The Light Car and Cyclecar

Founded 1912

The only Small Car Journal

3D.

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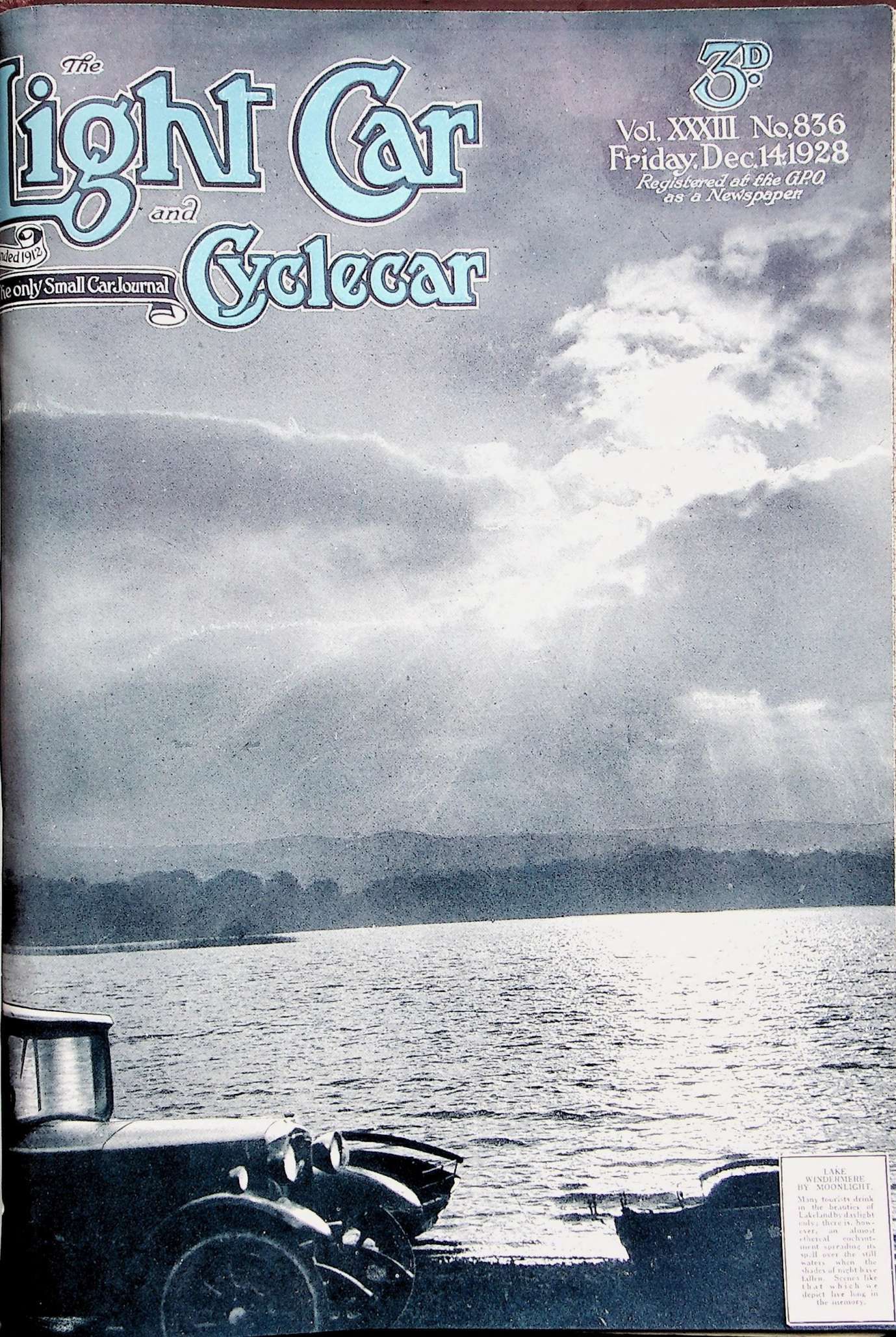


LAKE WINDERMERE BY MOONLIGHT.

Many tourists drink in the beauties of Lakeland by daylight only; there is, however, an almost ethereal enchantment spreading its spell over the still waters when the shades of night have fallen. Scenes like that which we depict live long in the memory.

THE FINISHING TOUCHES ABOVE GROUND. — **The New Piccadilly Circus Tube station, London—the finest underground station in the world—was opened on Monday last. Above ground Eros has gone—a central refuge taking its place.**

NOTES, NEWS & GOSSIP of the WEEK

Rescued.

During the month of October 975 cases were dealt with by the R.A.C. under its "Get You Home" service; of these, 827 related to cars and 148 to motorcycles.

Rumours of Combines.

Following the Hillman-Humber-Commer fusion, rumour has been rife during the past few days and the probable fusion of interests among three or more well-known British car manufacturing concerns is being discussed. No authoritative information, however, is yet available.

This Week.

Viewed in the light of practical experi-e, the six-wheeled chassis presents interesting problems and possi- and our centre pages this week oted to a frank discussion of the Tyres continue to play a very nt part in present-day motor- d readers are referred to an itative article entitled "Tyre wherein interesting aspects of subject are dealt with in a clear and easily understood form.

No. 836. VOL. XXXIII.

ON OTHER PAGES

LIGHTING-UP TIMES.

Saturday, December 15, 1928.

London	4.20	Edinburgh	4. 7
Newcastle	4. 7	Liverpool	4.22
Birmingham	4.21	Bristol	4.30
		Cardiff	4.33

Moon in First Quarter, 20th.

Press Arrangements.

Owing to the Christmas holidays our issue dated December 28th will close for press earlier than usual, and all instructions and copy for advertisements must reach our head office not later than Friday, December 21st, first post, or by 10 a.m. if sent by hand.

Banning Motor Races.

The Prussian Minister of the Interior has forbidden motor racing on the roads. His decision is said to have been taken as the result of a fatal accident which occurred in a road event.

Light Cars of 1929: The Austin Seven.

We very much regret that the second article of our series "Light Cars of 1929 Reviewed in Detail," dealing with the Austin Seven is unavoidably held over. We anticipate that we shall be able to make this article one of our prominent features next week.

Next Week.

Our Christmas Number, with just enough of the Yuletide flavour to make it thoroughly appropriate to the season. The great winter run of the Motor Cycling Club takes place almost immediately after Christmas and we shall, therefore, present our usual complete guide to the event in next Friday's issue. Several new hills are being included in this year's run and people who want to see the competitors en route should make a point of studying the guide.

'Ware Traps.

We learn from a reliable source that the police are instituting traps on the Staines section of the Great West Road —a stretch hitherto free from controls.

New Austin Official.

Mr. E. L. Payton, the financial director of the Austin Motor Co., Ltd., has been elected deputy chairman in place of the late Mr. Harvey du Cros.

Garage Problems.

So acute has the garage problem become in London for theatre-goers that it is not at all uncommon for berths to be booked by telephone well in advance. Light car owners are fortunate in that a corner can frequently be found for their "seven" or "eight" even when a garage is considered to be full.

Jowett Short Saloon Now £130.

Jowett Cars, Ltd., announce that it has been found impossible to produce the new short-chassis saloon model at the price originally fixed (£125), and that, rather than reduce the quality, they have decided to increase the price slightly. The new figure, which became effective on December 10th, is £130. Prices of other Jowett models remain unaltered.

Malmesbury Abbey.

The beautiful Norman Abbey of Malmesbury, Wilts, has been restored and was reopened on December 6th by the Bishop of Bristol. It has been closed since August, 1927, during which time the interior has been extensively rebuilt at a cost of some £12,000. The beginnings of the Abbey date from the early years of the 7th century and the erection of the present building was commenced in 1150. During the reign of Henry VIII, William Stumpe, a rich clothier, bought Malmesbury Abbey for £1,500, turned part of it into a cloth factory and presented the nave to the town for use as a parish church. Only this nave now remains, but the foundations of the whole Abbey are traceable.

UNRECORDED HISTORICAL INCIDENTS.

No. 1.—Prehistoric Percy enjoys the measured furlong.

The Coldest Ever?

Seldom has a trial taken place under such wintry conditions as those which characterized the "London-Gloucester-London" last week-end. A report appears elsewhere in this issue.

For Commercial Uses.

The Outlook (1929) Number of our associated journal, *The Commercial Motor*, will be published on January 1st. It will be rich in special articles, and full of valuable information.

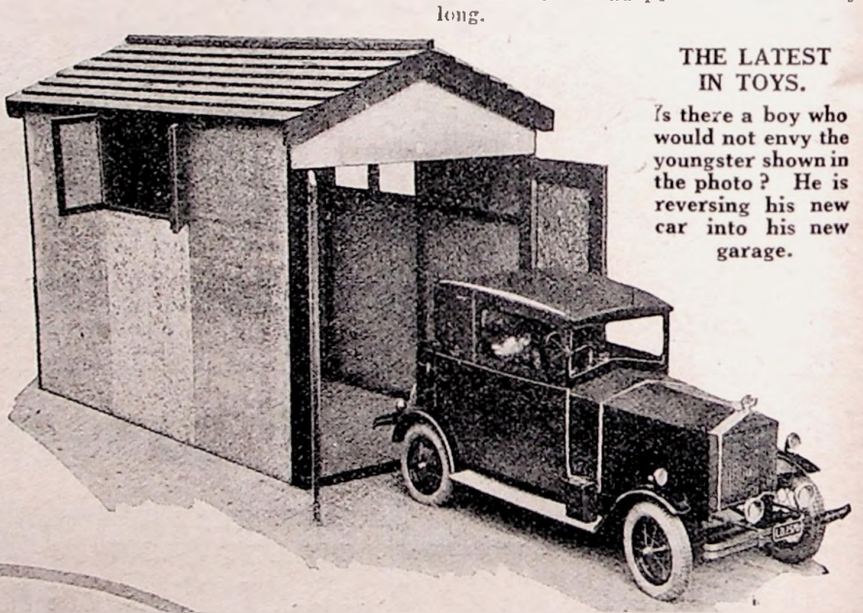
A Worth-while Christmas Gift.

The Council of Dr. Barnardo's Homes asks us to point out that 10s. sent to their head offices at 18-26, Stepney Causeway, London, E.1, gives the donor in return the joy of feeling that, for at least 10 days, he is feeding one of their giant family of 8,000 boys and girls.

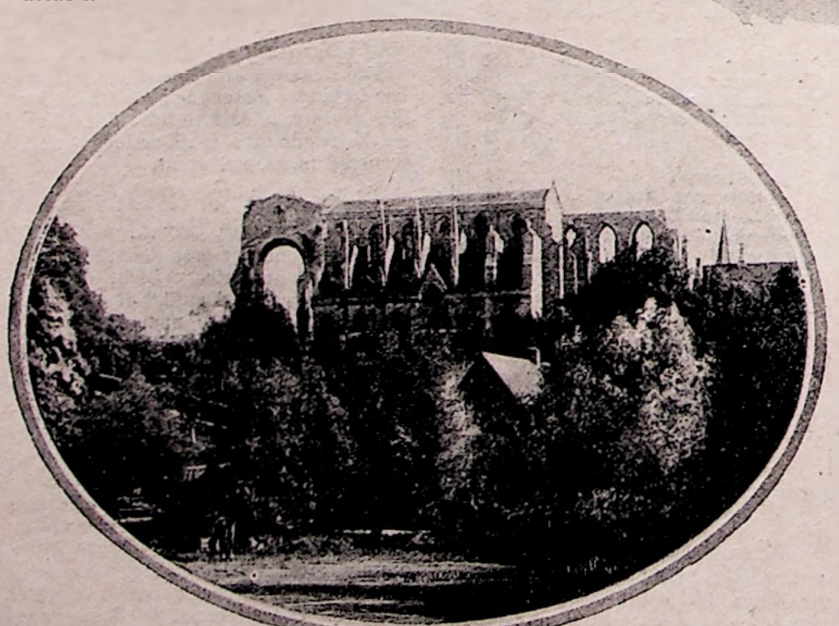
Robots for London.

In the matter of automatic traffic control the provinces seem to have led the way. So successful have the traffic robots been in provincial centres that it is more than possible that the London authorities will adopt them before very long.

THE LATEST IN TOYS.



Is there a boy who would not envy the youngster shown in the photo? He is reversing his new car into his new garage.



WONDERFUL ABBEY RESTORED. —— **The nave of Malmesbury Abbey, Wilts, which has been restored. (See paragraph above.)**

Sir James Percy Memorial.

The hon. treasurer of the Sir James Percy Memorial Fund, Mr. Robert Willis, 2-3, Newman Street, London, W.1, will be pleased to receive subscriptions to the fund. Already contributions have been received from about a hundred friends of the late Sir James. The memorial fund is to take the form of endowing in perpetuity the maintenance and education of a child.

Encouraging Motor Sport.

The Southport Town Council has granted permission to the Southport Motor Club to run race meetings on the sands again next year. Six meetings—one of which will be a 100-m[illegible] cold race for cars—are to be organized. The first meeting of the year is due to [illegible]d not place on January 19th. As showing [illegible] piston value in advertising to the town br[illegible]ly large about by motor racing, a memb[illegible] Why the town council who has kept re[illegible] of the estimated that on a moderate basis [illegible] drill considered that the town had receiv[illegible]s from £3,000 to £4,000 worth of advertising which had not cost a penny.

THE LAST HOURS OF THE ESSEX MOTOR CLUB.

A Quarter of a Century's Work.—"Its Purpose Served."

THE word "Finis" has been written to the history of the Essex Motor Club—one of the oldest established clubs of its kind—which was founded so far back as 1903. This decision was reached at the annual general meeting of the club which took place at the R.A.C., London, on December 6th.

Following a meeting of the committee which took place a fortnight previously, it had been rumoured that, after carefully investigating the prospects of the club, the committee as a whole were in favour of winding it up, but the motion was carried by a majority of only one, and it was anticipated in some quarters that when the matter came up for consideration at the A.G.M., means might be discussed for giving it a new lease of life.

Thus, the first motion on the agenda put forward in the name of Mr. E. J. Bass, a founder-member of the club, proposed that the club continued to function and that the committee seriously considered utilizing the funds available by increasing the amenities of the club.

Mr. Bass endeavoured to paint a rosy picture of an Essex Motor Club of the future working on social lines and having, perhaps, its own clubhouse, or, at any rate, its own clubroom. Other speakers, however, reduced these castles in the air to mere masses of crumbled masonry, and when the resolution was put it was defeated by roughly a two-thirds majority. This more or less automatically disposed of the first paragraph of the second motion on the agenda, which was proposed on behalf of the committee which met on Thursday, November 22nd. It read as follows:—

The Resolution.

"That, in the opinion of this committee, the Essex Motor Club has served its purpose during the past quarter of a century in furthering the cause of motoring, and that, in view of the present situation, it recommends the members to consider the advisability of bringing the activities of the club to a close.

Mr. A. G. Reynolds, another founder-member, made a very common-sense appeal to the meeting. He said that no one more than himself would be sorry to see such an old-established club wound up, but they had to face the facts, which were briefly as follow:—The club apparently existed at the moment solely to run the Six-hour Endurance Race. Last season's social events—despite every effort that had been made—had proved to be a dismal failure, whilst several sporting events had had to be abandoned.

The membership of the club, he continued, was only a little over a hundred, and most of the active members who had joined recently had done so solely to take part in the Six-hour Race. He did not wish to see the club slowly decline year by year and being forced to draw on its capital in order to keep going. There would come a time when that capital would be exhausted and the club would come to a very inglorious end.

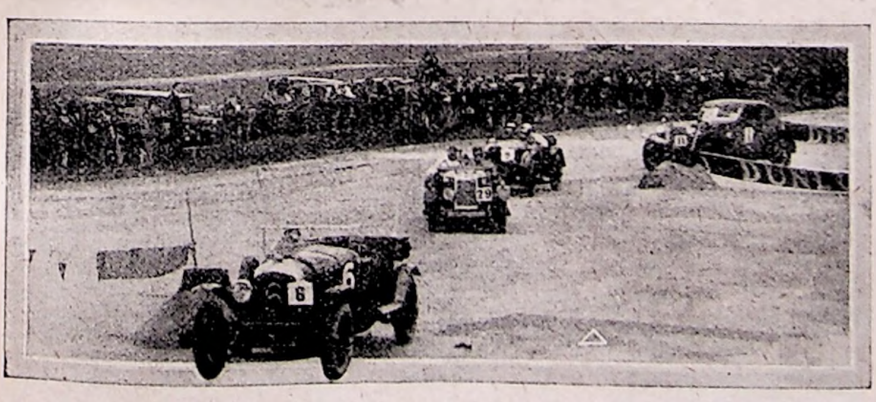
With the Flag Flying.

"Would it not be better," he pleaded, "for the club to cease functioning before active decay set in and whilst they were still, at any rate, financially prosperous? In other words, would it not be as well to go down with the flag flying?"

Other speakers, including the president, Mr. S. G. Cummings, and members of the committee, supported this view. The principal dissentient was Mr. H. W. Harrington, who spoke very earnestly in favour of attempting to revive the club. He received a sympathetic hearing, but his efforts had no effect upon the final issue, for when the resolution was put to the meeting it was carried—for the second time, as it were—by a large majority.

The question of the disposal of the club funds—which amount to over £2,000—was then raised, the motion by Miss F. C. Reynolds (hon. treasurer). "That, in considering the finances of the club, the available funds be allocated to charity," receiving careful consideration but poor support.

Whereupon consideration was given to a resolution proposed by Mr. E. J. Anderson and seconded by Mr. H. R. Harveyson, that the funds of the Essex Motor Club (when all outstanding debts and expenses had been paid) be divided amongst the members whose subscription was paid on or before June 1st, 1927, the allocation being made in such a way that members receive a sum proportionate to the subscriptions they have paid. This was carried.



An incident in the E.M.C.'s "biggest effort"—the Six-Hour Endurance Race. Only two races have been held.

In Parliament.

THE Bill which has been introduced by Mr. Wardlaw-Milne to make insurance by motorists against third-party risks compulsory is not to go unopposed, assuming that it reaches further stages. A motion has been set down by Major Price for the rejection of the Bill on second reading on the ground that, while it is proposed to compel owners of motor vehicles to insure, it makes no provision for requiring a similar insurance by the owners of other road vehicles.

It was announced by the Duchess of Atholl, the Parliamentary Secretary to the Board of Education, that that department has issued a memorandum to local authorities urging that school children should be warned against traffic dangers. In the Metropolitan area the number of street accidents to children showed a steady decline.

Dazzling Headlights.

The Minister of Transport refused to accept the statement made by Mr. Day that a large number of accidents on the roads had been caused by dazzling headlights. He stated that he was not satisfied that a regulation requiring the dimming of headlights on approaching on-coming traffic would add to the safety of the roads at night. Colonel Howard-Bury asked if it were not a fact that dipping headlights are of great service, and Mr. Day asked if the Minister was aware that on the Continent a great deal of mutual help is given by simultaneous dipping? The Minister, however, refused to be drawn into any expression of opinion on these points. A Labour member, Mr. Beckett, asked whether it was not the case that both of the prominent motoring organizations in Great Britain, after careful examination, had advised their members against dimming; but no answer was made to this question.

