

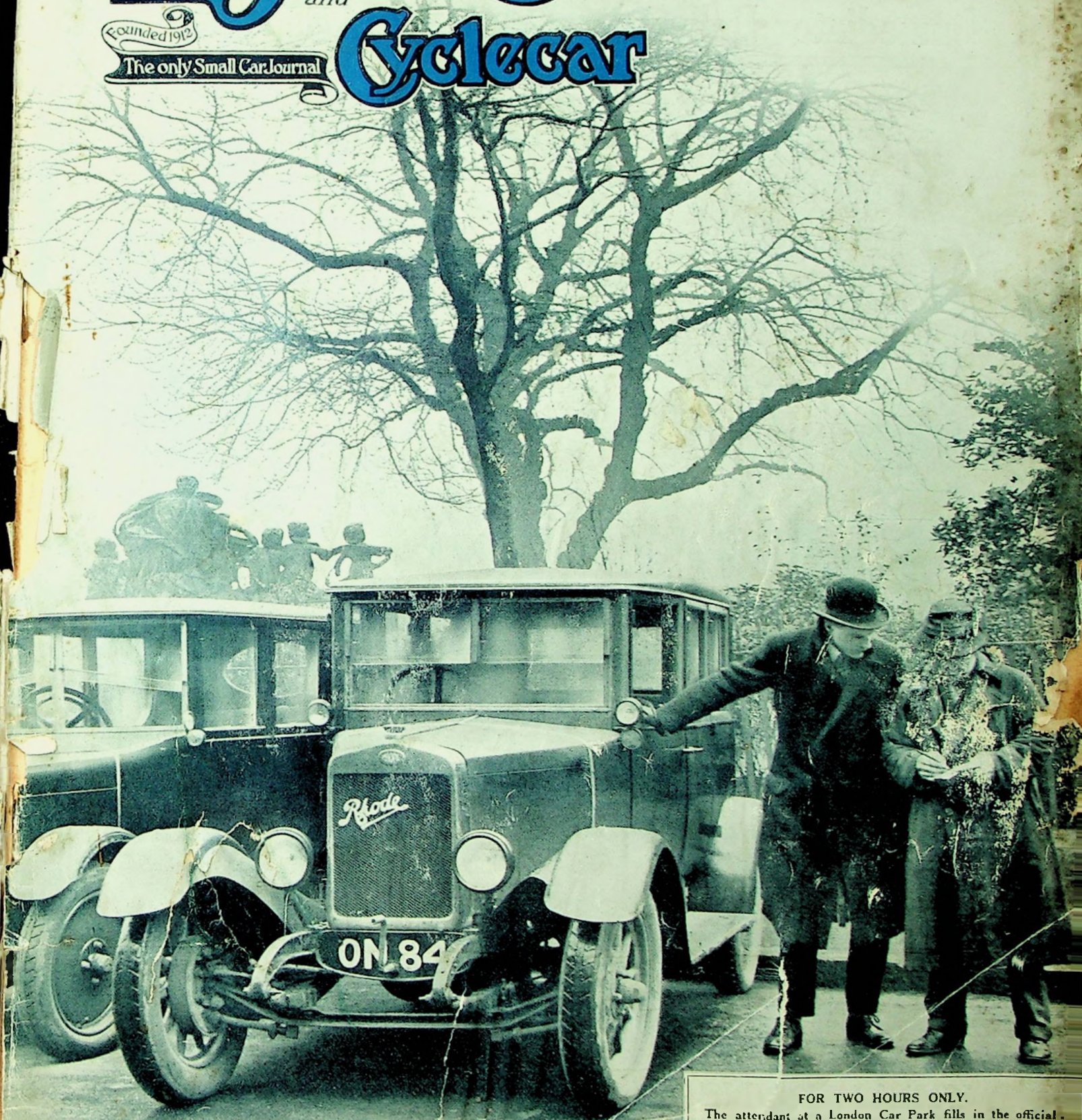
The Light Car and Cyclecar

Founded 1912

The only Small Car Journal

3^d

Vol. XXVII, No. 693
Friday, March 5, 1926.
*Registered at the GPO
as a Newspaper*



FOR TWO HOURS ONLY.

The attendant at a London Car Park fills in the official "ticket of leave" without which no driver may park his car. On it are entered the date, the type of car, its registration number, the time of arrival and the limit of the two hours grace—to a minute.

40 Cars in Stock for
Immediate Delivery

LIGHT CAR
SPECIALISTS

Authorised Agents for

AUSTIN
CITROEN
CLYNO
JOWETT
LEA FRANCIS
WOLSELEY

10 Cars
UNDER £250

BY PAYING

£38 DOWN

you can drive a car
 away, fully taxed and
 insured. Balance pay-
 able over 12 months.

All Makes
of Light Cars
Supplied on
Deferred
Terms

You want
the best Light Car—
We have it!

The prospective owner who has decided to drive his car while he pays for it, instead of wasting months until he can pay the full purchase price, has one or two points to consider.

How much can he pay, how long shall the payments continue, and what the payments cover.

Frankly we urge our clients to complete payments within 12 months, thus avoiding the renewal of tax and insurance premium at inconvenient moments.

The first payment, under our system, includes tax and insurance; under many systems these items are annoying extras.

For further details write to us, or just call in and have a quiet chat.

In addition to Immediate Delivery the NORMAND GARAGE offers:

FREE SERVICE FOR SIX MONTHS.
GOOD PRICES IN PART EXCHANGE.

Low Deferred
Payment Terms

3¾%

Our "Service Guarantee" is unique.
WRITE FOR PARTICULARS.

Open until 6 p.m. on Saturdays.

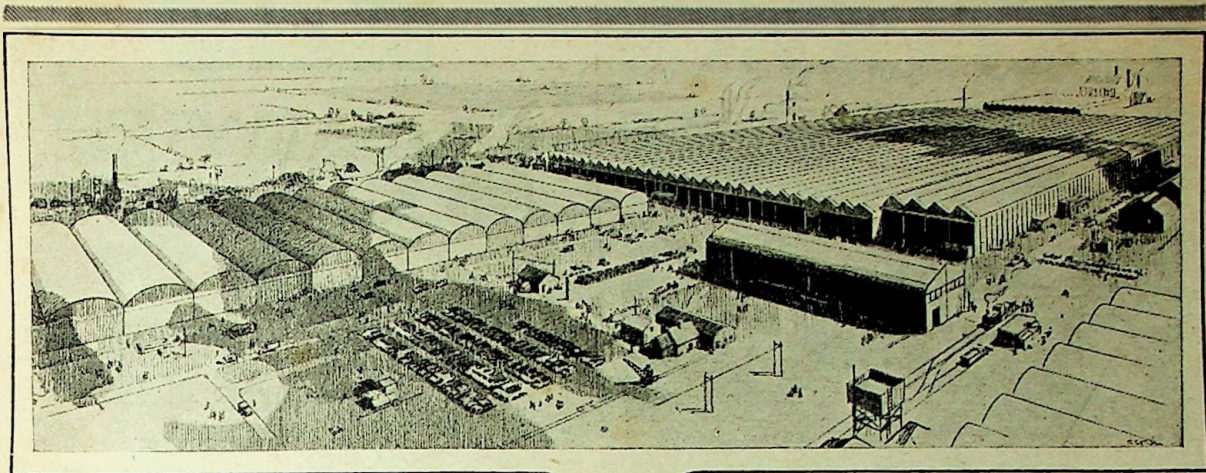
NORMAND
GARAGE LTD.

489, Oxford Street, W.1
 (Near Marble Arch). Telephone: Grosvenor 3256/7

And at 92, Gloucester Road, S.W.7
 (5 doors from station). Telephone: Kensington 8940/1.
 Open until 1 p.m. on Saturdays.

TRIAL RUNS — ANY TIME — ANYWHERE

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

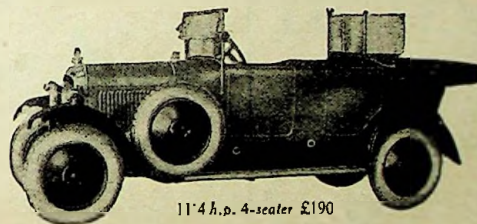


Bird's Eye View of Citroën Works, Slough.

500,000 sq. ft. of covered workshops.

To
 announce
 the opening of the
**BRITISH
 CITROËN**

WORKS at SLOUGH
 Equipped with the most Modern Machinery in the World



11.4 h.p. 4-seater £190

BRITISH PROGRAMME

7.5 h.p. 3-seater Cloverleaf	-	-	-	-	-	£145
11.4 h.p. 4-seater	-	-	-	-	-	£190
11.4 h.p. All-Steel Saloon	-	-	-	-	-	£225
11.4 h.p. 3-seater Coupe	-	-	-	-	-	£235
11.4 h.p. All-Steel 4-seater with Front Wheel Brakes	-	-	-	-	-	£210
11.4 h.p. All-Steel Saloon with Front Wheel Brakes	-	-	-	-	-	£245
11.4 h.p. 3-seater Coupe with Front Wheel Brakes	-	-	-	-	-	£255

Send for Citroën Book 18

CITROËN CARS, LTD.,

Citroën Building, Brook Green, Hammersmith, London, W.6

PRICES FROM

£145

The World's



Supreme Value!

D.A.

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

A1

TAYLORS



A corner of our well-stocked South Kensington Showrooms.

At this time of the year there are very few second-hand cars on the market which are tax paid. Taylors have what is probably one of the most interesting stocks in London of second-hand

CARS

and in order to find floor space for the large number of new models, deliveries of which have now commenced, Taylors have decided that up to March 31st all their second-hand cars, at exceptionally low prices, will be offered as

TAX PAID

With few exceptions, all cars have been carefully overhauled and are covered by Taylors' guarantee. They are available either for cash or under Taylors' "All-in" Policy of Hire Purchase, particulars of which will be sent you

FREE

If you contemplate the purchase of a second-hand car, there is a decided advantage in buying it now, providing you come to Taylors, and remember the offer is open only to purchasers

UNTIL MARCH 31

Taylors' full list of second-hand cars will be sent you post free, but, better still, if you can arrange to call, you can then inspect the finest stock of second-hand cars in London at your leisure at our extensive showrooms, a section of which is shown above.

A Selection from This Week's Snips

ROVER, 8 h.p., 1922, 2-seater	£58
SALMON, 10 h.p., 1923, 2-seater sports	£80
JOWETT, 7 h.p., 1924, 2-seater	£95
CITROEN, 7 h.p., 1925, Clover-leaf (2 for disposal)	£97 10
AUSTIN, 7 h.p., 1924	£105
MORGAN, 10 h.p., 1926, Anzani engine	£110
SALMON, 9.5 h.p., 1925, 2-seater	£117
STANDARD, 11 h.p., 1924, 2-seater	£118
SINGER, 10 h.p., 1924, 4-seater	£125
STANDARD, 11 h.p., 4-str., New 1925 Model	£190
SINGER, 10 h.p., De Luxe	£205

FREE BUYER'S GUIDE

Fill in this COUPON and post to-day.

H. Taylor & Co., Ltd.

Please send me FREE copy of your 44 page Buyer's Guide. I am specially interested in a New or Second-hand
 Car and at present own
 which I should want you to accept
 in part payment.

Name

Address

CROSS OUT WORDS WHICH DO NOT APPLY.

H. TAYLOR & Co., Ltd.,
 49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.7.

Telephone: Kensington 8538/9 and 8540. Telegrams: "Dynametro, Southkens."

£25 DOWN

WHICH INCLUDES:

**TAX &
INSURANCE**

FOR 12 MONTHS.

**NUMBER PLATES,
LICENCE HOLDER,
DELIVERY TO YOUR DOOR,
FREE TUITION,
12 MONTHS' SERVICE,**



secures

Jowett

2-SEATER

2-SEATER £150 LIGHT FOUR £160
 FULL FOUR £167 SALOON .. £200

JACKSONS

OF
CROYDON, LTD.

OFFICIAL SERVICE DEPOTS AT:
KINGSTON & CROYDON

35, Surbiton Rd.

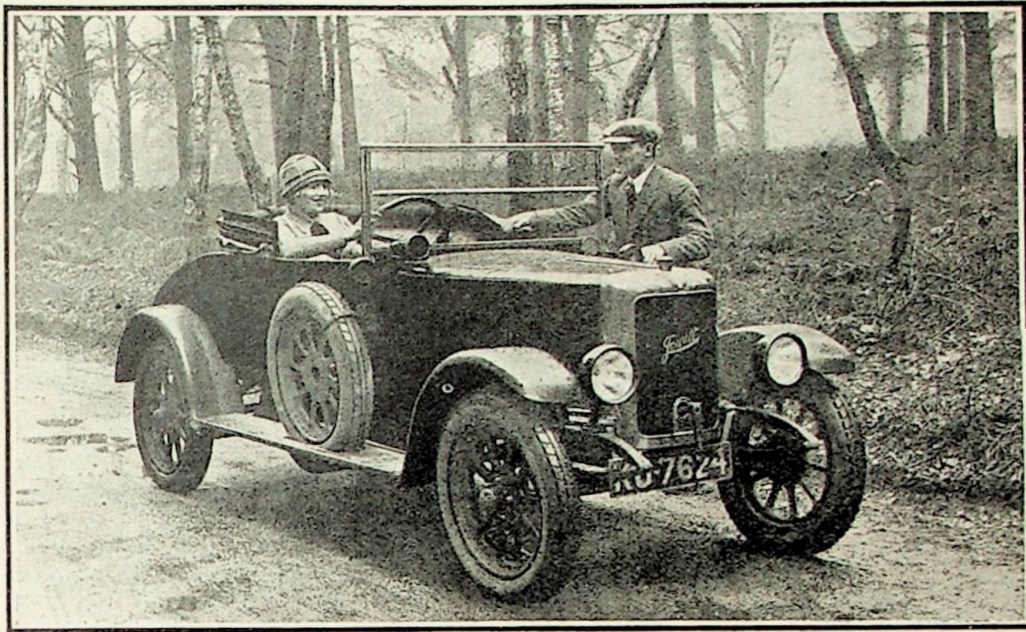
Park St. & George St.

Phone: 2815.

Phone: 2023.

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

MY LADY DRIVES.



Her turn to drive has come at last.

Their previous car was too clumsy and required a man's strength, always.

No tiresome hours of tuition, just a few words of advice, for the Jowett hardly *needs* driving, just guiding.

There *is* a difference you know, for a Jowett does difficult things, easily.

This gracious looking Long 2-Seater will not be dwarfed alongside a big car of thrice its weight, costing many times as much to run and goodness knows how much to buy.

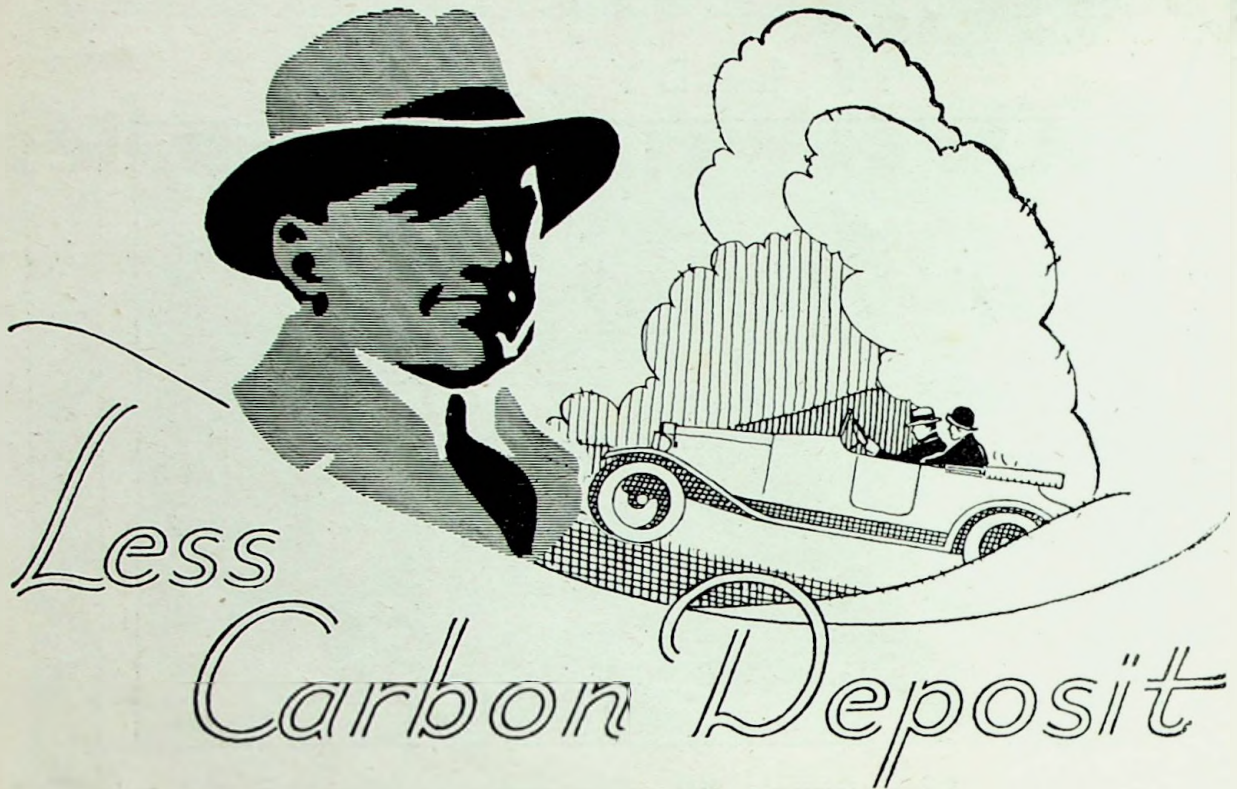
Complete with Dunlop Balloons, five Lamps, Starter and everything that goes to make a car a pal. £165.

Other models from £150 to £200.

May we send our Catalogue?

JOWETT CARS, IDLE, BRADFORD.

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



"With Huile de Luxe
I have increased
intervals between de-
carbonisation 50%."

Fatty oils contained in Huile de Luxe have a softening and solvent action on the black carbonaceous matter produced by combustion of the mineral-oil content. With Huile de Luxe this reduction of carbon is effected without another trouble—gumming—taking its place, for no castor oil is blended into this smoothest of all motor lubricants. That is why motorists are continually sending us, unsolicited, their records of reduced operating costs and better running, achieved entirely by Huile de Luxe.



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

HUILE
de Luxe

Prepared in three Grades
ZERO - WINTER - SUMMER

LO 18-148

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

London to Cornwall - 295 miles

in a day

London, S.E.10.
January 2nd, 1926.

I RAN a 1924 model 11'4 h.p. 2-3 seater Standard car from London to St. Tres, Cornwall, in one day on Thursday last. Leaving London (Piccadilly) at 9.15 a.m. I kept going all day with the exceptions of a stop to clean water out of the carburetter, a stop to fill up with petrol, and a 30 minutes stop for food. I arrived at St. Tres, a distance of 295 miles, at 10.15 p.m.

"The car ran perfectly all through and used just under 8 galls. of Benzol Mixture—consumption being a little over 37 miles per gallon—and half a gallon of oil. Considering the rough state of the roads, especially at this time of the year, I think it a very creditable performance for a small car."

A.E.H.

The All British
Standard



Registered Trade Mark.

The 11 h.p. "COVENTRY"

A 2-seater with roomy dickey for 2 people. As cosy as a coupe. Choice of 3 colours. Upholstery to match. Standard patent side screens. Zofelac Cellulose finish. Equipment everything you require **£225**

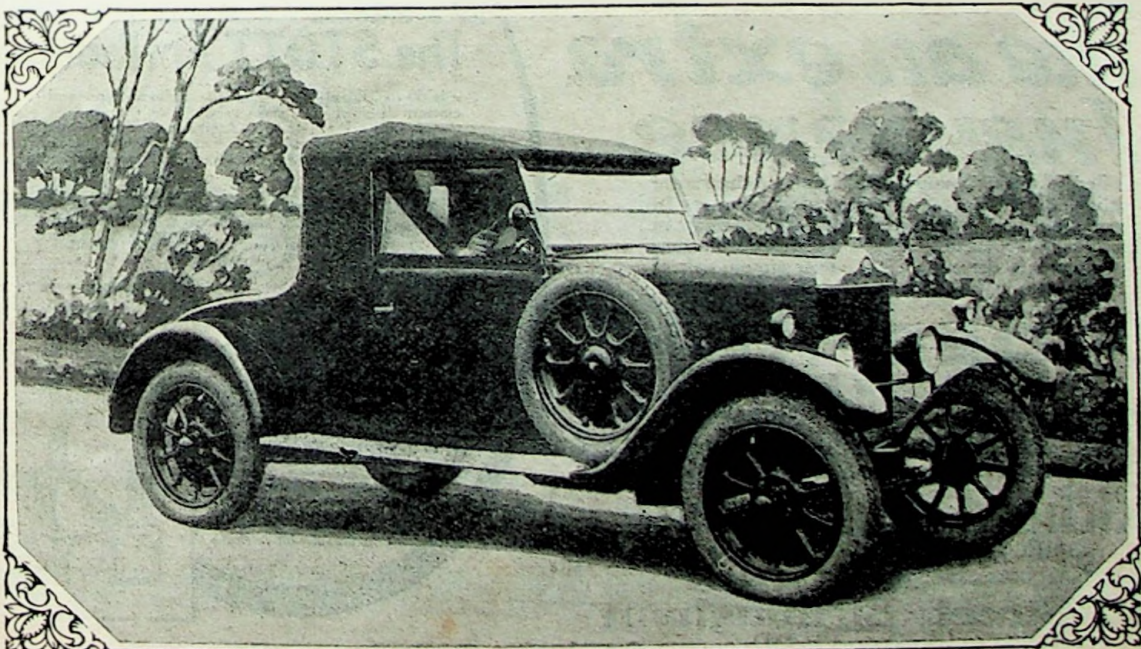
Dunlop Cord Tyres (Balloon or Standard).

Write for full particulars.

The Standard Motor Co., Ltd.,
Coventry.

London Showrooms: 49, Pall Mall, S.W.1.
Agents everywhere.

"Count them on the Road."



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

SINGER

Remarkable Value for £225

REINFORCED balloon tyres—four-wheel brakes—real leather covered pneumatic upholstery—screen wiper—12-volt electrical equipment—spring gaiters—luggage grid—sounds like a £500 car, doesn't it?

With the hood and rigid side screens up you would really think you were in a saloon. No draughts—no rain—no worry about the weather.

Such amazing value is not obtainable in any other car at anything near the price.

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

Trial run or catalogue free on request.

10-26 H.P. DE LUXE FOUR-SEATER **£225**

OTHER MODELS

10/26 h.p. De Luxe Two-Seater **£225**
 10/26 h.p. Limousine Saloon **£280**

SOLE LONDON DISTRIBUTORS—

H. B. COOK, LTD.,

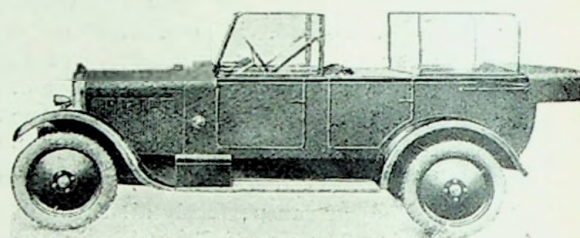
202, Gt. Portland Street, London, W.1.

Phone—Mayfair 3314 (3 lines).

Grams—Runabout, London.

Equipment includes :

Rotax 12-volt electrical equipment, four-wheel brakes, electric horn, Jaeger new type speedometer, automatic screen wiper, sliding luggage grid, hood cover and spring gaiters, Dunlop reinforced balloon tyres, two interior lights, winding window lifts, leather or Bedford Cord pneumatic upholstery.



Woodwright.



Like an extra Insurance

A Ber-kel Spring Bumper is like an extra insurance policy—but cheaper. It will protect your car in head-on collisions—take the shock of the impact in its Spring-bar sprung on springs. However carefully you may drive there is the ever present risk of collisions through the faults of others. Protect your car—fit a Ber-kel.

The BER-KEL BUMPER

can be fitted in 15-30 minutes without drilling. Obtainable direct from the manufacturers.
 Models suitable for MORRIS and AUSTIN "7" actually in stock. Others to order. Write for prices.

Richard Berry & Son

SPRINGING (COMFORT) SAFETY

Alma Street, Birmingham

(Proprietors: J. Brockhouse & Co., Ltd.)
 Telephone: Northern 48. Telegrams: "Springs, Birmingham."

A6

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



A new Shock Absorber

The STOTT Antibounce

—is 50 to 75% cheaper than the ordinary type and the most efficient because it checks rebound at the starting point—in the spring itself. The Stott Antibounce can be fitted in a few moments and requires no further attention—its efficiency remains as long as the springs. Obtainable direct from the manufacturers.

Richard Berry & Son

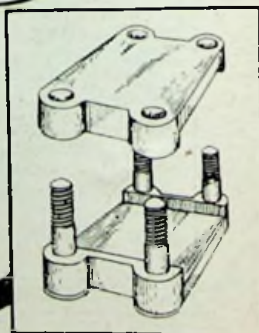
SPRINGING (COMFORT) SAFETY

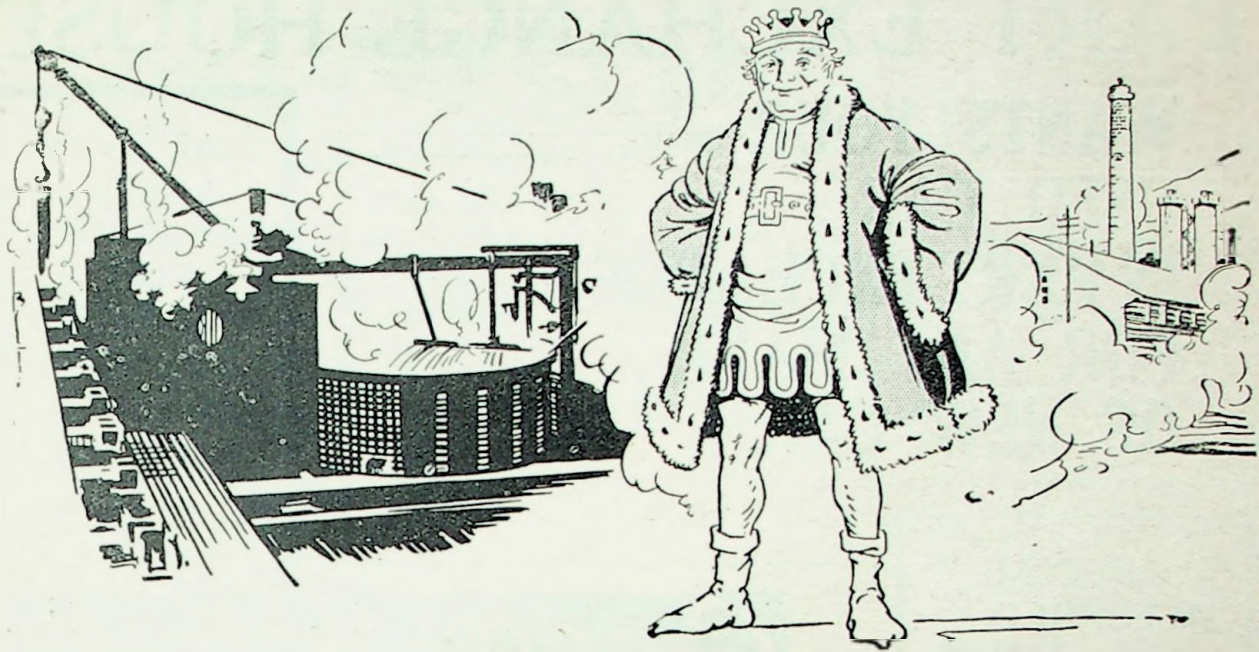
Mafeking Road, Smethwick.

(Proprietors: J. Brockhouse & Co., Ltd.)
 Price from 11/6 per pair 1 1/2" wide. Mention make and year of car when ordering.

E. C. R. writes from Dulwich:

"The 'Anti-Bounce' Clips have now been fitted and the results are excellent. Have given the car a good trial over rough and bumpy roads. It is now a pleasure to take these roads. The Clips are splendid."





OLD King Coal has reason to be proud of the spirit he produces for the "black diamond" yields the "gem" of motor fuels—National Benzole.

Apart from the unparalleled advantages that accrue through its use Motorists have the satisfaction of knowing that by using National Benzole Mixture they are assisting the exploitation of British Coal resources and supporting our insular independence by purchasing the product of British Collieries.

Next time you fill up insist on National Benzole Mixture and watch the wonderful difference it makes to the running and how it reduces running costs.

National Benzole Mixture
 "The unrivalled Motor Spirit."

National Benzole Mixture

"The world's best motor spirit"

NATIONAL BENZOLE COMPANY LIMITED,
 WELLINGTON HOUSE, BUCKINGHAM GATE,
 LONDON, S.W.1.

No. 3.

Coke Quenching

When the coking period is completed the mass of fiery red-hot coke is pushed out of the coke ovens and quenched with water either from a special quenching machine as depicted in the illustration or by means of hosepipes.

This is one of the most impressive sights to be seen at large Coke Oven Works and is accompanied by a tremendous hissing and volume of smoke and steam. The coke when quenched is used in the blast furnace for the smelting of iron. In the next advertisement we will trace the progress of the volatile by-products produced during the carbonisation of the coal.

E.O.H.1

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

A7

PART EXCHANGE HOUSE

WANTS YOUR
USED CAR
IN PART EXCHANGE
FOR ANY MAKE
OF NEW CAR.

YOU WILL
OBTAIN THE
HIGHEST
POSSIBLE PRICE
FOR YOUR
USED CAR
AT
PART EXCHANGE
HOUSE.

SALMSON
AUSTIN
STANDARD
FIAT
WOLSELEY
JOWETT
SINGER
CITROEN

Write for Catalogues
and Booklet on
Deferred Terms.

SPECIAL
DEFERRED
TERMS
OVER LONG
PERIODS

Gordon Watney
& Co Limited
"Part Exchange House"

31, BROOK ST., BOND ST., LONDON, W.1 Phone: Mayfair 2965.

A five-seconds Job for Car Comfort



—one hand—one push
—that is all
to lubricate the entire spring
THE WICK TUBE DOES THE REST.

REGISTERED TRADE MARK.

YOU will save time and expense, and safeguard your comfort and the smooth running of your power unit, when to your car springs you fit

Our FREE Illustrated List No. 45 L tells you just how. Write for it NOW.

RAMSDENS (HALIFAX) LIMITED,
147-9, GREAT PORTLAND STREET, LONDON, W.1.
Telephone: Langham 3122, 3123 (2 lines). Telegram: "Jeavogatta, Phone, London."

FACTORY . HALIFAX . ENGLAND.

As Manufacturers of the following, we should be pleased to send particulars, on request, for Fabram Radiator Covers, Tool Bags and Rolls, Dust Sheets, Wheel Covers, etc.



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



Sole Concessionaires for
U.K. & British Dominions:
S.M.S. Ltd.,
17A. MOTCOMB STREET,
BELGRAVE SQ., S.W.1.
Sicane 4838.

IF YOU REQUIRE FURTHER PROOF—

The Salmson cannot be compared with any other car—it stands alone in price and performance.

Why not try for yourself?

ROYAL AIR FORCE,
QUETTA,
Baluchistan,
India.

2.2.26.

Dear Sirs,

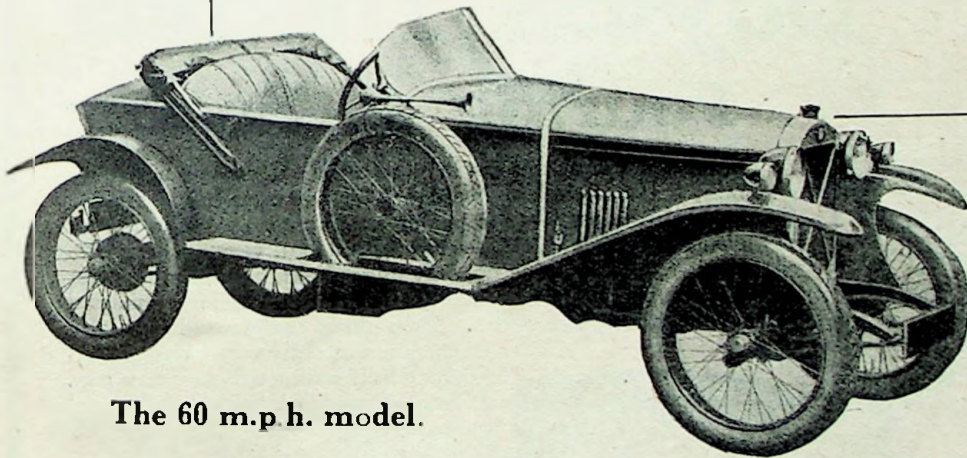
Since leaving England I have again and again read of the excellent work done by Salmsons, and am writing to say how well Salmson X.T.1768 served me. I did several runs to Scotland and many all-night runs to Yorkshire, and my average never went down below 27. The car used regularly one Gallon for 43 miles, and never once gave trouble. When I return to England again I hope to buy another Salmson.

Would you please send out to me the latest catalogues and illustrations of your new Salmsons, and if possible keep me up to date with these lists.

I would also like to know the cost of transporting a Salmson from England to India.

Again congratulating you on Salmson successes.

Yours faithfully,
W.T.A., R.A.F.



The 60 m.p.h. model.

SALMSON
Sports,
£165

Deferred
Terms
Over
Long
Periods.

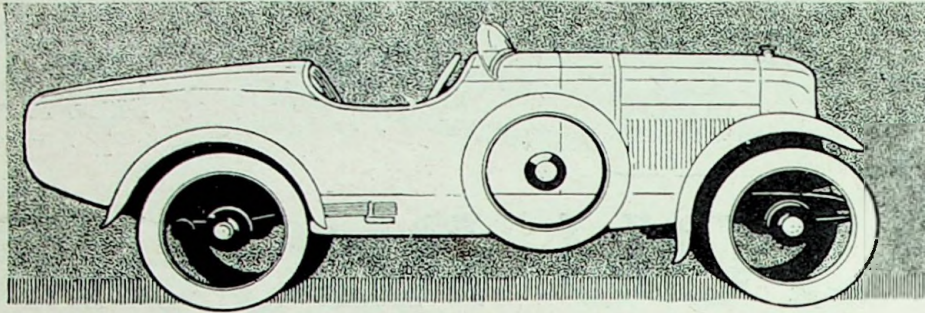
Gordon Watney
& Co Limited
"Part Exchange House"

Your Motor
Cycle or Car
taken in
Part
Exchange.

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

Mayfair 2965-6

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



BOON & PORTER, L^{TD.} Concessionaires.

The Amilcar appeals to the experienced motorist—the man who knows—and is looking for a car that is built right throughout. The prices range from £265 (coupe) to £375 (Weymann Four-door Saloon). Exceptionally liberal deferred and exchange terms can be immediately arranged.

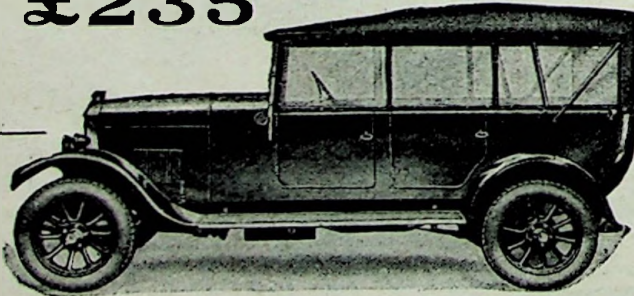
AMILCAR

BOON & PORTER, LTD., 159-163, CASTELNAU, LONDON, S.W.

The "10/22" Bayliss Thomas Touring 4 - Seater

O.H.V. 1247 c.c. engine, Lucas electric lighting and starting. Extremely comfortable body with three wide doors. Dunlop cord balloon tyres. Rigid side screen opening with doors. Self-starter, speedometer, spare wheel and tyre, wind-screen wiper, grease gun, electric horn, tin of Castrol, inspection lamp and complete kit of tools.

£235



In an account of this car in its editorial columns on February 12th, "The Light Car" said:—"We can confidently recommend this latest 10-22 h.p. Bayliss Thomas a very pleasing vehicle even with full load very lively on the road steering not only finger-light, but permits of fast cornering with absolute safety the interior furnishing reveals good taste and the car is really weatherproof."

Try this wonderful car for yourself and you will fully endorse these comments. It is a triumph of British skill—and value.

Full details of all models on request.


**BAYLISS THOMAS & CO.,
TYSELEY, BIRMINGHAM.**

Proprietors:

The EXCELSIOR MOTOR Co., Ltd.
'Phones: 277-8 Acocks Green. Wires: "Monarch, Haymills."

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

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



You can rely on this tyre valve

THE constant, unfailing performance in holding air in tyres and helping to prolong their life has made the Schrader Tyre Valve famous throughout the length and breadth of the motor world. It is the reason why tyre manufacturers throughout Great Britain have made it standard equipment for their tyres, and why you also should "be sure it's a Schrader—look for the name."

The Schrader Valve is the best device known for holding air in tyres and for giving them longer life. It is accurately and well made; it will stand hard use. It is simple in construction, and with normal care outlasts the tube.

Every valve is tested before it leaves the factory and again by the tyre maker before it reaches you. You can always rely on the Schrader Tyre Valve to retain air effectively without delays and troubles.

Be sure
it's a
"Schrader."
(Regd. Trade Mark)

Look for
the name.

Schrader

Makers of Pneumatic Valves Since 1844

Tyre Valves • Tyre Gauges

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

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

*Will you come
for a run on an*

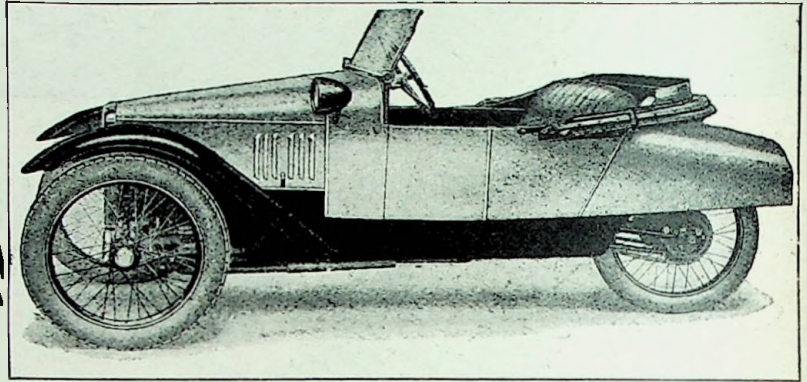
We are prepared to prove what we claim for the Omega by giving you a trial run. You will then appreciate what we mean when we say the Omega is **DIFFERENT AND BETTER**. Just step in, comfy, isn't she, and plenty of room, too. Oh, yes, we have arranged all controls, clutch, brakes, throttle, oil, lights, all to hand and in the most convenient positions. **Weatherproof!** Slip up the hood and side-curtains, and you will agree she is a proper little coupe. Power! anything from 5 to 50 on top, and she simply revels in hard work. Well sprung, yes, and no roll on corners. Don't be put off, have things proved.

May we arrange for you?

W. J. GREEN, LTD.,
Omega Works, Coventry.

OMEGA

THREE-WHEELER



PRICE **£110**
as illustrated

YOU can depend on a Cluley. Drive it as hard as you will, it invariably stands up to the work you give it, and you may drive with the same confidence you would feel in handling a more expensive car. Perfect British engineering is the reason. A faultless chassis has been the aim of Cluley designers right from the beginning, and more than thirty years engineering skill has gone into its construction. It is a matter of pride that the sturdy Cluley chassis is better than most others of its class



A DELIGHT TO DRIVE

The 10/20 h.p.



Its reliability is such that you can go on mile after mile, year after year, driving a Cluley with the utmost confidence and enjoyment, secure in the knowledge that it will never let you down.

10-20 h.p. Two-Seater costs - - - £225

10-20 h.p. Four-Seater costs - - - £235

May we send you a copy of the 1926 Cluley Catalogue? It is worth writing for!

