilcar), P. W. White (12 h.p. Lagonda), L. F. Peaty (11 h.p. Ceirano). Bronze Medals: S. E. Watson (11 h.p. Surrey), H. N. Edwards (12 h.p. Lagonda).

Our Front Cover.

One of the latest 10 h.p. Berliet saloons figures in the striking photograph which is reproduced on our front cover this week.

The Targa Florio.

In the 1,100 c.c. class of the Sicilian classic, the Targa Florio, which is run off over one of the most gruelling courses in the world, a standard model Grand



TRAFALGAR SQUARE — TRAFFIC CONTROL.

The gyratory system of traffic control came into force in Trafalgar Square, London, on April 26th. By its adoption congestion in the adjacent streets has been relieved.

WHITSUN SPECIAL NUMBER

THE Light Car AND Cyclecar On Sale, Friday, May 14th.

ORDER YOUR COPY IN ADVANCE.

Scottish Six Days' Permit.

A permit has been granted by the R.S.A.C. for the Scottish Six Days' Trial under the closed competition rules and restricted to cars with engines of not more than two litres. The event will take place in June and July.

Prix Salmson proved to be the winner. This car is similar to the type which can be purchased in this country for £285. It is rumoured that a Salmson gained second place, but this has yet to be confirmed.

The Institute of Metals.

At a general meeting of the Institute, to be held on Wednesday, May 19th, at 8 p.m., Prof. H. C. H. Carpenter, F.R.S., will lecture on "Single metallic crystals and their properties." The meeting will take place at the Institution of Mechanical Engineers, Storey's Gate, London, S.W.1.

Special Grand Prix Salmsons.

The Grand Prix Salmson is now obtainable at £325 with a three-bearing crankshaft and four-speed gearbox. This model does not replace the standard £285 Grand Prix model, but is a special production of the Salmson racing department produced primarily for speedmen. We feel sure that this innovation will make a particular appeal to those of our readers who are enthusiasts for this type of car.

For Recording Expenses.

"The Motorist's Note Book," published by T. Werner Laurie, Ltd., 30, New Bridge Street, London, E.C.4, is intended to be carried in the door pocket of a car so as to be at hand for jotting down items of expenditure "on the spot." Forty pages are tabulated for this purpose and other sections are arranged for recording mileages, analysing expenses, and making notes about hotels, garages, routes, tours, oiling dates and accessories. At the end of the book are pages dealing with legal points, car taxes, sunset times, Ministry of Transport route numbers, motor index marks and suggestions for picnic menus. In a plain cloth binding it costs 3s. 6d., but the special edition, having a heavier binding, a button fastener, a pencil and licence pocket, sells for 5s.



TRANSPORT — CONTRASTS. — The native bullock wagon and the rickshaw form a striking contrast with the A.C. in which Col. F. S. Brereton crossed India recently.

Royal Patronage.

His Majesty the King has been graciously pleased to renew his patronage of the International Motor Exhibition, Olympia, organized by the Society of Motor Manufacturers and Traders, Ltd., which will be held from October 21st to 30th.

Electrical Service Stations.

Joseph Lucas, Ltd., combining the C.A.V. and Rotax concerns, have begun arrangements for a chain of service stations in Great Britain and abroad. Owners of cars fitted with Lucas, C.A.V. or Rotax equipment can make use of any of the joint service depots.



Cyclecar — — Comments

By SHACKLEPIN

AN INTERESTING OLD CYCLE-CAR—LUBRICATING THE TRANSMISSION OF A G.N.—IMPROVED STEERING GEAR AND THROTTLE CONTROL FOR MORGANS.

FOLLOWING my recent remarks on very old cyclecars, a reader has sent me a description of an Eagle three-wheeler which was built in 1903. This cyclecar had a single-cylinder De Dion engine, and the transmission was by silent chains, two speeds being obtained by friction clutches of the old P. and M. type.

An interesting feature was the position of the engine, which was mounted forward of the front axle—a position which at the present day is only to be found on the Morgan. As my correspondent points out, with a single-cylinder engine mounted in this way all-chain drive may be employed, whereas the drive from a twin, which on account of the amount of space it occupies has to be placed across the chassis, has to be taken by a shaft.

I have received a letter from Mr. E. P. Paxman, who has figured in many important trials as the driver of G.N. and Frazer-Nash cars, describing a method which he has employed with great success for lubricating the driving chains of a G.N. An oil tank and hand pump of the same type as those used on the G.N. for supplying the engine with oil have been fitted to the running board in a position within easy reach of the driver's hand. A pipe leads from the tank to the centre of a large copper pipe of 1-in. bore placed across the chassis, above and slightly behind the bevel cross-shaft.

From this "cross-pipe," by means of T-pieces, a number of small copper tubes have been led to the chains and the sprocket bushes. The pipes to the latter are so placed that when a gear is engaged the sliding dog receives the quota of oil which would otherwise have been fed to the sprocket bush. In this way all the moving parts of the final drive are kept well lubricated.

The difficulty of obtaining an equal supply of oil from each pipe has been carefully considered and

overcome by letting the small tubes into the large cross-pipe in varying amounts, the tubes nearer the centre being let in farther than those at the ends.

Mr. Paxman has found that one pumpful of oil is sufficient to keep the chains clean and well lubricated for 50 miles' running, and he informs me that since fitting this device he has not had to adjust the chains so often as was necessary previously.

He suggests that the system may be simplified by using the standard oil tank and fitting a two-way tap in the supply pipe so that the oil may be diverted either to the engine or to the chains at will.

I remember how, during the first week that I drove a Morgan, I was obsessed somewhat with a feeling of disappointment owing to the heaviness of the steering, and it was not until I had become well acquainted with the machine that I was able to handle it in such a manner that I did not get sore hands and aching shoulder blades when tackling traffic and busy centres.

At the beginning of this year I had my present Aero model equipped with a reduction gear in the steering and at the same time with a foot accelerator, the latter being necessary owing to the extra movement of the steering wheel upon which the throttle levers are mounted. Having had opportunities since of running the Morgan under all conditions of roads and at all speeds, I can now thoroughly recommend other Morgan owners to have this conversion made. My only doubt existed as to its controllability at speed, but after a really good "blind" I appreciated the steadiness, which is most marked. As a matter of fact, proof positive of its dead sureness can be gauged from the fact that similar steering gear was used by Mr. H. Beart when he established a record speed of over 100 m.p.h. in a Morgan at Brooklands last year.

The steering, although not finger light, is very nearly so, and makes handling the car in traffic far more pleasant than it was previously. The actual reduction amounts to four to one.

With the foot accelerator I am most pleased, and feel far more at home driving with this control than with the hand lever.

Particularly does one appreciate it in traffic when frequent gear changes have to be made, and when one can indulge in double clutching, so facilitating neat changes. This is difficult in the ordinary way, because the gear lever and hand throttle control are both on the right-hand side, and cannot easily be operated at the same time.

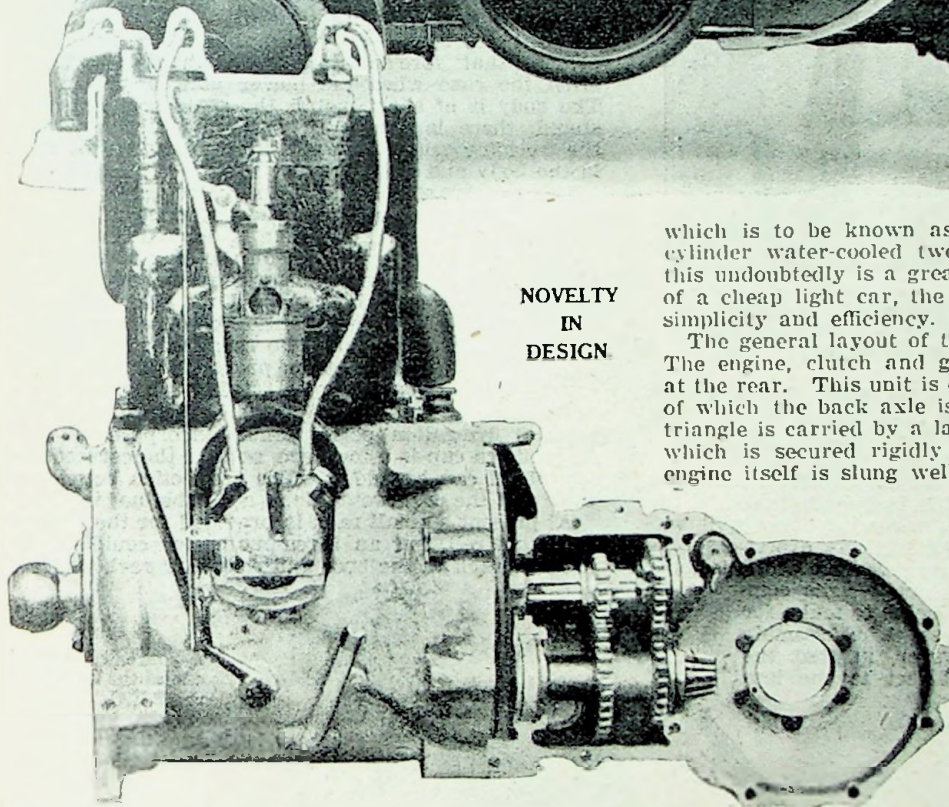
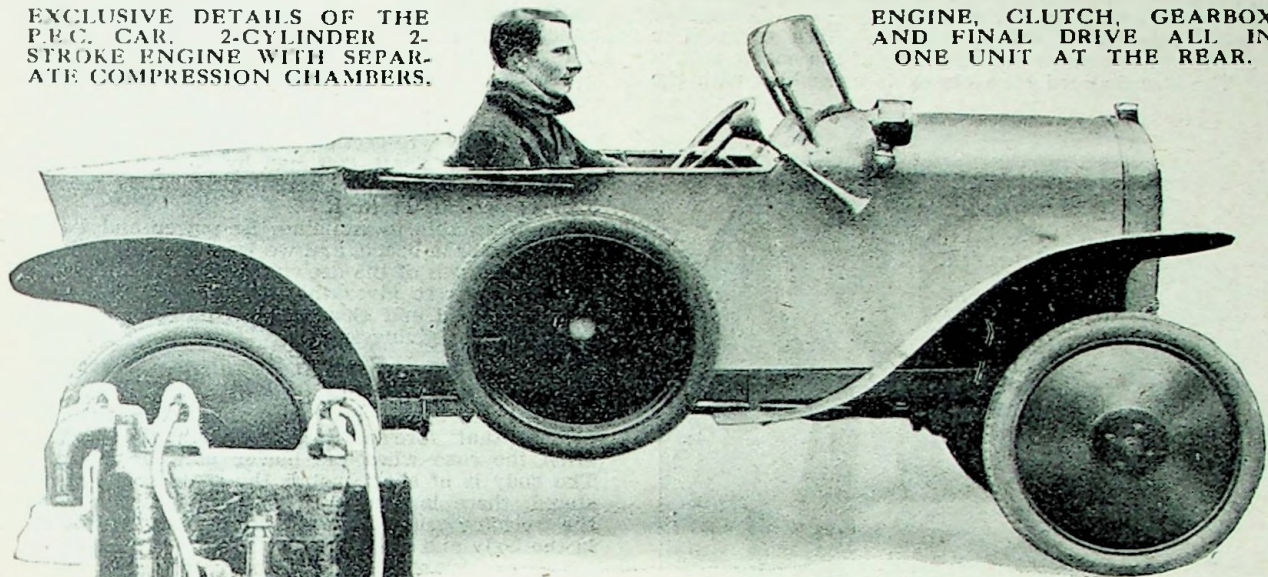
The conversion was carried out by H. Beart and Co., Ltd., of London Road, Kingston, who specialize in this type of work. The gearing-down of the steering is done by the use of a Ford epicyclic reduction gear fitted to the top of the column, which is cut and slotted to receive the case which houses the internal-toothed ring. Meshing with this are three pinions mounted on a triangulated plate secured to the end of the column itself, the lower end of which carries a forged-steel drop arm slightly longer than is the standard fitting; a pinion on the end of a short shaft on the steering wheel meshes with the three-planet pinions, and the whole assembly is held in position by a cover plate.

In making the alteration the position of the steering wheel can be altered to suit the driver if he so desires. The fitting of the pedal accelerator, which, by the way, is a Bowden product, does not interfere with the other pedals, and is interconnected with the hand control so that the throttle can be operated either by hand or by foot. The whole job, including fitting, costs only £3 15s. for a new Morgan and £4 8s. in the case of a used machine.

REMARKABLE NEW £88 CAR.

EXCLUSIVE DETAILS OF THE P.E.C. CAR. 2-CYLINDER 2-STROKE ENGINE WITH SEPARATE COMPRESSION CHAMBERS.

ENGINE, CLUTCH, GEARBOX AND FINAL DRIVE ALL IN ONE UNIT AT THE REAR.



NOVELTY
IN
DESIGN.

which is to be known as the P.E.C., a vertical two-cylinder water-cooled two-stroke engine is used, and this undoubtedly is a great step forward in the design of a cheap light car, the essentials of which must be simplicity and efficiency.

The general layout of the P.E.C. is very interesting. The engine, clutch and gearbox form a unit situated at the rear. This unit is carried in a triangular frame, of which the back axle is the base. The apex of the triangle is carried by a large ball joint, the housing of which is secured rigidly to a cross-member. As the engine itself is slung well forward towards the apex,

The photos show an off-side view of the P.E.C. which is of conventional appearance although the engine is at the back, and a part-sectioned view of the engine, gearbox and final bevel drive casing. The axle shaft has been removed. No differential is employed.

WE are able to give exclusive details of the P.E.C. light car, the successful accomplishment of an endeavour to place a really practical light car on the British market at under £100. Actually, the P.E.C., with limited equipment, is now selling in this country at £88, but it is hoped in the near future to equip it more liberally—with electric lighting, for instance—and even then to keep the price under £100.

The P.E.C. has familiar lines, and those who have followed French light car progress will observe that the car bears a striking resemblance to the Benjamin; in fact, basically it is the latest Benjamin which, thanks to the enterprise of the Pattern Makers (Engineering) Co., Ltd., Shrewsbury Road, Willesden, London, N.W.10, is being imported, modified and improved by that concern to sell to British buyers.

At the outset it should be understood that the P.E.C. is an entirely new departure and is different from previous Benjamin models. In the past, it will be recollected, we have described the four-cylinder model and also the very simple type which had a two-cylinder two-stroke air-cooled engine. In the latest example

the additional unsprung weight which this arrangement entails is not so great as might be imagined.

An accompanying photograph shows the whole arrangement very clearly, and the power and transmission unit may now be described in detail. The bore and stroke are 74 mm., giving a total cylinder capacity of 636 c.c. and a tax of £7.

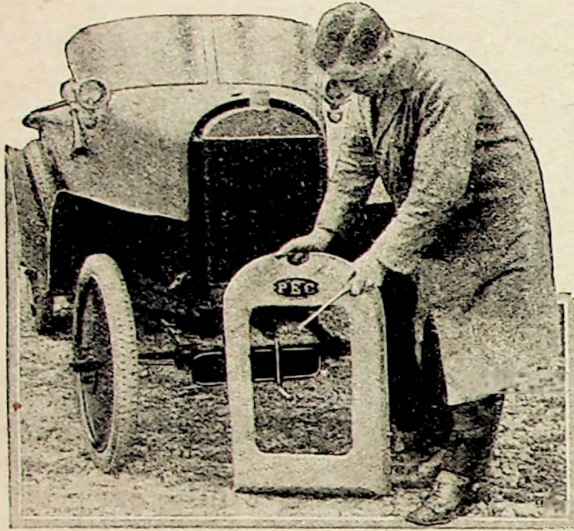
The normal engine revs. per minute are 1,200, but the unit will accelerate to 1,600 r.p.m.

The disadvantages of crankcase compression have been overcome in a very ingenious manner, and the resulting efficiency should, we imagine, more than compensate for the slight additional weight which is involved.

The principle can be explained in simple terms by stating that each of the two cylinders is, roughly, twice the normal length, a pumping chamber sealed at its base by a cover and stuffing box through which the piston rod passes being provided immediately beneath each of the working pistons and dependent upon them for its action. In principle the engine follows ordinary two-stroke practice. Lubrication of the cylinders is on

the petrol system, splash being provided for the big-ends and so on; cooling is effected by a large radiator in the conventional position at the front of the car, connected by tubing to the cylinder jackets, an impeller being fitted to assist circulation. Both carburetter and magneto are on the near side of the engine unit.

The Ferodo-lined cone clutch is assembled with the



Showing how the radiator shell can be removed to give access to the cooling block itself. Circulation is assisted by an impeller on the engine.

crankcase and is operated by a shaft which passes through the layshaft of the gearbox. The operating cam can be clearly seen in the sectional photograph of the gearbox.

The gearbox and the housing for the final reduction gear form one casting, which is bolted direct to the rear end of the crankcase, the casting being split vertically so as to assist erection. There are two speeds forward and a reverse, an arrangement which is quite satisfactory on a vehicle which weighs complete no more than 5½ cwt., helps to make for simplicity and cuts down cost. The assembly is somewhat unusual, however, in that the crankshaft being coupled direct to the lay-

shaft and not to the main shaft, final drive is not direct, but is transmitted by two straight-cut, constant-mesh pinions. The simplicity of the gearbox will be appreciated when it is mentioned that it houses but five pinions in all. The drive to the axle is by bevel and crown wheel.

The car has no differential, and here again economy results without sacrificing efficiency, for the track wheelbase ratio is just about right. The car is very light and the tyre section in these days of balloons is comparatively small, 650 mm. by 65 mm. Bergougnan covers being used. The actual gear ratios are:—Top, 5 to 1; second, 11 to 1.

We were able to examine the power and transmission unit on the bench, and we were particularly struck by the neatness of the design and the sturdiness of the construction. It gives the impression of being practical and solid and should stand up to years of hard work without giving trouble.

General Details.

Turning now to more general details, the car has a roomy two-seater body and the side view does not present that fore-shortened appearance which is so often the case when the power unit is at the back. The body is of sheet metal, the seats are well upholstered, there is ample leg-room, and one experiences the welcome sensation for a very small car of sitting in the body and not on it.

The car boasts of a very neat concealed hood, the general principle following that of many Continental small cars in which the frame is erected first and the material added afterwards. In the case of the P.E.C., however, conventional hood sticks are employed, the waterproof covering being rolled up when not in use and carried in a recess immediately behind the seat squab. There seems to be no reason why an ordinary hood, with all the vanishing properties of the existing arrangements, should not be fitted.

The rear part of the body is boat-shaped and contains a five-gallon petrol tank. Incorporated in the screw-down cap is a measure, so that the correct quantity of oil can be added. The connection between the tank and the carburetter is of a flexible nature.

At present a small rack is provided for the reception of a tool roll, but an ingenious owner could fix up a luggage rack in the boot and a similar rack under the



A concealed hood is one of the features of the P.E.C. The tops of the hood sticks and the waterproof cover are carried in a recess behind the squab. Another illustration shows the hood furled.

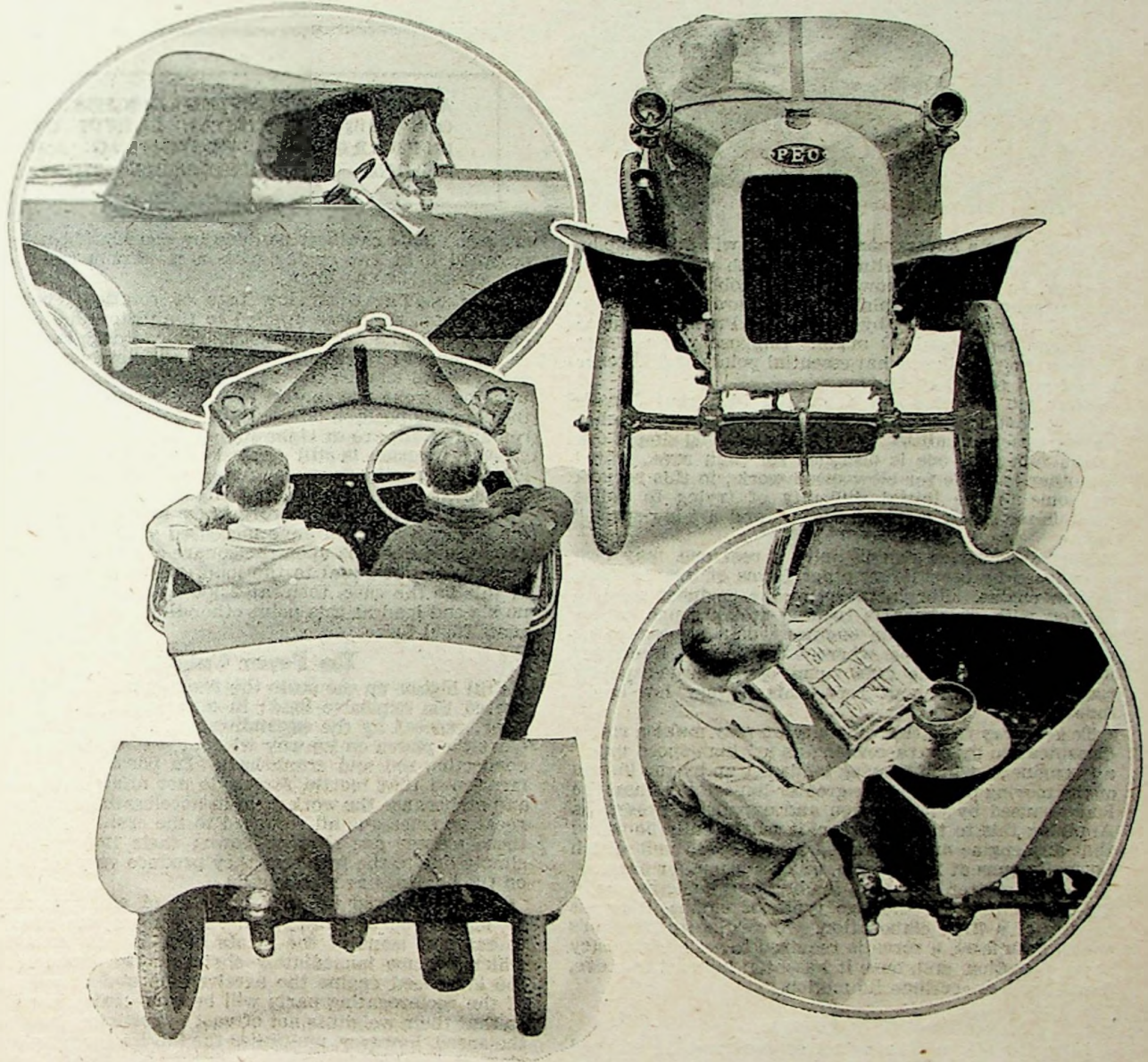
very high bonnet to suit his requirements. The seat and the squab are both removable and give immediate access to the engine, control rods and so forth.

The body is carried on a stout channel-section frame which is well cross-braced and roughly conforms with the outline in plan of the body.

Quarter-elliptic springing is used all round, that at

aluminium fascia-board, petrol-burning side and tail lamps, aluminium step and one or two body refinements.

We enjoyed a trial trip in the car and noticed that little difficulty was experienced in starting the engine—the handle, by the way, being situated in the conventional position at the front—and that there was not a great deal of that very irritating characteristic of



These photographs show essential points in the body construction and so forth of the P.E.C. The petrol tank is carried in the tail, an oil measure being incorporated in the filler cap.

the rear being splayed slightly to give greater stability. Steering is by worm and sector and the controls are of the conventional order—that is, clutch, accelerator and brake pedals, with the accelerator pedal in the middle.

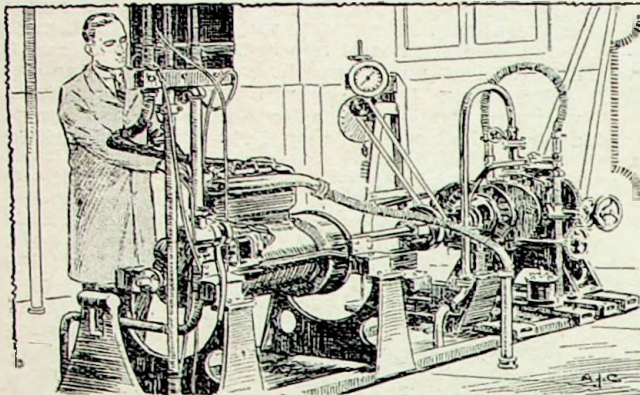
A rather novel feature is the manner in which the radiator shell may be removed so as to give access to the gilled tube block. The base of the shell is held in place by spring clips and the top by a single screw. Immediately behind the radiator there is an air circulating space and a curved baffle, so that air which passes through the radiator is suitably directed away under the car.

The equipment of the P.E.C. at the price of £88 includes spare wheel and tyres, bulb horn, screen, hood,

many two-stroke engines when not under load—namely, four-stroking. The clutch was particularly smooth in action and the car is very easy to drive.

In bottom gear the car appeared to be a trifle fussy, but in top it ran pleasantly and pulled extremely well. The brakes proved to be very effective and the car will not skid easily, owing to the solid rear axle. We found that at 35 m.p.h. the car ran smoothly, but the opportunity for trying higher speeds did not present itself. We are informed that a maximum speed of 45 m.p.h. is obtainable.

We understand that the Pattern Makers (Engineering) Co., Ltd., are anxious to appoint agents, who should communicate with the address given, where already about a dozen cars are ready for delivery.



HIGH- AND LOW-SPEED ENGINES.

A MOST INTERESTING DISCUSSION
ON THEIR ESSENTIAL POINTS OF
DIFFERENCE — DESIGNING AN
ENGINE FOR HIGH-SPEED WORK.

JONES has a super-sports model; it will do 75 m.p.h., but fifteen is its low limit for smooth running on top gear. In contrast Brown's "Yankmobile" will crawl on top gear or plug uphill on full throttle at ridiculously low speeds; only by the help of Providence, however, can he exceed 40 m.p.h. Suppose you were to analyse their engines, what essential points of difference would you expect to find?

First let us get away from the idea that Jones's engine is better than Brown's—or vice versa. Each has its own special qualities, the difference being simply due to the fact that one is designed for high revs., whilst the other is made for slow-speed work; in this remark we come to the initial difficulty of trying to define what is meant by a "high-speed" and a "low-speed" engine.

This difficulty, which is quite a real one, may best be grasped by considering other forms of internal-combustion engine. For instance, to the engineer used to dealing with crankshafts turning at 200 r.p.m. or so, the slowest of motorcar engines would appear to be a very high-speed type, whereas to the man interested in racing engines the 1,000 r.p.m. of the large-capacity touring car power unit represents a very low speed indeed.

To get away from this difficulty we may make a rough classification by characterizing as a "high-speed type" any engine in which bearing loads set up by the inertia of the moving parts assume greater importance than the loads caused by compression and expansion pressures. Applying this to the motorcar, it will usually be found that any engine may be called a high-speed unit which normally runs at 2,000 r.p.m. to 2,500 r.p.m. or over.

As this matter of inertia loading is a basic means of distinction between the two types of engine, it seems worthy of a little elaboration. According to Newton's well-known laws, a force is required to set a stationary mass in motion, and, once it has been induced to move, it will tend to continue its motion.

Inertia Forces.

Now, the piston of a petrol engine must be stopped and restarted at each end of each stroke; it follows that at the commencement of the up-stroke the connecting rod must exert a force on the gudgeon pin to make the piston move; towards the end of the stroke the piston must be forcibly slowed down and then set moving in the opposite direction (which implies that the gudgeon pin is being pulled downwards), whilst, in the same way, towards the end of the down-stroke the slowing-up process must be repeated.

It will be understood that the reciprocating weight giving rise to these inertia forces consists not only of the piston, but also of the rings, gudgeon pin and the upper part of the connecting rod.

On the induction and exhaust strokes the small negative and positive pressures in the cylinder are always altogether negligible, compared with the inertia forces, so that it is the compression stroke and, still more important, the firing stroke, to which we must turn for our proposed classification of high-speed and low-speed

engines. This can best be done by considering a well-designed light car engine with a maximum speed of, say, about 3,500 r.p.m.

At a comparatively low rate of rotation, such as 1,000 r.p.m., the force applied to the piston due to the explosion in the cylinder will be considerably in excess of the upward force due to inertia, the net result being a downward load on the big-end. During the following working stroke the inertia force decreases to zero by the time the position is reached in which the connecting rod and crank are at right-angles, while a considerable gaseous pressure is still exerted on the piston, and still later the inertia force is acting downwards, so that the big-end load remains unchanged in direction.

At a higher speed, however, say about 2,500 r.p.m., the inertia force will have increased very considerably (because it depends upon the square of the r.p.m.), and it may then be equal to the load due to the explosion. If this be the case, then, at 2,500 r.p.m., there will be no big-end load at this point other than that caused by centrifugal force.

The Power Output.

Still higher up the scale the force due to inertia will exceed the explosive load; in other words, the entire effort exerted by the expanding gases is insufficient to start the piston on its way without assistance from the connecting rod and crankshaft. In passing it may be mentioned that inertia forces do not affect the power output, because the work done in accelerating the reciprocating masses is all returned to the crankshaft when these masses are slowing down; their importance is simply due to the fact that they produce very big loads on the bearings at high speeds.

Having cleared up our definition of what we mean by high-speed and low-speed engines, we can proceed to examine some of the points of difference in design which become immediately obvious. For example, in the low-speed engine the acceleration and retardation of the reciprocating parts will be comparatively small, so that their weight is not of vast importance. Doubling the speed, however, multiplies the inertia force by four, so that in the high-speed engine it becomes of paramount importance to reduce the weight of the piston and connecting rod to a minimum.

Then, again, the crankshaft bearings of the low-speed engine carry their full load mainly on the compression and expansion strokes, and then get a comparatively restful period whilst exhaust and induction are taking place. Consequently, the bearing area and lubrication system need not be too carefully considered.

In the high-speed engine, on the other hand, the crank pins and main bearings never get any rest from inertia loading, so that they must be made of adequate size; furthermore, their increased size and the high r.p.m. of the crankshaft combine to increase the rubbing velocity of the bearing surfaces far beyond the value associated with a low-speed engine. This means that considerably more friction is apt to be generated, and due provision must be made for the escape of the heat so produced.

Any rotating bearing of reasonably efficient design will, if supplied with quite a small quantity of oil, generate its own film of lubricant between the rubbing surfaces, so that the need for a fully forced system in the high-speed engine is not due to any difficulty in maintaining the oil film, but is simply called for to assist in the dissipation of heat. The oil is forced to the bearings under pressure and is continually flowing through them, carrying away the heat which is generated.

The effects of the inertia forces in a high-speed engine are, however, even more far-reaching than this. In a four-cylinder unit, for example, the loads applied through the connecting rods tend to bend the crankshaft and the crankcase as a whole, and reach figures of which the average motorist never dreams. For example, in a 1½-litre engine the load on a central crankshaft bearing (if any) may well amount to over a ton at high speeds, and, furthermore, its direction is continually changing.

To withstand these bending effects it is essential that the crankshaft and crankcase should be of the greatest possible rigidity, and, indeed, in a high-speed engine rigidity of the parts becomes far more important than mere strength. In a low-speed engine, on the other hand, the crankshaft may simply be designed from the point of view of strength and bearing area, and its diameters and web thicknesses can, therefore, be made considerably smaller than those of a similar high-speed engine.

Another point which is worthy of mention here concerns the design of the connecting rod. In a low-speed engine this part is mainly designed to withstand the loads applied at the ends, so that the rod can be treated

more or less as a simple column separating the piston and crank pin.

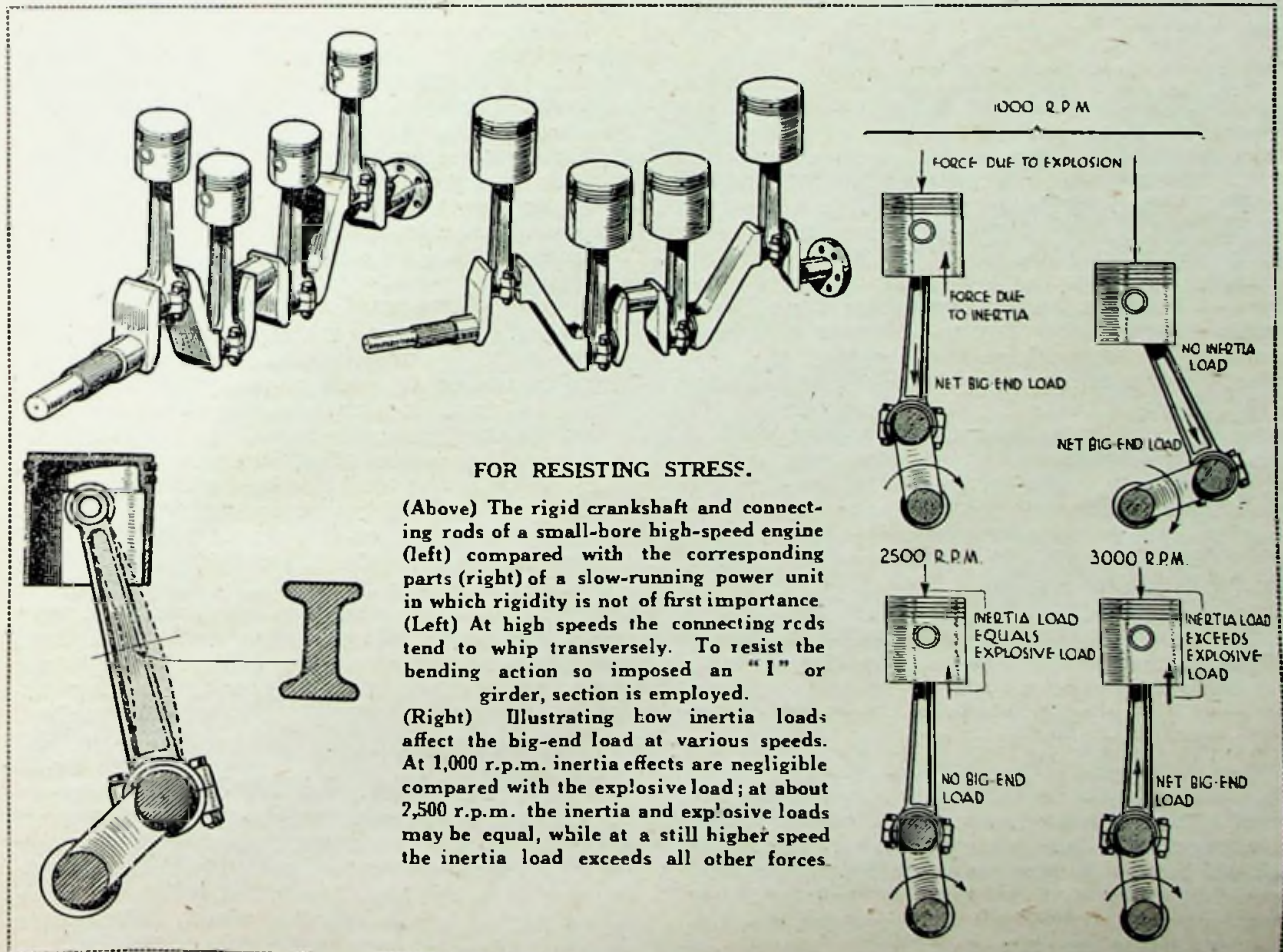
As the engine rotates, however, the rod must swing to and fro in pendulum fashion, and, at high speeds, there is a tendency for it to whip sideways in a manner made clear by one of the drawings reproduced. In more technical language, there is a transverse bending action, to resist which the section of the rod must be designed like a girder, and it is for this reason that the well-known I-section has become so generally adopted.

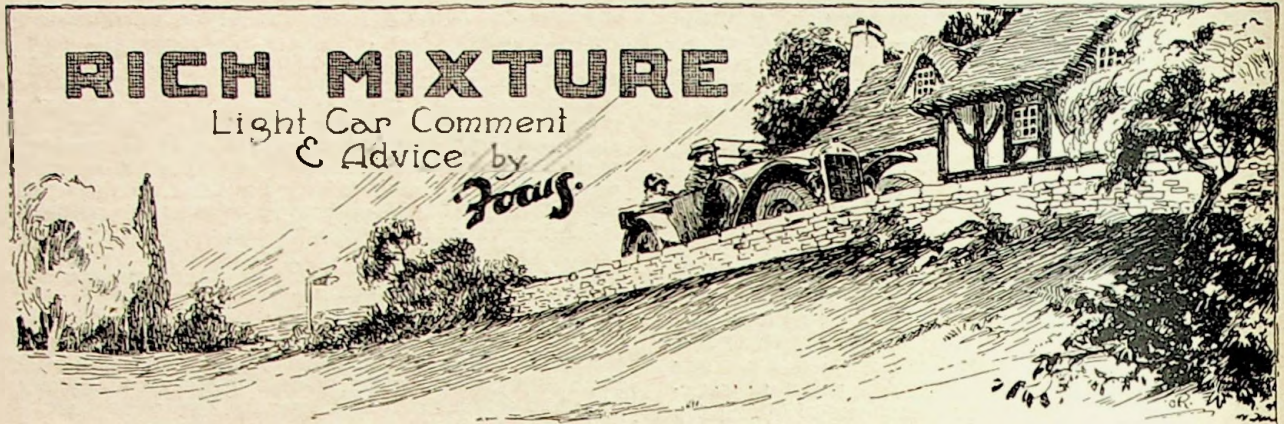
We have now dealt with the main structural differences, with the exception of the valve gear and combustion chamber. Before going on to these parts something must be said concerning valve timing.

At low speeds the periods available for the entry and exit of the gases to and from the cylinder are so generous that no special precautions are required to ensure complete filling of the cylinder with mixture and equally complete exhaustion. Consequently, the exhaust valve can be made to close exactly at top dead centre, with the inlet valve opening at much the same point. The exhaust valve may be allowed to open a little early, with the inlet valve opening, perhaps, twenty degrees late in order to get the best results, say, at 1,000 r.p.m., but no big amount of lag or lead is necessary.

In a high-speed engine conditions are vastly different, because the time available for the entry and exit of gases is so very short. At 3,000 r.p.m., for example, each stroke occupies only 1-100th of a second. Now, gases possess inertia in some degree, which means that they must be permitted a little time in which to attain a high velocity, and, furthermore, when they have been set flowing, they will continue to do so, even in the face of some resistance.

(To be concluded.)





The Automobile Language.