Passing Stationary Trams.

Once again the question of forbidding vehicles to pass stationary tramcars on the near side has been raised in the Commons, and the Government has been pressed to advise local authorities to pass by-laws to this effect. To this request, however, the Minister of Transport has refused to accede. Such by-laws, he declared, would add to the congestion of traffic, and he was not satisfied that they would be in the interests of public safety. He recalled that provisions in local Bills which sought to prevent the drivers of other vehicles from passing stationary tramcars had been repeatedly refused by Parliament.

Petrol Companies in Agreement.

As the result of a recently concluded agreement, the combine and non-combine petrol companies will work harmoniously together. The non-combine firms are to fix the rate of profit for the retailer, which will be on the same basis as that earned by retailers of combine petrol. The combine companies agree to reconsider the bonus of 1d. per gallon offered to retailers as an inducement to sell combine petrol. These are the only clauses in the agreement likely to affect the public. Whether or not, as the result of this new working arrangement, the price of petrol will be increased is a matter of speculation.

SPORTS ITEMS FROM ALL QUARTERS.

American Champion.

The motor championship of America has been awarded to Louis Meyer, his aggregate of points being 1,596. Second place is obtained by Ray Keech, the holder of the world's speed record, with 915 points. Meyer was the winner of this year's 500-mile race at Indianapolis.

12-hour Record Lowered.

On December 2nd at Monza, A. Clerici, driving a four-cylinder Salmson, lowered the record put up recently by Count Castelbarco in a six-cylinder supercharged Amilcar. In the 12 hours he covered 1,473.800 kiloms., at an average speed of 122.800 k.p.h., thus beating the previous performance by more than 4 k.p.h. Commenting on the successful attempt, our Italian correspondent points out that it was a singularly meritorious performance, owing to weather conditions; in fact, Clerici and his spare driver were handicapped by fog both in the morning and in the evening.

Table Mountain Conquered.

According to a cable from Cape Town, a car has for the first time in history climbed Table Mountain, which rises behind the town to a height of 3,582 ft. The honour of achieving this very fine feat goes to a standard Austin Seven, which completed the climb in 11 hours and had no mechanical trouble whatever.

"200" Abandoned.

During the course of his speech at the annual dinner of the Junior Car Club, which was held in London on Friday evening last, Lord Curzon confirmed a forecast which we made in last week's issue to the effect that the 200-Mile race would not take place next year.

Maseratis for International Events.

Owing to a tightening up of the racing regulations by the Italian R.A.C., it is anticipated that many Italian drivers will turn their attention more to international racing. It is almost certain that a full team of Maserati Specials will take part in most of the big world events.

THE VALUE OF THE SINGER TEST.

TESTS of endurance in which the car plays a prominent part make an immediate appeal to the buying public, and manufacturers who embark upon ventures of this kind are to be commended on adopting a really practical course. Such tests are, naturally, of comparatively short duration; it is essential, therefore, that they should incorporate features which will subject the car to a rapid series of strains and stresses the cumulative effect of which on the vehicle should be equal to about twelve months' hard work.

These points had evidently been borne in mind when the test of a Singer Junior sports model, which took place recently and to which we referred in last week's issue, was planned.

The test consisted in making a hundred ascents of Porlock Hill, Somersetshire, in one day. This meant that the car had to make a series of fairly fast climbs of one of the best-known gradients in England, coupled with equally fast descents, otherwise it would have been impossible to conclude the test in one day.

The data derived from this novel venture will prove invaluable not only to prospective Singer owners, but to the Singer Company, who have been enabled to study the performance of the vehicle under altogether unusual conditions.

It is difficult to suggest any part of the car that was not adequately tested. Notably, of course, the engine, gearbox and brakes came in for a very definite gruelling, and the fact that they stood up without a falter to the work which they were called upon to do is a tribute to the makers.

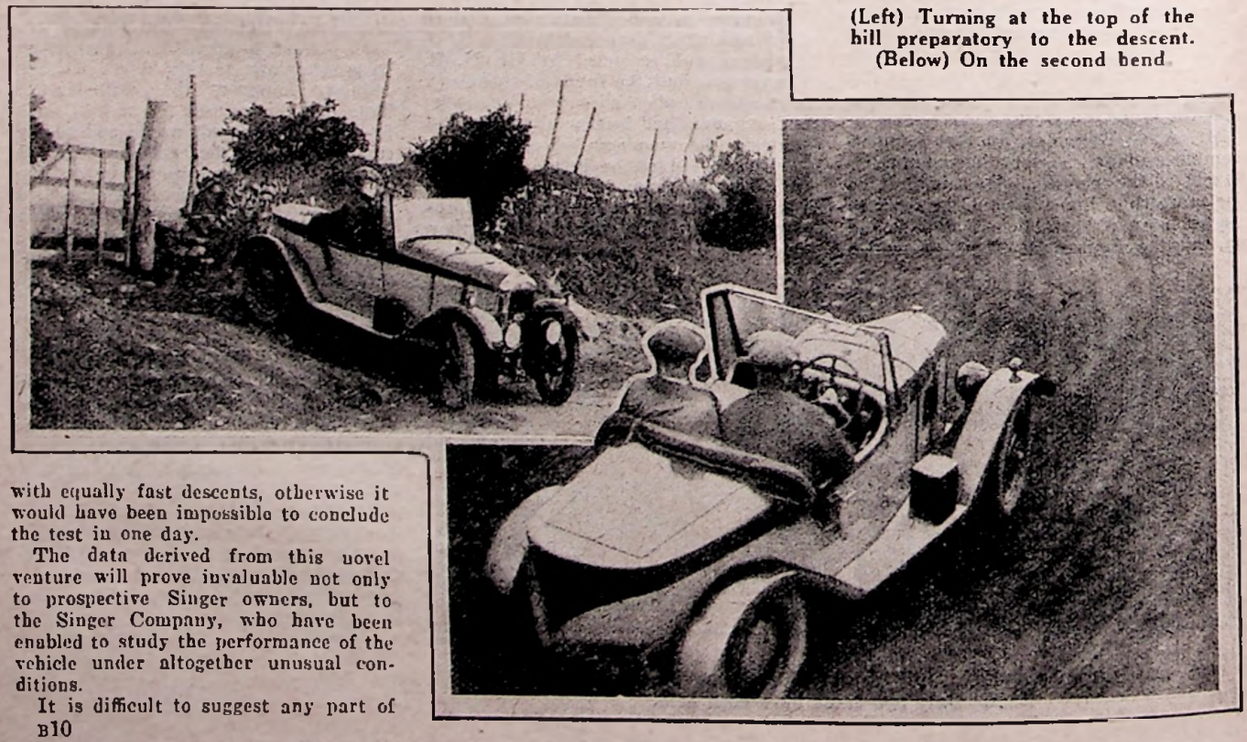
We have also to bear in mind the fact that whereas the successful accomplishment of the test will give present and prospective Singer owners a great deal of confidence in this make, the manufacturers themselves must already have had that confidence, otherwise they would not have favoured such a trying ordeal, knowing that an ignominious failure would have reflected on their product.

One or two facts concerning the test may be repeated. The car, as we have stated, was a sports model rated at 8 h.p. and selling at only £140. It was standard except for larger headlamps, and the gear ratios were 5.25, 9.7 and 17.9 to one. Each ascent commenced just above the "Ship Inn" on a gradient of about 1 in 10, rapidly stiffening to 1 in 8, but giving the car a chance of some fast second gear work before the sharp 1 in 4½ right-hand bend had to be negotiated.

This called for a change to bottom gear, and as the corner had to be taken fast the steering, naturally, was subjected to a useful test.

Then followed the drag up the straight 1 in 4½ section, followed by the final bends at the top. The length of the ascent was one mile, and it is worth noting that the fastest lap, that is, one ascent and the subsequent descent, was made in 6 mins. 50 secs.

The drivers, E. Wood and E. W. Deeley, were changed every ten laps, i.e., 20 miles. In the first three hours no fewer than 21 laps were covered. Only 7 hrs. 59 mins. 50 secs. were required to make fifty ascents, whilst the test was triumphantly completed with 100 ascents in 14 hrs. 55 mins.



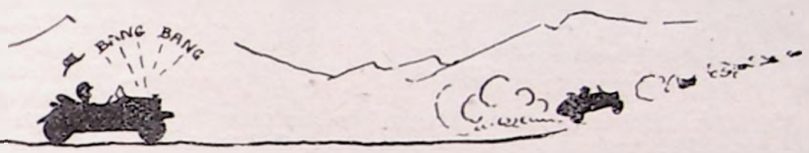
(Left) Turning at the top of the hill preparatory to the descent. (Below) On the second bend

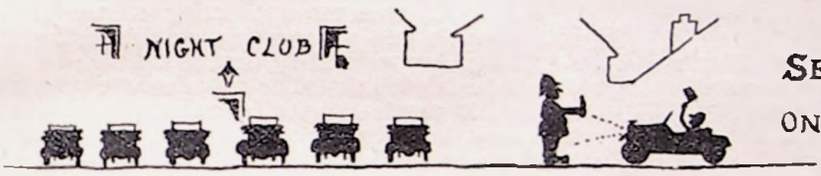
NURSERY RHYMES MODERNIZED.

TEN LITTLE MOTORCARS,
RUNNING IN A LINE
ONE MET A CHARABANCS—
THEN THERE WERE NINE.

NINE LITTLE MOTORCARS
STAYED OUT RATHER LATE
ONE FOUND A TINTACK—
THEN THERE WERE EIGHT.

EIGHT LITTLE MOTORCARS
ENGINES SIMPLY REVVIN'
ONE RAN A BIGEND -
THEN THERE WERE SEVEN.



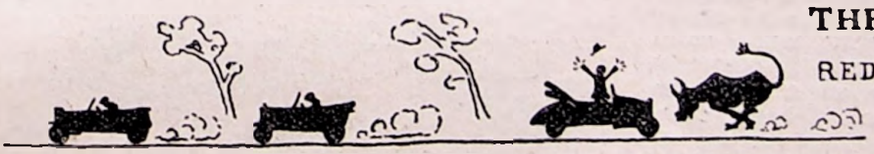


SEVEN LITTLE MOTORCARS
CARED NOT A JOT FOR JIX
ONE MET A P.C.—
THEN THERE WERE SIX

SIX LITTLE MOTORCARS
LEARNING HOW TO DRIVE
ONE CROSSED A WHITE LINE—
THEN THERE WERE FIVE

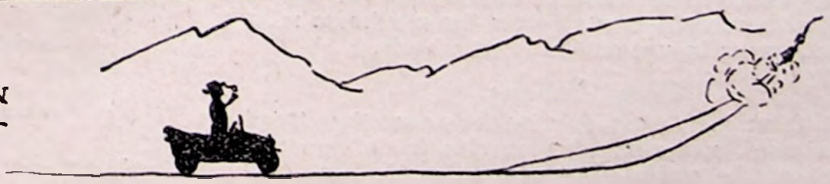
FIVE LITTLE MOTORCARS
FINDING LIFE A BORE
TOOK A RUN TO KINGSTON—
THEN THERE WERE FOUR.

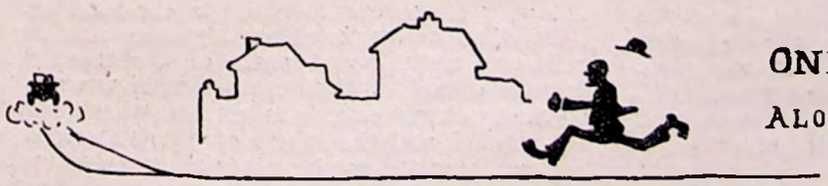
FOUR LITTLE MOTORCARS
ALL GOING TO THE SEA
ONE FORGOT TO STOP IN TIME—
THEN THERE WERE THREE.



THREE LITTLE MOTOCARS
RED, WHITE, AND BLUE
RED MET A MAD BULL—
THEN THERE WERE TWO.

TWO LITTLE MOTORCARS
OUT TO HAVE SOME FUN
ONE CHASED A BENTLEY—
THEN THERE WAS ONE

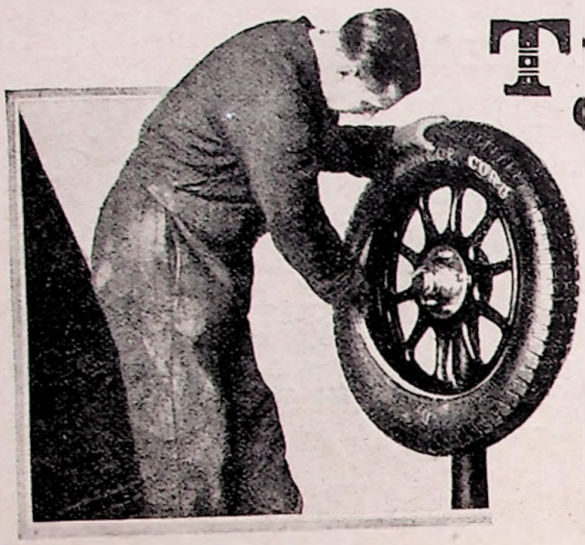




ONE LITTLE MOTORCAR
ASKING TO BE "WON"
ALONG CAME A CARTHIEF
THEN THERE WERE NONE!

The sad little story of the Ten Little Motor Cars and how they fared during their short—but evidently very eventful—careers.

Tyre Lore



THE LIFE OF A TYRE DEPENDS ENTIRELY UPON THE ATTENTION IT RECEIVES AND HOW THE CAR TO WHICH IT IS FITTED IS DRIVEN DAY IN AND DAY OUT.

MANY motorists are most illogical in the way they regard their tyres. So much is expected in the way of long useful life, but little is given beyond infrequent attention to pressures.

The result is that a motorist who pays attention to his tyres, and gets what some people would consider exceptional longevity from them, is met by complaints such as "My tyres are the same make and size as yours, but the tread pattern has disappeared in half your mileage"; or "These tyres seem to wear unevenly; little ripples of rubber are forming on one side of the tread. I shall try another make next time."

The remedy for most tyre troubles is to be found in the slogan adopted by one prominent manufacturer, "Test your tyres every Friday." The whole load of a car is supported by the air contained in the tyres, and if the pressure is not sufficient for the load undue wear of the treads of the tyres takes place—though it may not at first be quite clear why this is so.

The tread surface should be in rolling contact and not in rubbing contact with the road, and the load should be carried mainly on the centre of the tread. When the air pressure is insufficient the outer cover is distorted excessively under load, and this causes a bunching or "wiping" movement of the tread, the sides of which are forced inwards towards the centre. In these circumstances the sides of the tread not only take most of the load, but are also being continually scraped over the road surface owing to the wiping movement.

In the case of an under-inflated tyre fitted to a canted front wheel, this "wiping" on the road causes the tread on one side to be worn very much more quickly than that on the other. Even with correctly inflated tyres uneven wear will be accentuated by canted wheels. The obvious cure is to change over the tyres every 2,000 miles or so, and this is one of the first points to observe to obtain the maximum mileage from covers in use on the front wheels.

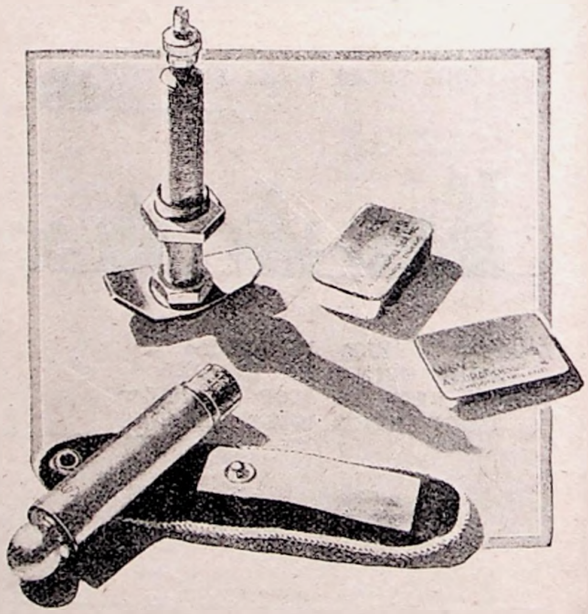
Cover Fatigue.

Apart from increasing friction between the tread and the road, under-inflation results in fatigue and break-up of the walls of the cover. Modern low-pressure covers flex considerably, of course, but there is a limit to which this flexing action of the walls can be carried without actual separation of the plies of the cord material of which covers are composed.

Tyre manufacturers, when so-called "faulty" covers are sent to them for inspection, often quite definitely inform the user that the correct air pressure has not been maintained. It is possible to tell this by the fact that dark lines can be seen upon the light inside surface of the cover at the points where excessive flexing has taken place.

"Spotty" wear is more frequently found in the case of front tyres than rear tyres. After quite a short mileage has been covered it may be found that one side of the tread is wearing irregularly, small depressions having been formed in the tread pattern. The direct cause of this is under-inflation combined with wheel camber, and its unfortunate effects can be offset, when signs of its presence are apparent, by a small increase in pressure. The formation of ripples can generally be traced to some minute wheel irregularity which prevents the tread rotating smoothly. This results in the tread, usually on one side, tending to pile up and form humps and depressions.

If a tyre is not inflated to an adequate pressure for the load it carries, the slightest wheel irregularity will result in unequal tread wear in some form or other. Immediately the trouble is noticed, the wheel carrying the tyre in question should be jacked up and its running carefully checked. Tyres on front wheels are particularly liable to wear irregularly in this way if there is looseness in the steering.