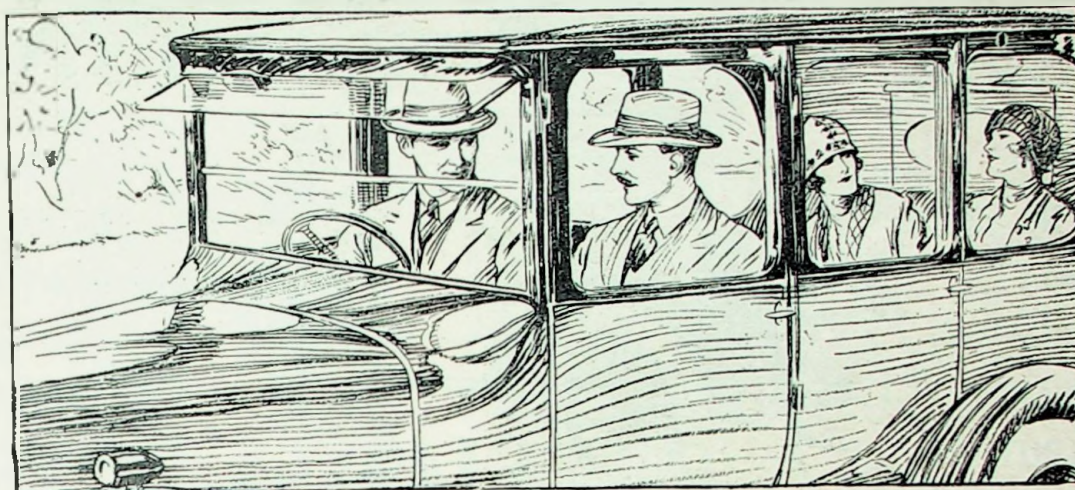
CLARKE, CLULEY & CO.,
GLOBE WORKS,
COVENTRY

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

H.P.

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

"I'M GLAD I GOT A SINGER"



Only two things could stop her

"I should think I *do* get about in this saloon. In the last nineteen months I've done just over thirty-nine thousand; and never yet been forced to stop except by punctures and policemen.

"She was completely overhauled just four months ago, and the only replacements necessary then were two front-axle bushes. You take it from me that you'll look a long way before you find another car that'll put up a record like that *and* be so cheap to run and lively to drive into the bargain."

We ask everybody to take a good long look at all the other cars—and then compare the Singer. In the meanwhile, may we send you full particulars?



The Car That Looks After Itself

All models fitted with four-wheel brakes, Dunlop reinforced balloon tyres, pneumatic upholstery, and all-comprehensive equipment.

SINGER & CO., LTD., COVENTRY.

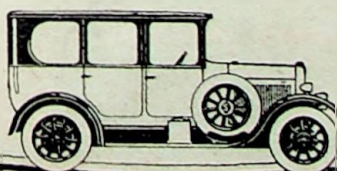
*London Showrooms and Distributors: 202, GREAT PORTLAND ST., W.1.
Phone: Museum 3314.*

10/26 h.p. LIMOUSINE SALOON,
four doors, four seats.

£280

10/26 h.p. "De Luxe"
2-seater .. £225

10/26 h.p. "De Luxe"
4-seater .. £225

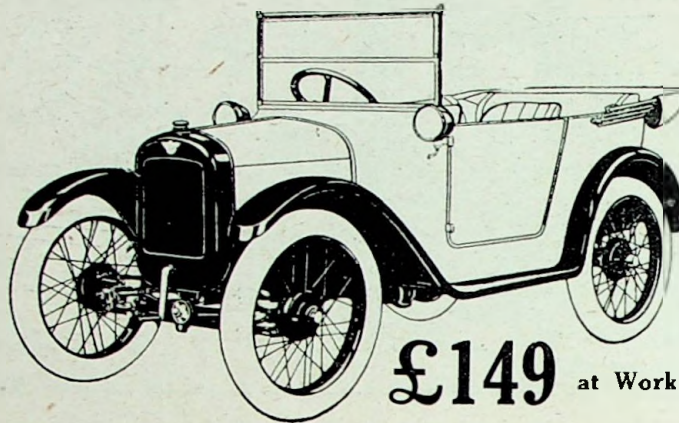


DO NOT HESITATE to send your enquiries to "The Light Car and Cyclecar."

RATCLIFFE BROS.

£25 WILL SECURE THIS CAR

AUSTIN.
CLYNO.
JOWETT.
MORGAN.
SINGER.
TALBOT.



CITROEN.
HUMBER.
LEA-FRANCIS.
ROVER.
STANDARD.
WOLSELEY.

£149 at Works.

We can supply your car for cash or payment out of income.
Write for Terms. **PART EXCHANGE A SPECIALITY.**

200, Gt PORTLAND STREET, LONDON, W. 1

Our Telephone Number is Museum 8603.

Head Office and Works: Frinton-on-Sea.

THE MERITORIOUS

GWYNNE CARS



GWYNNE 8/24 H.P.

WINNER OF THE PREMIER AWARD
ROYAL AUTOMOBILE CLUB'S
1,000 MILES SMALL CAR TRIALS.

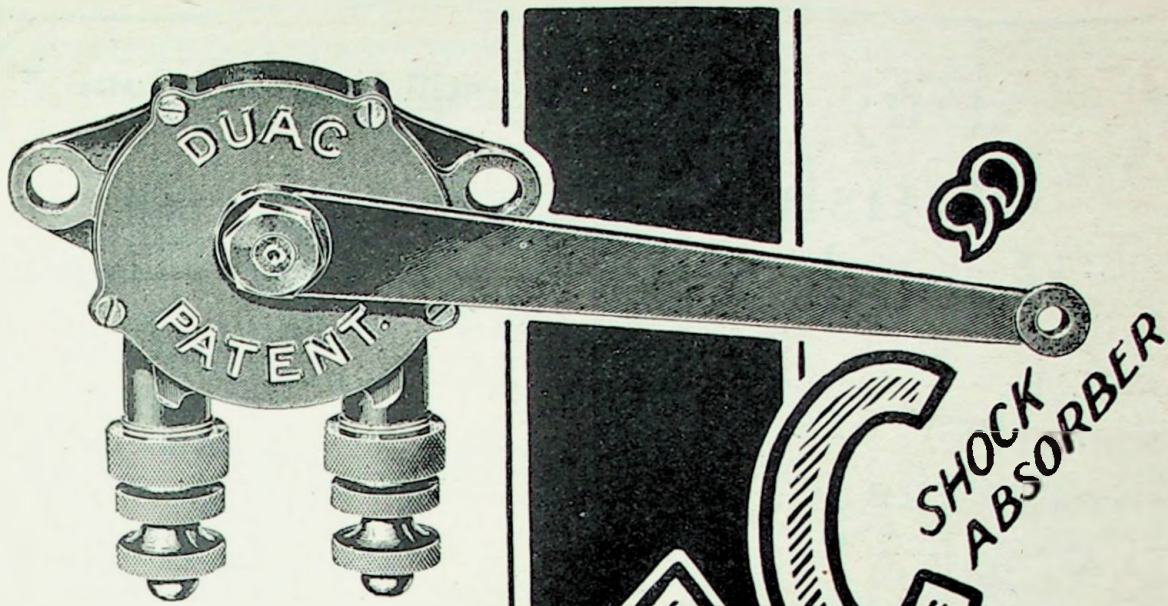
GWYNNE 8/24 H.P.

4-Seater de Luxe - £225
2-Seater de Luxe - £225
Special Sports - £285

GWYNNE CARS Ltd.,
Church Wharf, Chiswick,
LONDON W.4.

'Phone - - - Chiswick 1780-1781.
'Grams - "Gwynne Cars, Chiswick."

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



Takes the jar
from the
Car.



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

Reasons you should fit **DUACS**

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

Both Actions Independent and Independently Adjustable. Progressive in Action.

Write for Booklet to

F. HARRISON CARTER, LTD., DUNSTABLE.



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

Buy
British
Goods
for
they are
the
BEST
"CHEMICO"
Car Polish

—still stands alone
as—

1.
A Car Cleanser and Polish combined.
2.
A time saver. A car can be cleaned in 20 minutes.
3.
An economical polish. A 2/- bottle will clean and polish a car 30 times.
4.
A brilliant polish and especially suitable for cellulose finishes.

If you have not tried this speedy, brilliant polish, send direct to us for a liberal testing sample sent POST FREE.

THE COUNTY CHEMICAL CO., LTD.,
CHEMICO WORKS,
BIRMINGHAM

Prompt delivery now given of

STEPNEY
TYRES REINFORCED
TYPE

in the following new sizes:



TWO
BRITISH
GRIPPERS *For Well-base or
Straight-side Rims.*

27 x 4.40
29 x 4.40
28 x 4.95
30 x 5.25
31 x 5.25

*For Beaded - edge
Rims.*

715 x 115
730 x 130
775 x 145

ASK FOR "STEPNEY TYRES."

STEPNEY TYRES LTD., Ilanely and Walthamstow, London, E.17



**NEVER
VARIES**

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

The New 10 hp

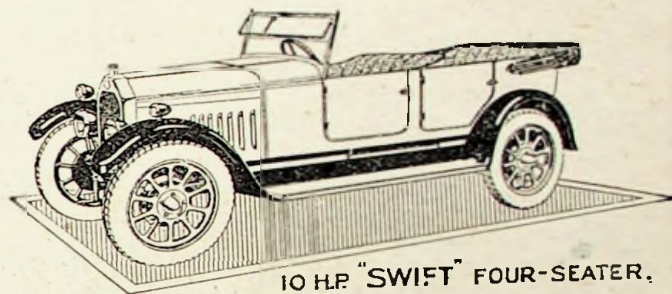
SWIFT

YOU have been familiar with a series of 10 h.p. Swifts for years, we have no doubt. You have taken their reliability for granted.

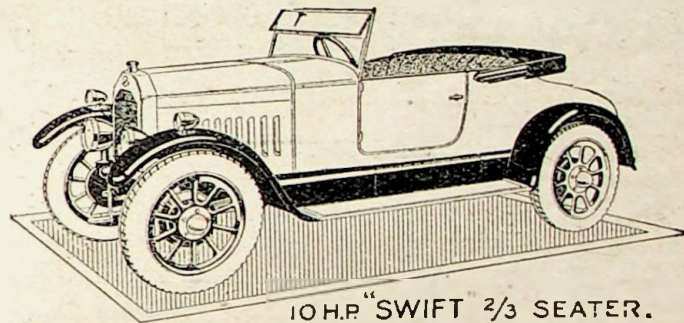
But have you made yourself familiar with the 1926 10 h.p. Swift? It is not a modification of the 1925 10 h.p., but an entirely new production for which we claim greater efficiency.

Four-wheel braking, unit construction, single plate clutch, artillery wheels, adjustable foot pedals, three-bearing crankshaft, steering column controls and aluminium-alloy pistons are a few outstanding features of the new 10 h.p. Chassis, while the coachwork provides luxurious comfort for driver and passengers and is beautifully upholstered and finished.

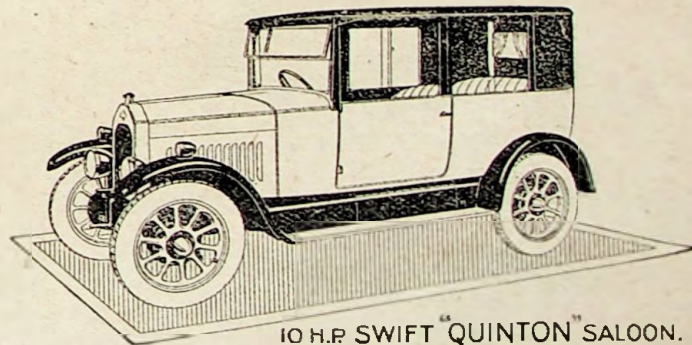
You are invited to test our claim of greater efficiency. Drop us a line for Catalogue and the address of our nearest Agent who will be pleased to demonstrate a 10 h.p. to you.



10 H.P. "SWIFT" FOUR-SEATER.



10 H.P. "SWIFT" 2/3 SEATER.



10 H.P. SWIFT "QUINTON" SALOON.

1926 Prices.

10 h.p. 4-seater	-	-	£235
10 h.p. 2/3-seater	-	-	£235
10 h.p. "Quinton" Saloon			£285

Complete with Four-Wheel Brakes and Dunlop Balloon Tyres.

Manufacturers:

**SWIFT OF COVENTRY LIMITED,
COVENTRY.**

London Showrooms, Repair and Service Depot:

134/5, Long Acre, W.C.2.

(One minute from Leicester Square Tube Station.)

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

The
NEW CAR
NUMBER
of
The Motor
NOW ON SALE

Price
 as Usual
 :: 4^{D.} ::

Offices:
 7-15, Rosebery Avenue,
 — London, E.C.1

Some Special Features :

ALL THE CARS ON THE BRITISH MARKET.

A comprehensive compendium with a specification of each chassis, together with details as to bodywork, dimensions, special features and prices. No other publication gives this information in such complete form, and much of it is not included in the manufacturers' own catalogues.

THE 12-CYLINDER SUNBEAM RACER.

Full technical details of the four-litre supercharged car for short-distance record attempts.

THE BRITISH-BUILT CHASSIS OF 1926.

Methods of construction revealed by an analysis of 115 chassis.

"EASY-TO-LOOK-AFTER" CARS.

Examining a car with a view to estimating the work needed to keep it in order.

WILL THE CAR FIT THE GARAGE?

The importance of overall dimensions, turning circle, etc.

MISTAKES THE NEW DRIVER SHOULD AVOID.

Errors commonly made by those new to driving.

AN ENTIRELY NEW METHOD OF CAR CONSTRUCTION.

Reducing chassis weight by 50 per cent.

WHEN BUYING A CAR.

Things the new owner should know.

FUELS FOR RACING.

The characteristics of dopes and special mixtures and their effect upon performance. By Dr. W. R. Ormandy.

OWNER-DRIVER TOPICS.

Useful suggestions for minor improvements. Hints on running, adjustments and repairs.

Next Tuesday—March 9th.

**HOW TO GET THE BEST
 OUT OF A 10-26 h.p. SINGER.**

**PSYCHOLOGY OF CAR
 INSURANCE.**

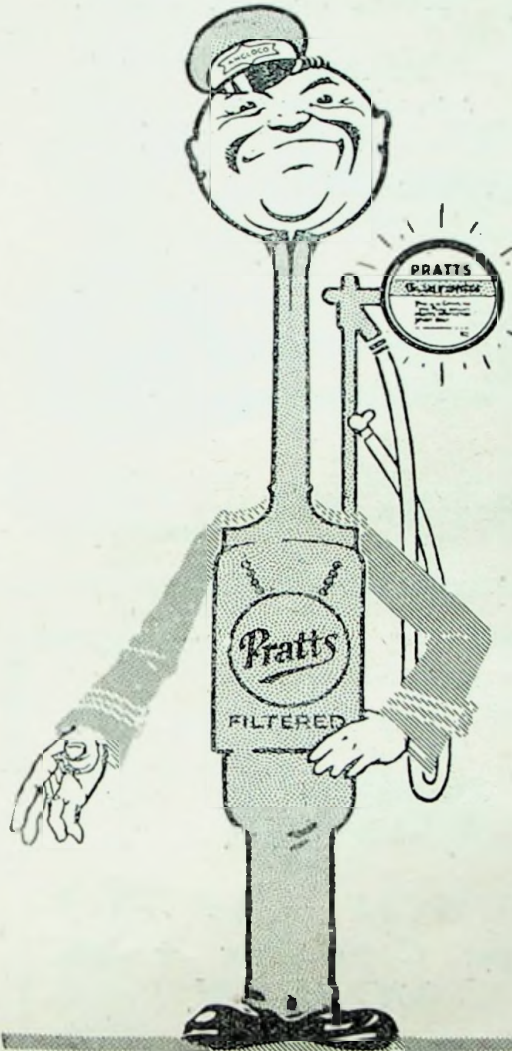
**SIGNALLING ON ROAD
 SURFACES.**

And all the News and News
 Pictures.



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

Congratulations!



Congratulations to the fellows who are following my example!

I am downright glad to see that other pumps are beginning to earn their guarantee medals by supplying spirit from sealed tanks. I like to see the public protected in that way.

Five years ago I started that system—that's how I got this medal. It is the proof of my integrity, proof that the spirit you get from me is the one you want—PRATTS, powerful, filtered and guaranteed pure.



PRATTS

Uniform everywhere Reliable always

D. A. 669.

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

B. S. Marshall Ltd.

THE two cars shown are significant of the fact that I sell all makes.

You can buy them anywhere, but with Marshall Service—only here.

Generous Deferred Terms spread over three months to three years arranged and

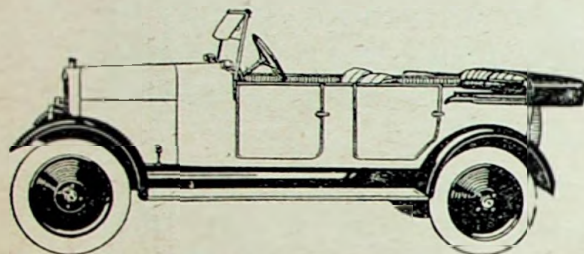
handsome allowance for your present car. The cars shown may not suit you, but as I have no manufacturer's interests to serve I can sell you any car.

Send for illustrated booklet — "Cars that Count."

LEA-FRANCIS

"Reliable is as reliable does."

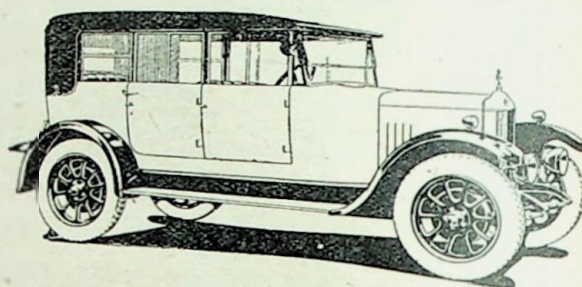
10 h.p. Two-seater	£210
10 h.p. Four-seater	£273
12 h.p. Two-seater	£275
12 h.p. Four-seater	£285
12 h.p. Saloon	£365
12/40 h.p. Super-Sports	£370



STANDARD

"Count them on the Road."

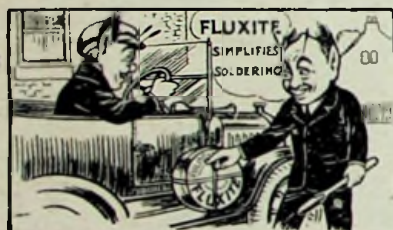
11 h.p. Two or Four-seater	£225
11 h.p. Saloon	£225



17A Hanover Square, London, W.1.

Telephones: Mayfair 5906/7
Telegrams: Aumarshana
Wesdo, London.

Woodwright



A NECESSARY 'SPARE.'

Miles away from a Garage with a broken ignition wire. Then does FLUXITE prove its worth. A minute spent with a hot soldering iron, some solder and FLUXITE—and the engine is running perfectly. That is why wise motorists and motorcyclists keep FLUXITE permanently in their tool-kit. They know that soldering the FLUXITE way is simply child's play.

All Motorists and Motorcyclists should have the FLUXITE SOLDERING SET

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

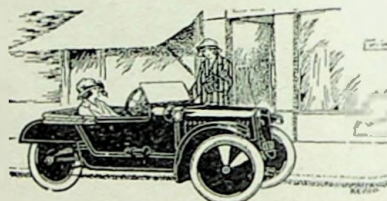
Fluxite itself can also be obtained in tins from all Hardware and Ironmongers' Stores. Price 8d., 1/4, and 2/8. Get a tin to-day.



FLUXITE SIMPLIFIES SOLDERING

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

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



The Light Car with Motor Cycle Tax is the MORGAN.

The Standard model MORGAN Runabout costs £95, and its tax is only £4. No wonder the Morgan is so popular! You really must let HOMAC'S give you further details and a trial run; HOMAC'S are the Official Morgan Service Agents with an unrivalled knowledge of the car. They'll give free tuition, every advice and specialised service after sale, and you can buy £95 on Deferred Terms. Five models at prices from

BUY YOUR MORGAN FROM

HOMAC'S

MOTOR AGENTS

"The People who know the Morgan from Bonnet to Tail."

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

SPECIFICATIONS DO COUNT

IN deciding upon the features which a motor-car should possess it is helpful to have a consensus of opinion of the world's greatest automobile engineers in land, marine and air work.

Such a course is preferable to trusting one's own judgment, or that of a single manufacturer.

The Delco-Remy Coil Ignition System has been adopted for The Royal National Lifeboat Engine.

The Liberty Aero Engine as used by the first "Round the World" Flyers.

Thomas' World's Record Breaking Car, and other of the swiftest racing cars made.

The man who proposes to buy a car will surely want to know something about this system that has been selected deliberately as a part of the mechanism upon which men's lives depend in stormy seas, in the air, and at terrific track speeds.

Specifications *do* count.

We should like to send you a booklet about

THE DELCO-REMY COIL IGNITION SYSTEM

May we? A postcard will do.

DELCO-REMY & HYATT LTD.,

— Engineers —

Head Office & Works:

111, GROSVENOR ROAD, LONDON, S.W. 1.

Telephones:
FRANKLIN 6446, 6447, 6448, 6449
(4 lines.)

Telegrams:
DELREMYHAT CHURTON,
LONDON.



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



**25th
Edition.**
(690th Thousand.)

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

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

2/6

NET.

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

TEMPLE PRESS LTD.,

7-15, Rosebery Avenue, London, E.C.1.

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

A SIMPLE QUESTION

Why are the busiest British Car Manufacturers of to-day fitting

COX
Atmos

CARBURETTERS

A SIMPLE ANSWER

It is because the Cox "ATMOS" ensures an engine performance which the motoring public appreciate, i.e., easy starting, good get-away from cold, flexibility, smoothness, power on hills, less carbon deposit, less trouble, all-round economies, **AND IS ABSOLUTELY ALL-BRITISH.**

Why not have one fitted to your car? Write for booklets which you will find most interesting.

**COX CARBURETTERS LTD.,
LOWER ESSEX STREET, BIRMINGHAM.**

List of Service Agents who can fit you up will also be sent.

Jowetts in Hertfordshire

JENNER PARSON
LTD
MOTOR ENGINEERS
WELWYN GARDEN CITY
WELWYN GARDEN ROAD

LOCAL!

A local firm, a local service station, a local spare parts depot. A trial run in your own locality, a local telephone call. Why not buy locally?

2-seater £150

4-seater £167

JOWETT
SERVICE



JOWETT
SPARES

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

Owner-drivers start the season by joining The **OWNER-DRIVERS** **CLUB.**

*A Few of the Advantages
and Benefits.*

- (1) An exclusive and reliable repair, maintenance and "valeting" service at fixed charges.
- (2) Branch Clubs throughout Great Britain, any of which every Member is entitled to use.
- (3) Motor engineers located throughout the country by whom disinterested advice is offered free.
- (4) The Club is independent of any trade influence in the motor industry, and has no connection with any motor manufacturers or repairers. Consequently, its advice, assistance, and guidance is unprejudiced.
- (5) S.O.S. Service which provides prompt attention at the nearest Official Repairer.
- (6) At a later date it is the Club's intention to provide Club Accommodation in the West End of London for the exclusive use of Members.

THE Owner-Drivers' Club has been founded with a view to effecting substantial economies in the cost of motoring to the Owner-Driver, and while not antagonistic to any other existing organization, offers unique benefits.

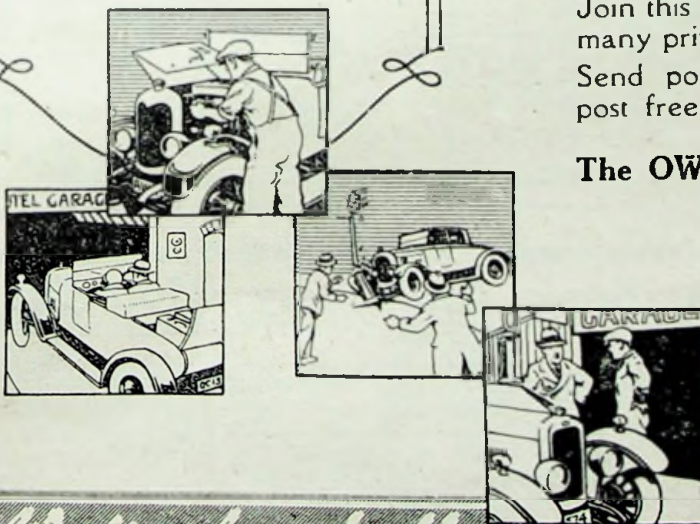
Official Repairers and Stockists have been appointed in almost every town throughout the country, thus ensuring Members of competent handling of their cars in cases of accident or mechanical breakdown.

A fixed price for repairs, arranged between the Club Executive and their Official Repairers, guarantees against overcharging. Further, a general speeding-up in the supply of spare parts, including defunct makes, if still in existence, tyres, etc., saves much worry and loss of time.

Join this exclusive club now, and enjoy the many privileges of a first-class organization. Send postcard for explanatory brochure post free.

The OWNER-DRIVERS' CLUB, LTD.,

Executive Offices: Criterion Buildings,
PICCADILLY CIRCUS, LONDON W.1.



This badge on your car ensures care-free running in whatever part of the country you may be.

Write for full particulars—To-day.

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



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

FREE

Every Owner-Driver who garages his Car should send p.c. for particulars of THORNBERS OWNER-DRIVER'S GARAGE.

Thornbers are specialists in Portable Buildings, and the garage shown has been specially built for the owner-driver. Wherever possible, labour-saving machinery has been used in preference to hand work, for Thornbers have been anxious to offer a sound job at a real cut price. All timber used is thoroughly seasoned and is planed. The garage is sent in sections ready for easy erection—all fittings are supplied.

Sides and ends are of 3 in. thick Thornbers Loc-joint weather-boards that defy all weathers. 3 in. x 1 1/2 in. frame. Roof of 3 in. T. & G. Boards on 3 in. x 1 1/2 in. purlins. Ruberoid Felt, barge boards and finials. Strong doors held by bands; gudgeons, bar bolts, lock and key provided. Large window at each side with 21 oz. clear glass, top half to open.

Size 16 ft. x 9 ft. x 7 ft. x 9 1/2 ft.

PRICE **£15** Carriage Forward

Definite Carr. Paid price on request. Wood Floor £4 extra.

THORNBERS BROS., 11, Myholmroyd, Yorks.

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

160 h.p.
increased to 195 h.p.
by fitting

TERRY'S

"Aero" Valve Springs

—and Capt. M. Campbell, the well-known motor expert, wrote us as follows:

"The 'Aero' Springs on my 12 h.p. Talbot behaved splendidly at Brooklands. Previously I had broken 5 springs in one lap, but with your springs not one broke in 6 laps, and the car attained a speed much higher than she had ever done before."

—he also used "Aero" when he made the world-famed record of 150.76 m.p.h. last year.

Follow the expert—he knows—order Terry's "AERO" Springs by name. From your Agent. List post free.

HERBERT TERRY & SONS, LTD., Manufacturers, REDDITCH, ENGLAND. Est. 1855.

182/26.

B&D STABILIZERS

EASILY FITTED WITH TOOLKIT SPANNERS

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

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

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

FURTHER IMPROVED FOR 1926

KEEP THE WHEELS ON THE ROAD

BENTLEY & DRAPER LTD

4 FENCHURCH AVE LONDON EC5
Grams Bendropic Fen London Phone Avenue 3025

2nd Edition

A Book for Every Motorist.

ENTIRELY REVISED — OVER 100 NEW ILLUSTRATIONS.

A compact encyclopædia of electrical information for motorists, clearly explaining the principles of all ignition systems, starting, lighting, and road warning equipment, which is practically standard on all cars to-day, and, in addition, describing and illustrating various modern auxiliary appliances.

PRICE **2/6** NET.

Of all principal booksellers and bookstalls, or direct from the publishers, 2/9 post free

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

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

THE SECRET OF ITALIAN CAR PERFORMANCE

Italian cars are famous the world over for their successes in speed and endurance. This has been proved in every kind of test, including the 6-day trial at Monza, when Silvani on a 10/15 Fiat covered 7,000 miles at 50 miles an hour for 144 consecutive hours. How do they derive the power and pace to keep on mile after mile, hill after hill, hour after hour?

The answer is LUBRICATION. Oleoblitz THREE ARROW Oil is the oil used in Italian car tests. THREE ARROW Oil is constant and consistent—it never varies, because it is always obtained from the same wells.

OLEOBLITZ



THREE ARROW Oil gives more power. It reduces to the absolute minimum the destructive effects of carbon on pistons, valves and cylinder heads. Its use saves pounds in repair bills.



Previously THREE ARROW Oil has not been obtainable in this country. Now it may be purchased here in 1 gallon and 5 gallon sealed tins from your local garage at the same price as any other high grade oil.

THREE ARROW OIL

OLEOBLITZ"

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

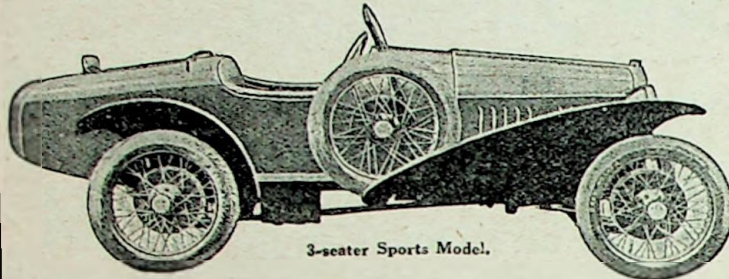
Phone: GERRARD 2495.

Telegrams: "OLEOBLITZ, PICCY, LONDON."

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

B9

The Sportsman's Car



3-seater Sports Model.

ABRIDGED SPECIFICATION.

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

With 2-seater Sports body,
Price £240

With 3-seater Sports body,
Price £245

Senechal

For Speed
and Reliability.

CALL, INSPECT, TRY, AND—BUY

Sole Concessionaires—

A. S. C.

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

Phone: Museum 6626.

MOTOR MATS Best British Fibre Made to fit any Car

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

CLYNO, 2-seater	27/8
4-seater Front	27/8
4-seater Rear	13/6
(Please state model.)	
HUMBER, 8-18 Chummy	9/-
Front	25/-
Rear	9/-
SINGER, 10 h.p. 2-seater	22/6
4-seater Front	21/-
4-seater Rear	14/-
ROVER, 9-20 2-seater	27/6
4-seater Front	21/-
4-seater Rear	12/-
WOLSELEY 11-22	19/-
2 and 4-seater	19/-
Carriage Paid.	



Send to
Thorogoods Ltd. Baldock, Herts.
(Dept. L.C.)

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

CELLULOID

FIRST QUALITY
TRANSPARENT
FOR HOODS, SCREENS, ETC.

Samples and prices on application.

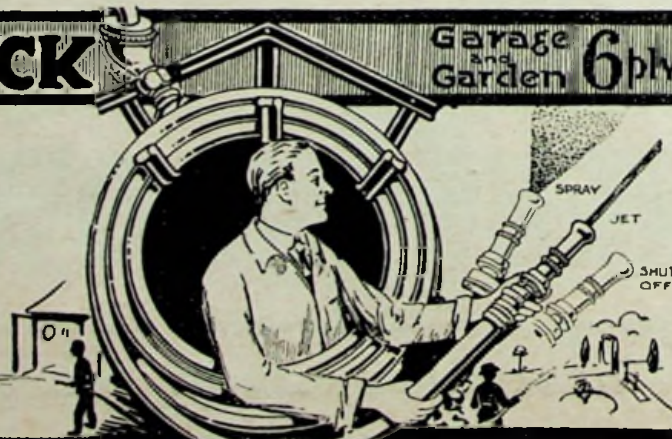
GREENHILL & SONS, LTD.
Pontifex House, Shoe Lane, LONDON, E.C.4.

'GOODLUCK'

Garage and Garden 6ply HOSE

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

Stocked by all leading factors and agents.

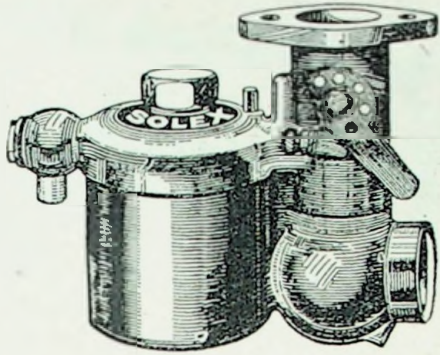


Now is the time when attention is drawn towards your car and garden. Use the two-fold utility six-ply service hose. Ask for "Good Luck 6-Ply."

Concessionaires:
C. B. FROST & Co.,
83, High Street,
BIRMINGHAM.
Phone: Central 3913

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

The *CURE* for RAPID CONSUMPTION



When your car is "eating" petrol, you must first of all look at your carburettor. Ten to one it is the root of the trouble.

FIT THE "M" TYPE SOLEX
and you will at once notice a wonderful improvement.

Not only in miles per gallon, but also in power, speed, and hill-climbing powers, there will be more life in your engine.



SOLEX

THE NO-TROUBLE CARBURETTOR

We will supply a model for your car on 30 days' FREE TRIAL. Write to-day.

SOLEX LTD
(LICENCEES)

115 SOUTHWARK STREET.
LONDON. SE1

Telegrams:
"SOLEXCARB."
BOROH,
LONDON.

Gordon Richards, Director.

Telephones:
City 5222.
Central 5172.
and Hop 2734.

fit Solex - and note the difference

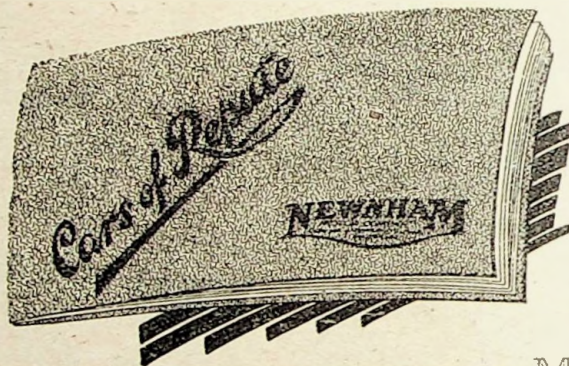
MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

You can buy your car better at Newnham's

Because:

1. We have been established over 30 years and hold direct Agencies with the most important manufacturers in the industry, whose backing goes with every car we sell.
2. Our large stocks and contracts enable you to see the various models when you wish, and obtain delivery when required.
3. We can allow you the highest possible price for your old car in part payment for a new model and arrange delivery
4. We can arrange an exchange by post as easily as by a call.
5. Our deferred terms are controlled by ourselves and the most reasonable obtainable—rates from 2½%
6. Our usual stock of new and slightly used models exceeds 100 cars. You will be hard to please if you do not find one to suit you.

Our Brochure



will tell you more.

May we send you a copy free?

'Phone: RIVERSIDE
3161, 3162,
3163.

NEWNHAM

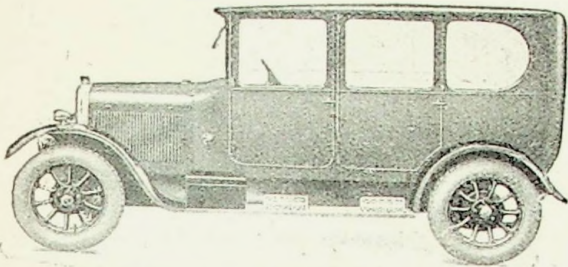
MOTOR COMPANY
243-245, HAMMERSMITH ROAD, LONDON, W.6
100 Yards from Hammersmith Broadway.

'Grams: NEWMOOD,
HAMMER,
LONDON.

ESTABLISHED OVER 30 YEARS.

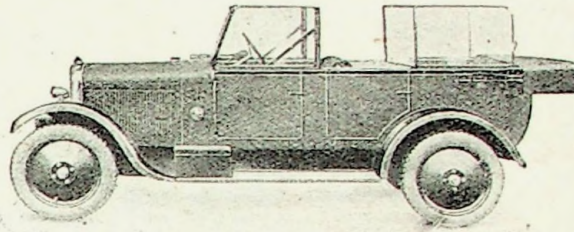
Some Suggestions from our Stock :

SINGER.



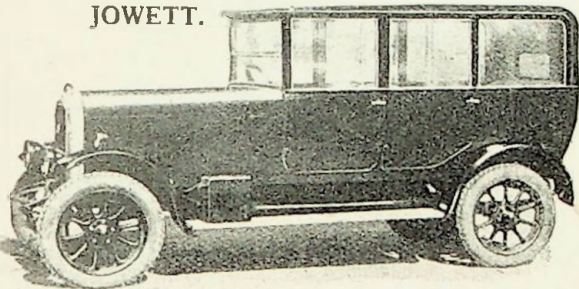
10/26 h.p. Saloon, £280

SINGER.



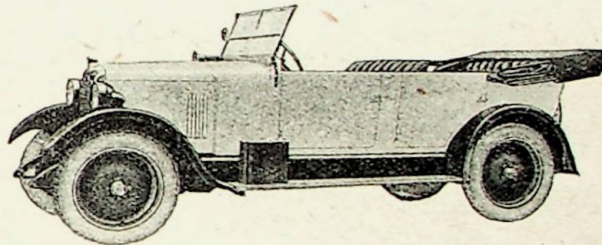
10/26 h.p. 4-seater de luxe, £225

JOWETT.



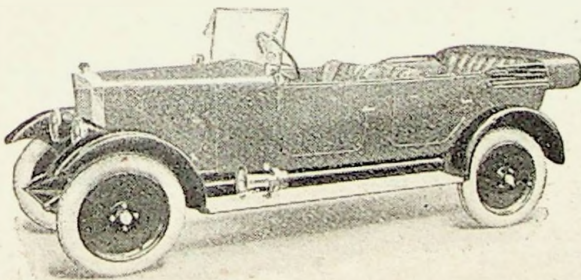
7 h.p. Saloon, £200

ROVER.



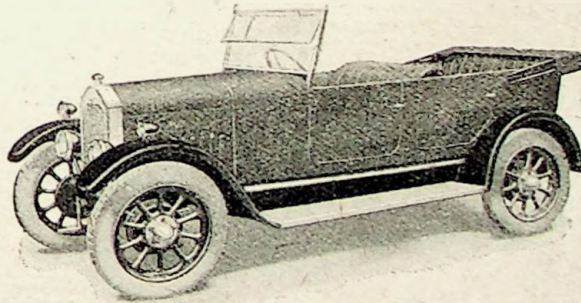
9/20 h.p. Super Model, 4-seater with F.W.B., £225

LEA FRANCIS.



12 h.p. 4-seater de luxe, £285

SWIFT.



10 h.p. 4-seater with F.W.B., £235

We supply reliable Second-Hand Cars—Full List sent on request.

ANY MAKE SUPPLIED TO ORDER.

AGENCIES INCLUDE : Austin, Clyno, Jowett, Lea Francis, Rover, Singer, Swift, Standard and Wolseley.

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

The COLMORE CUP TRIAL

—a triumph for the

*Austin
Seven*

4 GOLD MEDALS and TEAM PRIZE

The Colmore Cup Trial, held on 13th February, consisted of 100 miles of exacting tests, difficult hills and country of colonial severity. Throughout, the Austin Sevens performed with their invariable, unflinching reliability, as the following extracts testify, and gained the above awards.

From "The Motor."

Severe 100-mile course. All Austins buzzed merrily away. Buckland Hill—All Austins were good, one driven by J. G. Orford being particularly so. Gipsy Lane—The most outstandingly good performances were made by B. W. Harcourt, J. G. Orford, J. W. Milton, E. G. Bromhead (Austins), etc. Gambles Lane—All Austins were very speedy.

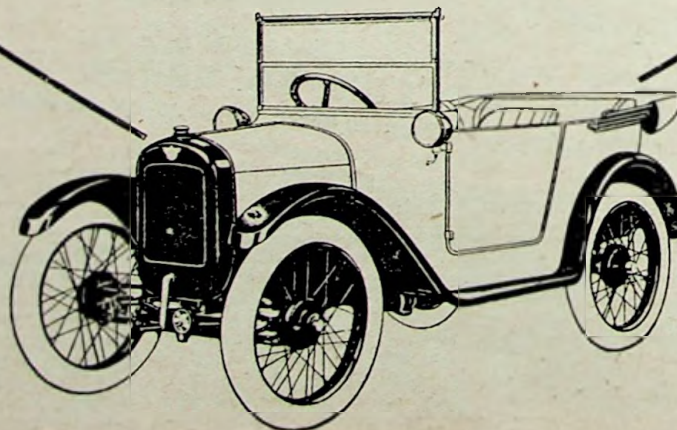
From "The Autocar."

Colonial roads in the Colmore Cup. So far as the teams were concerned, the Austins and — showed to the best advantage. Buckland Hill—Austin Sevens were conspicuously good. Gipsy Lane—Once more the little Austin Sevens showed their marvellous capacity for getting along anywhere.

From "The Light Car."

A very difficult trial—All Austins did quite well. Buckland Hill—All the Austin Sevens, particularly that driven by J. G. Orford, made splendid and effortless climbs. Gipsy Lane—All the Austins were good.

THE AUSTIN MOTOR CO., LTD.,
LONGBRIDGE, BIRMINGHAM.
LONDON : 479-483, OXFORD ST., W.1 (nr. Marble Arch).



£149
at Works.

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



HYDE PARK
INNOVATION.

White lines have been laid down in Hyde Park, London, to assist traffic regulation. On the right of the picture, which is taken just inside the Hyde Park Corner gate, an arrow directs traffic desiring to pass out of the park. The constable is holding up traffic wishing to turn right alongside Rotten Row, so that traffic entering from Hyde Park Corner can cut across and make for the Marble Arch.