GLANCING through some second-hand light car advertisements, I was struck by the following:—"7 h.p. . . . saloon . . . gaiters . . . 2 balloons. . . ." If a 1912 motorist were to return to the world at large after being out of touch with everything concerning motors for 14 years, how mystified he would be!

Changes in design and automobile phraseology are occurring almost daily; the former car enthusiast would wax sarcastic over the advertisement in ignorance of its modern meaning. One can almost hear him exclaim, "The idea of a 7 h.p. saloon! The printer left the '1' out, and, as to including the owner's legwear and his children's toys, what are we coming to?"

Metallurgical Marvels.

A YOUNG friend of mine lately tried conclusions with a brick wall, to the detriment of his front axle. Anxious to know whether he would have to fit a brand-new unit or whether the damaged one could be repaired, he consulted with a business friend who, to judge from his conversation, knew everything about every car. This was the startling pronouncement:—"You may straighten the axle if it can be done by putting it in the vice and bending it cold. You must not heat it, as it is made of cast steel, and if you heat it it will affect the case hardening and the axle will crack." I feel it would be rather entertaining to see this expert attempting to bend a steel casting, cold, in the vice. For the benefit of other new owners who may be in a similar plight, let me say that front axles (other than the tubular type) are steel forgings, and in most cases may be heated and straightened without risk of subsequent failure. The job is one for an expert.

The Perfect Purchaser.

THE element of luck enters into the majority of second-hand sales. The enthusiasm of a purchaser is rarely made manifest—in front of the vendor, at least; but, when it is, the sale is even more pleasant—for the seller.

A friend of mine advertised his two-seater one recent Friday morning, and the following day he got a letter, brief but to the point: "If the car is O.K., I'll buy." No beating about the bush and no signs of haggling. An appointment was fixed over the telephone and the car driven down to the inquirer's house the same day.

B28

The would-be purchaser opened the door, surveyed the car at 15 yards' range for a moment, and then led the owner into the dining room for coffee and a smoke. The price of the car was solemnly paid in notes and the vendor staggered away on foot, hardly knowing whether he were really awake. Promptly at 9 a.m. on the Monday the notes were taken to the bank and anxious questions put as to their being genuine. As they were pronounced A1, doubts were set at rest, but the seller is convinced that the age of miracles has not passed.

Sweet-running After Dark.

WHAT is the secret of the "running-on-velvet" feeling one so often experiences after sunset, especially on summer evenings? I have never seen or heard a convincing explanation; indeed, there are authorities who declare it to be a myth. Some people will also tell you that there can be no actual difference in the quality of the air, say, at Leamington and Blackpool, air being air and chemically the same everywhere.

I am afraid, however, that scientists who argue this way find a pretty sceptical public.

Counties Good and Bad.

THE extraordinary variation in the attitude of the police towards motorists in different counties seems to me to merit the attention of Parliament. Why is it that some county authorities should be able positively to wallow in the amount of money they extract from motor owners, while in other areas the total received at the petty sessional courts is nothing exceptional?

I live close to where two counties adjoin. If I turn north for my jaunts I can be sure that, except for a periodic inspection of licences, I shall be entirely free from trapping. Indeed, in twenty years' driving in this particular county I have never known a trap to be set. But should I turn south into the neighbouring county driving becomes a bugbear, police officers seeming to lurk round every corner.

Why, oh! Why?

NOW it is obvious that trapping as a policy must be initiated by someone. At present motorists are inclined to ascribe responsibility to the County Council or to the local bench, but neither of these bodies is the villain of the piece. The prime mover in these matters is the chief constable. It

thus becomes an arbitrary enactment in which prejudice possibly plays a large part.

I submit that, as taxation is on national lines, so also should be the method of controlling motor traffic, one policy operating throughout the entire country. If I am regarded as a law-abiding citizen in Blankshire, why should I become a potential criminal the moment I cross into Crankshire? My driving is no different. It is intolerable to think that one's day's pleasure is entirely at the mercy of some mandarin against whose dictates there is no appeal.

Stowing Luggage.

THE problem of accommodating luggage on small cars—and even large cars, for that matter—is one that besets most family men at holiday times. If all the seats are to be occupied there is not much space to spare, and even a luggage grid does not always solve one's difficulties. This is an instance where an hour or two of careful preparation is amply repaid.

First of all, the passengers should be seated and then every inch of surplus space surveyed and measured. It will then be found that there are a number of nooks and corners where neatly packed parcels can be put.

Kit-bag Better Than a Portmanteau.

IT is not generally realized that an Army kit-bag is much more satisfactory for carrying in a car than is a portmanteau or suit-case. It takes a large quantity of soft articles, and ballasted at

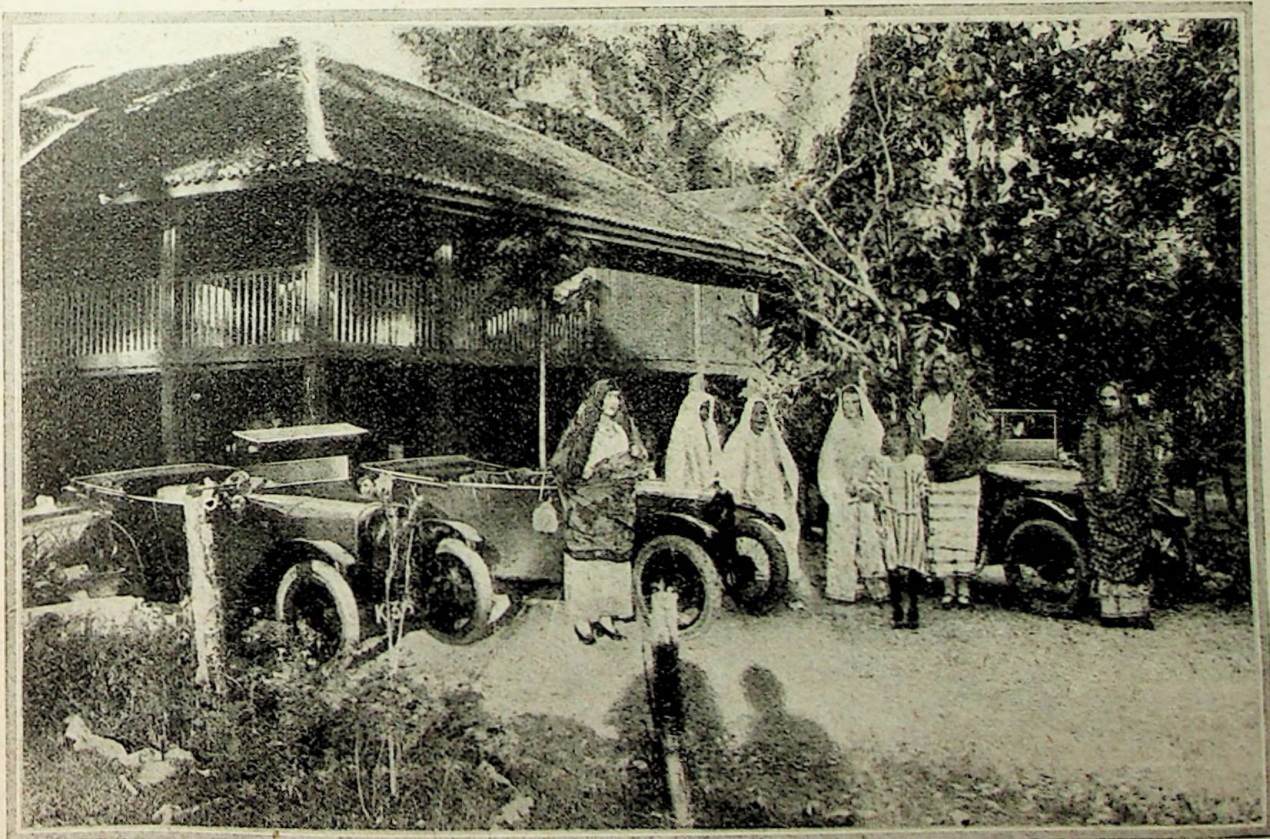
the bottom with footwear, will stand upright in a small space. If children are to occupy the back seats it may be found possible to stand two kit-bags in front of them.

Then, too, the running boards present a lot of useful space lying fallow—fitted with a collapsible grid, they can be made to carry quite a large amount of luggage. Army kit-bags wrapped in waterproof sheeting are ideal for this position, as they will not damage the paintwork of the sides of the car and the door panels.

Space in the lockers also should not be overlooked, for, if the tool-kit and spares are packed into the smallest possible compass, it is surprising how many small articles can be disposed of in them. Where a car is of the clover-leaf variety with side lockers, the tops of the lockers can be utilized as well as their interiors.

A Samaritan Rebuked.

WALKING to the local licence office the other day I was the witness of a very amusing incident. The office is situated in a back street, so narrow that there is scarcely room for two vehicles to pass. On one side was a stationary lorry and behind it a motorcar, which was waiting for a cyclist to come along in the opposite direction. The car driver was signalling to the cyclist not to hesitate, but the latter must have mistaken his meaning, for, in tones of obvious resentment, he cried, "All right—keep your 'air on! I've got a right to go my own pace!" Unknown to him, the motorist he was reproving was the Chief Constable!



AT KEDAH, F.M.S. — The smallest types of British car are now to be found in almost all parts of the world. These three Austin Sevens are proving their utility to the British and native population in the Federated Malay States.

Controls Are Not Infallible.

MANY car owners evince a touching faith in the efficacy of this lever or that to produce the required result. Their knowledge seems to stop at the fascia board, and their bewilderment when, after "pressing" the button, the mechanism fails "to do the rest" is positively tragic. Curiously enough, even owners who have had a whole year's driving experience, do not always realize that there are two ends to a control, and the fact that one end is working is no guarantee that the other is responding. On some cars positive movement is caused by a cam, negative by a spring, and a broken spring or binding rod may easily give rise to most puzzling symptoms.

It is a solemn fact that a garage recently towed a car along the road to get it to start (incidentally buckling the track rod in the process) when the only trouble was that the air strangler, the control for which was in the closed position on the fascia board, was wide open at the carburettor end.

A Summer Time Tragedy.

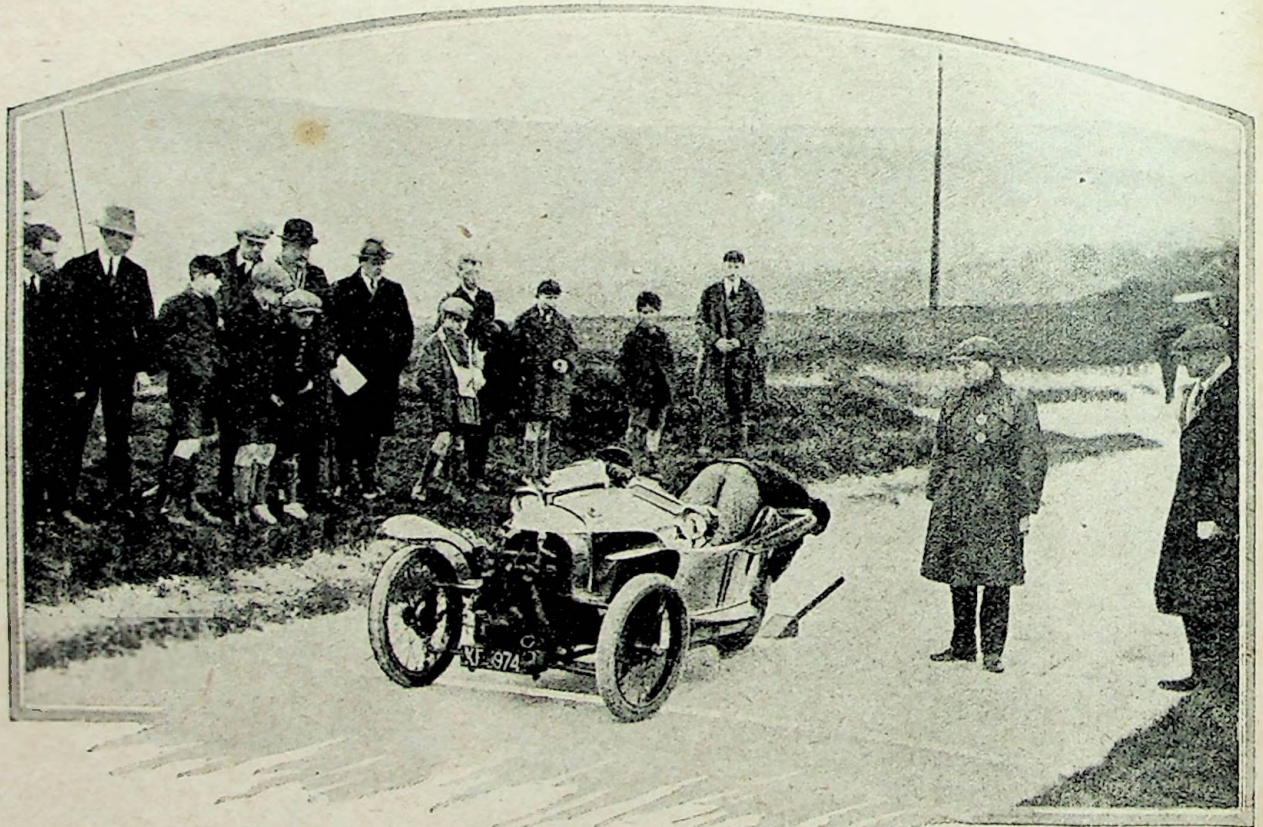
A FAMILY I know had promised themselves a glorious outing on the first day of Summer Time. The car was in tip-top trim, a long and picturesque route had been planned and, although the weather forecast was none too cheerful, they all retired to rest in happy anticipation of the morrow. To their delight morning dawned delightfully. Punctual to time, the picnic basket was packed in,

all the passengers took their seats, and pater-familias, settling down behind the wheel, let in the clutch, and at that crucial moment the thought suddenly struck him like a blow that his driving licence had run out a week previously! I will draw a veil over the subsequent proceedings except to say that, falsifying the weather report, the day became more and more radiant, being, in fact, one of the most beautiful of the year! Such, a cynic might say, is life.

Invisible Motorcyclists.

ALTHOUGH legally we need not light any lamps save that illuminating the rear number plate until an hour after sunset, few of us take advantage of the fact, the side and tail lamps usually being wired to come on simultaneously. It could be wished that motorcyclists subjected themselves to a similar self-denying ordinance and lit up earlier.

At present the law regards them as cyclists, and my experience is that the great majority exploit the position by going to the legal limit before putting on their headlamp. Unfortunately, a motorcyclist, sitting lower than a pedal cyclist and having little to distinguish him from the road, is very difficult to see in the gloaming, and his speed brings him upon one almost unawares. Especially is this so in a lane flanked by tall hedges or fringed with trees. I am writing this paragraph following a very near squeak which I had last week—when motoreycling!



AT THE LEWES SPEED TRIALS.

The passenger in S. H. Constable's Morgan adopted this extraordinary position to help the back wheel to grip when getting away in the Kent and Sussex Light Car Club's Speed Trials, which were held at Lewes last Saturday. The event is reported elsewhere in this issue.

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

NO CAR WITH AN ENGINE CAPACITY
EXCEEDING 1,500 C.C. (1 1/4 LITRES) COMES
WITHIN THE SCOPE OF THIS JOURNAL,
THAT CAPACITY BEING GENERALLY
RECOGNIZED AND ACCEPTED AS THE
LIMIT FOR A LIGHT CAR ENGINE.

A Petrol Tax.

IN his Budget speech the Chancellor of the Exchequer pointed out that, owing to the difficulties of substituting a motor spirit tax for the present licence duties, he had been unable to make proposals in the present Budget, but that he hoped to make the change during the lifetime of the present Parliament.

It is very difficult to say whether this is good news or bad. Mr. Churchill has established a precedent for grabbing funds allocated to specific purposes; he has also put forward the policy of taxing cars for general revenue purposes as distinct from the practice followed heretofore of taxing them to raise money for the building and maintenance of our highways. In the light of these developments, is it not possible that the introduction of a petrol tax might put motor taxation on a similar basis to income tax? It is not inconceivable that succeeding Governments and succeeding Chancellors might develop the habit of balancing their Budgets by raising or lowering the tax on petrol. We can foresee the possibility of a petrol tax being forced up to any unreasonable figure. With the present method of taxation at least we are sure that we pay only £1 per horse power per annum. The fact that the money so raised is to provide coal subsidies and so forth is unjust and infuriating, but it does not directly hit our pockets.

"It Is An Ill Wind . . ."

A PART from the fact that from the present surplus Road Fund moneys £7,000,000 are to be appropriated and that a further £3,500,000 are to be deducted for general revenue purposes from the proceeds of this year's motor taxes—a sum of £10,500,000 in all—there are in Mr. Churchill's Budget speech certain proposals which are likely to meet with the approval of small car owners.

Heavy motor vehicles, which are known to be very destructive to the roads, are to be taxed much more heavily than heretofore. A five-ton lorry, for example, which now pays £30, will be destined, as a result of the Finance Bill, to pay £60, whilst for the right to draw a trailer, instead of paying £2 per annum, as it does at present, it will have to pay £10 per annum. Heavy wagons, used for drawing trailers, which at present pay £32 per annum in all, are thus down to pay £70. In connection with charrs-à-bancs, the scale of taxes has

Topics of the Day

also come in for revision at the hands of the Chancellor. Buses to seat more than 56 persons now pay £70, and they are down to pay £120.

The effect of the higher taxes will be to restrict the use of the heaviest types of commercial motor vehicles and to deflect a considerable proportion of the goods traffic at present making use of the roads to the railways. This will mean that the life of the roads will be longer, so that the £17,500,000 a year which Mr. Churchill

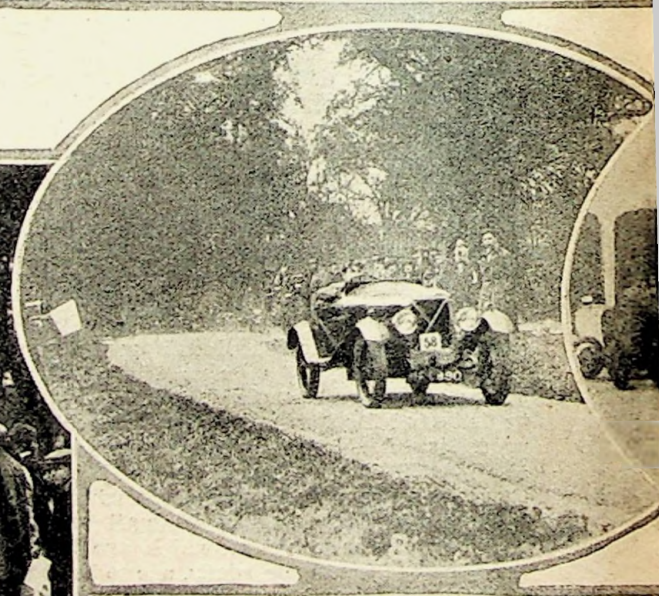
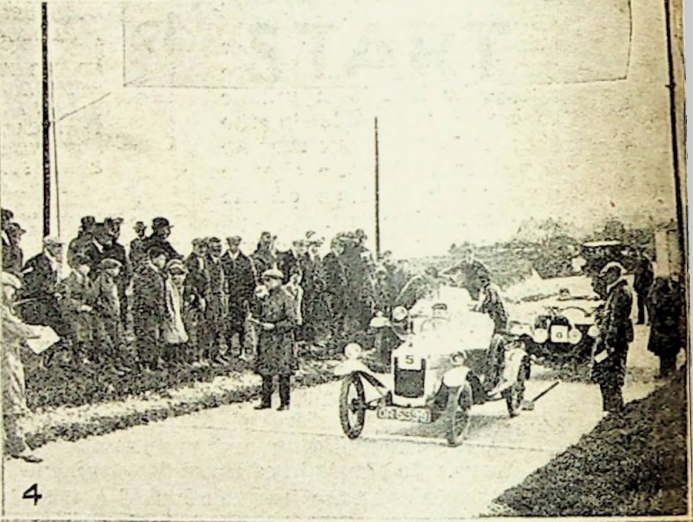
proposes should be spent in future on the roads should be sufficient to keep them in very fair condition. The added scale of taxes will be a heavy blow to our commercial vehicle industry, and it is very questionable whether the proposed application of the McKenna Duties to imported lorries would offset the loss of business likely to be sustained by British manufacturers.

What of the Vertical Twin?

THE description which we give elsewhere in this issue of a small car offered at the remarkably low price of £88 brings into prominence the question of vertical two-cylinder monobloc engines. The car in question is equipped with an engine of this kind—of the two-stroke type—and it is by no means the first inexpensive light car using an engine embodying this form of construction. The disadvantage of a vertical two-cylinder engine is that, if it is of the two-stroke type, it has to fight a certain amount of prejudice, whilst if it operates upon the four-stroke cycle, the firing intervals are uneven. We are inclined to doubt, however, whether these are serious objections.

Looking back upon the history of economical motoring, a few models with vertical twin engines stand out as having been conspicuously successful. Examples 14 years old are still giving reliable service, and it cannot be denied that if they were manufactured at the present day on much the same lines, but embodying up-to-date ideas of design and modern methods of construction, they would stand an extremely good chance of being very popular indeed. It must not be overlooked that a two-cylinder engine with two separate cylinders is very nearly as expensive to build as a four-cylinder monobloc. A two-cylinder monobloc, on the other hand, is a very inexpensive type of unit. We should not be surprised if it recovered some day the prestige which it has lost.

PICTORIAL INCIDENTS END SPORTING



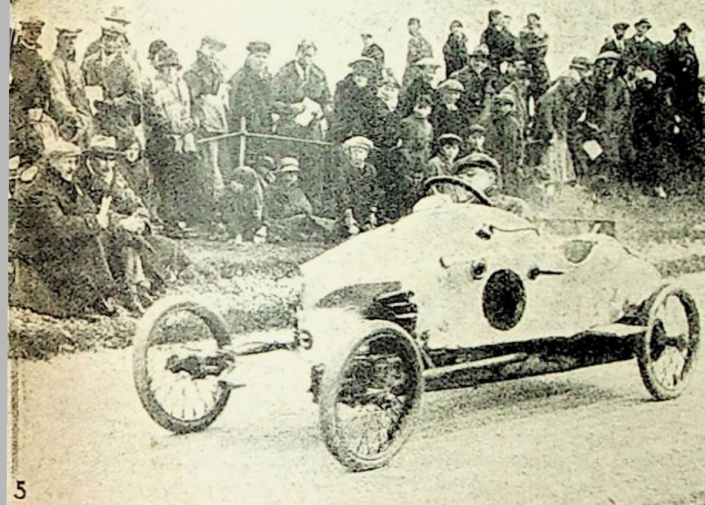
THE TRAVERS TROPHY TRIAL—SPEED —SURBITON MOTOR CLUB'S

THE TRAVERS TRIAL: (1) J. G. Ginton Friars (Clyno) on the bad surface of Raise Hill. (2) L. G. Fletcher (Austin) on Studdon Hill. KENT AND SUSSEX L.C.C. AT LEWES: (3) The passenger in S. H. Constable's Morgan does his best to ensure rear wheel grip. (4) E. Hillary (Frazer-Nash), who obtained the premier award for fastest time. (5) The four-valve G.N. It was driven by L. Humphries. (6) Miss Ivy Cummings (Frazer-Nash) starting. She was only $\frac{1}{2}$ sec.

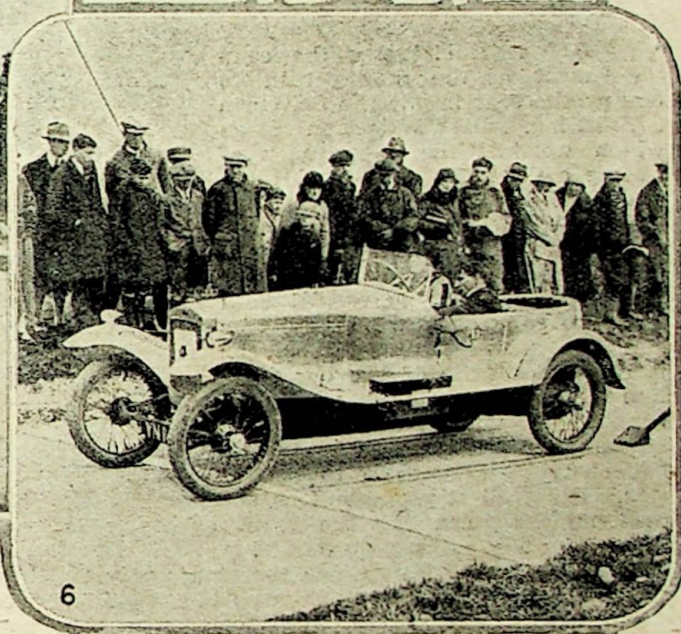
EVENTS IN WEEK- LONG EVENTS.



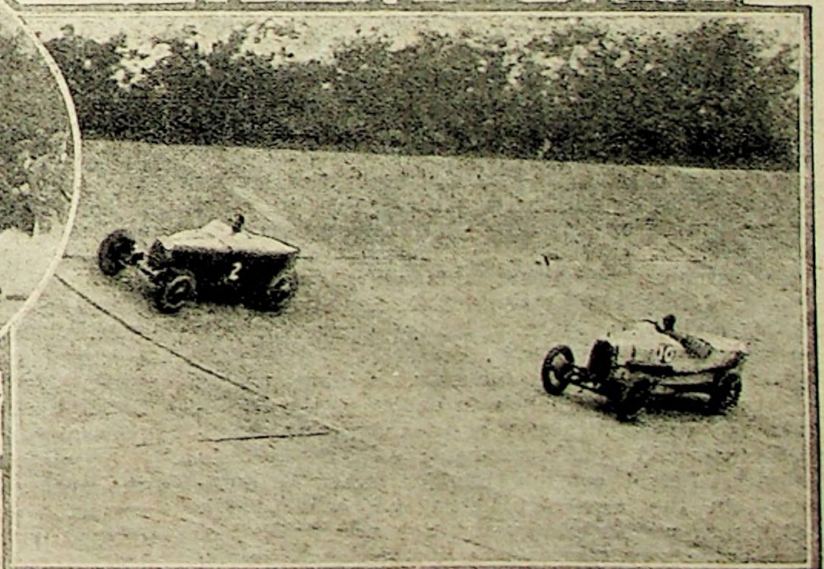
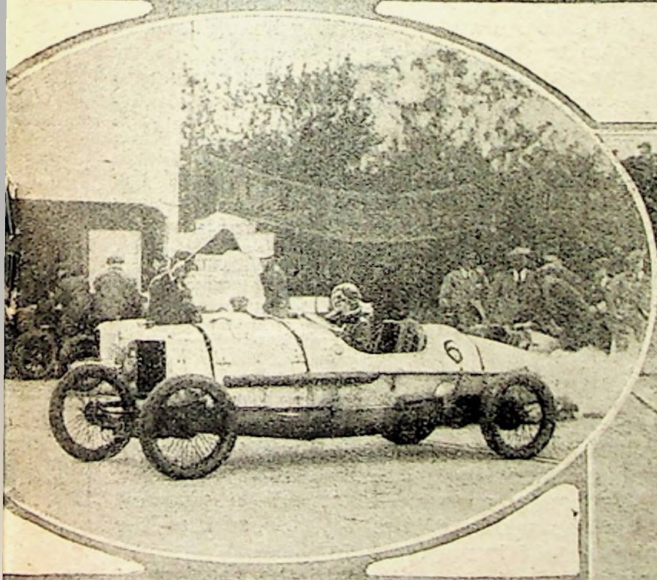
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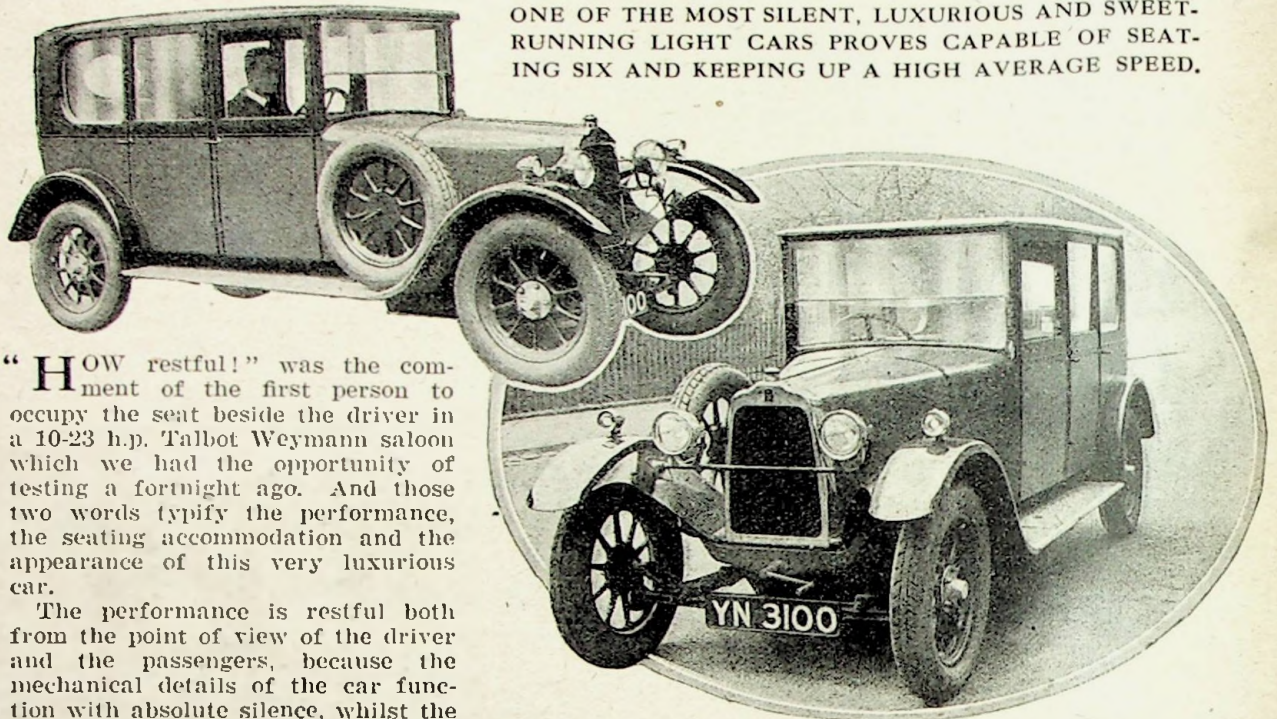
EVENTS AT LEWES AND ESSENDON MEETING AT BROOKLANDS.

slower than E. Hillary. NORTH LONDON M.C.C. AT ESSENDON: (7) E. Fernihough at speed in his single-cylinder Morgan. (8) C. C. Lakin (Salmson) accelerating after rounding the bend. SURBITON CLUB AT BROOKLANDS: (9) Mrs. Christie starting in the third race which she won. (10) An exciting moment in the 50-mile race. Capt. Malcolm Campbell, in his two-litre Bugatti, passes B. Eyston (Aston-Martin), on the last lap.

Road Tests of 1926 Models.

THE 10-23 H.P. TALBOT WEYMANN SALOON.

ONE OF THE MOST SILENT, LUXURIOUS AND SWEET-RUNNING LIGHT CARS PROVES CAPABLE OF SEATING SIX AND KEEPING UP A HIGH AVERAGE SPEED.



"HOW restful!" was the comment of the first person to occupy the seat beside the driver in a 10-23 h.p. Talbot Weymann saloon which we had the opportunity of testing a fortnight ago. And those two words typify the performance, the seating accommodation and the appearance of this very luxurious car.

The performance is restful both from the point of view of the driver and the passengers, because the mechanical details of the car function with absolute silence, whilst the running is vibrationless and the springing—aided by 28-in. by 4.95-in. balloon tyres—very close to perfection. Hartford shock absorbers are used at the rear, but the front springing is unaided by any extraneous device.

This Talbot model, although the tax is only £9 and the engine capacity 1,073 c.c., has little in common with the typical light car from the driver's point of view, feeling, in fact, much more like a 15 h.p. or 20 h.p. car. This "big car feeling" is produced by the somewhat massive controls, extremely roomy bodywork, a long bonnet and scuttle, a broad span between the wings and an engine which deals with its load in a singularly effortless manner.

Of the o.h.v. four-cylinder type, the engine differs from most small engines in that it has a three-bearing crankshaft with oil force fed to the big-ends. It is claimed by Clement Talbot, Ltd., the manufacturers, that this unit is definitely designed in the light of strenuous racing experience and this is abundantly clear to any connoisseur who drives it.

Strangely enough, however, whilst racing characteristics are much in evidence, the disadvantages common to most engines giving an exceptionally good performance are conspicuously absent. Petrol consumption, for example, averaged, in the case of the car which we tried, 32 m.p.g., whilst oil consumption was negligible. The valve gear was extremely silent and the top gear performance on a par with that provided by the average engine of the "woolly" type.

As a power unit for a small sports car, and aided by a four-speed gearbox, this little Talbot

EXCEPTIONALLY ROOMY. — This Talbot model is quite a large car, and none of the space is wasted. The four-door body has very pleasing lines.

engine would be a positive delight to drive, but installed as it is in a comparatively heavy chassis, called upon to draw a bulky body and with only three gear ratios available, it is still willing to a degree and capable of performing more creditably than many units which are half as large again.

We have mentioned that the interior of the Weymann saloon body is restful; it is also very luxurious. The seating accommodation provided actually is sufficient for six adult passengers—a fact which we proved for ourselves by taking this full complement for a 150-mile run.

In addition to what might be termed lateral generosity, there is also plenty of legroom and ample height, whilst, as the front seat is adjustable both fore and aft and for the angle of the squab, a driver of any height should be comfortable. The upholstery is carried out in a fawn-coloured cloth, hair-stuffed and nicely sprung, whilst generously carpeted floors and a pleasant finish for the whole of the interior add to the general sense of luxury.

Nothing likely to contribute to the comfort of the occupants of the car has been omitted, the standard equipment even including a smoker's companion and an elaborate assortment of scent bottles, powder puffs, vanity mirrors and the like. For ventilation the windows of any of the four doors may be raised or lowered by revolving lifts.

There are two refinements which have been omitted and which we think might well be incor-

porated. These are a windscreen wiper and a blind for the rear window, the need for the latter being due to the use of a vertical front screen which reflects the lights of overtaking cars when driving at night.

Surveying the car from the point of view of the driver, we found that there was very little to criticize, all the controls being well placed. The throttle and ignition levers, which are arranged above the steering wheel, are perhaps the best of any car we know. The arrangement of the former deserves special praise, it being designed so that the first half of its travel gives a delightfully sensitive setting, whilst the latter half allows the throttle to be fully opened.

The car which we tried had central control for the three-speed gearbox, but right-hand control is available at an extra cost of £5 if ordered with the car or £7 10s. if ordered subsequent to delivery. We found the left-hand change to be quite satisfactory, the lever being conveniently placed and the actual changing of the gears quite simple.

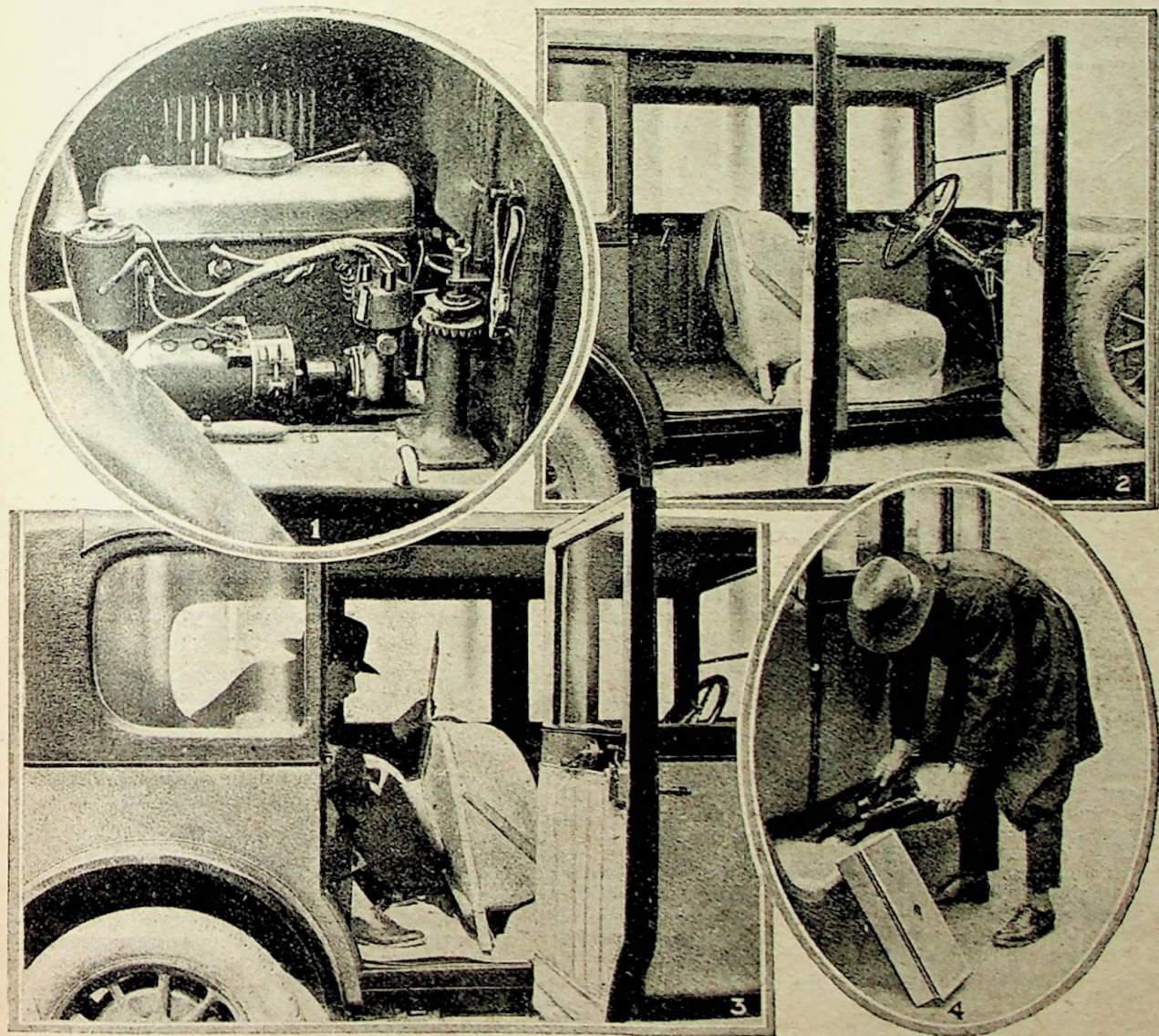
The ratios provided are top 5.1 to 1, second 9.35 to 1, and the bottom 19.42 to 1. The speeds available on the two higher ratios proved to be 46 m.p.h. and 33 m.p.h., in each case with three adults aboard.