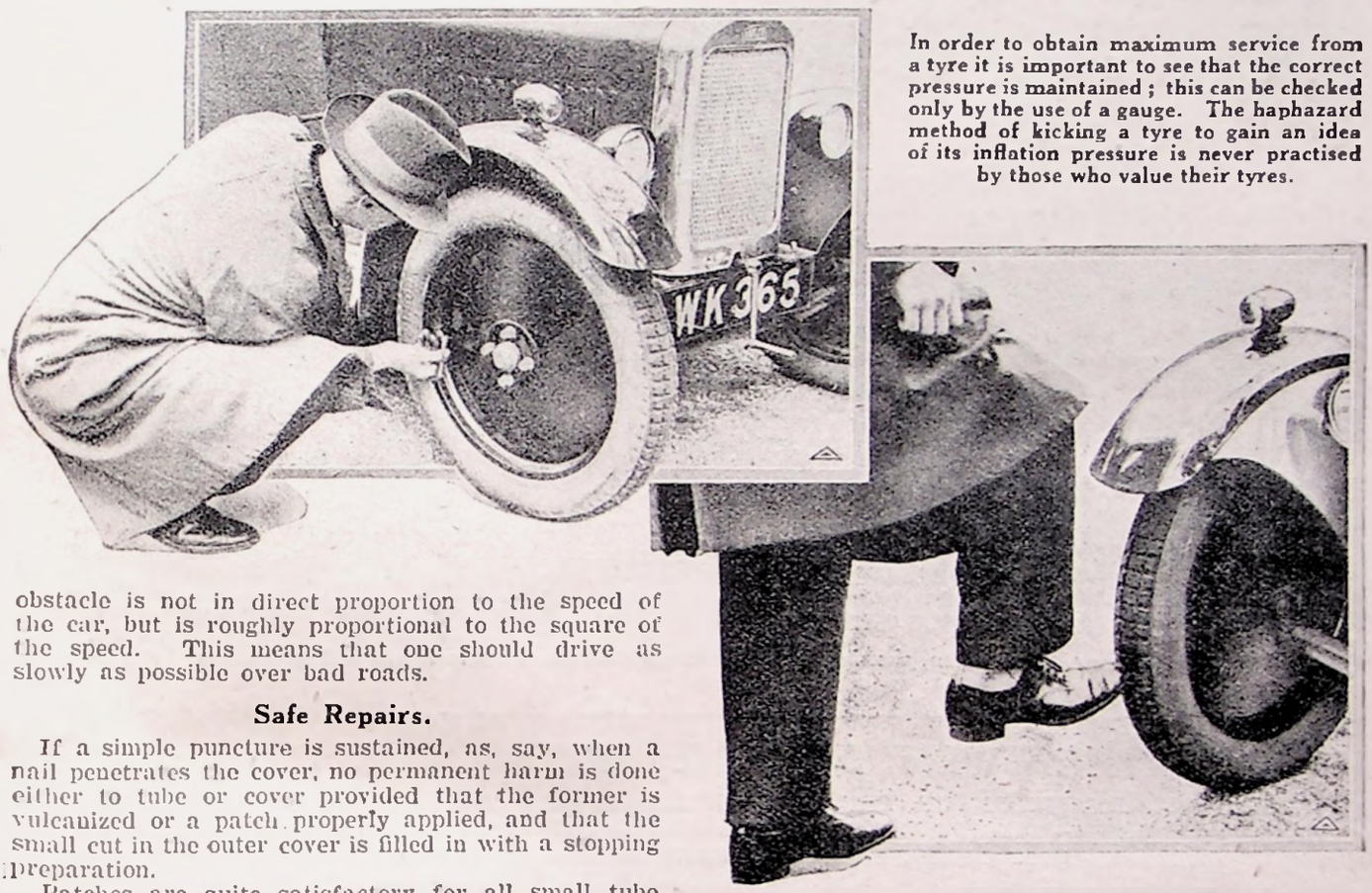
Important tyre accessories. Schrader valves and gauges are now used almost universally. The small boxes contain Schrader valve parts and should find a place in the tool kit

If wheel or track-rod bearings are worn the wheels will run untruly and parts of the tread will drag instead of rolling, thus causing rapid wear in patches. If the track rod or axle is bent the wheels will run out of parallel and the whole of the tyre tread will be scraped over the road, as it is not running in the same direction as the car. Where this scraping action is considerable, the tread may completely wear out in under a thousand miles. There is never any doubt about the cause of wear of this description, for

the scraping marks on the tread will clearly show. Time spent in checking wheel alignment and attending to worn and "wobbly" bearings is the best insurance against low tyre mileages.

Not often is it that one hears nowadays of fairly new covers bursting through the tread coming into contact at speed with a deep pot-hole or a large stone. Outer covers are strong enough, given sufficient air support from within, to prevent concussion bursts.

The possibility of a burst of this kind is increased if the cover is under-inflated when it hits the obstacle, because the fabric is not properly supported and is distorted very sharply. It must be remembered that the force of the impact between the tyre and the obstacle is not in direct proportion to the speed of the car, but is roughly proportional to the square of the speed. This means that one should drive as slowly as possible over bad roads.



In order to obtain maximum service from a tyre it is important to see that the correct pressure is maintained; this can be checked only by the use of a gauge. The haphazard method of kicking a tyre to gain an idea of its inflation pressure is never practised by those who value their tyres.

Safe Repairs.

If a simple puncture is sustained, as, say, when a nail penetrates the cover, no permanent harm is done either to tube or cover provided that the former is vulcanized or a patch properly applied, and that the small cut in the outer cover is filled in with a stopping preparation.

Patches are quite satisfactory for all small tube repairs, provided that the instructions for their use are carefully observed. Large bursts, however, should be vulcanized by a professional repairer.

Cuts in covers, which do not extend to the casing, should be cleaned and filled with tyre stopping; otherwise water and dirt will penetrate and raise a blister which eventually will ruin the tyre. Cuts involving the casing should be properly repaired by a tyre expert. Loose fabric patches should be used only as an emergency measure, because the flexion of the tyre in use sets up severe chafing, which will soon cut through the cord plies.

Oil is the enemy of rubber, and if a car is frequently left in a garage with the wheels standing in a greasy patch on the floor, the rubber on the treads of the tyres will be turned spongy and soft. The oil may even penetrate to the inside of the casing. Oil should be removed by means of petrol applied sparingly.

So far it has been assumed that there is something wrong either with the inflation pressures, wheel mounting or method of repairing punctures. But these do not explain all the grumbles which are heard.

Too much stress cannot be placed on the fact that with a car in good mechanical condition the mileage obtained from the tyres is dependent, first, upon the maintenance of correct inflation pressures, and, secondly, upon the kind of road surface over which the car is most frequently run. One of the leading tyre manufacturers contends that in 100 tyres of the same size and type the potential mileage varies only by about 5 per cent. The actual mileage obtained thus depends upon differences in running conditions.

The result of tests carried out by the Dunlop Rubber Co., Ltd., shows that the rate of tread wear at 50 m.p.h. is double that at 30 m.p.h. even on a good road, and the moral should be obvious. Other interesting tests have been carried out with tyres of the same size and type, used on exactly the same kind of cars, but over tarmac roads in one case and waterbound macadam roads in the other. Negligible wear of the tread pattern was evident in the case of the tyres which ran 4,300 miles over tarmac roads, while in the second case only 1,400 miles was sufficient to wear away nearly half of the tread pattern. These tests showed how vital it is to bear in mind average speeds and road conditions when comparing tyre mileages.

The interior of the Salon, showing the new scheme of standard name-boards and decoration.

THE TWENTY-SECOND BRUSSELS SALON.

WONDERFUL EXAMPLES OF THE COACHBUILDERS, ART IN THE BEST SHOW OF ITS KIND YET HELD—UTILITY RATHER THAN LUXURY—INTERESTING LIGHT CARS BY WELL-KNOWN CONTINENTAL MAKERS AMONGST THE 1,225 EXHIBITS.

THE Brussels Salon is essentially a big-car show, but during the past few years a certain leavening of light cars has been steadily introduced and the present show, by general consent the finest yet held in the Belgian capital, contains quite a respectable number of vehicles in the light car class. As the show follows so closely upon the heels of Olympia and the Paris and Berlin Salons, novelties in chassis design are not to be expected and the show must be regarded essentially as an exhibition of carriage work.

In this respect we have no hesitation in stating that the present Salon de Bruxelles is by far the best show of its kind yet seen in any country, and any reader interested in carriage building who cares to visit the exhibition before it closes on Wednesday next will find himself well repaid for his journey.

Always remarkable for new ideas, good workmanship and exquisite taste, the Belgian coachbuilders, whose stands are almost equal in number to those of automobile firms, have really excelled themselves this year. It must not be imagined, however, that there is anything startling to be seen; the general trend seems, on the contrary, to be towards the useful and practical rather than art for art's sake. Real attention to the comfort of passengers, rather than the provision of what one might term "stunt" luxuries, is the dominating feature of the coachwork. This, combined with large luggage-carrying capacity, has been arrived at without in the least degree compromising the exquisite lines characteristic of Belgian coachwork.

One or two new models are to be seen amongst Belgian light cars. A.D.K. have produced two new chassis for 1929. Both cars are identical, apart from cylinder capacity, one having a 72 mm. by 100 mm. straight-eight engine and the other a 63 mm. by 94 mm., also with eight cylinders in line. The cylinders are cast in blocks of four and the overhead valves are operated by push-rods and rockers. Power unit and chassis are clean and thoroughly business-like in design and an unusual feature noted is the provision of a large transmission brake in addition to the usual four-wheel braking system. The standard 1,100 c.c. four-cylinder A.D.K. models are being continued for next year without alteration, apart from small detail refinements.

Another Belgian car shown in a new form is the 1,500 c.c. Guilick. This car has a standard type of power unit with a side-valve engine and four-speed gearbox, but the rear suspension is somewhat special. Exceptionally long, splayed, full-cantilever springs are employed for the rear axle, the springs being nearly half the length of the frame. For the front axle orthodox flat half-elliptics are used. The braking arrangements are unusual and may be specially commended [illegible] they conform with international law on this subject.

and, incidentally, only one or two other European cars in existence do this.

In the Guilick brake-control arrangement two transverse shafts are mounted on the central cross-member of the frame. One of these carries the connections for simultaneous braking of front and rear wheels, this control being pedal-operated, whilst the other carries the hand-control connections for the rear-wheel brakes only. The completely independent control obtainable on the rear brakes is aided by the fact that the latter are operated through the medium of two separate sets of cams.

New F.W.D. Car.

A new model is shown this year by the firm of Juwel. This is a front-wheel-drive car with a 1,100 c.c. o.h.v. engine, the chassis being very obviously modelled upon the design of a famous and successful French f.w.d. car. Unfortunately the new Juwel appears to be rather roughly made. Front suspension, as in the French prototype of the car, is by vertical helical springs in steel tubes, but at the rear two flat superimposed transverse springs are employed.

The wonderful little Lombard car is again exhibited at Brussels, both in chassis form and fitted with a most attractive low-built coupé body. Few freak bodies are to be seen in the show, the majority of the bodywork being, as already mentioned, of an eminently practical nature. One or two queer designs may be seen, however; in particular, a coupé on a small Chenard and Walcker-Senechal by Verhaest, of Brussels.

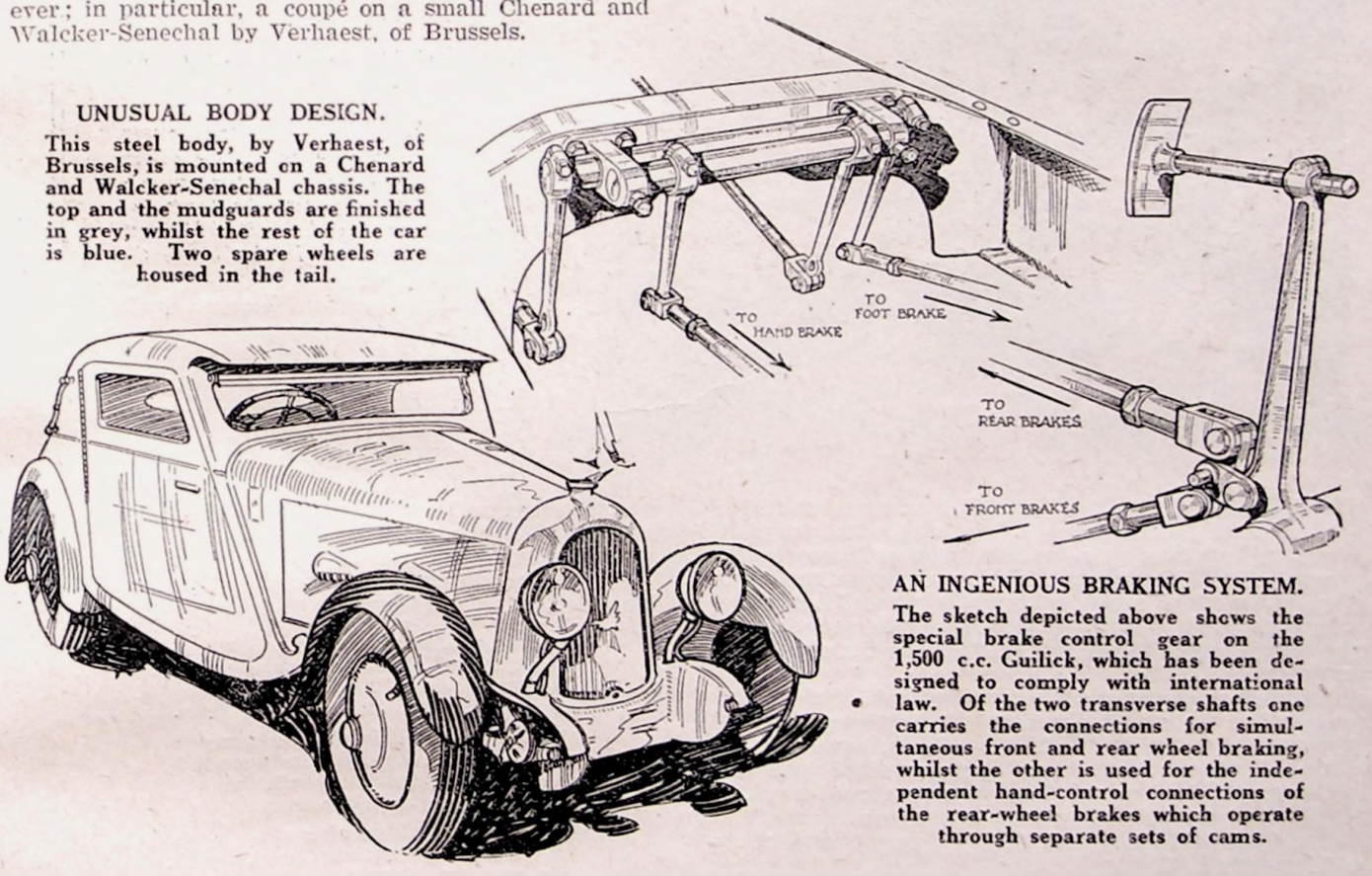
practical finish. Perhaps the most remarkable feature of the show is the immense predominance of *permanently* closed bodies. At last year's Brussels Salon the open touring car appeared to be completely dead, and, judging by the present show, the all-weather body is rapidly passing away. Even in small-car two-seater bodies the coupé-cabriolet is replaced by the permanently closed coupé or the faux-cabriolet, which comes to the same thing, as it will *not* open, for all its pretty hood irons.

The Rosengart, or French Austin Seven, is exhibited in Brussels for the first time and has aroused very great interest, as nothing of the kind has been seen there before. The bodywork fitted gives the car a novel and rather stunted appearance, but the cars are not really unpleasant to look at when the eye gets used to them.

American and French Exhibits.

The American "invasion" has made itself felt severely at this show, for there is an equal number of American and French makes exhibited, a state of affairs which had not previously been reached. The various countries exhibiting and the number of makes are represented in the following proportions:—France, 26; U.S.A., 26; Belgium, 7; Italy, 3; Germany, 3; Austria, 2; England, 1.

The general appearance of the Brussels Show is exceedingly fine this year, as a new scheme of standard



AN INGENIOUS BRAKING SYSTEM.

The sketch depicted above shows the special brake control gear on the 1,500 c.c. Guilick, which has been designed to comply with international law. Of the two transverse shafts one carries the connections for simultaneous front and rear wheel braking, whilst the other is used for the independent hand-control connections of the rear-wheel brakes which operate through separate sets of cams.

UNUSUAL BODY DESIGN.

This steel body, by Verhaest, of Brussels, is mounted on a Chenard and Walcker-Senechal chassis. The top and the mudguards are finished in grey, whilst the rest of the car is blue. Two spare wheels are housed in the tail.

The back of this body curves downwards to the bulbous tail, which encloses the two spare wheels, carried on the Chenard-Senechal in a horizontal position. An amusing example of the persistence of ideas in coachbuilding may be seen in this body, for although it is constructed of sheet steel and the back could be opened only with a powerful tin-opener, dummy hood irons are fitted!

Certain small bodies by D'Ieteren, seen on various stands, are worthy of special mention. These are two-seater coupé-cabriolets in which the upper part is covered in a kind of weatherproof gabardine material which gives a most attractive and, one would imagine,

name boards and decoration for the stands has been adopted, with very happy results. This is particularly true in regard to the lighting effects. It may be mentioned that next year's Salon will be on a more important scale, as two separate shows are to be held, one for cars and the other for commercial vehicles and motorcycles. At the present show very many applicants for stand space had to be refused owing to lack of accommodation. Space enough was found, however, for the 1,225 exhibitors occupying the Palais du Cinquantainaire and annexe building at the present moment, and this is not a bad effort for a country the size of Belgium!

Tennyson's Homeland

(Right) The Birthplace of Tennyson at Somersby. (Below) The lane nearby in which he is said to have written the wonderful lines beginning "Break, break, break, on thy cold grey stones, O sea."

Motorists who are lovers of the works of Tennyson will find that a trip to Somersby, Lincolnshire, where the poet was born, will prove doubly attractive. Not only is the village itself and the surrounding countryside pleasing but it boasts of associations with some of his most famous poems. In this article the writer traces some of the spots which provided Tennyson with inspiration.

SOMERSBY, the birthplace of Tennyson, amid the wolds of Lincolnshire, is becoming a famous place of pilgrimage for motorists, who go there to see where Alfred Tennyson "first gazed upon the sky." The village lies about midway between Horncastle, where the poet wooed and won his bride, and Spilsby, the birthplace of Sir John Franklin, the famous Arctic explorer.

There is a charm about Somersby, with its undulating wolds, its chattering brook "that loves to purl o'er matted cress and ribbed sand, or dimple in the dark of rushy coves," and its beautiful pastoral scenery, which inspired Tennyson in those exquisite word pictures which adorn such poems as "In Memoriam," "Maud," the "May Queen," and other of his works.

A Love of Home.

Tennyson had a keen love for his Lincolnshire home; he loved to ramble about its lanes, to climb its wolds, and gaze across the "wide and wild enormous marsh," with the sea glimmering in the distance. It was there, too, that he enjoyed to the full the companionship of his beloved Arthur, the man he apparently regarded as half divine.

The rectory in which Tennyson was born is shown in one of the accompanying photographs. It is a quaint old homestead. The poet first saw the light of day in the upper room, in front of which a small balcony may be observed. The ecclesiastical-looking annexe, on the right, was built by Tennyson's father as a dining-room, and it was in that room that the parties referred to in "In Memoriam" were held, "with one mute shadow watching all."

Frequent reference is also made in that poem to the lawn in front of the house:

> How often, hither wandering down,
> My Arthur found your shadows fair,
> And shook to all the liberal air
> The dust and din and steam of town.
>
> O! bliss, when all in circle drawn
> About him, heart and ear were fed
> To hear him, as he lay and read
> The Tuscan poets on the lawn:
>
> Or in the all-golden afternoon
> A guest, or happy sister, sung,
> Or here she brought the harp and flung
> A ballad to the brightening moon.

Below the lawn is the garden, beloved of the poet. It will be remembered that his first poem was on "The Flowers in the Somersby Garden," and there are references in many other poems to its beauty and fragrance.

The castellated house next door to the rectory, said to have been built from designs by Sir John Vanbrugh, is reputed to have been the home of "The Northern Farmer," whilst others see in it the "moated grange" of "Mariana."

The church, across the way, was thatched when Tennyson's father was rector, and it is still a pic-

turesque time-worn structure. Inside the restorer has been at work and gone are the old oaken pews; pitch-pine now reigns supreme, and only the "cold baptismal font," that was entwined with holly boughs at Christmastide and in which Tennyson was baptised, will appeal to the literary pilgrim.

In its peaceful God's acre rest the remains of Tennyson's father:

> Our father's dust is left alone
> And silent under other snows:
> There in due time the woodbine blows,
> The violet comes, but we are gone.