NOTES, NEWS & GOSSIP *of the* WEEK

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LIGHTING-UP TIMES (Rear Lamps) for Saturday, March 6th.

London ..	6.17	Edinburgh ..	6.24
Newcastle ..	6.19	Liverpool ..	6.26
Birmingham ..	6.23	Bristol ..	6.27

New Kelvin Hall.

The tender of Messrs. John Traill and Co., Glasgow, amounting to £207,000, for the construction of a new Kelvin Hall has been approved by the Glasgow Corporation. The exhibition hall will be built in three spans of 100 ft. each and a side span of 60 ft. The building, it is hoped, will be completed by the end of October, so that the 1926 Scottish Motor Show can be held in the new building.

Canadian Water Power.

Some 719,000 horse-power was added to Canada's hydro-electric installations during the past year, bringing the total up to 4,290,000 horse-power.

Petrol Pumps.

The amending Bill, which brings petrol pumps within the scope of the Weights and Measures Act, has been read a second time in the Lords.

The "200,000 Mark."

The following is an interesting extract from a letter received by Jowett Cars, Ltd:—"It may perhaps interest you to know that I am still running my old Jowett car (which left your works in 1915), the total mileage of which has now passed the 200,000 mark, and it is still running well."

Next Week.

A practical solution of the small home garage problem will form one of our principal features next week. The existing difficulty of housing a car has been responsible for this novel but practical development which has been tried out successfully by a well-known light car owner. The 13 h.p. Clyno will be dealt with under the heading, "On the Road and in the Making."

Spreading Infection.

Motorists are warned by a medical officer against giving lifts to tramps. He points out that there is every danger of infectious diseases being spread.

Arterial Road Speed Tests.

The Woolwich Motor Club is still negotiating for the use of the new arterial road from Sidecup to Ruxley for speed trials. The new road is completed, but will not be opened before Easter. Capt. Ross states that the borough council will allow use of the road, but the local police object; the club is now trying another source.

This Week.

The capabilities of the absolutely standard light car are demonstrated very plainly by the article entitled, "Round Surrey in a Clyno." Severe hills were climbed with comparative ease, and the car behaved perfectly throughout the test. "How the Expert Does It" is the title of a contribution which explains in simple language how parts such as special crankshafts, camshafts and so on are made, and how welding is carried out. "What Inventors Are Doing" and "Removing Rear-wheel Hubs" are articles which will be read with interest.

Bridge Closed.

The old bridge at Geddington, on the Kettering-Stamford main road, has been closed for repairs.

Crossing London.

A new edition of the map of recommended routes into, out of, round and across London has been issued by the R.A.C. The prices are 2s. 6d. on paper, 4s. on cloth.

Boulogne Motor Week.

Translations of the regulations governing the Boulogne motor meeting will shortly be obtainable from Mr. E. J. Bass, hon. secretary of the Essex Motor Club, 40, Chancery Lane, London, E.C.1.

Burford Bridge Popular.

The opening rally of the season of the Junior Car Club takes place to-morrow (Saturday), whilst the 20th annual opening run of the Motor Cycling Club will be held on Saturday, March 20th—both with Burford Bridge Hotel as the venue.

Amilcar Items.

We are advised by Boon and Porter, Ltd., that the 7.5 h.p. model of the Amilcar is now out of production. The 8.3 h.p. model has been redesigned and will be imported only as a chassis and coupé with full differential. The standard two-seater Grand Sport Amilcar is listed at £285, whilst attractive additions to the range are Weymann saloons, which sell at £300 and £375 respectively. We hope to publish a test run report concerning one of the last-named models in the near future.



LIGHT CAR PROVERBS.—No. 10

Does this picture suggest to you an old or original proverb? If so, write it on a postcard addressed to the Editor and marked Proverb No. 10 in the top left-hand corner. A prize of a guinea is offered for the most appropriate proverb submitted. If two or more readers submit the same winning proverb, the prize will go to the sender of the first to be judged. Only one solution may be submitted by individual competitors. No judging will be done before or after next Tuesday. For the winner's name and address see next week's "Around the Trade."

L'Entente Cordiale.

After due deliberation France has decided to come into line with Great Britain with regard to the beginning and ending dates of Summer Time. The clocks will be put forward on the night of Saturday, April 17th, and back on the night of the first Saturday in October.

St. Alban's—Hatfield Trap.

Readers are warned to observe the speed limit with special care on the road from St. Albans to Hatfield, Herts.

More Cars than Baths.

A census of domestic amenities in 35 American States shows that of 450,000 householders 70 per cent. owned motor-cars, but only 59 per cent. baths!

Improving the North Road.

The Colsterworth by-pass between Grantham and Stamford is now finished. Twenty feet wide and two miles in length, it enables traffic to avoid the narrow street of the village. The cost was £33,000.

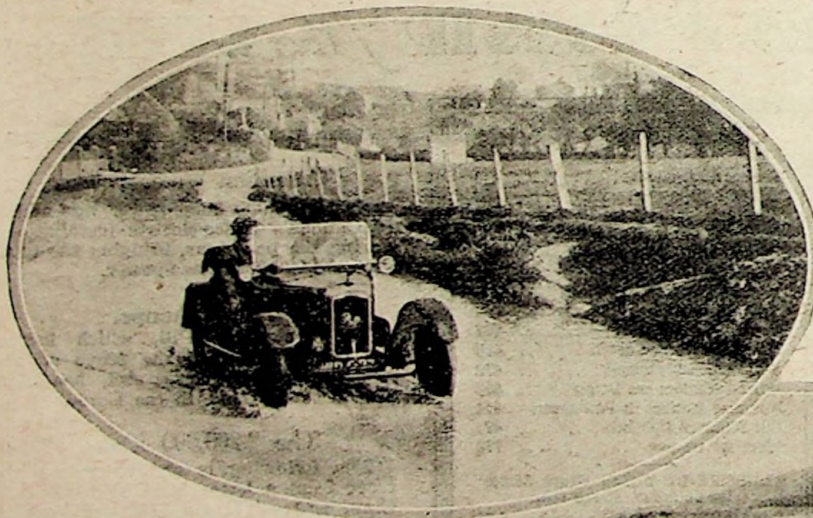
Petrol Prices.

As from last Friday petrol was advanced by 1d. per gallon, bringing the prices for the various grades to the following figures in the London zone:—Aviation, 1s. 11½d.; first grade, 1s. 7½d.; commercial, 1s. 5½d.; National Benzole mixture, 1s. 8½d. per gallon.

The prices charged for fuel by companies outside the petrol group differ somewhat. Bluebird No. 1 costs 1s. 6½d. and No. 3 1s. 4½d. per gallon. As from March 1st the price of Power spirit for private users in the London area was reduced from 1s. 3d. to 1s. 2d. per gallon, whilst in the country the price remains at 1s. 4d. per gallon. Commercial Power spirit is 1s. 1d. in London and 1s. 2d. in the country.

New Six-cylinder Racer.

For the coming season Mr. C. W. Johnstone, who, it will be remembered, gained third place in last year's 200-Mile Race, is having a new six-cylinder engine specially built for the Frazer-Nash which he ran in the 200-Mile Race and which is a "Boulogne" model. A brief specification of the engine is as follows:—Capacity, 1,497 c.c.; twin overhead camshafts driven by chains and operating two inclined valves per cylinder; lubrication by dry sump; the system to include delivery and scavenging pumps. A geared-up supercharger of special design will be fitted so soon as preliminary tests have proved satisfactory. It is hoped that the car will be completed by the end of April. A description will appear in an early issue of *The Light Car and Cyclecar*.



MAIN ROAD DIFFICULTIES.

For several weeks traffic using the Dover-Folkestone Road has had to pass through a mile of floods. The heavy rains caused the Drellingore Stream (right), which is situated in the Alkham Valley—between Dover and Folkestone—to overflow, flooding the country road for nearly a mile and then running along fields into the Bushy Ruff Stream at Chilton.

B16



North Road Diversion.

The Great North Road, from two miles north of Hatfield to the "Red Lion," Digswell, will be closed for the next three months.

This Season's Fixtures.

Despite the ban on hill-climbs and speed events, the fixture list for 1926 is a very full one. From February 27th to September 4th it includes no fewer than 89 items, all to be staged in this country.

Still Dangerous.

At the junction of the North Circular road with the Golders Green-Hendon road, A.A. illuminated signposts have been erected, but illuminated warning signs 100 yds. away from the crossing, on each side, are still urgently required.

The £100 Car.

In our Small Advertisements this week there is an announcement of considerable interest to any manufacturer who contemplates building a £100 car. The advertiser has a design which, he claims, possesses no freakish features and is capable of being produced in large numbers at an extremely low price.

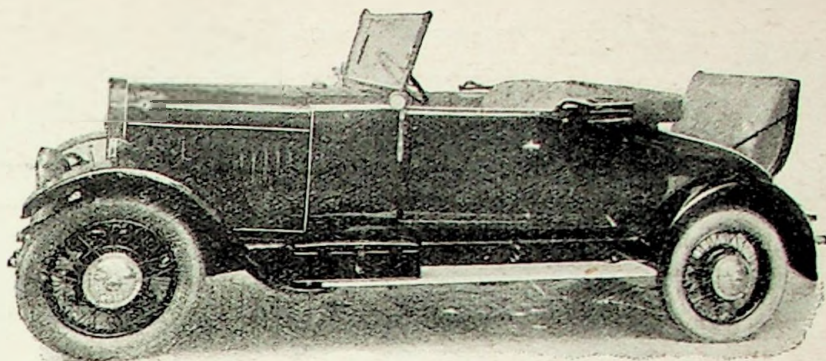
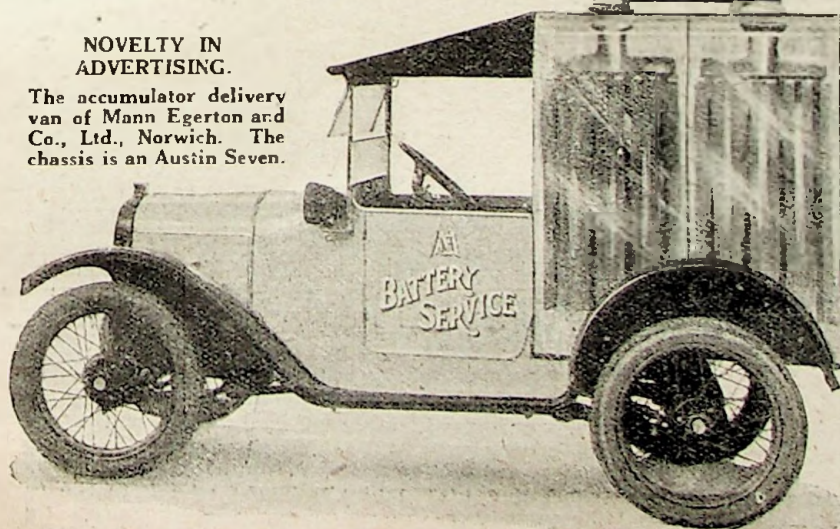
Brooklands Admission Charges.

The charges for this season for admission to Brooklands racing track are to be as follow:—B.A.R.C. meetings: Public enclosure, 5s. per person; paddock, 15s. per person, both inclusive of tax; cars alongside the track, 10s.; motorcycles alongside the track, 3s.; open-air garage for cars, 5s.; garage for motorcycles, 2s. The usual charge at motorcycle meetings is 3s. per person; cars alongside the track, 3s.; motorcycles alongside the track, 2s.

On non-race days members of the public may obtain admittance to the track for 2s., their cars costing 3s., motorcycles 1s. The charge for the use of the track by members of the public, including the test bill, is 10s. per car and 5s. per motorcycle per day. Brooklands opens again on Monday next, and a special article concerning the track appears on another page.

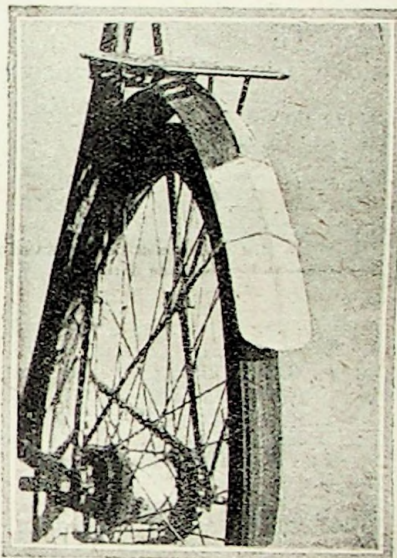
NOVELTY IN ADVERTISING.

The accumulator delivery van of Mann Egerton and Co., Ltd., Norwich. The chassis is an Austin Seven.



WITH ENGLISH BODYWORK.

The latest 10-20 h.p. two-seater De Dion-Bouton. The price of this model was reduced recently from £350 to £310.



The Ministry of Transport's suggested solution of the cyclists "rear lights" problem; but Capt. Brass insists on ruby reflectors. (See paragraph.)

Belsize-Bradshaw Club.

An impression that *The Light Car and Cyclecar* is running the Belsize-Bradshaw L.C.C. appears to be gaining ground, judging by our postbag. We have no connection with the club, the secretary of which is Mr. G. E. R. Nicholson, 3G, Barrowgate Road, Chiswick, London, W.

The London-Land's End Trial.

A total of 232 entries has already been received for the Motor Cycling Club's London to Land's End Trial on April 2nd and 3rd, and further entries are pouring in by every post. So far, the car entries are in the majority, the greatest number being in the under 1,500 c.c. class. Intending competitors are reminded that entries from members cannot be accepted after Saturday, March 20th, by Mr. F. T. Bidlake, 84, North End Road, London, N.W.11, and that prospective members for election to the club must send in their completed applications before Monday, March 8th, to Mr. J. A. Masters, 22, Norland Square, London, W.11.

Rear Reflectors for Cyclists.

In the House of Commons on Tuesday afternoon Capt. Brass asked leave to introduce a Bill making it compulsory for all cyclists to carry a "red disc"—presumably a ruby reflector—at the rear of their machines. He explained that he did not insist on the use of oil lamps, as they so frequently went out. Lieut.-Commander Kenworthy opposed the Bill, which he said was really brought forward in the interests of road scorchers. On a division, leave was given for the reading of the Bill by 263 to 71, the majority for the Bill being 192. The Bill was then read for the first time. Since the war the number of cyclists on the road had increased at an enormous rate, and it is estimated that there are now between five and six millions.

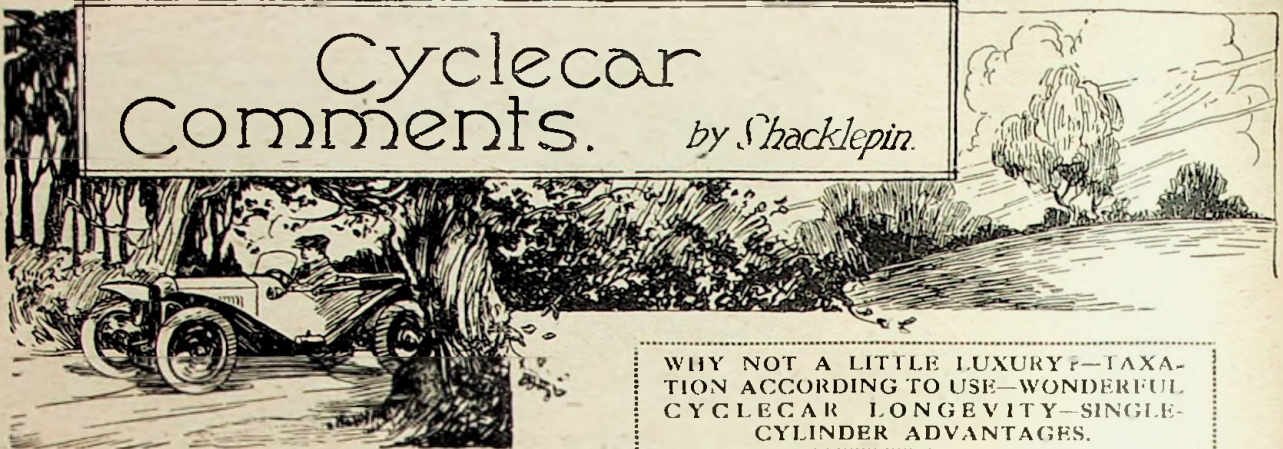
OUR SPECIAL
SPRING NUMBER
IS COMING.

Greatly Enlarged — A Wealth of Illustrations.

FRIDAY, MARCH 19th.

Cyclecar Comments.

by Shacklepin.



WHY NOT A LITTLE LUXURY?—TAXATION ACCORDING TO USE—WONDERFUL CYCLECAR LONGEVITY—SINGLE-CYLINDER ADVANTAGES.

I AM beginning to think that one of the reasons why cyclecars have lagged behind light cars, from the point of view of popularity, is that they lack the comfort of their larger rival; but is there any good reason why this should be so?

Would it add very much to the cost of a cyclecar if it were fitted with spring cushions and squabs, a hood that met the top edge of the screen so as to make a passably weathertight joint, an automatic screen wiper and up-to-date side screens? What a difference such equipment would make.

There is many a man who is attracted by the mechanical beauties of the cyclecar, its simplicity, ease of handling, liveliness and low up-keep cost, but who shrinks from the physical discomforts which are entailed by driving it in bad weather. Looks count for so much in these days of luxury. I would even venture the opinion that a two-cylinder air-cooled two-seater built very much on the lines of the 1921 G.N. would sell in large numbers if only it boasted of that convincing appearance of comfort which would be obtained by equipping it as I have indicated and could be sold for, say, £130—and there's the rub!

One of these days motorcars will be taxed in direct proportion to their size and the amount of damage they do to the roads. That day will mark a sudden revival in the popularity of the four-wheeled cyclecar, the tax of which should not exceed that of the three-wheeler to-day, namely, £4. Overhead charges loom so large in the minds of prospective purchasers that they find it a little difficult to reconcile themselves to the fact that any cyclecar having a tax of £8 is worth while. Three-wheeled cars continue to flourish because there is a mighty difference between £8 and £4, and the man who is keen on such a cyclecar can look ahead, as it were, and reason beyond the initial stumbling block of the tax.

I am told that an interesting letter has been received by M. Baudry de Saunier, the well-known French authority on automobile engineering, from the owner of one of the original 5 h.p. single-cylinder Le Zèbre cars. M. Baudry de Saunier founded the Le Zèbre concern in 1910, and the first Le Zèbre cars were seen in London in 1912.

The writer of the letter in question is a veterinary surgeon, M. Charles Guyon, living at Janville in the Eure-et-Loire. He states that he purchased his car in 1912, and that, apart from the interval of the war years, during which he served with the French forces, he has had it in daily use ever since.

The total distance covered by the car since its purchase is 99,200 miles, and nothing so far has been replaced in the engine gearbox or rear axle. The two last-mentioned components, indeed, have never even been dismantled for examination.

New ball races have been fitted from time to time to the road wheels, various springs have broken and been replaced, and the steering cross-rod and steering arms have been renewed. That, however, is the sum total of new parts fitted in 14 years of existence and 99,200 miles of running. That is, unless one counts the sparking plug. One new plug has been fitted.

Once a year only M. Guyon has lifted the cylinder head to clean out carbon, and once in about every 18 months he cleans the magneto contacts. The carburetter has never been detached from the engine, and, most remarkable of all, the valves have never been touched since the car was delivered in 1912!

To a country doctor or veterinary surgeon the question of economical transport is of the first importance, and M. Guyon is satisfied that his little car has solved the problem in his own particular case. It is slow,

he admits, but it gets there, and never gives the slightest trouble of any kind. He therefore intends to go on using it until further notice. One would think that the valves will soon need grinding in, but perhaps they will do for another five years or so!

Why, writes M. Guyon, does not someone revive the single-cylinder car on the lines of the old Le Zèbre, but fitted with modern comforts, such as a self-starter, electric lighting and so forth. As he observes, the country professional man can far more easily economize on his general expenses than he can increase his yearly income, the scale of charges for visits not being capable of indefinite expansion. The country padre, doctor or veterinary, in M. Guyon's opinion, does not want speed; he wants simply a cheap and sure means of getting about.

Following so closely on my remarks last week regarding the A.C. Sociable, I think that the foregoing record of a "one-lunger's" capabilities lends weight to my opinion that a cyclecar of similar design would find a ready market to-day. Although I am very fond of a three-wheeler, I feel that the utility car should be a four-wheeler.

The one drawback of the A.C. was its propensity to skid, but when one became used to the machines they could be skidded in any desired direction or reversed by skidding with impunity! All the same, as I remarked before, if the A.C. Sociable is to be revived, I hope that it will be in the four-wheeled form. Then it should enjoy a large popularity.

A colleague, describing a diminutive French cyclecar to me the other day, remarked that when the engine was started it sounded like "a dyspeptic mosquito calling for bromides." Those who hate the two-stroke seem able to express their hate in remarkably fluent fashion.

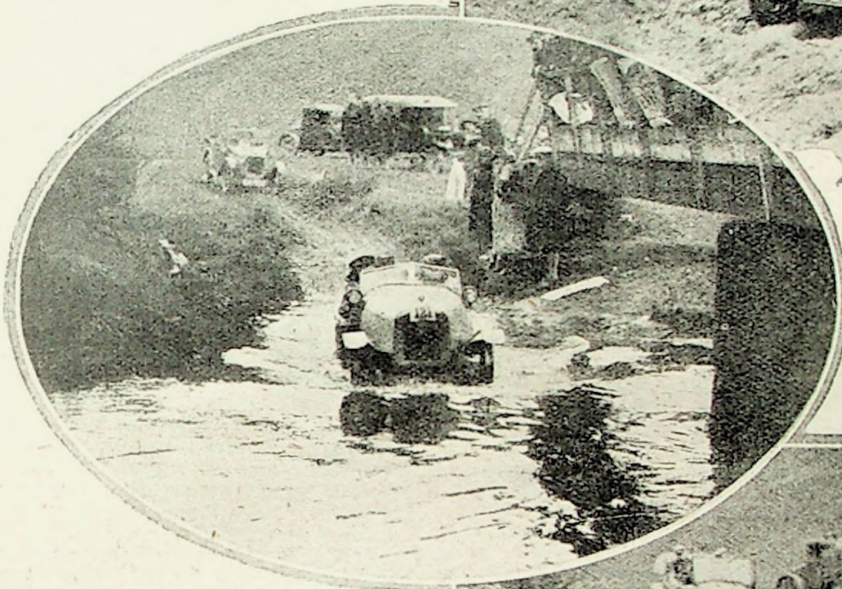
A NORTH-COUNTRY —SCRAMBLE.—

Pictorial Incidents in
the Reliability Trial of
the Leeds Motor Club.

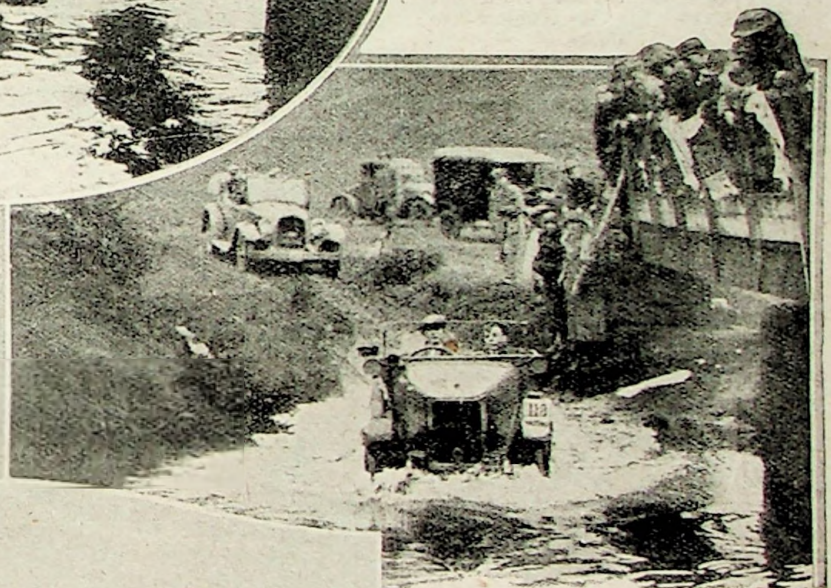
(A report appears on page 74.)



With the picturesque title of Druids' Altar Lane, the hill shown above created no little difficulty, principally owing to the surface. H. E. Tatlow (Lea-Francis) is seen making the best of it.



Moggington Ford proved to be fairly deep and rather treacherous. Here is B. Smith, driving one of the smallest cars in the trial — an Austin Seven — taking it cautiously. Several competitors stopped in the water.



(Above) W. S. Canney pilots his Jowett through Moggington Ford. Note the enthusiasts on the grandstand! (Left) V. G. Wallsgrove (Riley) keeps his foot down and slithers up Druids' Altar Lane. Despite the severity of the trial the small cars put up really excellent performances, making light of the difficulties they encountered.

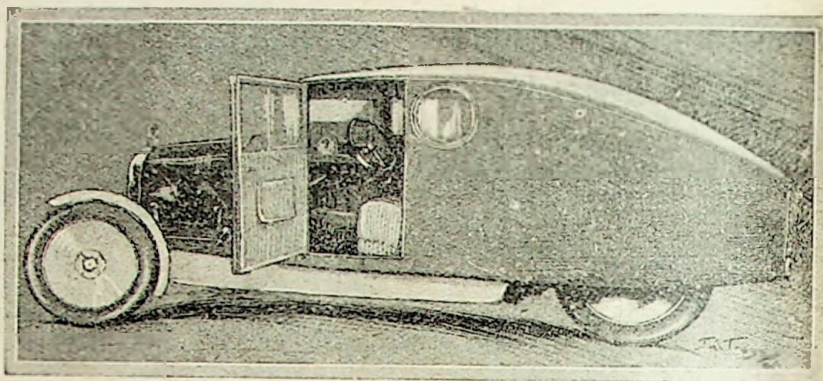


SANDFORD CYCLECARS FOR 1926.

A SALOON-BODIED MODEL ADDED TO THE RANGE—BRAKE DRUMS INCREASED IN DIAMETER—DETAILS OF THE SPORTS MODEL.

ALTHOUGH not at present represented in this country, Sandford three-wheelers are well known in France, and the latest addition to the range of models is the interior-drive saloon, which is shown in the adjoining sketch.

A very light fabric body is mounted on a standard Sandford chassis, and in spite of the restricted space available on a three-wheeler, the body is quite comfortable, owing to the arrangement of the seating; also it is so light that the speed of 65 m.p.h. which is guaranteed with the ordinary open touring Sandford can still be obtained with the new closed type.



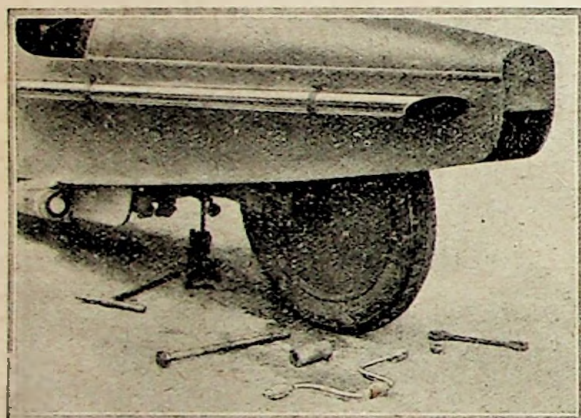
An artist's impression of the new fabric saloon body. It is a revolutionary development in three-wheeler practice.

a ball-type central gate change. The change-speed lever is mounted directly on top of the gearbox.

At the rear end of the gearbox a short propeller shaft carries the

sprockets. As a result of fitting such a heavy chain, Messrs. Sandford state that out of all the machines delivered to the public during the past four years, they have never yet heard of a broken chain. The gear ratio between the sprockets on the countershaft and rear wheel is $1\frac{1}{2}$ to 1.

The rear forks are composed of heavy-section steel stampings, and the rear suspension arrangement is distinctly good. Long semi-cantilever springs extend from the top side members of the frame nearly to the ends of the forks, which are hinged to short, tubular steel connecting rods extending upwards from the



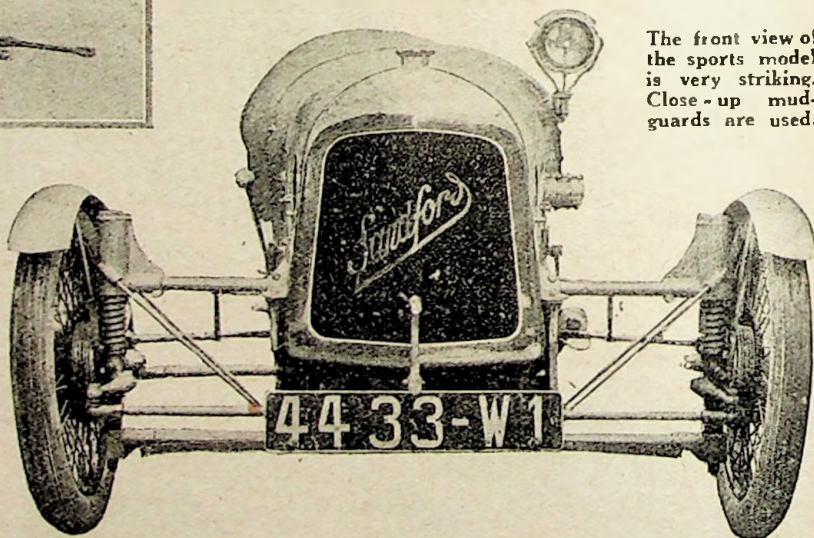
By means of a knock-out spindle the rear wheel is readily detachable. It rolls out through the slotted tail.

The Sandford has won a great reputation in France during the past few years as a really fast and sporting cyclecar. At least 20 victories have been won by these machines on road or track since they first became popular in 1923.

The Sandford is made in two types—the ordinary touring model, having a 972 c.c. four-cylinder o.h.v. engine, and the sports type, which has an engine with a bore and stroke of 60 mm. and 95 mm. respectively.

Standard Ruby engines are fitted, but in both the touring and sports models a special camshaft with high-lift cams is fitted.

The Sandford chassis gives an impression of great strength. It is of quite unusually solid construction for a cyclecar. The frame is made of very heavy-gauge steel tubes, put together with split lugs. No acetylene or other welding process is used in the making of the frame. Transmission is through a dry-plate clutch and short, rigid shaft to the three-speed-and-reverse gearbox, which has



The front view of the sports model is very striking. Close-up mud-guards are used.

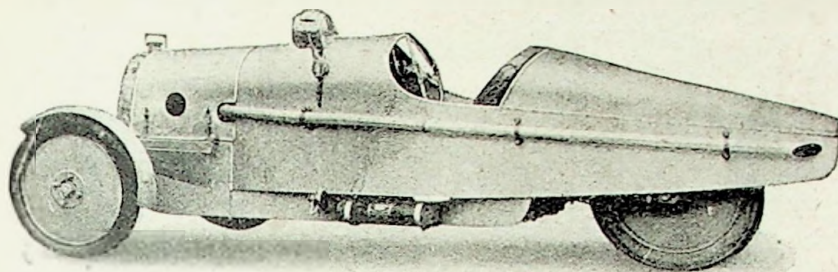
drive through bevels to a countershaft, upon which the driving sprocket for the chain is mounted. The chain itself is on the same substantial lines as the rest of the machine. It is a Reynolds roller chain, $\frac{3}{8}$ in. wide on the rollers. The chain runs comparatively slowly and, should it become slack, its weight assists in keeping it from jumping the teeth of

lower side members of the frame. The hinge itself in each case forms a frictional disc shock-absorbing device, which damps the action of the springs and prevents dithering. In spite of all this robust construction, the Sandford is quite a light machine, as the complete chassis weighs only 5½ cwt.

The arrangement for changing the

rear wheel forms the subject of a special patent. The wheels, which are interchangeable, front and rear, are of the standard Michelin four-bolt type, either pressed-steel or wire

vantage of preventing the transmission of shocks with a resultant jumping of the brake pedal, which sometimes occurs when a rigid rod is used.



With its outside exhaust pipe and streamlined body, the sports model Sandford gives a distinct impression of speed. The steel disc wheels are detachable and interchangeable.

to choice exactly as fitted to a number of small cars.

The operation of removing and replacing the rear wheel is very simple. The nut on the end of the spindle is first removed and the spindle drawn out. The four nuts on the wheel, which is bolted up to a flange on the hub, are next unscrewed with a brace, and the wheel can then be rolled backwards through the tail of the body, a space in which is left open for this purpose.

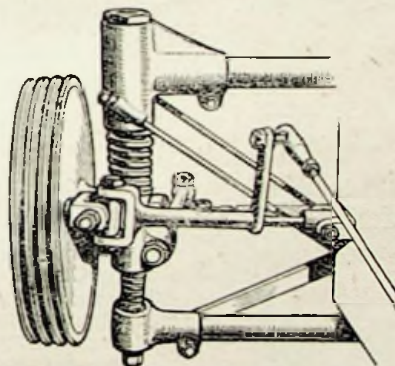
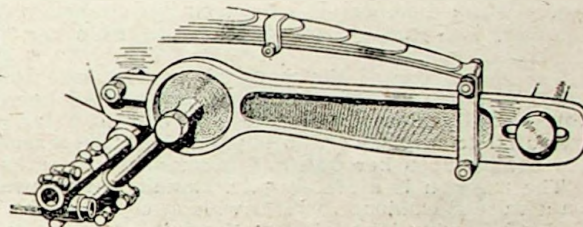
The front suspension is by means of very stout square-section helical springs with smaller helical springs beneath the stub axles. Braking arrangements are on up-to-date lines. The front-wheel brakes are brought into action by horizontal cross-shafts, and as the operating cams are located near the rear edge of the drums, the cross-shafts are made telescopic in order to allow for the turning movement of the wheels in steering. Very large brake drums are now fitted, their diameter having been nearly doubled in the latest 1926 models.

The front wings are of the "close-up" type attached to the brake dust covers and turning with the wheels. The rear brake consists of a fabric-lined contracting band operating on a very large drum attached to the hub. This brake is foot-operated, the control from the pedal being by means of a stout enclosed cable similar to the Bowden design.

This form of control has the ad-

Further details of the chassis include thermo-siphon cooling to engine and Tecalemit lubrication throughout the chassis. The wheelbase is

(Right) The drop-forged rear forks are arranged with shock absorbers in their hinged bosses. Adjustment is easy.



The front-wheel brakes are operated through a telescopic sleeve and a universal joint. The drums are of large diameter.

8 ft., track 4 ft. 6 ins., and overall length 11 ft. 8 ins., whilst the chassis weight is 5½ cwt. The guaranteed

speed for the touring model is 65 m.p.h. and for the sports model 80 m.p.h.

There is no doubt whatever as to the car being a fast one. We made a short trial of the new interior-drive saloon model in the neighbourhood of Paris the other day, and even in this form the machine did well over 60 m.p.h. and apparently still had some power to spare. A fuel consumption of about 42 m.p.g. is claimed for the standard model Sandford. Electric lighting and starting are fitted to all models at a small extra charge. The prices in Paris of the three Sandford models are as follow:—

- Open touring type, 14,000 francs.
- Sports type, 16,000 francs.
- Saloon type, 20,000 francs, including lighting and starting.

At the present exchange rates it will be seen that the standard touring model sells for just over £100, whilst the saloon model will cost about £150.

French cyclecar enthusiasts have a distinct fondness for the three-wheeled type of vehicle, which, to suit the national temperament, must be fast and of sporting appearance. Owing to the pot-holed roads and pavé of France, designers have found it necessary to pay special attention to suspension problems.

In the case of the Sandford, however, it would appear that, by combining the rear fork hinges with the shock-absorber friction discs, an ingenious and simple solution has been found. The readily detachable wheels are another commendable feature of the layout. The use of clamped lugs in place of welding or brazing is interesting, and should be very convenient when, perhaps as the result of an accident, new frame members become necessary.

The Paris address of the manufacturers is Messrs. Sandford, 72, Avenue des Ternes, Paris.

D'YRSAN DEVELOPMENTS.

A D'YRSAN four-wheeler is shortly to be introduced. The new model will be generally similar to the three-wheeler d'Yrsan, but will have a conventional type of banjo rear axle, fitted with a standard type differential.

The engine will be a 1,096 c.c. four-cylinder o.h.v. Ruby, and the car will have four-wheel brakes and front springing similar to that of the

d'Yrsan three-wheelers. Special fittings are to be incorporated which will enable Hartford shock absorbers to be secured to the front and rear suspension.

These shock absorbers will be standard fittings, as tests have shown that they give very good suspension and that the road-holding qualities are improved.

It is proposed to enter the car for

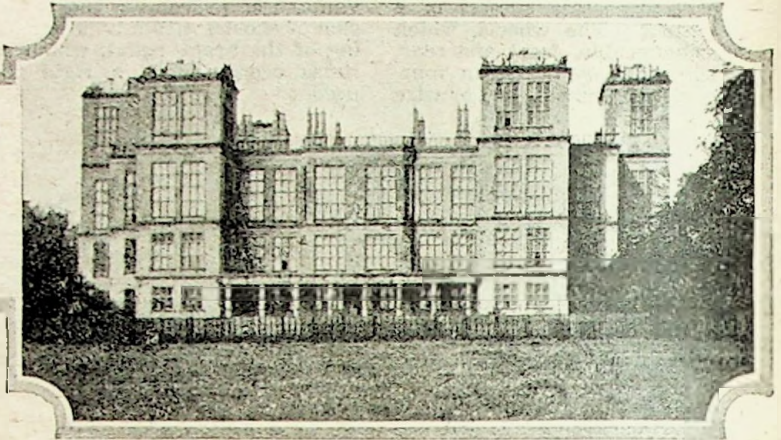
competition events during the season in order to test it thoroughly, and it will be shown at the next Olympia Motor Show.

The manufacturers wish it to be clearly understood that the new four-wheeler model is by no means intended to replace the three-wheeler; it will be sold as an entirely separate model at a price fixed provisionally at £240.

A Link with the Past.

*HARDWICK
HALL,
DERBYSHIRE.*

A MANSION WHERE MARY,
QUEEN OF SCOTS IS SAID
TO HAVE SPENT SOME OF
HER LIFE.



HARDWICK HALL, Derbyshire, a photograph of which appears in the heading of this article, is well worth a visit by motorists passing through the neighbourhood. It is, perhaps, best approached from the Mansfield-Chesterfield road, the motorist on arriving at Glapwell taking the turn to Rowthorne village, a short distance beyond which is the lodge gate, the road then leading through a beautiful old park to the house itself.

The hall is one of the many places that owe their origin to that wonderful builder of magnificent houses, Elizabeth Countess of Shrewsbury, and is a lasting memorial to a woman who impressed her remarkable personality upon her own and succeeding generations.

The mansion is a stately pile, standing prominently on a wooded eminence, with a wide sweep of parkland and a glittering lake lying at the foot. It is particularly noticeable by its many big windows, which have been responsible for the couplet:—

“Hardwick Hall,
More glass than wall.”

On the battlements can be seen the letters “E.S.” in stonework, the initials of the great lady who built the mansion over three centuries ago.

A very interesting story is told about the building of this beautiful mansion which throws some light on the eagerness of the countess for building such immense places. It is said that a gipsy once told her that she



Some of the stately old trees that are to be seen by the side of the road leading through the park to the hall.

B22

would never die so long as she continued building. Thus, no sooner was one huge mansion completed than the building of another was begun. Bess of Hardwick, as she was called, kept piling stone on stone, but events were too strong even for that strong-willed lady. Before Hardwick Hall was quite finished a spell of very severe wintry weather, which put a stop to all work upon it, was experienced, and the enterprising old countess died before operations could be recommenced.

The building is of striking architecture, and on first viewing it one is immediately impressed by the abilities of the person who designed it. The interior is no less interesting. One is shown some beautiful tapestries, supposed to be the work of Mary, Queen of Scots. This unhappy lady, by order of Queen Elizabeth, was under the guardianship of the Earl of Shrewsbury and his wife, and was virtually a prisoner. It is therefore very probable that the ill-fated queen was incarcerated at Hardwick Hall at intervals, and this is borne out by local tradition.

Picturesque Old Ruins.

The interior may be viewed on payment of 1s., the tickets being obtainable at the lodge which stands near the ruins of the great hall. These ruins, by the way, are very beautiful, but are unsafe, and the visitor is forbidden to walk beneath the crumbling walls. Both the ruins and the Countess of Shrewsbury's mansion speak eloquently of the magnificent work of the old-time builders.

The hall is surrounded by a fine deer park. This ancient park, with its hoary old oaks, its untilled soil and its wide spaces, is an “islet of the olden time.” Romance seems written upon the tall trees that spread their withered arms overhead, as though pronouncing a blessing upon those who seek brief sanctuary there from the bustle of the present day.

Much wild life is to be noted. Jackdaws there are in plenty among the old trees. No matter when one passes through the park their cries are to be heard. On a summer evening, in company with the swifts, scores of daws circle above the ancient ruins of the old hall or flit about the grey walls and roofless chambers.