The clutch, which is of the single-disc Ferodolined type, runs in an open pit, is light to control—and in weight—whilst it gives a very sweet pick-up.

While the car was in our care we had some trouble with the clutch slipping until it was found that a little oil was needed on the pins carrying the plate. A few spots on each of these—the work of a moment—restored the clutch to its previous efficiency.

The brakes, which act on the rear wheels only, are of the side-by-side internal-expanding type operating in extremely large drums. Their action proved to be very good indeed.

Of the irreversible worm and nut type, the steering gear does not appear, from an examination of it, to differ materially from many other



Ingenious and practical features. (1) The jack, wheel-brace and other tools are housed under the bonnet. (2) A leather strap provides an adjustment for the rake of the seat squab. (3) There is a large pocket for maps, gloves and so forth. (4) The big, weather-proof toolbox, which is sunk in the running-board.

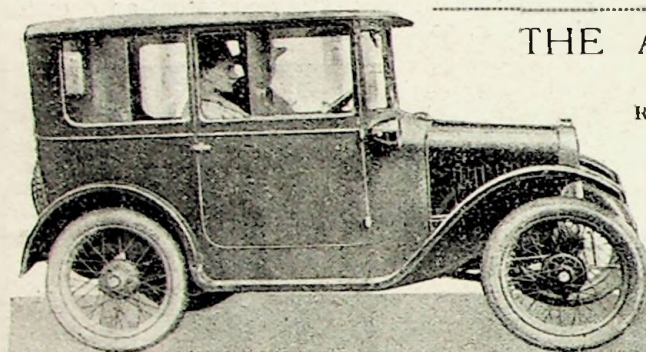
designs employing the same principle, yet the control afforded is immeasurably superior. There are few, if any, light cars which have more delightful steering than that of the 10-23 h.p. Talbot. It is as light and free as one could wish. It has a sensitive "feel"; it is unaffected by the nature of the road surface and it is arranged to need just the right amount of effort when cornering.

The car which we tried had covered nearly a thousand miles before we took it over and we did a further hundred miles ourselves before embarking upon the six-up 150-mile run which we have previously mentioned. At the conclusion of the initial hundred-mile run it was noticed that a rather undue quantity of water was needed by the radiator and the cause of this was traced to a leaky pump gland. This was soon rectified, after which it was found that the pump-circulated

water-cooling system was well up to its work.

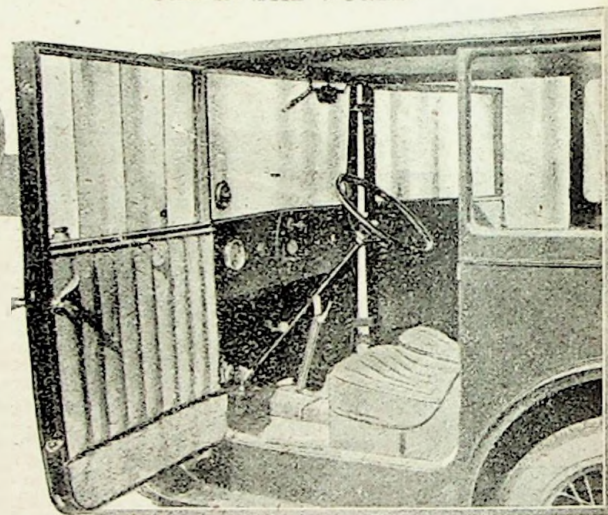
Whilst tightening the pump gland we made our first acquaintance with the very cleverly arranged toolbox, which is sunk into the near-side running board. The wheel-changing outfit—a jack, its handle and the wheel-brace—is carried in clips beneath the bonnet, where one also finds a pair of pliers, an oilcan, and a box-spanner for changing plugs.

The 10-23 h.p. Talbot is unquestionably one of the most refined of light cars, whilst, as many owners of two and three-year-old models will confirm, it is designed not only to be comfortable and convenient, but to last. The price of the model which we tried, and which is illustrated on the preceding pages, is £450, the makers being Clement Talbot, Ltd., Barby Road, Ladbroke Grove, London, W.10.



THE AUSTIN SEVEN GORDON-ENGLAND SALOON.

ROAD TEST OF THE SMALLEST ENCLOSED CAR IN THE WORLD.



Despite the miniature aspect of the tout ensemble, there is plenty of room inside the car. Comfort has been closely studied.

THE smallest, the lightest and almost the cheapest enclosed cars in the world, the Gordon-England Austin Seven saloons have won an extraordinary degree of popularity in a very short space of time, and, after subjecting one to a fairly extensive trial, we do not consider that this is surprising.

The outstanding feature of the car is its extremely light weight, which, with the four-gallon petrol tank filled and with a full equipment of tools, spare wheel and so forth, was certified by the London County Council weighbridge as being 8 cwt. 70 lb. This is, we understand, appreciably lighter than the standard model with all-weather chummy body.

The seating accommodation provided by the saloon appears to be a trifle more generous than in the case of the open car. There seems to be more elbow-room and the screen is taller, which creates an atmosphere of roominess. The occasional seat at the rear is by no means uncomfortable for one adult, whilst it will house three small children or two normal youngsters of 14 or 15 years.

In addition to very great pains having been taken to make the bodywork comfortable, it has also been planned to present a dignified appearance and to be as convenient as possible. The question of convenience has been attended to in the provision of two exceptionally wide doors—these are no less than 28 ins. in width—the fitting of a very easily adjustable driving seat, and the adoption of a sensible design of folding seat to give access to the rear of the car. The comfort of the occupants has been attended to by the provision of pneumatic cushions for the two front seats, whilst there are two small lockers located in the body sides, an automatic windscreen wiper and four sliding windows.

The chassis used for these little saloons are absolutely standard in every respect, and the performance does not differ materially from that of the £149 model.

The actual car which we tried proved to be capable of 46 m.p.h. on a good level road in top gear and

37 m.p.h. in second gear, whilst it would tour very pleasantly and silently at 40 m.p.h. and maintain an average speed of 30 m.p.h. wherever traffic conditions permitted.

So far as silent running is concerned, this saloon model appears to run even more quietly than the touring model, and there is a complete absence of body noises of any kind.

The only criticisms we have to offer concerning the *tout ensemble* is that the somewhat square lines of the body make rather heavy going against a strong headwind; the plate glass of the windows might be with advantage of a rather more robust nature, and a blind for the rear window would be very much appreciated when driving after dark to prevent the reflection of the lights of following cars in the windscreen.

Whilst the car was in our possession it behaved very nicely indeed, was admired by everyone to whom it was shown, and made a particularly strong appeal to the fair sex.

Averaging about 40 m.p.g., this Austin Seven saloon must be one of the most economical closed cars,

particularly in view of the fact that the fabric covering of the panels can be washed down at home in five minutes. The car takes up very little garage space, and is, owing to its light weight, anything but hard on tyres.

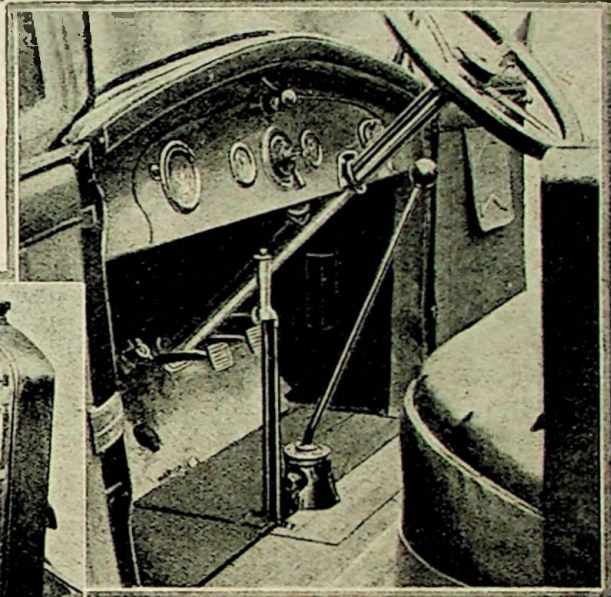
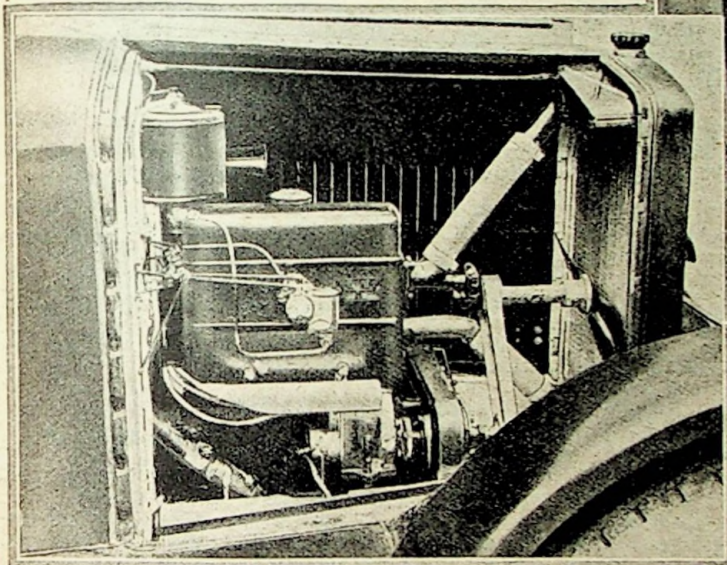
The price is £210 in London, a de luxe model being available at an extra charge of £20. Purchasers of de luxe models are given a choice of body colours, a

more luxurious scheme of upholstery and interior decoration, an interior roof light and other refinements. Unsplinterable glass can be fitted all round at an extra cost of £15.

The address of Gordon England, Ltd., the manufacturers of these bodies for Austin Sevens and also of the very attractive Cup Model two-seaters, is Felsham Road, Putney, London, S.W.

IMPROVED 10 H.P. BERLIET MODELS.

NEW STYLE FOUR-SEATER FOUR-DOOR
TOURING BODY—A £350 SALOON—IM-
PROVED GEAR GATE AND LEVER.



FOR THE OWNER'S CONVENIENCE.

The new long gear lever and the general arrangement of the controls are clearly shown above. To the left will be noticed the vacuum tank for the new petrol-feed system, the modified water connections and the extra neatness of the unit.

A NUMBER of improvements has been made recently in the 10 h.p. Berliet which, it will be remembered, was introduced to the British market at the Motor Show of 1924.

The latest model differs from earlier types, principally so far as the design of the coachwork is concerned, this now approximating more closely to British standards than hitherto. A case in point is the provision of rigid side curtains of the conventional type. These are pegged into the top rail of the body, and when not in use are stored in a locker behind the rear seat squab.

A big improvement has been made to the driving seat; this is now deeper and better sprung than previously, whilst it is adjustable fore and aft over a fairly wide range. The rear seat has also been improved, whilst a leather cloth of excellent quality is used for the upholstery. Hair carpets for the floors, the provision of pockets in the doors and an extremely good coachpainted finish complete the improvements to the coachwork. The lines of the latest body are cleaner and more handsome than hitherto, the appearance of the whole car being consequently enhanced.

So far as the chassis is concerned, no important alterations have been made to the original design, which has proved to be entirely satisfactory, but a number of details have been modified. The gear lever, for example, is now much longer, and the gate has been altered

so that reverse has a slot of its own, thus saving the driver the annoyance of having to go through first en route to it.

The engine, which has a capacity of 1,159 c.c., is of the four-cylinder overhead-valve type, and remains unchanged except for a different style of cooling-fan bracket, modified water connections and the provision of a vacuum tank in the petrol-feed system. The tank, which in earlier models was mounted under the scuttle, has now been removed to the rear of the car, and is very large indeed for a 10 h.p. model, holding no fewer than 10 gallons. This is said to be sufficient for 400 miles' running.

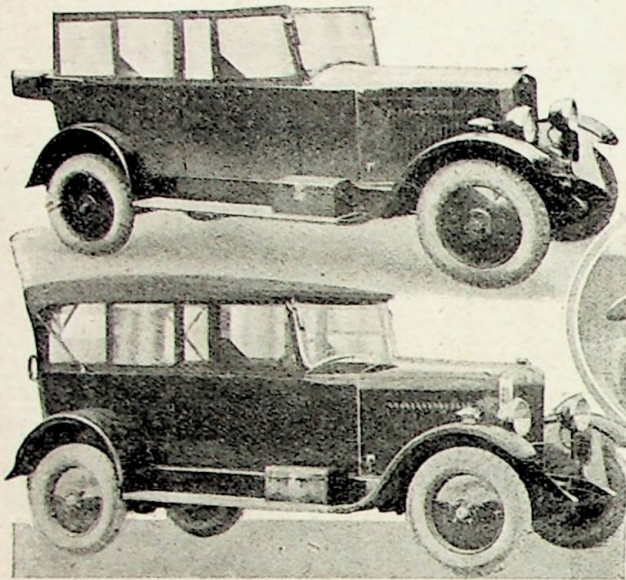
In place of the Hartford shock absorbers which have been used so far, Gabriel snubbers are now standardized, and these, combined with the extremely long semi-elliptic springs which are used front and rear, provide an exceptional degree of riding comfort.

The touring model illustrated costs £295, the saloon being listed at £350. Both models have front-wheel brakes and 12-volt electric lighting and starting equipment; 730 mm. by 130 mm. Michelin balloon tyres are fitted, and a particularly smart appearance is a characteristic.

Features of the saloon are that the windows in all the four doors have automatic lifts, there are blinds for all windows and the front screen is a single pane hinged at the top. This model is upholstered in cloth

and the general scheme of the interior decoration is carried out in good taste and on particularly luxurious and pleasing lines.

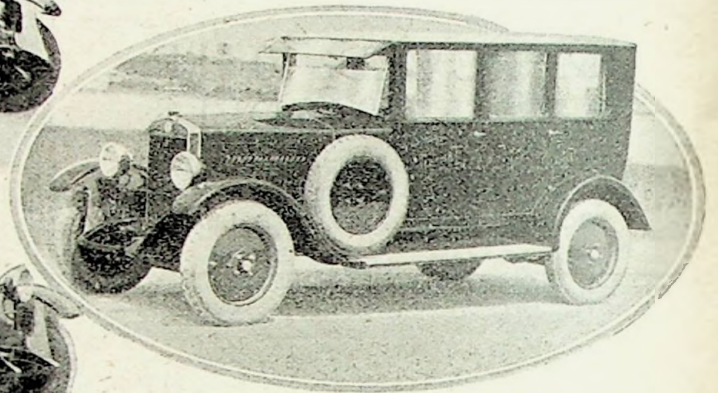
During the course of a short run we could find nothing which called for adverse criticism, whilst it



the driver's left knee. In this position it is particularly convenient to operate, yet does not obtrude itself when not required. As all styles of coachwork have off-side doors, the gear lever does not obstruct entry to or egress from the driver's seat.

The alterations to the cooling system have resulted in an even cooler-running engine. So efficient is the new arrangement that the fan can be dispensed with except in really hot weather. It is easily put out of action by removing the belt from the pulleys.

A feature of the saloon model is the provision of a



The two models of the 10 h.p. Perliet. Both have the characteristic of looking particularly robust, smart and workmanlike.

was noticed that the various details which have been modified add materially to the pleasure of driving the car.

The new long gear lever deserves special praise. The knob now comes just to the left of and slightly abaft

sun visor over the windscreen; this serves also to keep snow off the screen in winter.

For a slight extra charge the 10 h.p. Berliets can be supplied with wire wheels in place of the Michelin discs.

ITALIAN MOTOR EXHIBITION.

THE Italian Motor Exhibition, which was held in Milan from April 12th to 27th, was notable for the fact that light cars and cyclecars predominated, so that the exhibition was dubbed by many "The light car Salon."

So far as Italian exhibits were concerned there were no outstanding technical novelties, but rather a tendency towards general refinement in constructional detail and an inclination towards simplicity and neatness. England, France, America, Austria and Germany were represented; thus the exhibition was of an international character.

The 7 h.p. Fiat attracted a large amount of attention; it was on show in the "Sports Palace" and in the special Fiat salon. Chassis were exhibited carrying almost every type of body, among which was included a Weymann streamlined two-seater mounted on the sports chassis, which has a standard 7 h.p. 954 c.c. engine, tuned to exceed 60 m.p.h. Rudge-Whitworth wheels and Hartford shock absorbers are standard fittings.

The new 1,500 c.c. four-cylinder model was also on view. This has been developed from the celebrated "501" 13 h.p. model and is fitted with a new radiator, a side-by-side-valve engine and a new Ricardo-type cylinder head. One chassis was shown with a four-seater touring body and another with a Weymann saloon.

The 1,100 c.c. S.A.M. car was on view. It has a chassis specially designed for Italian roads, the framework being sufficiently strong to carry a 1,500 c.c. engine if necessary. Actually the engine used is an o.h.v. Chapuis-Dornier 1,100 c.c. sports model.

France was represented by a very large number of

light cars, notable amongst these being the Peugeot and the Citroën, each make having been built in Italy at the new works of the respective concerns, which are making a strong bid for the Italian market. Citroëns were shown with popular types of coachwork, and on one 7 h.p. chassis was mounted a new type of sporting body of somewhat American appearance.

On the Peugeot stand was shown the 7 h.p. winner of the Coppa delle Alpi—the great Italian touring and reliability competition—together with sporting, cabriolet, two-seater and other models. Amilcars, Derbys, Salmsons and Sénéchals in various types and models were on view. The new Derby-Special racer, fitted with a Scap o.h.v. engine and a Cozette supercharger, attracted a large amount of attention.

The car is claimed to be very fast, and in all probability it will be seen in competition work during the year. Examples of the Salmson Grand Sports chassis fitted with French-made aluminium bodies and with streamlined Italian bodies were also exhibited.

The chief German example was the Hanomag, a somewhat revolutionary car so far as its mechanical design is concerned, but the model on view, which was fitted with an unusual type of body, failed to create a very favourable impression.

Sénéchals were represented by sports and touring models. In the 1,500 c.c. class was shown the six-cylinder Alfa-Romeo, the engine of which has an o.h.v. camshaft. The car is said to be capable of 60 m.p.h.

The majority of the English exhibits were large cars, but this country was well represented in the motorcycle section. It was noticeable that English ideas with regard to coachwork had been closely copied by Continental manufacturers.

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Wire Wheels.

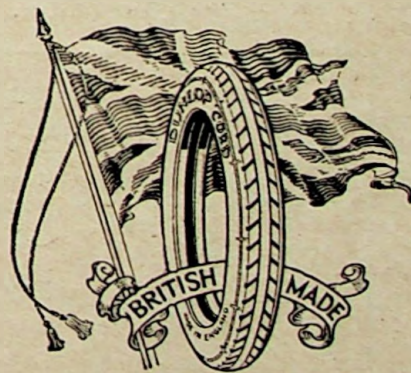
Patent Detachable
Wire Wheels.

Steel Artillery Wheels.

Steel Disc Wheels.

Covering Discs for
Wire Wheels.

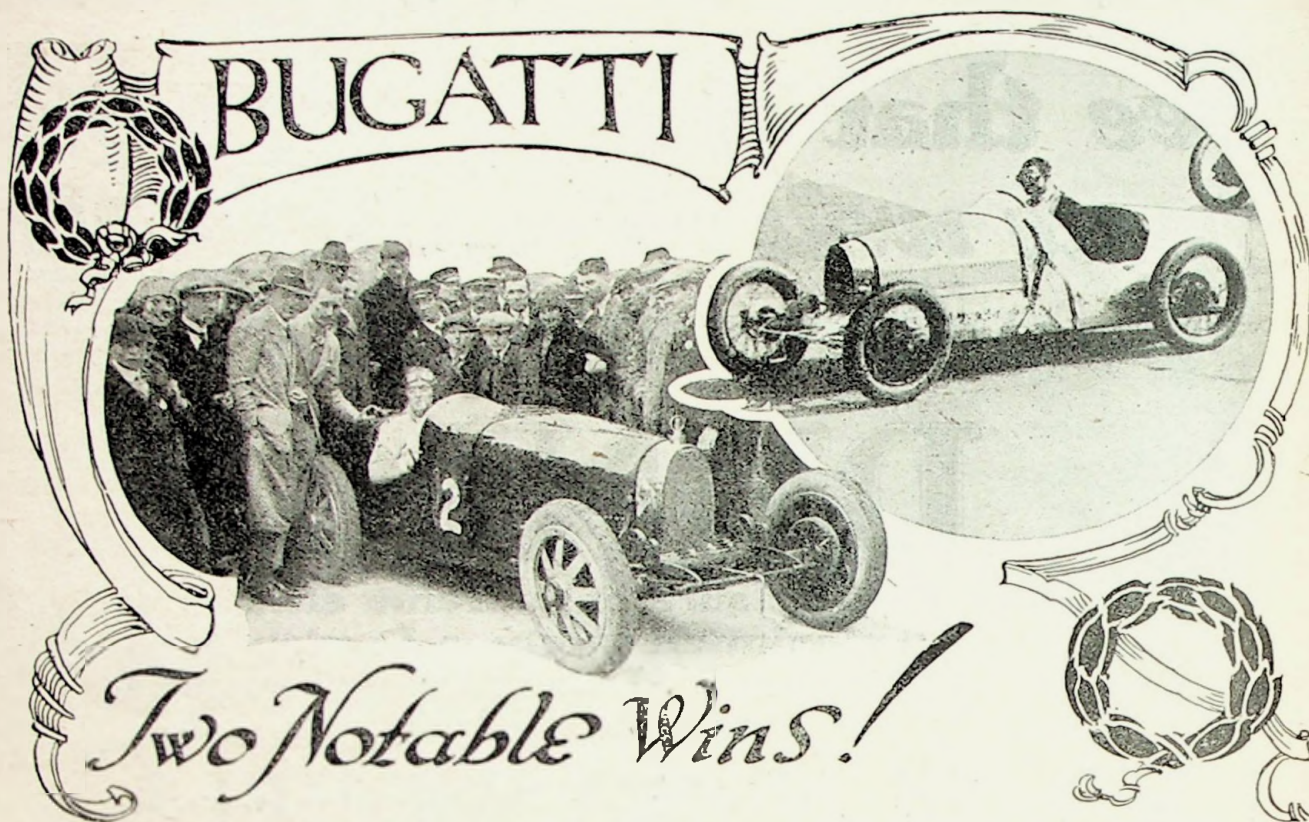
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and be satisfied'*



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C.F.H. 71



86.02 m.p.h. for 4 Laps.

Mr. B. E. Lewis, an amateur owner-driver, won the Surbiton All-Comers' Handicap at Brooklands on Saturday, April 24, driving a 1½-Litre Bugatti at an average speed of 86.02 m.p.h.

108.60 m.p.h. for 50 Miles.

Capt. Malcolm Campbell, at the same meeting, won the 50 Mile Handicap on a Standard Two-Litre Grand Prix Bugatti exactly as received from the works, only plugs and oil being changed, 4 World's Class E Records being taken during the race.

International Class E Records.

50 Kilos.	173.86 k.p.h.	108.03 m.p.h.
50 Miles.	108.64 m.p.h.	
	5 and 10 Miles.	

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CLOSE FINISHES AT BROOKLANDS.

SMALL AND LARGE CARS PROVIDE GOOD SPORT IN THE SURBITON MOTOR CLUB'S FIXTURE.



LAST Saturday's Brooklands meeting of the Surbiton Motor Club followed very much on the lines of the Junior Car Club's event on the previous Saturday. The organization, however, gave no cause for adverse criticism and large cars as well as small cars took part.

The club places every facility at the disposal of its women members who desire to drive, and both Mrs. Duller and Mrs. Christie availed themselves of this privilege—to such good advantage that each secured a first place.

Mrs. Duller is, of course, well known to Brooklands habitués, but Mrs. Christie was making her debut on the track, although she has had a considerable amount of experience as a driver of fast cars. She was handling a Horstman which, if we are not mistaken, has "toed the line" with 200-Mile racers, and Mrs. Christie showed that it had lost none of its paces.

The meeting started with the Surbiton Junior Short Handicap. The only alteration which took place in the entries was the rehandicapping of the two-litre Bugatti, owing to the fact that Capt. Malcolm Campbell at the last minute was announced as the driver of the car instead of Mrs. Campbell.

The race proved to be a popular win for Mrs. Duller (Austin Seven), who crossed the finishing line 100 yards ahead of V. S. Balls (Amilcar) and Malcolm Campbell (Bugatti). Waite's Austin Seven secured the fourth place, the car having improved its position materially during the race. The speed of Mrs. Duller's car was 72.18 m.p.h.

In the Surrey Senior Short Handicap, Capt. Waite's Austin Seven was the only small car entered, and it was matched against giants like Howey's Ballot and Capt. Miller's Sunbeam.

Waite had a start of 56 seconds from the scratch man, Howey, and he made such good use of it that at the first lap he still led Staniland's two-litre Bugatti by a quarter of a mile and actually crossed the finishing line about 10 yards ahead of Miller's Sunbeam. The latter made rather a bad getaway and to this, it was generally conceded,

Waite owed his victory. Third place was obtained by Staniland (Bugatti). The speed of the winner was 83 m.p.h.

The Surbiton Junior Long Handicap was held over three laps, and in this race Mrs. Christie scored her popular, but, it must be admitted, rather unexpected, success. Mrs. Duller also ran in this race but, following her success at the beginning of the meeting, she was rehandicapped and did well to secure third place, conceding second place to Gillow's Riley, which ran through the field. The winner's average speed was 76.15 m.p.h.

It was obvious from the start of the Senior Long Handicap that Vernon Balls in his supercharged Amilcar meant business. He got off the line very smartly, and at the end of the first lap led G. E. T. Eyston's Aston-Martin by at least a quarter of a mile. Staniland's Bugatti was coming up well and Howey (Ballot) was streaking round at well over 110 m.p.h.

A Hard-fought Win.

On the second lap Balls had increased his lead over Eyston, the latter, however, being hotly pressed by Staniland. The little Amilcar flashed over the finishing line after a hard-fought battle, with Staniland's Bugatti second and the Ballot third. It was an excellent race and showed the paces of the supercharged Amilcar to be 84.27 m.p.h.

The All-Comers' Handicap was run over a distance of 11 miles. The Avon-Jap did not run. Kaye Don driving Capt. Miller's Sunbeam instead, but there were two extra racers in the shape of Capt. Douglas's Bugatti, driven by Lewis, and J. H. Miller's Miller-Special—a one-time 200-Mile race Bertelli.

Vernon Balls suffered the penalty of success by having his handicap readjusted. D. M. K. Marendaz appeared at the wheel of an improved Marendaz-Special, the outstanding feature of which, from the point of view of the casual observer, was the very handsome radiator.

The following brief summary will show how the positions of cars altered,

lap by lap, during the race: First lap—Dawson (Amilcar), B. Eyston (Aston-Martin), D. M. K. Marendaz (Marendaz-Special). Second lap—Dawson (Amilcar), B. Eyston (Aston-Martin), Lewis (Bugatti). Third lap—Dawson (Amilcar), B. Eyston (Aston-Martin), Lewis (Bugatti). Finish—Lewis (Bugatti), B. Eyston (Aston-Martin), Dawson (Amilcar). The speed of the Bugatti was 86.02 m.p.h.

In the 50-Mile Handicap the light-car entries were rather unlucky, and the principal feature of the race was the magnificent driving of Capt. Malcolm Campbell in the straight-eight two-litre Bugatti. It is seldom that a long-distance handicap of this description results in anything but a win for one of the limit men, but Saturday proved the exception and, starting scratch with J. D. Barclay's Vauxhall, Campbell simply romped through the field—his fastest lap was 111.92 m.p.h.—and won by a narrow margin from B. Eyston (Aston-Martin), who also deserves every credit for driving a fine race.

Barclay's Vauxhall obtained third place. G. E. T. Eyston (Aston-Martin) came in fourth and M. Grant (Aston-Martin) fifth.

Campbell's average speed over the 50 miles was 108.60 m.p.h., a record in the two-litre class, whilst Barclay also set up a record at 104.85 m.p.h. for the three-litre class.

H. W. Purdy (Bugatti) stopped on three successive occasions before he finally retired and diagnosed his trouble. This proved to be a sticking float "tickler," which caused one of his carburettors to flood and upset the running of the engine.

Waite's Austin Seven and Dr. J. D. Benjafield's Frazer-Nash also withdrew, both, strangely enough, owing to the same trouble, namely, the failure of the oil supply to the engine.

It was a good race, and Campbell's win was undoubtedly very popular. The handicapping left nothing to be desired; in fact, during the last three laps there was a considerable amount of excitement and speculation as to who would be the winner.

SPEED TRIALS AT LEWES.

SPLENDID organization, a very large gathering of spectators, a biting wind and a poor entry list were features of the speed trials held by the Kent and Sussex Light Car Club, on the Race Hill, at Lewes, last Saturday, April 24th. There were 13 classes down on the programme, but of these the first seven had to be cancelled owing to insufficient entries. This involved a rearrangement of the awards, and the Sewell Challenge Cup went to the driver of the sports car to put up the best performance instead of a touring car driver.

The trials were held over a slightly rising course 700 yards in length, standing starts being the order of the day. Each competitor was allowed two runs in each class, the best time to count. The two separate classes for standard sporting and super-sporting two-seaters up to 1,100 c.c. resulted in a duel between the only two entrants, both driving Morgans.

In the first class S. H. Constable (1,100 c.c. M.A.G.) got away well and beat J. D. Barron (1,070 c.c. British-Anzani) by 4.45 secs., their times being 32.25 secs. and 37.15 secs. re-

spectively. In the super-sporting class S. H. Constable again proved to be the faster with a time of 32.35 secs.

Five cars ran in the class for standard sporting two or four-seaters up to 1,500 c.c. Constable (Morgan) improved on his previous times by completing the course in 31.35 secs. He was followed by N. H. Keep (Frazer-Nash), whose best time was 33.35 secs. Letting in her clutch rather too suddenly, Miss Ivy Cummings (Frazer-Nash) broke the spring link of the first-speed driving chain. When it was repaired she sportingly offered to take

only one run, in order not to delay the meeting. With this single run, however, she swept the board with a time of 29 3-5 secs., next best time, 31 secs., being made by E. Hillary (Frazer-Nash), whilst K. G. Jonas (Bugatti) took 32 secs. over the 700 yards.

In the super-sporting class Miss Cummings again made fastest time, 28 3-5 secs., against E. Hillary and K. G. Jonas, whose times were 30 secs. and 30 3-5 secs. respectively.

The class for racing cars up to 1,100 c.c. produced only two starters. Lewis Humphries, driving an old-type G.N., the engine of which he has fitted with Rudge four-valve cylinder heads and two magnetos took 30 secs.

By removing windcreens, hoods, and so forth, Miss Ivy Cummings and E. Hillary converted their Frazer-Nash cars into "racers" to make them eligible for Class 13, which was for racing cars up to 1,500 c.c. K. G. Jonas (Bugatti)

and J. Humphries (G.N.) also competed in this class, but in getting off the mark and Jonas suffered transmission trouble and retired, whilst Humphries broke his low-gear chain, and was compelled to start on second gear, with the result that he was unable to make better time than 33 3-5 secs. E. Hillary proved to be the winner with 28 secs., beating Miss Cummings by 1-5 sec., and, incidentally, putting up fastest time of the day, his speed being about 51 m.p.h.

THE TRAVERS TROPHY TRIAL.

Austin Seven with Home-made Body Wins Premier Award in Car Class.

THREE light cars and a 1,550 c.c. machine made up the four-wheeler entry in the Travers Trophy Trial held by the Newcastle and District Motor Club on Saturday, April 24th.

The light cars were a Clyno, driven by J. G. Glenton Friars; a smart four-seater Rhode, in the hands of N. W. Edgar; and L. G. Fletcher's Austin Seven, which had an interesting sports body made by its owner, who had also tuned his engine to such a degree that he was successful in making the best performance in the acceleration test on Killhope Hill.

In the morning's run Peat, Fendrith and Studdon hills caused little difficulty, all the cars making excellent climbs, although the three light cars had to avail themselves of the rule which allowed one reverse on the three hair-pin corners of Studdon Hill.

It was after lunch at Allandale, however, that the real difficulties began, for one eight-mile section included a half-mile hill with an appalling surface, which caused 32 motorcycle failures, followed by a bog and two miles of a

moorland track fit only for "solo" horses. Ruts, boulders and tufts of heather were interspersed with holes and gullies 18 inches deep, and the required average of 18 m.p.h. seemed quite hopeless.

On Raise Hill, at the start of this section, Fletcher (Austin) made a really splendid climb, although he misjudged the worst corner and had to reverse, as did Glenton Friars (Clyno) and Edgar (Rhode).

The Rhode required assistance in re-starting and later failed on the upper stretches in a cloud of steam. The Clyno climbed steadily and well, but was unable to cover the section on time. Fletcher (Austin) had the distinction of being the only light car driver to keep to the schedule at this point.

The results were as follow:—Bradford Challenge Bowl, for best performance by a four-wheeled vehicle: L. G. Fletcher (Austin Seven); special award for best performance of a Newcastle Club member in a car: L. G. Fletcher (Austin Seven); for best performance by a private owner in a car: N. W. G.

Edgar (Rhode). Gold Medal: L. G. Fletcher (Austin Seven). Silver medals: N. W. G. Edgar (Rhode), J. G. Glenton Friar (Clyno).

North London M.C.C. Speed Trials.

FIVE light cars and three Morgans were entered for the speed trials held by the North London M.C.C. on a private road, near Hatfield, on Saturday, April 24th. Good performances were made by E. Fernihough (4.91 h.p. Fernihough-Morgan), who won Class "G" (sidecars up to 500 c.c.), covering the 625-yard course in 26 2/3 secs., which is equivalent to a speed of 48.4 m.p.h., and W. S. Braidwood (G.N.), who gained first place in Class "J" at a speed of 50.3 m.p.h.

Competitors were given a rolling start of 20 yards, and points requiring careful negotiation were the left-hand bend near the start and the hump-backed bridge approaching the finishing line.

Photographs of the above events appear elsewhere in this issue.

MOTORING MATTERS IN PARLIAMENT.

THE expected has happened." The Chancellor of the Exchequer is to raid the Road Fund. Needless to say, a master of language like Mr. Churchill was able in his Budget speech to produce plausible reasons and a well-expressed formula for what is, in effect, a new general tax upon motorists. A part of the income of the Fund will pass into the Exchequer this year, and for the future the State will definitely allocate to itself a proportion of this impost for purposes other than the improvement and maintenance of the roads of the country.

The licence duties for heavy motors are to be increased, and the McKenna duties are to be extended to cover commercial motors. This, put shortly, is the effect of the Budget upon the motorist and the motor trade.

In the course of his speech Mr. Churchill gave an indication of his probable future policy with regard to the taxation of motors. For some time, he confessed, he had been studying the question of collecting the bulk of the taxation upon motors through the agency of a motor-spirit tax instead of by the existing scale of licence duties, and he had discovered that there would be disadvantages as well as ad-

vantages in such a system. But, he declared, the question would be perseveringly examined, and he "had not abandoned hope of making the change in the lifetime of the present Parliament."

Meantime, he has confined himself to devising a new and increased scale for the heavier vehicles.

Motors, said the Chancellor, ought to pay for the extra wear and tear they cause to the roads, and the light and medium motorears and vans do this now. Heavy motors, on the other hand, do not contribute their proper share, and he justified the increased duties on the ground that these are a mere act of justice.

Mr. Churchill opened the part of his Budget dealing with the raiding of the Road Fund with a pean of praise for the British highways. This island, he claimed, is better supplied with roads than any other of equal area in the world. So rapidly was the Road Fund growing that what was estimated in 1920 to produce £8,000,000 a year would yield next year £20,100,000.

The State, he declared, had made liberal provision for the roads since the war, and the hands of Parliament must be free to "increase, diminish, redistri-

bute" or devote the Fund to any purpose it might determine.

Following this generalization, which is certain to be keenly questioned in the subsequent debates, Mr. Churchill announced that the State will appropriate £7,000,000 out of the balance of about £19,000,000 now in the Fund.

For the future the Exchequer will allocate to other than road purposes one-third of the yield on private motor-cars and cycles; this proportion will continue.

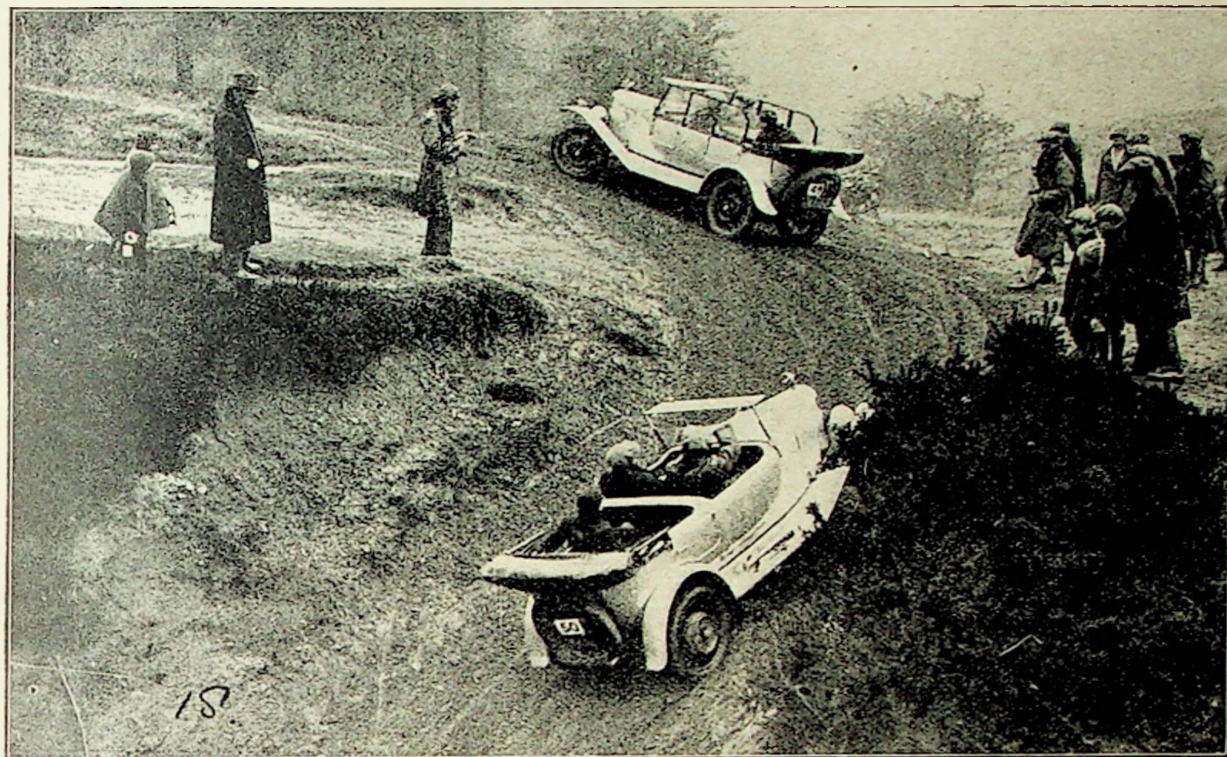
Here is the formula by which Mr. Churchill justifies this appropriation:

"We propose that the revenue from motor taxation shall be divided between the Road Fund and the Exchequer on the broad principle that what is raised on account of wear and tear shall go to the roads, and the balance, the luxury or pleasure side of it, shall go to the State."