Thus did the poet write in his southern home, just before he burst forth into that glorious rhapsody:

> Ring out, wild bells, to the wild sky,
> The flying cloud, the frosty light;
> The year is dying in the night;
> Ring out, wild bells, and let him die.

Attention may be drawn to the fourteenth-century cross, near the porch of the church. It has happily escaped the mutilation suffered by so many others and, barring the normal effects of age, is in much the same condition as when erected. Competent authorities have pronounced it to be the finest example in England. It is somewhat remarkable that the cross did not become the prey of the iconoclasts, because the Battle of Winceby was fought almost within gunshot of Somersby, and Cromwell's Ironsides must have been all over the countryside at that time.

It was in the lane that gradually descends to the bridge, across the famous brook, that Tennyson walked one morning, at five o'clock, and wrote these well-known lines, beginning:

> Break, break, break,
> On thy cold grey stones, O! sea.
> And I would that my tongue could utter
> The thoughts that arise in me.

Contrary to the general belief, Tennyson declared that his poem about the brook that "Chatters over stony ways, in little sharps and trebles, and bubbles into eddying bays, and babbles on the pebbles," had no reference to the Somersby beck. No one can, however, walk beside it without realizing that it is identical with that described by the poet.

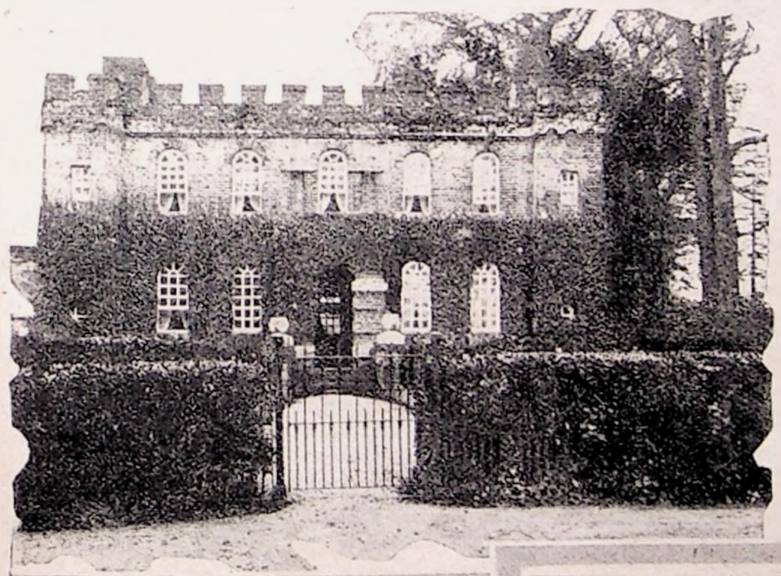
There is no doubt that the lines in the "Ode to Memory" refer to the Somersby stream, as do those in "A Farewell":

> Flow down, cold rivulet, to the sea,
> Thy tribute wave deliver;
> No more by thee my steps shall be,
> For ever and for ever.

The Somersby beck emerges from the woodlands in Holywell Glen, a favourite haunt of Tennyson's and referred to by him in "Maud" as follows:

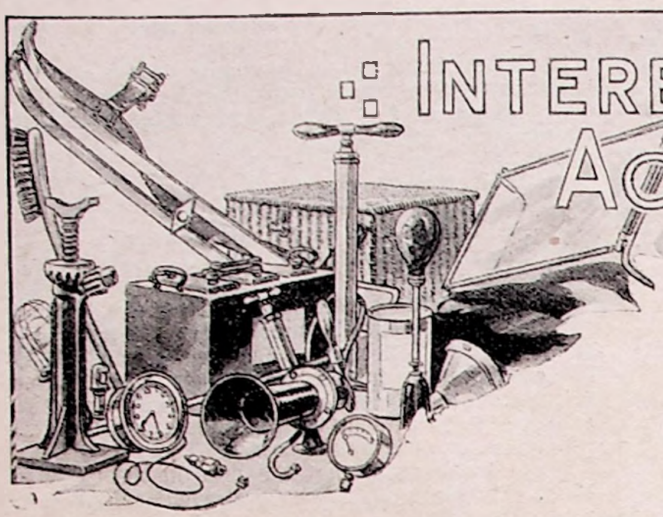
> When I was wont to meet her
> In the silent woody places
> By the home that gave me birth,
> We stood 'tranced in long embraces
> Mixt with kisses sweeter, sweeter
> Than any thing on earth.

In order to reach this delectable region, known as "The Tennyson Country," motorists from the south should travel via Peterborough, Boston and either Spilsby or Horncastle. From the north the Great North Road should be left at Markham Moor, below Retford, after which the road is taken to Lincoln and forward to Horncastle. From the west the route via Grantham, Sleaford, Tattershall and Horncastle will be found convenient, or for those farther north the Fosse Way may be taken to Newark and Lincoln. All these routes lie, for the most part, through pleasant agricultural country. H.W.



LINKS WITH THE POET.

(Above) Somersby Grange, which is supposed to have been the home of "The Northern Farmer." (Right) The 14th century cross which stands near the porch of Somersby Church and has been referred to by competent authorities as the finest example of its type in England.



INTERESTING ACCESSORIES

New and Attractive Items Amongst Which May be Found Inspiration for Christmas Gifts.

Convenient Soldering Flux.

A SOLDERING flux which appears to give very good results and is quite convenient to use, is Bon, produced by Soldering Fluids, Ltd., 29, Spring Gardens, Whitehall, Loudon, S.W.1. It is marketed in screw-cap tins ranging in price from 7½d. for the 4-oz. size to 8s. 9d. for a one-gallon tin. Bon is a colourless liquid with no smell.

New Hand Cleaner.

A NEW hand cleaner has just been placed on the market by the British Oil and Turpentine Corporation, Ltd., 57 and 58, Chancery Lane, W.C.2, who are well known as the manufacturers of Speedwell lubricating oils. This cleaner is a liquid and is sold in convenient tins, the price being 1s. for a 4-oz. tin and 2s. for the 10-oz. size. The liquid contains no abrasive and has no unpleasant qualities, whilst it can be used with or without water. In addition to its use as a hand cleanser, L.M.S., which is the title under which the preparation is marketed, can also be used for removing grease and dirt stains from clothing.

Easily Fitted Cigar Lighter.

AMONGST the latest productions of Desmo, Ltd., of Desmo House, Stafford Street, Birmingham, is a cigar or cigarette lighter which is of particular interest at this time of the year, as it would form an ideal Christmas gift. A great advantage of a lighter of this type is that the need for fumbling in one's pockets to find matches is obviated, whilst it is possible to obtain a light when the car is in motion without taking one's attention from driving and without having to worry about the wind. The lighter is very simple to use, it being necessary only to make electrical contact by pressing it for a couple of seconds, when the element is brought to a red glow and the detachable portion can be removed and applied to the cigar or cigarette.

The device is supplied with a mahogany, black or walnut finish, whilst two types of fitting are available. In one the back of the instrument is fitted direct to the board, it being necessary to drill only one small hole, whilst in the other case a clamp is supplied which grips the lower edge of the instrument board by means of a single thumbscrew. The price in the first case is 10s., while the clamp fitting type retails at 11s. 6d.

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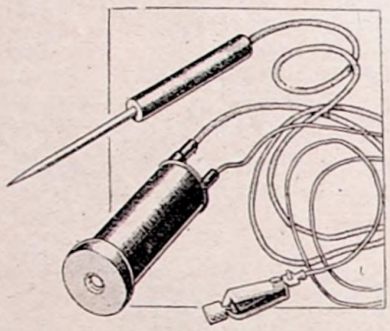
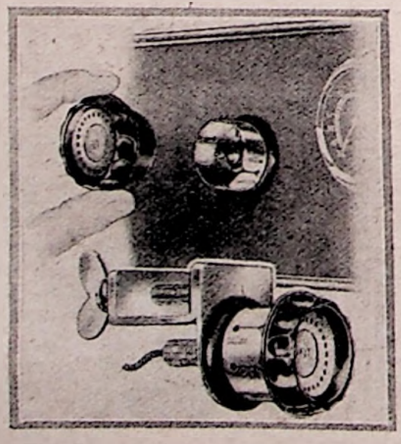


The new Runbaken ignition tester which sells for 21s.

An attractive and serviceable facia-board clock—the Remax.



The Desmo cigar lighter in flush-fitting and clamp-mounting types. The prices are 10s. and 11s. 6d. respectively.

Anti-freezing Preparation.

THE County Chemical Co., Ltd., Bradford Street, Birmingham, have just announced the introduction of an anti-freezing compound for protecting engines against the effects of frost. Known as Stop-it Freezing, this compound is marketed in quart tins, which are sufficient for cars up to 20 h.p. and which sell at 7s. 6d. It is stated that the preparation, if mixed with the proper proportion of water, will remain liquid at temperatures so low as 6 degrees above zero.

Facia Board Clock.

READERS who intend to give a Christmas present to the owner of a Singer Junior or Austin Seven would do well to consider the claims of the Remax Time-of-Trip clock, which is marketed by Remax, Ltd., 5 and 6, Eden Street, Hampstead Road, London, N.W.1. The prices are quite moderate, being 17s. 6d. for standard type or 19s. 6d. for a model having a luminous dial. The clock is 3½ ins. in diameter and it can be readily fitted by means of wood screws or nuts and bolts. A special feature of the instrument is the fact that a small arrow is painted on the glass, and this can be set to show the time that a journey is commenced, thus allowing the time of the trip and the speed to be worked out readily.

New Ignition Tester.

THE Runbaken Magneto Co., Ltd., Tipping Street, Ardwick, Manchester, has recently placed on the market an extremely ingenious device known as the Resonant Circuit ignition tester, selling at 21s. This instrument is very simple to use and gives clear results, as it produces a spark which corresponds to that taking place at the actual plug points. The device works on a principle of an inductance and a condenser, which is charged and discharged by the electrical oscillation occurring in the plug circuit. The discharge, of course, produces the spark, which is seen by the operator, but if the spark at the plug points is feeble, or absent, the discharge has time to pass through an alternative inductive circuit connected across the condenser and no spark is produced at the gap. In practice this tester appears to work extremely well, and it has the great advantage that the sparking plug continues to function while the test is being made.

Anti-dazzle Spectacles.

THE principle of combating the effects of dazzling headlamps by means of tinted spectacles has gained another adherent, the concern in question being the Catseye (Parent), Co., Ltd., 12 and 13, Henrietta Street, Strand, London, W.C.2, who are marketing the spectacles shown in an accompanying illustration. With these spectacles the wearer does not, in the normal way, look through either glass or celluloid, the green-tinted shade being of skeleton form. The shades are rotatable, so that if desired they can be moved to a position at the top of the frames to reduce dazzle from sun. The price is 10s. complete with case. Attachments for spectacles can be obtained at 5s.

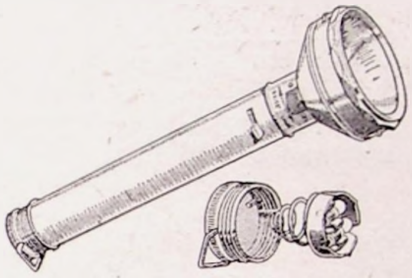
Focusing Torch.

AN excellent portable electric lamp for motorists' use is the Sunray focusing torch, which possesses several novel features. In the first place it incorporates an ingenious focusing arrangement, worked by means of a small milled wheel which protrudes through the body of the torch just behind the head and can easily be worked by the thumb when the torch is in use. Another very convenient feature is a hinged loop in the base cap, which enables the torch to be hung on to any suitable part of the car, and, when folded, serves to prevent the torch from rolling if it is placed on a sloping surface. In addition, a neat spare-bulb carrier is incorporated in the cap.

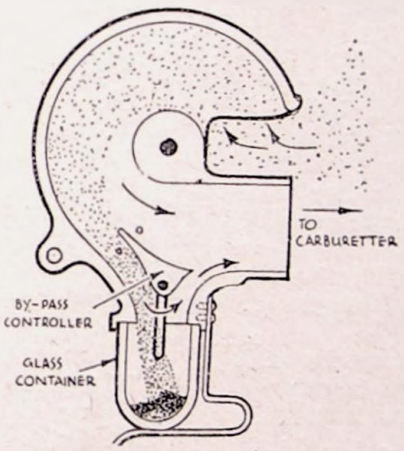
Two models are made, these being known as the Senior, which is claimed to produce a 500-ft. beam, and the Junior, which has a 300-ft. beam. In either case, two or three-cell models are obtainable. The price of the Junior two-cell model, complete with cells, is 7s. 6d. and that of the corresponding Senior model 9s. In the case of the three-cell models the prices are:—Junior 9s., Senior 10s. 6d.

Ingenious Air Cleaner.

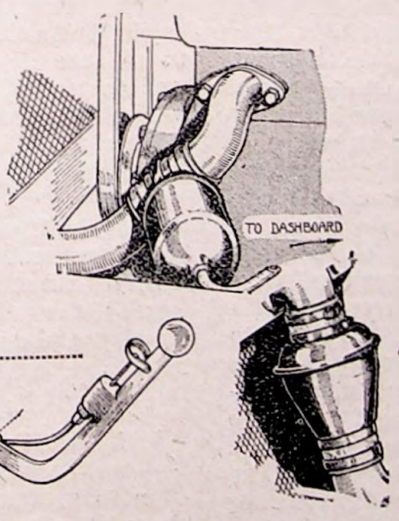
KNOWN as the Simms Vortex air cleaner, an ingenious device for separating dust and road grit from the air entering a carburetter is being marketed by Simms Motor Units, Ltd., Percy Buildings, Gresse Street, Rathbone Place, London, W.1. Two models are available, the one suitable for cars from 750 c.c. to 2,500 c.c. being priced at 15s. The method by which the air is filtered can be seen by a reference to the accompanying cutaway view of the device. In the first place the air drawn into the mouth of the instrument is given a rapid rotary motion which throws solid particles towards the periphery of the casing, owing to centrifugal force. This outer layer of dust-laden air is next deflected into a chamber at the base of the instrument, where it is compelled to make a quick change of direction, thus causing the dirt to fall. The walls of the chamber are coated with oil, to which solid matter adheres, thus air leaving the chamber is quite clean.



Hunt's focusing torch, showing the neat spare bulb carrier.



A diagram illustrating the principles of Simms Vortex air cleaner.



Cooling System Accessories.

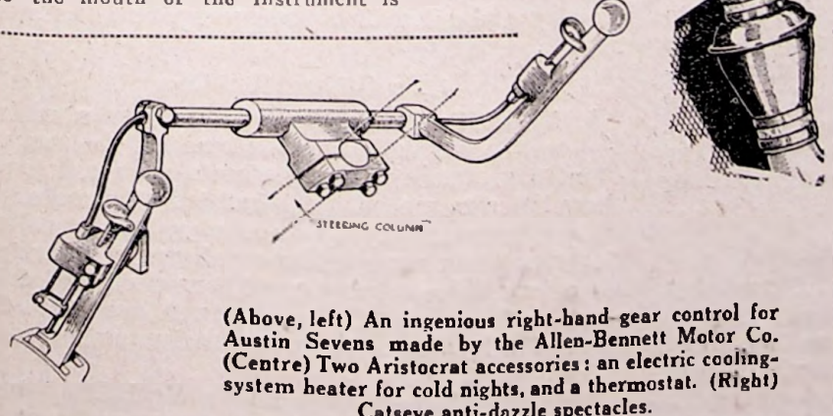
TWO useful accessories for the cooling system are being marketed by C. B. Frost and Co., Haydon Chambers, 83, High Street, Birmingham. The first is the Aristocrat thermostat, which sells for 25s. It is designed to fit in the upper water connection in the usual way and commences to open at 50 degrees Centigrade.

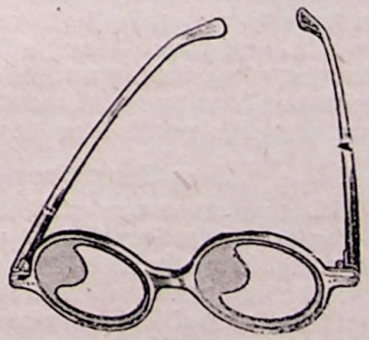
The other accessory, which is known as the Aristocrat hydro-electric engine heater, also costs 25s. It is intended not only to prevent the possibility of the cooling water freezing when the car is left in the garage on a cold night, but also to keep the water warm enough to ensure an easy start. It is very easy to fit, being designed to clip into the lower connection from the radiator to the cylinder block, and it derives its current from the garage lighting system. The manufacturers state that the consumption is only 55 watts—which is less than that taken by many electric light bulbs—and models suitable for voltages ranging from 25 to 250 are obtainable. The heater is supplied with three yards of flex and an adapter, which can be wired up to the dashboard or any other convenient point for plugging in a lead from the garage wiring.

Right-hand Control for Austins.

AUSTIN Seven owners who prefer right-hand to central control for the gear-change can now have their cars converted, the Allen-Bennett Motor Co., Bensham Lane, Croydon, having recently placed an easily fitted conversion set on the market at the attractive price of 35s. With this set fitted the gear lever is very conveniently placed, coming just under the rim of the steering wheel, where the right hand falls on it quite naturally. In a short run on a car fitted with this change we were very favourably impressed.

The working of this set can readily be grasped by a reference to the accompanying sketch. It will be seen that the new gear lever is attached to a cross-shaft passing through a clamp attached to the steering column and terminating in a drop-arm pivoted to a second clamp fitted to the original gear lever. The cross-shaft is free to slide in the steering column bracket, and thus both fore and aft, and transverse, movements of the right-hand lever can be transmitted to the original central lever. Owing to this arrangement the gear-lever positions are reversed, but one soon becomes accustomed to this. The reverse stop is retained, the control being connected to the new lever by a Bowden control.