Below the eminence on which the old hall stands is the Great Pond, with its water-lilies and wildfowl, and some two hundred yards below is another sheet of water. Between these two small lakes an ancient stone-built “stew,” with water running through it, is still in excellent preservation. In former times, before sea-fish were so easily obtainable, the ponds were regularly netted for carp, tench, perch and the like, and these were kept in the “stew” and fed until required for the table.

One can, indeed, pass many a pleasant hour exploring this picturesque park, roaming over ground where, in all probability, the ill-fated Mary, Queen of Scots paced so many years ago. This ancient park is a little piece of old England—a place of memories. A.S.

Round SURREY

With a "GLYNO"



COLONIAL — The 11 h.p. Clyno Royal four-seater is not deterred by even the roughest and steepest tracks. (1) Climbing the steepest portion of Leith Hill. (2) Plugging through the mud on the approach to the same hill. (3) On the ascent of White Downs. (4) Following a cart track in search of freak gradients.

A CAR which has become extraordinarily popular in a very short time, the 11 h.p. Clyno, is astoundingly good value for money, and each year since its introduction it has been materially improved.

We had an opportunity recently of taking out one of the latest Royal four-seaters, which cost £215, and which differ from the £190 four-seaters in that the body-work is better, they have three doors, all-leather upholstery and detail finish of a particularly high order.

The car, which was loaned to us by Rootes, Ltd., 141, New Bond Street—the Clyno export and Home Counties agents—was an ordinary demonstration model, which had covered several thousand miles, and which was not specially tuned in any way. Nevertheless, we were more than delighted with its performance, and should

have been glad of the opportunity to keep it for several days in order to prepare a comprehensive road-test report.

As it was, however, we were able to drive the car from London into Surrey and there to attack perhaps the worst freak hill in the Home Counties—we refer to Leith Hill. This was included in the Grand Cup trial last year and in the Mellano Cup trial the previous year, and proved itself on those occasions to be too much for several specially tuned competition cars; but, rather to our astonishment, the 11 h.p. Clyno pulled strongly to within a few yards of the summit, when wheel-spin set in and it came to a standstill. On a second attempt it breasted the summit successfully with the aid of non-skid chains on the rear wheels.

From the top of Leith Hill the car was taken to White Downs, which is considered to be quite a formidable test hill. With two up the Clyno made its way to the top with a gear to spare throughout and with the speedometer needle never lower than the 12 m.p.h. mark.

Very much impressed with the behaviour of the Clyno on hills, we then took it to a quiet stretch of main road to ascertain its paces, and found it capable of 45 m.p.h. in top gear and 25 m.p.h. in second gear. These in each case were the maximum speeds attainable, the best speeds before a rather worrying engine period asserted itself being 40 m.p.h. and 20 m.p.h. respectively.

On checking the gear ratios we found them to be: top 4.55, second 8.5 and bottom 15.7 to 1. The speed on second gear and the remarkably good hill-climbing of the car are, therefore, both particularly praiseworthy.

So far as the general running was concerned we could find nothing of which to complain. The driver's seat, which is adjustable, proved very comfortable indeed; the back seat is also large and provides ample leg-room, whilst the springing by quarter-elliptics at the back and half-elliptics at the front is supple, yet permits the car to hold the road extremely well.

A feature of this car which is almost unique is that on a bitterly cold day, with the hood lowered and only two forward side curtains in place, the front-seat passengers are almost entirely isolated from draughts, this being due presumably to the fact that the sloping wind-screen is mounted well back; the lines of the scuttle and the slope of the glass screen also, no doubt, play their part in preventing draughts.

Another feature of the car which was particularly attractive was the manner in which it "handled." The controls of the latest Clyno leave very little to be desired.

Steering is as light and free as one could wish, even when the car is almost stationary. Gear changing is so simple that an absolute beginner could acquire the knack in ten minutes, whilst the clutch is delightfully light and provides a sweet pick-up, entirely free from snatchiness or jerks.

The braking arrangements are rather novel in that there are much larger drums on the front wheels than on the rear, and this arrangement gives a very powerful retarding effort, with a conspicuous freedom from any tendency to skid. The design is exclusively that of the Clyno Engineering Co. (1922), Ltd. The hand brake operates shoes of its own in the drums on the back wheels, and, like the gear lever, has right-hand control.

The brake pedal leverage has been planned in such a manner that rather a long travel is needed to bring the front-wheel brakes into operation, but this is compensated for by the fact that very little pressure is needed to secure an unusually rapid stop.

Our impressions after our brief experience with the car were that no need exists to make any excuses for it on account of its low price, for it can bear comparison with cars costing very much more and appears, indeed, to be a particularly desirable little vehicle.

We hope in the near future to have an opportunity for subjecting one of these 11 h.p. models to a more extended test.

NOT "READY TO DRIVE AWAY."

THOSE whose motoring experiences began in the early days will recollect that there flourished in considerable numbers a class of dealer whose methods can hardly be described as wholly honest. About 1908 one of these gentry advertised for sale a second-hand "Dash" light car "with coupé body in good condition."

In due course a buyer appeared of the type which is regarded as fair game by all those who are dishonestly inclined. He was shown the car, and much stress was laid upon its beautiful body. So eloquent, in fact, did the dealer wax that without more ado the "victim" signed his cheque and arranged to collect the car next day.

At the appointed time he arrived, and was met by the dealer.

"Good afternoon," said the buyer. "I've called to collect my car."

"Righto! Have you got a horse or something with you?"

"A horse? No! Why should I want a horse?"

"To tow the car away with."

"But I'm going to drive it away, aren't I?"

"I shouldn't think so: there's no engine in it!"

"No engine! Why didn't you say so when I bought the car?"

"Why should I? You didn't trouble to lift the bonnet, and if you took an engine for granted it is no fault of mine."

"Then I want my money back or I shall summons you for misrepresentation."

"You won't get your money back and you can't summons me. I advertised a 'second-hand "Dash" with coupé body in good condition.' I did not say the car was complete or in going order; the question of condition referred only to the body. You had every opportunity to examine everything, but you just sat in the car and said you'd buy it."

How long the argument continued history does not relate, but, obviously, the buyer had a case against the dealer, although if the court had disallowed his claim he could hardly have been surprised.

Fortunately, dealers of this class are now practically extinct, but lest one should still be lurking in some obscure garage, it behoves the prospective buyer of a second-hand car to be careful not to fall into his clutches.

A glance through the advertisement pages of "The Light Car and Cyclecar" will show where the genuine dealers are to be found. Special care is taken to ensure that the advertisements only of reputable traders are included.—Ed.

MUST CARS HAVE NAMES?

IT is a commonly accepted fact that every motorcar should have either the name of the firm who built it or a name invented by the firm emblazoned on the machine in a most prominent position.

Is not this rather a curious custom, as a car is regarded by the majority of men as part of their private belongings, and men usually avoid anything which is even remotely in the nature of advertisement respecting most of their effects?

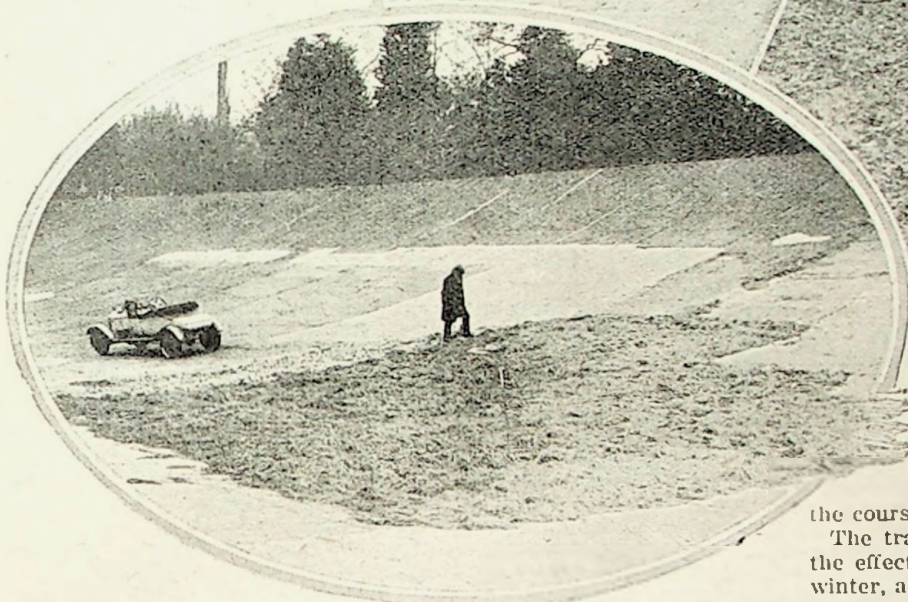
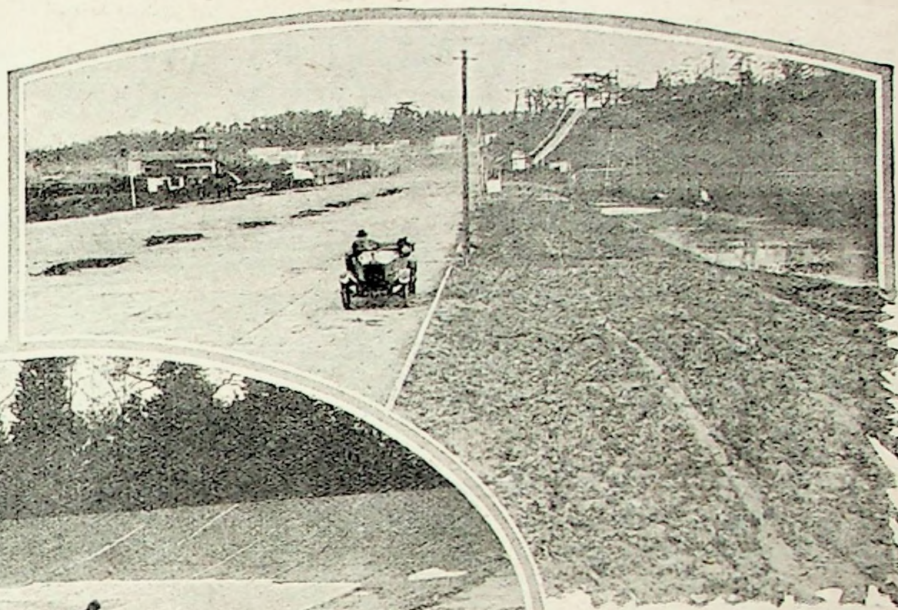
If the idea were carried out regarding our other belongings, we should, in all probability, be greatly

annoyed. For instance, would Brown appreciate the fact that the front of his new bungalow was permanently labelled "Unit construction" or that the firm considered the place to be "The Dinky Cot"? Would Jones be proud to think that in the middle and front of his brand-new overcoat was an insertion stating that it was "The Cute Coat" by "Taylors the Tailors"? Would collars be beautified by a stripe which consisted of a series of minute names of the makers of the collars?

One hopes that the idea, which was originated by motor manufacturers, will be restricted and not allowed to invade the set fashions of man. A.R.

REOPENING OF BROOKLANDS.

SEVERAL IMPROVEMENTS FOR NEXT SEASON—BETTER VIEW FOR SPECTATORS.



(Above) The finishing straight showing the new embankment in the public enclosure. (Left) Large areas of the track have been renewed. Here is a "patch" on the members' banking with its straw covering still in position.

BROOKLANDS racing track, Weybridge, Surrey, will be opened again on Monday next. For the past few months a large gang of workmen has been busy repairing the surface of the track itself, whilst a separate gang has been carrying out a noteworthy improvement from the point of view of the spectator.

This takes the form of 16-ft. wide banks, butting up to the railings on each side of the finishing straight and level with the track itself at their inner edges. Each bank slopes up slightly, however, so as to enable spectators six or eight deep to obtain a good view. Previously, it will be remembered, the levels of both the public and members' enclosures on each side of the finishing straight were much lower than the track; only the front row of spectators were able to see anything, and even then it was often necessary to hold on to the railings so as to maintain one's balance.

A considerable amount of labour has been involved in the formation of these banks, for the earth has had to be excavated from a quarry near the public entrance to the grounds and carted across the public enclosure.

Sandbanks, similar to those employed in the J.C.C. 200-Mile Race, are to be arranged inside the railings on the track itself, each bank being of considerable length and acting as a safety barrier for the benefit of both spectators and drivers.

Why, it may be asked, is so much trouble being taken to improve the view of the spectators down the finishing straight, when this part of the track is falling more and more into disuse? The answer is that although the finishing straight will not enter largely into the programmes of ordinary handicap race meetings, it will play a very large part in the R.A.C. Grand Prix on August 2nd, and, of course, in the Junior Car Club's 200-Mile Race on September 25th. Presumably, the slower handicap races will also finish in this part of

the course, as they have done in the past.

The track has suffered somewhat from the effects of frost and water during the winter, and the work of the repairers has, consequently, been greatly hindered. By

Monday next, however, the straw coverings over the newly concreted sections will have been removed, the railings down the finishing straight re-erected, the new spectators' banks rolled, if not actually sown, and the whole track will present a spick-and-span appearance in preparation for a busy season.

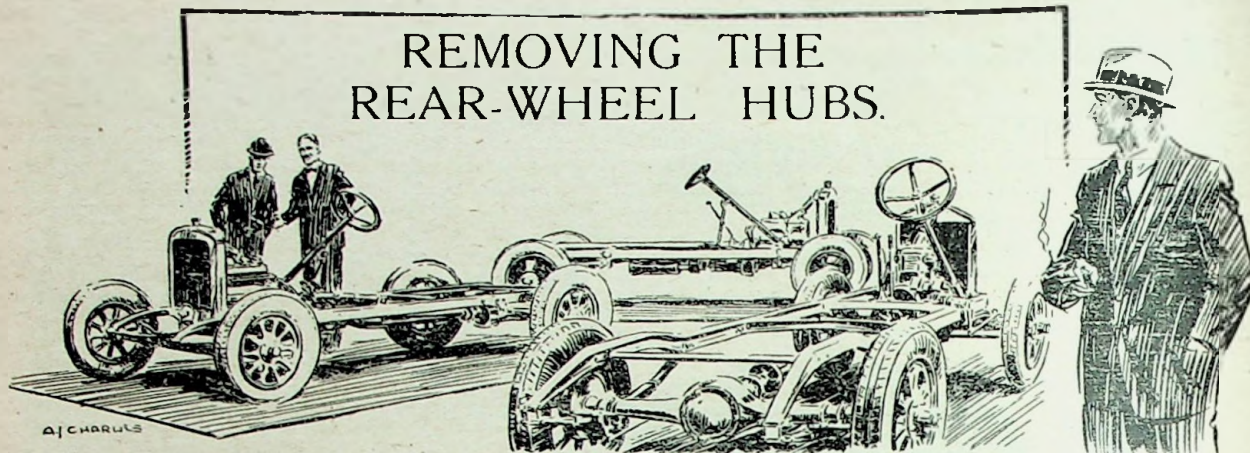
It is possible that a slight alteration in the rules governing the actions of those taking part in track races will be effected in the near future—that is, if the wishes of several of the drivers of really fast cars are entertained.

It has been evident that comparatively slow cars have been travelling far too high up the banking and, on several occasions, the fastest cars have had to approach dangerously close to the top edge to pass them. We took the trouble last year to measure the distance from the top edge of the home banking of a wheel mark made by Mr. J. G. P. Thomas's Leyland-Thomas, and found it to be two inches! This mark, by the way, is still plainly visible.

The suggestion is that a new line should be painted on the concrete round the bankings at least 10 ft. below the top edge and that no driver should be permitted to rise above this mark unless he wished to pass another competitor. It is interesting to observe that little difficulty would be experienced in keeping below this mark, even on the part of those "aces" whose speeds around the banking may be anything between 120-130 miles an hour.

There is no official meeting on Monday next at Brooklands—it will be merely a private view day. The first event will be the British Motorcycle Racing Club's fixture on March 20th, whilst the first big car meeting of the year is fixed for Easter Monday, April 5th. The prices of admission to the track are given in a news paragraph in this issue.

REMOVING THE REAR-WHEEL HUBS.



Everyone who has tried to gain access to the brake shoes of a car will know that removing the drums is a by-no-means simple task unless the proper tools are available. The writer of this article describes the difficulties of the job and the special tools which are needed.

AT this time of the year we receive a very large number of inquiries from readers who have decided to overhaul their brakes in readiness for the coming season but who have found that gaining access to them is anything but easy.

The difficulty which they find is that the brake drums are often extraordinarily hard to remove from the axle shafts; the reason for this is because it is absolutely essential that they should be very securely attached to them, in view of the fact that the method of fixing must bear the whole of the driving force of the engine and some braking stresses in addition. Of course, it would be quite easy to fix the back wheel hubs on to the axle shafts by having a square shaft end, which would positively prevent the wheel from turning on the shaft, but squares are never successful, as rust is bound to get in and create looseness and consequent backlash.

Apart, however, from the question of the formation of rust, a square, however well fitted in the first place, always becomes loose in the long run, and, once loose, there is no way of tightening it.

Splines, it might be thought, offer attractive means for preventing the hubs from turning on the shafts, but the trouble with them is that the shaft diameter is rather small for serviceable splines to be formed, whilst the cost of machining is rather heavy and wear cannot be taken up.

The only practical fixing, therefore, is to have a tapered shaft, a tapered hub and a long key to help the taper to take the drive. Actually, of course, if the taper be long and cut at a suitable angle, there is no strict need for a key, as the binding action of the taper is sufficient to transmit a considerable amount of power, but a key makes security doubly secure and, consequently, figures in this assembly on every light car.

Advantages of a Taper.

Not the least attractive feature of a key and taper fixing is that if it is carelessly left slack and wear thus allowed to develop, this wear can be quite simply taken up by merely tightening the nut on the end of the axle shaft and pulling the hub more firmly down upon the taper.

Having shown some of the advantages of a taper fixing, we now come to the owner-driver's bugbear of separating the joint once it has been made. There is only one way of doing this successfully and that is to employ some form of tool which tends to pull the two faces apart and which provides for a heavy hammer blow to be given to the shaft whilst the pull is being exerted.

In cases where ordinary screw-on hub caps are used the best type of tool for exerting the necessary pull on the taper is a special domed cap, which can be screwed on to the hub boss in place of the hub cap and which has a centre bolt arranged so that it may be screwed hard up against the end of the axle shaft.

The procedure with a tool of this kind is first to remove the ordinary hub cap, then take out the split pin and undo the big castellated nut on the end of the axle shaft. Having effected these preliminaries, the pulling tool is screwed on, the centre bolt tightened with a fairly large spanner, and then given a hard blow on the top of its hexagon head with the heaviest hammer available. The shock of this blow will be found to separate the two faces of the taper in an extremely effective manner, even when the hub has been in place for many years.

Domed pullers of the type described are nearly always available from the car manufacturers, the price varying between 5s. and 10s.

When There is no Thread.

It is not every car, however, which has screw-on hub caps, and where these do not figure in the specification a form of puller is needed which can be fitted under the studs which hold the road wheel in place upon the hub. Pullers of this kind act in exactly the same way as the domed variety, and also, of course, have a centre bolt for tightening down on the shaft.

The provincial repair man, who naturally cannot arrange to stock a special type of wheel puller for every make of car which is likely to come into his premises, has to pay about £5 for a wheel puller capable of dealing with any make of car. This type of puller consists of a bridge piece through which the centre bolt passes, and a wide selection of claw-shaped arms which can be hooked behind a boss, if any, on the hub shell or behind the rims of the brake drums. If the particular design does not lend itself to either of these plans, a wheel puller of the type under discussion can be arranged to exert a very powerful effort on the wheel-holding studs if some form of rough ring is first made up for the purpose.

Readers who own wheel pullers of this or any similar type should bear in mind that it is very important to make sure that there is a good, deep centre hole on the axle shaft or the centre bolt of the puller may slip off when it is screwed hard down and score the threads on the shaft.

Perhaps the best known of the universal wheel pullers is the Millennium, which is marketed at prices

ranging from £1 7s. 6d. for a comparatively simple tool to over £5 for a larger model with a wide selection of puller arms.

A rather cheaper type of wheel puller which also may be employed on almost any make of car is the Bradbury; this has arms on which are mounted pieces of roller chain which are readily adjustable for length. On the extremities of the two chains are hardened steel claws which are calculated to obtain an excellent grip. £2 8s. is charged for one of these pullers in a fairly small size, and £4 for a larger model capable of dealing with very big wheels.

A question sometimes asked is how may a man proceed when it is essential for access to be gained to a rear-wheel brake, but no wheel puller is available nor likely to be available for some considerable time? All that may then be done is to devise some plan for making use of the jack as a puller, but this is not always easy, and there is a risk, in addition, of pulling a road wheel out of truth.

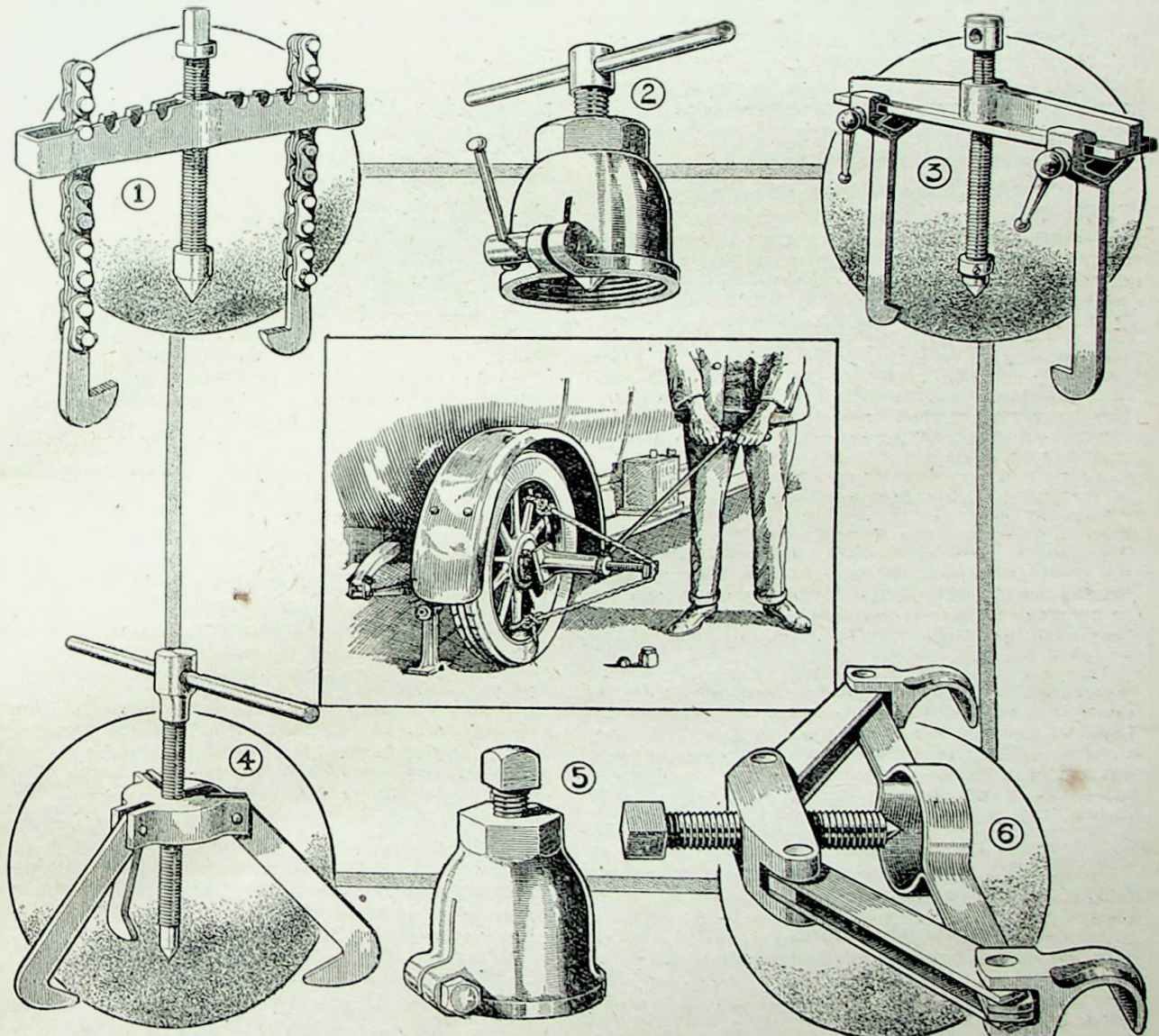
The conventional way of using a jack for pulling off a wheel is to place the base of the jack against the end of the axle shaft and pass a rope around the wheel

spokes and over the top of the jack. The jack, which is held in a horizontal position by an assistant, is then extended and will naturally exert a very big effort. On many cars, however, either the wheels have no spokes or they cannot be held conveniently upon the hub shell when the hub cap has been removed.

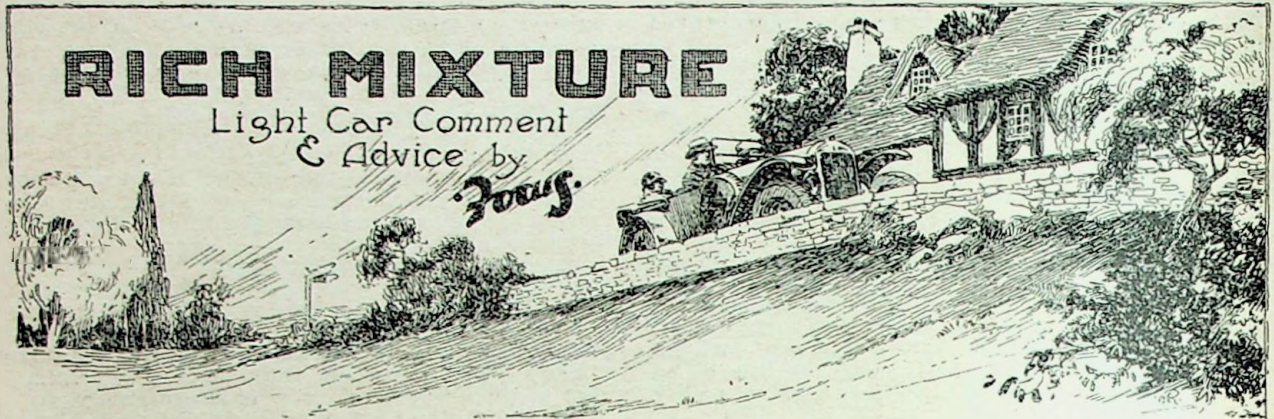
When this is the case it may be possible to devise some form of abutment for the jack with the aid of some very big tyre levers or old spring leaves placed behind the brake drums, but much the best plan, if it is possible to do so, is to wait until the aid of a proper wheel puller can be obtained.

An alternative method of removing a rear wheel without using a wheel puller is first to undo the central castellated nut holding the hub to the axle shaft and then to get an assistant slowly to turn the wheel whilst heavy blows are given to the rim of it with a baulk of timber. This, of course, is rather drastic treatment, but will often prove effective in an emergency.

When refitting a hub after it has been removed, make sure that the nut does not bear on the shoulder of the axle ends. Washers bored large enough to surround the shaft will be needed if it does.



Some serviceable types of wheel puller. (1) The Bradbury chain arm type. (2 and 3) Two well-known Millennium models. The type shown (3) is suitable for a wide range of uses. (4) The Endolite puller, which is useful also for drawing sprockets and pulleys. (5) A puller of the type which is generally suitable for only one make of car. (6) A powerful Apco puller for cars with wood-spoke wheels. In the centre is shown a method of removing a wheel with the aid of a jack.



RICH MIXTURE

Light Car Comment
& Advice by

Focus.

A Mode of Expression.

A MOTORING dentist had had his car very satisfactorily overhauled by a mechanic, whose teeth, obviously, needed attention. Said the dentist: "You seem to have made a very good job of my car; I'm sure I shall have some enjoyable runs in it, and if you care to look in at my surgery at any time I'll run over your mouth for nothing." The mechanic is still uncertain about it!

Peculiarities of Shock Absorbers.

ONE of my colleagues has discovered a peculiar and somewhat disconcerting trait in connection with the shock absorbers fitted to his car. He first noticed it after he had tightened them up all round and was taking the car for a test run. Rounding a bend the body of the car heeled over slightly, as anticipated, but did not swing back to an even keel when the front wheels were straightened up. The road was dead smooth for a short distance, then it became uneven, and it was not until the wheels "hammered" slightly that the body gradually righted itself.

Guarding Against Punctures.

MOTORISTS will probably be up in arms if I suggest that they have only themselves to blame for quite half the tyre trouble they experience. It is because I am, quite frankly, one of the guilty ones that I have the temerity to air the view. Again and again I read that "tyres should be gone over periodically, small flints being removed and the gashes properly stopped," yet I ignore this excellent advice. Slightly conscience-smitten, I decided, a day or two ago, to remedy the omission. My "bag" included a matter of four dozen flints of varying sizes, one or two resembling sharp-pointed instruments about $\frac{1}{4}$ -in. long that might have been handed down from the Stone Age, and any one of which was the potential source of a puncture. In several cases I had to dig deeply into the cover to extract the flint.

Why Not Candles?

IHAVE often thought that there would be a large demand for cheap candle lamps designed for emergency use if some concern were to place them on the market. Sets of oil lamps for this purpose can be obtained, but are comparatively expensive and have the disadvantage that they must be kept upright and consequently occupy a fair amount of space.

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A couple of candle lamps—one for the off side, one for the tail—could, however, be stowed in some odd corner of the tool locker, where they would be out of the way until required. Special brackets would, of course, have to be fitted, but these need not be obtrusive. I should imagine that two lamps of this type, together with fittings, could be re-tailed for 6s. or 7s.—a price which nobody could grudge in view of the security from lighting worries they would give.

Kick a la Main!

SINCE the age of motoring began the French language has been enriched by the incorporation of many foreign terms. Amongst them is the expression kick-starter, a term for which there exists no French equivalent. The expression is, however, in these days contracted into "un kick."

I was examining a curious little French cyclecar last summer; a machine of the one-small-dog-power variety, and could see no apparent means of starting up the engine, which was hidden snugly away somewhere under the seats. Interrogating the proprietor with regard to the method of starting it, he replied with alacrity, "Mais, avec un kick à la main, Monsieur"! In other words, with a hand kick-starter. This proved to be the case, for a neat little pull-up lever was fitted within comfortable reach of the driver's hand. The expression "un kick à la main" deserves to be placed on record.

Deep Breathing.

AFRIEND once told me that at the end of a long run, far from feeling the exhilaration that many profess to derive from motoring, he experienced a sense of depression that only a brisk walk could dispel. A neighbour who recently bought his first car has made a similar confession.

I discussed this with a medical friend, who expressed the view that these people drive in a state of nervous tension. In tense moments we "hold our breath"; these drivers are more or less holding their breath all the time they are at the wheel. They probably do so not merely when driving a car but also when engaged in any task requiring close attention, and the remedy is to practise deep breathing regularly until it becomes a habit.

I recalled this conversation the other day when I alighted from a car and found myself drawing a deep breath of relief. The car was a strange one, the controls were arranged differently from

those on the car I had lately been using, the driving position was not comfortable, and the brakes badly needed adjustment.

The "Good Old Days."

TURNING over some ancient papers recently I came across an interesting relic of the past in the shape of a double-page picture taken from the *The Graphic* dated May 7th, 1881. The original reproduction is just under 20 inches in breadth, and is an example of a really fine woodcut. The greatly reduced reproduction given here hardly does justice to the drawing, but the main interest centres in the historic association with road travel in the past which it conjures up.

Hopes Revived.

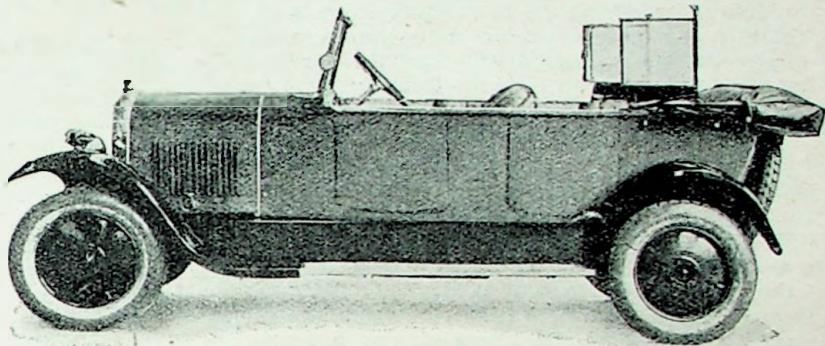
AN article in the same issue of *The Graphic* deals eloquently with "The Opening of the Coaching Season," and describes a start from the "White Horse" Cellar, Piccadilly—the scene of the sketch. The writer describes how, long before the revival, George Stephenson's hated "tea kettle" finally drove the old coaches off the road when the opportunities for a younger generation of amateurs to learn the ancient art of coaching were very much restricted. He tells of the struggle to keep pace with the "steam pot." "Some of the old coaches," he says, "would often attain a speed of 14 miles an hour as if to challenge the flying train itself," but the struggle was in vain. The revival in coaching came at last, however, in the year 1871, and was at the height of its popularity when the article under discussion appeared in *The Graphic*. Little did that writer imagine that only a couple of decades or so would elapse before the coach would be threatened with something far more formidable even than Stephenson's "tea kettle."

All-steel Bodies.

A PHOTOGRAPH on this page shows one of the new Citroen touring cars with an all-steel body, and I think readers will agree that quite a pleasing appearance is obtained. The principal advantage of all-steel construction is that, strength for strength, it is cheaper when built in large numbers than coachbuilding, whilst once the necessary plant for the manufacture of bodies of this kind has been installed, production can proceed at a very rapid rate.

All-steel bodies, of course, have many advantages over the old type with a wood frame covered with metal panels, but they possess the drawback that in the event of a bad accident it is very difficult for local coachbuilders to effect repairs at an economical price.

Some idea of the cost of the plant necessary for making all-steel bodies was given to me the other day when I learned that the dies, alone for pressing the various panels used in the bodywork of a popular four-seater cost no less than £3,000. In this particular instance the pressings were used merely to cover the wooden skeleton and the body had no pressed-steel framework of the kind used in the Citroen.



BUILT AT SLOUGH. — The latest Citroen 11.4 h.p. touring car with all-steel body. It strikes a new note in light car construction.

Eighteen Miles Per Hour.

RECENTLY I had as one of my passengers in a four-seater an exceedingly nervous lady for whose sake I had been asked to go slowly. My normal touring speed is perhaps a trifle above the average, although I cherish the secret hope that in maintaining this speed I never alarm my passengers or other road-users. But on this occasion it soon became clear that the legal 20 must be absolutely my limit if I wanted to be kind, so I settled down to a sober 18, reserving the limit for hectic moments when we passed the local milk-cart.

Driving on the open road at 18 miles an hour is not, I discovered, quite so easy as it sounds, unless one is used to it. I wondered whether the engine was pulling as it should; I was not too sure of the



THE COACHING SEASON. — A start from the "White Horse" Cellar, Piccadilly. (From *The Graphic*, May 7th, 1881.) "Focus" comments on this page on the old coaching days.

right moment to change down on hills, and more than once I found myself in two minds as to whether I could overtake before a bend.

New Characters for Dramatists.

IT is only natural that novelists and dramatists should automatically, as it were, absorb new characters into their works, but what a lot of jobs are being found in books and plays for chauffeurs! Seldom is he the villain of the piece, one is thankful to note; more often he is the innocent victim of circumstances as in "0.45," the "thriller" which is drawing huge crowds to the Comedy Theatre.

Conflicting Opinions.

THE other day I took out a man in a car which I was testing, and from first to last he was loud in its praises. Later, on the same day, I had a different passenger who reserved his judgment for a few miles and then declared that the car was "the most perfectly foul contraption" in which he had ever ridden. My first passenger had never owned a car, whilst my second was a seasoned connoisseur, who placed efficiency, acceleration and sweet running before everything. The downy cushions—the car had a saloon body—the silk blinds, the "soft" suspension and the thickly carpeted floor left him cold. He said the engine was rough, the gearbox noisy, the acceleration poor and the rolling on corners nothing short of appalling. I quite agreed with him.

Performance All-important.

THE experience narrated in the preceding paragraph shows how hopeless it is for any manufacturer to try to make a universal appeal. The only feasible plan to-day is to concentrate either upon meeting the requirements of the newcomer to motoring or upon satisfying the tastes of the more discriminating type of buyer who can be impressed favourably only by a really sound performance.

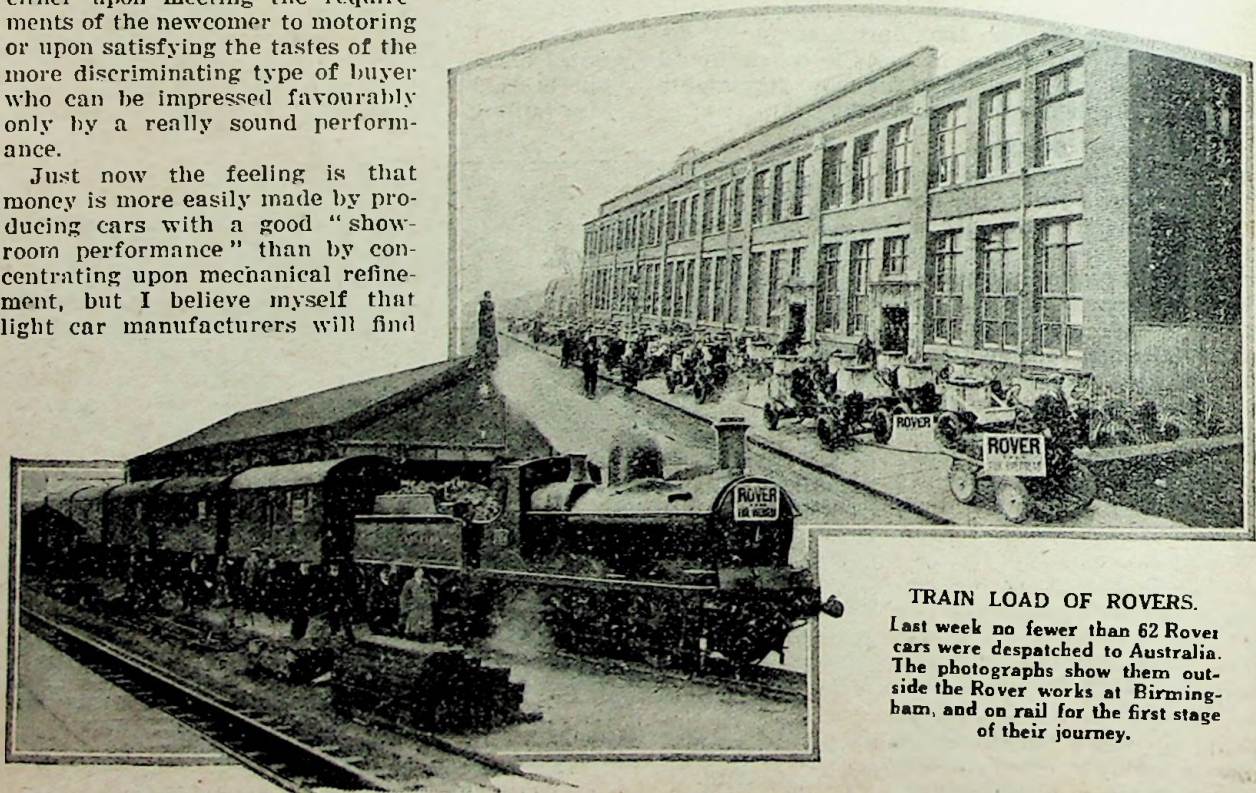
Just now the feeling is that money is more easily made by producing cars with a good "show-room performance" than by concentrating upon mechanical refinement, but I believe myself that light car manufacturers will find

that it pays best to place performance first. Before long there will be thousands of users of mass-produced cars who will be in the market for something better, and who will have learned that showroom selling points are little use in practice either for increasing the pleasure they derive from the ownership of their cars or for keeping their motoring bills within reasonable bounds.

Easy Terms.

IT is quite easy nowadays to acquire a car without paying ready money for it. "If you don't wish to disturb capital, sir . . ." is the salesman's tactful way of suggesting deferred payments. The implication is that you have, of course, plenty of money with which to buy cars, but that you do not want to realize securities. Whether that is your happy position or not, the banks and finance companies have made it easy for the dealer to extend credit facilities to suitable buyers.

In America the easy-payment system has reached almost incredible proportions. It is stated that cars to the value of £450,000,000 (not dollars), or three-quarters of the total output of the country's factories, were disposed of in the States last year on deferred terms. These figures have begun to cause alarm, and credit facilities of this type are for a time to be restricted. Individuals in this country do not incur debt quite so light-heartedly as the Americans appear to do, although even here the proportion of credit transactions to cash sales in the automobile industry is growing to very large proportions. In England, I am told by a leading agent, most cars sold on deferred terms are second-hand models priced at £100 and thereabouts.