A cheering reference to the "marked and substantial expansion" of British export of cars and the decline of motor imports was a feature of the Budget speech.

We comment on the Budget under "Topics of the Day."

LEA-FRANCIS ACHIEVEMENTS



LONDON—LAND'S END EASTER RUN 3 GOLD MEDALS

ONLY 25 cars in the 1,500 c.c. class secured Gold Medals this year, of which three were awarded to the Lea-Francis. The strain of the 300 odd miles, including climbs such as Porlock, Lynmouth, Beggar's Roost and Bluehills Mine, again prove the wonderful reliability and hill climbing power of the standard Lea-Francis which, true to form, ran faultlessly throughout. If you want unquestionable reliability and economy

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COLMORE CUP TRIAL
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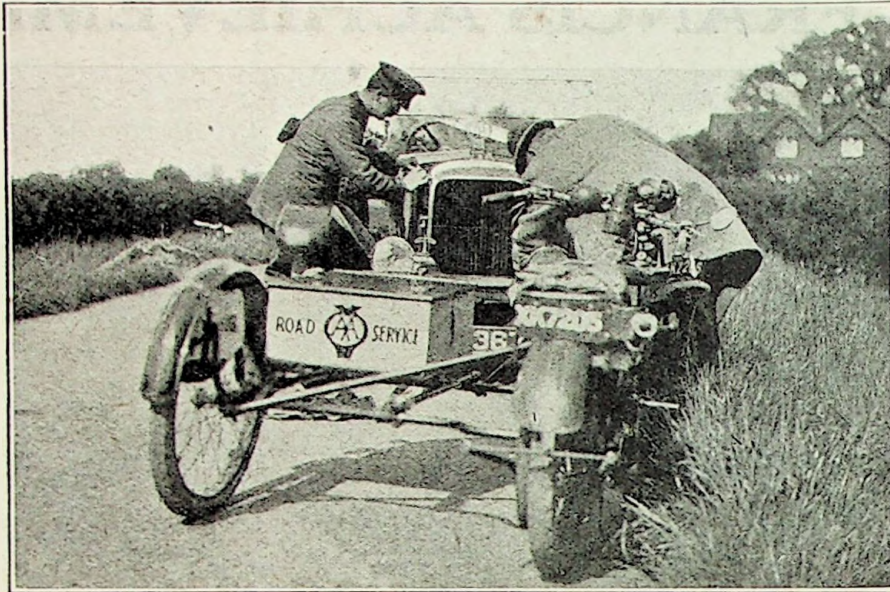
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AUTHORITIES CANNOT SCRAP THE TRAMS!

SPIRITED REPLY TO RECENT CRITICISMS IN THIS JOURNAL—WHY "TRAM FEVER" CANNOT BE CURED.

The accompanying article, by Mr. J. Beckett, the General Secretary of the Municipal Tramways Association, throws an interesting light on the economical aspect of tramway working, but still leaves, in our opinion, a very wide field for discussion. Inevitably, we contend, tramway ventures must be abandoned, the good of the whole community being placed before the interests of a few.

AN illustration has appeared in *The Light Car and Cyclecar* showing tramway extensions at Coventry. It was printed to enable you to emphasize your surprise that that city "is actually extending its system." In the same issue you advise two cities—Newcastle-upon-Tyne (with a municipal tramways system) and Bristol (with a company-owned system) "to follow the example of other local authorities"—two or three small provincial undertakings—who have decided to scrap their trams. Their reasons for that decision are not stated by you.

No doubt the shareholders of the Bristol Tramways and Carriage Co., Ltd., with a share capital of £1,000,000 will appreciate your advice. As for municipalities, may I ask you one relevant question? Why not advise the two cities to which you refer to follow the example of their enterprising sisters, Liverpool, Leeds, Manchester and Sheffield, who are actually at present buying hundreds of new tramcars. These four cities are now spending over £1,000,000 in developing and extending their tramways. They are doing so with popular approval, too. That should not surprise anyone, for the undertakings are commercially successful. Such facts as these should be faced and dealt with by hostile critics.

The simple truth is that the authorities referred to cannot scrap their trams any more than Coventry can, and that for a number of sound business reasons, which are as follow:—

First, they cannot yet find any vehicle to take the place of the tramcar for heavy traffic.

Secondly, after much searching, they cannot find any cheaper method of conveying their industrial populations who form the bulk of their constituents.

Costly Road Upkeep.

Thirdly, they cannot economically substitute at least two vehicles of another kind for one tramcar, thus doubling their wages bill—in other words, adding £22,000 a year to it—besides increasing the cost of the upkeep of the roads by a sum that nobody has computed, and, withal, forcing up substantially all fares. The figure relates to Coventry.

Fourthly, they cannot economically abandon the cheapest known form of power and put out of action their plant which supplies motive power.

Fifthly, they cannot embark on a "rake's progress" and impose upon the industrial classes higher fares than are now paid by that hard-put-to part of the community.

The adoption of your advice would inevitably compel Coventry to increase local taxation by not less than



ANOTHER EXTENSION

— A recent photograph of the Catford-Southend-to-Grove Park road.

20d. in the £, and the present local rates of Coventry are about 14s. 6d. in the £. Just think of it. The Government itself has an Economy Bill in hand in the interests of industry.

Then consider the following:—The cost of constructing and maintaining the road occupied by the permanent way is now borne entirely by tramway passengers. You would put it on the rates, plus the increased cost of road upkeep caused by omnibuses to an extent that no one has ventured to calculate. It would represent in Coventry not less than 3d. in the £ on the rates. Then the permanent way is assessed as though it were a building and pays a considerable sum in reduction of local taxation. This means that everybody else's rates would be increased by 1d. in the £. Incidentally, these figures disclose the unfair burdens imposed on tramways. What would you do with the outstanding loan indebtedness on tramways?

Street Traffic Jams.

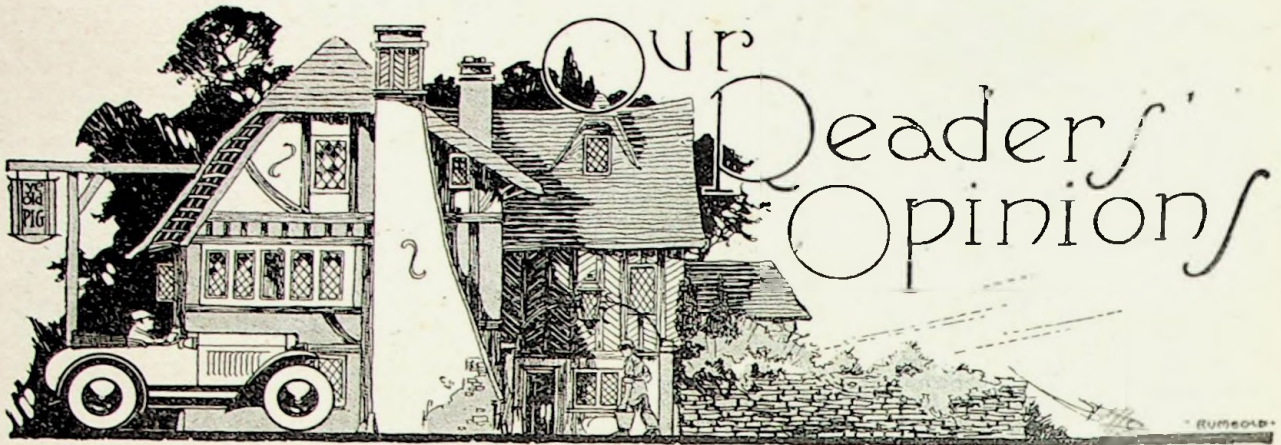
I will say nothing of jamming the streets with traffic. We have the helplessness of London streets always before us and buses are now being ordered off those streets.

You may as well advise these authorities to blow up their gasworks because of the electricity supply as to abandon the cheapest transport service because the bus fills a useful place in a city's road passenger conveyance system.

The City Fathers of Coventry doubtless understand their business. No doubt they have fully considered aspects of their necessities that have not occurred to the onlooker from afar.

Generally, this country can no more abandon its tramways than its railways or its industries. The tramways are carrying annually two-and-a-half times more passengers than all the railways put together. The proposition so thoughtlessly put forward by irresponsible people to substitute a more costly operated vehicle than a tramcar and to throw upon it the annual charge for service and debt redemption now borne by tramways, with all the inevitable economic results that would follow, is one that no sane and responsible body of men can entertain for a moment.

Coventry is rich in business capacity. It rightly believes in self-determination. It is responsible to itself for local government. It is the proud home of the British motor industry.



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

COMPETITIONS AND THE S.M.M. AND T. Further Views on an Important Question.

The Sporting Element in Trials.

From the point of view of the value of reliability trials to the motor industry, I was extremely sorry to see that the S.M.M. and T. had stopped trade competitors from taking part in these events. I think that no one who has closely followed the progress of design will deny the fact that manufacturers have gained much useful information from competitive events. On the other hand, I welcome the ban from a sporting point of view, as it will undoubtedly give genuine amateurs, who have previously been eclipsed by skilled trade drivers, a chance to win the praise they deserve.

A Chance for Amateurs.

A. R. L. RANSOME.

The Value of Reliability Trials.

I am glad that a number of your readers have come forward to express their disagreement with the attitude taken by the Society of Motor Manufacturers and Traders with regard to competitions. As a private owner who takes a keen interest in every phase of motoring sport, I cannot see why it should not be left to individual manufacturers to decide whether or not they shall take part in reliability trials and speed events. It is argued that too much money has been spent on competitions in the past. I do not agree. Reliability trials are merely the open-air equivalent of the test bench, and the more money a manufacturer spends on testing and experimenting with his cars the better will be the final product.

Improving the Breed.

A. SMITH.

Trials Not a Nuisance.

"Pro-Ban" seems to miss quite a number of obvious points in his letter regarding the S.M.M. and T. and reliability trials, and what small boys playing football have to do with the question one fails to see; but no doubt he is "in the know" on this point. He goes on to say that trials are a nuisance on the road; how strange it is then that thousands of people turn out to see the competitors pass and give them a friendly wave or cheer. It is quite news to me that trials are not lawful, as alleged by "Pro-Ban." Strange again that the police co-operate so excellently in assisting at these events, and, incidentally, take a keen interest themselves!

With regard to the test argument, possibly "Pro-Ban," who states he is no anti-motorist, drives a car which has had its breed improved by these self-same trials, or is it that he has one of the makes one very rarely sees in competi-

tion, and to whom the "grapes are sour"? Why should the manufacturers not get something to advertise? Their productions must be sound to win through, and that they are not afraid to compete proves that they have every faith in their cars being fit for such strenuous tests.

I consider the remarks of Mr. Arthur Waite to be very much to the point, and, as he states, a wealth of information gained in a short time through trials might have taken—well, 365 days per year. It certainly would be interesting to hear what some of the manufacturers have to say, as all those I have come in contact with are like myself.

ANTI-BAN.

Why Single Out the Motorist?

"Pro-Ban" adopts a thoroughly illogical attitude towards the ban. He says: "I drive for pleasure about ten thousand miles per annum."

Hitting the Industry.

How much pleasure would he derive from his car were it not for the benefit which the entire motor industry has derived from competitions? In any case, he might have been equally emphatic concerning all the other "nuisances" of the existence of which you very wisely reminded him in your editorial footnote. I congratulate him, however, on his sound reasoning when he remarks, "Tests by amateur drivers prove nothing. . . ." and so on. That, precisely, is one of the reasons why the S.M.M. and T. ban will hit the progress of the car industry so hard.

NO-BAN.

Amateurs in Competitions.

I have read the letters from correspondents in recent issues of *The Light Car and Cyclecar* on the subject of the S.M.M. and T. ban, but I do not think, at any rate so far as reliability trials are concerned, that the dread things which these gentlemen

A Hopeful Future.

fear will come to pass merely because manufacturers are no longer permitted to take part in them. The Alvis Co., for instance, has not either directly or indirectly taken any part in reliability competitions since the spring of 1924, but in every event, as your readers will have seen, Alvis owner-drivers figure very largely in the lists of entrants, and there is no reason to believe that this state of affairs will not continue.

Some makes of car, of course, have been represented very largely by trade vehicles and trade drivers, but the elimination of these and the substitution of genuine owner-drivers for them cannot be otherwise than healthy and beneficial.

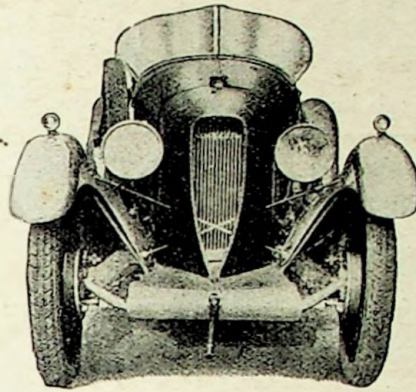
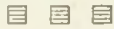
T. G. JOHN, Managing Director,
ALVIS CAR AND ENG. CO., LTD.

AMILCAR

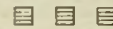
If it's a Sports Model
it's an

AMILCAR.

If it's an AMILCAR it's
VERNON BALLS.



The Car with
the **REAL**
6 - Month
Guarantee.



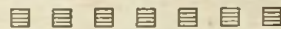
This Season's Successes at Brooklands
ARE

B.A.R.C. Meeting - VERNON BALLS 2nd

J.C.C. Meeting - Alfred Pemberton 1st ^{Novices} _{Handicap}
(Private Competitor).

SURBITON Meeting - VERNON BALLS - 1st

” ” **VERNON BALLS 2nd**



VERNON BALLS,

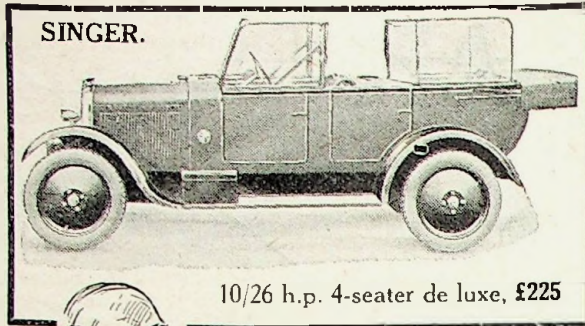
25, HIGH STREET, FULHAM, S.W. PUTNEY 1995.

The following Cars to be cleared regardless of cost to make room for new models:—

12 h.p. Saloon Demonstration Car	- List £485	-	£295	Guaranteed.
12 h.p. 4-Seater	”	”	List £345	- £270
7.5 h.p. Tourer	-	-	-	£ 75
8.9 h.p. GRAND SPORT 3-Seater, as new	-	-	-	£230
8.9 h.p. GRAND SPORT 2-Seater, good condition	-	-	-	£190
1924 FIAT, 10/15 h.p., English 2-Seater, excellent condition	-	-	-	£180
1925 CITROEN, 11.9 h.p., 3-Seater, good condition	-	-	-	£100
15.9 SUNBEAM 5-Seater	-	-	-	£ 70

and several others.

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



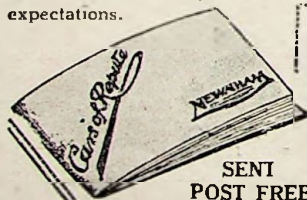
A GOOD SINGER CAN BE OBTAINED

The Newnham way

There is no easier way. Whether you want a Singer—in which make we specialise—or any other of the hundred or more cars we have in stock, you can obtain it without difficulty or financial embarrassment. We control our own deferred terms—rates from 2½%—and, of course, we take your old car in part payment, and at its full value.

NO MATTER WHERE YOU LIVE—WRITE US TO-DAY.

We can serve you as satisfactorily by post as by a personal call. Tell us your needs in a letter and let us make you a proposition. Its liberality will exceed your expectations.



"A Letter as good as an interview."

"Cars of Repute" tells you all about the "Newnham" Part Exchange and Deferred Payment Facilities. They apply to you wherever you live. Ask for a copy.

OVER 30 used Singer Cars in Stock at prices from

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Send for List.

NEWNHAM
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Established Over 30 Years.

Delo-Frinds
LIMITED.

NORTH ROW,
PARK LANE.
(MAYFAIR 1264, 1383, etc.)

We give you more
for your present
steed
than you can get
elsewhere
in cash
or exchange
for any new car.

Deferred Terms to suit you.

The following are guaranteed for 3 years. *Each is a picked car.* Nursed since made:—

- ROVER 9, 1926, Super Sports £188
- TALBOT, 8/18 h.p., 2-seater £155
- FIAT, 10/15 h.p., English Body, 2-seater, as new .. £245
- HUMBER, 8/20 h.p., 1924/5, 2-seater £165
- CITROEN, 11.4 h.p., Touring £85
- LAGONDA, Coupé £115
- ROVER 8, 4-seater £75
- A-C, ¾-Coupé £215

HEAPS OF OTHER LIGHT CARS.

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.

OUR READERS' OPINIONS (contd.).

A Cause of Weak Valve Springs.

It may not have occurred to everyone, even with years of motoring experience, that when a car (new or used) is left standing for even a few days, it is advisable to give the engine a turn with the starting handle. One turn will do. This changes the compression on the various valve springs. If an engine is left too long with one of the valves open the continued compression on the spring is likely to shorten it a trifle, and this reduces the power of the engine.

Turn Your Engines.

J. W. STOCKS.

All-night Runs.

"Uncle Joe" must indeed be ancient if he has reached a point when he can no longer enjoy an all-night run. He admits that he can enjoy starting so early from London that he reaches Maidstone by sunrise, so that, presumably, as the sun is up at about four o'clock in midsummer, he has no objection to turning out of bed at about 2 a.m. In my view such an early start as this, with the attendant bother of setting alarm clocks, disturbing the whole household and so forth, makes one feel much more tired after several hours at the wheel than getting away after supper and cutting out the beauty sleep.

NEPHEW JOE.

Another All-nighter.

"Uncle Joe," whose letter was published last week, is evidently a very wicked old man who drinks far too much beer and suffers from a chronic liver in consequence. Possibly it has been the trials and tribulations of motoring ever since 1904 which have brought him to the need for seeking the medicinal value of motoring and using his car as a means for "removing the unpleasant effects of over-indulgence in alcoholic beverages." I, like "Focus," am a confirmed and unrepentant all-nighter and hope this letter will be published as an indication that he has at least one champion on this question amongst the thousands of us who read his weekly notes.

Also Unrepentant.

Incidentally, when is "Focus" going to describe another of his long-distance week-ends? I for one thought that the last one which was published—when "Focus" encountered the snow on the Yorkshire moors—was one of the most interesting articles you have published for several years. As a direct result of reading it I attempted a long-distance week-end myself and have since repeated the experiment no fewer than half a dozen times. "Uncle Joe" will be interested to learn that I have several grey hairs; I have been a motorist, however, for only eighteen months.

NOT TOO OLD AT FORTY.

Dangerous Driving.

Going along a main artery within thirty miles of London, recently, I was nearly hurled into the ditch by a woman driver overtaking at a combination of those danger spots—a blind hill-top and a bend.

An Example Unheeded.

There was a procession of cars coming round, but she passed them all and bore down on me at such a pace that I set my teeth for a smash. Fortunately, a car just in front of her happened to accelerate, leaving a gap into which she just managed to squeeze. My passenger, on looking back, saw that she had again pulled out and was speeding downhill beside the other cars, despite the fact that more vehicles were coming up. A more careless piece of driving I have not seen for many a long day.

Less than a quarter of a mile farther on I was startled to see no fewer than three cars smashed up at the roadside. Two were interlocked on the grass and the third was in the hedge. I learned that the accident had occurred an hour previously, and had been caused by one of the drivers attempting to cut in. Now this evidence of the need for careful driving must have been stark to the eyes of the woman who took such a risk at the very next corner, yet, apparently, it had taught her nothing. It is said that some women have no fear.

G.A.

Belsize-Bradshaw Lubrication.

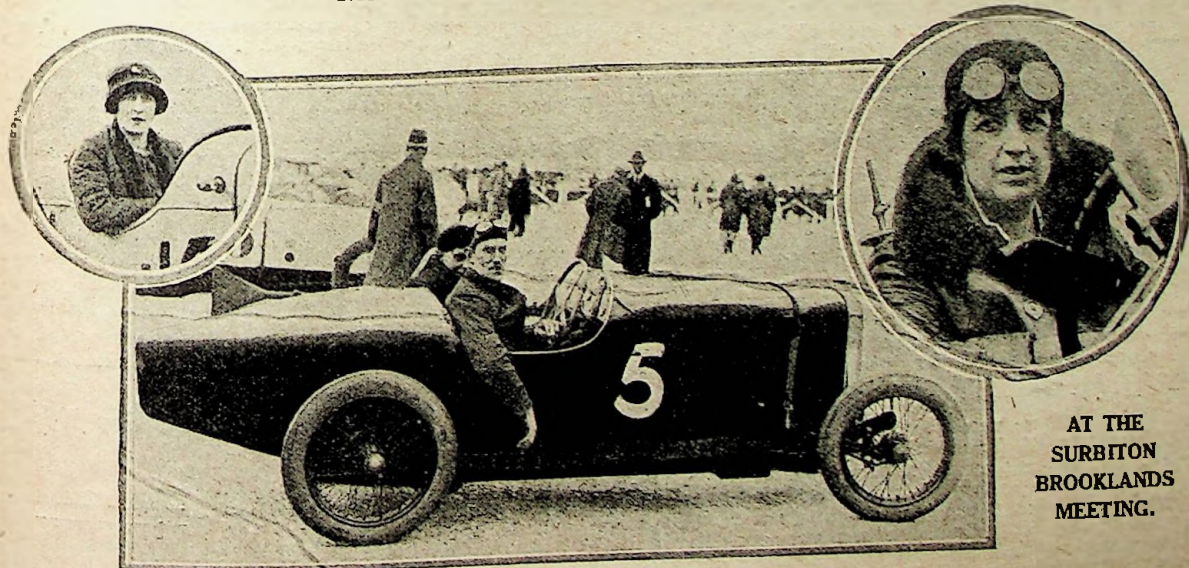
In the letter of "Belsize" in the April 16th issue of this journal there are one or two points about which I am not quite clear. He states that the oil consumption figures given by the makers—800 m.p.g.—are mythical; I take it that he is unable to get even this figure, so why is it that by fitting an external oil cooler and backed-off scraper rings I have been able to improve consumption to 1,500 m.p.g., and run oil without changing for 10,000 miles?

The Oil-cooler Upheld.

In reply to his remarks on over-cooling the oil, I do not think that the cooler is efficient enough to get the oil to such a thick state as to cause the pump spindle to break; if this were the case, every time the engine was started after standing over night a breakage would occur. I admit that a very high pressure is attained in the pump when oil is cold and this was the reason why the makers fitted a Bowden controlled indicator and not a pressure gauge. If "Belsize" cares to examine his car, which I take it is a later model, with a release pipe running to the centre of the tappet inspection cover, he will find another release pipe leading to the oil sump.

How "Belsize" can use his extra-air lever when the car is running at about 25 to 30 m.p.h. with a very small throttle opening I fail to see. I suggest that if his carburetter will stand this it is time to have it properly tuned. Up to the present I have not noticed anything unusual in the wear of the cylinders in this type of car.

P. H. MCKETT.



AT THE
SURBITON
BROOKLANDS
MEETING.

The Surbiton M.C. organized an excellent meeting at Brooklands on Saturday last. A full description appears on another page. Above are three of the winners. (Circle, left) Mrs. George Duller, (above) Vernon S. Balls in his supercharged Amilcar, and (circle, right) Mrs. C. Christie.

OUR READERS' OPINIONS (contd.).

Foiling the Car Thief.

In reference to the remarks re "Car Thefts" on page 653 of your April 16th issue, may I point out that no expensive combination locks are needed, and no great inventive ingenuity is required to prevent theft in the ordinary way? All one has to do is either to (1) remove the steering wheel; (2) remove the carburettor float; (3) remove the magneto contact breaker (in the case of magneto ignition). To carry out (2) is a matter of seconds, and in the other cases the operation takes about a minute. Any one of the three will effectively prevent the car being driven away under its own power, although I admit it may not hinder the thief from picking it up and carrying it away under his arm. T. HOWARD REDFERN.

A Few Suggestions.

* * Although the suggestions of our correspondent are excellent in theory, how does a motorist dispose of his steering wheel, carburettor float or contact breaker while he makes a brief business call?—ED.

The Land's End Results.

A careful analysis of the results of the Land's End trial shows that although the 1,500 c.c. cars entered may have been "streets ahead of the classes immediately above and below" it is unfair to claim such a superiority for the class in general. The 1,500 c.c. cars in the trial were mainly expensive touring cars or sports models.

Our Remarks Criticized.

The popular car of about 1,300 c.c., costing £225-£235, was very poorly represented, two of the best-known British makes of this type not having a single starter. On the other hand, the 1,750 c.c. and 2,000 c.c. classes were represented by a few cars, on an average cheaper than the 1,500 c.c. cars entered.

The only safe general conclusion to be drawn from the Land's End trial is that success in any class can be obtained only by cars and drivers above the average in quality and skill—and this is, I suppose, the object of its organizers. 1,307 C.C.

Poor Ferry Service and—

Amongst those who have made the journey by road to Hull, and reached New Holland, to take the ferry across the Humber, there are surely many who have been irritated by the expense and delay in getting

—Excessive Charges.

across. The following is an actual experience. I left London and was due in Hull at 5 p.m. New Holland was reached to find the Cleethorpes N.E.R. ferry due to sail at about 6 o'clock. At 5.45 p.m. I was permitted, after much red and green flagging, to "walk the plank" with the car down a narrow platform-cum-footway not much wider than the average width of a car, at a speed of 4 m.p.h. Pedestrians had to clamber up baulks of timber at the side of this causeway to allow a car to pass. The jetty itself resembles Hampton Court maze for corners and twists, and finishes in a slope as steep as Brooklands test hill—this slope being parallel to the vessel—with a sharp right angle turn to the boat.

The fun started when getting the cars aboard. It must be dangerous for a novice, and I, after getting parked hard up against the vessel's starboard side, watched the antics of the crew and shore staff in "helping" others on board. The boat and the quay were not designed for speedily shipping cars, hence the trouble encountered.

With the last car aboard we left New Holland with a slight list to the port side. Reaching Hull in reasonable time—about twenty minutes was taken for the crossing—we had to wait some little time for the boat to be warped to the crane side, and for the crane and "mats" to be made ready.

The order of disembarkation was first car aboard last off, and at 7.25 p.m. we were on shore at the Hull jetty, and then charged 1s. 6d. for crane fees. The ferry fare for a small 11 h.p. two-seater was 8s. 9d. and 6d. passenger fare for me—enough to pay, in all conscience, for a twenty minutes' voyage; but to cap it with a charge of 1s. 6d. for the crane at Hull jetty is out of all reason.

I suggest that the N.E.R. overhauls the ferry arrangements at New Holland and Hull, and provides proper means to embark and disembark at a reasonable all-in cost, for the growls of those being transhipped would have interested the directorate, to say the least. G. R. RICHARDSON.

B50

Replacing Austin Seven Valves.

As comments frequently appear on the difficulty of replacing the split cotters on Austin Seven valves, it apparently is not widely known that there is a simple method of doing this without any special tools. I had occasion to remove the valves of my Austin Seven recently, and profiting by previous experience I looked for an easier method of replacing them. I found that by slackening each tappet as far away from the valve stem as possible, I was able to replace the cotters at the first attempt. I did the whole job, including the readjustment of the tappets, in less time than one valve had taken on my previous effort.

An Easy Method.

I have found your paper of great interest and utility for a number of years now and wish you continued success. E. S. THORNTON.

CONDENSED CORRESPONDENCE.

Mr. C. M. Colnbrook writes in praise of the service he has received from Messrs. Vernon Balls, 25, High Street, Fulham, London, S.W., who have carried out his repairs in a prompt and efficient manner.

In the course of a letter on motoring conditions in South Africa, Mr. H. Duncan Abraham says that in the wilder parts of the road from Durban to Port Shepston the Zulus took a great interest in his Austin Seven, which was greeted with shouts of astonishment and amusement. The natives were used to large cars but, to quote his own words, "the Austin tickled them properly."

"B.C.M./M.E.T. 7" writes to say that he does not agree with our recent remarks in favour of dipping headlights, as they reduce the available driving light and do not entirely eliminate dazzle. He informs us that a glare screen which is scientifically designed to cut out the lights of an oncoming car without obstructing the driver's view of his own side of the road is shortly to be put on the market.

INFORMATION WANTED.

CROUCH.—An instruction book of the 1922 9 h.p. model is wanted.—S. E. Wilson, Martinique Barracks, Bordon, Hants.

ROVER.—Readers who are willing to lend or sell an instruction book of the 8-h.p. model are asked to write to—A. W. Carpenter, 57, Talma Road, London, S.W.2.

SWIFT.—The loan of or opportunity to purchase an instruction book dealing with the 1914 7 h.p. two-seater would be appreciated.—C. Herbert, 116, Lavender Hill, Tenbridge, Kent.

OWNERS' experiences are wanted with regard to the reliability, accessibility and wearing qualities of the following cars:—8.3 h.p. Renault, 7 h.p. Peugeot, 7 h.p. Jowett, 7 h.p. Citroën, and 10 h.p. Salmons.—A New Reader, Oak Dale Park, Pool, Wharfedale.

BELSIZE.—An instruction book dealing with the 1924 9.8 h.p. o.h.v. model is wanted, and any information with regard to the prevention of oily plugs and excessive oil consumption will be appreciated.—J. James, Messrs. J. James and Son, Commerce House, Cwmfelinfach, Mon.

LOST.

A Morgan chain was lost between Lancaster and Bolton-le-Sands on April 18th by Mr. John S. Law, 14, West Street, Morecambe, Lancs., who will be glad to reward the finder upon receipt of the chain.

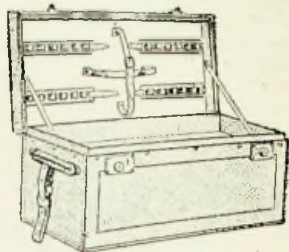
SPECIAL WHITSUN NUMBER. — Friday, May 14th.

Light Car and Cyclecar

A greatly enlarged issue dealing especially with the economical side of the light car movement. Order your copy now and avoid disappointment.

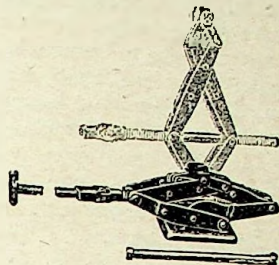
Accessories you will want on your new car

Any of these Dunhill accessories will be sent Cash on Delivery if desired. Dunhills pay the collection fee on all retail orders over £1. Order now, and be fitted out for Whitsun.



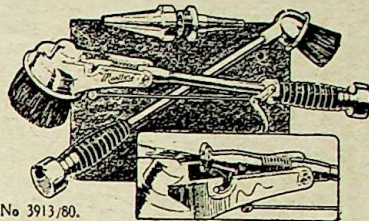
THE DUNHILL "ALFREDO" HOLDALL CASE.

Designed to meet a definite and expressed demand for a case lending itself to varied requirements of the motorist when touring, hunting, fishing, or racing. Stock size "A," 31 in. long, 12½ in. wide, 10 in. deep, £3 13s. 6d. Stock Size "B," 24 in. long, 12½ in. wide, 11 in. deep, £3 3s. Cases can be made to customer's own requirements if desired.



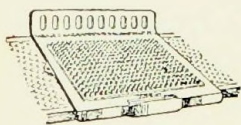
"ATLANTIC" DOUBLE-SPEED JACK.
(Patent.)

Expands from 4½ in. to 14 in. tested to 10 cwt.
No. 4943/80 10/6 each.



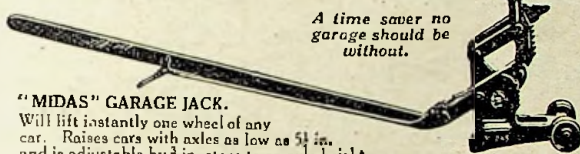
MARLBORO' CAR WASHING SET.
No. 3913/80.

Consists of large Water Spray Brush for highly varnished coachwork; small Brush specially made for easy cleaning of hubs, spokes, rims and inaccessible parts. In addition to the special jet supplied with Set, the large Brush, by a simple movement of your finger on the trigger, will divert the water from circulating through the Brush, forming it into a gentle spray or fast jet of water as required. Union piece for easy fixing to Hose Pipe of ½ in. or ¾ in. dia. also supplied; each part easily interchangeable. 35/-



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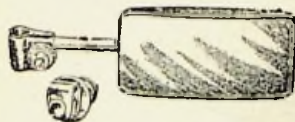


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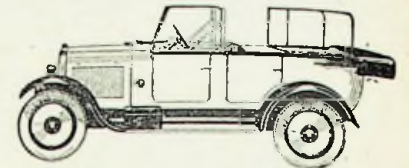
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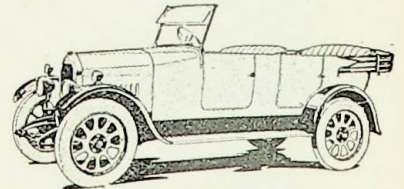
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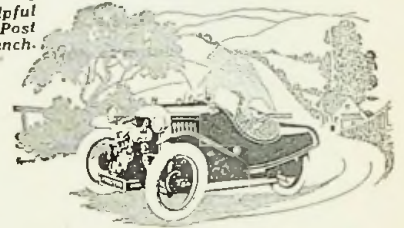


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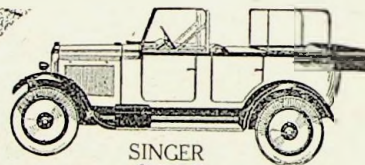
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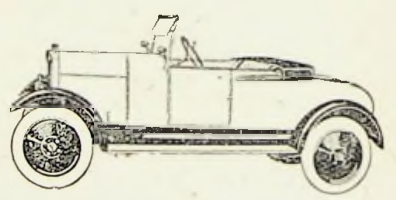
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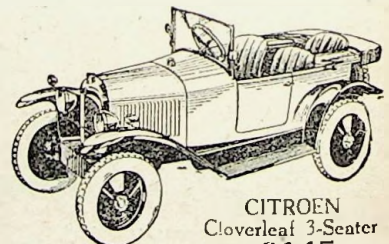
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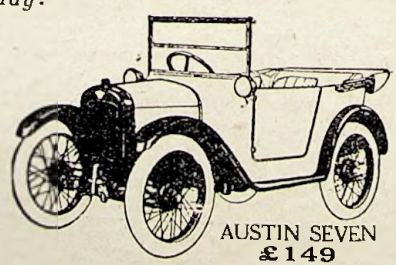
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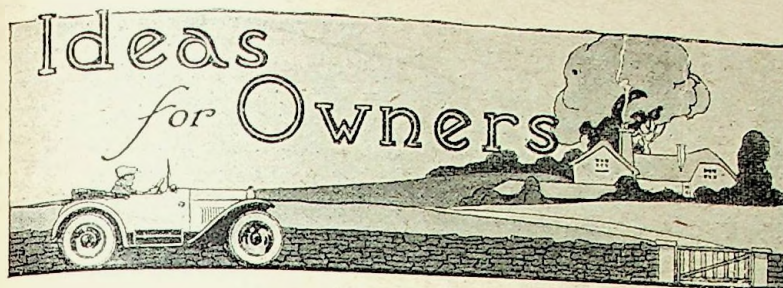
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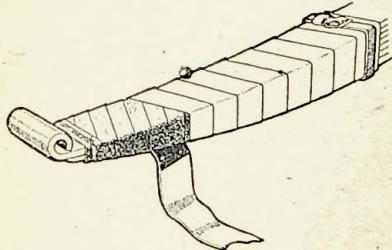


We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published, but we cannot undertake to return contributions not used.

Protecting Road Springs.

In the absence of spring gaiters, excellent protection for road springs can be obtained by the use of old Army puttees and American cloth. Before fitting any covering the leaves should, of course, be cleaned and thoroughly oiled or greased, preferably with a lubricant containing graphite. A puttee or any similar material should then be cut into strips about 1 in. wide and soaked in oil, after which the strips may be bound tightly round the springs and the ends tied securely in position with thin string.

This will keep the springs well lubri-



Showing how the springs are bound after being thoroughly smeared with oil or graphite grease.

cated, but is scarcely sufficient to protect them from mud and water; an outer covering is therefore necessary, and American cloth is admirable for the purpose. It should be cut into strips as before, but a slightly greater width to permit of more overlap, when it is bound on the spring, is desirable. String, insulating tape or small straps may be used to keep the ends from unwinding. If the exterior is finally given a coat of good shellac varnish the springs should not require further attention for many months.

Care of Wooden Garages.

Unpainted wooden garages must receive a coat of preservative on the outside at least once a year—two coats per annum are even better. Ordinary creosote serves admirably, is easy to apply, looks well and has moderately good weatherproofing qualities. It should be purchased by the gallon and laid on generously, but evenly, with a whitewash brush. It takes only a few hours to dry, and any creosote left over will keep almost indefinitely if securely corked.

A "single-lined" garage does not require a coat of preservative on the

inside; the outside impregnation will protect the wood right through, but the inside matchboarding of double-lined structures should be given a coat of paint or, at any rate, a coat of flat.

Mending a Torn Leather Coat.

A tear in a leather coat can be quickly and neatly mended with the aid of adhesive medical tape. A strip of the tape should be placed under the tear and the torn edges carefully placed together and firmly pressed on the adhesive surface for a minute or so. The width of the tape required will naturally vary with the size and nature of the tear, but if the repair is carefully carried out the mend should be almost invisible.