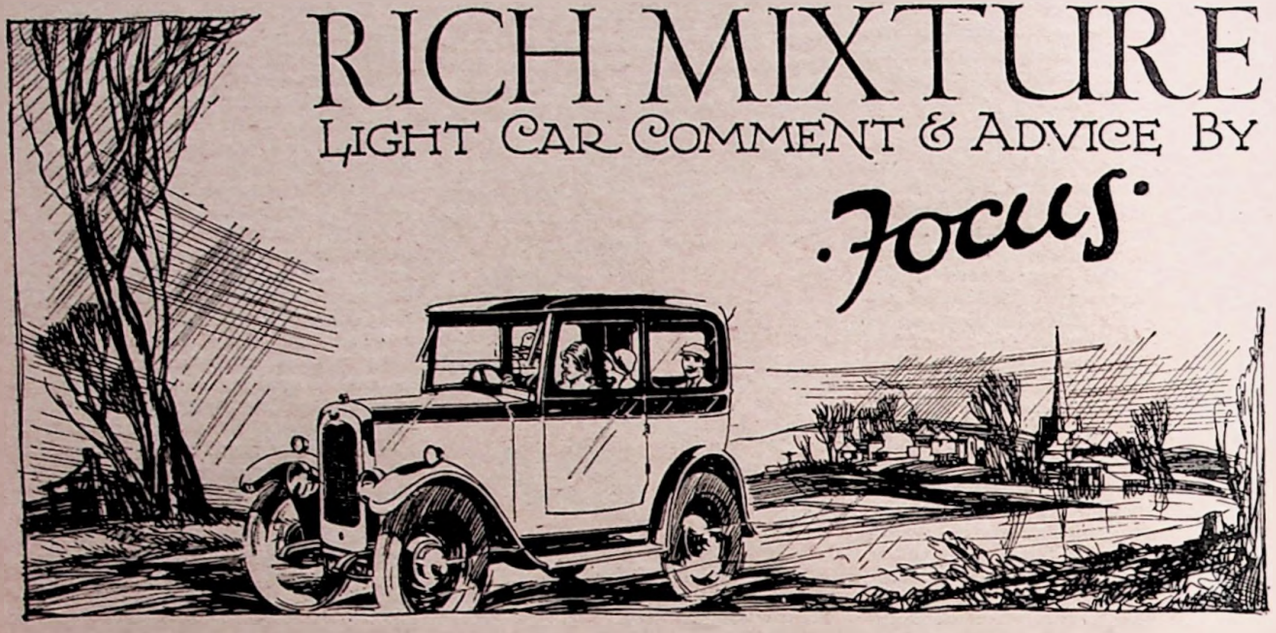




(Above, left) An ingenious right-hand gear control for Austin Sevens made by the Allen-Bennett Motor Co. (Centre) Two Aristocrat accessories: an electric cooling-system heater for cold nights, and a thermostat. (Right) Catseye anti-dazzle spectacles.

RICH MIXTURE

Light Car Comment & Advice By "Focus"



For Works Managers.

IT often happens in my travels that I fall in with folk on the manufacturing side who tell tales of the many difficulties they meet in these days of mass producing small high-efficiency cars. Imagine, then, all ye who know about such things, how my eyes bulged when I read in *The Aeroplane* the other day that girders 45 ft. in length were required for the airship R.101 to be within plus or minus .030 inches absolute length.

I shall never again listen sympathetically to a motorcar works manager who howls because a similar tolerance is enforced for parts a hundredth of that size; so let them all take heed.

Blazing a Trail.

LAST week I met my first serious fog this year and, as usual, I was very astonished to notice the large number of other unfortunates who, like myself, were quite unprepared for it. I was driving a strange car or I should not have hit so much trouble, because at this time of the year I always carry some pieces of orange-coloured silk for covering the lamp glasses. As it was, nothing of the kind was available, and I had to make shift with a duster and a newspaper.

The duster was used to cover the off-side wing lamp; the near-side wing lamp was covered with newspaper (so that it only just complied with the law), and the headlamps were tilted down to the maximum extent and their upward rays screened as much as possible. After these improvizations it was possible to average 7 m.p.h. to 8 m.p.h., and I soon found a long string of cars following along behind me, their drivers, who had abandoned hope by the side of the road, welcoming somebody who would blaze the trail.

Less Than Four m.p.h.

THE greatest enemy of all kinds of transport, fog is always capable of practically bringing the world to a standstill. On the run in question I was travelling from Ewell, in Surrey, to a point 30 miles north of London, which involved crossing the Metropolis. The first part of the journey was, to say the least, slow and eventful, so that the bright lights and clear atmosphere of central London, after the Thames was crossed, made one feel smugly pleased at not having settled on the "wrong side" of the Thames.

Not far north of Highgate, however, conditions became worse than they had been all the evening, and so it came about that, in the end, after 4½ hrs. driving, I found myself in a very uncomfortable hotel only about 15 miles from my starting point.

A Lesson.

ONE of the lessons learned on that eventful night was that if ever engines are deposed from their position under the bonnet and placed at the rear so that the driver occupies a much more forward position than at present, we shall score enormously in thick weather. Whilst drivers of cars were in the greatest difficulty, motorcyclists, who sit right at the front of their machines so to speak, were making quite good headway, and drivers of the new-type London motorbuses, who sit alongside the radiator, were getting along at speeds which made one very envious.

On such occasions one feels that it is rather foolish to give the engine the best place in the car. Originally it was put in front to keep it cool and make it accessible, but both requirements could easily be met to-day and many drawbacks overcome if the public could be coaxed to forsake convention and allow it to be removed to the stern sheets.

As Others See Us.

A FRIEND of mine, who is so keen a motorcyclist that he has so far resisted the temptation to gravitate to four wheels, has written a long letter to me on the iniquities of some of us whom he meets in his wanderings, and particularly on main roads. His catalogue of our vices is a long one, covering most forms of bad driving, but he seems chiefly concerned over the subject of drivers who cling resolutely to the crown of the road.

A series of experiences on the Bath Road on a recent Saturday moved him to this outburst of wrath; he tells of a string of vehicles careering

en echelon along this notorious highway, everybody being intent, seemingly, on keeping in a position to be able to pass the man ahead, but lacking the nerve actually to do so. As the inside (and leading) car was some yards from the kerb, the entire collection was straddled well across towards the wrong side, and the whole performance, which went on for some miles, was dangerous in the extreme. I can well believe the facts, having seen the same sort of thing myself more than once.

All In Yankee Sixes.

"THE worst of it is," writes my friend, "that if you say anything about it in your paper, the probability is that none of these people will read it. I don't suppose they ever look at a motor paper; they all go about in big, cheap American "sixes" (closed, of course), and they never take the slightest interest in anything connected with motoring. They're motor users, not motorists.

"What you want to do," he goes on, "is to get your readers to convert some of their car-using pals into real pukka motorists. Tell them to make them read *The Light Car and Cyclecar* and get some real knowledge of how to handle their buses on the road without driving poor, harmless coves like me into the ditch, and at the same time to acquire at least a slight enthusiasm for the glorious achievement of being a decent driver."

Comment on such a letter is difficult for such a modest man as myself, but there is something in the idea, isn't there?

Look After the Ignition.

FEW of us nowadays take nearly enough care of our ignition systems. Plugs are left for months on end to look after themselves, magnetos are seldom or never cleaned and adjusted, whilst the high-tension leads are the last things to which most of us ever think of giving attention. This came to mind the other day when I suddenly remembered that I had not touched the plugs or magneto of my six-cylinder Lea-Francis engine for a matter of five thousand miles or so.

Removal and cleaning of the plugs (with careful setting of the points to 25 thous.) made an instant improvement in the running—and particularly the idling and starting-up—whilst renewal of the h.t. leads and cleaning of the contact breaker, distributor and slip-ring have given added "pep" in the get-away and very much improved starting. In these days when our engines and their components are so very reliable, it is easy to forget to carry out even once or twice a year the little maintenance jobs which used to be a weekly task and which make so much difference to the pleasure one gets from driving a car.

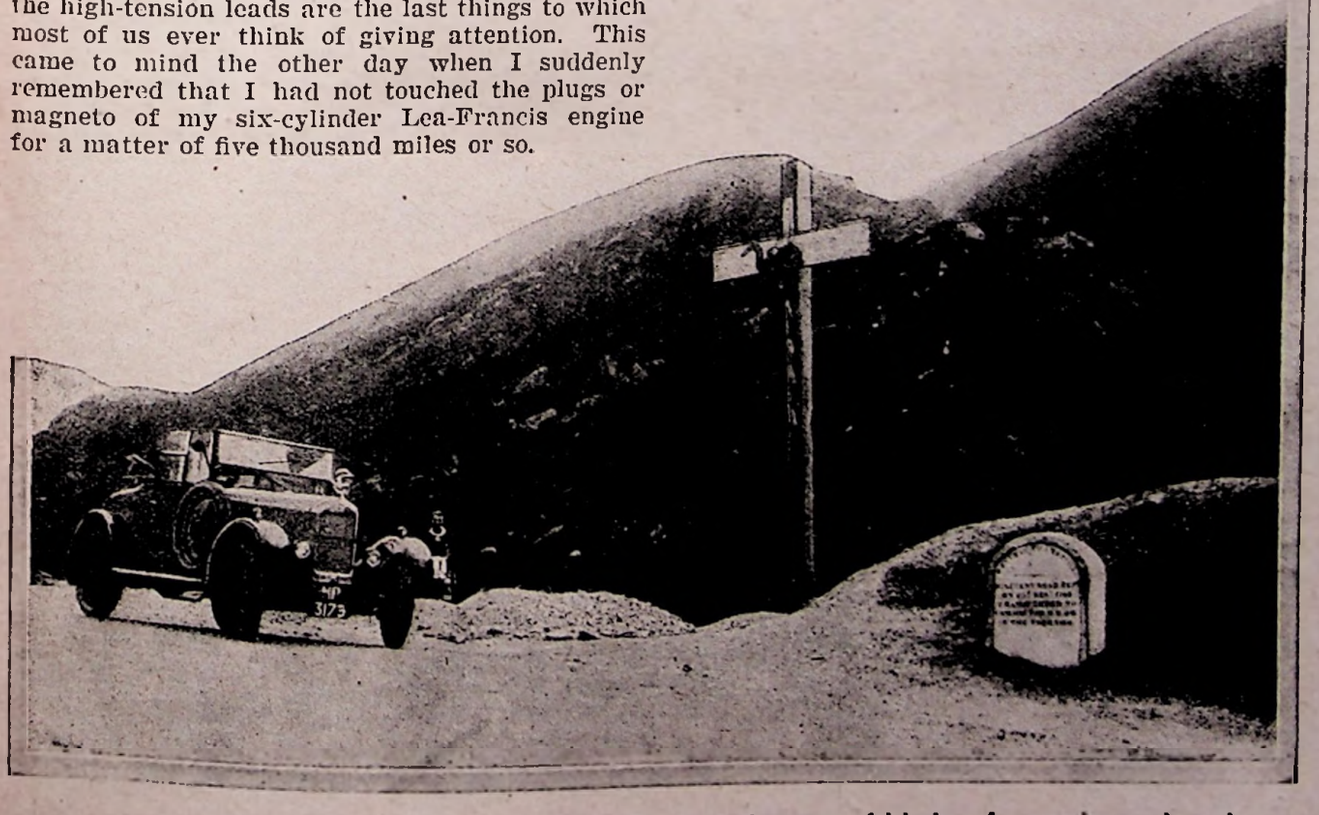
A Good Selling Point.

NOW that spotlights seem not to be so much the mode as they were a few years ago, I am surprised that more cars are not fitted with wing lamps which can be swivelled on their bases. A wing lamp which can be turned round to face under the bonnet is invaluable for filling up after dark, whilst it is naturally of very considerable utility if plugs have to be changed or any wayside adjustments require attention.

I believe that swivelling wing lamps are in the Lucas range, but one does not find them on nearly so many cars as one could wish. As the extra cost over the fixed type cannot be very much, I am surprised that more manufacturers do not adopt them in these days of keen competition when every selling point is of the utmost value.

Have You a Gazetteer?

"HOW do these people live?" This is a question which was asked me by a passenger when driving through a remote little village in North Wales a few weeks ago, and in my view it is always a most interesting subject on which to



A NOVEL REMINDER. — **In many parts of Scotland it is necessary to keep a careful lookout for straying cattle and sheep. On this signpost at the top of Rest and Be Thankful the horns of a ram have been slung to call the attention of drivers to the risk of unexpected encounters with farm stock.**

B21

speculate when one is driving about the country. Whilst it is one of the most interesting questions, it is also often one of the most difficult for which to find an answer.

One finds quite large communities existing apparently in a reasonable degree of prosperity without a sign of a factory or any kind of industry, whilst in my experience it is far from uncommon to find indications of many people earning their living ostensibly by agriculture in a district where, for miles around, the land appears never to have been under the plough, and where one can range the horizon in every direction without seeing a sign of live stock. A good gazetteer, such as Bartholomew's ponderous work, can while away many a weary hour for those of us who are interested in social problems of this kind.

Everlasting Cylinder Bores.

MR. L. MANTELL, whose recent clever contributions to *The Light Car and Cyclecar* in connection with cylinder-head design and problems of detonation are still fresh in our minds, showed me the other day the cylinder block of a 10.8 h.p. Riley which he had run over 21,000 miles, and the bores of which showed only $1\frac{3}{4}$ thousandths of wear at the point of maximum side thrust and practically no ovality in spite of the fact that aluminium pistons had been used with such efficient scraper rings that the oil consumption of the engine was almost negligible.

The reason for this very satisfactory state of affairs lay in the fact that Mr. Mantell had had the cylinder barrels bored oversize when new and fitted with centrifugally-cast iron liners, which have a much harder and closer-grained surface than it is possible to obtain in the ordinary course of events. The liners, which were about $\frac{3}{16}$ths of an inch in thickness and shrunk into the bores, were, of course, ground and polished in position. This is an idea which impresses me as being worthy of careful consideration by everyone concerned with the manufacture of high-class cars of the type which are designed to give many years of trouble-free service.

Porlock Humbled.

TO how many competitors in the next London-Land's End run will it occur, I wonder, as they wait in fear at the foot of Porlock for the time-keeper's signal that this once "dreaded terror of the West" was successfully climbed early this month no fewer than 100 times in one day by a Singer Junior under R.A.C. observation? It will certainly be an unpleasant recollection for any who fail!

What an excellent test this was, by the way! Each ascent called for stiff collar-work on the gears, giving the engine and transmission a very thorough "towzing," whilst each descent needed continuous and fairly vigorous use of the brakes. I should like to see one of these game little cars entered for a similar test on Tornapress next summer.

Quite the fairest and finest test hill in Great Britain, it would make a magnificent venue for one of these most useful and informative trials of stamina, successful emergence from which, under the auspices of the R.A.C., is something of which any car manufacturer may well feel proud.

IN THE LONDON-GLOUCESTER TRIAL. B22 — Mrs. O. W. Clayton (Amilcar) ascending Bushcombe Hill, which leads off the Winchcombe Road about five miles from Cheltenham.

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The Light Car and Cyclecar

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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 CONSISTENTLY ENCOURAGED THE DEVELOPMENT OF THE ECONOMICAL MOTORING MOVEMENT FOR OVER SIXTEEN YEARS.

NO CAR WITH AN ENGINE CAPACITY EXCEEDING 1,500 C.C. (1½ LITRES) COMES WITHIN THE SCOPE OF THIS JOURNAL, THAT CAPACITY BEING GENERALLY RECOGNIZED AND ACCEPTED AS THE LIMIT FOR A LIGHT CAR ENGINE.

Topics of the Day

Increasing Car Usage.

A NUMBER of very interesting facts arise from figures published in connection with the Automobile Association's annual car census, which shows the average number of cars passing various census points in one week. It is shown that in 1928 15,200 cars passed the census points in a week, whereas in 1923 the number was only 3,000. This is a matter of particular interest, because this five-fold private-car traffic increase—in view of the fact that the number of cars in use has only doubled since 1923—points to the fact that road usage is increasing much more rapidly than the number of vehicles. The obvious lesson is that the road authorities must not place too much faith in the number of car registrations when planning road programmes. They must bear in mind that it is not only the constant increase in the number of cars which calls for wider, straighter and better roads, but the increasing usage of cars by their owners. This shows no signs of abating, nor is it likely to do so, for, as we pointed out last week, the way to get the best value from a car is to use it as much as possible. The horse-power tax, dear insurance and heavy depreciation make cars "eat their heads off" in the garage just as idle horses did of old.

In Memoriam.

AT the annual general meeting of the Essex Motor Club the following resolution was proposed, seconded and carried by a large majority:—

> That, in the opinion of this committee, the Essex Motor Club has served its purposes during the past quarter of a century in furthering the cause of motoring, and that in view of the present situation it recommends the members to consider the advisability of bringing the activities of the club to a close. That in the event of the above resolution being carried, the finances of the club be considered and a decision be taken.

Thus does a long-established, enterprising and highly respected organization reach the end of its appointed period of existence, and who are we to assert that its committee was unwise in fathering this resolution or its members ill-advised in carrying it? The Essex Motor Club has held many popular and well-supported meetings at Brooklands, it organized the first Royal meeting at Weybridge and it instituted the first long-distance race of its kind—the Six-hour Endurance Race—to be held in this country. In addition, it shared the organization of several of the Boulogne meetings, which have been truly international in character and which have played a by-no-means unimportant part in bringing the nations of Europe together in a common bond of motoring sport. The passing of this club emphasizes, as we pointed out a fortnight ago, that room for these purely sporting motoring clubs no longer exists. It should stimulate enthusiastic club secretaries and committees to redouble their efforts in connection with developing the social side of their organizations, and it should reawaken the lethargic interest in motor clubs which has been evident on the part of ordinary motorists who have, up to the present, taken such clubs too much for granted.

The Power of the Microphone.

"A PAMPHLET on the reasons for, and the prevention of, oscillation can be obtained . . . ." That phrase will live in the memories of wireless listeners for the best part of the rest of their lives. They groaned whenever they heard it coming, they suffered it in silence whilst it was delivered, but they soon found that they had almost unconsciously memorized it, and whenever their fingers stray, even now, towards their coil holders the wretched thing flits like a ghost across their memory and—stays their hand! Such is the power of a wireless appeal—short, crisp, aptly phrased and continually repeated. Could not the same principle be adopted in order to din into the heads of all types of road user the main dictates of "safety first," and thus help, at any rate, to reduce the number of accidents which are caused by the sheer carelessness or thoughtlessness of the individual?

In all seriousness we suggest that the National Safety First Association should weigh up the possibilities of this idea. The announcement—not more than about 100 words in length—could be made once a week, and its authority could be ascribed either to the Association itself or, better still, to the Ministry of Transport. The success which the B.B.C. attained in stamping out oscillation by the method described is surely indicative of the fact that the scheme we suggest is well worth a trial—and surely the present position with regard to road accidents warrants every possible cure being tried.

CYCLECAR COMMENTS.

By SHACKLEPIN.

THREE-WHEELERS IN THE LONDON-GLOUCESTER—PREVENTING WHEELSPIN ON GREASE—CHRISTMAS PRESENTS—SUITABLE CYCLECAR GIFTS.

IN THE LONDON-GLOUCESTER. — A Morgan driver being helped along after wheelspin had stopped him on Bushcombe Hill. Many failures occurred here.

AS usual, three-wheelers put up good performances in the "London-Gloucester," a full report of which appears elsewhere in this issue. All of the 10 three-wheelers were Morgans and amongst them was a team representing the New Cyclecar Club. The intense cold—in itself most unpleasant—resulted in the hills being very slippery, so that many competitors suffered from wheelspin. On Bushcombe Hill, in fact, where a stop-and-restart test was held, R. T. Horton was the only Morgan driver to make the climb. His performance was really brilliant.

The great secret, of course, was to avoid slamming open the throttle with the clutch well home, because, on the slippery surface, the rear wheel could not transmit the drive and, once wheelspin set in, it seemed to get worse and entirely prevented further progress.

* * *

This being the season of good cheer, it is, perhaps, appropriate to mention the question of Christmas presents, and it will be interesting to discuss those which we can give to our friends and also those which we should like to receive. At first sight it might seem unnecessary to differentiate between presents suitable for a cyclecar owner and for one who drives a light car.

A little thought, however, will show that a distinction really is necessary, because there are many things a light car owner would welcome which if given to the owner of a cyclecar would be useless. For instance, it would be ridiculous to give the owner of an air-cooled twin cyclecar a really "swell" radiator thermometer!