TRAIN LOAD OF ROVERS.
Last week no fewer than 62 Rover cars were despatched to Australia. The photographs show them outside the Rover works at Birmingham, and on rail for the first stage of their journey.

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Phone: Central 2572-3.
COVENTRY: 6, Warwick Row.
Phone: Coventry 1775.
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and
Cyclecar**

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PURCHASERS OF LIGHT CARS AND
CYCLECARS, AND IT HAS CONSIST-
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DEVELOPMENT OF THE ECONOMICAL
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A Dangerous Commodity.

THE old saying to the effect that familiarity breeds contempt is particularly true in the case of motorists and petrol. When a man buys his first car he very rightly handles the fuel with respect. He appreciates that it is a highly explosive commodity; he takes very great pains never to expose a naked light in proximity to the petrol tank or carburetter, and he does not fill the petrol tank without first observing the obvious precautions. Later, however, he is inclined to become less cautious. He may fill the tank with a lighted cigarette in his mouth and allow a friend to strike matches at the same time, whilst it is by no means an uncommon sight to see a man looking under the bonnet at night with the aid of a lighted match. There are, in fact, cases on record of motor drivers actually lighting a match to look into a petrol tank to ascertain the level.

It is only human to do these foolish things and we think that it is an opportune time to issue a special warning to the effect that all motor spirit is very highly inflammable and can, if handled carelessly, be extremely dangerous. Another point which needs emphasizing is that leaky petrol tanks and piping, in addition to being wasteful, create a serious risk of fire; those who have cars which are not faultless in this respect would be well advised to have the defects remedied. Accidents always happen when they are least expected.

The Price of Petrol.

THE increase of 1d. per gallon in the price of the principal brands of motor spirit, which was imposed last week, came somewhat unexpectedly and differs from previous price fluctuations in that the increase was only a very small amount. In the past it has been the policy of the suppliers to vary their prices by 2d. or 3d. per gallon at a time, and the effect of this was, as *The Light Car and Cyclecar* has pointed out, very harmful indeed. It gave prospective motorists the impression that there was no limit to the price to which motor spirit might go, and it frightened existing car owners into selling their vehicles in the belief that if one increase of, say, 3d. per gallon was tolerated, further increases might be made which would cause motoring to become so expensive that the cheapest types of car would become unsaleable.

Topics of the Day

Whilst regretting the recent increase in petrol prices we are, at the same time, pleased that the suppliers have decided to alter their past policy and to vary the price by a small amount as occasion may demand, rather than to loose a bombshell on the motoring public by making an unexpected announcement of a drastic increase. It is rumoured at the present time that a further small increase in the price of motor spirit may be expected during the next

few months, but none save those who are intimately connected with the market conditions can speak authoritatively on the subject, and they have shown in the past that they are able to keep their secrets in a remarkably clever manner. Rumours, therefore, have little or no significance, and owner-drivers would be well advised to pay no heed to them.

Testing Efficiency.

WHEN the Junior Car Club decided to abandon its annual General Efficiency Trial in favour of one which tested reliability at high speed, the motoring world was deprived of a very interesting and informative event. A high-speed trial is excellent in itself, but it will be generally agreed that the data it provides is not of the same value to a prospective purchaser as was that produced by the General Efficiency Trial.

We suggest that the Club would do well to consider reviving the latter test as a direct auxiliary of the high-speed trial; but with certain modifications, of which the following are the more important:—Competitors should be required to cover five complete laps of Brooklands track within a fixed minimum period of time. En route, and preferably in a predetermined area of the track, the drivers would have to erect the hood and side curtains, change a rear wheel, oil or grease every point on the chassis, as directed by the makers' instruction book, and fill up with two gallons of fuel from a tin—all to the satisfaction of an observer, who, as in the past, would be "borrowed" from a rival car before the start of the trial.

We do not think there is any necessity at this stage to go into details; all we desire to do is broadly to outline a test which would make a direct appeal to the owner-driver and which would reveal several important aspects of what are, after all, points closely associated with efficiency.

FEW garages can boast of a staff or equipment capable of tackling any type of automobile repair on the premises at a moment's notice, as the expense of maintaining an establishment of this description would be commercially impossible in most cases. It must also be remembered that the number of jobs calling for the highest degree of engineering skill or for the use of complicated machine tools is relatively small.

Take, for example, a country garage into which is towed an old car with a broken crankshaft. The proprietor knows that, as the car is of an obsolete type, he cannot obtain a new crankshaft from the makers to fit into the engine, and with his limited facilities he cannot make a new shaft on the spot; therefore he turns to the repair specialist who can do the work for him.

For the past twenty-three years the Laystall Motor Engineering Works, Ltd., have undertaken the specialized repair of motor vehicles and have installed plant capable of reproducing parts where required and turning out parts of other designs to fit in place of unsatisfactory components. For example, stronger crankshafts can be made to fit existing engines, or altered valve timing can be obtained by making and using a new design of camshaft.

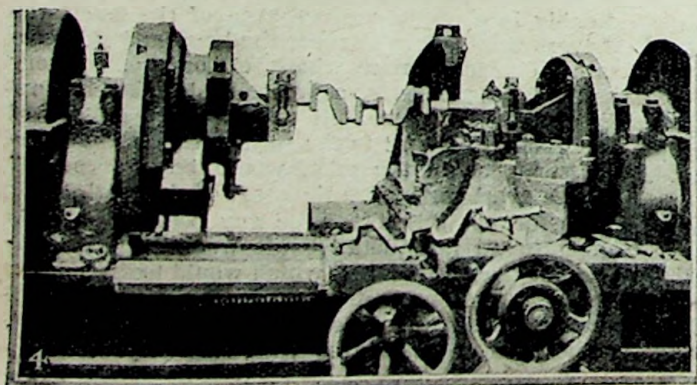
Work for Real Craftsmen.

When going round the Laystall works one is struck by the multitude of various parts of all shapes and sizes passing through the shops at the same time. The skill demanded of the operators is, therefore, of a high order as they have to think out each job, as distinct from repetition work where one part follows another in succession, without variation and the same settings for machine tools can be employed. For example, one man may have to turn a crankshaft for a two-cylinder cyclecar in the morning and in the afternoon set about another for an eight-cylinder racing engine.

Let us consider first the work dealing with repairs to units and parts sent in by garages or private owners. These constitute the bulk of the jobs handled by the Laystall concern, but complete cars are also received from time to time for overhaul or minor repairs.

At the entrance to the works is a packing shed; into this come boxes, crates, or, in many cases, unpacked parts of all shapes and sizes varying from complete engines down to nuts and bolts. These are taken in, and if there are no instructions attached to them they are put on one side until the office is advised of the nature of the work to be carried out. Next the parts are issued to the proper departments, with

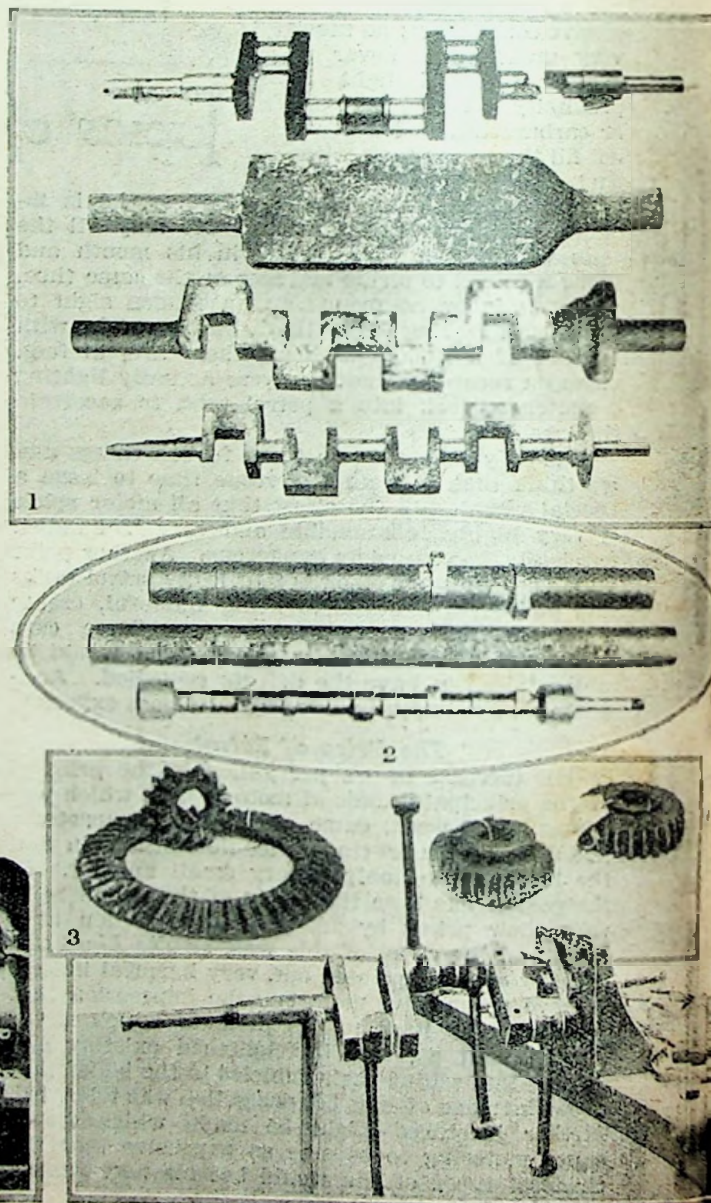
(1) Four stages in a crankshaft order: a scrap part as a pattern, a slab forging, a punched-out slab and one having the main journals rough-turned. (2) Making a camshaft; a "master," a rough bar and a finished shaft. (3) A group of scrap gears to be reproduced. (4) A crankshaft mounted for machining the webs. (5) How a crankshaft is held while the connecting rods are fitted.



HOW THE EXPERT DOES IT.

a time card and full instructions as to what is to be done.

Take the case of a complete engine coming in for overhaul. With its instruction card attached it goes to the dismantling department, where all its parts are thoroughly washed, inspected and a report is made out as to the condition of each. This report is sent to the customer and his instructions are awaited, unless, of course, he has given authority for the engine to be completely overhauled at the discretion of the company. When authority has been received to proceed the parts are soon issued to the various sections. For instance, let us consider a crankcase; this, when cleaned, may be found to possess a slight crack. Thus it goes first to the welding department, the activities of which are referred to later.



METHODS OF REPAIR AND WELDING OF OLD PARTS AND THE MAKING OF REPLACEMENTS BY A SPECIALIST CONCERN.

The crankshaft is measured for wear on all the journals, it is inspected for further cracks, damaged keyways and so forth, and the proper treatment is decided. Many shafts have to be reground to remove ridges and hollows on their journals. The oil-ways have to be cleaned out in the case of drilled shafts after the grinding operation, and the shafts are mounted finally on a balancing machine upon which they are run, corrections being made from time to time until the out-of-balance forces are eliminated.

New bearings are almost always wanted in the case of an engine received for overhaul. The old ones are removed and the white metal is melted out of the shells. Suitable moulds are chosen and the shells are mounted in position; molten white metal is poured in, forming what will be after machining a highly polished bearing surface, capable of giving many thousands of miles' service. When cast, of course, it is rough in appearance, and the thickness of metal is enormous compared with what it will be when the part is finished. The lined shells are fitted in the crankcase, clamped in position, and the crankcase is then turned upside down and mounted in a special boring machine. A boring bar of suitable size is fixed to the revolving centre and moved along, boring out one bearing and then passing straight on to the second and third, as the case may be. This process ensures that all the bearings are absolutely in line.

Although to the naked eye the surface of the white metal after boring may seem smooth, it is far from being so, and each bearing is scraped in by hand to fit the crankshaft; the oil-ways are then cut. Care is taken in relining the bearings to see that they fit in the crankcase in such a manner that the relative centres of the crankshaft and camshaft are not upset.

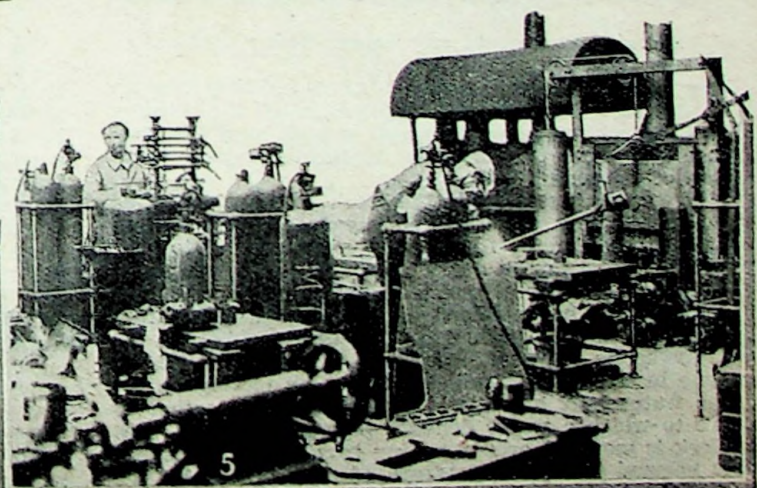
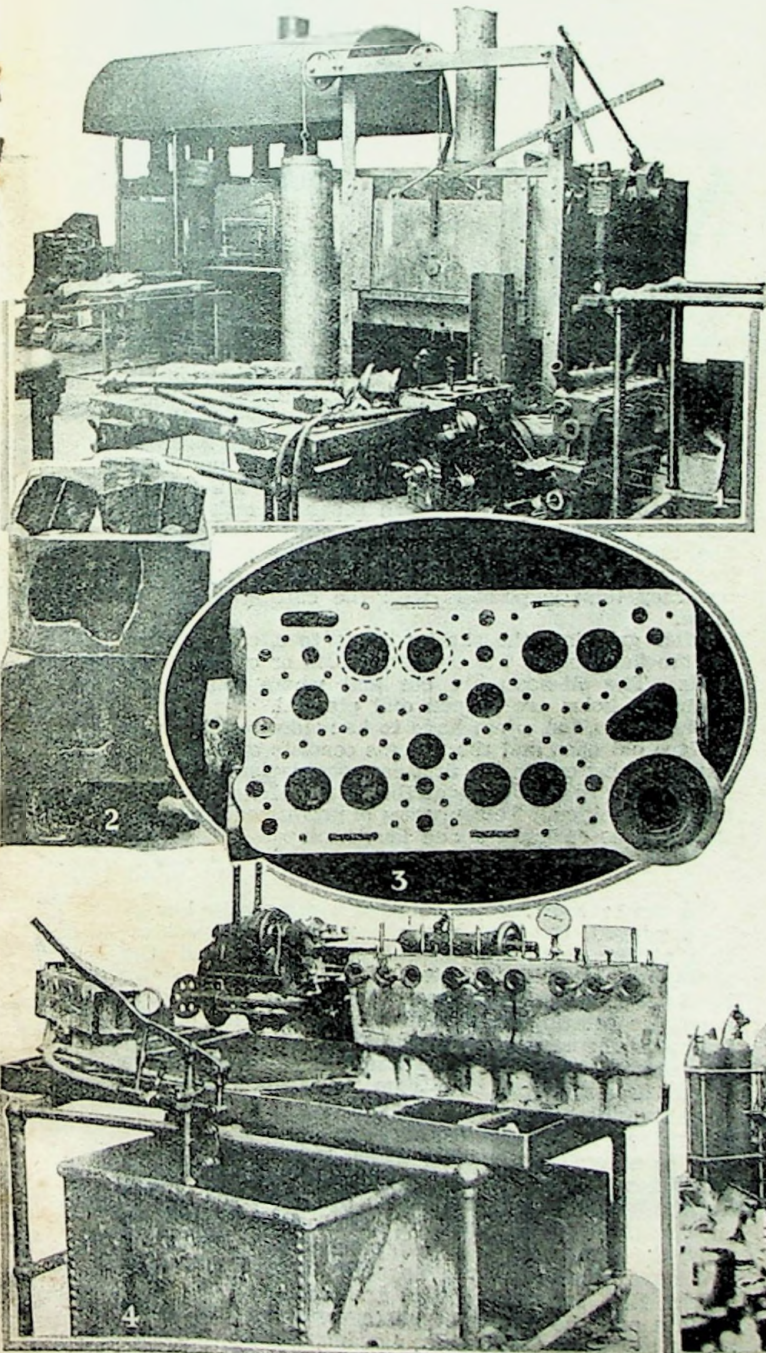
Cutting Out Vibration

Connecting rod bearings are similarly treated—that is, they are cast, fitted to the rod, bored out in the rod, scraped in and provided with oil-ways. An interesting point in the treatment of connecting rods lies in the use of the special testing machine which enables the rods to be weighed with great accuracy while suspended from the big and little-ends simultaneously; thus all four rods of a four-cylinder engine can be balanced, with improved results in running. Finally, the connecting rods are fitted to the crankshaft, which has by this time been returned to the assembling department, and the crankshaft is fitted in the crankcase.

While all this has been happening the camshaft has received attention. In cases where one or more of the cams are badly worn due to defective hardening, those cams are built up and reground.

Existing camshafts are often ground to different contours to provide modified timing if the owner wishes. Individual timing wheels often have to be cut, as the old ones are badly worn or the keyway is badly damaged. In the latter case it is often possible to weld up the old keyway and cut a new one.

- (1) Muffle furnaces used for pre-heating parts to be welded.
- (2) A frost casualty; the welder's skill soon puts this cylinder block to rights.
- (3) In the dotted circles can be seen two valve seats which have been built up and are ready for machining.
- (4) A cylinder block undergoing a water test.
- (5) An operator at work behind the gas cylinders which supply his torch.



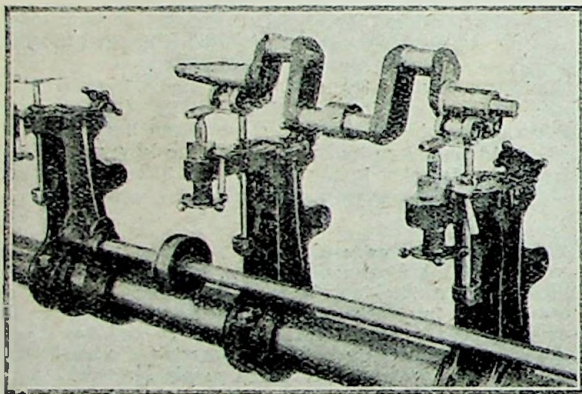
There are many points to be dealt with in regard to cylinders. These have to be measured for ovality and taper—that is to say, the cylinders may not be truly round, or the bores may be larger at the top end than at the bottom. Scored cylinder walls have to be looked for, likewise cracks in the water jackets, cylinder heads or the bores themselves. Regrinding is carried out by means of special machines in which the cylinder blocks are clamped to the bed, and a rotating bar carrying a small abrasive wheel revolves in the cylinder grinding out a circular bore, while a flexible pipe attached to the head of the cylinder sucks out the grit and dust as it falls from the grinding wheel.

Making New Pistons.

New pistons are, of course, required when the cylinders have been ground, likewise gudgeon pins to suit them. Both cast-iron and aluminium pistons are made in the Laystall Works, and it is interesting to note that the cast-iron type known as the De Luxe is some 33 per cent. lighter than the average cast-iron piston.

So far, we have dealt with parts and units sent in for repair individually. In other cases a car comes in complete and it is housed in a steam-heated garage, where the units are removed and the car is then stored away, covered down with dust sheets to preserve the coachwork until the parts return from the engine shops.

The welding department is a separate branch of its own, which has to deal with all types of metal and parts of all sizes. A defective unit is received from the instruction office or from one of the other shops, as the case may be. It is cleaned and the whole extent of the damage has to be discovered; often a minor crack in a water jacket, for instance, may be found really to extend three or four times the length of the indicated damage. Defective metal has to be cut away, and in the case of cast-iron parts



A crankshaft mounted on a balance-testing machine.

they are pre-heated in muffle furnaces to bring them up to the right heat, as the application of the welding torch to cold metal would result in high local temperature and cause fractures due to the too rapid expansion of the metal.

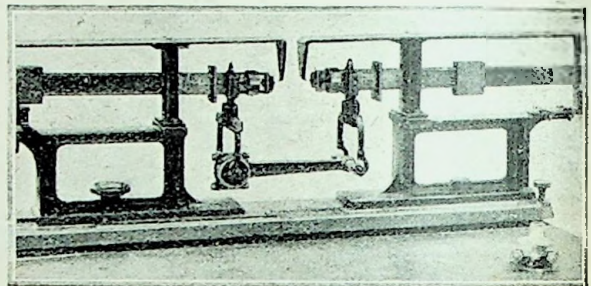
Expert operators apply the torch to the parts after the pre-heating process, and by means of melting welding rods in the flame cause molten metal to flow into the cracks or to deposit itself in the proper place and form new metal which is homogeneous with the old and can be machined in the same way as if it were part of the original component.

Testing is the next process in welding, and this is done in the case of cylinder blocks by closing up all the water inlet or outlet holes with the exception of one to which a water delivery pipe is attached. The block is mounted over a testing trough and the water is pumped in until a pressure of 40 lb. to 50 lb. per

square in. is reached. Subject to the test being satisfactory, the block is removed and placed under the surface grinder, which ensures absolutely true surfaces, such as those of the base flanges of the block or on the top of the casting on to which the head fits. A second test takes place to ensure that the grinding has not opened up any weak points.

Allusion has been made to the fitting of new crankshafts in the case of the old ones being broken or when wear has been too severe to be made good in the ordinary way.

Now we turn to the manufacture of these new shafts. In the stores are blank forgings from which are machined the new parts. There are many possibilities in this type of work; for example, the new shaft may be required to be exactly the same as the old, but the journals will, of course, be larger than the worn ones, or the bearing size may have to be increased if this is considered desirable. The specification of the shaft has to be prepared and then a slab forging, made from the best alloy steel, is taken



Special scales used for weighing the ends of connecting rods for balancing purposes.

and put on the marking-out table. After this process has been completed the slab is put under a powerful punch, which slots out the jaws; from this machine it passes to a special lathe which roughs out the webs, and the journals are next turned up. To ensure a fine finish on all the bearing surfaces grinding is employed, which gives a much higher degree of accuracy than is possible with the cutting tool of a lathe.

After grinding, the shaft returns to a centre lathe for the finishing of the flanges, tapers or other fitting parts. The oil-ways are cut and where blind ends occur the holes are tapped and plugged.

Camshafts, too, often have to be made to pattern to replace old ones and the process consists of turning a bar, roughing out in the first case the various bearings and leaving round blanks at the points where the cams are to be milled. This process is performed next and the shaft is carburized and hardened.

An Intricate Job.

In the case of special camshafts great skill has to be employed, the first requirement being a specification setting forth the desired valve lifts and the timing diagram. A "master" then has to be made by hand; it is mounted between centres and attached to a pointer rotating on a graduated disc. This pointer indicates the actual position on the circle when the cam starts to lift the imaginary valve. A clock-like gauge is applied to the cam and this shows the amount and duration of lift which it will impart to the valve. From this testing machine the "master" goes to a copying machine, which reproduces it—only ten times larger. This reproduction is used in the camshaft milling machine, which then proceeds to turn out the proper shaft in accordance with the oversize copy, the cams being finished, of course, by grinding.

We are indebted to the Laystall Motor Engineering Works, Ltd., for the facilities granted in the collection of data and the taking of photographs at their Ewer Street premises, Southwark, London, S.E.1.

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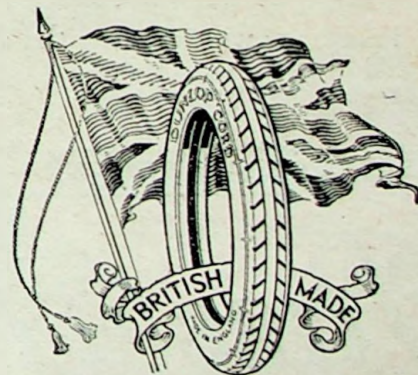
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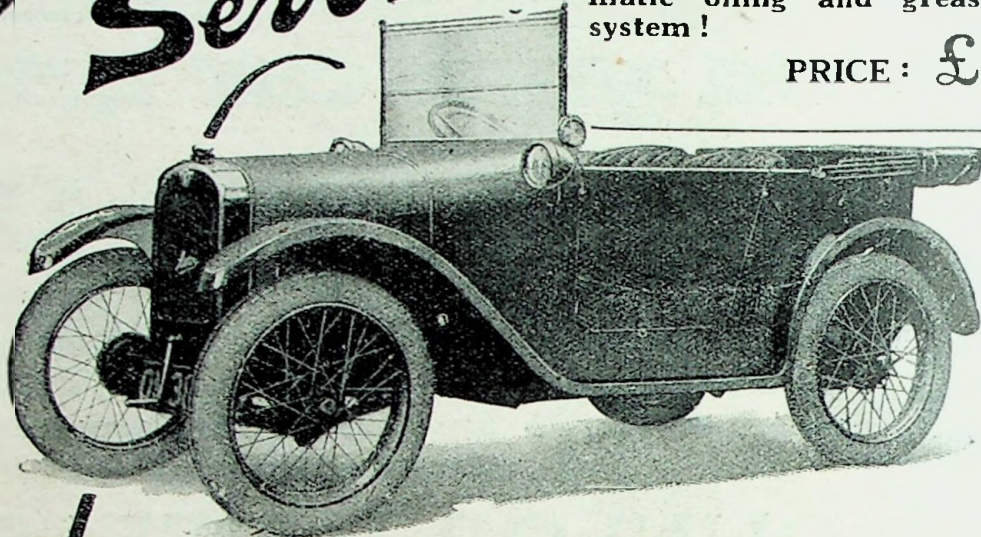
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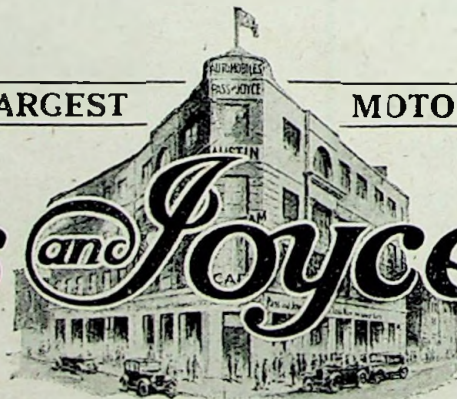
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The wonderful little Austin Seven ranks deservedly as the best small car in the world. Its wide popularity is ever increasing. It will therefore come as splendid news to the many motorists who contemplate the purchase of an Austin Seven this year, that they can now get one at Pass and Joyce, Ltd., the Leading Car Specialists, for £25 down—the balance being completed in monthly payments. There's no need to wait any longer. Take advantage of this unique scheme now and enjoy the delights of the open road as never before.

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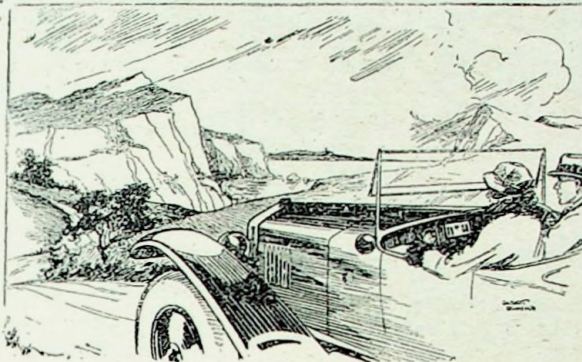
IDYLL-ING — WHO DOES NOT KNOW THE JOY OF A PERFECT ROAD, A PERFECT DAY AND A CAR WHICH RUNS TO PERFECTION? AND WHO CAN FORGET SUCH A ROAD, SUCH A DAY AND SUCH A CAR?

NOON found us slowly descending a winding road which fell in easy gradients to the sea. Through the green trees hardly yet in full foliage the sunlit water could be glimpsed, blue as the sky and almost as serene. There were late primroses in the woods and a stray laburnum was shaking out its golden tresses; and all the shadows were starred with anemone.

We had come far. Behind us was the moorland, high and bare, yet beautiful in its fresh tints and elusive mists. The village gardens were gay with early flowers, the streets sweet with the fragrance of wallflowers. One thought of Morris's lines:—

the breezes soft
That o'er the blossoms of the orchard blow,
The thousand things that 'neath the young leaves grow,
The hopes and chances of the growing year,
Winter forgotten long and summer near."

A turn of the road and the whole bay faced us; the cliffs spangled with flowers falling sheer to where the lazy breakers lapped the rocks a hundred feet below; its curves stretching away in wondrous panorama to far-off shores half hidden in purple haze. In a glade which shimmered with bluebells we had our picnic



"A turn of the road and the whole bay faced us."

lunch, our only company the birds that fluted overhead and the furry scurrying creatures that came to gaze with startled eyes and fled at a movement. Such a meal lingers in memory, and regretfully we packed up to resume our journey.

Where we roved that afternoon I cannot say; it was a journey through dreamland. Quaint hamlets we saw, untouched by the passage of time, towns which appeared in the distance and passed without

our knowing their names, great woods and broad rivers and the everlasting hills. As the sun dipped we came again to the main highway to town, and with the long straight road before us and a responsive car beneath we sped through the golden evening, thought-filled and silent.

I turned the last page and closed the book. It, with others purchased from the railway company, had occupied me all through a dreary Sunday afternoon, when rain fell without ceasing from dawn to dusk—dreary, yes, but not to those who, with past memories of journeys awhirl to draw on, can, by means of guide books and similar literature, lose all thought of to-day in dreams of to-morrow.
G.A.

WHEN JACKSON ADVERTISED.

JACKSON had decided to sell his car. The decision was a sound one, for any car that Jackson has handled for the best part of a year is just as well out of his clutches. Strolling into the "Piebald Cow," he stated his decision with the air of a Chancellor of the Exchequer announcing a reduction in the Road Tax.

We did not clamour for details. Jackson looked surprised.

"If any of you chaps want the first refusal you'd better speak quickly," he added.

"Thanks," we murmured.

"Anybody else after it, then?" asked Blake.

"There are two or three interested. Don't know that I'll let them have it, though. I'm a funny chap that way. Feel a bit particular about who I pass the old bus on to."

"If that car were mine," said Blake, "I'd sell it to the first mug that wanted it, whether he was a Wesleyan or a wife-beater."

"Better advertise it," I put in, to keep the peace. "Insert what they call a 'Small,' at 2d. a word. Give me a bit of pencil." In a few moments I had drawn up the following masterly composition:—

RAMBLER, 1925, 10 h.p. two-seater and dickey, dynamo lighting and starting, good condition, £95.

"A distinguished piece of work," I remarked modestly, passing it round.

"You've made a mistake here," said Blake. "Got the figures the wrong way round—£95 instead of £59."

"What!" yelled Jackson. "That car for £95! You've lost your sense of values, my friend."

He seized the document and scanned it.

"Well, of all the rotten adverts! Quite apart from the price, it's the most stodgy, commonplace, unalluring, misleading announcement ever prepared for public consumption."

"I don't think much of it myself, as an advertisement," remarked somebody else.

"What do you mean—as an advertisement?" I retorted. "I'll admit it mightn't score high marks as a Sonnet on the Fall of Jerusalem, but as an advertisement I claim that it states the facts accurately and concisely."

"An advertisement must do more than state facts," said that self-satisfied ass Caithwright. "It must appeal."

"I suppose you all think you can draw up a better advert.," I said bitterly.

And, upon my word, that is just what they all did think.

"Let's take this as a basis," said Jackson, poising a profane pencil over my script. "It'll be something to work on, anyway. To start with, you want to catch the eye—some arresting little phrase to attract attention. What about this—'Don't Miss This Absolutely Unique Offer'?"

"Simply awful!" we declared.

"It'll cost ye a shilling," said Andy MacGregor. The objection impressed Jackson.

"Well, then, let's start simply—'A Snip!'"

"They won't let you, anyway," said Blake. "It's against the policy of the paper. The name of the car always goes first."

"What's the good of it, either?" I asked. "A fellow buying a car is interested in one or two particular

makes, and runs his eye down the columns till he finds them. He'll probably think a 'Snip' is a make he hasn't heard of, and pass on."

"Oh, all right then. 'Rambler, late 1925——'"

"What d'you mean, 'late 1925'?" growled Blake.

"You bought it last Easter."

"Truth in Advertising!" admonished Caithwright, who suffers from a conscience.

"It's true enough," Jackson protested. "Easter was late last year, remember. And the 1925 model was on view at the Show in 1924. It had probably been designed months before that."

"It's wasting twopence," said MacGregor. "Nobody'll believe ye."

Between us we managed to stir some life into Jackson's conscience, but he proceeded in silence till he reached the price.

"Now seriously, you chaps, what ought I to ask for her?" he asked.

"Fifty-nine shiners," said Blake promptly. "I'd give you that myself if I didn't know so much of its past history."

"My idea," said Jackson, ignoring Blake, "is £135."

We guffawed heartily.

"There's no harm in asking a hundred," I suggested.

"A 1925 Rambler for a hundred pounds!" howled Jackson. "You're not right in the nut. Absurd!"

"We're talking about this particular Rambler," I explained gently. Didn't you drive it once with only a pint of water in the radiator until a policeman

wanted to know if the miserable affair was on fire?"

"And don't you let your oil level get below the safety line once a fortnight?" inquired Blake.

Jackson leaned forward earnestly.

"All these things may be more or less true, though grossly exaggerated," he said. "But what you fellows don't understand is that the car isn't a ha'penny the worse for any of them. Try it on the road! That's the test. However, we'll make allowances for the finicky prejudices of persons such as yourselves. . . . Listen to this."

He declaimed the following effusion in a luscious voice:—

RAMBLER, 1925, 10-22 h.p. two-seater and double diekey, handsome upholstery and finish, dynamo lighting and starting, clock, speedometer, spare wheel, balloon tyres, windscreen wiper, fully equipped, indistinguishable from new, any trial, £130. A snip! Jackson, 14b, Mountjoy Road.

"Some 'Small,'" I remarked.

"Six and fourpence!" murmured MacGregor, in a tone of awe.

"About as much as the car'll be worth after another six months in Jackson's hands," predicted Blake. "For of course he won't sell it."

"No, he certainly won't sell it," we said with conviction.

But he did! The power of the Press is simply amazing. A.E.B.

NEW DETACHABLE REAR WHEEL.

A DETACHABLE wheel for use with three-wheeled cyclecars has recently been patented by Mr. C. J. Hamilton, 48, Grange Road, Bishop's Stortford, Herts. The design incorporates a plain hub shell, on which a wire-spoked rim is built, this shell being interchangeable with either the rear or front hubs, so that a spare wheel may be carried.

The rear hub consists of a housing containing ball or roller races and a spindle. One end of the housing has four keys or splines machined on it, whilst the other end is screwed to receive a large nut, on one face of which is a drilled flange. Formed integral with the driving-chain sprocket is a short, hollow, central boss having four slots, which register with the keyways on the bearing housing. In addition, there are eight pegs projecting from the inner face of the sprocket ring; these pegs engage with holes in the hub-shell flange and form an extra means of drive transmission.

When in position the hub shell is truly concentric, because of a double-coned ring on the sprocket side and a single cone, which is part of the main locking nut, on the other side. These coned faces, which ensure rigidity and absence of backlash, are shown clearly in the accompanying part-sectional sketch of the complete hub assembly.

The fork-ends are slotted in the usual way for chain adjustment, but on the driving side the slot is of large dimensions and carries a split block, in which is held a cup-shaped extension of the main spindle, the other

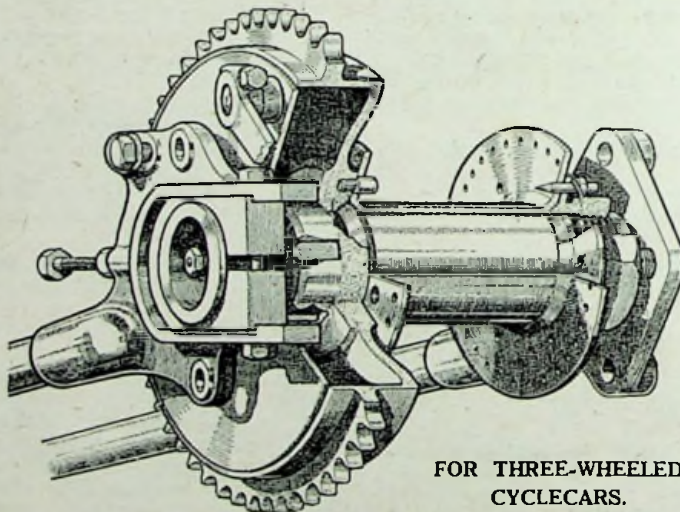
end of the spindle being threaded to take an ordinary nut. The large nut on the bearing housing is locked in position by a pin which passes through lineable holes in its flange and in that of the hub shell. The pin is prevented from dropping out by means of a spring-steel wire which is arranged so that it engages with a slot in its shank.

To remove the wheel, after having jacked it up, it is necessary only to withdraw the locking pin and slack off the large nut, then to unscrew the small spindle nut and slack the nut of the split clamp. The bearing housing may then be tapped through from its smaller end, whilst the main nut is further unscrewed until it is clear of the bearing housing which, when drawn clear, allows the wheel to drop out.

If the sprocket ring is formed integral with a brake drum as depicted in the sketch, it will stay in position when the wheel is removed. Although appearing, perhaps, a little complicated, it is a fact that the wheel may be removed and replaced in less than two minutes, no adjustments of any kind being necessary.

By arranging the front hubs to take the hub shell, the convenience of interchangeable wheels may be enjoyed and a spare, suitable both for front and rear, may be provided.

The designer is prepared to negotiate with anyone who is interested in this detachable wheel and who might be prepared to take up its manufacture on a commercial basis.



The Hamilton detachable wheel hub in part section. Coned rings ensure that the wheel runs rigidly and truly.

The NEW AC PLUGS

The majority of British motor manufacturers have chosen them as standard equipment.

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

PERFORMANCE IS PROOF

Colmore Cup Trial

February 13, 1926

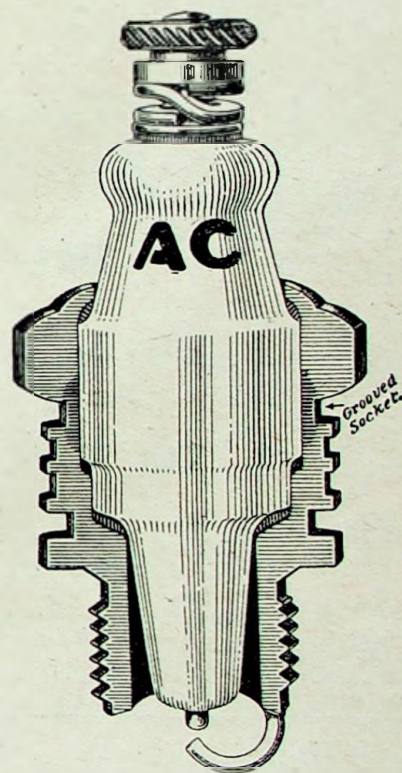
Bernard Norris Trophy

Mr. H. B. Denley — Rhode Car

Rhode Cup

Mr. F. Denley — Rhode Car

All car trophies won on
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42 Y Metric

3/4" Reach

Standard equipment on or suitable for—Alvis, Crossley, Darracq, Hillman, Jowett, Lagonda, Lea-Francis, Rhode, Riley, Talbot, &c.

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Although specialising in Comprehensive policies covering practically all motoring risks

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THIRD PARTY ONLY

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Address

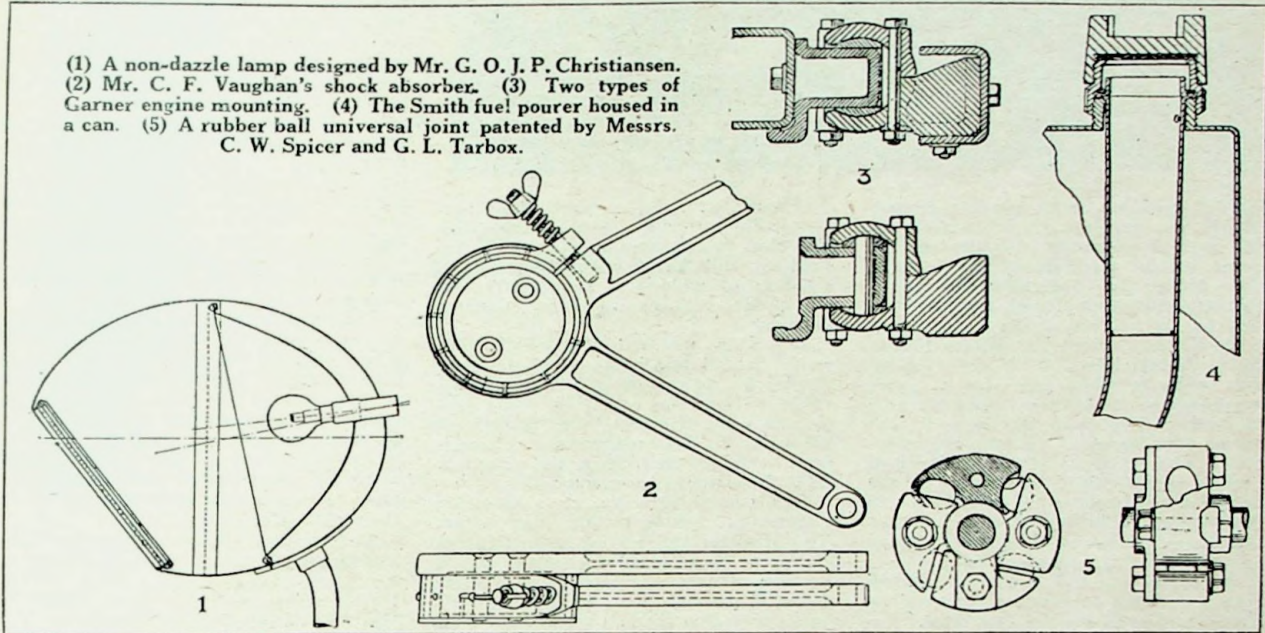
Agent

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

WHAT INVENTORS ARE DOING.