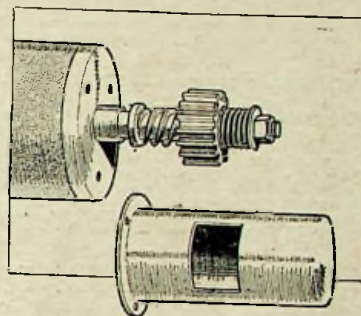
For Beginners.

When driving a car away from rest the novice is sometimes at a loss to know whether the front wheels are locked over or pointing straight ahead. This does not, of course, trouble the experienced driver, who is able to "feel" the position immediately the car starts to move, but in the case of the beginner, who is apt to let the clutch in rather suddenly, a damaged wing may result if the car is near any object. A good plan is to mark a point on the steering wheel which will indicate the "straight ahead" position to the driver. A small piece of paper stuck on to the

wheel will serve the purpose very well, as it does not get in the way of the hands, and may easily be removed when it is no longer needed.

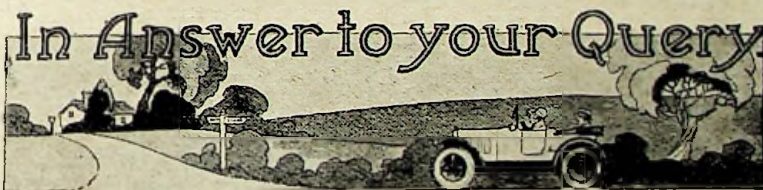
Keeping the Bendix Drive Clean.

On some cars the electric starter is placed in a rather exposed position, with the result that the quick thread of the Bendix drive becomes clogged with dust or mud, thereby preventing the sliding pinion from engaging with the teeth on the flywheel. If this trouble occurs frequently it is a good plan to fit a metal shield similar to that shown in the illustration. The method of attachment to the starter will naturally



The suggested shield for the Bendix drive. It is held in place by three screws and is useful on cars where the starter motor is in a more than usually exposed position.

vary with different makes, but it will generally be found that it can be held in position by set-screws. A hole will have to be cut in the shield to clear the teeth on the flywheel and allow the pinion to engage. If the owner does not feel equal to making the shield himself, the work may be done by a tinsmith, whose charge will in all probability not exceed two or three shillings.



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

C.J. (York).—Your 10-23 h.p. Talbot should be capable of about 50 m.p.h. in top gear.

B.D. (North Shields).—You will do no harm by warming gear oil before pouring it into the rear axle of your car, so long as you do not carry the heating farther than is necessary just to thin the oil.

C.P. (Eastbourne).—The overhead valve gear of your 1925 12 h.p. Lea-Francis should be oiled every 250 miles. Take off the cover and pour oil into the rocker bearing holes, preferably when the engine is running. A wick absorbs the oil and forms a reservoir for it.

P.D.Y. (Eastleigh).—The chassis number of your 11 h.p. Standard will be found on the top of the steering column.

O.F. (Gloucester).—The cause of a rear wheel wobbling, when the wheel itself is perfectly true, is generally a bent axle shaft.

C.A. (Liverpool).—The small charge reading on the ammeter, of which you complain, is probably due to a dirty or worn dynamo commutator.

R.R.K. (Torquay).—The front-wheel ball bearings of your 11.4 h.p. Citroën are of the ordinary journal type and are therefore not adjustable for wear.

R.K. (Croydon).—You can easily wire up an instrument-board light by taking one lead to the positive and one to the negative "battery" terminal in the junction box. In this way the light will be controlled only by its own switch.



CLUB ITEMS

Reports and Announcements of
Sporting and Social Events.

"BEVERLEY CUP" DATE ALTERED.

We are informed by Mr. F. H. Chambers, the hon. secretary of the Sturley and District Motor Club, that the date of the Beverley Cup Trial for cars and three-wheelers has been altered to May 29th.

THE BIRKENHEAD AND DISTRICT MOTOR CLUB.

The Birkenhead and District Motor Club ran off its first amateur reliability trial on April 18th. The course was 100 miles in length over Welsh roads, which were new to the competitors. There were 40 entries, 58 of which faced the starter at "Two Miles" garage, whilst 35 managed to finish at the "Shrewsbury Arms." One of the best performances of the day was put up by Reid (Morgan) who was very fast on the hills.

PORTSMOUTH DISTRICT JOWETT CLUB.

The second rally of the season of the Portsmouth District Jowett Club will be held on Sunday, May 2nd; members are asked to assemble at Emsworth Square. The cars will leave at 11.30 a.m. for Whiteways Lodge, near Arundel, via Fairmile Bottom. A picnic lunch will be held and this will be followed by two interesting competitions. The event will conclude with a picnic tea and a club run home via Cowdry Park and Goodwood Valley for those who care to take this road. The hon. secretary, Mr. L. Platford-Donne, 7, Aston Road, Southsea, will be pleased to forward particulars of the club to any Jowett owner in the Portsmouth district who would care to join.

LONDON EAGLE MOTOR CLUB.

On April 24th the club had a very enjoyable run to Alma Hill, near Henley. Members amused themselves during the afternoon by climbing the 1 in 3 gradient, most of them making good ascents. Although the weather was rather cold, no rain was encountered until after tea, when it was obvious that there would be a wet run home. On May 2nd the club will hold a trial in the Guildford-Jihadhead district and the organizers will be greatly assisted if intending entrants will send their entries, accompanied by a fee of 2s. 6d., to the secretary. The trial will be a whole-day event, over a course about 150 miles in length. It is open to all "fully paid" members of the club. Inquiries should be addressed to the Hon. Secretary, Mr. J. W. Rickards, 12, Spring Street, Paddington, London, W.2.

KENT MOTOR CLUB.

A Morgan driven by E. Macgowan, lost only one mark on time and stopped in 36 ft. in the brake test, thus making the best all-round car performance in the reliability trial of the Kent Motor Club, which was held on April 18th. Starting from Newingreen, the route lead via Eltham Valley to Canterbury, thence through Faversham, Ashford and New Romney to the finish at Dymchurch. The next event is a night trial, starting at 12 midnight, May 1st, from Ashford; the course being about 100 miles in length. Breakfast will be taken at the finish, Margate. The awards include a silver cup, to be won outright, and medals. Other forthcoming events are:—May 16th, Social Run and Bovey Hill Climb; May 30th, Team Trial. The hon. secretary of the club is Mr. C. F. Stokes, 20, Kent Avenue, Ashford.

OXFORD MOTOR CLUB.

The social season of the Oxford Motor Club, the president of which is Mr. W. R. Morris, will commence with a May morning run and members will assemble at Cowley Place, Magdalen Bridge, at 6.5 a.m. Breakfast will be taken at Hotel Beau Regard, Shillingford, at 6.45 a.m.

The opening reliability trial of the season will be held on May 1st, starting at 2.45 p.m. from Wheatley Bridge, over a course in the Chiltern Hills. Three-wheeled cyclecars and four-wheeled cars are eligible to compete. Golfing competitions are being arranged amongst the members, the organization of this section being in the hands of Mr. R. J. Pigott, 41, Cornmarket Street, Oxford. On May 13th a tennis tournament, followed by a dance, will be held at Hotel Beau Regard, Shillingford. The 1926 handbook will be sent to any motorist who applies to the secretary, Mr. W. Mathews, 6, St. Aldates, Oxford.

PERMITS GRANTED.

The R.A.C. has recently issued the following permits:—Closed: May 2nd, Norfolk M.C. Sporting Reliability Trial; May 15th, Cumberland County M.C.O. Reliability Trial; May 15th, Stalybridge and District M.C. Speed Trials. Open and closed: June 19th, Yorkshire A.C., Saltburn Speed Trials.

FORTHCOMING EVENTS.

April 30-May 1.

Ealing and District M.C. London-Holyhead Trial.

May 1.

Western Centre A.C.U. Reliability Trial.
Uister Automobile Sports Club. Car Race at Magilligan Strand.
Coventry Triangle M.C. Run to Lutterworth.

North London M.C.C. Invitation Trial.
Oxford M.C. May Morning Run and Reliability Trial.
Kent M.C. Night Trial.

May 2.

Catford and District M.C. Run to Brighton.
Liverpool M.C. Reliability Trials.
Coventry Triangle M.C. Vice-chairman's Run.

Oxford M.C. Social Run.
Uxbridge M.C. Reliability Trial.
Enfield and District M.C.C. Social Run to Clacton.

Norfolk M.C. Sporting Reliability Trial.
London Eagle M.C. Sporting Event.

May 3-8.

A.C.U. Standard Stock Motorcycle Trial.

May 8.

Public Schools M.C. Week-end Run Begins.
Essex M.C. Brooklands Meeting.

Yorkshire Centre J.C.C. Social Week-end Begins.
Coventry Triangle M.C. Run to Compton Wynyates.

North London M.C.C. Paper-chase.

May 9.

Coventry Trial M.C. Reliability Trial.
Catford and District M.C. Run to Camber-on-Sea.
Belsize-Bradshaw L.C.C. Reliability Trial. The Penya Rhin.
Ozelum M.C. Run to Starvecow Hill.
Twickenham M.C. Paper-chase.
Morgan M.C. Run to Maldon.

SOUTHERN JOWETT LIGHT CAR CLUB.

A rally was held by the Southern Jowett Light Car Club, on April 25th, members meeting at Beconsfield and driving to the top of Kop Hill for a picnic lunch. En route to Missenden an impromptu hill-climb was held, in which R. Litt took first prize in the four-seater class, L. H. Stokes and R. Flood tying for second place. In the two-seater class D. S. D. Williams and Mrs. T. M. Phillips were first and second respectively. Nineteen cars took part in the run, which added yet another to the well-organized, enjoyable and thoroughly successful series of the Southern J.L.C.C.

THE LIVERPOOL MOTOR CLUB.

The Liverpool Motor Club has now issued a prospectus in connection with its Scottish week-end tour which will take place at Whitsuntide from May 21st to 24th. The tour is being run in the nature of a fairly easy reliability trial for which silver cups, silver medals and certificates of merit will be awarded. Members will be given the opportunity of visiting the South-western Highlands, including Argyll, Perth, Stirling, Dumfries, and Dumfries, via the Banks of Loch Lomond, the mountains of Argyll, the Falls of Leno, the Trossachs, Inveraray and Stirling Castles, Bannockburn and so on. There are two scales of entry fees—No. 1, for club members 16s., for other entrants 7s. 6d. No. 2, for club members 6s., other entrants 7s. 6d. Full details can be obtained from Mr. S. Doward, 9, Ashbourne Avenue, Bunnellslands.

TWICKENHAM MOTORING CLUB.

The opening run of the Twickenham Motoring Club took place on April 18th, the "rendezvous" being Burnham Beeches, where a large number of members gathered. A paper-chase has been arranged to take place on May 9th and full details can be obtained from the hon. secretary, Mr. C. E. Hunt, 51, Westmorland Road, Barnes, S.W.15.

MORGAN MOTOR CLUB.

The following fixtures have been arranged for members of the Morgan Motor Club:—May 9th, Social Run to Malden, Essex; meet at corner of Lea Bridge Road and Lower Clapton Road, at 10.30 a.m.; June 6th, Treasure Hunt; open to members, hon. members and members' friends. Meet at Hadley Highstone, Harnet, at 10 a.m.

BIRMINGHAM HOLYHEAD RESULTS.

The following are the light car awards in the Midland Cycling and Athletic Club's 24-hour Birmingham-Holyhead-Birmingham trial which took place on April 16th and 17th. Jordan Trophy: J. C. Chippendale (Morgan); Hargreaves Trophy, T. H. Shorthouse (Aston-Martin). Gold medals, G. H. Goodall and J. C. Chippendale (Morgans); silver medals, G. Stannard (Coventry-Victor), F. J. Neal (Omega) and T. H. Shorthouse (Aston-Martin); bronze medal, C. M. Nicolson (Scotchdale).

TAUNTON MOTOR CLUB.

The opening run on Sunday, April 18th, of the Taunton Motor Club was a great success, about 80 members and friends making the journey to Burnham-on-Sea. There has been a large influx of members and there is now every prospect of a successful season. A few speed stunts on the sands attracted a great deal of attention. The first that is fixed for Thursday, May 6th. Members have consented to assist in a motor gymkhana on behalf of the County Hospital, to be held on Saturday, August 21st.

BELSIZE-BRADSHAW L.C.C.

The first rally of the season of the Belsize-Bradshaw L.C.C. took place on April 11th, when a good muster of members met at the Windmill, on Wimbledon Common, for a social run to the Hog's Back. A start was made soon after 3 p.m., and the route chosen was by way of Cobham and Woking. After tea the members returned to London. A reliability trial will take place on May 9th, starting from the Windmill, Wimbledon Common, at 5 p.m. Members are reminded that entries close on Monday, May 3rd.

A.C.U. STOCK MACHINE TRIAL.

Three Morgans have been entered for the Auto-Cycle Union Six Days' standard stock motorcycle trial, which starts from Birmingham on Monday, May 3rd. The course, which is approximately 750 miles in length, is of a severe nature, and lies mainly in the Peak District. Twenty-seven observed hills will be included, and competitors have to make clean ascents of 25 of those in order to qualify for a gold medal. The machines which have been entered are now being selected from the manufacturers' or agents' stock by an A.C.U. official, and will be handed over to their drivers on May 2nd, when one hour will be allowed for running-in and adjustments.

DD.M.C. RALLY.

The opening rally of the Disabled Drivers' Motor Club, held on Saturday last at Combe Park, Sundridge, near Sevenoaks, was the best attended event yet held by the club. The ring-spearing competition was won by Mr. and Mrs. Brough, the lady spearer both the rings in the quickest time. The stopping and starting race was won by Mr. and Mrs. Rowe. The competitions were followed by tea at the White Hart, Sundridge, where a demonstration was given of a wonderful artificial leg which is held by neither shoulder strap nor pelvis band. The comfort of this can, of course, only be fully realized by a disabled man. As from April 30th, the office of the club will be transferred to 1-3, Vicarage Road, Hampton Wick, Kingston-on-Thames.

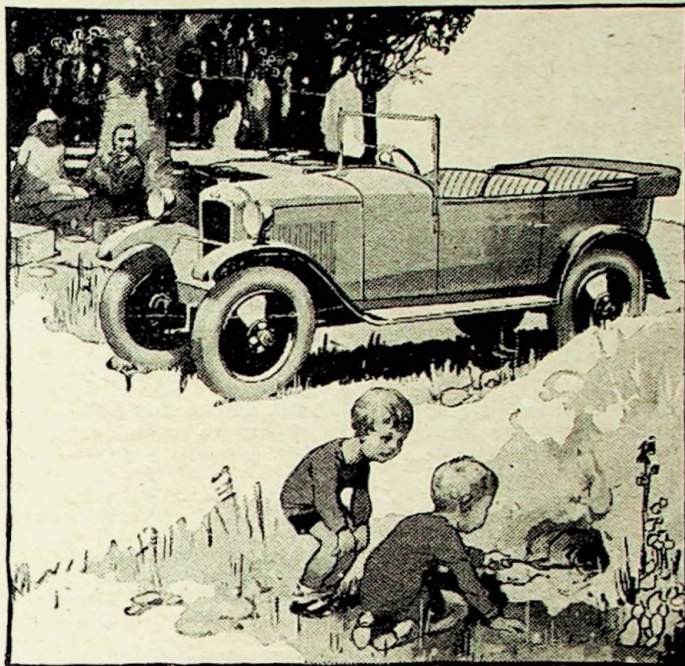
THE BOL D'OR.

The annual 24-hour race, known as the Bol d'Or, grows steadily in importance and popularity from year to year. It is now generally regarded in France as the biggest light car and cyclecar event of the year. The Bol d'Or takes place at Whitsuntide, which falls this year on May 23rd and 24th. It will be run over the usual course, which comprises a closed circuit in the Forest of Saint-Germain, near Paris. As the Saint-Germain circuit is officially recognized by the Automobile Club de France, there is always a possibility that 24-hour world records may be established during the race.

The Bol d'Or is arranged by the Association Moto Cyclocariste de France. It is a splendidly organized event, and large crowds always line the 6 kilom. course. At last year's meeting the all-category record was broken by Doré, who, driving a 1,100 c.c. Sénéchal, covered 1,077 miles; 29 cars actually started and 21 finished—a very high proportion in a 24-hour race.

Particulars and entry forms may be obtained from M. Mauve, Directeur de Bol d'Or, 134, Route de la Revolte, Souvillers-Perret, Cine, France.

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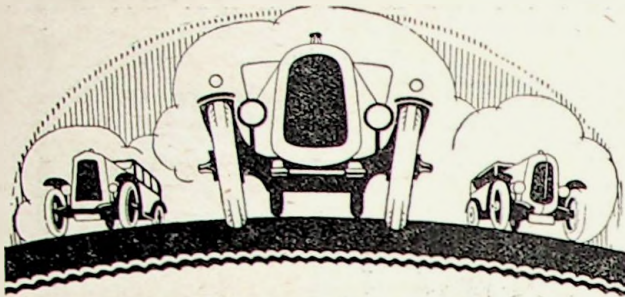
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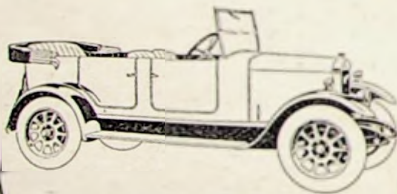
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We are Sole Distributors in London and District for the

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RHODE**



11-30 h.p. £285
4.5-seater

Demonstrations of any Model — at any time!

GODFREY'S

LIMITED

for Cars
and satisfaction

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

Telephone: MUSEUM 3401 (3 lines).

Deferred Payments.

Part Exchanges.

Trial runs without obligation.

AROUND THE TRADE.

A striking poster showing a woman driver ordering her supply of oil from a bulk cabinet has been issued by Shell-Mex, Ltd., Shell Corner, Kingsway, London, W.C.2.

"A Scottish Tour" and "Cars of Repute," two tastefully prepared little books, will be sent gratis to interested readers of this journal who apply to the Newnam Motor Co., 243-245, Hammersmith Road, London, W.6.

The Pattern Makers (Engineering) Co., Ltd., Shrewsbury Road, London, N.W.10, who are handling the P.E.C. light car described in this issue, are also specialists in signs, public notices and so forth, made of aluminium, bronze, cast-iron and other metals.

The Three Arrow Oil Co., Ltd., Trafalgar House, Waterloo Place, London, S.W.1, who market "Oleoblitz" lubricants, have issued charts of recommendation dealing with British, American, Italian and French cars. Readers are advised to consult the appropriate list to make sure that they are using the correct grade of this lubricant.

Mr. G. H. Westcott, M.B.E., has recently joined the staff of Messrs. Gordon England, Ltd., 38, Felsham Road, Putney, London, S.W.15, and we are also informed that owing to the rapid expansion of the bodywork business, Gordon England, Ltd., have decided to dispose of their interest in the spares service of the Palladium car to Messrs. Ewen and Sons, 777, Finchley Road, Golders Green, London, N.W.2.

The Vacuum Oil Co., Ltd., Caxton House, Westminster, London, S.W.1, have added another oiling chart to their list; it deals with the 11 h.p. and 13 h.p. Clyno models. The charts now published cover the following makes of light car:—Singer, Rover and Clyno. Other charts will shortly be issued in connection with the Jowett, Fiat, Humber and Citroën light car, the chart being sent post free to owners on application being made to the above address.

Messrs. Mebes and Mebes, 144, 154-156, Great Portland Street, London, W.1, have been appointed sole distributors of Gwynne cars in the following counties:—London, Middlesex, Essex, Berks, Bucks, Bedford, Kent, Surrey, Sussex, Herts and Hampshire. They will also be the sole suppliers of spare parts in the areas already referred to. In the near future there will be a full range of models on view in the firm's showrooms for both the trader and public to view.

We have received revised tyre price lists from David Moseley and Sons, Chapel Field Works, Ardwick, Manchester; Englebert Tyres, Ltd., 162, Great Portland Street, London, W.1; the Palmer Tyre, Ltd., 100-106, Cannon Street, London, E.C.4; and the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., Chelsea Wharf, Lots Road, London, S.W.10. Representative examples of the new prices are as follow:—710 mm. by 90 mm. high-pressure cover £4 2s., tube 13s.; 27-in. by 4.4-in. balloon £4 4s., tube 18s.



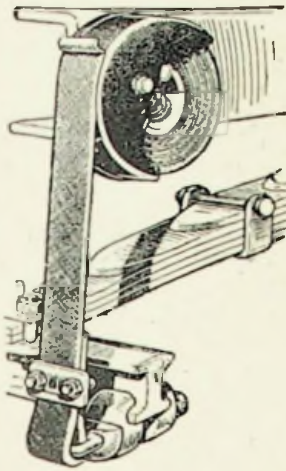
LIGHT CAR PROVERBS.—No. 17.

The winner is
Mr. H. Roberts,
2, Green Street,
Huddersfield.

The prize of £1. 0. 0 will be sent to him in due course. His proverb is quoted below the subjoined drawing.

What may be towed to-morrow should be repaired to-day.

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



Why not send for a copy of that interesting brochure, "5 Reasons Why It Pays To Fit Gabriel Snubbers"? It's free and post free on request.

Gabriels are supplied for all cars from
£6 : 6 : 0
 per Set of Four.

Brown Brothers

— Allied Companies —
THOMSON AND BROWN BROTHERS LTD
BROWN BROTHERS (IRELAND) LTD

— WHOLESALE ONLY —
GREAT EASTERN STREET, LONDON, E.C.2.
126, GEORGE STREET - - EDINBURGH.

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

Gabriel Snubbers,
if put on when you
bought your new car
last year, would have
minimized the *squeaks*
and *rattles* which came
so soon ~ ~ ~ Put on
Gabriel Snubbers
this year ~ ~ ~ Save
costly wear and tear.
Get *real riding comfort.*

The wise man will not buy on appearance and one's own judgment" regarding condition. Leave this matter of great importance to us and purchase one of our

GUARANTEED SECOND-HAND CARS

Do not let PAYMENT worry you, we will relieve you of this BURDEN, and our Highest Valuation will be placed to your credit on your new purchase.

STANDARD, 1925, Piccadilly Saloon, equal to new, balloon tyres, dynamo lighting, starter, Bedford cord upholstery. **£175**
 AUSTIN "7," 1925 Model, 2-seater sports, V windscreen, dynamo lighting, finished chrome body, red wings and wheels, very sporty and attractive. Tax paid. **£95**
 ROVER "8," 1921/22, 2-seater Sports, dynamo lighting, finished royal blue with red wings, practically new cord tyres. **£42 10.** Another **£39**
 GWYNNE, 8 h.p., 1923 Chummy Model, dynamo lighting and starter, splendid finish, tyres in excellent condition, Dunlop cords, taxed for year **£89 10**
 CITROEN, 7.5 h.p., first registered May, 1925, 3-seater, dynamo lighting, self-starter, balloon tyres, exceptional nice condition. **£85**
 ROVER, 8 h.p., 1924, 4-seater, dynamo lighting and starting, tax paid to end of year, all-weather equipment complete, dash light, speedometer, good tyres, exceptionally smart. **£84**
 CITROEN, 1924/25, 7.5 h.p., 3-seater, in first-class condition, taxed. **£79**
 MORGAN, 1924, de Luxe, 8 h.p., J.A.P., W.C., dynamo lighting, attractively finished, exceptionally nice condition. **£79**
 MORGAN, 1923, 8 h.p., W.C., de Luxe, dynamo lighting, all-weather equipped, speedometer, taxed for year, in fine mechanical condition. **£69 10**
 2 others at **£65**

22, PRAED STREET, PADDINGTON, W.2.

KIRK & CO.
 4 mins. Paddington Station and Marble Arch.
 Buses Nos. 7, 107, 15, 36, 136, 27 and 127 pass the door.
 Open every night until 8 p.m. Sundays until 1 p.m.

We carry an excellent stock of all makes at really BARGAIN PRICES!

A.B.C., 1924, 10 h.p., 2-seater Sports, dynamo lighting, full dash, low mileage, very fast and sporty car. **£68 10**
 COVENTRY PREMIER, 1922, 2-seater and double dickey, dynamo lighting, spare wheel, thoroughly overhauled. **£42 10**
 CITROEN, 1923 7 h.p., Model 2-seater, dynamo lighting and self-starter, good tyres, exceptionally nice condition. **£65**
 A.B.C., 1922, 2-seater, Regent Model, sunken dickey, full dash, very nice condition, fast and thoroughly reliable car. **£57 10**
 Another similar model. **£52 10**
 CITROEN 1922, 7.5 h.p., 2-seater, practically equal to above. **£57 10**
 B. SIZE BRADSHAW, 1922/23, 2-seater, dynamo lighting, thoroughly overhauled, good tyres, exceptionally smart, finished Royal Blue. **£55**
 2 more in almost equal condition. **£49**
 ROVER "8," 1922/23, 2-seater, re-upholstered, very attractively finished, good tyres, dynamo lighting, speedometer, mirror, etc., taxed for year. **£54**
 Another similar to the above. **£57 10**
 Another, 1923/4. **£67 10**
 MORGAN "G.P.," 8 h.p., MAG, W.C., dynamo lighting, fitted with head and side lamps, speedometer, mechanical horn, very good tyres, new hood, very fast and attractive. **£46**
 G.N., 1922, 2-seater, sunken dickey, dynamo lighting, full dash, new hood, all-weather curtains, very reliable car. **£45**

FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning advertiser and you, and assists the small car movement generally.



Always!

You undoubtedly save time, and trouble, and money, too, when in buying your Car—or in seeing about it—you deal with people who are known to carry big and varied stocks, *always*. Ample stock and the widest possible choice for their customers has ever been the keynote of Allen-Bennett's Policy. Therefore, if you are seeking a house where you can see plenty of cars, and, having made up your mind which of those you will buy, can depend upon earliest delivery—you will find your needs will be well and truly met at ALLEN-BENNETT'S. And in other respects too—for instance:

A Few Bargains.

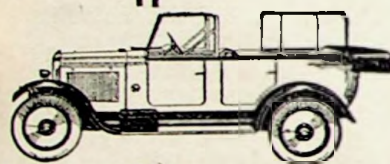
AUSTIN, 1925, 7 h.p., unsold	£115
BELSIZE-BRADS LAW, 1923, 2-seater, dynamo light, 2 and self-starter	£70
MORGAN, 1925, Aero, equal to new	£115
RENAULT, 1926, 8.3 h.p., 2-seater and dickey, unsold	£175
SINGER, 1924, 10 h.p., de luxe 4-seater, new tyres, perfect condition	£110
SINGER, 1925, 10-26 h.p., de luxe 4-seater, equal to new	£160
SINGER, 1925, 10-26 h.p., 4-door Saloon, very small mileage	£195
A-C, 1924, 12 h.p. 2-3-seater, equal to new	£160
And over 70 others.	

EXTENDED PAYMENTS — "REALLY CONVENIENT" TERMS

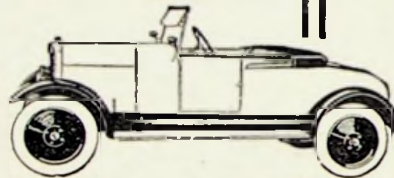
Allen-Bennett's "Really Convenient" Terms appeal particularly to those who appreciate a fair, common-sense and business-like plan. They are devised to allow a goodly margin of safety—to leave you amply sufficient resources to enjoy your car whilst paying for it. Payment can be extended over EIGHTEEN MONTHS.

EXCHANGING MADE EASY:

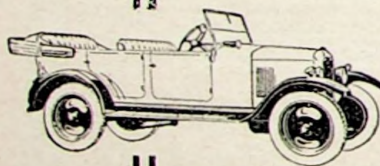
In every aspect of exchanging, you have the utmost advantage at Allen-Bennett's. Allen-Bennett's are in a position to treat you generously in the matter of allowance for your old car—so that even though you must make some sacrifice when you exchange you have the satisfaction of knowing that by going to Allen-Bennett's you will keep the sacrifice as small as you can reasonably expect. And Allen-Bennett's collect your old car and deliver the new one to your door. The difference in value can be spread over 18 months, with pleasure, if you wish.



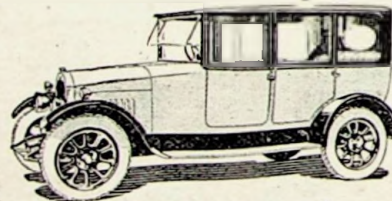
SINGER 4-Seater
£225



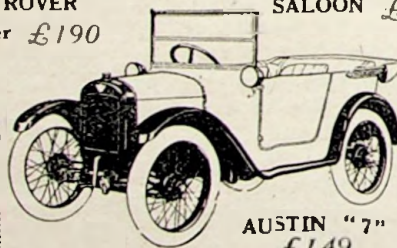
LEA-FRANCIS "12"
2-Seater £275



9 20 ROVER
4-Seater £190



9 20 HUMBER
SALOON £315



AUSTIN "7"
£149

Nearly 100 Bargains in Secondhand Light Cars. Write for List.

ALWAYS in Stock:
AUSTIN, CLYNO, HUMBER,
LEA-FRANCIS, RILEY,
ROVER, SINGER, STANDARD,
MORGAN, etc., etc.

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

Write for a copy of the Allen - Bennett 1926 Catalogue. Worth having, yet costs you nothing.

ALLEN - BENNETT MOTOR CO.

8-9-10-11, Royal Parade WEST CROYDON

Croydon
2450-1, 0968.
Open till 7 p.m. every day—incl. Saturdays.

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. The Publishers will not be liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever.

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

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

DEPOSIT SYSTEM.

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

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

CLOSING TIME.

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

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

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

NOTICE.

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

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. A.B.C. Motors, Ltd., Walton-on-Thames. Consult us first before purchasing second-hand cars. We have always several in stock, reconditioned, with which we give our usual guarantee. zzz-554

A.
B.
C.
Latest model super sports 2-seater, with streamline aluminium body, dynamo lighting, clock, speedometer and other accessories, an extra ordinarily fast and reliable 2-seater. Ask for fuller particulars, £195. Latest model as above, nearly new, £225.
B. S. Marshall, Ltd., 17a Hanover Square, W.1. Mayfair 5906-7. zzz-403

A.B.C., sports, £75 cash, or £18 15s. down and 12 monthly instalments Lamb's, Ltd., opposite Hoo St. Station, Walthamstow, or at branches by arrangement. 701-711

A.B.C., 1922, taxed for year, sports model, self-starter, new tyres, nice condition, bargain, £52 10s. Grimes, 24 Bruton Place, Bond St., W.1. Mayfair 4792. 701-765

A.B.C., 1922, 2-seater, double dickey, as new all round, many extras, £40, real bargain. Poulton, 9 Little Portland St., Oxford Circus, W.1. 701-w12

A.B.C., 1922, Regent, dynamo lighting, just completely overhauled, new crank, repainted, good tyres, £60. Below. Several other A.B.C. cars in stock, all overhauled and in first-class condition; exchanges. Below.
Ward and Co., 51 Upper Richmond Rd., East Putney. Phone 2818-19. 701-w747

A.B.C. Sprosen, Ltd., for A.B.C.s. Exchanges, deferred. 1926, new, unregistered, list price £275, shop-soled £235. 111 Gt. Portland St., W.1. Phone, Langham 4212. 701-824

A.B.C., 1921, polished aluminium 4-seater, electric starting and lighting, 6 lamps, double windscreen, wiper, black hood and cover, 2 new cord tyres, another nearly new, the whole in splendid condition, open to any trial and examination will climb Alm's Hill or Porlock with ease, £65 cash or exchange for really fast 2-seater A.B.C. Bennett, Jeweller, Oxford. 701-w841

A.B.C.s A real snip. See page 32. 701-953

A.B.C. 1921-2 2-seater, dickey, self-starter, £55. Bartletts, 93 Gt. Portland St. 701-36

A.B.C. Gordon England racer, with touring body and wings, 1925 engine, twin-carburetors, £105 or near offer. D. M. K. Marendaz, 1 Brixton Rd., London. 701-51

A.B.C., 43 guineas, special sports, 1921, recently fitted with Auster double windscreen and air vents, enhances the appearance considerably, tax paid, ready for anything, splendid opportunity; exchanges, deferred, small deposit down; also 30 others. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 0303. 701-971

A.B.C. 1922 Regent 2-seater, dickey, completely equipped, excellent condition, 70 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 701-936

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

A.C., 2-seater, 1924 model, exceptionally new condition throughout, one owner, most carefully looked after, absolutely as new, £147 10s. 51 Upper Richmond Rd., East Putney. 701-w757

A.C., 1921, 11.9hp coupe, British Anzani engine, very complete equipment, paintwork and tyres excellent, recently overhauled by makers at cost of £85; exchange or deferred, £140. S. H. Newsome and Co., 6 Hales St., Coventry. Phone 2671. 701-791

A.C.s. A real snip. See page 32. 701-951

A.C., 10hp, 2-seater, electric light, good tyres, £45. 2 Bickley Rd., "Baker's Arms," Leyton. 701-w850

A.C., 1924, 4-seater Royal, balloon tyres, rigid a-w. equipment, Merica steering, luggage carrier, etc., mechanically perfect and very smart appearance, taxed, £175; exchange or terms. Below.

A.C., 1923 Royal 2-seater, very smart car and mechanically perfect, excellent equipment, year's tax, £135; exchange or terms. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 701-848

A.C., 1919, 2-seater, all-weather equipment, no starter, a bargain £40. Fairweather Motors, Sanderstead Rd., South Croydon. 701-66

A.C. Always 60 used cars in stock, including A.C. All backed by our well-known guarantee. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 701-8

A.C., late 1921, Royal 4-seater, 11hp, leather upholstery, adjustable front seats, starter and full equipment and many extras, quiet and fast, £92 10s. Harold Simons, 29 Downham Rd., Dalston, N.1. Clissold 7061. (See "Miscellaneous Cars.") 701-27

A.C. 11.8hp 2-seater, starter, repainted; terms, £11 and 10 monthly payments of £11 or cash £110; also 4-seater at £126. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 701-w909

A.C., 1923, 12hp, Royal 2-seater, in very nice order £135; also 1924 12hp Royal 4-seater, equal to new, £195; and 1921 12hp 4-seater, in nice condition, £75. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 701-80

A.C. 1923 11.9 4-seater, completely equipped, rear screen, 155 guineas, excellent condition. Below.

A.C. 1922 model 11.9 coupe, dickey, completely equipped, excellent condition, 108 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 701-946

A.C. 1924-25 2-seater and dickey, blue model, has been carefully used by one driver since new, open to R.A.C. inspection, price £135. Fernica Rd., Balham. 701-899

A.C. 1922 4-seater, self-starter, dynamo lighting, balloon tyres, a-w. equipment, £75; exchanges, deferred. King, New Rd., Oxford. 701-886

A.C., 1923-4, 11.9hp, self-starter, dynamo, 2-seater and double dickey, upholstered in antique leather, £120. 69 St. Paul's Avenue, Willesdon Green, London. 701-w877

ALBERT car overhauls; guaranteed cure for oiling up; bodywork and spares. Second-hand Albert cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars, in succession to Gwynne's Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. 712-402

ALBERT, 1921, 11hp, 2-seater and dickey, dynamo and starter, finished blue, aluminium bonnet, overhauled and in excellent condition, £65. Maudes', 100 Gt. Portland St., London. 701-854

Readers are referred also to "THE MOTOR" (Tuesdays, 4d.), which contains each week many hundreds of advertisements of new and second-hand cars of all kinds.

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

ALBERT 1921 4-seater, starting and lighting, a.w. equipment, taxed, 49 guineas. Hiscott, 175 Westbourne Grove. 701-885

ALVIS, £80; 1921, 10.5hp, 2-3-seater, dickey, starter, new hood, side screens, in excellent condition. 6 Worcester Place, Oxford. 701-w595

ALVIS, 1922, 11hp, 4-seater, de luxe, all-weather screens, starter, clock, speedometer, good tyres, excellent condition. £95; cash terms, exchange. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4633. 701-812

ALVIS, 1923, super-sports aluminium 2-seater, very fast £195. deferred payments, exchanges. D. Raiton and Co., 6 Chapel St., Salford. Manchester. Cent. 8539. 701-825

AMILCARS.
Vernon Balls. Phone, 1995 Putney.
AMILCAR spares.
Vernon Balls, London.
AMILCAR service.
Vernon Balls.
25 High St., Fulham. zzz-30

AMILCAR, 1924 sports 2-seater, electric light, self-starter and dynamo, £140. Any trial at Vernon Balls.
AMILCAR, 7.5hp, guaranteed, £75. Vernon Balls.
AMILCAR, grand sport oil-pump model 3-seater, very small mileage, £240; also another at £250. Seen at Vernon Balls, 25 High St., Fulham. 701-846

AMILCAR 2-seater. 1922, dynamo lighting, side screens, and hood. just re-covered, recently repainted, good condition throughout, £57 10s. 51 Upper Richmond Rd., East Putney. 701-w756

AMILCAR, 1922, 7.5hp, 2-seater, dickey, cream body, red wheels, 60 m.p.h., 5 wheels, dynamo, 5 lamps, electric, bulb horns, speedometer, taxed, £65. Colebrook, 92 Hazleville Rd., Highgate. 701-w828

AMILCAR sports, 2-seater, very fast, £95. Below.

AMILCAR, 1924, 2-seater sports, starter, excellent order, £90. Below.