Notwithstanding my staunch attitude with regard to the need for extreme simplicity in cyclecars, I am prepared to admit that there are some extras which not only are allowable but even desirable. These refer to the machine itself. Presents that concern only the driver but which are still of a motoring nature come into a different category. For this reason, therefore, I shall deal with suitable gifts under two separate headings, taking machine gifts first.

I do not propose to deal with prices, but merely to avoid mention of super-expensive gifts. It is obvious that in some cases the particular make and type of cyclecar for which the gift is intended will have a considerable bearing upon the choice. There are some presents, however, which are suitable for all cyclecars.

If the driver is known to do a good deal of night driving the donor can choose between a spotlight and an anti-dazzle screen, whilst amongst other suitable electrical gifts are low-consumption electric horns and battery capacity indicators. Machines with exposed magnetos and engines which are used in all weathers will benefit by moulded rubber magneto covers and waterproof plug covers.

An ever-acceptable gift for a cyclecarist, irrespective of the amount he uses his machine, would be a new tyre, provided, of course, that it is the correct size! Another suitable gift of this type would be a new chain, or perhaps a box of chain parts, such as half-links, cranked links and so on.

* * *

One could continue extending a list of this kind almost ad infinitum and could include in it such things as a year's tax paid, a year's subscription to one of the motoring organizations, or for membership of the local club; but enough has been said to indicate the general lines upon which the gift should be chosen, and as a further aid to choice I can very strongly recommend an examination of the advertisement pages of this journal.

We can now turn to a consideration of presents suitable for the driver. Most cyclecars are of a somewhat open type, therefore we can head our gift list with a leather coat, a somewhat expensive present, perhaps, but not necessarily beyond the purse of our rich aunt! Less expensive coats of imitation leather are, of course, available, and they are quite satisfactory.

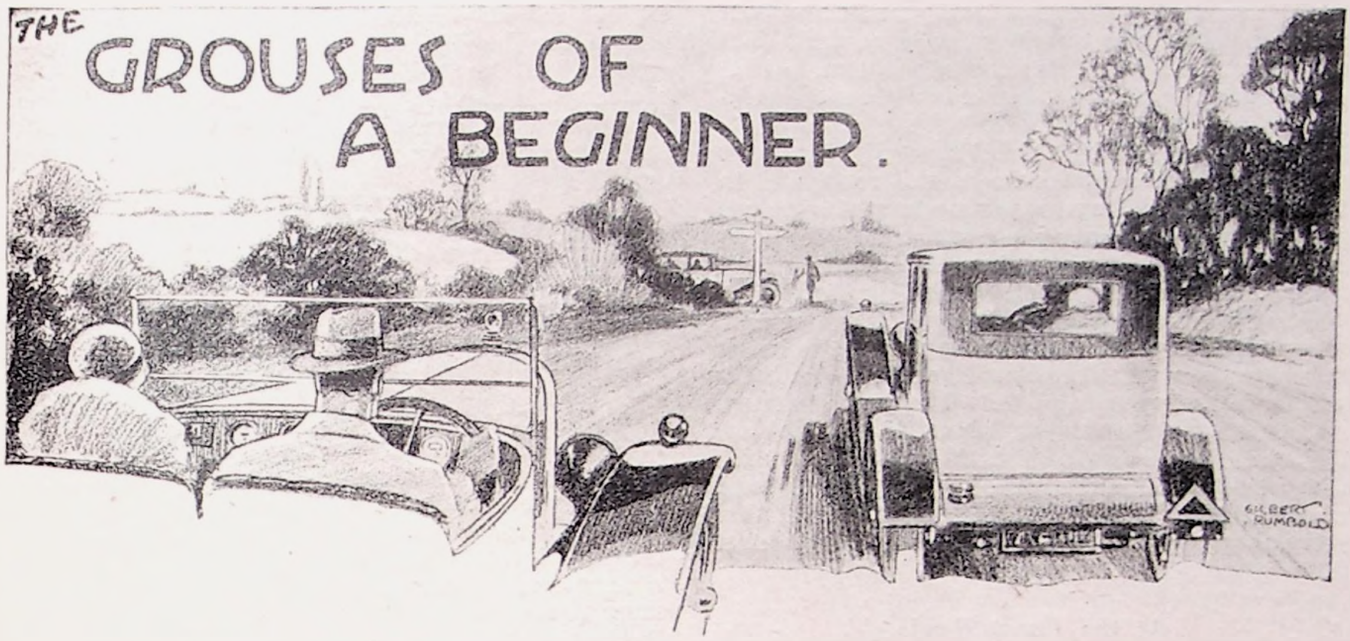
There is a very wide choice of suitable gifts at prices ranging from five shillings to one pound, and amongst these may be mentioned leather helmets, goggles fitted with unsplinterable glass, and gauntlet gloves. It might not be out of place here to remind the fair sex, who specialize in home products, that a wide knitted scarf—provided that the colours are reasonably quiet—is a very acceptable gift, whilst another of the same type consists of mittens to wear under driving gloves.

* * * *

I should like to digress here for a moment to point out the great advantage of the last-mentioned item. Mittens really do make an immense difference to the warmth of the hands during a cold drive. I am not well up in the theory of the subject, but I believe the doctors tell us that so long as the wrists are warm there is little risk of the fingers becoming cold. Therefore mittens, which should preferably, I think, be knitted in some kind of silky material, form an ideal means of keeping the wrists warm.

Reverting now to presents. Even a humble shilling will purchase a most acceptable present in the form of a pocket electric torch which, sooner or later, may be the cause of the recipient showering blessings on the head of the donor when, on a dark night, its use enables that dropped plug terminal to be found.

Last, but by no means least, what more acceptable present could be found than the regular mailing each week for a year of *The Light Car and Cyclecar* to any enthusiast, whether he drives a light car or a cyclecar?



An Admitted Tyro Gives His Impressions Concerning Modern Motoring Conditions.

AT last I am the admittedly proud possessor of a car! Nothing very pretentious, of course, I suppose one's first car never is, but a brand new bus nevertheless, and I am assured by the handsome literature of its makers that it possesses all the refinements in chassis and coachwork that modern ingenuity can give. I have now driven it around, very gingerly, I must confess, for about a week, and the experience has taught me quite a number of things that do not appear in "Hints to Drivers" or the several instruction books which have been so carefully digested.

My experiences have brought home to me the illuminating fact that the beginner, the tyro, call him what you will, is able to get a far better perspective on this motoring business than the "old stagers" and those who are so wrapped up in it all that plain commonsense is lost in a fuddle of bores and strokes, torque reactions, and one-way traffic problems. In other words, the beginner sees more of the game, if only for the fact that his mind is fresh to the job, and ready and eager to absorb impressions in a broad and logical way.

Let me explain my meaning more fully by quoting an actual example of the sort of thing which I have in mind. Only yesterday I went to the garage-cum-filling station which undertakes the proper housing of the car, and asked in my best owner-driver voice that the car be brought out for me to the kerb-side pump. I am still far too much of a novice to attempt to carry out the complicated reversing that is necessary, but, ever eager to learn, I followed His Nibs, the mechanic, to the twilight corner where reposed my neat and shining two-seater. Then I noticed that another car had been drawn up in front of my own, and it was apparent that this would have to be moved before anything could be done. Evidently His Nibs noticed the state of things at the same time, for he yelled to Bert, his companion in crime, for the loan of an "andwivthis."

"His Nibs."

Now the car in front of mine was obviously a very expensive one, with a radiator that shone in the semi-darkness, and bodywork fitted throughout with the latest gadgets towards comfort and refinement. Apparently the moving job was not so difficult as to make it necessary for the engine to be started, as I next observed His Nibs and Co. making sure the gear lever was in neutral and exhibiting their prowess at pushing.

Mechanics are mechanics the world over, and I fail to see how they can really be blamed for placing greasy hands on that shining coachwork and the glossy enamel of the wings. Their job of necessity entails a greasy paw, but it struck me at once as truly extraordinary that apparently nobody has ever thought of fitting proper metal handles to facilitate a job of this kind. Not only would such fittings (they could be made to look quite neat) solve the dirty-finger-mark problem, but they would ensure that the strain of moving a car by hand was applied where no possible damage could be done. I turned to contemplate the sheen on the coachwork of my own car, and shuddered to think of those greasy hands.

That is just one "grouse" that I have, but I have discovered quite a number of others. When I read the Show reports, and learn of the increasing number of new cars that are being delivered, I realize that the army of motoring "tyros" to which I at present belong must be a considerable one. There must be very many people on the road just like

myself, new to the wheel, to traffic conditions from that standpoint and to motordom in general. Yet I find that not the slightest consideration, official or otherwise, is shown to us in our practical helplessness.

We are presumed by all and sundry to be expert drivers so soon as we take to the road, and in the event of anything happening in which we are involved, we are acutely conscious that our very incompetence will tell against us in any official inquiry. Surely this should not be.

Why not let us affix some recognizable sign next to our number plates, so that the rest of the world may give us a wide berth until we feel competent to remove the "novice plate." I suggest that such a scheme could be very well handled by one of our big touring clubs, as they could easily make such a sign known, and arrange to supply them to those who decided to fit them. I am convinced that there are many who, like myself, would appreciate the wisdom of such a course.

At the Cross Roads.

Then there is the question of the cross-roads signposts. One of the most insistent rules that pokes itself out of the pages of my motor-driving text books is that relating to keeping one's eyes on the road and the traffic conditions generally. In my case the precepts are not needed. I dare not take my eyes off the road ahead whilst on the move. In consequence of this I am compelled to draw up to a standstill if I am to read a signpost to my right or left. Yet nearly every signpost is situated right on the corner where, by stopping, I make myself a general nuisance to everybody, and run a considerable risk of being bumped into by anybody possessing the necessary impatience and over-confidence. In any case, it seems to me to be fundamentally wrong at a danger point to attract the eye of even the most expert driver from the road.

Shift the Signposts.

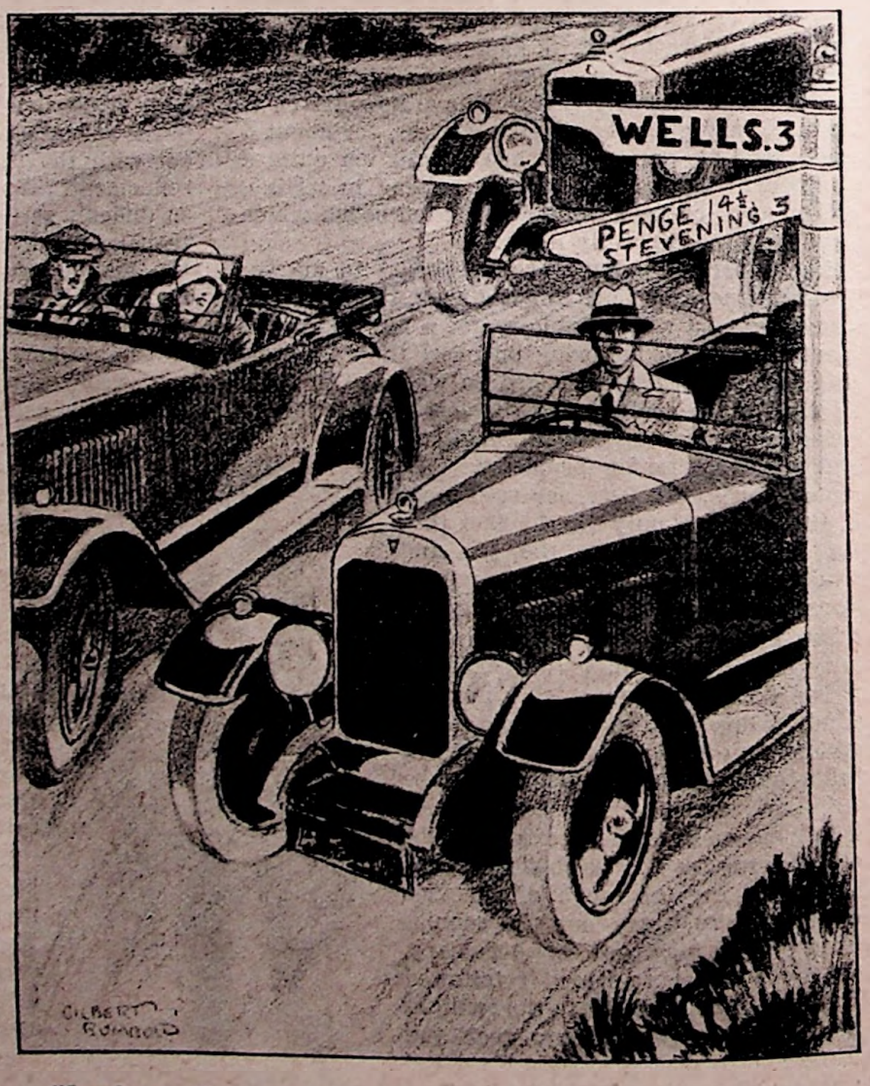
Why not place these direction posts about one hundred yards before the corner is reached, and then make them easily readable at such a distance that it would not involve turning the head appreciably? Perhaps the signposting authorities will take a tip—and perhaps they won't!

Signalling is another troublesome matter which must take all novices a long time to master. In the text books we are supplied with an elaborate code of signals which are none too easy to memorize, and which no other drivers appear to understand. One cannot help noticing that really good and experienced drivers like those who so dexterously handle the London omnibuses never employ the signals which are recommended in the little booklet which one obtains with a driving licence. The police, too, seem loath to follow to the letter the code of signals one expects them to give.

The Mechanical Side.

When I come to discuss the mechanical side of motoring I find it hard indeed to express my true sentiments in language that is printable. The instruction book appertaining to my car is substantially incomprehensible, whilst many of the jobs which I am told to do every day are so impossibly dirty and laborious that they will be lucky if they get done once a year.

There is no doubt in my mind that it is not beyond the realms of mechanical ingenuity to eliminate entirely the grease gun and all that it implies. Tyres, too, are proving fairly formidable taskmasters. Why should it be necessary to remove two caps, apply the pressure gauge, remove it, fix the pump connection, remove it, apply the pressure gauge (and so on half a dozen times) and then refix the two valve caps when adjusting pressures? Can nobody think of a way to remove the bulk of these tedious operations? There is a lot that is crude and primitive even in 1928.



"I make myself a general nuisance to everybody, and run a considerable risk of being bumped into. . . . It seems to be fundamentally wrong."

THE "LONDON-GLOUCESTER."

BITTERLY COLD NIGHT RUN — FAVOURABLE IMPRESSIONS MADE BY NEW MODELS.

(Left) G. F. Hyams (Swift) negotiating Bushcombe. (Right) W. H. Julian (Standard) going well on Old Stanway.

THE London-Gloucester-London Trial of the North-West London Motor Club is certainly one of the classics of the competition season and, at the same time, one of the most popular events of the year. This year's run attracted over 260 entries, including 50 cars, of which 38 were in the light car class. There were also 10 cyclecars, all of which were Morgans. The start of the trial, which took place at the Slough Trading Estate (of "Exeter" memory), was at midnight last Saturday—an innovation for this year, designed to enable the competitors to get home next day within reasonable time. The intention, however, was not entirely fulfilled, as the event was by no means run to time.

The trial was chiefly noteworthy for the extreme cold of the night run, which exceeded anything that most of the competitors had expected. The route, which passed through High Wycombe, Watlington, Faringdon and Cricklade, was largely icebound, and most of the drivers—not to mention their shivering passengers—were grateful for the warmth and food of the breakfast stop at Cheltenham.

After this refreshing break the competitors took the road at dawn and, passing through Painswick, encountered no fewer than four observed hills in quick succession. These were Stanscombe, Bismore, Mackhouse and Knapp. The frost had dealt effectively with the notorious Gloucestershire mud, and there was, therefore, less real trouble than would otherwise have been the case. The Morgans, in particular, roared up Knapp in fine style and the light cars were no less convincing.

Sweeping northward again, the trial encountered Bushcombe, just outside Cheltenham, and there some fun was seen, as the hill was both loose and slippery. A stop-and-restart test of a simple nature began the proceedings; wheelspin in getting away accounted for the few failures that followed.

Of six Morgans there was only one brilliant climb, made by R. T. Horton, who not only made a good getaway, but tore round the corners in fine style. Amongst the outstanding ascents must be included those of A. J. Mollart (1,496 c.c. A.C.), Miss V. Worsley (Jowett Sports), R. J. G. MacHugh, driving one of the new Morris Minors, which was particularly notable in its nice getaway, and G. W. Olivo (1,287 c.c. Standard), another new model which created a favourable impression.

A little farther on came Sudeley, where an acceleration test that caused a good deal of delay took place. Old Stanway was also observed, and then the route was fairly plain sailing to Thame by way of Bicester. At Thame there was a stop of an hour for lunch.

Easy roads then led to Maiden's Grove, the well-known test hill in the Chilterns, which lies between Stonor and Watlington. A large crowd had assembled there and the road was lined with acetylene flares, a wise precaution, as most of the cars had to make the ascent in the dark. As the road was quite hard, the climb caused practically no trouble, and the next few miles to the finish at Slough were uneventful.

Only six car drivers failed to complete the course, the unfortunates being Mrs. J. M. Taylor (1,991 c.c. A.C.), B. Roberts (1,172 c.c. Th. Schneider), E. H. M. Grimsdell (1,496 c.c. Alvis), J. A. Jelly (1,087 c.c. Riley), C. A. Broomhall (747 c.c. Austin) and H. Allchin (747 c.c. Austin). The following drivers of Morgans also failed to finish: G. Dudley-Smith, A. B. Sparks, G. E. G. Watts, A. C. Goodall.

Alfa-Romeos Not to Run at Le Mans.

IT is almost certain that there will be no Alfa-Romeo entries for the Le Mans 24-hour race. It will be recalled that last year the team, which was strongly fancied, was unable to start at the last minute owing to a slight irregularity in the specification of the bodies fitted to the cars, and this year it was expected that Alfa-Romeos would face the starter without any kind of hitch. Signor V. Jano, who is intimately connected with the Alfa-Romeo concern, states, however, that, after carefully scrutinizing the regulations, he is of the opinion that the new handicap is unfavourable. His chief objection lies in the type of bodywork which has to be fitted to 1,500 c.c. cars and the weight which they have to carry. It is believed, however, that this famous Italian designer is taking a keen interest in the forthcoming Double Twelve-hour Race at Brooklands, and it is anticipated that at least three Alfa-Romeos will take part. This event, incidentally, promises to be one of exceptional interest. It will take place in May.

B31

Six-Wheeled

There may be theoretical drawbacks to six-wheeled chassis for light cars, but when it comes to practical experience—

EXCLUSIVE details given in last week's issue of this journal of an experimental six-wheeled Austin Seven—the work of a young engineer living at Andover—have created widespread interest. On the one hand it is greeted as the solution of a problem which has long been vexing private owners, namely, to increase the range of usefulness of a really small car out of all proportion to its size, and, on the other hand, as being merely a glorified trailer. The former, surely, more nearly fits the case; in fact, we think that the trailer idea can be dismissed, for the six-wheeled light car has no relation to any other vehicle or combination of vehicles which have hitherto been produced.