RECENT PATENTS WHICH REVEAL THE TENDENCIES OF DESIGNERS TOWARDS
DETAIL IMPROVEMENTS.

(1) A non-dazzle lamp designed by Mr. G. O. J. P. Christiansen.
(2) Mr. C. F. Vaughan's shock absorber. (3) Two types of
Garner engine mounting. (4) The Smith fuel pourer housed in
a can. (5) A rubber ball universal joint patented by Messrs.
C. W. Spicer and G. L. Tarbox.



POSSESSING the merit of simplicity, a shock absorber, constructed on the principle of the external contracting band brake, has been recently patented by Mr. C. F. Vaughan. It consists of two major parts, the one working on the other, as will be seen by referring to one of the sketches on this page.

The extremity of the lower arm is connected to the axle and the upper one to the chassis. The former arm carries the drum and the latter the band, which can be adjusted by means of the spring-loaded wing nut. A flange on the drum and an end plate of greater diameter than the drum hold the band in place laterally.

When the axle rises the arms move towards one another and the braking action will be comparatively small owing to the tendency of the band to spring "open." On the rebound, however, the arms separate and the band tends to wrap itself round the drum, thus checking too swift a movement of the axle. If a solid distance piece be used between the wing nut and band, in place of the spring, the braking effort will be the same in both directions. Rapid adjustment and the adaptability of this shock absorber to give one or two-way action are features of the invention.

Another Anti-dazzle Idea.

Mr. G. O. J. P. Christiansen hopes to combat the dazzle nuisance by means of egg-shaped lamps which throw the bulk of the light on to the ground and surroundings close to the car and limit the long-distance beams. This is achieved by three features acting in combination. First the front glass is inclined forward and a small portion only is above the centre line of the lamp, thus giving a small opening through which the long-range beams can pass and cutting off the dazzling upward light.

Secondly, the reflector is inclined at an angle of 11 degrees to the vertical, and, thirdly, the bulb is also set at an angle to the axis of the reflector. Whether this lamp will give a sufficiently powerful light for country driving remains to be proved in practice, but the presence of unwanted beams seems to be guarded against.

Neat Petrol Pourer.

Despite the popularity of fuel pumps the familiar two-gallon can is still in everyday use, and the need for a pouring device is frequently experienced. Mr. S. Smith has originated a neat article of this kind which is normally housed inside the can. The only additions to the standard tin are the spout and its retaining nut. To empty the can the cap is removed, then the retaining nut immediately below it, the spout is pulled out, reversed and fixed in place by the retaining nut. There are air vent holes in the spout, but they are drilled below the top of the retaining nut and thus do not allow the fuel to splash when pouring.

Flexible Engine Mounting.

To reduce shocks transmitted by the chassis frame to the comparatively delicate aluminium crankcase Messrs. H. and J. P. Garner propose mounting the engine at three points, all being universal joints and two allowing telescopic motion within limits.

Each joint takes the form of a split socket, the halves of which are clamped together by a bolt, the whole being fixed to the frame member. Free to move in this socket is a ball which accommodates a boss bolted to the engine arm. The boss can move in and out of the ball to provide telescopic action or can be retained by a pin which holds the boss and ball together.

Ingenious Universal Joint.

Using compressed rubber balls as the flexible media in universal joints is out of the ordinary run, but there seems to be no serious objection to the scheme so long as the angularity between the shafts is small. Messrs. C. W. Spicer and G. L. Tarbox have patented the idea.

By referring to the sketches it will be seen that one shaft carries a boss having two horizontal arms, whilst the other shaft has two vertical arms. To each arm is secured a block having a cavity in each end. In the example illustrated there are four blocks and four balls, the latter being partially compressed even when not under load.



THE question as to whether or not bicycles should carry white discs at the rear is arousing considerable interest among members of Parliament. Col. Ashley has informed Sir Harry Brittain that certain tests, recently carried out by officers of his Department in co-operation with the officers of the Royal Automobile Club, tended to show that while a white disc was of some assistance in enabling overtaking traffic to locate a bicycle in the dark, it was not so effective as an efficient red reflector. The efficiency of the white disc varied considerably, according to the nature of the background, and there was the inherent difficulty of ensuring that the white patches or discs were always kept clean and in good condition.

On Tuesday a Bill making it compulsory for cycles to carry a red rear reflector was read for the first time.

Mr. Beckett pressed the Minister to consider the advisability of stopping the use of too powerful "searchlights" on

cars, but Col. Ashley replied that that matter did not arise. The Minister also said that in connection with the Road Vehicles Bill he was considering the question of making it compulsory for all motor vehicles to carry driving mirrors.

Mr. Day inquired if Col. Ashley would install telephones at all parking places, by means of which drivers of vehicles could be called by their employers when required. Col. Ashley replied that he had no funds for this purpose. Apart from that, the practical difficulties would be insuperable.

Significance attaches to a question put to Col. Ashley by Mr. Macquisten. The Minister had replied to a series of questions as to accidents due to public service vehicles, and Mr. Macquisten asked if the right hon. gentleman would make provision that all motorists should be compelled to take out an insurance, so that if anybody was injured there would be an adequate sum for compensation.

Col. Ashley, however, merely replied that that point did not arise out of the original question.

Replying to Mr. T. Williams, Col. Ashley stated that, so far as he was aware, no toll bridges had been taken over by local authorities since January, 1925. No contributions were made for this purpose from the Road Fund under the Act of last year. Although he had power, under that Act, to buy out the toll bridges, the initiative in these matters must come from the local authority, and he had no power to move.

The Minister of Transport stated that he hoped to conduct further experiments with regard to road surface materials intended to prevent skidding. Sir H. Brittain asked if a successful method had been discovered so far, and Col. Ashley said that it would be agreed that to a substantial extent the road surfaces had been improved. At any rate they are much better than they were.

The inconvenience and danger caused by the practice of driving bullocks and other animals through the streets of urban districts during busy hours were referred to by Mr. Day. The Home Secretary, who replied, suggested that persons concerned in any locality where inconvenience was occasioned should approach their local authority and ask them to take action under Section 80 of the Public Health Act, 1907.

The London Advisory Committee are giving consideration, Col. Ashley states, to the question of the removal or transfer of works or objects likely to hinder the free circulation of traffic in any street. He could not, however, anticipate any recommendations they might make.

THE 1926 £200 Trial, organized by the Leeds Motor Club, was held on Saturday, February 27th, with the start and finish at Leeds. Fifteen light cars took part, and all but three reached the finish.

Although the route covered much of the ground used in last year's event, the weather conditions made the course far easier than on that occasion, the principal difficulties being two stretches of deep mud above Thwaites Brow, and two deep and rocky water-splashes at Moggington and Dob Park. Interesting entries were the three Lea-Francis cars driven by Tatlow, Norris and Dallison, Wallsgrove's Sports Riley and J. Hepworth's Alvis, which had a special sporting body with two spare wheels carried one on each side of the tail.

The route lay over main roads to Keighley Gate Hill, where W. Hepworth's Alvis, the Austin Sevens driven by F. O. Langton and B. Smith, V. G. Wallsgrove's Riley and the Lea-Francis team all made fast and certain climbs.

Thwaites Brow, a paved hill with a gradient of 1 in 5, caused no failures, the whole entry climbing with power in hand. Particularly meritorious ascents were made by Tabrum (Citroën), Whittingham (Swift) and Canney (Jowett), while, as usual, the Riley and Lea-Francis teams were fast.

Then followed the first mud section, Druids' Altar Lane, but it troubled nobody. In the second instalment, however, the failure of a larger car baulked several of the light cars and brought Wallsgrove's Riley to a stand-

LIGHT CARS IN NORTH-COUNTRY TRIAL.

Leeds Motor Club Again Stages an Interesting Event.

still. Harden Bank was another hill too easy to cause any failures, although Norris (Lea-Francis) retired here with axle trouble.

On "Kanikouka" we noted good climbs by Langton (Austin Seven), Tatlow and Dallison (Lea-Francis), Wallsgrove (Riley) and Whittingham (Swift).

Shortly after the summit of this hill a water-splash was observed, but none of the cars failed, the brothers Hepworth preventing water reaching their engines by the use of shutters working on the roller-blind principle.

An hour and a half was allowed for lunch at Skipton, after which the route lay over easy roads, and a short observed hill, known as "Jimmy's Glide," to Moggington water-splash. Although deep, the bottom was fairly good and none of the cars failed, the shutters on the Alvises again being much in evidence.

Dob Park Splash, the last observed point, was not only deep but had a bottom composed of huge boulders, which played havoc with the motorcycle entry. Both the Hepworths, with their roller blinds drawn, made fast and easy crossings, while Canney (Jowett) came through slowly and appeared to climb the farther bank in a series of hops as

he negotiated the boulders. Langton's Austin Seven came through with the greatest ease, but Smith, whose car was fitted with a streamlined body of boat-like clinker-built construction, drove so slowly that he appeared to stop for a moment.

Particularly good performances were made by Whittingham (Swift), Wallsgrove (Riley) and Tatlow and Dallison (Lea-Francis).

Delays amongst the motorcycles caused the cars to be held up for some time both at Moggington and Dob Park, and as no delay cards were issued by the officials, the drivers were at a loss to know whether to attempt to make up the lost time or to drive to a revised schedule.

The following checked in at the finish at Roundhay Park:—J. Hepworth (Alvis), W. J. Canney (Jowett), F. O. Langton (Austin 7), B. Smith (Austin 7), W. Hepworth (Alvis), H. Whittingham (Swift), E. Tabrum (Citroën), V. G. Wallsgrove (Riley), H. E. Tatlow (Lea-Francis), P. G. Dallison (Lea-Francis). We understand that H. E. Tatlow (Lea-Francis) was successful in gaining the first prize and T. G. Dallison, also in a Lea-Francis, the fourth prize. Tatlow made fastest time on all hills and was on time at all checks.

8.3

RENAULT

£219

A Light Car of Real Distinction

The Renault 8.3 h.p. is always being unofficially tested on Continental roads, where drivers of every car carry spare rear springs as an item of regular equipment. If you saw what these Renaults survive in everyday service over leagues of potholes and cobblestones, you would realise that a car which stands this kind of hammering will make light of your conditions.

But the 8.3 h.p. Renault is more than a sturdy, reliable car. It has features which no other can show. There is the bonnet which prolongs the life of the engine by keeping out all grit and dust, at the same time giving the owner-driver quick, complete access to everything underneath. And the radiator, being placed *behind* the engine, is much better protected—on the Renault.

Price (including four-wheel brakes):—

8.3 h.p. Two-seater with dickey ..	£219	8.3 h.p. Four-seater Torpedo ..	£219
8.3 h.p. Clover-leaf	£219	8.3 h.p. Saloon ..	£269

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RENAULT LTD. Showrooms: 21, PALL MALL, S.W.1.
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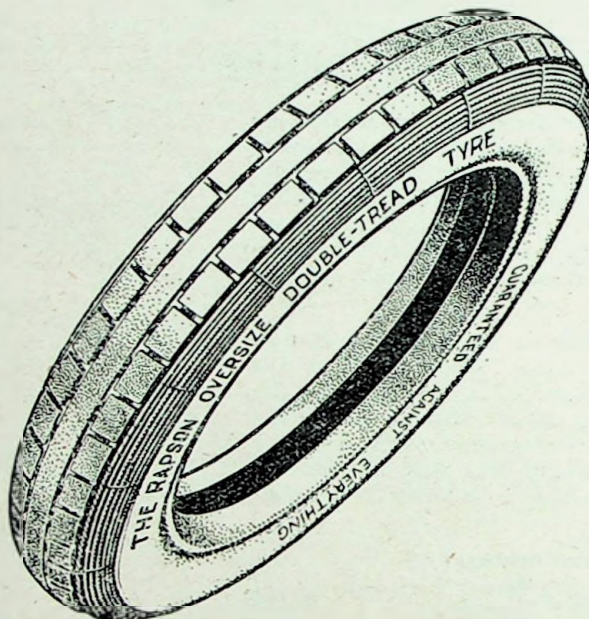
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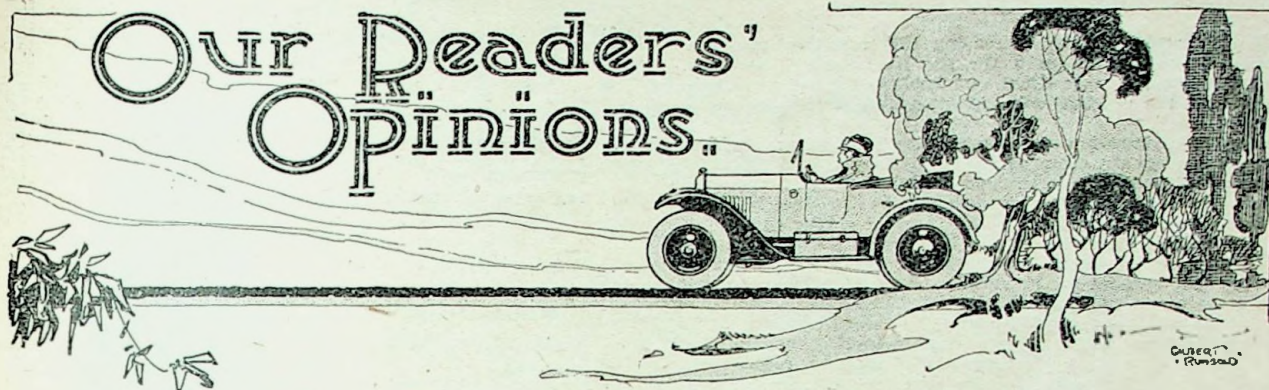
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THE FUTURE OF THE SUPERCHARGER. Prominent Authorities on an Important Question.

The Use of Superchargers.

Your recent editorial paragraph headed, "Bar Superchargers," prompts me to give my views on the subject. If the object of racing is to provide the manufacturer (who races his standard chassis, with minor modifications) with his chance of a win and good advertisement, and the wealthy and keen amateur sportsman with some splendid sport, then by all means let the supercharger be barred.

There is no doubt that the introduction of the supercharger, as you very rightly point out, produces so many new problems in design that by the time all the difficulties have been overcome the cost of experimenting and the construction of special engines and chassis is outside the reach of most small manufacturers and practically all amateurs.

As an example take the Brooklands model Austin Seven. This little car is easily within the grasp of the average man who wants to get some sporting racing at a low figure. The complete car (capable of over 80 m.h.p.) sells at £265; but if anyone wanted me to supercharge one I should charge at least £200 extra, and then I would tell the purchaser quite frankly that I had no faith in its reliability, although I would be prepared to guarantee a speed of 95 m.p.h. If the purchaser desired the same wonderful reliability of the standard Brooklands model, but in a supercharged state, I should charge him at least £800 extra and guarantee him 100 m.p.h.

That, I think, shows what supercharging does to the cost of racing, and as cost is mostly made up of "time spent," it means that long periods of preparation have to be provided for, and this is a further serious deterrent. If, on the other hand, racing is to provide means of developing, upon certain lines, the petrol engine and the chassis, then by all means give free rein to those who wish to use the supercharger.

I can see the possibility that its adoption can usefully be applied to the ordinary motorear or commercial motor, and that its use will have a very direct bearing on the type of fuels used, among many others.

We live in an age that regards all legislation as having but one method of application. If a problem arises that seems to require some sort of control or guidance, the first and popular suggestion is always to bar prohibit or circumscribe, in some form or another. We are so afraid of the unknown and so blind to the possibilities for good that may be in that region.

Would it not be far more efficient if new problems were approached in the friendly and kindly, helpful spirit, and with some consideration for the teachings of history? Surely if history teaches anything it shows that, through ignorance or fear, practically every new movement which has eventually resulted in public good has had to win through

in spite of persecution and deliberate opposition of every kind. The sole result of this has been to delay the benefits from being enjoyed by mankind.

Therefore I would suggest that, so far as the supercharger is concerned, the control, if any, imposed upon its use should simply be based upon the advisability of its development, and not killing it.

It is possible that, owing to the high cost of its use for racing, unrestricted use may drive most people out of racing, and thus spoil its development by the lack of competition and, through this, its general use by manufacturers.

Consequently, for the supercharger's own protection its use might well be restricted to certain events or special classes, but I should be sorry to think these restrictions were of such a nature as to retard its steady progress.

In conclusion, may I offer the warning to this country and Europe that the U.S.A. are taking a very lively interest in the supercharger, and, that being so, manufacturers over here cannot afford to leave the field to the States?

E. C. GORDON ENGLAND.

Science Before Sport.

Whilst fully appreciating the public-spirited policy which leads you to suggest in your editorial, "Topics of the Day," that superchargers should be barred, I feel that restrictions of this kind are very short-sighted. For many years past England has been distinguished for her contributions to original science and novelty of design in the automobile world. She has also been distinguished for the fact that most of these suggestions have been developed abroad, to the benefit of foreign manufacturers.

If racing has for its ultimate object the provision of improvement for the benefit of the public, it seems evident that the race should be to the fastest. A sportsman should not be interested in winning a race at a speed so many seconds faster than the fastest solid-tyred car; he should wish to state that his performance was the best against all-comers.

Because the supercharger has led to a few extraneous troubles, such as burning valves, many people are apt to state that the supercharger is suitable for racing only, and that it is unreliable.

From first principles it must be evident that an explosion should locally be rapid in order that thermal efficiency may be high. If the explosion takes place in a small fraction of a second, it is essential that the engine should run fast. If the engine turns at a high rate of revolutions per minute, the gas has only a short time to enter the cylinder. This has led to the design of special camshafts and to valves with high lifts. The result of such freak valve gearing is very evident in the case of long-distance races.

OUR READERS' OPINIONS (contd.).

The supercharger, by increasing the induction pressure, positively avoids the need for the freak-timing camshaft, makes an engine more silent and holds out some small prospect that the gearbox will not always be needed on every touring car.

Modern carburation methods are very interesting, but they are an inadequate compromise, for it is not practicable to burn petrol and air in a thermally efficient manner when the mixing is a matter of guesswork and the product liable to suffer from effects which are not those of a true gas.

The modern car sells largely because of its comfort, and the expensive car often is popular because it can be driven on top gear without the humming and vibration which result from the quantity-produced gearbox. The supercharger can overcome many of these difficulties. Time will show whether it is a desirable adjunct to the average touring machine, but to bar its use in open competition and to restrict the possibility of progress in order that a few amateurs may grapple with the bookmakers is hardly desirable from the scientific aspect.

I am not aware that any motoring body has succeeded in defining the amateur sportsman, and I cannot think that the progress of design should endure even the possibility of restriction from a desire on the part of the public to see a neck-and-neck finish.

A hair-pin-cornered race, in which front-wheel brakes were entirely prohibited, would be very exciting; it might permit the entry of a few more amateurs, but if the long view is adopted it would be a painfully retrograde step.

Is it quite established that the use of superchargers is entirely a question of money? I should have thought that it was also a question of originality and initiative.

A. M. Low, A.C.G.I., M.I.A.E., etc.

Bar Superchargers.

As an enthusiastic owner of a sports light car and as one who is extremely keen on motoring sport I entirely agree with you that superchargers should be barred in all the principal racing events. Permitting them

'No Benefit
Whatever.'

makes it impossible for any amateur who is not almost a millionaire to compete with any chance of success, whilst it

appears to be beneficial in no way whatever. It is impossible to believe that superchargers have any great future for touring car use, in view of the extremely adverse effect which they have upon the fuel consumption of engines to which they are fitted. I agree with you. Let them by all means be barred.

A. L. VISPORTS.

Increase Efficiency, but—

I fully agree with your recent editorial remarks concerning superchargers. If we take any orthodox motorcar engine and examine it carefully we find that every component part is necessary for its proper working. Thus,

—Not with
Superchargers.

it must have a carburetter and a magneto or coil, valves, pistons and so forth; but take away one of these things and

the engine will not work properly, if at all. Up to a point the petrol engine is efficient, but it cannot compare with some other types of prime mover.

In order to gain greater efficiency the supercharger has been introduced. What is the function of this apparatus? To cram more mixture into the cylinders in the shortest possible time. All well and good where sheer speed is required on racing tracks, but how does the private touring car owner benefit? In no way whatever that I can see.

Would not our gifted designers be better employed in trying to find a method by which the potential energy of petrol could be used to greater advantage? By this I mean that if every drop of fuel were converted into a gas which could be burnt to its last ounce of power in the cylinders, leaving no waste whatever, there would be no need for superchargers and the light car owner would have an engine about which so many of us often dream. J. BLOOMBERG.

The Road Fund Surplus.

What I want to know is—Why should there be a Road Fund surplus now or in the future? Is the London-Cowentry road, for instance, in such excellent condition that it does not require a penny spending on it? I speak with feeling, for on a recent journey over that delightful highway I ruined a brand-new balloon tyre and "chewed up" a rear-axle roller bearing—I blame nothing save the execrable surface. TAX PAYER.

Why Not
Spend It?

Improved Side Curtains.

We were interested in the letter from "Money Waiting" in your issue of February 26th. We are somewhat surprised that "Money Waiting," seeing that he mentions our name particularly, should not be aware of the fact that we have standardized a spring-controlled signalling window, which fulfils all the features for which he asks, and that during that period we must have made something like 10,000 sets of curtains with this feature.

Spring-controlled
Windows.

If "Money Waiting" would care to get in touch with us, we shall be very pleased indeed to give him further details of our curtains, and in the meantime we are glad that one member of the motoring public, at any rate, realizes the necessity for something better than the triangular signalling flap. CAESO, LTD.

Balloons and Broken Springs.

Doubtless many readers will be interested to learn that, despite my repeated pleas in "Rich Mixture" for any news of owner-drivers who have suffered broken springs on their cars whilst using balloon tyres, so far only two letters have been received. The second, which is appended, is from the owner of a 1925 Standard. FOCUS.

The following is the letter to which "Focus" refers:—

I see, on page 439 of *The Light Car and Cyclecar* for February 26th, a note on "Balloons and Broken Springs," which interests me, as I had a spring break the other day on my 11.4 h.p. Standard, 1925 model. I had Hartford shock absorbers fitted to my back springs only a few months ago. I afterwards ordered a pair for the front springs, and recently when I took the car to have them fitted the mechanic found, on removing the spring gaiters, that the under leaf of the near-side front spring had snapped, and was only being held in position by the gaiter.

I had recently moved temporarily to a house near a level-crossing, and it is probable that the fracture was due to driving too fast over the metals. I have had two new front springs fitted now, as the Standard Co. have altered and improved the pattern for 1926, and could not supply a leaf to match my 1925 spring. They charged only for one spring, so now I am, I hope, better off than I was before the breakage.

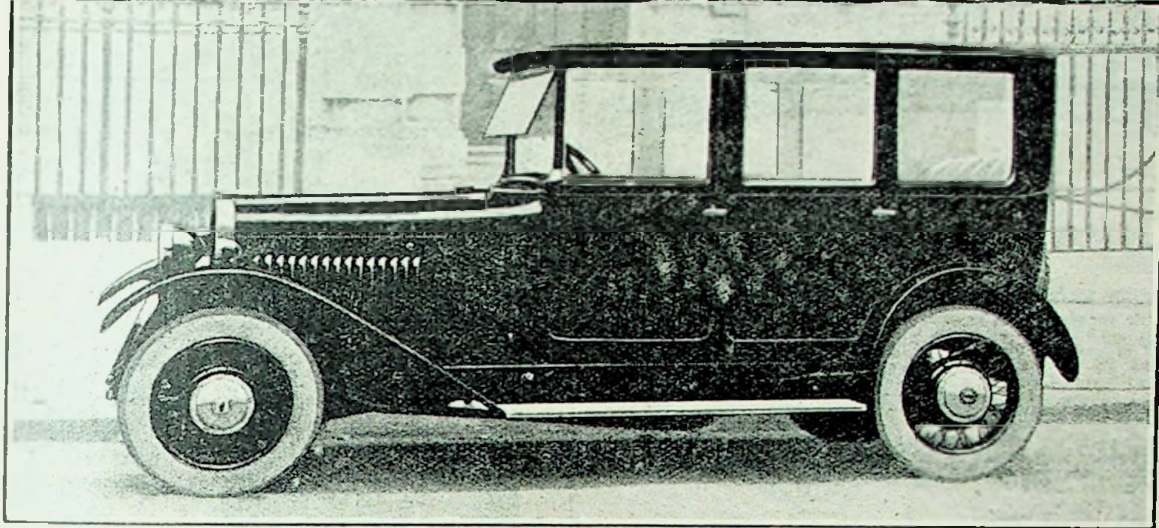
I have, however, had Hartford shock absorbers fitted to be on the safe side. I have also learnt to take level-crossings more seriously. It appears that English railway companies deliberately make their crossings as bumpy as they can, in order to discourage motoring, which they regard as detrimental to their antiquated methods of transport. In India, where the main railways are State owned, the level-crossings are usually much better laid, and I can hardly believe that English railways could not improve their crossings if they wanted to do so.

These remarks, however, are by the way, as my main object in writing to you was to give you another instance of a breakage of a spring on a car fitted with balloon tyres. The car mentioned by your correspondent was a 1923 Humber, not built for balloon tyres, whereas my car was specially built with a view to being fitted with balloons, and its misfortunes may, therefore, be of more general interest as showing that large tyres do not relieve one of the necessity for caution in negotiating railway metals, which—in England, at any rate—seldom deserve the name of "level"-crossings. W.M.



Warn your newsagent to prepare for the demand for our Special Spring Number to be published on March 19th. Articles appropriate to the opening of the season will form the main feature of the issue.

And now a De Dion Saloon at £375



The lowest price at which any De Dion Saloon has ever been sold

The New J.P. De Dion
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Long supple cantilever springs to smooth out every bump in the road—four wide doors—finely proportioned outlines—a dignified and harmonious colour scheme—elegant fittings—these are the features which distinguish the De Dion J.P. Saloon.

Available in two types: the Fabric Model at £375, illustrated above, and the Coach-built model at £395.

The highly popular Fabric Model is equipped with black and nickel-plated lamps, speedometer, license holder, cowl ventilators, arm slings, two horns (bulb and electric), blinds to doors and windows.

In addition, the Coach-built Saloon has the following: an electric windscreen wiper, driving mirror, interior light, luggage carrier, ash trays, rope pulls, adjustable front seat, license holder, Wefco spring gaiters, 8-day clock and dash lamp, Truly a most comprehensive and luxurious equipment—one worthy of the De Dion reputation for thoroughness and completeness of detail.

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All-Weather Torpedo, 4-seater	£310
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YOU'LL like the appearance of this handsome new De Dion Saloon. Although rated at a nominal 10 h.p. it is considerably larger and more roomy than other cars of its class. Its wide and generous body ensures the utmost comfort for four adults. Mere words cannot adequately describe its superb coachwork—the flexibility and quietness of its wonderful engine, true to every De Dion tradition—the delightful simplicity of its gear change—the positive safety of its four wheel brakes.

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A touch on the starter and its powerful engine leaps into life. Depress the clutch—flick the gear lever into first—release the pedal and instantly the car glides away with a silken smoothness that must astonish the most critical owner.

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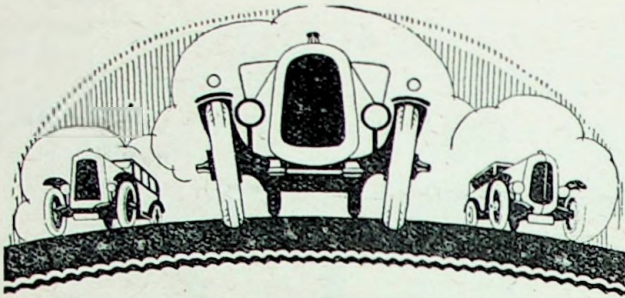
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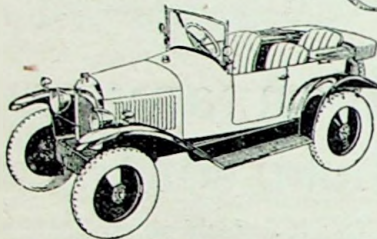
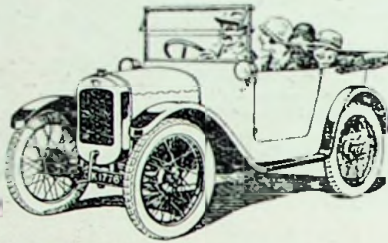
The small advertisement columns of "The Light Car and Cyclecar" form a unique mart for the disposal of all goods of interest to small car users.



4 Cars worth seeing

AUSTIN SEVEN.

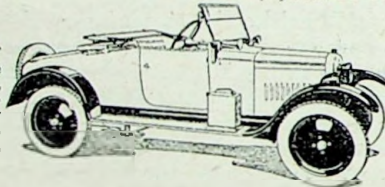
The little car that carries 2 adults and 3 children in comfort at less than tram fare (tax £8). Possesses 4-cyl. water-cooled engine 7.8 h.p., automatic lubrication, 3-speed gearbox, brakes on all 4 wheels, 5 wheels fitted 26" x 3" tyres, electric lighting, starter and horn, speedometer, all-weather body. **£149**



7.5 h.p. 3-seater CLOVERLEAF CITROEN.
A fully-equipped little car at a popular price (tax £8). 4-cyl. water-cooled engine, 3-speed gearbox, dynamo lighting, 5 wheels fitted 715x115 Michelin "Comfort" tyres, windscreen wiper, driving mirror, licence holder, non-rattle door locks, tools, all-weather equipment **£145**

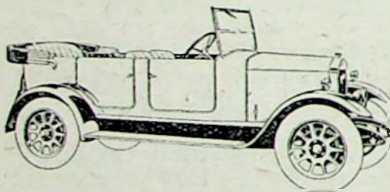
11 h.p. 2-seater CLYNO.

4-cyl. water-cooled engine (tax £11), dynamo lighting, 3 speeds and reverse, 4-wheel brakes, all-weather screens and hood, 5 wheels fitted Dunlop Balloons, fully equipped with clock, speedometer, etc. Speed 50 m.p.h., fuel consumption 35-40 m.p.g. Finished in smoke grey **£170**



11-30 h.p. 4-5-seater RHODE.

Roomy and comfortable 5-seater touring car, 1232 c.c., water-cooled engine (tax £11), dynamo lighting, 4 speeds and reverse, 4-wheel brakes, 5 wheels fitted Dunlop Cord Balloons 28 x 4 95, all-weather hood and screens, upholstery in antique leather to match body. Finished in Royal Blue or Maroon. Fuel consumption 40-45 m.p.g., speed 45-55 m.p.h. **£285**



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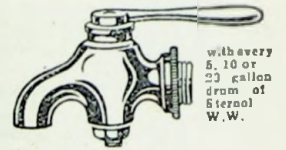


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MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

OUR READERS' OPINIONS (contd.).

The Two-stroke and the £100 Cyclecar.

Two-Stroke Balance.

In the letter from Mr. Hilton Skinner which was published last week the following passage appeared: "The two-stroke . . . is, in my opinion, immeasurably more suitable for cyclecars than the noisier.

Better Than Farsher, higher-revving, unbalanced Four-stroke? four-stroke." I have italicised the word "unbalanced," because I have always

believed that two-strokes are less "balanced" than four-strokes, owing to the need for a very heavy piston. Agreed, this weight can be offset to some extent by loading a part of the flywheel rim—but what a remedy!

As one who has owned several two-stroke-engined machines—none of which would two-stroke except above half throttle—I cannot see any future for the type until the bugbear of four-stroking has been completely overcome. Mr. Skinner said nothing in his letter concerning the petrol consumption of two-stroke engines. I wonder why.

DOT-AND-CARRY-ONE.

A £100 Car Specification.

I am sure that you are to be congratulated upon so freely offering your columns for the very interesting discussion of the £100 small car. Please do not yet "close down" upon us!

Elaborate, but Possible. Of course, the £100 car is wanted—by great numbers of people. It seems to me, however, that there are many things to keep in mind, and it would be well

to set out the features which *must* be there.

To my mind, such a vehicle must carry as many passengers as the moderate-sized combination, because it is largely the sidecarist to whom such a car will appeal. It must, then, carry two adults and, say, two youngsters, with comfort. I think it must have four wheels. Tax must be the lowest possible, i.e., £6. Fuel consumption must be very low—60 m.p.g. to be desired. Oil consumption should be lower than the average motorcycle consumption.

What about maximum speed? I think 50 m.p.h. to 55 m.p.h. is enough, but acceleration must be an outstanding feature. Hill-climbing, too, must be on a par with that of the combination.

It must have a differential, on account of road-holding and tyre life, and brakes must be good. There must be three speeds and reverse, and if these are of the dog-clutch motorcycle type, so much the better, as they give easy changing.

It must hold the road well, be mechanically quiet and of nice appearance. Dynamo lighting should be fitted, and perhaps electric starting, although this may be listed as an extra and adapted to be easily fitted by the owner.

All this seems a formidable list, but nearly all of the

items are matters of design and do not cost money to make. As an instance, a little careful scheming on the drawing board will save a pound or two of tax, and by the same means many miles per gallon can be added—the induction and exhaust systems of many cars are wasting untold quantities of fuel daily.

Low tax, low consumption, good braking, road-holding, quietness, clean appearance—these need not cost money per car, but they *will* call for the very best efforts of the designer in the first place and long and minute consideration of every point.

Although adhering to the foregoing desiderata, there is still plenty of scope in the means of attaining them, without introducing anything freakish. The large use of pressings, the elimination of the chassis frame as such, careful arrangements of springing, so as to eliminate need for shock absorbers, combined battery lighting and ignition—here are some features for possible saving of cost. There are many others.

An experienced designer and a sound production engineer are needed. These are available, but a good business organization and decent resources are essential, too, before progress can be made.

G. H. JONES.

The Two-stroke Engine.

The letter from Mr. Hilton Skinner, of Pixie cyclecars, certainly is interesting, but I must continue to disagree with him regarding two-stroke engines. I think it can be proved on the test bench that the four-stroke

cycle is more efficient than the two-stroke; if this were not so, surely we should see vastly more two-stroke engines in use, and I cannot remember that any speed records

have ever fallen to a cyclecar or car fitted with this type of power unit. I know what the Scott motorcycle has done, but we are dealing with cyclecars.

When the Pixie gets into full production I shall be surprised if the majority of buyers do not specify a four-stroke engine, which, Mr. Skinner says, can be fitted if required.

With regard to the exact figure of £100 and its fascination, I would assure Mr. Skinner that I did not originate the suggestion, and if any manufacturer cares to market a cyclecar at £99 19s. 11½d. I shall not dream of making a fuss. Actually I think that the proposed figure *has* been taken rather too literally, but it is a convenient sum in many respects, and I see no reason why we should not adhere to it.

Who knows, we may set a fashion which will be followed by motorcyclists, radio fans and scooter navigators. Yes, Mr. Skinner, there is a fascination in round figures, but I do not quite see why it should be fatal. SHACKLEPIN.

The Crankless Engine.

Although I am unable to share the boundless enthusiasm of "No Crank," in your issue of February 26th, I freely admit that the Michell engine is a very decided step in the

Efficient in Practice. right direction and, unless it is shelved by the conservatism of manufacturers or the motoring public, it should have a great future. One should not, however, confuse this engine with the internal-combustion turbine, for the former has cylinders (in its present form five in number) and pistons like other motors except that the axes of the cylinders are parallel to the shaft of the engine, and are arranged like the chambers in a revolver.

The thrust of the piston is transmitted through a Michell bearing block to a wash plate, i.e., a disc mounted slantwise on the shaft. Owing to the very high efficiency of the Michell bearing this arrangement has given an exceptionally high mechanical efficiency to the engine, more than 90 per cent. having been obtained over a wide range of r.p.m.

Although the existing engine is fitted with mushroom valves of the ordinary pattern operating in the head of the cylinder, there does not appear to be any insuperable difficulty in adapting the design to sleeve valves.

A car fitted with this engine is now in use in Australia

and a few are, I believe, on the roads of this country. As mounted in the car the engine is more than usually accessible. The bonnet is raised from the front as in the Renault, the heads of the cylinders are then exposed and, a cover plate being removed, the valve gear and so forth are exposed in a position leaving nothing to be desired. Dual ignition is employed, using two plugs per cylinder.

I regret that I have not any test reports of this particular car at hand, but tests made on an earlier experimental pattern may be of interest. This was an eight-cylinder engine rated at 35 h.p. On a bench test the following R.H.P.s were recorded:—

R.P.M.	250	500	750	1,000	1,200
B.H.P.	6	12	20	27	33
R.P.M.	1,400	1,800	2,400	2,800	2,950
B.H.P.	38	47	54	58	60

It will be observed that the power was maintained over a quite exceptional range of speeds.

Fitted to a chassis weighing 31½ cwt., this engine, on a long road test, gave a petrol consumption of 20.8 m.p.g. and an oil consumption of 1,300 m.p.g.

A. H. STUART

OUR READERS' OPINIONS (contd.).

Air-cooled "Fours."

Mr. S. Way asks why there are no air-cooled four-cylinder light car engines. The reason is because it is cheaper to machine a monobloc than four separate cylinders, and four air-cooled cylinders could not be cast together. Why, one wonders, are there so many enthusiasts for air cooling? The principle causes noisy operation, very heavy oil consumption, often poor petrol consumption and, frequently, unduly rapid wear of working parts.

Dearer Than Water-cooled Units.

On the question of manufacturing costs, Mr. Way will doubtless be interested to learn that it is cheaper to build—in large numbers—a good water-cooled monobloc four-cylinder engine than an equally good air-cooled twin.

GRADUATE.

A Married Man's Troubles (?).

May I raise the question that must face many dashing light carists as it faces me at present? I have been running a G.N., delighting in its "acceleration" (!) and its emphatic exhaust. "Miss Baby" has now come along, however, and my wife (rightly, I think) objects to the dear old G.N. as being unsuitable for taking the little lady for joy rides, at least during bad weather.

What is to be done? What cheap light car will emulate the speed of the G.N. and yet give comfort to the baby? Again, baby takes most of the spare cash, so that all I can afford in exchange for another car is the afore-mentioned G.N. and, say, £4 or £5 per month.

Will the married men who have solved this difficulty help their less fortunate brethren?

J.C.C.

Morgan Chain Lubrication.

I bought a Morgan recently on which a former ingenious owner had fitted a small oil tank between the gear lever and the side of the body. Attached to the tank is a motorcycle-type pump, from which two pipes lead to points just over the countershaft chain sprockets. Thus, oil can be delivered without effort or mess exactly where it is wanted.

Half a pumpful every 50 miles keeps the chains in topping condition. I have assimilated all the suggestions for "cooking," and also the tooth-brush method, but I claim that mine is the de luxe way.

As the idea is not mine, I am free to blaze it abroad without being immodest—unwittingly I inherited a splendid scheme. Without a toothbrush—much less a suit of clothes—to spare, it appeals to me rather more than poetry!

A DE LUXE DRIVER.

Silencers and the Police.

As a regular reader of *The Light Car and Cyclecar* for nearly two years I should like to tell your readers of the latest form of police persecution. I was unfortunate enough to be stopped last week for driving without lights; these were in perfect order, but, as I explained to the constable, I had stopped a few minutes earlier to buy some oil and had probably knocked the switch accidentally on getting into the car and switched off the lights. I had travelled about two-thirds of a mile.

This explanation appeared satisfactory and I prepared to depart, but on looking around for further trouble, as would appear to be the police custom, he spotted the silencer, which interested him very much, and, having asked me what it was, he appeared rather puzzled, remarking that he had not previously seen one like it, and although it was, he admitted, very quiet, in construction, or rather in design, it was entirely against the law and would have to be considered officially. I therefore had to show my licence and go through the usual formalities.

My car is a Jowett, which, as you probably know, is fitted with a silencer about 2 ft. in length, the exhaust pipes entering one at each end and the gases escaping through a hole midway along the length of the casing. I am not conversant with the internal construction of this silencer and therefore I am rather puzzled to know how I am to convince the usual type of magistrate that it is in order.

XW767.

Police Persecution.