AMILCAR grand sports, 1924 model, pressure lubrication, small mileage, perfect in every way, £210. The Braxton Motor Co., 10 Yeomans Row, Brompton Rd., S.W.3. Sloane 2838. 701-840

AMILCAR, sports, 1923, taxed, very fast and smart little car, £60. 211 Southgate Rd., Dalston, N. 701-w546

AMILCAR, 1924, 7hp, 2-seater sports model, blue, black wings, shock absorbers, dynamo lighting, 5 lamps, Klaxon and bulb horns, hood, spare wheel, etc. good appearance and condition, £110 or near offer. 3a South Villas, Camden Square, N.W.1. Phone, North 3838. 701-w146

AMILCARS. A real snip. See page 32 701-952

AMILCAR, Grand Sport July, 1925, dynamo starter, four headlamps, front-wheel brakes, two spare wheels, perfect condition, specially tuned, £175, present price £500. 6 Penwortham Rd., Streatham. Phone 5159. 701-w914

AMILCAR 1925 3-seater Grand Sport, repainted, taxed and in fair condition, £185. A., 30 Bracken Gardens, S.W.13. 701-881

AMILCAR.
Boon and Porter, Ltd.,
Sole concessionaires,
Offer the following guaranteed second-hand models:—
1925-26 Grand Sport 2-seaters, choice of 2, from £200.
1926 Super Sports, 2-seater, small mileage, £185.
Deferred terms and exchanges.
159-163 Castelnau, Barnes, S.W.13. Phone, Riverside 1177. 701-879

ARIEL, 10hp, coupe, late 1925, excellent condition, £135. Sangster, 16 Cotton Lane, Moseley. Tel. South 1131. 701-w594

ARIEL 9, 1925 (late), very little used, new condition, latest improvements, any trial, £95 or offer; after 4 p.m. 134 Keetons Rd., Brompton. 703-w766

ARIEL, 9hp, 1924, chummy, excellent condition and running order, £75. Arter, 14 Gordon Rd., Puckham. 701-w700

ARIEL 9, 1923 (late), very little used, new condition, latest improvements, any trial, £95, or offer. After 4 p.m. 134 Keetons Rd., Brompton. 703-w766

ARIEL, 1923, 9hp, occasional 3-seater, dynamo, guaranteed condition, £85. Mandes', 100 Gt. Portland St., London. 701-853

ARIEL 9, £55, 1925, chummy 3-seater, dynamo lighting, a very neat and compact-looking car, with a splendid performance; exchanges, deferred, small deposit down; also 30 others. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 0503. 701-973

ARIEL 9, 1923-24, chummy model, self-starter, etc. in excellent mechanical order, price £56. 31a Hydeborpe Rd., Balham. Phone, Streatham 3440. 701-898

AUSTIN 7, new and second-hand models in stock; part exchanges and deferred payments. D. B. Rea, 27 Victoria Grove, Gloucester Rd., W.8. Telephone, Kensington 2572. 713-81

AUSTIN 7. Service station open to all owners of the famous model; second-hand cars always in stock. Ingrave Motors, Ltd., Ingrave St., Falcon Rd., Clapham Junction, S.W.11. Tel., Latchmere 5360. zzz-889

AUSTIN, 7hp, 1925 model, large tyres, speedometer, windscreen wiper, mirror, shock absorbers, dashlight, painted rich maroon, splendid condition, any test, taxed, £105. Fryer, Uttoxeter. 702-364

AUSTIN, 7hp, 1924, coachpainted dark blue, self-starter and lighter, large tyres, all-weather equipment, excellent condition, taxed, £88 10s. Fryer, Uttoxeter. 702-365

AUSTIN, 7hp, 1923, grey, all-weather equipment, excellent condition, ready for any work, taxed, £70. Fryer, Uttoxeter, Phone 112. 702-366

AUSTIN 7, 1925, £98; latest new type models in stock. Austin distributors, Steele Griffiths, 320-2 Camberwell New Rd. Phone, Brixton 4633-4. 703-372

AUSTIN 7, 1924, starter and lighting, oversize tyres and in really nice condition throughout, bargain, £97 10s. Cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Chesham Hill 102. 701-746

AUSTIN 7, sports, late 1925, equal to new, many extras, fitted Triplex glass, 7-day clock, air cushions, altimeter, Boyce metometer, taxed, must be sold this week, price £115. A.V. Motors, Park Rd., Teddington, Telephone, Kingston 0710. 701-747

AUSTIN 7, 1924, family, speedometer, very small mileage, licensed for year, in practically new condition, £95. Wilson, 7 Eccleston St. Victoria 1366. 701-714

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

AUSTIN, £78 10s., chummy model, full equipment, automatic wiper, tyres like new, taxed July. Standard Garage, Newinshall St., Oxford. 701-w592

AUSTIN 7. We have several of these reliable cars to offer, from £75 upwards.
Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 3548. 701-772

AUSTIN 7, nearly new, many extras, privately owned, taxed, first reasonable offer, appointment. 32 Ferry Rd., Barnes, Riverside 1864. 701-w697

AUSTIN 7, 1926, must sell, delivered April 23rd, untaxed, unused, a bargain, £140. Broadie, 1 Whitshill Rd., Gravesend. 701-w699

AUSTIN 7, 1926; deferred terms, exchanges, liberal allowances, tuition free. Parwood, Ltd., Specialists, East Hill, Wandsworth. Phone, Battersea 0445. 701-w708

AUSTIN 7hp models, 1925, tax paid to December 31st, £115. Ratcliffe Bros., 200 Gt. Portland St., W. 701-762

AUSTIN, 80 guineas, 1924, 7hp, smart and good, taxed.

AUSTIN, 89 guineas, 1924 (late), 7hp, perfect condition, as new, taxed.

AUSTIN, 120 guineas, 1924 (late), 7hp sports, as new, very fast and attractive outfit.

AUSTIN, 160 guineas, 1922, Harley, 12hp, as new, short mileage, or exchange for 20hp Austin car.
S. D. C. Taylor and Co., 12 Kendrick Mews, South Kensington Station. 701-760

AUSTIN 7, 2 brand-new latest-type cars in stock for immediate delivery, £144, ex works. Below.

AUSTIN 7, 1924, chummy, complete, dynamo lighting, electric starter, all-weather equipment, guaranteed sound, £98. Below.
Ward and Co., 51 Upper Richmond Rd., East Putney. Phone 2818-19. 701-w748

AUSTIN 7, late 1925, chummy, kingfisher blue, balloons, practically unused, taxed, 115 gns. Clark's, 223 Hampersmith Rd., W.6. 701-796

AUSTIN 7, 1925, blue, mirror, screen wiper, mats, year's tax, fully insured till February, new condition, £120. Goss, 52 Broadway, Chesham. 701-w827

AUSTIN, Sprosen, Ltd., for Austins Exchanges, deferred 1925 7hp special sports, aluminium bonnet, carefully used, one owner, taxed, 119 gns. 111 Gt. Portland St., W.1. Phone, Langham 1212. 701-818

AUSTIN exchanges, deferred payments. 1923 chummy, all-weather equipment, taxed, excellent condition, £79. 1924 Austin chummy, side screens, dynamo, electric starter, front-wheel brakes, speedometer, spare wheel, excellent condition, £95. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 701-805

AUSTIN, 7hp, late 1924, oversize Dunlop cord tyres, recently fitted, taxed 1927, many extras, £95. Plater, 376 High Rd., Streatham. Phone, 0488. 701-862

AUSTIN, 7hp, 1925 model, delivery September, 1924, excellent condition, several extras any examination, 95 gns. lowest; seen evenings, not Sundays. 320 Ballour Rd., Ilford, Essex. 701-w577

AUSTIN. A real snip. See page 32 701-954

AUSTIN, 1925, 7hp, chummy, as new, £107 10s. Bartlett's, 93 Gt. Portland St. 701-37

AUSTIN. Always 50 used cars in stock, including Austin. All backed by our well-known guarantee. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 5081. 701-9

AUSTIN. Jones Garage. Slightly used 1926 Austin 7, makers' guarantee, £135. The above car can be seen at Jones Garage, Stroud Green Rd., Mansbury Park. Closed 1 Thursdays. Open from 9 to 1 Sunday. 701-32

AUSTIN 7, 1924 model, shock absorbers, steppats, tax paid for year, in beautiful condition, just repainted, £90. The Telephone Motor Works, Ltd., Allson Pl., Upper Baker St., N.W. 701-23

AUSTIN 7, 1926 model, chummy 4-seater, self-starter, speedometer, condition as new, £125, deferred payments. 21 Pennant Mews, Earl's Court, 6684 Western. 701-969

AUSTINS. We can offer best value for money. 1925, splendid condition, year's tax, 99 guineas; 1924, repainted dark blue, unscratched, year's tax, 89 guineas; another, year's tax, excellent chassis, 88 guineas. Hiscott, 175a Westbourne Grove. Park 523. 701-884

AUSTIN 7, late 1925, blue, many extras, mileage 3,000, exceptional condition, year's tax, £120. Pickworth and Hill, 107 Gt. Portland St., W.1. Langham 1998. 701-908

AUSTIN 7, 1924, self-starter, nearly new Dunlops, taxed year, repainted, £85; exchanges, deferred. King, New Rd., Oxford. 701-887

AUSTIN 7, 1924, electric starter, taxed year, £92. 33 Normandy Rd., Brixton. 701-w865

AUSTIN 7. Call, write or 'phone. London Auto-Sales Co. for new or second-hand, only £25 down. The Broadway, Mill Hill, N.W.7. Phone, Mill Hill 1550. zzz-743

AUSTIN 7, 1924 and 1925 chummy and sports models in guaranteed good condition, 6, from £89. Gordon England, Ltd., 28 South Molton St., Oxford St., W.1. 701-902

A.V. runabouts, fully equipped, perfect condition, from £35. A.V. Motors.
A.V. bicars, seating accommodation 2 adults and 1 child, good running order, from £28. A.V. Motors.
A.V. monocar, very fast and sporting, from £20. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 0710. 701-718

BELSIZE-BRADSHAW, late 1922, de luxe, 2-3-seater, clock, speedometer, dash lamp, spotlight, all-weather equipment, whole car in really nice condition, £52 10s. K.J. Motors, 30 Widmore Rd., Bromley, Kent. 702-734

BELSIZE-BRADSHAW. A real snip. See page 32 701-955

BELSIZE-BRADSHAW 1923 sports 2-seater, aluminium and maroon, many extras, £52. Laurel Cottage, Iver, Bucks. 701-w717

BELSIZE-BRADSHAW, 1923, bargain, 4-seater, good condition, starter, standard fittings, £68. 8 Carlton Rd., Putney, S.W. 701-w782

BELSIZE-BRADSHAW, £52 10s., 1923, taxed, repainted, self-starter, speedometer, clock, mechanical condition guaranteed, genuine bargain. 241 South Norwood Hill, South Norwood. Sydenham 1424. 701-w839

BELSIZE-BRADSHAW, late 1923, 2-3-seater, and dickey, dynamo lighting, self-starter, speedometer, all-weather equipment, smart, fast, taxed, 58 guineas; exchange. 97a West Green Rd., Tottenham. Phone, 2920. 701-8826

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

BELSZE-BRADSHAW, 49 guineas, 1922, 2-seater, dickey seat, self-starter, colour celico and black, a very attractive car; exchanges, deferred, easiest of terms. Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone 0303. 701-983

BELSZE-BRADSHAW, 55 guineas, 1922, 4-seater, dynamo lighting, splendid appearance, open to any inspection; exchanges, deferred terms. Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone 0303. 701-983

BELSZE-BRADSHAW, 1924 (late), 8hp, 2-seater, dickey, self-starter and full equipment, £75. Harold Simons, 29 Downham Rd., Dalston, N.1. Clissold 7061. (See "Miscellaneous Cars.") 701-29

BELSZE-BRADSHAW, 1925, self-starter, dynamo, 2-seater and dickey, in beautiful condition, £45. 69 St. Paul's Avenue, Willesden Green, London. 701-w878

BELSZE-BRADSHAW, 1924, 8hp, coupe, dickey, starter, excellent condition, 75 guineas, exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 701-937

BELSZE-BRADSHAW, 1925 2-seater, dickey, dynamo, speedometer, balloons, in exceptionally good condition and appearance, £65; others from £60; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 701-918

BLERIOT-WHIPPET, 1920, splendid 2-seater, Blackburne engine, foot-starter, spare wheel, lighting set, 19 guineas; exchanges, weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 701-828

BLERIOT-WHIPPETS, exceptionally good running order, from £19. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 0710 701-721

BLERIOT-WHIPPET, 1925 2-seater, fully equipped, £25, many other models, deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 701-914

BLERIOT-WHIPPET 8hp 2-seater, Blackburne engine, electric lighting, spare wheel, good condition, 30 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 701-947

B.S.A. Popular model, 2-3-seater, mileage only 2,860, perfect condition, £135. Multi Motor Co., 1-3 Brixton Rd., S.W.9. zzz-566

B.S.A., 10hp, 1925, 2-seater, d.d., makers' overhauled, cost £540, honest bargain, £65, guaranteed. 50 Manor Rd., Leyton. 701-695

B.S.A., 1924, 11hp 4-seater, 4-cylinder Knight engine, carefully looked after, new owner, £125. The Brayson Motor Co., 10 Yeoman's Row, Brompton Rd., S.W.3. Sloane 2838. 701-841

BUCATTI, 1925, super sports, 16-valve, very fast, 2-seater boat-shaped body, painted orange and black, built for and accomplishes some speed, £150; deferred payments, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8559. 701-826

BUCATTI, 1924 (August), 16-v. engine, special sports 3-seater body, just fitted with new hood, cover, side screens, open to A.A. or R.A.C. inspection, small mileage, taxed for the year, 160 guineas. 51 Upper Richmond Rd., East Putney. 701-w750

BUCATTI, £125, 1925, 16-valve sports, 3-seater clover-leaf body, coachpainted cream with red wings, a beautiful-looking car, very fast; exchanges, deferred, small deposit down; also 50 others. Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone 0303. 701-972

CALCOTT 10, perfect, dynamo, licensed year, 6 wheels, Klaxon, £42. O.R. 45 Ombarsley Rd., Birmingham. 702-w591

CALCOTT 10hp, 2-seater, £29, exchanges, deferred terms. Newnham's, Heath Rd., Twickenham. 'Phone, Richmond 3295. 701-726

CALCOTT, 10.5, 1924, 4-seater, mechanically perfect, smart, owner driven, taxed year, £150. Carter, 20 College Rd., Bromley, Kent. 701-w742

CALCOTT 1924 10.5 2-seater, dickey, many extras, tyres as new, taxed year, perfect condition, £115; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. 'Phone 3265. 701-904

CALCOTT, 1925 10hp new 2-seater, full guarantee, £185. Cleverlys, Ltd., 175 Cleveland St., W.1. (by Gt. Portland St. Station). 701-871

CALTHORPE, 1922 (late), 10hp, 4-seater de luxe model, antique upholstery, double screen, rigid side screens, etc., makers' full equipment, taxed, 77 guineas; exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 4191-2. 701-768

CALTHORPE. A real snip. See page 32. 701-957

CALTHORPE, 43 guineas, 4-seater, dynamo lighting, very fully equipped dashboard, appearance exceptionally attractive and absolutely unscratched, was the late owner's hobby, the pride and joy of his life, a gift for the next owner; exchanges, deferred, easiest of terms. Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone 0303. 701-987

CALTHORPE, 2 1923 4-seaters, de luxe, antique leather upholstery, 1 at £82 10s., and another (just overhauled at cost of £30) £55. Harold Simons, 29 Downham Rd., Dalston, N.1. Clissold 7061. (See "Miscellaneous Cars.") 701-31

CALTHORPE, £65, exchanges, deferred payments. 1920-21 4-seater, lighting, starter, all-weather equipment, excellent condition. 55 Bridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 701-802

CALTHORPE 1922 2-seater, dickey, fully equipped, coupe hood, excellent condition, 75 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 701-938

CALTHORPE, 1921 4-seater, self-starter, dynamo lighting, spare wheel, £45; exchanges, deferred. King, New Rd., Oxford. 701-888

CALTHORPE, 1925 de luxe 4-seater, leather upholstery, good all-weather equipment, £75. Cleverlys, Ltd., 175 Cleveland St., W.1. (by Gt. Portland St. Station). 701-874

CARDENS! Cardens!!! Cardens!!! 1921 and 1922 2-seater, 7hp, all fully equipped, side-by-side seating, £16 to £25; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 701-915

CITROENS. A real snip. See page 701-956

CITROEN, 1923, 4-seater, 11hp, blue, starter, £77 10s., exchanges, deferred terms. Newnham's, Heath Rd., Twickenham. 'Phone, Richmond 3295. 701-727

CITROEN specialists and distributors. New and second-hand cars always in stock; deferred payments our speciality. Old Welsh Harp Garage. 'Phone, Hendon 1025. 711-203

CITROEN 1925 7, clover-leaf, 5,000 miles, only £115; 1920, 10.4, 4-seater, £45; 1925 Citroen, £77 10s. These cars can be purchased on easy-payment terms, quarter down and the balance in 12 monthly instalments. Lamb's Ltd., opposite Hoe St. Station, Walthamstow, 387 Euston Rd., N.W.1; 50 High Rd., Wood Green, N.22. 701-709

CITROEN specialists and distributors. New and second-hand cars always in stock; deferred payments our speciality. Old Welsh Harp Garage. 'Phone, Hendon 1025. 712-203

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CITROEN, 1925, 7.5hp, 2-seater, balloon tyres, excellent condition, £82 10s. Below. 701-855

CITROEN, 1925, 11.4hp, special sports 3-seater, built regardless of cost, fitted most handsome body, flared wings, Vee windscreens, 6 wire mesh, very fast, splendid condition throughout, taxed, £95. Mow Sussex Motors, 332-334 King's Rd., Chelsea, S.W.3. Kensington 2540. 701-847

CITROEN, 1925, 11.9hp 3-seater, balloon tyres, excellent condition, £100, any trial. Vernon Balls, 25 High St., Fulham. 701-847

CITROEN, 11.4hp 4-seater, 1925, self-starter, balloon tyres, taxed, exceptional condition, £105; exchanges, instalments. 11a Rumsey Rd., Stockwell Rd., Brixton 4129. 701-843

CITROEN, 1925 7 coupe, balloons, excellent condition, £95, cash, terms, exchange. Alicry and Bernard, 344 King's Rd., Chelsea, S.W. 701-806

CITROEN, £55, exchanged, deferred payments. 1922-23 2-seater, 7hp, lighting, starter, side curtains, speedometer, spare wheel. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 701-798

CITROEN, 7.5hp, 1925, 2-seater, starter, taxed, had little use, only wants seeing, any trial, £65. 73 Thorneyhedge Rd., Gunnersbury. 701-784

CITROEN 7, 1924, 2-seater, lighting and starting, taxed, recently repainted, effective colour scheme, balloons all round, as new, £82 10s. 81 Upper Richmond Rd., East Putney. 701-755

CITROEN. FOOTIT, Ltd., have several Citroens; bargains. 5 Heath St., Hampstead. (Tube Station). 701-680

CITROEN, 1926, 11.4hp, English body, 4-seater, painted blue and blue upholstery, luggage carrier, speedometer, clock, dash lamp, mirror, rear screen, windscreen wiper, aluminium number-plates, whole car indistinguishable from new, mileage under 600, taxed and insured to end of year, a genuine bargain, £185. 152 South Ealing Rd., Ealing 2983. 701-744

CITROEN, 1925 South Ealing Garage, 1925 11.4hp 4-seater touring, painted blue, starting and lighting, taxed, fully equipped, in very good order throughout, £80. 152 South Ealing Rd., Ealing 2983. 701-786

CITROEN, 1926, 11.4, English body, 4-seater, new, 100 miles, owner unable take delivery, guaranteed 3 years, £175, or £60 down; exchange. Delofords, North Row, Park Lane. Open 9 to 7. 701-776

CITROEN, £77 10s., 1925 model, 7.5hp, 2-seater, 3 speeds and reverse, dynamo lighting, electric starter, interchangeable wheels, balloon tyres, all accessories, including hood, side curtains, electric horn, mirror, speedometer, ammeter, switchboard, etc. This car has been very carefully used and maintained, the tyres are unrun-in, and the spare has not been used; appearance and mechanical condition guaranteed as new throughout; tax paid, ready for immediate use; call, evenings 239 Goldhawk Rd., Shepherd's Bush, W.12. 701-706

CITROEN 1925 coupe, 7hp, self-starter, lighting, speedometer, balloon tyres, etc., very small mileage and in new condition throughout, excellent car, 97 guineas; exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 4191-2. 701-767

CITROEN 7.5 coupe, 1924, repainted, £85. Ratcliffe Bros., 200 Gt. Portland St., W.1. 701-764

CITROEN, nearly new 1925 11.4 de luxe 4-seater, complete and in magnificent condition, £135; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W. 701-651

CITROEN. Always 50 used cars in stock, including Citroen. All backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. 'Phone, Museum 3081. 701-10

CITROEN, 1925, 11.4hp, English body, 4-seater, dynamo and starter, licensed, £125; 1925 7hp, 2-seater coupe, licensed, £110; 1925, 7hp, 2-seater, licensed, £95. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. 'Phone, Museum 3081. 701-17

CITROEN, 1924 7.5hp 2-seater, starter, terms, £8 10s. and 10 monthly payments of £8 10s., or cash, £95. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 701-w910

CITROEN saloon, 11.4hp, English body, excellent condition; terms, £14 10s. and 10 monthly payments of £14 10s., or cash, £145. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 701-w911

CITROEN, 11.4hp, 4-seater, excellent condition; terms, £8 10s. and 10 monthly payments of £8 10s., or cash, £85. Others, £75, £95, and £55. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 701-w912

CITROEN 7, late 1925, 2-seater, very good condition throughout, £85. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 701-991

CITROEN, late 1924, 4-seater English body, balloon tyres, rear screen, as new, £120. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 5518-9. 701-864

CITROEN 1926 11.4 4-door saloon, unregistered, £200. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4435. 701-870

CITROEN 11.4 4-seater, as new throughout, guaranteed unused 12 months, taxed year, £75. Delofords, North Row, Park Lane. Open 9 to 7. 701-897

CITROEN, 1923, 10hp, self-starter, 75 guineas. See below.

CITROEN, 1925 saloon year's tax, loose covers, £150. Denman, 4 Denman Pl., Piccadilly Circus. Reg. 986. 701-930

CITROEN 1925 7.5 coupe, completely equipped, balloons, excellent condition 95 guineas. Below.

CITROEN 1924 7.5 2-seater, completely equipped, excellent condition, 75 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 701-948

CITROEN, £55, 2-seater, 1922, overhauled and repainted, tax paid, lighting, starter, trial. Parkes, 2 Alexander Rd., Richmond, Surrey. 701-w862

CITROEN, 58 guineas, 1923, 7hp, 2-seater, starter, all-weather equipment, starts easily and runs exceptionally well, a smart little car; exchanges, deferred, easiest of terms. Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone 0303. 701-974

CITROEN, 79 guineas, 7hp, 2-seater, 1925 model, balloon tyres, taxed, very smart and distinctive car, splendid condition; exchanges, deferred, easiest of terms; also 50 others. Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone 0303. 701-975

CITROEN, 1925-26 (October delivery), cloverleaf 7hp, self-starter, tools, taxed, only 4,000 miles, condition equal new, £98; deferred payments 21 Pennant Mews, Earl's Court, 6684 Western. 701-970

CITROEN, 1925 7hp cloverleaf 3-seater, in very nice order, £95. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. 701-81

CITROEN, 11.4hp, English body, August, 1924, complete throughout and almost new condition, any trial given, £100; exchanges and terms. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 701-989

"HOW TO DRIVE A CAR." Ninth Edition. The niceties of control.
2s. 6d. net. 2s. 9d. post free.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CLYNO, 1926, 2-seater, front-wheel brakes, 4,000 miles, in new condition, taxed £137 10s., extended terms. H. Beasley late Rey (Established 1900), 374 Euston Rd., Museum 7600. 701-707

CLYNO, 1925 2-seater, rigid all-weather equipment, small mileage, £97 10s. New Sussex Motors, 332-334 King's Rd., Chelsea, S.W. 3. 701-859

CLYNO, 11hp de luxe 4-seater, late model, self-starter exceptional condition. £105, exchanges, instalments. 11a Rumsey Rd., Stockwell St., Brixton 4129. 701-844

CLYNO 1924 10hp 2-seater, £95. George Newman and Co., 369 Euston Rd., London. 701-757

CLYNO 1924 (late) 4-seater, C.A.V. starter and lighting, a.w. fittings, in tip-top mechanical order, paint, splendid bargain, £97 10s., exchanges Austin 7, 13 Normansmead, Brentford Rd., N.W.10. 701-w721

CLYNO Royal 4-seater, 1925 (April), blue 3-door body, leather upholstery, taxed June, small mileage, unscratched, £135. Hill, 15 Tonbridge House, Tonbridge St., King's Cross. 701-w787

CLYNO, 1923, 11hp, chummy, repainted, excellent order, £87 10s. Bartlett's, 93 Gt. Portland St. 701-38

CLYNO 1925 (July) 2-seater, double sunken dickey, self-starter, speedometer, tools, taxed, etc., £112 10s., perfect condition; deferred payments. 21 Pennant Mews, Earl's Court, 6684 Western. 701-968

CLYNO, Always 50 used cars in stock, including Clyno. All backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. 'Phone, Museum 3081. 701-11

CLYNO 1926 saloon, i.w.b., few weeks' use, practically new, taxed, £210. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4435. 701-869

COVENTRY-PREMIER, Finchley Motors offer 1922 2-seater, double dickey, dynamo, licensed, excellent condition, £45. 132 High Rd., E. Finchley. 'Phone 2538. 701-735

COVENTRY-PREMIER 8, 1922, 6 wheels, dynamo, dickey, just repainted, smart, £38; taxed, Bailey, Market Place, St. Albans. 701-w144

COVENTRY-PREMIER, 5-wheeler, dynamo lighting, dickey, new tyres, spare wheel, £36. Tunstall, The Ramblers, Danbury Common, Essex. 701-w350

COVENTRY-PREMIER 1922 4-wheeler, dynamo lighting, dickey, new tyres, spare, original paint, taxed, guaranteed, £44; exchanges. 7 Cowdrey Rd., Wimbledon. 701-w801

COVENTRY-PREMIER, 1922 2-seaters, several to choose from. Dynamo, speedometer, spare wheel, water-cooled engine, dickey seat, etc., from £44; many other makes; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 701-916

COVENTRY-VICTOR, South Ealing Garage. Specially built Coventry-Victor 3-wheeler, all-aluminium body, many extras, only run a few miles, £110. 152 South Ealing Rd., Ealing 2983. 701-782

CROUCH, 2-seater, water-cooled, 3-speed, reverse, electric lighting, recently overhauled, in good order, £19, room wanted. Morcom, 166 Plumstead Common Rd., S.E.18. 701-w795

DEEMSTER, 1920-21, 10hp, 2-seater, excellent condition, taxed, insured, £50. Haldane Motors (Private), Walham Yard, Euston Rd., Fulham, S.W.6. 701-w764

DERBY, 1923, 9hp, 2-seater and dickey, dynamo lighting, self-starter, fine condition, £20 spent on overhaul, price £70. Breakspear Garage, 11th Rd., Whetstone, N. 'Phone, Finchley 0906. 701-w818

DIATTO, 8.9hp 1923, (May), de luxe 2-seater, double dickey, coach-built body, self-starter, wiper, leather upholstery, electric horn, all-weather equipment, discs, etc., photo, trial, inspection willingly at now, 79 gns. 3 Upper Grove, South Norwood. 701-8918

ERIC-CAMPBELL, 1924, 10hp, 1½-litre, 2-seater and dickey, in really good condition, owner must sell for business reasons, gearbox just overhauled, paint and upholstery as good as new, tyres good, electric lighting and starting, many extras, including shock absorbers, 40 m.p.g., 55 m.p.h., gear ratios 4½, 7 and 16 to 1, a sacrifice at £135. 'Phone during business hours Clerkenwell 6000, or write Box No. 3745, c.o. "The Light Car and Cyclecar." zzz-501

ERIC-CAMPBELL, 10.5hp, 2-seater, sports all-aluminium body, very smart in appearance, dynamo lighting, in excellent running order, any trial or examination, £60. 3 Selhurst Rd., South Norwood. 'Phone, Thornton Heath 1222. 701-w851

ERIC-CAMPBELL, 1921, 2-seater, dynamo, spare wheel good condition, fast shock absorbers, £55. Ward, 62 The Grove, Isleworth. 'Phone, Hounslow 1626. 703-w578

ERIC-CAMPBELL, brand new (shop soiled), 1926, 12-30, super-sports, 2-seater, completely equipped, finished black with red wings, 250 guineas, exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 701-959

ERIC-CAMPBELL, 1921 2-seater sports, 10.5hp, 3 speeds and reverse, spare wheel, speedometer and usual equipment, aluminium body, etc., licensed, fast, £35. Teddington Garage, 160 High St., Teddington. Kingston 2562. 701-w856

FIAT cars. Accredited agents Moore's Prosto, North End and Tamworth Rd., Croydon. 'Phone 2625. zzz-18

FIAT, 1921, 10-15, 4-seater, excellent condition, £95. Bartlett's, 93 Gt. Portland St. 701-39

FIAT, 10-15, saloon, late 1925, balloon tyres, taxed December, £265. Blaxton's, 21 Swallow St., Piccadilly, W.1. 'Phone, Gerrard 3518-9. 701-865

G.N. H. R. Godfrey, the original designer and manufacturer, for the best G.N.s. Below.

G.N. Before deciding to purchase a G.N. write for particulars of re-built G.N.s. in guaranteed condition. Below.

G.N. Many reliable second-hand models also in stock at reasonable prices. List on request. H. R. Godfrey Motors, Manor Rd., Richmond. 'Phone 3024. zzz-372

G.N.s. Vadum Co., premier specialists in overhauled G.N.s. with written guarantee, offer the following from their wide range:—

£55. Superb semi-racing 1922, special polished aluminium body, red wings, wheels, upholstery, high-efficiency engine with farlaced overhead valves, aluminium pistons, large Zenith etc., many extras, including spotlight, shock absorbers, etc., phenomenal acceleration, docile in traffic, taxed, guaranteed.

£34. 1922 model touring, repainted grey, aluminium bonnet, safety hub caps.

£39. Very late 1922, repainted, oversize tyres.

£45. 1922, body in polished aluminium and blue, crimson wheels and wings, very smart and good, taxed, guaranteed.

G.N.s. We buy, overhaul and sell. Deferred, exchanges. Open until 6 Saturdays. Vadum Co., 37 Beaconsfield Rd., Willesden Green, N.W.10. 'Phone, Willesden 0692. 701-761

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

G.N. Ltd., East Hill, Wandsworth, always have a selection of second-hand G.N.s. of all types for sale. Write for list. Spares, repairs and service for all models. 701-855

G.N.s. Earls, Ltd. have many bargains for Whitsun

G.N., 1921, electric lighting, 5 detachable wheels, tyres good, £18.

G.N., 1921, electric lighting, 5 detachable wheels, painted grey, bargain, £20.

G.N., 1921, dynamo lighting, electric horn, painted blue, with dickey seat, £22.

G.N., 1922, coupé model, mechanically good, wants painting, safety caps, a snip, £32.

G.N., 1922 dynamo lighting, dickey seat, electric horn, Solex carburettor, any trial, £39.

G.N., 1922, dynamo lighting, dickey seat, electric horn, repainted blue, £38.

G.N.s. Several others in stock. Also Morgans and other sporting cars.

G.N.s. Earls, Ltd., The Vale of Health, Hampstead, N.W.3. 'Phone, 5287. Open till 9 Friday and Saturday. 701-789

G.N., late 1922, 2-seater, dickey, dynamo, taxed, insured, maroon, black wings, side screens, recently overhauled, good tyres and spare, extras, £42, drive away, evenings; private owner. 122 The Grove, Wandsworth. 701-w760

G.N., 1922, Legere chassis, standard 2-seater, dickey, dynamo lighting, spotlight, etc., completely overhauled, coachpainted, blue body, red wings, guaranteed, £45. Grimes, 24 Bruton Place, Bond St., W.1. Mayfair 4792. 701-766

G.N., 1922, 8.7hp, roller bearing engine, 2-seater, sunk dickey, run under 8,000 miles, blue with black wings, polished aluminium dashboard, dynamo lighting, good tyres (5 cord), spare wheel and tyre, new black hood, windscreen, trip speedometer, lamps, horn, etc., 58 gns.; also 6 other G.N.s. from 15 gns. Cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 'Phone, Hampstead 8421. 701-667

G.N., 1921-22, 2-seater, with dickey, dynamo lighting, spare wheel, hood, screen, 55 guineas; exchange motorcycle, weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 701-829

G.N., 1922, front handle starting dynamo lighting, spare wheel, etc., in good condition, £25. 35 Perrier Rd., Hammersmith. 701-w814

G.N., a little bargain, late 1922 2-seater, dickey, tax paid, dynamo lighting, detachable wire wheels, electric and bulb horns, speedometer, extras, very last, smart appearance, £38. Harold Simons, 29 Downham Rd., Dalston, N.1. Clissold 7061. (See "Miscellaneous Cars.") 701-26

G.N.s. G.N.s. G.N.s. 1921, 1922 and 1925 G.N.s. 2-cylinder and 4-cylinder models, from £25 to £55; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 701-925

G.N., late 1922, 2-seater and sunk dickey, 9hp, 3 speeds and reverse, dynamo lighting, speedometer, spare wheel, etc., licensed, exceptionally smart and fast little car, £34. Teddington Garage, 160 High St., Teddington. Kingston 2562. 701-w859

G.N., £29; 1922 model 2-seater, dickey, dynamo lighting, taxed, splendid condition, smart-looking car; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone 0303. 701-978

G.W.K., Messrs. G.W.K., Ltd., of Oordwalles Works, Maidenhead, have a number of second-hand cars for sale at bargain prices. 701-899

G.W.K., 2-seaters, exceptionally good order, from £23. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 0710. 701-719

G.W.K., Cass's Motor Mart, Ltd. (Established 1911). 1920 10hp, 4-cylinder, 4-seater, £25. 5 Warren St., W.1. Museum 623. 701-724

G.W.K., 4-cylinder, 2-seater, dickey, very smart, any trial, taxed, £35. 43 Green Lane, Penge, S.E.20. 701-755

G.W.K., 2-seater, 2-cylinder, detachable wheels, £17 10s., selection, others. Seely Motors, 47 Seely Rd., Tooting. 701-w718

G.W.K. Sprosen, Ltd., for G.W.K.'s Exchanges, deferred, 1923 4-seater, carefully used, guaranteed, 48 guineas, 111 Gt. Portland St., W.1. 'Phone, Langham 1212. 701-817

G.W.K., £25, 1920, 4-seater, dynamo lighting, good tyres, splendid condition and appearance. 241 South Norwood Hill, South Norwood. Sydenham 1424. 701-w840

G.W.K., 4-seater, terms £4 and 10 monthly payments of £4, or cash £40. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 701-w905

G.W.K., 1922-3, 10hp, self-starter, dynamo, 2-seater and dickey, in magnificent condition. 69 St. Paul's Ave., Willesden Green, London. 701-w880

G.W.K., 1919 2-seater, exceptional condition throughout, rigid screens, speedometer, etc., £50; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. 'Phone, 3265. 701-907

G.W.K., 1916 10hp 2-seater, taxed, spare, lamps, very reliable, £22; after 7.30. Bye, 126 Stockwell Park Rd., S.W.9. 701-w870

GWYNNE 8, £80; 2-3-seater chummy, C.A.V. lighting and starting, electric horn, speedometer, can carrier, etc. Also—

GWYNNE 8, £85; 1923, 2-3-seater chummy, C.A.V. lighting and starting, electric horn, speedometer, mirror. Also—

GWYNNE 8, £88; 1923, 2-seater all-weather, electric lighting and starting, speedometer, fully licensed. Also—

GWYNNE 8, £128; 1924 (late), 4-seater, all-weather, C.A.V. lighting and starting, electric horn, speedometer, luggage carrier, automatic screen wiper; also another as above, with balloon tyres. Also—

GWYNNE 8, £145; 1925, 4-seater, all-weather, C.A.V. lighting and starting, speedometer, can carrier, etc., as new. Below.

All the above Gwynne 8 cars overhauled and guaranteed. Chinery, Gwynne Specialist, 1 Hammersmith Rd., Kensington. 'Phone, Western 4140, 3568. 701-959

GWYNNEs. A real snip. See page 32.

GWYNNE car overhauls, bodywork and spares second-hand Gwynne cars bought and sold; advice and estimates free. Gwynne Cars Ltd., manufacturers of Gwynne cars in succession to Gwynnes Engineering Co., Ltd., Church Wharf, Chiswick. 'Phone, 1780 Chiswick. 712-401

GWYNNE 8, chummy, 4-seater body, nice order, £82 10s. The Brayson Motor Co., 10 Yeomans Row, Brompton Rd., S.W.3. Sloane 2838. 701-842

GWYNNE, all-weather Albert 4-seater, glass windows, self-starter, clock, speedometer, V screen, £80. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 701-934

GWYNNE 8, 1923 chummy, starter, clock, speedometer, very fast, £82 10s. Below.