The brief run which we enjoyed both "in" and "on" the six-wheeled Austin Seven chassis described last week—for our experiences included a trip on the goods platform—convinced us that objection to the extra pair of wheels, from the point of view of added weight or increased difficulty of manœuvrability, can be entirely dismissed, whilst the gain in comfortable riding, road adhesion, braking and so on were factors which one could not fail to appreciate. It is clear that the six-wheeled light car as a standard production of the future is not at all unlikely, and we may proceed more thoroughly to inquire into the pros and cons of the system.

The main points against the adoption of six wheels may be summarized as follows:—Extra first cost, extra weight, extra running costs and extra maintenance.

So far as the first-named point is concerned, we have no actual data to go upon, but a medium for comparison with other cars is provided by the fact that the engineer who carried out the conversion illustrated last week estimates that the chassis complete with "annexe" could be sold for £125. The present chassis price of the Austin Seven is £92, which means, therefore, that the additional cost of the complete six-wheeled chassis is £33.

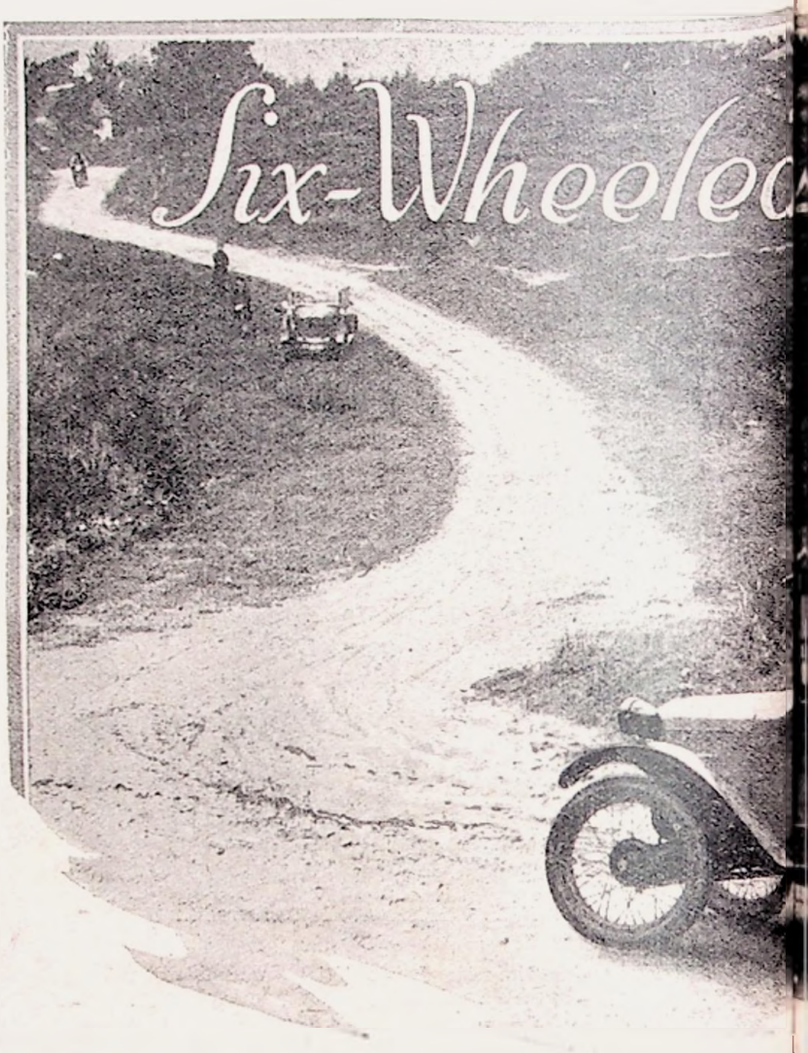
Bodywork.

There should be no additional expense in producing a suitable body. It would merely mean modifying present designs so as to allow for the extra pair of wheels. In this connection the idea of a rear door for the back seats is well worthy of consideration.

The second point—extra weight—cannot be dismissed by saying that "it amounts to nothing." As a matter of fact, it amounts to a good deal, but even so the six-wheeled Austin Seven chassis was able to maintain from 35 m.p.h. to 40 m.p.h. over the give-and-take roads between Andover and London with a load of several hundredweight on the platform. The handicap of the additional weight was felt most on hills, and the inclusion, therefore, of a four-speed gearbox on six-wheeled light cars of the future would appear to be a sine qua non.

Petrol consumption would probably be affected, but not to an extent which would give rise to serious criticism of the six-wheeler. The extra amount of oil used by the engine would be almost negligible, and that, we think, sums up the situation from the point of view of additional running costs.

The last point—maintenance—is a comparatively small one. It means that there would, at the very outside, be eight more greasers to attend to and two more tyres to inflate about once every three weeks.



A composite photograph showing how a caravan body could be fitted.

On the whole, therefore, the case against six wheels is rather weak, especially when we consider the very practical advantages, which may be summarized as follow:—Much better riding comfort, much better braking, less tyre trouble, a vehicle which, whilst still bearing the outward resemblance of a small car, will be capable of carrying heavier dead loads than four-wheelers of larger size and horse-power, and finally, the singularly easy way in which a six-wheeled chassis lends itself to the reception of a caravan or goods body. We should emphasize the fact that we are dealing with a rigid six-wheeler like the Austin described last week.

The Comfort of Six Wheels.

The additional comfort of a chassis of this kind so far as riding is concerned should be self-evident. If it is not, a simple illustration is all that is required. Imagine that the car has to pass over a small cross-gully. The jolt given to the chassis when the front wheels strike the depression will, for all practical purposes, be the same as with an ordinary four-wheeled vehicle, but when the intermediate pair of wheels drops into the hollow, the rear wheels—still on level ground—will tend to take the load.

When the rear wheels drop into the gully the intermediate wheels will function in the same way. This principle will apply when the car is traversing a rough surface, the bumps and the hollows being averaged out, as it were, by the tendency of one pair of wheels to shift the load on to the other pair.

With regard to braking, it is necessary to differentiate between theoretical and practical considerations

The six-wheeled Austin Seven chassis illustrated last week.

in order to prove that six wheels give better braking than four. In theory it is very largely a question merely of weight and of road adhesion, and the conditions are much the same no matter how many wheels are used. Again, however, we may take an illustration in order to prove that from a practical point of view the six-wheeled vehicle scores.

Imagine that the car is travelling over a rough and rather slippery road at a fair speed. One or more of the wheels will continually be jumping clear of the road surface, and when the brakes are applied the wheel or wheels which are in mid-air tend to lock. When they return to the surface again road adhesion may not be sufficient to overcome the strength of the brakes, and a short or long skid results. This series of operations is continued until the car has practically stopped.

Ideal Braking.

We have, therefore, lost braking effort whilst the wheel or wheels are in the air, and also by the ensuing skid. With six wheels, however, it can be said, roughly, that there are always two more wheels in contact with the road surface, and these will continue to provide a retarding effect. The sum total of this is that a six-wheeled vehicle closely approaches the ideal braking effort which would be obtained with four wheels acting on a dead level surface.

Another important point to bear in mind is that the wear of the brake shoes would be cut down materially, owing to the greater distribution of braking effort, whereas with a four-wheeler the linings wear more quickly, and, *ipso facto*, begin to lose their efficiency. Hence, after, say, 10,000 miles the efficiency

—many of these theoretical disadvantages are not apparent. The pros and cons of the case are given in this article.

of the braking system of the six-wheeler would still be quite effective, whilst that of the four-wheeler would have been reduced very considerably over and above braking losses caused by locking and skidding.

So far as tyre trouble is concerned, it may be argued that extra wheels mean extra trouble, but at the same time extra wheels mean less tyre wear—even taking into consideration a slightly greater load—whilst the fact that the rear pair of wheels follow directly in the track of the intermediate pair protects them to a large extent from nails and so on. As a matter of fact, the puncture fiend is far less in evidence than of yore, owing principally to the far better state of the roads.

As we have pointed out, a six-wheeled chassis lends itself admirably to a type of bodywork which, up to the present, is possible only in trailer form, and the heading illustration clearly shows what an attractive caravan body could be fitted even on a small chassis like that of the Austin Seven. The head-room is not great, but the caravan part of the body would provide two very snug bunks and accommodation for luggage, cooking utensils and so forth. It would be the ideal kind of vehicle for a camping tour if the kit included a lean-to tent to act as a living room.

Mechanical Aspects.

There is, of course, one point of outstanding importance with regard to the mechanical side of the question, namely, which of the two rear pairs of wheels should drive, and would it not be advantageous for all four wheels to do so?

Obviously, the forward pair of rear wheels present less mechanical complication than the rear pair when it comes to transmitting the drive from the clutch, via the propeller shaft, and so on, but although this is a deciding factor in itself, it is probable that from a theoretical standpoint it is better for the forward pair to take the drive.

Driving on all four rear wheels is a theoretical ideal, but it would add so greatly to the complication and the cost and is of such little apparent value in a vehicle like a light car that it can be ruled out absolutely.

The composite photograph which appears on this page is, as we have pointed out, a purely imaginary conception. In the meantime, however, it is interesting to observe that Mr. L. H. Hounsfield, of the Trojan concern, has for the past two years been running a rigid six-wheeled Trojan chassis fitted with a quite elaborate and very attractive caravan body.

In the course of a conversation Mr. Hounsfield bore out the views we have given with regard to the advantages of six wheels—especially for a vehicle of this kind. It is, he said, immeasurably superior to any type of trailer caravan, and under ordinary driving conditions it is difficult to tell that the car is anything but a four-wheeler. The car was in the nature of an experiment, but the resulting job has fully justified the confidence which was placed in the idea of adding two wheels to the standard chassis. We hope to give an illustrated description of the Trojan caravan in an early issue.

To conclude this discussion of the possibilities of six-wheelers we shall in a future issue deal with the mechanical side of the problem by showing how the extension is attached, how the braking system is coupled up, the body mounted and so on.

Our Readers' Opinions

We welcome letters for publication in these columns but take no responsibility for the opinions expressed. No anonymous communications will be accepted, but writers may use a nom de plume. To ensure publication in the next issue letters should be addressed to the Editor, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1, and should reach us on Monday. We reserve the right to make any alterations or deletions which we deem necessary. Please write only on one side of the paper and leave a wide margin.

ARE MOTORING "COPS" DESIRABLE?

A Scheme With Many Difficulties.

"Cops" Not Wanted.

We don't want speed cops! Surely there is no genuine motorist who would not energetically oppose any movement of the authorities to turn our roads into a nightmare version of an American film. One can almost picture the development of the idea into "cops" hiding in trees, hedges and ditches armed with stop-watch and camera, and machine guns and taut hawsers at cross-roads!

Development Possibilities!

I am by no means a speed merchant, and I do not recollect ever having indulged in "hogging," but I think the type of person who does would welcome an occasional tussle with a "cop," and they are a most irrepressible type!

A special section of the police force devoting its energies to the careful study of the traffic problem and its control and their collaboration with those estimable bodies, the R.A.C. and A.A., would be a far saner scheme.

ANTIHOG.

An Article Recalled.

As the writer of an article entitled "Catching the Real Offenders" which appeared in your journal in January this year, I was naturally very interested to see that the police authorities in Yorkshire have decided to employ plain-clothes officers to patrol the roads in cars, and put down dangerous driving, for a suggestion that this should be done was the main theme of my article. The suggestion, incidentally, brought forth a good deal of adverse criticism and a certain amount of personal abuse at the time, and the recent move of the Yorkshire authorities appears to be having the same effect in certain quarters.

"Catching the Real Offender."

This is not surprising, as few, indeed, are the new laws or police methods which do not raise a considerable outcry at first. People always seem to fear that in any new system of administration they are going to suffer, although in nine cases out of ten a little consideration would show that they will benefit.

It is just the same with the matter under consideration; nothing but benefit can result from the new scheme of things, provided that the system is properly carried out and the loopholes for abuse are eliminated. As I pointed out in the article mentioned, one possibly serious feature of a scheme of this sort would be that officious officers might report motorists who were not guilty of any serious offence. It is, of course, impossible to fix any definite standards of driving, and the matter has to be left to the judgment and discretion of individual police officers.

A way of overcoming the difficulty, which I suggested, was that the country should be split up into districts, and each pair of inspectors would patrol one district for a definite period only—say, two months—and then be transferred to another section. If this were done figures could be obtained showing the average number of motorists reported in each particular district, and any police inspectors who reported considerably more than the average number of offences for that particular neighbourhood could be asked to give an explanation. I think this system would satisfactorily remove what is certainly a serious objection to the idea of motoring police officers.

H.C.

"Speed Cops" an Asset.

"Speed cops" would be an asset to the motoring public as a whole, in my opinion. The only people, I imagine, who disagree with this are those whose bad road manners and a delight in habitual "hogging" make them unpopular with their fellow-motorists. Admittedly, as pointed out in *The Light Car and Cyclecar*, conditions in the United States differ considerably from those prevailing in this country. No one would care to see the British "bobby" Americanized, but surely some modification is possible.

Moderation Necessary.

Of course, it would be very annoying when one was in a genuine hurry and the needle showed a speed considerably above the limit, to find one was being overtaken by the arm of the law in a super-sports car or upon a powerful motorcycle. That, of course, is a point upon which critics will immediately seize.

On the other hand, would it not be possible, in addition to being suppressors of speeding, for these "cops" to become a source of road information similar to, but distinct from, the A.A. patrols and R.A.C. guides? This would be a boon to motorists.

It would be essential that the limitations of these "cops" should be set by some body of motorists or a motoring authority who know what is what, so to speak. In a scheme of this sort, of course, there is always the question of expense, but surely with the Road Fund, which appears to be periodically raided to meet expenses totally unconnected with motoring, some arrangement could be made without adding further to the motorists' burden.

A.T.

OUR READERS' OPINIONS (contd.).

Up-to-date Laws First—

I was glad to see that "Focus" has the courage to express the view that motoring police could be very useful in administering up-to-date motoring laws and putting down road-hogging. I notice, however, that he is very careful to put the adjective "up-to-date" before motoring laws, and I quite agree that it is rather futile to go to the expense of equipping certain members of the police with cars merely to ensure closer conformity with our present antiquated and hopelessly muddled motoring laws.

—Then Motoring Police.

Once we have reasonable laws, all of us who have any sense of decency will do our best to keep them, and, in my view, it will only be the outsiders who will suffer at the hands of a body of motoring police. After all, we are far more likely to get sympathetic treatment at the hands of a man who spends practically all his time driving a car than at the hands of an individual whose temper gets frayed through continually crouching down behind a tree with a stop-watch in his hands. M. J. PENFOLD.

"Travelling Traps."

Whilst agreeing with "Focus" that mobile police might be extremely useful in putting down road-hogging, it seems to me that there are far too many busybodies endeavouring to introduce fresh legislation to harass motorists. It appears to be the one idea of nearly all these people that all car drivers seldom travel at less than 60 m.p.h., and that they are utterly regardless of the feelings or comfort of other people. While this view persists I think that the less the police are encouraged to run after motorists because they happen to exceed the absurd legal limit by a few m.p.h. the better.

Bigoted Busybodies.

If the new police devoted their energies to helping motorists and did not develop into travelling traps, all would be well. But this, I am afraid, is too much to hope. M. WISE.

Nautical Motorists — Six-wheelers — Technics or Sport?

Driving by Compass.

Glancing through a back number of *The Light Car and Cyclecar* I came across a paragraph which mentioned that a Chicago accessory concern was offering a neat and reliable compass in the ball of the gear-lever knob. This idea suggests the somewhat adventurous pastime of touring by compass. It is no doubt quite practicable in the open country and, in fact, would considerably assist a motorist who was a stranger in a large town or city in keeping his "bearings," and sense of direction would not be so easily lost.

Is It Possible?

At any rate it would be an interesting experiment, but possibly there are some snags. Not being a sailor, however, I cannot see any. What do nautical readers think of the idea? E.F.J.

Six-wheeled Light Cars.

I have read with interest in last week's issue your article, "The Possibilities of Six Wheels," and would like to make a few suggestions. In the first place, the four rear wheels should be a separate unit, or bogie, formed by joining the two rear axles by two inverted semi-elliptic springs on each side, one above the other, as in commercial motor practice. The centres of the springs could be journalled to the frame on a member running across it. The result of this would be that the rising or falling of one wheel would not entail any unnecessary flexing of the springs. Secondly, all the wheels of the bogie should be driven, as driving the leading pair only would result in excessive wheelspin, due to the fact that only half the weight of the rear part of the body would be borne by them.

Points of Design.

With regard to the sideslip which would occur when negotiating corners, I think that the front wheels of the bogie should have tyres with treads which are not too pronounced, and the Ackermann steering set so that these wheels would slip when cornering.

This form of vehicle would be very useful for "rough stuff." SCHOOLBOY.

Technical Articles Welcomed.

In your issue of November 30th a correspondent suggests that you devote more space to reports of sporting events and less to "dry-as-dust technical articles." What an absurd idea! In the first place, I question whether there are enough sporting events nowadays to make more than about one page of "copy" each week, unless, of course, you report fully such thrilling trials as the "Wapping Hornets M.C. run to Winkle-on-the-Mud." Would this interest many of your readers? I doubt it.

Uninteresting Sport.

It is not much of a compliment to *The Light Car and Cyclecar* for a reader to admit that he buys the paper only in the hope of seeing in it his photograph and a wordy account of his doings. It is no compliment to himself, either, and I question whether his knowledge of motoring is so vast that he can gain no benefit from reading the excellent technical articles which are such a welcome feature of your journal.

It cannot be denied that many club events are none too well supported, in spite of the fact that the number of light car owners is increasing by leaps and bounds. This is proof that the average man is not interested in trials and so forth. He is, however, most interested in the running of his car—hence he would not willingly forgo reading your technical articles. When he has digested these he turns to the touring articles, of which I, personally, could wish to see more. SATISFIED.

Sports Reports Preferred.

With reference to the latter part of Mr. G. H. R. Chaplin's letter in a recent issue, the technical articles in your paper are, in my opinion, given too much space, and I agree with your correspondent in thinking that a return to the "chatty trials reports and pictures" would be generally welcome. Surely the average light car man is keener on the more sporting side of the pastime than on the technical articles which appear so frequently.

Technical Articles Not Wanted.

By all means let us have technical articles—in smaller quantities, but I think it would be a good idea to cut out some of the other articles which can hardly be of general interest. For example, in last week's issue of *The Light Car and Cyclecar* you publish two articles which, to my mind, are of little value. I refer to those entitled "Odiham Castle" and "Towns Which Have Pseudonyms."

I have consulted several people on this subject, and they are all of the same opinion. R. D. HUDSON.

Driving Licence "Design."

The note by "Focus" concerning licences in last week's issue brought to mind a matter which has often puzzled me. Why do some licensing authorities supply such a poor driving licence, as regards compactness and finish? The one which I hold, obtained from the Kent County Council, is a piece of thick, parchment-like paper, measuring about six inches square. Other authorities issue their licences in a compact, stiffened folder measuring about 2 ins. by 3 ins., which in many cases can be used three or four years running, the new licences being gummed to blank leaves in the folder.

The Folder Type Preferred.