Are the police the natural enemies of the motorist? Often this would seem to be the case. While driving from London through Uxbridge one evening last month, on entering this ambuscade of constabulary my lights began to dim. Seeing two policemen in deep conversation I slowed down and asked them where there was a garage or repair shop. They could not tell me, although, as I found out afterwards, there was one within a hundred yards. I said I wanted to find one as I was afraid my lights would not last out. Whereupon they examined them and while doing so my rear light faded out.

A Shameful Episode.

Out came the notebooks, and the result was a summons and a fine.

Had I driven on, my lights, being supplied by the dynamo, would have continued bright, but innocently and foolishly I appealed for assistance to two policemen, who by no stretch of imagination could be called sportsmen.

MALCOLM MORLEY.

CONDENSED CORRESPONDENCE.

Writing from Rhodesia Mr. J. G. L. Hearne, after complimentary remarks regarding *The Light Car and Cyclecar*, which, he says, is read by many Rhodesians, bemoans the fact that so few British makers produce a Colonial model light car, a type of vehicle which is badly needed in Africa.

Referring to the letter from "Bob of Bromley" in our issue of February 26th, Messrs. Miles F. Bingham, makers of Parabolite lenses, say that, in their experience, very few headlamps are in correct focus, which means that a large amount of the illuminating power is wasted in unwanted glare. With the majority of lamps it is a simple matter to set the bulbs for correct focus.

Writing to "Focus," Mr. B. Staples points out, in connection with brake drums detachable with the wheels, that as the drums may wear differently it is possible that when changing a wheel it will be necessary to adjust the brakes and to readjust them when the original wheel is replaced. He suggests that the ideal arrangement would be to have both wheels and drums readily but independently detachable.

"H.D.A.," Durban, writes to say that in South Africa the 10-24 h.p. Singer which sells in England for £225 costs £335, whilst the Austin Seven is retailed at £220. Rover Nines, he remarks, are on the £300 mark and Swifts about £325. Our correspondent thinks that the South African motor agents are making excessive profits and that the British light car manufacturers should fix Colonial prices for each Dominion. In this way he thinks that sales of British light cars in South Africa would be increased.

INFORMATION WANTED.

ROVER EIGHT.—An instruction book dealing with the 1921 model is required by—G. S. Breeding, 16 Minstergate Street, Thetford, Norfolk.

BELSIZE-BRADSHAW.—The sale or loan of a 1923 model instruction book is requested by—W. W. Bancroft, Clumber Road, Poynton, Cheshire.

CROUCH.—An instruction book is wanted dealing with the 1921 8 h.p. o.h.v. British Anzani-engined model.—C. H. Marmont, 164, Cricklade Street, Cirencester, Glos.

D.F.P.—Hints on the running and maintenance of a 10.5 h.p. 1922 model will be welcome, also an instruction book dealing with this car.—H. G. O. Bayes, 122, Finedon Road, Irthlingboro', Northants.

CARBON REMOVER.—Which is the most effective way of using Johnson's Carbon Remover? Should it be poured into the cylinders through the sparking plug holes?—J. M. Sellers, 50, Russell Hill, Purley.

RHODE.—Maintenance hints and advice as to how to obtain the utmost running economy with a 1924 light four-seater will be greatly appreciated.—Gerald Woodworth, Edenville, Kemmage Road, Terenure, Dublin.

CAMPING.—It is proposed to spend a few week-ends and suggest the summer holiday in a motor camping tour. Suggestions as to interesting and suitable places and similar useful information will be acceptable.—T. Fenmore, 96, St. Luke's Road, Edgbaston, Birmingham.

LEA-FRANCIS

A WORD FROM AN OWNER

Dear Sirs,

Broadstairs.

I feel I should like to write and tell you that last night I climbed Charing Hill (Kent) on top gear after starting from a standstill in the village (at foot of hill) occasioned by having to pull up for a traffic stop. I consider this a very good performance, as my car has already done 12,500 miles. I might add I was on my way home on an 85 mile journey, which I accomplished in three hours.

If you consider this is a good performance you are at liberty to use this letter.

Yours faithfully, S. S.

This is typical of the satisfaction which the ownership of a Lea-Francis brings. Write for particulars and catalogue.

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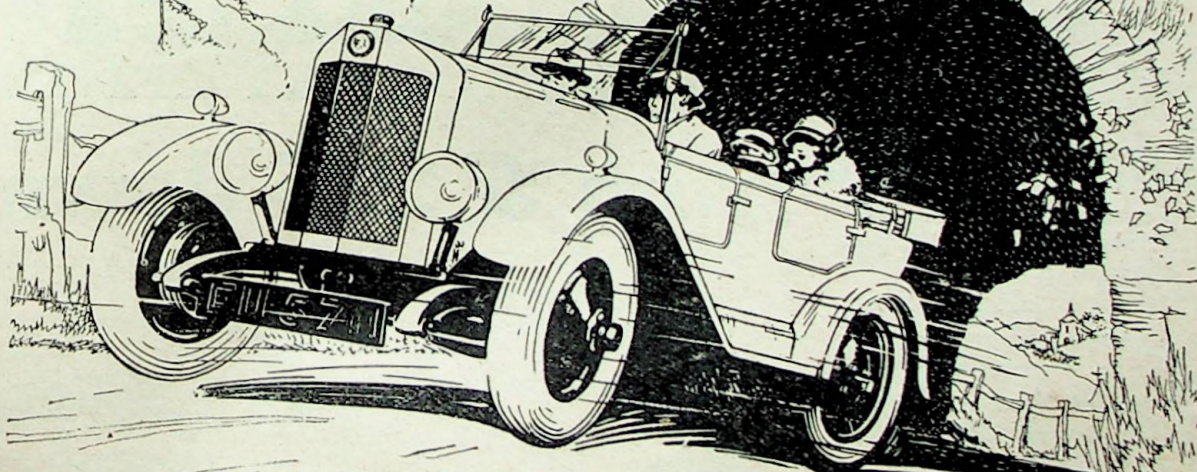
Telegrams: Rusorncy, Wesdo, London.

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What our Sales Service means to you!

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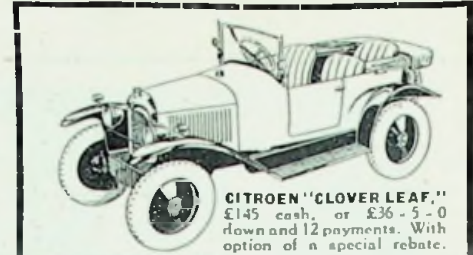
50, High Road, Wood Green.
(10 doors from Empire.)

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387, Euston Road.

(Opp. Gt. Portland St. Stn.) Phone—Museum 4973. Sat. 1 p.m.

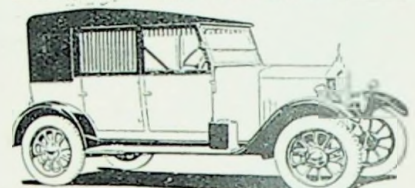
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£145 cash, or £36-5-0
down and 12 payments. With
option of a special rebate.

SECOND-HAND BARGAINS

1925 Citroen '7' Clover Leaf, 2,000 miles only	£120	0	0
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**STANDARD 4-seater, £225 cash, or £56-5-0 down
and 12 payments. With option of a special rebate.**

USUALLY IN STOCK:
Austin '7," Clyno, Citroen,
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CARS BY DEFERRED PAYMENTS

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to suit your convenience.
Present car taken in part
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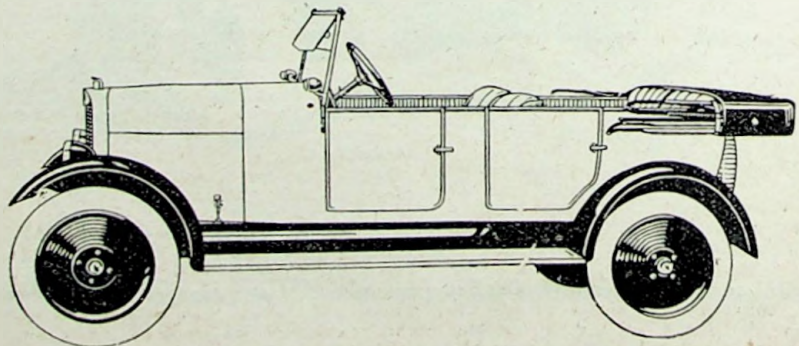
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Full particulars from—

LEA-FRANCIS CARS,
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"The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

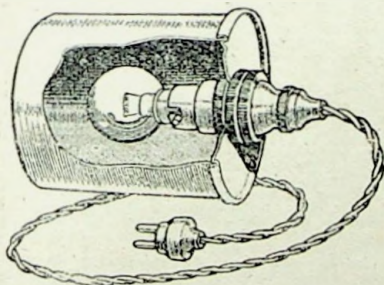


We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published.

Cheap Inspection Lamp.

A cheap but satisfactory inspection lamp can easily be made at a cost of some two or three shillings. All that is required is a length of flex, a bulb and holder and an empty cocoa or similar tin of convenient size. A hole just large enough to accommodate the bulb holder should be punched in the bottom of the tin, the holder inserted and the knurled ring of the latter screwed up to hold it in position. The bulb may then be pushed into its holder and the length of flex connected to the terminals. The polished inside of the tin will act as a reflector and when the lamp is required it has merely to be wired up to the battery.

If the lamp is likely to be needed frequently it is well worth while to purchase a two-pin plug and adapter. The adapter should be screwed to some convenient part of the car and permanently wired to the accumulator. The plug should, of course, be attached to the end of the flex from the lamp, so that when the latter is to be used the plug has only to be pushed into the adapter.



The cheap and easily made inspection lamp which is described in an accompanying paragraph.

Jowett Air-strangler Control.

Owners of Jowetts which have no facia-board control for the air strangler can easily arrange one in the following way. A small brass eyelet should be screwed into the off-side bonnet board fairly close to the radiator, and a hole bored through the dashboard about 3 ins. below the spot where the ignition control passes through. Another eyelet should be screwed into the underside of the facia board as near as possible in line with the hole. A length of thin, but strong, cord may then be attached to the air-strangler lever on the carburetter and threaded through the eyelet on the bonnet board, the hole in the dash and,

finally, the eyelet on the facia board. This cord should be drawn tight enough to take up any slack without moving the strangler. A brass ring about 1/2 in. in diameter may then be tied to the cord close to the eyelet and the job is complete.

Removing an Old Patch.

It sometimes happens that a puncture occurs near an old patch. It is never satisfactory to stick a large patch over the original one, and unless the driver knows an easy way of removing old patches considerable difficulty may be experienced in making a repair.

All that is necessary is thoroughly to cover the old patch with solution and ignite it with a match. The resultant flare need on no account alarm the driver, as after a few seconds it may be blown out and the patch may easily be peeled off, leaving a clean surface for a larger one. The solution must not be allowed to burn for long, or the tube may be damaged.

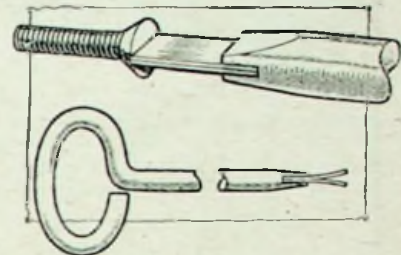
Withdrawal of Valves.

Difficulty is sometimes experienced in withdrawing valves after removing the cotter pins, owing to the restricted size of the opening for the valve cap preventing the insertion of a tool, and the position of the valve spring making it awkward to raise the valve by its stem.

Rapid withdrawal of the valve in these circumstances can be effected by looping a piece of string and passing

the bight down through the valve-cap opening and pressing it under the slightly raised edge of the valve with a screwdriver or knife-blade, and then pulling upwards.

There is no need to twist the string more than one revolution round the valve stem, and it is easily drawn through the opening at the same time as the valve head.



An ingenious tool for starting screws in their threads when they are placed in a position inaccessible to the hands.

For Awkwardly Placed Screws.

Every motorist knows the difficulty of starting awkwardly placed screws and bolts in their threads. The matter may be greatly simplified by the use of the tool described below.

A piece of heavy-gauge iron wire should be obtained and cut to a suitable length. One end should be bent round to form a handle and a slot cut in the other end with a hacksaw. Two short pieces of clock spring should then be placed in the slot in the manner shown in the illustration and soldered in position. Their free ends must then be bent outwards until they tend to spring apart.

When in use the ends of the spring are squeezed together and inserted in the slot of the screw head. When the pressure of the fingers on the clock spring is released the tendency of the ends is to move outwards and grip the screw so that it can be started in its thread.



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

L.J.C. (London, W.C.1).—The presence of oil on the drum of your 9 h.p. Humber transmission brake is most probably due to overfilling the gearbox. The oil level should not be above the top of the filler on the near side of the box.

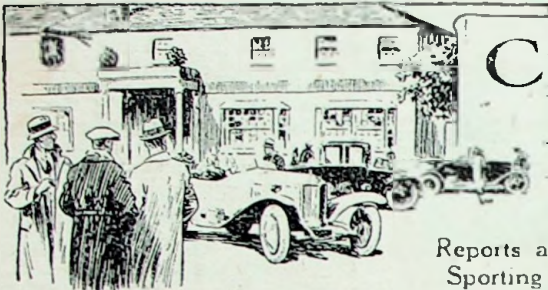
A.E.C. (Mitcham).—It is doubtful whether your insurance company would substitute your new light car for the sidecar outfit at present covered by the policy. They will most probably cancel the motorcycle policy and credit you with its surrender value towards the car policy.

H.M. (Maidstone).—Yes, the starter ring of your 11.4 h.p. Citroën is separate from the flywheel, and can be replaced.

O.C.W. (Oldham).—Yes, new celluloid can be fitted in the frames of side curtains. As those on your car are of the metal-framed type, we think you could fit the material yourself.

W.H.W. (Stockton-on-Tees).—The fitting of a windscreen visor is helpful so far as sun is concerned, but it makes little difference in rainy weather, for moisture gets underneath it, and a wiper is still necessary.

G.D. (Southgate).—For timing purposes number one cylinder of your Morgan-Anzani is that on the left hand, viewed from the front. Two to three thousandths of an inch clearance is correct for the tappets, measured when cold.



CLUB ITEMS

Reports and Announcements of
Sporting and Social Events.

CHESTER AND DISTRICT M.C. AND L.C.C.

The secretary of the Chester and District Motor Cycle and Light Car Club is now Mr. J. M. Lloyd, 20 Rough Green, Chester, to whom all matters relating to the club should be referred.

INTER-VARSITY HILL-CLIMB.

To-morrow (Saturday) the Inter-Varsity hill-climb will take place in Henley Park on a private road, which Capt. Hamilton has kindly placed at the disposal of the Oxford and Cambridge clubs. We understand that the hill is well suited for the purpose, having a maximum gradient of about 1 in 9 and two bends. Unfortunately, accommodation for spectators is very limited, and admission to the grounds will be granted only to ticket holders.

YORKSHIRE CENTRE J.C.C.

The Yorkshire Centre of the Junior Car Club will hold a Ladies' Night at the Mansion Hotel, Roundhay, Leeds, to-morrow (Saturday), at 7 p.m. There will be games, music and dancing. The dance arranged to be held in March has been cancelled, the Ladies' Night being the closing event of the winter season.

A social week-end will be held by the Centre at Marsdale Green on May 8th-9th. As the accommodation available at the Dun Bull Hotel is limited to about 37 people, members who intend to take part should communicate as soon as possible with the hon. secretary, Mr. Richard J. Smith, Torrison Lodge, Headingley Lane, Leeds.

TO CLUB SECRETARIES.

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

SURBITON M.C.'S EVENTS.

A carnival dance will be held by the Surbiton Motor Club at the Castle Hotel, Richmond, on Wednesday, March 17th, dancing commencing at 8 p.m. and continuing until 1 a.m. The club's Grand Cup Trial has been fixed for April 17th, while the Brooklands Car Race meeting will be held on April 24th. Amongst other fixtures are the Maude's Trial on May 15th and the London-Barnstable Trial on July 30th.

The county headquarters of the club this year will be the "Anglers' Rest," Bell Weir Lock, Egham, where arrangements have been made for the comfort of members. The annual subscription of the club is £1, and the entry fee 6s. Applications for membership will be welcomed by the hon. secretary, Mr. Kaye Don, 343, Euston Rd., London, N.W., who will also be glad to furnish any particulars relative to the club.

OOZELUM M.C.

The recently formed Oozelum Motor Club has now been affiliated to the A.C.U. The opening run will be held on Sunday, March 7th, starting from Park End Garage at 10.30 a.m. The run will be to the pier head, Hastings, and tea will be taken at The Chequers Inn, Lambhurst, on the return journey. The club has decided to hold a tour to Lynton at Easter, and tours will also be arranged at Whitau and during the August Bank Holiday week-end. On March 20th-21st a night trial will be held, the following clubs having been invited to compete—Brighton and Hove M.C., Carshalton M.C., Wimbledon M.C. and Woolwich and Plumstead M.C.

The headquarters of the club have now been fixed at "The White Horse," Fetter Lane, London, E.C., where a club "house warming" will take place to-morrow (Saturday) at 7.30 p.m. for 8 p.m. Light refreshments will be available, and any motorist interested in the club will be given a cordial welcome. The hon. secretary is Mr. S. G. Smith, 5, Broadfield Road, Catford, S.E.6.

B54

R.A.C. PERMITS.

The R.A.C. has recently issued closed permits for the following events:—March 13th, W. of England M.C. Trial, March 20th, Southport M.C. Race Meeting on Southport Beach, April 3rd-4th, Rochdale and District M.C. Trial, April 10th, Wessex Centre A.C.U. Kichham Trial.

FORTHCOMING EVENTS.

March 5.
North-West London M.C. Social Run to Ilfracombe.

March 6.
Birmingham M.C.C. Victory Cup Trial, J.C.C. Opening Rally, Burford Bridge, Inter-Varsity Hill-climb, Henley Park, Oozelum M.C. Social Evening, Yorkshire Centre J.C.C. Ladies' Night.

March 7.
Morgan M.C. Social Run to Derking, Coventry Triangle M.C. Circular Run, London Eagle M.C. Opening Run, Oozelum M.C. Run to Hastings, Southport M.C. Reliability Trial.

March 13.
Coventry Triangle M.C. Run to Lulbourne, North London M.C.C. Opening Run, West of England M.C. Trial.

March 14.
Coventry Triangle M.C. Run to Chester, Brighton and Hove M.C. Hewett Trophy Trial.

March 17.
Surbiton M.C. Carnival Dance.

March 20.
Kent and Sussex L.C.C. Rally, Coventry Triangle M.C. Run to Bassett's Pole.

B.M.C.R.O. Opening Members' Meeting, Brooklands, M.C.C. Opening Event, Burford Bridge, Southport M.C. Race Meeting, Midland Cycling and Athletic Club, Dunlop Trophy Trial.

March 20-21.
Oozelum M.C. Night Trial.

March 21.
Coventry Triangle M.C. Run to Stratford-on-Avon.

March 23.
Norgan M.C. Dinner and Dance.

March 25.
Belsize-Bradshaw L.C.C. Social Evening.

March 27.
Redditch M.C. and C.C. Redditch Open Trial, Essex M.C. Hill-climb, Coventry Triangle M.C. Run to Yarnhale Common.

CITY OF LONDON M.A.

The City of London Motoring Association will hold a sporting trial in Surrey on April 18th, and the following clubs will be invited to take part:—Egham and District M.C. and L.C.C., Wood Green and District M.C. and the Southgate and District M.C. On May 16th the association will hold an "All Round London" Reliability Trial; the route will be approximately circular, having a radius of about 30 miles with London as its centre. The England Memorial Trophy Reliability Trial from London to Chester and back will be held on September 18th.

Members or intending members who wish to take part in the association's Easter run to Devonshire are asked to communicate with the secretary as soon as possible. Suitable accommodation will be provided at Paignton at a cost of 7s. per day. The secretary is Mr. T. O. Coombs, 54, Wool Exchange, Coleman Street, London, E.C.2.

Mr. T. W. S. Osborne has been elected trials secretary to fill the vacancy caused by the retirement of Mr. L. M. Calvert.

SOUTHERN JOWETT L.C.C.

The next social evening organized by the Southern Jowett Light Car Club will be held on Thursday, March 14th, at 7 p.m., the venue being Slater's Restaurant, 34-35, High Holborn, London, W.C.1. Requests for tickets should be in the hands of the secretary not later than March 8th. The opening rally of the season will be held on March 28th, and details will be available later.

BIRKENHEAD AND DISTRICT M.C.

On April 18th the Birkenhead and District Motor Club will hold an open amateur reliability trial, starting from Two Mills Garage, Welsh Cross Roads, at 11 a.m. and finishing at Shrewsbury Arms, Hinderton. The route will be approximately 100 miles in length. The entry fees are 3s. 6d. for members and 5s. for non-members, and forms and full particulars can be obtained from the club's headquarters, 133, Old Chester Road, Trauvere, Birkenhead.

LONDON EAGLE MOTOR CLUB.

A very attractive programme has been arranged by the London Eagle Motor Club for the 1926 season. No fewer than 29 social runs have been fixed, while nine sporting events will take place. The opening run will be held on Sunday next, March 7th, and particulars of the first semi-sporting trial—which will be a half-day event—are now available and may be obtained from the hon. secretary, Mr. J. W. Rickards, 12, Spring Street, London, W.2. The latter event will be held on April 11th, the entry fee being 2s. 6d. All motorists are heartily invited to join the club, full particulars of membership being obtainable from the hon. secretary, whose address appears above.

Special "The Light Car AND Cyclecar" Spring Number March 19th.

NEW AEROPLANE CLUB.

A new light plane club known as the South of England Aeroplane Club, is now in course of formation. Membership is open to both sexes, and it is hoped to make a start next month at an aerodrome close to London. Other centres are also being arranged, so that members may have flying instruction and practice at a centre most convenient to them.

The annual subscription to the club and the charges for flying tuition are remarkably low, and it should be possible for members to obtain an Air Ministry "A" Certificate at a minimum of expense. Particulars of the club and its activities can be obtained by sending a stamped envelope to the secretary, Flying Officer W. Knox, 21, Airline Gardens, Ilford, Essex.

ROCHDALE CLUB'S TRIAL.

On February 28th the Rochdale and District Motor Club held its first car reliability and petrol consumption test of the season. The trial started from Rochdale at 9.30 and the route, which was 90 miles in length, included the following hills:—Black Dene, Thurston Bank, Kedgeley Gate, Thwaites Brow, Crags Moor and Mytholm Steeps. Out of an entry of 21, there were 17 starters, 14 of whom finished the course. A large crowd, estimated at several thousands, watched the cars perform on Mytholm Steeps, while many spectators had gathered on Crags Moor. Dr. Fulton and T. A. N. Leachetter, both driving Frazer-Nash cars, put up very good performances on the hills, and the former obtained a remarkable petrol consumption, covering the course on 113 gallons.

The following are the provisional results:—Best performance of the day—Dr. Fulton (Frazer-Nash). Best petrol consumption: Dr. Fulton (Frazer-Nash). Best class performances: Class 1 and 2, amateur—H. Haward (A.C.); trade—T. Rimmer (Vulcan); Class 3, amateur—E. Sutcliffe (Morris-Cowley). Team prize: Vulcan team.

BIRMINGHAM CLUB'S VICTORY TRIAL.

The Victory Trial, organized by the Birmingham Motor Cycle Club, will take place to-morrow (Saturday), starting and finishing at the King's Heath Horse Show and Recreation Grounds, Alcester Lane's End, Birmingham. The first competitor will leave at 8.1 a.m. and, contrary to usual practice, the motorcycles and cars will be intermixed so far as starting order is concerned. The route is as follows:—Swan's Hill, Gravel Pit, Shub Mill Hill, Lower Walton Hill, Hingley Wood, Noah's Ark Hill, High Oak, Liveridge, Buckridge, Abberley, Great Willey (church ston), Buckridge, Liveridge, High Oak Hill, Mill Lane Hill, Beacon and Gaby Glide.

The car entries are:—H. B. Denley (Rhode), J. G. Orford (Austin Seven), W. J. Milton (Austin Seven), B. W. Harcourt (Austin Seven), H. F. Tatlow (Lea-Francis), G. N. Norris (Lea-Francis), F. Hailam (Lea-Francis), B. Norris (Rhode), P. Denley (Rhode), R. Twelvetrees (Senechal), L. Evans (Riley), S. Wright (Humber), R. T. Horton (Morgan), F. Taylor (Bugatti), S. H. Rao (Riley), S. Watson (Surrey), N. W. G. Edgar (Rhode).

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<p>A.A. Activities cover the whole sphere of motoring. A.A. Road Service constitutes the greatest boon at the command of motorists.</p>	<p>It tends towards a higher degree of safety and pleasure on the road—but this is only one of the great many benefits. There are other reasons why</p>
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MEMBERSHIP NOW EXCEEDS

250,000

If you are not yet a member write to-day for copy of the booklet "Always Ahead," which can be obtained from the Secretary, The Automobile Association, 29, Farnham House, New Coventry Street, London, W.1.

C.D.C.

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"CONFIDENCE IS JUSTIFIED"

SEE PROOF OF THIS IN THE APPRECIATION FROM DEVONSHIRE

(Original letter can be seen with pleasure.)

Dear Sirs,

I should like to say that I feel the CONFIDENCE I placed in you, in buying a car without seeing it, is JUSTIFIED, and I shall not fail to recommend you to anyone similarly placed as myself.

*Yours truly,
R.H.S.*

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AROUND THE TRADE.

The Mobile and General Insurance Co., Ltd., offer reductions in premiums for all cars fitted with Parabolite lenses.

Jowett cars, Ltd., Idle, Bradford, have issued an attractively illustrated folder dealing with the new long-wheelbase two-seater Jowett, which sells for £165.

We are informed by Alexander Duckham and Co., Ltd., that the fire which recently occurred at their works will not in any way affect their output of oils and greases.

Both the premier car awards in the recent Colmore Cup Trial were won by cars fitted with A.C.-Sphinx plugs, while seven of the eleven gold medal winners were also using this make of plug.

In the race for the New Zealand Light Car Cup held at Muriwai recently, first and third places were gained by an Alvis and an Austin Seven respectively, both cars being fitted with Lodge plugs.

Brown Brothers, Ltd., 26-30, Great Eastern Street, London, E.C.2, have just published a useful catalogue of their breakdown and garage equipment. The catalogue is intended only for the trade, and copies will be sent to any bona fide traders who apply to the above address.

The New Welding Co. (Northern), Ltd., 25, Higher Temple Street, Manchester, are marketing a new piston known as the Philry. It is made of a steel alloy and, owing to its design, is claimed to be practically as light as an aluminium piston of corresponding size.

The Service Co. (London), Ltd., offered a prize some time ago for the best slogan to use in connection with its business. "We Serve—You Save" was the one selected, the senders being awarded the £5 prize. It has now been decided, however, to adopt "Service—Our Name and Aim," and the concern is dividing a further £5 between the entrants who submitted this slogan.

During the visit of the Prince of Wales to the British Industries Fair at Castle Bromwich, His Royal Highness, accompanied by Sir Austen Chamberlain, spent some time at the stand of Allen-Liversidge, Ltd., and stayed to see a demonstration of the welding of steel plates by the oxy-dissolved acetylene process. The Prince asked numerous questions, and expressed special pleasure on being told that the development of oxy-acetylene welding in general and dissolved acetylene equipment in particular was largely due to British enterprise.

LIGHT CAR

PROVERBS—No. 9.

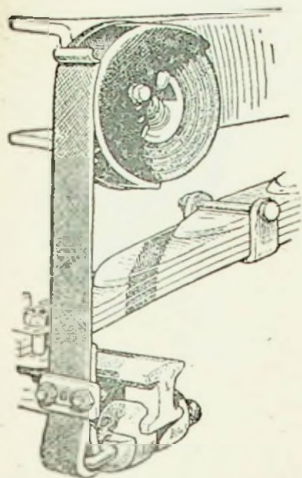
The winner of last week's Proverbs competition is Mr. P. S. Winn, 9, Brighton St., Barrow-in-Furness, and his proverb is quoted below the subjoined drawing. Among other good efforts were:—"A fool and his licence are soon parted." "To tour is human, but to scorch—divine." "Motor in haste—repent at leisure." and "It's not the miles we travel but the pace that kills."



A reckless journey leaves a sorry trail.

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

Do you realize that the



DISARRANGEMENT OF LIGHTING AND STARTING EQUIPMENT

is, in the main, attributable to the effects of vibration; that the inconvenience and expense occasioned by repeated overhaul of this, and other more or less delicate mechanism, is the direct result of uncontrolled spring action?

GABRIEL'S SNUBBERS

Rebound Shock Absorbers

are the proven remedy. They save you a heap of trouble, and incidentally a considerable amount of money. No other spring control device combines the essentials which make for economical and comfortable motoring without destroying spring flexibility. Gabriels simply steady the springs by placing a gradual yet positive check on excessive movement.

Gabriels are supplied for all cars from

£6 6s. per set of four.

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DELIVERY AND COLLECTION ANYWHERE £2-10-0

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 PHONE - BATTERSEA 1509.

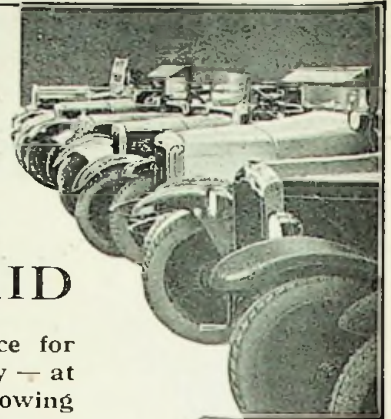
IT'S **WORTH** IT

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ARE ACTUALLY
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where every possible advantage is offered to the prospective car buyer, including our system of



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Should you reside at too great a distance for our own mechanics to attend, you may — at any time during the three months following purchase — take the car to a local repairer for necessary adjustments or to repair any defect in manufacture, and we will pay reasonable charges up to 2½% of the purchase price.

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Every Car Guaranteed. Open to A.A. Examination. Exchanges and Deferred Payments.

**Hampton £100 Wolseley £90 Salmson £80 Coventry Premier £45
Rover 8 £35 Bugatti £125 Rover 12 h.p. £85 B.A.C. £125 Rover 9 h.p. £135**

1921, Albert Coupe and double dickey, lighting and starting. One owner since new, splendid order	£60
1922, Bugatti 11 '9, special semi-sports two-seater and dickey, whole car in perfect condition and paintwork as new. Upholstered in antique leather	£135
1925, Citroen 7 '5 two-seater, lighting and starting, splendid order. Tyres as new	£90
1922, Coventry-Premier 4-wheeler, two-seater and double dickey, dynamo, excellent order. Paintwork good, tyres as new. Numerous extras	£45
1923, Hampton 12-20 h.p. two-seater and double sunken dickey. Dynamo lighting and self-starter. Four-speed gearbox. Paintwork dark blue, with red antique leather upholstery. Five brand new balloon tyres fitted	100 gns.
1921, Lagonda Coupe, dynamo lighting and self-starter, ready to drive away	£55
1921-2, Rover 8 two-seater and dickey, dynamo, excellent mechanical condition	£35
1924, Rover 8 two-seater and double sunken dickey, paintwork as new. A real good car	£75
1923-4, Rover 8 Chummy, lighting and starting. Taxed for year	£70
1924, Rover 8 four-seater de luxe, excellent condition	£75
1925, Rover 9 h.p. four-seater de luxe, numerous extras, as new	£135
1924, Salmson 10 h.p. three-seater, lighting and starting, smart car and fast	£85
1923, Wolseley 10 h.p. two-seater and dickey, lighting and starting, smart appearance and in good order	£90

CLYNO CARS: WE ARE AUTHORISED AGENTS.

All models in stock. Any car or motorcycle taken in Part Payment.

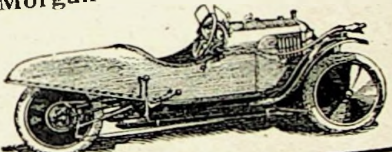
**CUMMINGS & SIMPSON,
5, Putney Bridge Rd., Wandsworth, S.W.18**

Phone: Putney 2728.

Morgan or Austin Seven —choose it at Colmore.

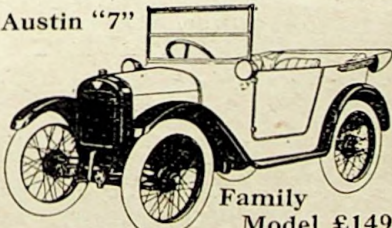
If you intend to motor with the minimum of expense, yet to include all the joys of motoring—you will choose one of these two. And if you want to feel that there is a keen service organization behind you *all* the time, you will follow the example of hundreds of owners of these splendid little cars all over the country—come to Colmore for it. There are always full ranges of models to choose from at Colmore.

Morgan Aero Model £130



The Morgan Runabout and the Austin Seven each capable of 50 m.p.h. and giving 50 m.p.g. fuel consumption

Austin "7"
Family Model £149



The most generous allowance obtainable anywhere will be made for your present car or motorcycle in part exchange, and terms can be arranged privately between yourself and ourselves alone at

Colmore Depot

31, Colmore Row,
(Adjoining Grand Hotel)
BIRMINGHAM.
62, High St., Leicester.
24, Paradise St., Liverpool.
209, Deansgate, Manchester.

Only 4 Weeks to EASTER

Have you decided on your New Car? We can give almost immediate delivery of any make, and make you the highest allowance on your present Car or Motorcycle with the balance payable by our unique system. Make sure of delivery for the holiday, and send a deposit now.

KIRK & CO.,

22, PRAED ST., PADDINGTON, W.2

Phone—Paddington 6049.

5 mins. Paddington Station and Marble Arch.
Buses 7, 107, 15, 16, 36 and 136 pass the door.

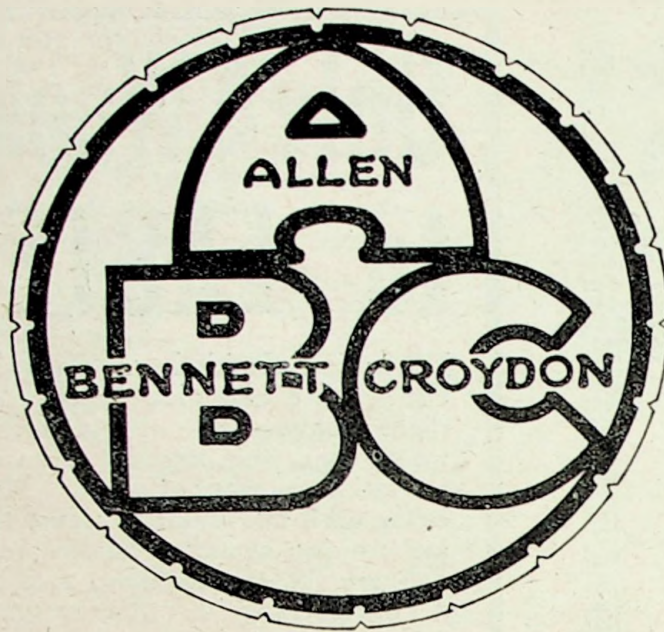
Open until 8 p.m. every night. Sundays until 1.30.

EXCHANGES! TERMS!

Below is a selection from our large stock of
GUARANTEED Second-hand Cars.

SINGER, 1924, 4-seater, model de luxe, rigid side curtains, magnificent little car, exceptionally smart and carefully used	£116
SALMON, 1925 model, 10 h.p. 2-seater model de luxe, English body, concealed dickey, balloon tyres, dynamo lighting, starter, all-weather equipment, low mileage, taxed. Really a beautiful car	£105
CITROEN, 7.5 h.p., late 1925, clover leaf, balloon tyres, absolutely as new, taxed	£102/10
Another	£97/10
HUMBER, 10 h.p., 1921, 4-seater, very fine condition throughout, dynamo lighting, starting, balloon tyres, all-weather curtains, genuine bargain	£98
AUSTIN, 7 h.p., 1924 cheummy, starter and lighting, splendidly coachbuilt, low mileage	£95
Another 1924 similar to above	£89
MORGAN, 1925, late model de luxe, dynamo lighting, absolutely as new	£88
MORGAN De Luxe, 1924-25, w.-c., dynamo lighting, straight-sided tyres, 3-speed, etc., equal to new	£85
Another, similar to above	£80
MORGAN, 1923, Family Model, w.-c., dynamo lighting, exceptionally nice condition	£75
G.N., 1923, 2-seater and sunken dickey, 4-cylinder model, dynamo lighting, self-starter, tax paid, in very fine condition, extremely smart appearance	£67/10
CITROEN, 7.5 h.p., 2-seater, 1923 model, starter and lighting, exceptionally nice condition	£65
A.B.C., 1922, 2-seater sports, dynamo lighting, starting, sunken dickey, full equipment, very nice condition, exceptionally fast	£39
ROVER, 8 h.p., 1923 model de luxe, 2-seater and dickey, dynamo lighting, exceptionally smart	£58
BELSIZE BRADSHAW, 1923, 2-seater, dynamo lighting starting, dickey, really first-class condition and appearance	£53
Another	£55
ROVER, 8 h.p., 1922, 2-seater, in exceptionally nice condition, fitted with dynamo lighting and full equipment	£50
Another in almost equal condition	£46
ROVER, 8 h.p. Sports 2-seater, fitted with special long-tailed Sports body, thoroughly overhauled, re-coachbuilt, red wings	£49
G.N., 2-seater, 1922, dickey, dynamo lighting, speedometer, electric horn, etc., very nice car	£42/10

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



*At Less
than £100*

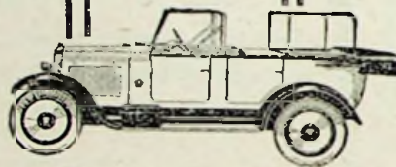
There is now a SPECIAL SALE at Allen-Bennett's of Used Cars—over 50 at under £100—all in sound running order. Finest bargain opportunity you can get.

Inspect them at A.-B.'s Special Showrooms, URIGG WORKS, Sandstead Road, SOUTH CROYDON, any day (Saturdays included) 9 a.m. to 7 p.m.

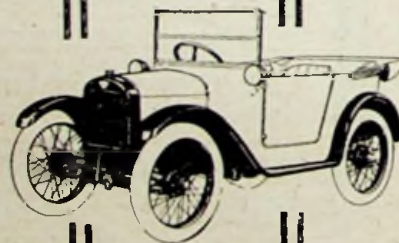
Two Leaders—both at ALLEN-BENNETT'S

Also
CLYNO
HUMBER
LEA-
FRANCIS
RILEY
ROVER
STANDARD
etc., etc.

Only
BRITISH
Cars at
Allen-Bennett's



SINGER 4-str.
£225



AUSTIN "7"
£149

LARGE forward contracts for these two most popular of all light cars enable Allen-Bennett's to offer exceptional advantages in delivery and in all else that matters. In buying from Allen-Bennett's you have the special advantage of dealing with recognised specialists in these particular cars. And, of course, you have also the benefit of ALLEN-BENNETT'S

**REALLY CON- EXCHANGES
VENIENT TERMS MADE EASY**

Allen-Bennett's Really Convenient Terms appeal especially to those who appreciate a fair, common-sense and business-like plan of buying "out of income." They are devised so as to allow a good margin of safety. They leave you amply sufficient resources to enjoy your car whilst paying for it. Payment can be extended over 18 months.

Allen-Bennett's, with the exceptional position they enjoy, are in a position to treat you generously in the matter of allowance for your old car—so that even though you must generally make some sacrifice when you exchange, you have the satisfaction of knowing that dealing with Allen-Bennett's minimises that sacrifice. Allen-Bennett's collect your old car and deliver the new one to your door. Difference in value can be spread over 18 months, if you desire.

The

ALLEN-BENNETT

MOTOR Co., Ltd.,
8, 9, 10, 11, Royal Parade,
WEST CROYDON.

Croydon
2450-1,
968

Quarter of a mile from West Croydon Station. On or near a dozen bus routes.

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

SECOND-HAND
AND NEW
LIGHT CARS, CYCLECARS
and ACCESSORIES FOR SALE

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

RATES.

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

DISPLAYED ADVERTISEMENTS. Scale of charges, with reduction for series, sent on application.
Cheques, Postal Orders, etc., should be crossed and made payable to Temple Press Ltd.

REGULATIONS WITH REGARD TO ADVERTISEMENTS

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

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

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

DEPOSIT SYSTEM.

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

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

CLOSING TIME.

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

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

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

NOTICE

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

SECONDHAND

LIGHT CARS AND CYCLECARS FOR SALE

A.B.C., late 1922, sports 2-seater, fast and wonderful appearance, taxed and insured, £65. Fancy, 77 Beadnell Rd., Forest Hill, S.E. 695-n87

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

A.B.C., 1922 chummy, £68. See page 41. Benmotors. 693-10

A.B.C. 1923 1/2 Regent 2-seater, sunk dickey, overhauled, £68. Barge, 24 Romsey Rd., Winchester. 693-n237

A.B.C., exceptionally fast 1921 sports, just overhauled, high-geared back axle, 2-seater and dickey, battery ignition, £70. Comptons (Coach Builders), Ltd., Hillingdon Heath, Uxbridge, Middlesex. 694-1858

A.B.C., 1926 model, super-sports, used for demonstration only, 175 guineas. Below.