GWYNNE 8, 1923, starter, clock, speedometer, etc., exceptionally smart appearance, taxed year, £87 10s., exchange, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. 'Phone 3265. 701-906

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

GWYNNE, 1925, 8hp chummy model, in very nice order, £85. Newnham Motor Co., 245-5 Hammersmith Rd., W.6. 701-84

GWYNNE 2-seater, absolutely as new throughout, condition guaranteed, £20 worth of extras; this car only wants seeing and trying, reliable, sound car, £80; exchanges, etc. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 701-988

GWYNNE, 8hp, late 1925, sporting 2-seater, perfect condition, £78. Comerford's Motor Exchange, Portsmouth Rd., Thames Ditton. 701-992

HAMPTON, 2-seater, double dickey, 10hp, 1924 engine, electrically fitted, leather upholstery, owner going abroad, 100 guineas. The Kraal, Hocknill, Bishop's Stortford. 702-u955

HAMPTON, 1925, 10hp, 2-seater, 4-speed, dickey, starter, good order. 75 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1, Langham 4161. 701-940

HAMPTON 1921 98 2-seater and double dickey, dynamo lighting, good tyres, reconditioned and overhauled, insured to September, £55; cash or deferred. 8, Naylor, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 701-83

HANDS, 4-seater, 1925, starter, excellent condition, terms £8 10s. and 10 monthly payments of £8 10s. or cash £85. McCarthy's Motors, 45 Green Lanes, Newington Green, N.16. Clissold 6628. 701-w908

HANDS, 65 cns. 1925, 4-seater, self-starter, all-weather equipment, good tyres, excellent condition, a very smart and distinctive looking car. Exchanges, deferred. Easiest of terms. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 0303. 701-980

HILLMAN, 1914, 2-seater and dickey, dynamo lighting, nearly new tyres all round, absolutely sound throughout, £35. 51 Upper Richmond Rd., East Putney. 701-w754

HILLMAN, 1921, 98hp, sports 2-seater, polished aluminium body with red wings, leather upholstery, long outside copper exhaust pipe, polished aluminium discs to all wheels, dynamo lighting, spring gaiters, spare wheel and tyre, 2 excellent Michelin cable tyres, 1 excellent Dunlop cord, 2 new Dunlop cord, hood, Auster Triplex windscreen, Stewart 75 m.p.h. trip speedometer, Smith's clock, 4 lamps, dashboard lamp, large Apollo electric horn, aluminium number plates, etc., £69 10s.; another, £79 10s. Cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. Phone, Hampstead 8421. 701-668

HILLMANS. A real snip. See page 32. 701-958

HILLMAN 1921 model, self-starter, dynamo, 2-seater and dickey, tax paid rear, £45. 69 St. Paul's Ave., Willesden Green, London. 701-w879

HORSTMAN, 9hp, 1919, 2-seater, overhauled, repainted, licensed, first-class starter throughout, convincing trial given, £45. Mellis, 191 Oundie Rd., Peterborough. 701-w809

HORSTMAN de luxe, 1924, 12hp, 4-seater, thoroughly overhauled, new pistons, tyres, battery and Solex carburettor, fast and in perfect order, £135 or offer, taxed December. Meltz, 17 Netherwood Rd., W.14. Riverside 1182. 701-u805

HUMBER, 8hp, 1925, chummy, just overhauled and repainted, new battery and magneto, leather upholstery, unscratched, many extras, perfect condition, £110 or near offer, Humpidge, 6 Manilla Rd., Clifton, Bristol. 701-w786

HUMBER 8, 1925, chummy body, balloon tyres, electric starter and lighting, chassis and coachwork splendid order, £107. Martin's Garage, Highgate Village. Phone, Mountview 0550. 701-w685

HUMBER, 10.4, 2-seater, double dickey, C.A.V. dynamo lighting, self-starter, 5 detachable Sankay wheels, very good tyres, speedometer, etc. This car is in splendid condition throughout, painted brown, leather upholstery to match, extremely economical and thoroughly dependable, tax paid to December, exceptional bargain, 50 guineas. Partridge, 45 Hathaway Rd., Croydon. 701-w820

HUMBER, 10hp, 4-seater, starter, dynamo, very good condition; terms, £10 and 10 monthly payments of £10, or cash £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 701-w907

HUMBER, 8hp, 1925, 2-seater, like new, terms £16 10s. and 10 monthly payments of £16 10s., or cash £165. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 701-w906

HUMBER 8, 1925, chummy, taxed December, really good condition, £105; exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 701-994

HUMBERETTE, 9hp, water-cooled, spare wheel, sound throughout, £20; taxed, 17 Garden Avenue, Mitcham, S.W. 701-1805

HUMBERETTE, 9hp, splendid condition, licensed, good tyres, spare, electric lighting, dickey, 50 m.p.g., all accessories, any trial arranged, £28. Page, 205 London Rd., Bishop's Stortford. 701-w532

HUMBERETTE, £15; 8hp 2-seater, in good condition, appearance is particularly smart, looks worth £40; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 0303. 701-986

HUMBERETTE, 1915, water-cooled, just overhauled, fully equipped, £17 10s., near offer. 2 Observatory Rd., East Sheen. 701-w896

JOWETT SERVICE STATION (London), main agents and specialists, all models, trial runs, reliable used cars. Westminster Bridge Garage, 6 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-356

JOWETT, 1922, 7hp, 2-seater and double dickey seat, leather upholstery, dynamo lighting, speedometer, spotlight, 5 new tyres, this car has been reconditioned throughout at a cost of £30, guaranteed equal to new in every way, no need to buy new with this one available, price £80; cash, deferred exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Chetham Hill 102. 701-749

JOWETT, 1925, 2-seater and dickey, dynamo lighting and starting, small mileage, one owner only, open to A.A. or R.A.C. inspection, £112 10s. 51 Upper Richmond Rd., East Putney. 701-w749

JOWETT, 1925 2-seater, £65.
1925 full 4, balloons, starter, spring gaiters, clock, rear windscreen, extra Whalley air valve, electric horn, taxed year, in new condition, £110.
1924 2-seater, 1925 body, as new, £100.
1925 2-seater, balloons, mileage 2,700, absolutely like new, £115.
1925 light 4, starter, Harffords all round, balloons, taxed year, exceptionally good car, £127 10s.
Jacksons, Park St., Croydon (Phone 2023); Surbiton Rd., Kingston (Phone 2815). 701-753

JOWETT, F.O.C.H., Ltd., the London Showrooms and Service Station, have a large stock of guaranteed second-hand Jowetts, 5 Heath St., Hampstead. (Tuba Station.) 701-679

JOWETT, 1924, full 4-seater, all-weather, speedometer, tyres excellent, insured, small mileage, taxed to December, everything in excellent condition, £110. Box No. 4414, c/o. "The Light Car and Cyclecar." 701-w843

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

JOWETT, 1925, 2-seater, dynamo lighting, balloon tyres, excellent condition, small mileage, £100. Kent, 5 Brisbane Terrace, Liskeard, Cornwall. 702-w853

JOWETT, 1924 (July), 2-seater, dickey, self-starter, balloon tyres, tax paid, recently repainted, excellent condition throughout, £100. Henry Butcher, Ltd., Wellington Rd., Northampton. 701-w835

JOWETT, 1925, full 4, all-weather, accessories, 5 spare tyres, £90, near offer. 14 Pondstone Rd., Hoe St., Walthamstow. 701-809

JOWETT, 4-seater, 1925, balloons, excellent condition, taxed, £150. Kinsey, 142 Bingham Rd., Addiscombe. 701-w810

JOWETT, 1925, 2-seater, starter, speedometer, splendid condition, £98, cash, terms, exchange. Allery and Bernard, 344 King's Rd., Chelsea, S.W. 701-933

JOWETT 1920 2-seater, dynamo lighting, taxed for year, £35. Lovatt, 105 Streatham Rd., Mitcham. 701-895

JOWETT specialist, R. G. Gamble. For guaranteed bargains.
1925 light 4, balloon tyres, self-starter, taxed, like new, £125.
1925 4-seater, balloon tyres, taxed, extras, £125.
1925, 2-seater, dickey, extra big tyres, taxed, £100.
1924 2-seater, dickey, in really good condition, £75.
16-22a Gipsy Hill, Crystal Palace. Phone, Sydenham 3379. 701-903

JOWETT 1924 2-seater, dickey, balloon tyres, starter, taxed year, perfect condition throughout, £87 10s.; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 701-905

JOWETT, 7hp, 2-seater, dickey, 1925 model, dynamo, speedometer, etc., nice little car, £67 10s.; deferred terms, exchanges. Many other makes. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 701-919

JOWETT, 79 guineas, 1924, 7hp, coupe, self-starter, aluminium body, a distinctive-looking car, with a splendid performance; exchanges, deferred, easiest of terms. Empire Motors, 525 High Rd., Chiswick, W.4. Phone 0303. 701-981

JOWETT, 65 guineas, 1922-25, 7hp, 2-seater, side screens, good tyres, splendid appearance and condition, very comfortable little car; exchanges, deferred, easiest of terms; also 30 other cars. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 0303. 701-977

LACONDA, three-quarter coupe, absolutely as brand new, guaranteed 3 years, £125. Deloirds, North Row, Park Lane. Open 9 to 7. 701-777

LACONDA, all-weather, 2-seater, dickey, very smart, in splendid condition throughout, taxed, £55. Penge Motor Co., Green Lane, Penge, S.E.20. 701-756

LACONDA, 1925, 2-seater, dickey, do luxe, starter, beautiful condition, £78, cash, terms, exchange. Allery and Bernard, 344 King's Rd., Chelsea, S.W. 701-811

LACONDA 1922 coupe, smart, reliable, self-starter, dickey, £50. Denman, 4 Denman Pl., Piccadilly Circus. Regent 586. 701-933

LEA-FRANCIS, 1924, 2-seater, nice condition, small mileage, any trial, £105. H. Beart and Co., 102 London Rd., Kingston-on-Thames. 701-821

LEA-FRANCIS, 1924, de luxe 2-seater, dickey, self-starter, £110. Denman, 4 Denman Pl., Piccadilly Circus. Regent 586. 701-931

MARBOROUGH 10hp 2-seater, starter, dynamo, good tyres, fully equipped, taxed, smart little car, nearest £27. Hall, 68 Barrow Rd., Streatham, S.W.16. 701-w864

MARSEAL 1923 2-seaters, 4-cylinder, 3 speeds, reverse, self-starters, 6-lamp sets, in really good condition; deferred terms arranged, £68, others at £65; many other makes. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 701-924

MARSEAL 1924, 4-seater, 1 and 2, repainted and overhauled, £100 or offer. D. M. K. Marende, 1 Brixton Rd., S.W.9. 701-50

MATHIS. A real snip. See page 32. 701-960

MERCURY, 2-seater, dickey, 9.5hp, splendid condition, late 1921, electric throughout, tyres as new, £50 or nearest offer. Bird, 159 Watkin Lane, Lostock Hall, Preston, Lancs. 701-w854

MIDLAND car, 1922, 7-9, water-cooled, 2-seater, with dickey, spare wheel, splendid model, £43, taxed and insured. 47a Clifton Hill, New Cross. 701-707

MORGAN Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 243 Lower Clapton Rd., E.5. Clissold 2408. zzz-840

MORGANS, James and Co. (Sheffield), Ltd., 261-7 Ecclesall Rd., Sheffield, official agents. Good stock of spares carried. New and second-hand machines nearly always in stock. When in difficulty telephone 2460 Central, or wire "Tact, Sheffield." zzz-481

MORGAN Service Depot, Hall, 91 St. Peter's St., St. Albans. Tel. 636. Appointed official repairer by Morgan Motor Co. 1914. List of new and used Morgans sent on request. zzz-512

MORGANS, new and second-hand; cash, exchange, deferred. We buy Morgans. Olympia, Wakefield. 710-t177

MORGANS in stock for immediate delivery. Clark's, 223 Hammer-smith Rd., W.6. 701-794

MORGAN, Cass's Motor Mart, Ltd. (Established 1911). 1925 family model, w.c. J.A.P., dynamo lighting, mauve, run 3,000 miles, taxed December, 3 months' guarantee, 95 guineas; terms, exchanges, 5 Warren St. W.1. Museum 623. 701-723

MORGAN, 1924, £77 10s. 1925 family model, air-cooled J.A.P., £85. These cars can be purchased on easy payment terms, quarter down and the balance in 12 monthly instalments. Lamb's, Ltd., opposite Hoe St. Station, Walthamstow, 387 Euston Rd., N.W.1.; 50 High Rd., Wood Green, N.22. 701-710

MORGAN, 1925, Aero, Blackburne o.h.v. w.c. engine, chassis in first-class condition, recently overhauled and all worn parts replaced, fitted with special steering reduction gear and foot accelerator, large f.w.b. B. and D. shock absorbers on rear springs, hood, s.s. tyres, blue paintwork and plating kept in good condition, £115. Box No. 4276, c/o. "The Light Car and Cyclecar." zzz-704

MORGAN, 1923, 8hp M.A.G. engine, family model, dynamo lighting, good condition, £75. Exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 701-699

MORGAN de luxe, 1922, 10hp M.A.G., under 6,000 miles, perfect, £65. Apply, Burton, 20 Stile Hall Gardens, Gannarsbury, W.14. 701-589

MORGAN, de luxe, July, 1924, 8hp J.A.P., Lucas dynamo lighting, new tyres, speedometer, driving mirror, tax paid for year, perfect condition, completely overhauled March, when all worn parts replaced and grease-gun lubrication fitted, overhaul cost £15, accept £80 or near, genuine bargain, 50-mile trial run by appointment; owner bought car, 6 Marden Rd., Thornton Rd., Croydon. 701-w165

MORGAN de luxe, 1924, Cowey, Zenith, hand and foot control, first-rate condition, £90. 1 Gwyder Rd., Beckenham. 701-w803

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGAN, Aero, 1926, all red, as brand new, speedometer, shock absorbers, S.S. tyres, f.w.b., accept £140. 1 Eldon St., Finsbury, E.C.2. Phone, 8904 London Wall. 701-w766

MORGAN, Grand Prix, 1921, 8hp J.A.P. w.c., recently thoroughly overhauled, new hood, special windscreen, latest type bevels, new chains, good tyres, any trial, £47. Stark, Westwood, Temple St., Bushford, Stoke-on-Trent. 701-w331

MORGAN, £35; J.A.P. a.c. engine and magneto recently overhauled. Lights, taxed, insured, can be seen 11.30-1 o'clock and 5.30 to 7 o'clock; any trial Carmichael, 142 West Hill, Putney. 701-w175

MORGAN, June, 1925, de luxe model, water-cooled J.A.P. engine, disc wheels, speedometer, £105. E. N. Linaker, Rocklea, Frodsham. 701-w174

MORGAN, 1924, Aero, 8hp J.A.P., dynamo, speedometer, splayed wings, very good tyres, re-cochained axle blue and red wings, exceptionally fast, taxed year, £95. Below.

MORGAN special racer, 10hp, 8-valve super-sports Anzani engine, complete body, plated, dynamo lighting, electric horn, speedometer, gradient meter, hood, discs, outside gear change, tyres excellent, looks simply gorgeous, gilt, price £90. Below.

MORGAN, 1921, Grand Prix, 8hp, water-cooled J.A.P., completely equipped tyres, good engine, overhauled, in excellent order, £49.

MORGAN specialists. Cash or deferred. Naylor, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 701-56

MORGAN, 1925, Grand Prix, dynamo lighting, speedometer, very good condition, £82 10s. 6 Penwortham Rd., Streatham. Phone 5159. 701-w915

MORGAN, 1924, 2-seater, fitted with front-wheel brakes, licensed for year, perfect condition, £95; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 5081. 701-19

MORGAN, w.c. J.A.P. engine, electric lighting, new tyres, late property of foreman engineer, first-class condition and appearance. £38; deferred payments and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 701-20

MORGAN, 79 gns.; 1924, family model, Lucas dynamo lighting, good tyres, splendid condition. Exchanges, deferred, easiest of terms. Empiro Motors, 325 High Rd., Chiswick, W.4. Phone 0305. 701-979

MORGAN de luxe, M.A.G., w.c., 710 by 90 tyres, dynamo, hood cover, excellent condition, appearance like new, £49 10s. 284 Holmefield Rd., South Norwood. (Private.) 701-w867

MORGAN, 1923, Grand Prix, w.c. Anzani, dynamo lighting, new over-size tyres, thoroughly overhauled, perfect condition, any trial or examination, £75. Briggs, Bridge Garage, Wellesley Rd., Croydon. Phone 1732. 701-w868

MORGAN, Sprosen, Ltd., for Morgans. Exchanges, deferred. 1925 Grand Prix Morgan, dynamo lighting, tax paid, paintwork, etc., as new, all tools and equipment, £95.

1926 Aero Morgan, o.h.v., Blackburne, mileage 200, dynamo lighting, tax paid, many extras, only 2 weeks old, great bargain, £140. 111 Gt. Portland St., W.3. Phone, Langham 1212. 701-926

MORGAN, family model, J.A.P. engine, smart appearance, runs splendidly, £55; exchanges, deferred. King, New Rd., Oxford. 701-889

MORGAN runabout, J.A.P. engine, reliable little car, £22; exchanges, deferred. King, New Rd., Oxford. 701-890

MORGAN runabout J.A.P. engine, old model but runs well, £14. cash, King, New Rd., Oxford. 701-891

MORGAN, 1922, popular model, J.A.P. engine, runs splendidly, £35; exchanges, deferred. King, New Rd., Oxford. 701-892

MORGAN, 1925 Aero model, o.h.v., Blackburne, water-cooled engine, straight-sided cord tyres, dynamo lighting, taxed, exceptionally fast, £110; exchanges, deferred. King, New Rd., Oxford. 701-893

MORGAN, 1925, choice of 2, with Blackburne or Anzani engines, balloon or high-pressure tyres, Aero type, very fast and in exceptional condition, taxed, from £100. A. 2 Clivedon Rd., Twickenham. 701-883

MORGAN, 1924, Aero, dynamo lighting, year's tax, perfect order, £95; exchange or terms. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 701-852

MORGAN, 1923 Grand Prix 10hp M.A.G. engine, dynamo, speedometer and clock, £75. Below.

MORGAN, 1922, Grand Prix J.A.P. engine, dynamo lighting, £70. Below.

MORGAN, 1924, Aero J.A.P., special equipped dashboard, bargain, £95. Below.

MORGAN, 1925, de luxe model, water-cooled Blackburne, dynamo, small mileage, £100. Maudes', 100 Gt. Portland St., London. 701-857

MORGAN, 1922, de luxe, w.c. M.A.G. engine, lighting set, taxed for year, £57 10s. Below.

1924 G.P. M.A.G., dynamo, etc., £78.

Flo., Ltd., The City Service Depot, 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 701-770

MORGAN de luxe, 1925 8hp, water-cooled J.A.P., over-size wheels and tyres, speedometer, running boards, tax paid, mileage 3,000, as new, £80. Below.

MORGAN, family, 1926 model, 8hp J.A.P., dynamo lighting, double windscreen, 2 pairs all-weather screens, disc wheels, tax paid, £80. Below.

MORGAN de luxe, late 1921, dynamo lighting, speedometer, new hood, running boards, recently overhauled, £65. 8 Hall, 91 St. Peter's St., St. Albans. 701-780

MORGAN, South Ealing Garage. 1924 Grand Prix, o.h.v. Anzani, registered, 2 almost new tyres, very fine condition throughout, £95, 152 South Ealing Rd., Ealing 2983. 701-781

MORGAN de luxe, 1923, a.c. J.A.P., speedometer, discs, tools, faultless condition, £47 10s. Write, 20 Colebrooke Drive, E.11. 701-w791

MORGAN, 1921, de luxe, wide body, paint excellent, perfect order, offers. A. Kent, 114 Mayes Rd., Wood Green, N.22. 701-w948

MORGAN, 1922, family model 10hp, w.c. M.A.G., fully equipped, perfect order, £67 10s. Below.

1919 Morgan, sporting model, 10hp M.A.G., a.v., fully equipped, £47 10s.; deferred terms arranged.

Home's Special Morgan Service Depot, 243-7 Lower Clapton Rd., E.8. Phone, Clissold 2408. 701-68

MORGAN, 1924, Blackburne engine, taxed, insured, £65. Wareing, Church St., Preston, Lancs. 701-w797

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGAN, Sprosen, Ltd., for Morgans; exchanges, deferred. 1924 de luxe, w.c. J.A.P., speedometer, carefully used, sold with guarantee, 74 guineas. 111 Gt. Portland St., W.7. Phone, Langham 1212. 701-819

MORGANS. Exchanges, deferred payments. 1922, family model, w.c., dynamo lighting, £69; 1921 de luxe, M.A.G., w.c. electric and acetylene, taxed, nice condition, £48. Scabridge, 35 Hanslar Rd., East Dulwich Sydenham 2452.

MORGAN, 1922, G.P., M.A.G., very complete and in good condition, electric light, taxed, £45. K.J. Motors, 30 Widmore Rd., Bromley, Kent. 703-792

MORGAN, luxe, 10, w.c. M.A.G., Lucas dynamo lighting, 1921 appearance, mechanism as new, £30 overhaul, taxed, very fast, nearest £45. 4 Nursery Walk, Worcester. 701-w823

MORGAN Aero Anzani, 1925, f.w.b., large tyres, discs, hood, electric and bulb horns, etc., £100. Winn, 31 Dover St., London. 701-w789

MORGAN, Aero, 1924, w.c., overhauled makers March, new tyres, electric light and horn, dynamo, front-wheel brakes, acetylene, finished red, insured, perfect, any trial, private, £105. 3 Courtman Rd., Tottenham, N.17. 701-w715

MORGAN, G.P., 1924, dynamo, speedometer, yellow, fine condition, £70. Anzani; also family Morgan, 1922, £65, fine condition. 786a High Rd., Tottenham. Phone 2440. Exchanges. 701-w714

MORGAN, Aero, Anzani, 1925, delivered July, mileage 3,000, paint and plating first-class condition, speedometer, spot light, guaranteed 60 m.p.h., insured, licensed, £105.

Another, similar, perfect, £105.

Aero Blackburne, 1925, wide track, s.s. tyres, shock absorber, special engine, f.w.b., aluminium body, a special machine and exceptionally fast, £105.

1924 de luxe J.A.P., good condition, overhauled thoroughly, guaranteed, £60.

H. Beart and Co., 102 London Rd., Kingston-upon-Thames, the recognized Morgan specialists. Do not fail to consult us before buying your Morgan. We maintain an expert staff solely for Morgan overhauls and repairs. 701-820

MORGAN de luxe, J.A.P., w.c., late 1921, electric, fitted special hood, screens, rear seat gears, shock absorbers, thoroughly overhauled, coach-painted blue, licensed, insured, guaranteed perfect, any trial, £48. Josey, Austin Friars, Scarborough. 702-w703

MORGAN, J.A.P., a.c., 2 seats at rear, dark blue, large hood, Bosch, ZEV magneto, Amco carburettor, speedometer, acetylene lighting, good running order, photo, £30, no offers. Smith, 2 Lancaster Rd., Basingstoke. 701-w698

MORGAN de luxe, 1921, M.A.G., wide body electric lights, taxed, spares, splendid condition, bargain, £45. Long, 60 Denton Rd., Twickenham. 701-w931

MORGAN, 1926 model, w.c., f.w.b., dynamo lighting, speedometer, special size back wheel, hood, side curtains, taxed for year, cost £139, accept £100 lowest. Johnson, 562 Pethore Rd., Birmingham. 701-w848

MORGAN, Aero, 1926, delivered April 14th, 100 miles only. Blackburne engine, s.s. tyres, straight-through exhaust, speedometer, front-wheel brakes, hood and cover, crystalline body, red chassis, taxed to end of year, cost £170, price £155, real bargain. R. Cramp and Sons, 1a Thorngrove Rd., Upton Park, E.13. 701-w728

MORGAN, G.P., M.A.G., 1922, overhauled, new parts excellent, looks like new, £55, exchange Austin 7. 59 Calverley Grove, Hornsey Rise, N.19. 701-808

MORRIS-OXFORD de luxe 2-seater, spare wheel, tax, £9, reliable little car, £22; exchanges, deferred. King, New Rd., Oxford. 701-894

NEW CARDEN, 1924 model, 4-seater, family model, electric lighting, spare wheel, nice condition, only 39 guineas; weekly payments. Wandsworth Motor Exchange, Ebnor St., Wandsworth (Town Station). 701-827

NEW CARDEN, 1923 and 1924, 2-seaters and family models, available from stock, and a big number to select from. All fitted 7hp engine, ideal for the family man with 2 children. Fully equipped and ready for the road. Deferred terms arranged. £40 to £55. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 701-917

NEW HUDSON, 1923, 3-wheeler, detachable and spare wheels, dynamo lighting, one owner only, exceptional condition throughout, £57 10s. 51 Upper Richmond Rd., East Putney. 701-w753

NEW HUDSON runabout, water-cooled M.A.G. engine, splendid condition, 3-speed, reverse, spare wheel, dynamo lighting, £45. Hawkins, 21 Keslake Rd., Kensal Rise, N.W.6. 701-w783

PERRY 7hp 2-seater, dynamo, sound order, 23 guineas. Phone, Wimbledon 0605. 701-w873

PEUGEOT, 7-12hp, 1926, coupe cabriolet, large dickey, as per makers' specification and guarantee, done 400 miles only, absolutely as new, £137 cash. Landauer, 81 Elgin Mansions, Elgin Avenue, London. Phone, Malda Vale 1032. 701-w806

BEBE PEUGEOT, 2-seater, 4-cylinder, spare wheel, in running order, £9; room wanted. Moreton, 166 Plumstead Common Rd., S.E.18. 701-w796

BEBE PEUGEOT, £16; excellent condition; any trial. 44 Kew Bridge Rd., Brentford. 701-w145

PEUGEOT, 1925, 7hp, 2-seater and dickey, self-starter, speedometer, £110. Forbes, West Ham House, Basingstoke. 701-w176

BABY PEUGEOT, 1915, 7-9hp, 2-seater, dynamo lighting, good condition, £35 or near offer. Rixon, Kewferry Garage, Northwood, Middlesex. 702-w874

PEUGEOT, 7hp, 1925, 2-seater, starter, dynamo lighting, 5 balloons, clock, speedometer, as new, taxed, £110. White, 67 Alderney St., S.W. (near Victoria Station). Phone, Victoria 1094. 701-w895

RENAULT, 1925, 8.5hp, 2-seater, excellent condition, £135. George Newman and Co., 369 Euston Rd., London. 701-758

RENAULT, 1925 8hp coupe, f.w.b., balloon tyres, spare wheel unused, i.h.v., a bargain, 119 gns., cost £250. Exchanges and deferred terms. Archib Simons and Co., 6-7 Warren St., W.1. Muscum 2578.9. 701-774

RENAULT, 1925, 8.5hp, 2-seater coupe, f.w.b., taxed year, £165. George Newman and Co., 369 Euston Rd., London. 701-759

RENAULT, 1925-26 (September), 8.5hp, 4-seater, long chassis, all-weather equipped, 4-wheel brakes, self-starter, only 900 miles, guaranteed new, £156; deferred payments. 21 Pennant Mews, Earl's Court, 6684 Western. 701-967

RHODE, 1925, indistinguishable from new, luxuriously equipped, many extras. Particulars, Jenkin, Church Sq., Bodmin. 701-u518

"HOW TO DRIVE A CAR." Ninth Edition. The niceties of control.
2s. 6d. net. 2s. 9d. post free.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

RHODE, 1922 (late), chummy, repainted, taxed, many extras, in perfect condition, £70. G. L. Francis and Co., 110 Gt. Portland St., W.1. 702-715

RHODE, 1924, chummy, lighting and starting, all-weather equipment, spare wheel, splendid condition, trial, 90 guineas or near offer. 23 Park Lane, N.10. 701-w758

RILEY, Moss's Agencies, 1924 4-door 4-seater, excellent condition, £215. Warwick St., Leamington Spa. zzz-869

RILEY, Lewis Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. zzz-162

ROVER, 1921, 8hp, 2-seater, taxed December, any inspection or trial, £45. Harvey, Hudson and Co. (next George Hotel), South Woodford, E.18. Phone Nos., Wanstead 2595 and 2594. zzz-822

ROVER 8s. Titjen and Hillier, 110 Woodvale, Honor Oak, S.E., have the following in nice condition, fully equipped and ready for a trial run:—
1924 Rover 8, full 4-seater, £75.
1924 Rover 8, occasional 4-seater, £72.
1922 Rover 8, 2-seater, painted brown, electric horn, etc., insured year, £50. zzz-153

ROVER, 1924, 8hp, 2-seater, double dickey, recent model, taxed, any inspection or trial, £85. Harvey, Hudson and Co. (next George Hotel), South Woodford, E.18. Phone Nos., Wanstead 2595 and 2594. zzz-821

ROVER 8, 1923, 2-seater, new hood and rigid all-weather equipment, starter, mirror, mechanically perfect, £55. K.J. Motors, 30 Widmore Rd., Bromley, Kent. 702-735

ROVER 8 1924 de luxe 4-seater, clock, speedometer, all-weather equipment, original paintwork, in really beautiful condition throughout (not self-starting bargain, £80, cash; deferred, exchanges). Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 701-747

ROVER 8, 1924 de luxe 4-seater, leather upholstery, clock, speedometer, £77 10s.; exchanges, deferred terms. Newnham, Heath Rd., Twickenham. Phone, Richmond 3295. 701-728

ROVER 8, fully equipped, perfect order, from £59. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 0710. 701-720

ROVER 8, 1924, 2-seater, £89; 1925 8 4-seater, £105; 1924 8 4-seater, taxed, £70; 1926 9 4-seater de luxe, taxed, £170; 1923 9 chummy, £69 10s.; 1921 Rover, £42 10s. These cars can be purchased on easy payment terms, quarter down and the balance in 12 monthly instalments. Lamb's, Ltd., opposite Hec St. Station, Walthamstow; 50 High Rd., Wood Green, N.22; 587 Euston Rd., N.W.1. 701-708

ROVER, 1925, 9hp, 4-cylinder, 4-seater, balloons, finished blue, as new, £145; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 701-700

ROVER, 1924, 8hp, 4-seater, excellent condition, £78; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 701-700

ROVER 8, taxed, dynamo, good condition, fast, extras, £55. 94 Thornlaw Rd., West Norwood, S.E.27. 701-w595

ROVER 8, 1922, repainted, good order throughout, 40 guineas, 51 Upper Richmond Rd., East Putney. 701-w752

ROVER 8, 2-seaters, choice of 3, dynamo lighting, side screens, full makers equipment, 1921, finished blue, reconditioned, repainted, new mudguards, speedometer, excellent throughout, £45; 1922, finished buff, recently overhauled, speedometer, air valve, good paint, mechanically almost as new, £55; 1923, finished buff, excellent paint and condition throughout, small mileage, £60. Exchanges considered. Dunwell's Used Car Dept., Middleton and Wood Buildings, Miry Lane, Wigan. Phone, Wigan 1072. 701-693

ROVER, 1926, 9-20hp, o.h.v., sports 2-seater, practically unsoiled, aluminium body, painted pale blue with green wings, disc wheels, Lucas dynamo lighting, Lucas starter, cantilever springing, spring gaiters, grease-gun lubrication, Dunlop cord, balloon tyres, spare wheel and tyre, disappearing hood, side curtains, V double windscreens, Smith's speedometer, Smith's clock, 5 Lucas lamps, electric horn, windscreen wiper, etc., 165 gns.; also 1921 8hp Rover, 32 gns. Cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. Phone, Hampstead 8421. 701-669

ROVER 8, 1922, 2-seater, dynamo lighting, engine overhauled, re-coach-painted, perfect condition, £58 cash. Apply between 7 and 8 p.m. 88 Camden News, N.W.1. 701-w143

ROVERS. A real snip. See page 42. 701-961

ROVER 8, 1923, 2-seater, dynamo lighting, spare wheel, excellent condition, 48 guineas. Whitbys, 7 The Vale, Acton, W.3. 701-45

ROVER, 1923, chummy model, 8hp, dynamo lighting, completely overhauled, re-coach-painted, tax paid, guaranteed perfect, £59. Below.

ROVER, 1922, 2-seater de luxe, leather upholstery, excellent mechanical condition, side curtains, good tyres, tax paid, £49; cash or deferred. Naylor's, 45 and 406 Garratt Lane, Earsfield, S.W.18. Phone, Wimbledon 2041. 701-55

ROVER 8, 1925, 2-seater and dickey, dynamo lighting, oversize Rapson tyres, perfect, bargain, £45. 25 Laburnum Gardens, Kew Gardens. 701-x917

ROVER, 8hp, 1926, sports 2-seater, and dickey, mileage 2,600, condition like new throughout, £175. Hontys, 91 and 165-7 Gt. Portland St., W.1. 701-59

ROVER bargains (2). 1923 Rover 8, chummy de luxe, very smart, £48; 1923 Rover 8, 2-seater, only had one owner, £45. Harold Simons, 29 Downham Rd., Dalston, N.1. Clissold 7061. See "Miscellaneous Cars." 701-30

ROVER, 1926 model, 9hp, sports, in new condition, £185; 1922, 8hp, in exceptionally nice condition throughout, £60; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 701-18

ROVER 8, 1923-4, chummy, complete and ready for immediate use, smart, and in perfect condition, bargain, £60; exchanges or easy terms. Cummings, 101 Fulham Rd., S.W.3. 701-64

ROVER, 1924, 8hp, 4-seater, terms £8 10s. and 10 monthly payments of £8 10s., or cash £85; also chummy at £75 and 1925 4-seater at £95. McCarthy's Motors (1926), Ltd., 49 Green Lanes, Newington Green, N.16. Clissold 6628. 701-w313

ROVER, Always 50 used cars in stock, including Rover, all backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 701-12

ROVER, 1924, de luxe, 4-seater, in maroon, new hood, exceptionally fine condition, £80. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. 701-32

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

ROVER, 1926, 9-20hp, 4-seater, 4-door, fully equipped, small mileage, as new, £150. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 701-909

ROVER 8 1921 to 1925 2-seaters and chummy models, from £40 to £65; all fully equipped and bargains; deferred terms and exchanges. Andrews Motor Mart, 161 White Hart Lane, Barnes. 701-920

ROVER 8, 1923, de luxe 2-seater, dickey, leather upholstery, clock, speedometer, starter, excellent condition, 75 guineas. Below.

ROVER. Another as above, 69 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 701-941

ROVER, 1922, 8hp, 2-seater, dickey, dynamo lighting, side screens, speedometer, taxed till December, many extras, excellent condition, £45. Wilkins, Stimpson, opposite Olympia, London. Phone, Riverside 0258. 701-w893

ROVER, 8hp, 1923-4, 2-seater and dickey, in beautiful condition, £45. 69 St. Paul's Avenue, Willesden Green, London. 701-w876

ROVER 8, 1921 (late), 2-seater, dynamo lighting, spare wheel, speedometer, good tyres, splendid mechanical condition and of smart appearance, £55. Teddington Garage, 160 High St., Teddington. Kingston 2562. 701-w857

ROVER, 1923, 8hp, 2-seater, lighting and starting, excellent condition, many extras, taxed, any trial, £50. Plater, 376 High Rd., Streatham. Phone 0488. 701-860

ROVER 8, 39 guineas, 1922-23, 2-seater, dickey, exceptionally smart appearance, runs very well, exchange, easiest of terms; also 30 others. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 0303. 701-976

ROVER 8, 1921, 2-seater, double dickey, dynamo, spare wheel, fully equipped, many extras, splendid appearance, guaranteed perfect order, any test or examination given, taxed, £45. 17 Highbury Gardens, Hford. 701-w855

ROVER 8, thorough order, £45, any trial. Seen Highfield Garage, Winchmore Hill. 701-w849

ROVER 8, very late 1921-22, dickey, speedometer, dynamo lighting, engine overhauled, smart, £56 10s. 134 Brownlow Rd., Bowes Park, N.11. 701-w847

ROVER 8, 1922, engine overhauled, re-coach-painted, perfect condition, what offers! Apply, 59 Queen's Rd., Finsbury Park, London, N.4. (Between 7.50 and 8.30). 701-w845

ROVER 8, 1922, new hood, repainted, good tyres, recently overhauled, speedometer, dashlamp, side screens, £58. 92 Lakehall Rd., Benham Lane, Thornton Heath. 701-w833

ROVER, Sprosen, Ltd., for Rovers; exchanges, deferred. 1924 full 4-seater, rigid curtains, unscratched, guaranteed, 70 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 701-816

ROVER 8, 1923 chummy de luxe, balloons, clock, speedometer, repainted, excellent condition, £58. Below.

ROVER 8, 1924 2-seater, dickey, starter, speedometer, excellent condition, £69, cash, terms, exchange. Allbery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4635. 701-810

ROVER, £45, exchanges, deferred payments, 1922, 2-seater, 8hp, dynamo lighting, rigid all-weather equipment, spare wheel, taxed, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 701-805

ROVER 8, 1922 2-seater, in excellent condition, 45 guineas. Clark's, 225 Hammersmith Rd., W.6. 701-793

ROVER, 9-20, 2-seater de luxe, 1925, leather upholstery, mileage 5,000, beautiful condition, £115. Ascott, 56 Rye Lane, Peckham. 702-w829

ROVER, 8hp 2-seater, dynamo lighting, new batteries, speedometer, mirror, clock, two new tyres, good running order, taxed, £28 10s. Davis, 26 Muswell Hill. 701-w819

ROVER 8, 1923, starter, speedometer, repainted, very nice order, good little car, £55 10s. 17a Seely Rd., Tooting, S.W.17. 701-816

ROVER 8, 1921, 3-seater, cloverleaf dynamo lighting, speedometer, spare wheel, etc., smart appearance, £28. 35 Perrera Rd., Hammer-smith. 701-w813

ROVER, 8hp, 1924, delivered 1925, small mileage, £85. Ratcliffe Bros., 200 Gt. Portland St., W. 701-765

ROVER 8, £44, 1923-2 2-seater de luxe, nearly new average extra heavy Dunlops, spare wheel, leather upholstery, Lucas electrical equipment, speedometer, clock, side curtains, tools, etc., guaranteed order and appearance, tax paid. G. Grimston, 435 Portland Rd., West Hove, Sussex. 701-w790

ROVER 8, 1924, de luxe 4-seater, speedometer, clock, dashlamp, leather upholstery, taxed till 1927, £72 10s., quick sale. Hanney, 54 Mimosa St., Fulham, S.W.6. 701-w729

ROVER 8, 1921, dickey seat, good condition, any trial, £57 10s. 31 Lily Rd., Leyton, E.17. 701-w793

ROVER 8, de luxe, 1925, dickey, leather upholstery, rigid side curtains, starter, clock, speedometer, tax, little used, new condition, £57 10s. 29 Underhill Rd., S.E.22. 701-w799

ROVER, 2-seater, good condition, cheap; seen after 6 p.m. 14 Shawbury Rd., East Dulwich, S.E. 701-800

ROVER, 8hp, 1922, 2-seater, dynamo lighting, 4 new tyres, spare wheel, beautiful condition, taxed, insured, £40; after 6.50. 10 Queen Victoria Avenue, Wembley. 701-w802

ROVER 8, late 1923, chummy, as new, guaranteed, £65; taxed to December, new tyres, little used. 5 Hampden Rd., Upper Holloway. 701-w804

ROVER 8, 1923, 2-seater, excellent running order, £50. Avelley, Atkins Rd., Clapham, S.W.12. After 7 o'clock. Streatham 3629. 701-807

ROVER, 1925, 9hp, 4-seater de luxe model in first-class condition throughout, £140; exchange or deferred. S. H. Newsome and Co., 6 Hales St., Coventry. Phone 2671. 701-790

ROVER 8, South Ealing Garage. 1923 model saloon coupe, starter, painted blue, leather upholstery, good tyres, many extras, ideal lady's car, £75. 152 South Ealing Rd., Ealing 2985. 701-783

ROVER 8, South Ealing Garage. De luxe model, leather upholstery, starting and lighting, clock, speedometer, dashlamp, petrol can carrier, good tyres, exceptionally good order, £55. 152 South Ealing Rd., Ealing, 2985. 701-783

ROVER 8, 4-seater, in new condition throughout, guaranteed 3 years, £85. Delofords, North Row, Park Lane. Open 9 to 7. 701-778

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued)

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.