The latter type has obvious advantages over the former, which, when carried between other papers and letters in one's wallet, can easily be thrown away by mistake.

Some authorities, I believe, use sheets of quite flimsy paper which, when folded, rapidly become "dog-eared," so that, in order to preserve them, one has to paste them upon stiffer sheets—an inconvenience to which the holder should not be subjected. Surely the cost of good paper is not prohibitive? ROMAS.

OUR READERS' OPINIONS (contd.).

Safe Driving Methods of—

I am considerably interested in the letters about deaf drivers, and I should like to add my case. I am nearly 64, and have been driving cars nearly eight years and assisting to do so for a dozen years previously.

—A Deaf Motorist.

My present car is my third. Although I am not entirely deaf my hearing is very poor, quite 50 per cent. below normal, but being an engineer I take pride in the car and do all repairs. During my eight years' driving I have had no accidents, and have injured neither human being nor animal. I have, by careful attention and the blessing of sharp eyesight, saved pedestrians from accident at least on three occasions, and these, I presume, had all their faculties.

On one occasion I was nearer to having a smash than I have ever been in my life, through the bad driving of another person, although he was young and also had all his faculties. During 20 years on the roads, I have seen a great deal, and I say, "Get the negligent, careless, reckless and drunken drivers off the roads and quite a large number of lives and limbs will be saved." All such drivers, however, could easily pass driving tests.

Everyone, perhaps, would not be able to adopt my method, which is never to go out without a passenger and never to make a journey after lighting-up time. BRISTOL.

Cruelty to Horses.

In one of the daily papers recently I read the lament of someone concerning the overloading of horses, but does not the following call for equal or greater attention? There does not seem to be a very large number of

Busy Street Dangers.

tradesmen remaining who have not been converted to the use of motor vans, but even now one sees vans, drays, and even an occasional carriage in the busiest thoroughfares. It is clear from the least observation of the animals attached to these vehicles that they are considerably upset by the traffic.

Their use daily for such work is just as unkind as an occasional overloading, if viewed from the aspect of cruelty. However, I have in mind the danger to pedestrians and, in a smaller degree, to motorists.

A horse which shies near a stationary bus or tram is obviously a menace to the alighting or boarding passengers, but, of course, a crumpled wing, or smashed window or running board is a detail, except to the person chiefly concerned.

Would it not be possible for the R.S.P.C.A. to institute a Persuasion Department, the aim of which would be to persuade the owners of horses engaged in town or city work to exchange their animals for cars? We may even see some well-known firms organizing a part-exchange system where so many horses would be taken in return for a chassis! ANIMAL LOVER.

Picking Out "Possibles."

Speaking as a novice, I consider that a sound suggestion is put forward by "J.M." in one of the recent issues of *The Light Car and Cyclecar*, in which he thinks the manufacturer should provide some kind of

Condensed Facts Wanted.

straightforward statement in which would be set forth the various components which would need attention or renewal after a given number of miles. The actual cost of renewal would, I think, in the majority of cases be withheld, but some idea, with a variable margin, could probably be supplied to give the prospective buyer an indication of what his car would cost him after he had covered a few thousand miles.

One does not gain a great deal of knowledge regarding the power which the engine is capable of developing under given conditions, the efficiency of the engine design and, in fact, its general performance, until one has had the car on the road for a good number of miles and become thoroughly at home with it.

Consequently some scheme, such as that which "J.M." suggests, giving the information he mentions in a compact form, with a minimum of the "airy talk," which can usually be taken for granted, would be thoroughly appreciated by the motoring and prospective motoring public.

A.R.J.T.

ROADSIDE SHOPPING. — **Many motorists are adopting the pleasant practice of combining a run into the country with a larder-stocking expedition. Farmers and smallholders often erect stalls by the roadside and sell home-grown vegetables and fruit whilst, at this time of the year, turkeys, geese and fowls are offered for sale at reasonable prices.**

OUR READERS' OPINIONS (contd.).

CONDENSED CORRESPONDENCE.

"OT5564," whose letter on Austin engine speeds appeared last week, writes to point out with regard to Cup models that he knows the gear ratios of his own car. What he wishes to know, however, is whether Mr. G. H. R. Chaplin's Cup model has standard or special ratios.

INFORMATION WANTED.

TRIUMPH SEVEN.—Owners' experiences of the saloon model, particularly regarding the hydraulic brakes and capacity for carrying four adults, are requested.—D. P. Smith, "Walmer," Nicholls Avenue, Hillingdon, Middlesex.

SCOTT SOCIABLE.—The sale or loan of a handbook would be appreciated.—E. Hodgkinson, c.o. F. W. Brooks, Wellington Building, The Strand, Liverpool.

SALMSON.—General information regarding starting, upkeep and reliability of 1925 or 1926 models is required.—E. L. Musgrate, 15, Market Street, Blackley, Manchester.

MORGAN.—Experiences of 1928 models (not super-sports) are requested. Experiences of towing a light caravan with a Morgan are also wanted.—H. M. Scott, "Penrose," St. Tudy, Cornwall.

MORGAN.—A comparison between a water-cooled, side-valve J.A.P.-engined Aero model and a water-cooled o.h.v. Anzani Aero model is desired. Hints and tips on the running costs, performance and upkeep of the 1929 Aero model would also be appreciated.—J. H. Harland, 59, Richmond Road, Tottenham, London, N.15.

CLUB ITEMS AND SPORTING EVENTS.

CIVIL SERVICE M.A.

The next event of the Civil Service Motoring Association is the second Christmas party, which takes place at the Three Tuns Hotel, Dorking. Tea will be available from 5 p.m., and members will be welcomed any time after this. Tickets should, however, be obtained beforehand from the office of the association, 96a, Granby Road, Eltham, S.E.9. The price of tickets, which include supper, is 4s. It is hoped that as many members as possible will appear in fancy dress.

COLCHESTER M.C.

Amongst the distinguished guests at the Colchester Motor Club's recently-held annual dinner was the Chief Magistrate, His Worship the Mayor, the Chief Constable of Colchester, and Mr. S. E. Dennis, of the Essex County Hospital. The speeches were few but amusing, and considerable laughter was caused when the Chief Constable remarked that it might be imagined that his office was decorated with confiscated licences! He added, however, that he held a driving licence himself, and this helped him to understand the other fellow's point of view. The prizes won during the year were presented by the Mayor, and dancing, which continued until the early hours, followed. Altogether the evening was voted a very enjoyable one.

ESSEX M.C. DINNER.

As reported in full elsewhere in this issue, it has been decided to wind up the Essex Motor Club. Members should note, however, that not only will the annual dinner—fixed for January 11th—be held, but special efforts are being made to make it a farewell function worthy of the passing of an organization with such an honourable history. The dinner is to be held in the Throne Room of the Holborn Restaurant, London, W.C., at 6.30 p.m. for 7 p.m., and the president, Mr. S. G. Cummings, will take the chair. The price of tickets is 12s. 6d. each, and in view of the great demand that is probable, members are advised to make early application. Tickets can be obtained from the hon. secretary, Mr. Ernest J. Bass, 40, Chancery Lane, London, W.C.2.

FORTHCOMING EVENTS.

December 15.
Civil Service M.A. Christmas Party.
Cranford and District M.C. and L.C.C. Annual Dinner.
Austin Seven C.C. (London Section). Social Evening.

December 16.
Wood Green and District M.C. Sporting Dye Chase.
London M.C. Run to Coldharbour.
Bradford and District M.C. Reliability Trial.

December 19.
Cranford and District M.C. and L.C.C. Christmas Sing-song.

December 22.
Midland Jowett C.C. Carnival Dance.

December 23.
Wood Green and District M.C. Run to Bedford.

December 23-26.
Civil Service M.A. Christmas Holiday at Milford-on-Sea.

December 27.
London M.C. Run to View Start of London-Exeter Trial.

December 27-28.
Motor Cycling Club. London-Exeter Winter Run.

December 30.
Wood Green and District M.C. Run to Ashridge Park.
London M.C. Run to Knebworth.

January 2.
Cranford and District M.C. and L.C.C. Social Evening.

January 2-3.
New Cyclecar Club. Visits to *The Daily Chronicle* Offices.

January 5.
Kent and Sussex L.C.C. Annual General Meeting.

AUSTIN SEVEN C.C.

The Austin Seven Car Club (London Section) will hold its monthly social evening at the Greyhound Hotel, Hampton Court, to-morrow (Saturday). Members will meet at 4.30 p.m. and tea will be served half an hour later.

KENT M.C.

Over 150 members and guests were present at the third annual dinner of the Kent Motor Club, which was held recently at the headquarters of the club, the Saracen's Head Hotel, Ashford. The chair was taken by Mr. F. G. Hayward, and after the dinner Mrs. Hayward presented the awards won during the year.

OXFORD UNIVERSITY M.C.

At a recent meeting of the Oxford University Motor Club, at Pusey House, the Rev. M. P. Sargent resigned the post of hon. secretary, which he has held for the past seven years. Regret was expressed at his decision, and he was unanimously elected a vice-president of the club. The post of secretary was taken over by Mr. A. L. T. Reed, of Wadham College.

MIDDLESEX C.A.C. DINNER.

On Saturday last the Middlesex County Automobile Club held its annual dinner at the Café Royal, the chair being taken by County Alderman G. Marlow Reed. There were well over 300 members and friends present and speeches were bright but brief. A presentation was made by the chairman to the very active hon. secretary, Captain W. J. Lendrum, in recognition of his enthusiastic fulfilment of his duties. During the course of his toast to the ladies and visitors Captain H. J. Rice urged that the police should give more attention to the cyclist who did not carry a rear light or reflector. In replying to this toast, Sir William Perring, M.P., pleaded that greater support should be given to British motorcar manufacturers, and announced that he would give a cup for a competition for all-British cars. This offer was received with great applause, which was renewed a few moments later, when it was announced that another cup for a small car class in the same competition had been offered by Mr. Riddell.

Annual Dinner of the Junior Car Club.

ALWAYS regarded as one of the most popular "events" of the season, this year's annual dinner and dance of the Junior Car Club, which took place at the Connaught Rooms, London, on Friday, December 7th, was unanimously voted to be the very best of the series.

In the unavoidable absence of Sir Arthur Stanley, the president of the club, Prof. A. M. Low occupied the chair. The visitors included Mr. Mervyn O'Gorman, C.B. (the vice-chairman of the R.A.C.), Capt. Viscount Curzon, C.B.E., M.P., Capt. and Mrs. Malcolm Campbell, Mr. Kaye Don, Mr. H. M. Hobson, Col. F. Lindsay Lloyd, Capt. A. W. Phillips, and many other people well known in the business and sporting motoring world.

The toast of the "Junior Car Club" was proposed by Mr. Mervyn O'Gorman. He said that as a representative of the R.A.C. he wished to pay a tribute to the admirable work carried on for 16 years by the J.C.C., and he thanked the active committee of the club for the experience which the R.A.C. had gained from the ingenuity of those responsible for J.C.C. events. The R.A.C. had without compunction made use of devices inaugurated by the J.C.C. such as S bends, loud-speaker installations; in fact, they had been only too pleased to follow suit. He could not refer to the history of the Junior Car Club without mentioning the name of Mr. Bradley, to whom the club owed such a lot.

The speaker then touched lightly on the politics of the day and pointed out that the Government appeared to wish to pay a good deal of attention to "our pockets." There was, he considered, a very strong case for presenting a united front, and he was indeed happy to recall that the J.C.C. had always united with the R.A.C. when occasion arose. He had been told that the watchword of the evening was "brevity," which immediately brought to his mind the name of Darwin; in fact, he had looked up the "Origin of Speeches" (laughter) in order to make quite sure where he stood! Mr. O'Gorman said that everybody was looking forward with great anticipation to May 11th, 1929—the occasion of the Double 12-Hour Race. It was a very big thing, he said, and would, he felt sure, create world-wide interest.

The toast was responded to by Prof. A. M. Low, who apologized for the unavoidable absence of Sir Arthur Stanley, and opened a speech characteristic of the popular chairman of the club by saying that he was acting in a dual capacity, but he could not yet see two of everything! He was glad that Mr. O'Gorman had mentioned the past history of the club, and in that connection he would remind his hearers that it was founded 16 years ago by Mr. A. C. Armstrong. The history of the club clearly indicated that it had been a live factor in the evolution of modern light cars, and events such as the 200-Mile Race and general efficiency trials had certainly borne fruit. He regarded the forthcoming Double 12-Hour Race as one of the most wonderful events which it was possible to hold in this country, and paid tribute to the enterprise of *The Daily Telegraph* in offering the sum of £1,000 as a first award. The same speaker proposed "The Visitors," which was responded to by Capt. Viscount Curzon, C.B.E., M.P.

Lord Curzon said that visitors were always anxious to attend any J.C.C. event, for it was, in his opinion, one of the most sporting organizations. He recalled that during the general strike he was told to organize a motorcar section, and amongst the first people to turn up were members of the Junior Car Club, headed by their hon. general secretary. "I take off my hat," said the noble Lord, "to those members of the J.C.C. who on that occasion helped to see us through." He was looking forward to the Double 12-Hours Race with keen anticipation, and hoped that he would be able to compete. He finished up by wishing the best of all good luck to the club, and especially to the chairman, Prof. A. M. Low, "as long as life may last."

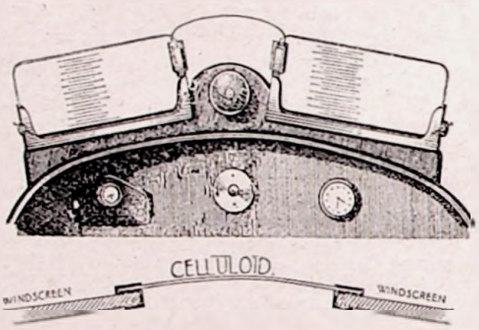
The principal awards won in the 200-Mile Race were then presented, Capt. Malcolm Campbell and Mr. Kaye Don receiving a big ovation. During the dinner there had been a distribution of souvenirs to everyone present, and during the course of the evening there were surprise items including a "draw" for lucky numbers and an exhibition of modern ball-room dancing by Mr. Maxwell Stewart and Miss Pat Sykes. Dancing continued with unabated enthusiasm until the clock struck two, and the fact that the floor was nearly as crowded at that time as when the dance started clearly showed that the J.C.C. had once again staged their annual function on lines calculated to make everybody happy.

IDEAS for OWNERS

We invite readers to send us hints gained from their own experiences 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.

Austin Seven Oil Filler.

Austin Seven owners who have found difficulty in topping up the sump from a large can will find it worth while to make a special funnel on the following lines. A length of about 13 ins. of ½-in. diameter copper tubing should be obtained and carefully bent about three inches from each end, so that the two extremities are parallel, but about two inches out of line. One end can then be cut off at an angle of about 45 degrees, the other being pushed over a small funnel, such as can be bought at any household stores. This filler can be placed in the sump orifice, the top being allowed to rest against the horn, thus leaving both hands free to hold the oil tin.



(Left) A funnel extended as shown by means of ½ in. copper tubing is convenient for topping up an Austin Seven sump. (Right) A serviceable addition to the windscreens of old-type Aero Morgans (see description).

A Muff Hint.

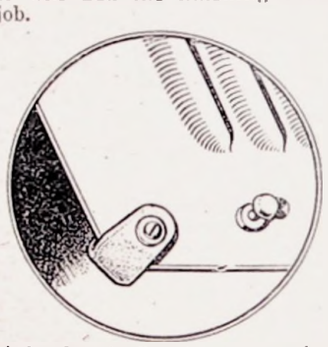
Radiator muffs which are attached by means of metal strips bent round the radiator flange are very neat, but possess the drawback that they cannot readily be detached. As most muffs, even when the flap is raised, blank off a certain proportion of the cooling area, a sudden warm day in winter may result in the engine becoming unduly hot unless the driver goes to the trouble of removing the muff. Moreover, the muff cannot be used in the warmer months of the year as a means of keeping the engine warm when the car is standing. It is a sound plan with a muff of this type to remove the metal fixing strips and substitute elastic loops, which can be hooked round the bonnet catches on each side. This is an effective means of fixing, but permits of a very easy removal. Elastic can also be used in this way to replace the leather or fabric straps of other types of muff.

Aero Morgan Screens.

When driving an Aero Morgan in the wet, rain is apt to find its way through the small gap between the two separate screens. A method of preventing this is to cut a celluloid panel slightly larger than the gap, riveting to its sides two strips of thin sheet metal shaped in section like the letter S. This will allow the panel to be slipped in place between the screens in wet weather, the metal edges sliding over the edges of the screens. In fine weather, of course, the celluloid panel can be detached and carried in the car.

To Prevent Scratched Paintwork.

On many cars the corners of the bonnet sides are liable to scratch the headlamps or the wing valances if the bonnet is opened carelessly. An easy remedy is to drill a small hole in the corners concerned and bolt a strip of rubber or leather in position as shown in the accompanying sketch. The result need not be unsightly, for a strip of padding about 3 ins. long and 1 in. wide is ample and can be held in position by quite a small nut and bolt, whilst a coat of paint of the appropriate colour will add the finishing touch to the job.



A leather buffer for preventing the corner of a bonnet side from scratching the wings.

For Night Adjustments.

A dash lamp fitted under the bonnet on the front side of the dash will be found an invaluable aid, both for adjustments by the roadside after dark and for tinkering in the garage. Quite a cheap lamp will serve for this purpose, and it should for preference be of the type employing a normal 3-watt or 6-watt bulb, as it will then be possible to use this bulb as a spare for the side or tail lamps. Some form of switch will, of course, be needed, unless one is incorporated in the lamp itself, and the wiring may be taken either direct from the battery or else from the switchboard. The former is often the most simple.

IN ANSWER TO YOUR QUERY

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

N.R. (Liverpool).—The J.C.C. 200-Mile Race in 1926 was won by Major H. O. D. Segrave, in a Talbot, at 75.56 m.p.h.

C.M. (Newquay).—The task of completely reupholstering your car may be beyond your powers, but you should not find it difficult to make a satisfactory job of fitting loose covers, and these will probably serve your purpose admirably.

R.C. (Cardiff).—You will unquestionably find an appreciable improvement in riding comfort if you replace the present 26-in. by 3.50-in. tyres of your Austin Seven with the 27-in. by 4.00-in. size. These will fit the existing rims, but you may have to modify the spare wheel mounting slightly.

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N.K. (Llandudno).—Collan oil is the best dressing for a leather-lined clutch which is fierce in action.

P.N. (Northampton).—From your letter we should imagine that A.A. hotels given in the handbook with one star would suit you quite well. Comfortable accommodation at reasonable prices is to be obtained at these establishments.

T.I. (London, N.W.8).—A mixture of equal parts of white lead and tallow forms a good lubricant for unprotected road springs.

A.P.R. (Leeds).—A good setting of Hartford shock absorbers for average running is obtained by screwing up the adjusting nuts as tight as possible (without using undue force) with a 4-in. shifting spanner.

H.G.L. (Barnstaple).—The fact that you are running with your front tyres inflated below the recommended pressure would certainly account for rather stiffer steering. Although running with soft tyres may increase riding comfort, it is not to be recommended, as, apart from stiff steering, quick wear will result.