SALMSON, 1925, 10hp, 2-seater sports, very fast, excellent condition, guaranteed tax paid, £115. Taylor's, 49-53 Sussex Pl., South Kensington. Phone, Ken. 8558. zzz-283

SALMSON Special, 8 months old, 5-bearing crankshaft, 4-speed gearbox, l.w.b., winner of several prizes at Brooklands, complete with racing and touring equipment, electric lighting, horn, screen, wings, pneumatic upholstery, streamline aluminium body, painted light blue, 30 balanced wheels, complete, guaranteed to attain 90 m.p.h., £325. Captain Hazlehurst, The Grange, Bishop's Stortford. 701-4915

SALMSON, 1923, chummy, all-weather, dynamo, starter, speedometer, good tyres, £70. Below.

SALMSON. Two 1922 2-seaters and dickey, one sports chassis, both in very nice condition and well equipped, taxed, £50 each. Below.

SALMSON 1923 model de luxe, 2-seater and double dickey, painted maroon with black wings, fully equipped and in really nice condition, £70. Below.

SALMSON, 1925, 10-15hp, 4-door saloon, 4 speeds, l.w.b., balloons, luggage grid, spotlight, etc., whole car indistinguishable from new and little used. K.J. Motors, 50 Widmore Rd., Bromley, Kent. 702-733

SALMSONS. Vadum Co., used Salmson specialists, offer, among others:

£95. Superb 1925 model sports, self-starter, oversize tyres, all-weather equipment, very smart, excellent order, extremely fast and flexible.

£68. 1923½, de luxe English body, double dickey, only wants seeing. Deferred exchanges. Salmsons bought, overhauled and sold. Open 6 Saturdays.

Vadum Co., 37 Beaconsfield Rd., Willesden Green, N.W.10. Phone, Willesden 0692. 701-752

SALMSON, very late 1923, English body, with large dickey, painted green with black wings, in excellent condition, bargain, £65; exchanges, Earls, Ltd., The Vale of Health, Hampstead, N.W.5. Phone 3287. Open till 9 Saturdays. 701-788

SALMSON, 1925, 10hp, repainted, overhauled, self-starter, full equipment, first-class condition, 80 gns. Hood, 45-6 Leinster Gardens, Lancaster Gate, W. Phone, Padd. 7278. 701-w788

SALMSON, November, 1923, 2-seater, dickey, English body, last tonner any trial, £70; terms arranged. 94 High Rd., Leyton, Maryland 701-w784

SALMSON. Sprosen, Ltd., for Salmsons; exchanges, deferred. 1922, delivered 1923, 2-seater, dynamo, perfect condition, clock, speedometer, £65.

1925 model special sports, permanent collapsible hood, taxed year, guaranteed, 87 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 701-815

SALMSON, 1923 sports, £75; deferred payments, exchanges, D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 701-824

SALMSON, 1924 sports 2-seater, excellent order, £90; exchange or terms. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 701-850

SALMSON, 1925, 10hp, 2-seater de luxe, practically new, £105. New Sussex Motors, 332-334 King's Rd., Chelsea, S.W.5. Kensington 2540. 701-857

SALMSON, 1925, English body, 2-seater and dickey, self-starter and full equipment, £125. Boon and Porter, Ltd., 159-163 Castelnau, Barnes, S.W.13. 701-880

SALMSON 1923 sports 2-seater, £65. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 701-932

SALMSON, 1926, brand new (shop-soiled) 1015 4-door saloon, l.w.b., balloons, every accessory, makers' guarantee, list price £430, our price 295 guineas. Below.

SALMSON 1925 10hp Grand Sports 2-seater, overhead camshafts, l.w.b., completely equipped, superb condition, 160 guineas. Below.

SALMSONS. A real snip. See page 2. 701-963

SALMSON 1924 10hp sports 2-seater, completely equipped, excellent condition, 85 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 701-949

SALMSON, 1925, £120, 2-seater and dickey de luxe, oversize tyres and in excellent condition, suitable for driver with right artificial leg. Brookhouse, Orleans Nursery, Richmond Rd., Twickenham. 701-w869

SALMSON 1925 Grand Sports, 10hp, 2-seater, painted maroon, fitted overhead camshaft, l.w.b., cost £300, in beautiful order, £175. Henlys Used Car Depot, 7-13 Upper Gloucester Place, N.W.1. 701-60

SALMSON, 1925, 2-seater, self-starter, dynamo, all-weather equipment, speedometer, clock, wiper, luggage carrier, mileage 7,000, just "looked over" by makers, £115; private. Parker, 1 Market Rd., Caledonian Rd. North 4326. 701-w898

SCOTT SOCIABLE. 2-seater, dickey, hood, screen, dynamo lighting, interchangeable wheels, spare with tyre, taxed till December, tyres good, economical 55 to the gallon, trial, 27 gns. White, 2 Oxford Rd., Finsbury Park, N.4. 701-w692

SENECHAL cars. As the sole concessionaires for Great Britain, we always have several good second-hand Senechal cars in stock. Free advice on the history of any second-hand Senechal advertised, gladly given. Tele., Museum 6626. A.S.C., 166 Gt. Portland St., W.1. zzz-162

SENECHAL 1925 sports 3-seater, balloon tyres, wire wheels, Hartfords, self-starter, very full equipment, total mileage of 3,000, in nice condition, 1925-26 sports Morgan and cash. A., 2 Clivedon Rd., Twickenham. 701-882

SENECHAL 1925 super-sports 2-seater, special competition car, thoroughly good condition, £125. Cummings, 101 Fulham Rd., South Kensington, S.W. 701-61

SILVER HAWK super-sports, overhead camshaft, Eric-Campbell chassis, wire wheels, aluminium streamline body, outside exhaust, not a racing freak but a fast roadster, any trial, photo, £59. 1 Childebert Rd., Balham. 701-w812

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

SINGER, 1924 10hp 4-seater, painted blue, electric lights, self-starter, all-weather equipment, mechanical condition guaranteed, tax paid, £125. Taylors 49-53 Sussex Place, South Kensington. Phone, Ken. 8558. zzz-235

SINGER, licensed 2-seater, dynamo, smartly finished violet, carefully used, excellent condition. Mrs. Cotton, Wotton, Gloucester. 701-n93

SINGER, 1925, 10hp, 4-seater de luxe, all-weather, full equipment, splendid running order, £82 10s. 46 Ditton Rd., Surbiton, 702-1282

SINGER, 1924 Weymann saloon 4-seater, 10hp, £135; taxed. Exchanges, deferred terms. Newnham, Heath Rd., Twickenham. Phone, Richmond 3295. 701-729

SINGER. Cass's Motor Mart, Ltd. (Established 1911.) 1925 de luxe 4-seater, blue, exceptional condition, 3 months' guarantee, £135. Below.

SINGER, 1925, de luxe 2-seater, starter, splendid condition throughout, 3 months' guarantee, £85; terms, exchanges. 5 Warren St., W.1. Museum 623. 701-722

SINGER, £95: 10hp 2-seater, as new throughout. Arthur Stuart and Co., 16 Little Portland St., W.1. 701-716

SINGER, 1923-4, 4-seater, £100 each or £25 down and 12 monthly instalments. Lamb's, Ltd., opposite Ilco St. Station, Walthamstow, or at branches by arrangement. 701-712

SINGER, 1925, 10hp, 4-seater de luxe, as new, balloons, finished blue, £160; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 701-703

SINGER, 1924, 10hp, Weymann saloon, excellent condition, £150; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 701-702

SINGER 2-seater, dynamo, speedometer, excellent condition, 58 in n.g., £25. 15 Hoppers Rd., Winchmore Hill, N.21. 701-w81

SINGER 2-seater, dynamo lighting, perfect order, any trial, £55, or exchange. 44 William St., Stratford. 701-w817

SINGER 1921 10hp 2-seater, d.d., s.s., d.l., trial, tax after 8; £50. Lewis, Boot Stores, 63 York Rd., Battersea. 701-w822

SINGERS; exchanges, deferred payments. 1920 coupe, 2-seater, dickey, lighting, starter, £45; 1923-24 4-seater, £95; 1923 2-seater, dickey, £89; 1924 2-seater, dickey, £99; all have all-weather equipment and self-starters and are in excellent condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 701-799

SINGER, late 1924, de luxe 4-seater, first-class condition, new balloon tyres, taxed year, luggage carrier, many extras, little used, one owner 115 guineas. Rowe, 28 Pollarda Hill North, Norbury. 701-w833

SINGER 4-seater de luxe, full standard equipment, taxed, has been carefully used and well looked after, condition almost new, £90. 92 Lakehall Rd., Bensham Lane, Thornton Heath. 701-w837

SINGER 1919-20 2-seater, self-starter, usual accessories, excellent condition, very smart, taxed, £35, or exchange motorcycle and cash. Herbert, c/o 37 Arch, Archer St., Vauxhall, S.E. 701-w842

SINGER 10 1921 2-seater, double dickey, 4 oversize tyres and sparo (practically unused), Exide battery, 1925, electric and bulb horns, electric starter, good appearance, recently overhauled, tax paid, December, bargain, £65, any test by appointment. Hirst, 162 Koughley Rd., Colne, Lanc. 701-w845

SINGER, 10hp, 1919, 2-seater and dickey, lighting and starter, speedometer, clock, £40. Maudes, 100 Gt. Portland St., London. 701-836

SINGER, 1925, 10hp, revarnished and in excellent condition, £160. Streatham 2014. French's, High Rd., Balham. 701-838

SINGER, 1925, 10-26hp, 4-seater, small mileage, in new condition throughout, insured, open to any examination, 155 gns.; exchange or terms. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 701-851

SINGER, 1924, 2-seater de luxe, double dickey, all-weather equipment, clock, speedometer, etc., 5 new Dunlop cords, tax paid, perfect condition, £105; any trial by appointment; no dealers. Witte, 61 Kensington Crescent, Ilford. 701-w762

SINGER de luxe coupe, October, 1921, overhauled, repainted, new tyres, perfect, guaranteed, £47 10s. 50 Manor Rd., Leyton. 701-w694

SINGER, 4-cylinder, dynamo lighting, 2-seater, dickey, good order, £25. Moreton 166 Plumstead Common Rd., S.E.18. 701-w794

SINGER, 1924 2-seater de luxe, year's tax, in excellent condition throughout, 100 gns.; exchanges and deferred terms. Archie Simons and Co., 6-7 Warren St W 1 Museum 2578-9. 701-778

SINGER, 1921, 10hp, special 3-seater, clover-leaf body, dynamo lighting, self-starter, nearly new tyres, £55. W. 96 Blyth Rd., W.14. 701-w785

SINGER, brand new 4-seater, unregistered, shop-soiled, £195; exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 701-995

SINGER 1925 de luxe, 4-seater, excellent condition, as new, any trial, £160. 37 Talbot Rd., Tottenham, N.15. 701-w894

SINGER 1925-26 model de luxe, 4-5-seater, all-weather equipped, pneumatic upholstery, self-starter, speedometer, tools, taxed, etc., perfect condition, £145; deferred payments. 21 Pennant Mews, Earl's Court, 6684 Western. 701-966

SINGER 10, late 1923, 4-seater de luxe, self-starter, dynamo lighting, rigid side screens, spare wheel, speedometer and usual equipment, good set of tyres, excellent appearance and perfect mechanical condition, a special bargain at £68. Teddington Garage, 160 High St., Teddington. Kingston 2562. 701-w860

SINGER. Exceptional bargain. 1926 10-26hp, limousine saloon, only used for few demonstration runs, absolutely like new, £255; cash or easy payments. Wilkins, Simpson, opposite Olympia, London. Phone, River-side 0238. 701-w887

SINGER 1920 and 1921 2-seaters with dickey, self-starters, full equipment, £42 10s.; deferred terms, exchanges; many other makes. Andrews, Motor Mart, 151 White Hart Lane, Barnes. 701-925

SINGER, 1925 10-26hp 4-seater, many extras, year's tax, very little used, exceptional condition, £170. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 701-910

MAP OF 50 MILES ROUND LONDON. Cloth 3/- net. 3/2 post free.
Paper 1/6 net. 1/8 post free.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SINGER, 1925-4, 10hp, self-starter, dynamo, 4-5-seater, in beautiful condition, £75. 69 St. Paul's Avenue, Willesden Green, London. 701-w882

SINGER 1921 coupe, 10hp, self-starter and dynamo lighting, leather upholstery, 5 new tyres, spare wheel, exceptionally nice condition, £45. cash or deferred. Navlors, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 701-54

SINGER late 1924 de luxe 4-seater, magnificent order and condition and complete, taxed for year, £120; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 701-62

SINGER. Always 50 used cars in stock, including Singer, all backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 701-15

SINGER, 1924, 10hp, de luxe 2-seater, double dickey, paintwork unmarked, very smart car, with starter and full standard equipment, £92 10s. 701-10s

SINGER, 1921, 2-seater, leather upholstery, smart little car, £58. Hams Simons, 29 Downham Rd., Dalston, N.1. Clissold 7061. See "Miscellaneous Cars." 701-25

SINGER used car bargains at Newnham's:-

1926 10-26hp saloon, painted maroon, f.w.b., run 2,000, £255.

1925 10-26hp saloon, painted maroon, perfect order, £210.

1926 10-26hp 4-seater de luxe, painted maroon, equal to new, £195.

1923 10-26hp 4-seater de luxe, painted grey, very nice, £170.

1925 10-26hp 4-seater de luxe, in sound condition, choice of 8, £163.

1925 10-26hp 4-seater de luxe, in good order, £155.

Newnham Motor Co., 245-5 Hammersmith Rd., London, W.6. Phone, 710-82
Itenside 3161.

SINGER, 1924, de luxe 4-seater, 10hp, new condition, £112. 1 Mitcham Lane, Streatham. Phone 0159. 701-85

STANDARD cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-19

STANDARD, 1924, 11hp, 2-seater, mechanically sound, revarnished, 7 days' free trial, taxed, £118. Taylor's, 49-53 Sussex Place, South Kensington. Phone, Ken. 8858. zzz-234

STANDARD, 1924, 11hp, 2-seater, dickey, dynamo, starter, taxed year, ready for immediate use, £110. Garage, 12 Cornwall Terrace Mews, Allsop Pl., N.W.1. Baker St. Station. Phone, Langham 2955. zzz-624

STANDARD, 1924, 11hp, 2-seater, dickey, dynamo, starter, taxed, ready for immediate use, £105. Garage, 12 Cornwall Terrace Mews, Allsop Pl., N.W.1. Baker St. Station. Phone, Langham 2955. zzz-625

STANDARD, exchanges, deferred payments, 1920-21 coupe, dickey, Bedford cord, lighting, starter, £65. 1924 de luxe all-weather 2-seater, dickey, lighting, starter, £99; 1925 de luxe 2-seater, dickey, all-weather, lighting, starter, £92. Scabridge, 55 Hansard Rd., East Dulwich, Sydenham 2452. 701-801

STANDARD, 1924, 11.4, 2-seater, dickey, all-weather screens, excellent condition, £105, cash, terms, exchange. Allery and Bernard, 344 King's Rd., Chelsea, S.W. 701-808

STANDARD, 9.5hp, 1920 model, 2-seater and dickey, dynamo lighting and starting, recently repainted dark blue, in excellent running order, any trial or examination, £57. 5 Selhurst Rd., South Norwood. Phone, Thornton Heath 1222. 701-w852

STANDARD, 11.4hp, late model 4-seater de luxe Konitworth, all-weather, self-starter, painted blue, exceptional condition, £115; exchanges in statements, 11a Rumsey Rd., Stockwell Rd., Brixton 4129. 701-845

STANDARD, 1924, 11.4hp, 2-seater de luxe, superb condition, £100. New Sussex Motors, 332-334 King's Rd., Chelsea, S.W.5. Kensington 2540. 701-856

STANDARD, 1922, 11.4, 2-seater, starter and lighting, runs perfectly, 78 gns. Clark's, 225 Hammersmith Rd., W.6. 701-795

STANDARD, brand new 1926, £205; 11.4 2-seater, slightly shabby, £205; exchanges. Noringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 701-995

STANDARDS. A real snip. See page 2. 701-962

STANDARD, 1925, 11.4hp, self-starter, dynamo, 2-seater and double dickey, coachwork unscratched, £117 10s. 69 St. Paul's Avenue, Willesden Green, London. 701-w881

STANDARD, 1924, 11.4, de luxe 2-seater, completely equipped, excellent order, 95 gns.; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 701-942

STANDARD, £110, 1924, all-weather 4-seater de luxe, paint unscratched. See below.

STANDARD 1925 2-seater, double sunk dickey, balloon tyres, self-starter, year's tax, speed, £125. Denman, 4 Denman Pl., Piccadilly Circus. Regent 986. 701-935

STANDARD, 1925, latest model de luxe 2-seater, exceptional condition throughout, small mileage, £165. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 701-911

STANDARD 1924 4-seater, de luxe model, in excellent order, owner will drive 100 miles to genuine purchaser, price £95. 31a Hydethorpe Rd., Balham. 701-900

STANDARD 1924 2-seater de luxe, all-weather equipment, in excellent mechanical condition, £92. Hydethorpe Motors, Hydethorpe Rd., Balham. 701-901

STANDARD, 1925, 11.4hp saloon, 4-seater, car new July, 1925, bargain, £185. Bartlett's, 93 Gt. Portland St. 701-42

STANDARD. Always 50 used cars in stock, including Standard, all backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 701-14

STANDARD, 1924, 11.4, 4-seater, tax paid, very small mileage, absolutely like new, £125, part exchange or deferred. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W.1. 701-21

STANDARD 1924 de luxe 4-seater, 11.4hp, new condition, £115. 1 Mitcham Lane, Streatham. Phone 0159. 701-85

SWIFT 10, 1921, 2-seater, with dickey, very good running order, £50. French's, High Rd., Balham. Streatham 2014. 701-839

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SWIFT, 1925, 10hp, 4-seater, in new condition throughout, very small mileage, £165; exchange or terms. Chester Mighall, Stourcliffe St., Edware Rd., Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 701-849

SWIFT cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-20

SWIFT, 1914, 7hp, 2-seater, dynamo and starter, excellent condition, in good running order, suit beginner, £20. Below

SWIFT, 10hp, 2-seater and dickey, dynamo, starter, rear screen, guaranteed condition, £80. Maude's, 100 Gt. Portland St., London. 701-855

SWIFT, South Ealing Garage. 1920 9.8hp 2-3-seater and dickey, just thoroughly overhauled, really exceptional order, £55. 152 South Ealing Rd., Ealing 2985. 701-784

SWIFT, F.O.C.H., Ltd., have several Swifts, bargains. 5 Heath St., Hampstead. (Tube Station.) 701-681

SWIFT, £29, 1920 2-seater, dynamo lighting, good tyres, exceptionally last; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 0305. 701-984

SWIFT, 1924, 10hp, three-quarter coupe, dickey, fully equipped, balloons, excellent condition, 115 gns.; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 701-943

SWIFT, 1924, 10hp, coupe, in new condition, £135. Bartlett's, 93 Gt. Portland St. 701-40

SWIFT, 10hp, 2-seater, starter, very clean; terms, £8 10s. and 10 monthly payments of £8 10s., or cash, £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 701-914

TALBOT 8-18hp late 1922 2-seater, dickey, dynamo, starter, speedometer, Klaxon, mirror, petrol-can carrier, all-weather curtains, taxed, splendid condition, £97 10s. Mebes and Mebes (Est. 1893), The Original Light Car Specialists, 144, 134-6 Gt. Portland St., W.1. Museum 4244. 701-777

TALBOT, 1925, late, 8hp 2-seater, dickey, stored 7 months, just overhauled, repainted, exceptional bargain, £105. Lambourne Wine Stores, Latchmere 5125. 701-w716

TALBOT, 1925 10-25 4-seater, all-weather equipped, good tyres, beautiful condition throughout, taxed December, £139, cash, terms, exchange. Allery and Bernard, 344 King's Rd., Chelsea, S.W. 701-807

TALBOT, 8-18, 3-5-seater, in new condition throughout, guaranteed 3 years, £155, or £50 down; exchange. Delord's, North Row, Park Lane. Open 9 to 7. 701-779

TALBOT 1924 10-25 2-seater, large dickey, all-weather hood, new condition, £145. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4455. 701-858

TALBOT, 1926 model 10-25 4-door saloon, completely equipped, balloons, indistinguishable from new, present list price £450, our price 350 gns.; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 701-944

TALBOTS. A real snip. See page 2. 701-964

TALBOT. Always 50 used cars in stock, including Talbot. All backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 701-15

TAMPLIN, 8hp J.A.P., Sturmer 3-speed, chain-drive, 15 guineas. Clark's, 225 Hammersmith Rd., W.6. 701-797

T.B., 1922, 3-wheeler, 8hp, air-cooled, nice condition, £48. 95 Francis Rd., E.10. 701-w805

T.B., 1925, 10hp water-cooled J.A.P., completely overhauled, taxed, £60. A.T.S., Hydro, Bristol. 701-w844

WOLSELEY cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-21

WOLSELEY 1924 10hp 2-seater and dickey, very little used, perfect, £110, cash, deferred or exchange. A. Green, back of No. 9, Blackfriars St., Salford. Tel. Cent. 2191. zzz-916

WOLSELEY, 1922 10hp de luxe model 2-seater, starter and lighting, every accessory, fitted just like new, bargain, £95; cash, deferred, exchange. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 701-748

WOLSELEY, 1924, 10hp, 2-seater, like new, £125; 4-seater, taxed, £145. Arthur Stuart and Co., 16 Little Portland St., W.1. 701-715

WOLSELEY, 10hp, 1923, 4-seater, carefully driven, mechanically perfect, only 8,400 miles, any trial, £100. 12 Roseford Rd., Staines. 701-w579

WOLSELEY 10, 2-seater de luxe, all-weather equipment, new tyres, any examination, £95. Plater, 376 High Rd., Streatham. Phone 0488. 701-861

WOLSELEY, 1925 11hp 2-seater and dickey, nice order, £95. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 701-771

WOLSELEY, 1925 10hp 2-seater, sunken dickey, all-weather equipment, practically new, £85. New Sussex Motors, 332-334 King's Rd., Chelsea, S.W.5. Kensington 2540. 701-858

WOLSELEY, 10hp 1922 de luxe model, starter, new tyres, taxed, splendid condition, £85, cash, exchange, deferred. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4655. 701-813

WOLSELEY, 2-seater de luxe, 1921, balloons, dynamo lighting, starter, any trial by appointment, £72. Hetherington, 90 Swinburne Rd., Putney. 705-w824

WOLSELEY, 75 guineas, 10hp, 1921, 2-seater de luxe, dickey, starter, etc., taxed December, excellent condition. Vivian, 35 Spenser St., Victoria St., S.W.1. Vic. 8677. 701-867

WOLSELEY 11hp de luxe, 1925, self-starter, quite complete and ready for the road, absolute bargain; exchanges, terms, 5 Putney Bridge Rd., Wandsworth, Putney 2728. 701-990

WOLSELEY, £65, 1924, 7hp, 2-seater, dynamo lighting, in splendid condition, has been very well cared for, very handsome car; exchanges, easiest of terms. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 0505. 701-985

WOLSELEY, 1925, 11-22hp, 2-seater, dickey, complete equipment, etc., excellent condition, bargain, 115 guineas. Vivian, 35 Spenser St., Victoria St., S.W.1. Vic. 8677. 701-866

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

- WOLSELEY** 1925 11-22hp 2-seater, fully equipped, mileage 5,000, practically new, £165. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 701-912
- WOLSELEY**, 1925 11-22 2-seater, dicky speedometer, completely equipped, balloons, excellent condition, 145 gns. Below.
- WOLSELEY**, 1924 11hp 2-seater, fully equipped, speedometer, starter, dicky, superb order, 110 guineas. Below.
- WOLSELEY**, 1925 11hp 2-seater, clock, speedometer, starter, dicky, excellent condition, 94 guineas. Exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 701-945
- WOLSELEYS**. A real snip. See page 2. 701-965
- WOLSELEY**, 1924, 10hp, 2-seater, dicky, tax December, repainted as new, £105. Bartlett, 93 Gt. Portland St. 701-41
- WOLSELEY**, 1921, 10hp, de luxe 2-seater and dicky, leather upholstery, self-starter and full equipment, speedometer, all-weather equipment, oversize tyres, various extras, fine little car, £72 10s. Harold Simons, 29 Downham Rd., Dalston, N.1. Chisold 7061. See Miscellaneous Cars 701-28
- WOLSELEY**. Always 50 used cars in stock, including Wolseley. All backed by our well-known guarantee, exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 701-16
- WOLSELEY** used car bargains at Newhams.
- 1924 10hp 2-seater and dicky, in perfect order, painted grey, £105. 1925 (delivered 1922), 10hp, 2-seater and dicky, repainted, new tyres, £85.
- 1923 7hp 2-seater, almost like new, self-starter, etc., £85. Newham Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 3161. 701-85
- XTRA** monocoar. Villiers engine, tax £4, good condition, tools, licensed, £20. Miss Poste, Burley, near Brockenhurst. 701-w831

SPARE PARTS FOR LIGHT CARS.

- MORGAN**. Metropolitan Area Service Depot, Elce, Ltd., oldest and largest firm (pre-war) handling Morgan runabout. Specially appointed distributors of spare parts, all models; enormous stocks. List free. 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. zzz-118
- ZEBRE**. All spares can be obtained from Knight, 10 Vigo St., Regent St., London, W. zzz-580
- LE ZEBRE**. Complete stock of all spares. Lowest prices. Immediate service. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.15. Tel., Riverside 1177. zzz-2
- RICHARDSON CAR CO.**, Millthorpe, near Sheffield. Spare parts in stock. zzz-614
- SPRUCKETS** and chain wheels. Usual sizes in stock. Any pattern made promptly to order. Dept. T, Clarendon Engineering Co., Clarendon Rd., Croydon. 706-n638
- KINGSBURY JUNIOR** and Rob Roy spares in stock. Kennedy Motors, 19 Ashton Lane, Glasgow, W.2. 706-79
- L.S.D.** spares. Any part supplied. The One-Tree Motorcycle Co., Huddersfield. Phone 1920. zzz-80
- SCOTT SOCIABLES**. Scott Sociables. We are the only expert repairers and spare parts stockists in the South. Satisfaction guaranteed. Welford St., St. James St., Brighton. 708-473
- LITTLE GREG** (1922) second-hand spare parts; state wants. Clark, 6 Elliot Hill, Lewisham. 702-t958
- ROBERTS** for Belsize-Bradshaw spares.
- STUB** axles, valves, bearings, road springs, axle shafts, etc., etc.
- ROBERTS**, Regent House, Regent St., London, W.1. Mayfair 1590. 707-325
- DEEMSTER** official service depot, overhauls and repairs by ex-Deemster staff. All parts made to
- DEEMSTER** original figs, patterns and drawings.
- E. J. HARRISON**, having purchased goodwill of Deemster depot, has the only service to offer these facilities.
- E. J. HARRISON**, Deemster Depot, 6 Queen Anne Mews, Cavendish Square, W.1. Langham 2255. 701-194
- FOR** anything you require made, pistons, connecting rods, gears, shafts, etc. We make spare parts to pattern or sketch and should be interested to hear about any part you require, no matter how small. Osmond Engineering Co., Hotwell Rd., Bristol. 701-w711
- GINGER** spares, new, all parts to 1921 models. Green, Westbury Lane, Buckhurst Hill, Essex. 704-w695
- DEEMSTER** service.
- ELEPHANT MOTORS, LTD.**, are the actual Deemster spare part manufacturers, and can supply owners and garages with all parts from stock at lower than Deemster official prices, with the guarantee that all goods are genuine to Deemster standards, made by Deemster specialists and passed by our Deemster technical inspection department.—Many Deemster improvements are now available. Elephant Motors, Ltd. Below.
- BELSIZ-BRADSHAW** service.
- ELEPHANT MOTORS, LTD.**, have undertaken the manufacture of these parts and a complete range of replacements is now available. Elephant Motors, Ltd. Below.
- ELEPHANT** replacement service for Singer, Calthorpe, Calcott, Allday-Enfield, Marsden, Meteorite, Mercury, A.C., G.N., Duplex, etc., etc., Elephant Motors, Ltd. Below.
- ELEPHANT** service for lamps, horns, dynamos, accumulators, magnets, carburettors, Ferodo, Whittle belting, wings, spare wheels, tyres, etc., at lower prices than elsewhere.
- ELEPHANT MOTORS, LTD.**, Elephant House, 97-101 Newington Causeway, London, S.E.1 (1 minute Elephant Tube Station). Telephones, Hop 7076-7-8. 701-35
- ZEBRE** wheels, springs, hubs, axle, sundry small parts, good condition. Casilda, Widmer End, High Wycombe. 701-w872
- CARDEN** and New Carden spare parts supplied solely by us. (Trade supplied.) Overhauls and repairs a speciality. Andrew's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 701-921

SPARE PARTS FOR LIGHT CARS (continued).

- ROVER 8**, 1921, breaking up, all parts for sale. D. Rallon and Co., 8 Chapel St., Salford, Manchester. Cent. 8539. 701-822
- G.N.** owners. Please remember that G.N., Ltd., have never ceased to carry stocks of all spares for all models. Illustrated spare parts lists, 1s. 6d. East Hill, Wandsworth. 701-854
- LONDON MORGAN SERVICE DEPOT**, officially appointed by the Morgan Motor Co. Overhauls and repairs a speciality. All spares in stock. Homac's, 243-7 Lower Clapton Rd., E.5. Phone, Chisold 2408. 701-69
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JOWETT. Gordon Watney and Co., Ltd., West End Agents, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 31 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6. zzz-846

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(continued).

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STANDARD, Car Mart, Ltd., are authorized Standard agents and can give immediate delivery of all models. Part exchange and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1, and 297-9 Euston Rd., N.W.1. Phone, Grosvenor 5311. Museum 2000. 701-815

STANDARD cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2525. 701-14

STANDARD, Gordon Watney and Co. Ltd., West End Agents, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 51 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6. 701-848

STANDARD, The Pritchley Autocar Co., Ltd., are special agents and can give immediate delivery of all models. Highest prices allowed in part exchange; special deferred terms on application. 203 Gt. Portland St., W.1. Phone, Langham 1464 and 1472. 701-438

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JOWETT wanted, 1926, 2-seater, for cash. 96 New Rd., Gray. 701-w705

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Continued on top of next page

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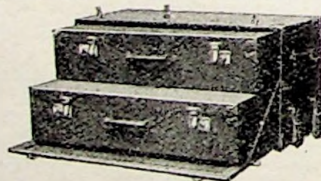
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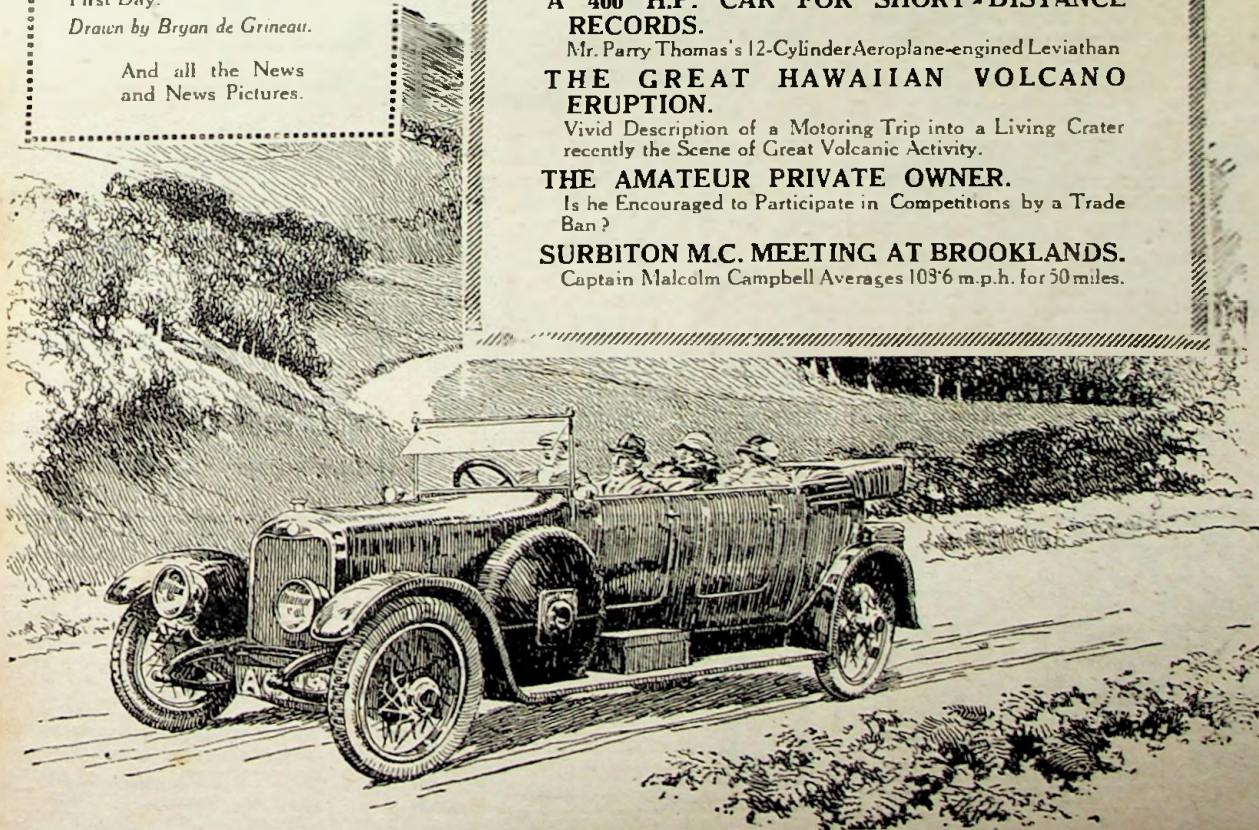
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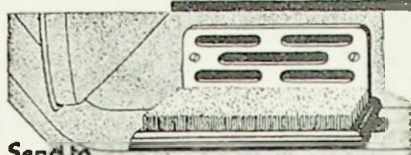
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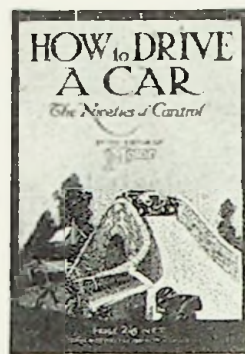
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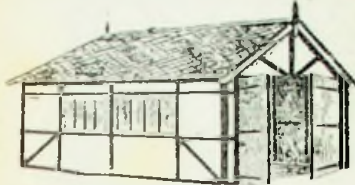
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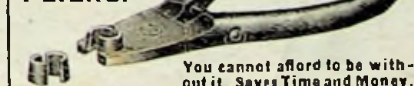
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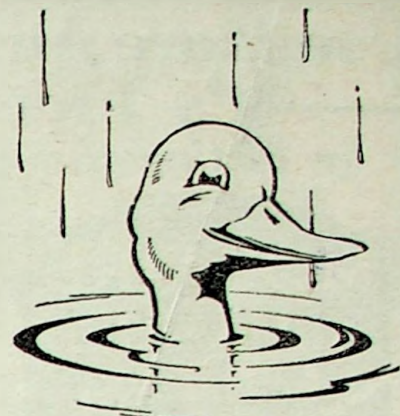


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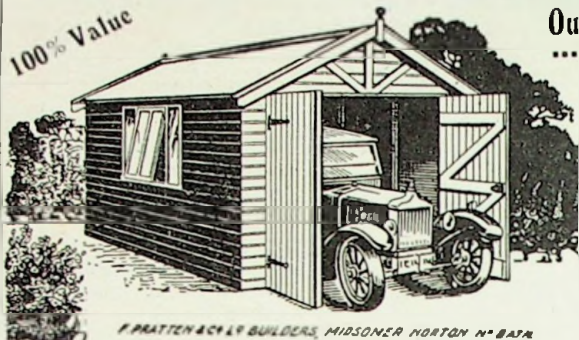
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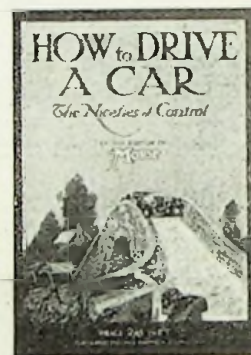


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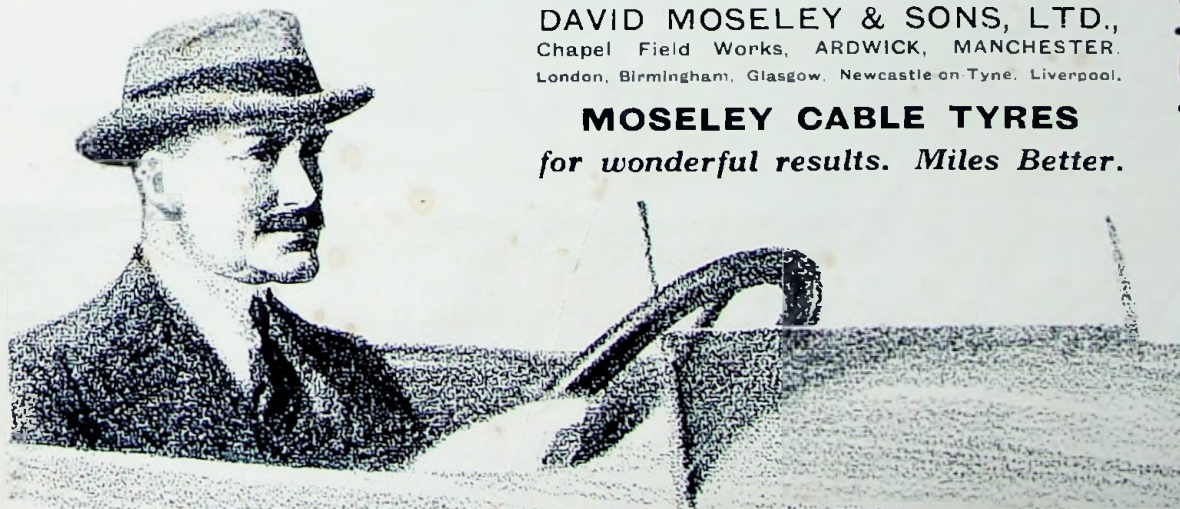
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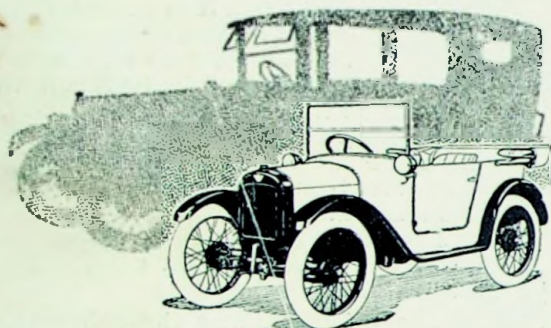




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