A.B.C. 1922-23 sports, Gordon England racing type body, outside copper exhausts, Donniksen speedometer, extremely fast, 65 guineas. Below.

A.B.C. 1921-22 sports 2-seater, dynamo lighting, good tyres, first-class condition throughout, taxed, 45 guineas. Below.

A.B.C.s. We specialize in second-hand A.B.C.s. Below. Cash, deferred or exchange. Ward and Co., 51 Upper Richmond Rd., East Putney. Phone, 2818-19. 693-994

A.B.C., 1922 Regent 2-seater, £58; also 1921 sports, £48; choice of 6 others. See page 41. Benmotors. 693-7

A.B.C., racing streamlined 2-seater, fitted 1924 with very special 1,500 c.c. engine (C.I. cylinders and Specialoids), special ball bearing o.h.v. rocker gear, twin Zenith triple-diffuser carbureters, 11-gallon petrol tank, petrol gauge, oil-pressure gauge and rev. counter, special Rudge racing wheels, tyres almost new (including 2 super Rapsons), spare wheel, with brand new Dunlop. This car will do 85-90 m.p.h. and 65-70 m.p.h. on third, the engine is quite controllable for road use, price £160. Can be seen by appointment. Box No. 3950, care of "The Light Car and Cyclecar." 693-n264

A.B.C., sports 2-seater, very fast, £50; deferred payments, exchanges. D. Ralton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539 693-125

A.B.C. 1923 Regent, overhauled by manufacturers February, cost £45, receipt shown, new double crank, Exide, etc., £80. Metcalfe, 75 Mysore Rd., S.W.11. 693-n286

A.B.C., 1924 Regent 2-seater, sunk dickey, superb condition, 75 guineas. Below.

A.B.C., 1925 Regent 2-seater, sunk dickey, excellent condition, 70 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-304

A.B.C. 1921-2 sports 2-seater, dynamo, electric horn, paintwork and upholstery excellent, exceptional bargain, £58. 64 Tankerville Rd., Street ham Common. Phone 3377. 693-x463

A.B.C. sports 2-seater, £50; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3295. 693-286

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

A.C., 1921 2-seater, £88. See page 41. Benmotors. 693-11

A.C., 1921-2 super-sports, aluminium body, red wings, starter, lighting, speedometer, rev. counter, spot-light, clock; this car is exceptionally fast and in new condition throughout, £120; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Chestham Hill 102. 693-978

A.C., 1921 3-seater cloverleaf, £88. See page 41. Benmotors. 693-6

A.C. 2-seater, 1920, dynamo lighting, clock, speedometer, all-weather side curtains, etc., unscratched condition, bargain, £68; exchanges, deferred. 63 Solon Rd., Brixton. 693-n225

A.C., 1923, 4-cylinder, 2-seater all-weather, very nice order throughout, any trial, £120. Grayson Motor Co., 10 Yeomans Row, Brompton Rd., S.W.3. Sloano 2858. 693-93

A.C., 2-seater, dickey, rigid side curtains, taxed and insured, full cover, £55; appointment. 3 Frederick Rd., Sutton, Surrey. 693-n257

A.C., 1924 2-seater and dickey, £150; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 693-166

A.C., 1924 4-seater Royal, balloon tyres, rigid a.w. equipment, Marlea steering, luggage carrier, etc., mechanically perfect, and very smart appearance, taxed, £175; exchange or terms. Chester Mighall, Ltd., Stourcliffe St., Edgware Rd. Padd. 3553 (4th turn right from Marble Arch). Always open. 693-187

A.C., 1923 12hp 2-seater and double dickey, full makers' equipment, car in very exceptional order throughout, £115. Below.

A.C., 1924, 2-seater and double dickey, self-starter, clock, speedometer, etc., car very carefully handled and is as new throughout, 137. Exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 2230. 693-133

A.C., 105 guineas, 1923, Royal 4-seater, fully equipped, splendid condition throughout. Vivian, 53 Spencer St., Victoria St., S.W.1. Vic. 8677. 693-217

A.C., 1923 11.9, 4-seater, completely equipped, leather upholstery, rear screen, etc., superb condition, 145 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-514

A.C., 1924, 12hp, Royal 4-seater, equal to new, £195. Newnham Motor Co., 245 Hammersmith Rd., W.6. 693-326

A.C., 1924, 2-seater, excellent condition, £55. Allan Taylor and Co., 128 High St., Wandsworth, S.W.18. Putney 1698. 693-254

A.C. 2-seater, starter, dynamo, very clean; terms, £9 10s and 10 monthly payments of £4 10s., or cash, £95. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 693-n339

A.C. Harold Simons for bargains. See "Miscellaneous Cars." 693-552

ALBATROS, 4-seater, £88. See page 41. Benmotors. 693-8

ALBERT car overhauls: guaranteed cure for oiling up; bodywork and spares. Second-hand Albert cars bought and sold; advice and estimates free. Gwynne Cars Ltd., manufacturers of Gwynne cars, in succession to Gwynne Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. 699-804

Readers are referred also to "THE MOTOR" (Tuesdays, 4d.), which contains each week many hundreds of advertisements of new and second-hand cars of all kinds

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued)

ALBERT GWYNNE, all-weather, £68. Harold Simons for bargains. See "Miscellaneous Cars." 693-355

ALVIS, 1923, super sports, aluminium 2-seater, very fast, £195; deferred payments, exchanges. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 693-126

AMILCARS. Vernon Balls. Phone, 1995 Putney.

AMILCAR spares. Vernon Balls, London.

AMILCAR service. Vernon Balls, 25 High St., Fulham. zzz-30

AMILCAR, 1922 sports, £68. See page 41. Benmotors. 693-9

AMILCAR Grand Sports, 1926, run 2,000 miles, as new, £225. Below.

AMILCAR sports 2-seater, fine order, £75. Brayson Motor Co., 10 Yeomans Row, Brompton Rd., S.W.3. Sloane 2838. 693-92

AMILCAR. Boon and Porter, Ltd., Sole concessionaires. Offer the following guaranteed second-hand models—
1925-26 Grand Sport 2-seaters, choice of 2, from £200.
1926 Super Sports, 2-seater, small mileage, £185.
Deferred terms and exchanges.
159-163 Castelnau, Barnes, S.W.13. Phone, Riverside 1177. 693-253

ARIEL 9, June, 1924, chummy, excellent condition, mileage 7,000, taxed, £80. Fletcher, 11 Calcott Rd., Kilburn, N.W.6. 694-m502

ARIEL 9, 69 guineas, 1923 chummy, dynamo lighting, self-starter, taxed, many extra fittings, one owner only, as new; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 693-139

ARIEL 9, 1923, chummy, perfect rigid side curtains, taxed; deferred terms. Denman's Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 693-267

AUSTIN 7, new and second-hand models in stock. D. B. Rea, 27 Victoria Grove, Gloucester Rd., W.8. Telephone, Kensington 8572. 713-j334

AUSTIN 7hp sports, painted yellow, red wings, £10 worth of accessories, £110. Sumner Bros., Barrack Square, Coventry. zzz-441

AUSTIN 7, 1924, electric lights, self-starter, first taxed 1925, total mileage 5,000, as new, 7 days' free trial, tax paid, £105. Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558. zzz-253

AUSTIN, 7hp, 1925 model, speedometer, clock, dash amp, radiator cosy, large tyres, full 1926 equipment but better, car like new in every way, £115. Fryer, Dove Walk, Uttoxeter. 698-617

AUSTIN 7, 1924, £95. See page 41. Benmotors. 693-13

AUSTIN, 7hp, 1924, electric starter, a-w. equipment step mats, coach-painted dark blue, very smart, reliable car, taxed March £85. Fryer, Dove Walk, Uttoxeter. 694-616

AUSTIN 7, late 1924, family model, specially painted dark violet, in excellent condition throughout, £100. Wilson, 7 Eccleston St., Victoria 1366. 693-989

AUSTIN, 1923, 7hp chummy, as new speedometer, clock, dashlamp, electric cigar lighter, spotlight, insured, painted blue, £70, bargain. 56 Latchmere Rd., Battersea. 693-82

AUSTIN 7, 1923, chummy, splendid order, trial, £75. Write, J.F.S., 29 Hermon Hill, Wanstead, E.11. 693-n245

AUSTIN, 1924, 7hp chummy, taxed, £100. George Newman and Co., 369 Euston Rd., London. 693-86

AUSTIN 7, 1923, £78. See page 41. Benmotors. 693-12

AUSTIN, 1925, 7hp chummy, taxed, £115. George Newman and Co., 369 Euston Rd., London. 693-87

AUSTIN 7s. Secure one of these famous cars for Easter. We offer a selection of second-hand models, all overhauled and ready for the road; prices from £78; deferred terms, exchanges. Elco, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 693-69

AUSTIN 7, 1925, starter, lighting, all-weather equipment, spare wheel, speedometer, balloon tyres, electric horn, shock absorbers, in new condition, taxed, £112 10s., or Morgan part payment. Earls, Ltd., The Vale of Health, Hampstead, N.W.3. 693-61

AUSTIN 7, 1924, electric starter, speedometer, new oversize tyres, 85 guineas. Lulworth, Verzon Rd., Leigh-on-Sea. 693-n219

AUSTIN 7, 1925, in exceedingly nice condition in every respect, as inspection will prove, price £105 cash, no offers considered. Scott, 87 Birdhurst Rise, South Croydon. Phone 560. 693-46

AUSTIN 1925 7hp coupe, taxed, £135. George Newman and Co., 369 Euston Rd., London. 693-88

AUSTIN 7, 1924, chummy, electric starter, perfect condition throughout, £95; terms arranged. Chester Mighall, Ltd., Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 693-183

AUSTIN 7, 1925, grey, shock absorbers, fully equipped, taxed December, £100. K.J. Motors, 30 Widmore Rd., Bromley. 693-189

AUSTIN 7, sports, late 1924, done 3,000 miles, taxed 1926, starter, £105. 24 Dennis Rd., Hampstead. 693-n256

AUSTIN 7, 1924 chummy, starter, new tyres, speedometer, taxed, fully equipped, beautiful condition, £95; exchanges and deferred. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4633. 693-116

AUSTIN 7. Harold Simons for bargains. See "Miscellaneous Cars." 693-349

AUSTIN 7s. Several 1924 and 1925 models in stock, condition as new, small mileages only, from £100. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 693-206

AUSTIN, 7hp, 1924-5, low price. Hewitt, 86 Coventry Rd., Bedworth. 693-n278

AUSTIN 7, 1924, electric starter, trip speedometer, splendid condition, repainted, as new, bargain, £85. Batten Bros., Cullumpton. 693-n279

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

AUSTINS, exchanges, deferred payments. Two 1923 Austin chummies, 7hp, dynamo, side screens, front wheel brakes, electric horn, spare wheel, nice condition, £85 each. Scabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 693-204

AUSTIN 7, 1926, absolutely new, unused since delivery, taxed, cannot retain; offers. Box No. 3951, c.o. "The Light Car and Cyclecar." 693-n276

AUSTIN 7, 1924, large body, perfect condition, very fast, recently re-varnished, 97 guineas. 88 Bruord Rd., Wolverhampton. 693-n277

AUSTIN, 1925, £110; chummy, excellent order, all on. 23 New-Inn-hall St., Oxford. 673-n298

AUSTIN 7, 1925, tax paid for year, absolutely as new, £115. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. 693-362

AUSTIN, 1926 7hp Brooklands 2-seater, completely equipped, all-aluminium body, dynamo, rev. counter, new condition throughout, cost £287 10s., our price 235 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-305

A.V. monocar, in good condition, fitted lamps, etc., £14. A.V. Motors

A.V. bicar, usual equipment, good running order, £28. A.V. Motors.

A.V. runabouts, about 7 in stock, all in good running order, from £28 each. A.V. Motors.

A.V. Motors for deferred terms and exchanges. See other advertisements.

A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 693-953

A.V.s (several), nice little monocars, J.A.P. engines, from 15 guineas; exchange motorcycles; weekly payments. Wandswoth Motor Exchange, Ebner St., Wandswoth (Town Station). 693-114

A.V. monocar, 8hp J.A.P. engine, last machine, £11; exchanges, balance deferred. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293.

BABY PEUGEOT, 8hp, just overhauled, excellent condition, good tyres, new hood, shock absorbers, electric lighting, tools, etc., £20 or offer, after 6. 11 Lyndhurst Rd., Thornton Heath. 693-n268

BALLOTT 10hp 2-seater, good mechanical condition, tax paid, £35. R.J.P., 22 Camden Square, London, N.W.1. 693-n211

BAYLISS THOMAS 1925 4-5-seater touring model, equipped for use by staff of this journal, 11hp, balloon tyres, Meadows engine, excellent condition, £170. Box No. 3928, care of "The Light Car and Cyclecar." zzz-992

BAYLISS THOMAS, 1925, 4-seater, 10-22hp balloons, Meadows engine, nearly new condition, £155. 49 Little Albany St., N.W.1. 693-n299

BELSIZE, 1924 10hp 4-cylinder 2-seater, concealed dickey, starter, excellent condition, 105 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-306

BELSIZE-BRADSHAW, 1922 2-seater, £65. See page 41. Benmotors. 693-14

BELSIZE-BRADSHAW, first delivered 1925, 2-seater, £65; deferred payments, exchanges. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 693-124

BELSIZE-BRADSHAW, 55 guineas, 1923, 2-seater and dickey, clock, speedometer, etc., exceedingly nice order throughout; exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammer-smith Rd., W.6. Riverside 2230. 693-134

BELSIZE-BRADSHAW, 1922 4-seater, £78. See page 41. Benmotors. 693-15

BELSIZE-BRADSHAW. Harold Simons for bargains. See "Miscellaneous Cars." 693-356

BELSIZE-BRADSHAW, 1923, 4-seater, 5 practically new tyres, starter, £65, exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Phone, Museum 9078. 693-215

BLERIOT, 1923, 9hp, 2-seater and dickey, electric dynamo, repainted and overhauled, as new, £26. 670 Holloway Rd., N.19. 693-n349

BLERIOT-WHIPPET, lamps, etc., good hood, upholstery and paintwork, mechanical condition perfect, price £19. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 693-955

BLERIOT-WHIPPET, 3 speeds, reverse, dynamo, 2 horns, etc., very complete, thoroughly sound, fast, taxed year, £33. 8 Cotsford Avenue, New Malden. 693-n288

BLERIOT-WHIPPETS, 1925 and 1924, 2-seaters, 8hp, electric lighting, spare wheel, £25 to £30, deferred terms, exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes, S.W. 693-220

B.S.A., 1923, 11hp, 2-seater and dickey, 4-cylinder, leather upholstery, perfect condition, £75. Newham's Heath Rd., Twickenham. Phone, Richmond 3293. 693-303

BUGATTI, 1921, cloverleaf 3-seater sports, exceptional condition, very fast, bargain, £125; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 693-968

BUGATTI saloon, 11hp, cost £750, price £98. 84 Greenside Rd., Croydon. 693-n262

CALCOTT, £94 10s.; 1923, 10hp, 2-seater, double dickey, starter, all-weather, special bargain. Cash or easy payments. Exchanges, Wilkins, Simpson, opposite Olympia, London. 693-n306

CALCOTT service depot.

CALCOTT spares. Trade supplied. Overhauls of every description. Repairs. Bargains in used Calcott cars. Brand-new 1925 models in stock. Cash, easy payments, exchanges.

CALCOTT Service Depot, 11 Hammersmith Rd., opposite Olympia, London. Phone, Riverside 233. 693-n305

CALCOTT, 1924, 10.5hp, 2-seater, self-starter, all-weather equipment, petrol gauge, dashlamp, petrol can, carrier, screen wiper, aluminium plates, indistinguishable from new, guaranteed, £125. Wilkins, Simpson, opposite Olympia, London. 693-n304

CALCOTT, 1921 2-seater, £68. See page 41. Benmotors. 693-16

CALCOTT, 10.4hp, 1919 2-seater, in very nice order, taxed for year, £55. Elco, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 693-73

CALCOTT, 10hp, 2-seater, 4-cylinder, 3-speed, £25; exchanges, balance deferred. Newham's, Heath Rd., Twickenham. Phone, Richmond 693-302

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

CALCOTT, 1925, 10hp, new 2-seater, full guarantee, £185. Cleverlys, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 693-269

CALCOTT, 1922-3, 2-seater and dickey, £85; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone: Museum 3081. 693-167

CALTHORPE specialist. Exchanges, deferred payments. Exceptionally nice 1923-24 semi-coupe, all-weather 2-seater, dickey, lighting, starter, 4 speeds, £95; 1920-21 4-seater, £69. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 693-195

CALTHORPE, 1922 2-seater, £78. See page 41. Benmotors. 693-18

CALTHORPE 1920-21 10hp 4-seater, starter, speedometer, rear screen, etc., £65. The One Tree Motorcycle Co., Huddersfield. 693-562

CALTHORPE, 1220hp, 1925, small mileage, well equipped, double dickey, all-weather, taxed for year, in tip-top condition, experienced owner-driven since new, 125 guineas. Pearco, 50 Wesley Park Rd., Selly Oak. 693-947

CALTHORPE, 1921-2 4-seater, £68. See page 41. Benmotors. 693-17

CALTHORPE, 1922 model 10hp all-weather coupe, sunk dickey, completely equipped, superb condition, 89 guineas. Exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-321

CALTHORPE, 1922 model 10hp all-weather coupe, sunk dickey, starter, excellent condition, 89 guineas, exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-307

CALTHORPE 1919 4-seater, grey finish, aluminium bonnet, £59, exchanges, balance deferred. Newham's, Heath Rd., Twickenham. Phone, Richmond 3295. 693-298

CALTHORPE, 2-seater, 1925, lighting, starting, fully equipped, in nice condition, 59 guineas. Longman Bros., 17 Bond St., Ealing. Phone: Ealing 689. 693-283

CALTHORPE, 55 guineas, 1921, 4-seater, sports, starter and lighting, very smart and fast car, exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 305. 693-140

CALTHORPE, 63 guineas, 1921, 4-seater, in extra-good condition, lighting and starting, rear screen, tax paid, any trial; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, 305. 693-141

CALTHORPE, 75 guineas, 1922-23, 4-seater de luxe, double screen, leather upholstery, colour maroon, a super-posh car at the price; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, 305. 693-142

CALTHORPE, 10hp, 4-seater, 1925 model, in excellent condition, £95. Cleverlys, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 693-270

CARDEN'S Carden's, Carden's 11hp, 2-seater, side-by-side seating, completely equipped, from £18 to £23; deferred terms, exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 693-221

CARDEN, 1921, late 2-seater, 7hp, electric lighting and usual equipment, very good condition throughout, £12 10s. Teddington Garage, 160 High St., Teddington. Kingston 2562. 693-272

CASTLE 3, 3-wheeler, 4-cylinder water-cooled engine, 3 speeds, reverse, speedometer, dynamo lighting, etc., £50; deferred terms, exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 693-225

CHARRON-LAYCOCK, 1924, 11hp, fitted with sports 2-seater body, starter and lighting, hood and screen, numerous extras, very fast, painted blue, very nice order throughout, £100; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 6391. 693-111

CITROEN, 7.5hp, 2-seater, 1925 (April), licensed December, mileage 1,400, domed wings, exactly like new, £95. Harvey Hudson and Co., next George Hotel, South Woodford, E.18. Phone, Wanstead 2395. zzz-770

CITROEN specialists and distributors. New and second-hand cars always in stock; deferred payments our speciality. Old Welsh Harp Garage. Phone, Hendon 1025. 696-239

CITROEN, 1922, 11hp, drop-head coupe, starter, luggage, speedometer, etc.; tyres and condition excellent, guaranteed, bargain, £75; easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 693-307

CITROEN, 1925, £95, 3-seater, cloverleaf, small mileage, like new. 25 Newnham St., Oxford. 673-297

CITROEN, 1922 4-seater, £85. See page 41. Benmotors. 693-22

CITROEN, 1925, 11.4, 4-5-seater, starter, lighting, all-weather equipment, balloons, taxed, under 4,000 miles, £125. Garage, 12 Cornwall Terrace Mews, Allport Place, N.W.1. (Baker St. Station.) Phone, Langham 2935. zzz-595

CITROEN, 7.5 cloverleaf 3-seater, latest 1926 model, slightly shop-soiled, list price £145, absolute bargain, £130 cash. Park St. Garage, Wellington, Salop. 693-180

CITROEN 7, 1922 2-seater, £65. See page 41. Benmotors. 693-21

CITROEN, F.O.C.H., Ltd., have several Citroens. Bargains. 5 Heath St., Hampstead. (Tubo Station.) 693-929

CITROEN, 7.5, 1925, 2-seater, mileage under 1,000, £95. Below.

CITROEN, cloverleaf, 1925, small mileage, £105. Harvey, Hudson and Co. (next George Hotel), South Woodford, E.18. Phone, Wanstead 2395. zzz-942

CITROEN, 1921 2-seater, £58. See page 41. Benmotors. 693-20

CITROEN, 1925, 7.5hp, 2-seater, complete, new condition, £95; exchange heavier. 35 Whitehall Rd., Handsworth, Birmingham. 693-73

CITROEN, £55, 1921, 10hp, 4-seater, all-weather, lighting, starting, licensed, insured March, tyres unpunctured, excellent condition throughout; owner-driven 18 months; any time Saturday, Sunday. 28 Brunswick Square, Camberwell. 693-188

CITROEN 7, 1924 coupe, £98. See page 41. Benmotors. 693-19

CITROEN, 7.5hp, late 1924 2-seater, balloon tyres, excellent condition, £85. North Stafford Garage, Stone Rd., Stafford. 693-2

CITROEN 1925 11.4 5-seater, English body, practically new, £135. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4435. 693-3

CITROEN 7.5 occasional 3-seater, June, 1924, exceptional condition, £85. Hartfords, 5 good tyres, electric horn, starter, curtains, tools, etc., no further expenditure necessary. 28 The Drive, Golders Green, N.W.11. 693-221

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

CITROEN, 80 guineas, 1923-24 11.4hp 4-seater, English body, taxed, starter, back screen, clock, speedometer, exceptional condition deferred, exchanges. 11a Rumsey Rd., Stockwell Rd., S.W.9. 693-49

CITROEN, 1925, English body, 4-seater, rear screens, all-weather equipped, self-starter, tools, etc., taxed, only 6,000 miles, condition perfect, throughout, £120; deferred payments. 21 Pennant Mews, Earls Court, 6684 Western. 693-78

CITROEN 1922 2-seater, 7.5, £46. Elco, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 693-70

CITROEN, 1925 (April), 7hp, cloverleaf, self-starter, speedometer, tools, taxed, only 4,000 miles, condition as new, £90; deferred payments. 21 Pennant Mews, Earls Court. 6684 Western. 693-77

CITROEN 7, 1925 model, excellent appearance and condition throughout, 85 guineas. Clarks, 225 Hammersmith Rd., W.6. 693-82

CITROEN coupe, 1925, 7hp, £95. George Newman and Co., 369 Euston Rd., London. 693-89

CITROEN 7hp coupe, 1924, good condition, £85. Ratcliffe Bros., 200 Gt. Portland St., W.1. 693-104

CITROEN, 7, late 1922, 2-seater, self-starter, dynamo lighting, spare wheel, etc., licensed, exceptionally smart little car, splendid mechanical condition, £48. Teddington Garage, 160 High St., Teddington. Kingston 2562. 693-273

CITROEN 7.5hp cloverleaf model, shop-soiled, special price to clear, list price £145. Agents, North Stafford Garage, Stone Rd., Stafford. 693-211

CITROEN. Sprosen, Ltd., for Citroens; exchanges, deferred payments. 1925 7hp 2-seater, absolutely perfect, many extras, total mileage 1,800, 87 guineas. 1925 (autumn) 7hp clover-leaf, tyres, body, upholstery, etc., as new, chassis guaranteed, 100 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 695-234

CITROEN, 7 and 11hp. Harold Simons for bargains. See "Miscellaneous Cars." 693-350

CITROEN 4-seater, 11.4hp, excellent condition; terms, £8 10s. and 10 monthly payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 693-340

CITROEN 2-seater, 1925, 7.6hp, excellent condition; terms, £10, and 10 monthly payments of £10, or cash £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 693-336

CITROEN, 1925, 7hp, 2-seater, painted maroon, excellent order, £95. Newham Motor Co., 245 Hammersmith Rd., W.6. 693-328

CITROEN, 1924 7.5 2-seater, starter, speedometer, superb condition, 79 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-308

CITROEN, 10hp, 4-seater, excellent order, £85; exchanges; balance deferred. Newham's, Heath Rd., Twickenham. Phone, Richmond 3295. 693-289

CITROEN, 10.4hp, 1920, 2-seater, all-weather equipment, very good order, seen any time, £55. Haverstock Hill Garage, 50 Haverstock Hill, London, N.W.3. Telephone, Hampstead 6609. 693-464

CITROEN 7, late 1925, 3-seater, balloons, fully equipped, little used, guaranteed condition, £100. Below.

CITROEN, 11.4, 1924, 4-seater English body, rear and side screens, good tyres, beautiful condition, £100; exchanges and deferred. Albery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4635. 693-117

CITROEN 1925 coupe, 7hp self-starter, lighting, speedometer, balloon tyres, etc., very small mileage and in new condition throughout, a bargain, £110; exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 2250. 693-136

CITROEN 7, 95 guineas, 1925, actual Show model cloverleaf 3-seater, starter and all-weather equipment, special finish, colour maroon, tax paid, looks like new, has scarcely been used; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 305. 693-143

CITROEN 1925 7hp 3-seater, dynamo and starter, balloon tyres, excellent condition, £110; 1924 2-seater coupe, £95; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 693-180

CITROEN, 11hp, late 1923, English 4-seater body, as new, taxed, £95. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 693-192

CLULEY, 1926, 10hp, 4-seater, almost as new, £145. Newham Motor Co., 245 Hammersmith Rd., W.6. 693-327

CLULEY 1924-25 de luxe 2-seater and dickey, leather upholstered, balloon tyres; this car is in superb condition, £100 for quick sale. 31a Hydehorpe Rd., Balham. 693-161

CLYNO, 1924-25, 2-seater de luxe, fully equipped, Hartfords, splendid condition, £110. Foley, 14 Mansion Row, Old Brompton, Chatham. 693-1845

CLYNO 1925 4-seater, Royal model, with balloon tyres, leather upholstery, superior finish in mott grey, recently cost £235, used few demonstrations only, tyres unmarked, what offers! Willing take Morgan part payment. Fryer, Dove Walk, Uttoxeter. 694-618

CLYNO 1924-25 2-seater, self-starter, speedometer, tools, taxed, etc., condition perfect, £85; deferred payments. 21 Pennant Mews, Earls Court. 6684 Western. 693-80

CLYNO 1926 4-seater, f.w.b., all-weather, mileage 200, otherwise new, £175. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4435. 693-4

CLYNO 1926 de luxe 4-seater, six months' old, condition as new, taxed, £140; exchanges, deferred terms. Elco, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 693-72

CLYNO, 1923 4-seater, £98. See page 41. Benmotors. 693-23

CLYNO, 2-seater, 1925, fully equipped, in nice condition, 110 guineas. Longman Bros., 17 Bond St., Ealing. Phone, Ealing 689. 693-281

CLYNO 1925 2-seater, de luxe, in excellent order, mileage 3,000, £105; also 1924 4-seater, 2 doors, taxed and in excellent order, £92. Hydehorpe Motors, Hydehorpe Rd., Balham. 693-159

CLYNO, South Ealing Garage. 1924 4-seater, rear screen, really fine order, £110. Ealing 2983. 693-243

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
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COVENTRY-PREMIER, 1922, 4-wheeler, 2-seater, dickey, dynamo lighting, good tyres, any trial, taxed, £48. Gresham, 27 Prince of Wales Ter., Scarborough. 693-1842

COVENTRY-PREMIER, 1922. £55. See page 41. Benmotors. 693-24

COVENTRY-PREMIER, £50, 3-wheeler, super, just overhauled, perfect, tyres as new, after 6 o'clock. Page, 57 Summerly St., Earlsfield, S.W.18. 693-2355

COVENTRY-PREMIER, 8hp water-cooled, 3 speeds, reverse, dynamo lighting, spare wheel, speedometer, £44; deferred terms, exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 693-222

COVENTRY-PREMIER, 1923, 4 cylinders, Singer chassis, 4-seater, £75. Bartleets, 93 Gt. Portland St. 693-239

COVENTRY-PREMIER, 1922, 4-wheeler, oversize tyres, dynamo, starter, £40, exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 693-364

COVENTRY-PREMIER, 1922, dynamo lighting, fully equipped, 45 guineas. Longman Bros., 17 Bond St., Ealing. Phone, Ealing 689. 693-282

COVENTRY-PREMIER, 1922, 8hp, 2-seater, sunk dickey, dynamo, 42 gns.; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-309

COVENTRY-PREMIER, 39 guineas, 1922, 2-seater, dickey (square back 4-wheeler model), dynamo lighting, colour blue, in exceptionally nice condition; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 693-144

COVENTRY-PREMIER, 1922, 8hp, electric lighting and horn, recently overhauled and repainted, tyres practically new, £45. 1 Hill View, Pirbright Rd., Normandy, Surrey. 693-326

CROUCH, 1923 10hp, all-weather 2-seater, sunk dickey, completely equipped, starter, speedometer, excellent condition, 89 gns.; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-319

CROUCH, 12hp, 1923, sports and touring models, in stock from £90; deferred terms. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Reg 986. 693-268

ERIC-CAMPBELL, 1924, 10hp, 1½-litre, 2-seater and dickey, in really good condition, owner must sell for business reasons, gearbox just overhauled, paint and upholstery as good as new, tyres good, electric lighting and starting, many extras, including shock absorbers, 40 m.p.g., 55 m.p.h., gear ratios 4½, 7 and 16 to 1, a sacrifice at £135. Phone during business hours Clerkenwell 6000, or write Box No. 3745, c/o "The Light Car and Cyclecar." zzz-501

ERIC-CAMPBELL, brand new, shop-soiled, 1926 model 8-20 chummy, completely equipped, starter, clock, speedometer, all-weather equipment, 139 guineas. Exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-315

ERIC-CAMPBELL, 1924, chummy 4-seater, dynamo and starter, excellent condition, £100; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 693-168

ERIC-LONGDEN, 59 guineas, 1923, 10hp, sports 2-seater, dynamo lighting, starter, extremely smart appearance, any trial; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 693-146

FIAT cars. Accredited agents, Moore's Pretto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-18

FIAT, 1924, 10-15hp, sports, fitted sports saloon body, very fast and smart, £300. George Newman and Co., 369 Euston Rd., London. 693-85

FIAT, 1925, 10-15hp, torpedo, excellent order, £185. George Newman and Co., 369 Euston Rd., London. 693-84

FIAT, 1923, 10-15, 4-seater saloon, by Mulliner, excellent order, taxed, £195. George Newman and Co., 369 Euston Rd., London. 693-90

FIAT, 10-15, late 1922, English 4 seater body, repainted, taxed December, £135. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 693-191

FIAT, 1921, 10-15hp, 2-seated coupe, dynamo and starter, excellent condition, £145, exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 693-181

FIAT 1921 10-15hp 4-seater, starting and lighting, excellent condition, £105. Bartleets, 93 Gt. Portland St. 693-258

G.N. H. R. Godfrey, the original designer and manufacturer, for the best G.N.s Below.

G.N. Before deciding to purchase a G.N. write for particulars of rebuilt G.N.s, in guaranteed condition. Below.

G.N. Many reliable second-hand models also in stock at reasonable prices. List on request. H. R. Godfrey Motors, Manor Rd., Richmond. Phone, 3024. zzz-372

G.N. 1921 sports, painted maroon, just reconditioned and in really good order, £35; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. 693-981

G.N., 1922, 2-seater, hood, electric lighting, speedometer, spare wheel, overhauled, £40 cash. Toppin, 60 Park Avenue, Barrow-in-Furness. 694-m730

G.N., 8.7, 1922, only used season 1925, 5 tyres and battery just replaced, electric horn, hood, etc., dickey, perfect car, cash £58. Win. R. Litvay, Chellord Rd., Knutsford. 693-n94

G.N., 1921, fast, economical, dynamo lighting, splendid condition, been carefully used, extended gentle, paint, hood, upholstery good, 5 detachable wheels, tyres excellent, speedometer, electric and bulb horns, mirror, mat, clock, etc., real bargain, 30 gns.; seen evenings or weekend. Horgan, 128 Ritherdon Rd., Balham. 693-n164

G.N.s. Vadum Co., Premier G.N. Specialists, offer unprecedented value in carefully overhauled cars with written guarantee.

G.N., very late 1922, engine just overhauled, repainted, really beautiful order and appearance, taxed, guaranteed, £46.

G.N., late 1922, engine overhauled, taxed, guaranteed, £46.

G.N., 1922, as above, guaranteed, £45.

G.N., 1922 touring model, very sound order, several extras, bargain, £36.

G.N., 1922 model, good condition and appearance, £37 10s.

G.N.s. Others in stock; also Salmons; deferred exchanges. Open 6 Saturdays. Any trial. Expert examination invited. All have hood, screen, dynamo, dickey and spare wheel.

G.N.s. Vadum Co., 37 Beaconsfield Rd. (near "White Hart"), Willesden Green, N.W.10. Phone, Willesden 692. 693-986

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

G.N., 1921, fitted lamps, dynamo lighting, speedometer, etc., £35. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 693-954

G.N., £45, 1922, Legero chassis, fitted standard body, with dickey, taxed, painted grey, with red wings, speedometer, dynamo lighting, spotlight, very complete toolkit, valuable stock of spares, very sound and fast car; would consider exchange if necessary. Grimes, 24 Bruton Place, Bond St. W.1. 693-95

G.N., 1921, dynamo lighting, 2 headlamps, side screens, dickey, safety hub caps, many extras, first-class order throughout, 29 guineas. 51 Upper Richmond Rd., East Putney. 693-997

G.N.s. Earls, Ltd. If you are interested in these wonderful little machines, give us a call. Below are a few which we can offer you at bargain prices.

G.N., 1922, black twill hood, dynamo lighting, dickey seat, double windscreen, bargain, £36.

G.N., 1922, aluminium body and pistons, blue wings, tyres in first-class condition, taxed, £45.

G.N., 1920, dynamo lighting, detachable wheels, painted dark blue, £22.

G.N., 1922, dynamo, painted cream, balloon tyres, electric horn, £44.

G.N.s. Several others in stock; any trial. Morgans taken in part payment.

G.N.s. We have a good stock of new tyres suitable for these machines; also a few second-hand, at bargain prices.

G.N.s. Earls, Ltd., The Vale of Health, Hampstead, N.W.5. Phone, Hampstead 3287. Book to Hampstead Tube Station. Open till 9 Friday and Saturday. 693-62

G.N., 10hp, 1922, dynamo lighting, mechanically perfect, £57 10s. Cleverlys, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 693-271

G.N., 11.9hp, Anzani, 1926, shop-soiled, 70 m.p.h., £190. Cleverlys, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 693-272

G.N., 10hp, 1922, Vitesse model, many special fittings, 70 m.p.h., £75. Cleverlys, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 693-275

G.N. Sprosen, Ltd., for G.N.s. Exchanges, deferred payments. 1925 4-cylinder Anzani, carefully used, taxed, in perfect condition, £125. 111 Gt. Portland St., W.1. Phone, Langham 1212. 693-232

G.N., 1922, dickey, dynamo lighting, spare wheel, good tyres, £37, or offer. Phone, Kensington 3913. B. Horgest, 11 Fernshaw Rd., Chelsea. 693-n266

G.N.s. 1921 standard models, fully equipped, from £25; also 3-seater G.N.s and 1922 models at low prices; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 693-224

G.N., 1922, engine and chassis overhauled, aluminium bonnet, dynamo lighting, dickey, tyres excellent, £42. 114 Boundaries Rd., Balham, S.W. 693-n265

G.N., 1923, 4-seater, mechanically perfect, coachwork in excellent condition, numerous extras, taxed, 55 guineas, exchange or terms. Chester Mighall, Ltd., Stourellife St., Edgware Rd. Padd. 3653. (Fourth turn right from Marble Arch.) Always open. 693-184

G.N., special, 1921, fitted with coachbuilt body, new tyres all round, repainted, electric side lamps, acetylene head, just overhauled, £29. Reading Car Mart, 37a Erleigh Rd., Reading. Phone 1909. 693-n291

G.W.K., 1922-23, 2-seater, dickey, starter, excellent condition, £55. Smith, Guildwood, Melksham. 693-n154

G.W.K. Messrs. G.W.K., Ltd., Cordwalles Works, Maidenhead, have a number of second-hand cars for sale at bargain prices. 693-899

G.W.K., 2-seater, 2-cylinder, excellent running order, just overhauled, tyres good, all accessories, £15. Bouverie, Crescent Rd., Shepperton. 693-m871

G.W.K., 1919, taxed, lights, spare wheel, etc., side screens, hood envelope, a sound, reliable car. £33; motorcycle taken part payment. Lloyd-Owen, Oak Lodge, Parkfield Rd., Ickenham, near Uxbridge. 693-n239

G.W.K., 1921 22, 2-seater, dickey, 4-cylinder engine, dynamo lighting, etc., really good condition throughout, £42. 16 Bryngwyn Rd., Aber-tillery. 693-n260

G.W.K. 1921 model 2-seater, £35, 4-cylinder engine; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 693-297

G.W.K., 4-seater, excellent condition; terms, £4 and 10 monthly payments of £4, or cash £40. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 693-n337

G.W.K. Sprosen, Ltd., for G.W.K.s. Exchanges, deferred payments. 1923 4-cylinder 4-seater, in perfect condition, 47 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 693-233

GWYNNE car overhauls, bodywork and spares: second-hand Gwynne cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars in succession to Gwynnes Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. 693-803

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Cyclecar

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**SECONDHAND
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(continued).

GWYNNE 8, second-hand cars, all models, overhauled and guaranteed, from £83. Chinery, Gwynne Specialists, 1 Hammersmith Rd., Kensington. Phone, Western 5568. zzz-929

GWYNNE 8, chummy, June, 1925, starter, lighting, rigid curtains, tyres excellent, taxed, private, £87. 2 Barfield Rd., Leytonstone. 693-n242

GWYNNE, South Ealing Garage. 1923 8hp chummy, just thoroughly overhauled, guaranteed condition. £85. Ealing 2885. 693-245

GWYNNE 8 used cars, chummy, 2-seater de luxe, and latest type 4-seater in stock, prices from 65 guineas, guaranteed, deferred terms. Gwynne Agents, 4 Denman Place, Piccadilly Circus. Reg. 986. 693-264

HAMPTON, 1921, 9.8hp, 2-seater and double dickey, self-starter and dynamo lighting, all-weather equipment, tyres quite sound, repainted blue, overhauled and absolutely sound, insured till September, £59, cash or deferred. Naylor, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 693-130

HAMPTON, 53 guineas, 1920-21, 2-seater, dynamo lighting, self-starter, hide screens, in exceptionally good condition, exchanges. Empire Motors, 525 High Rd., Chiswick, W.4. Phone, Chiswick 305. 693-155

HAMPTON, 1925, 10hp, 2-seater, sunk dickey, 4-speed, starter, etc., good order, 85 guineas, exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-510

HANDS, 1922 2-seater, £68. See page 41. Benmotors. 693-23

HANDS, 1925, 4-seater, starter, excellent condition; terms, £8 10s. and 10 monthly payments of £8 10s., or cash, £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 693-n335

HILLMAN, 1922-3 2-seater, £95. See page 41. Benmotors. 693-26

HILLMAN, 1920-21, 2-seater, roomy dickey, electric light, self-starter, 2 spare wheels, recently overhauled, in perfect condition, a real bargain, car can be seen at any time; trial run by appointment. Harrison, 6 High St., Dorking, Surrey. 693-n327

HORSTMAN, 10hp, 2-seater and dickey, lamps, in splendid condition, £22 10s. 35 Peters Rd., Hammersmith. 693-n252

HORSTMAN, 45 guineas, 1921, 10hp, 2-seater, dickey, recently repainted and all new tyres fitted, very smart appearance, trial willingly, exchanges deferred. Empire Motors, 525 High Rd., Chiswick, W.4. Phone 305. 693-145

HUMBER, 1924, 8-18, 2-seater, repainted, very nice order throughout, £140; extended terms, H. Beasley, late Rey (Established 1900), 374 Euston Rd., Museum 7600. 693-964

HUMBER 8, chummy, 1924, new wings, accumulators, magneto, and 2 new tyres, small mileage, excellent condition, £125. S. S. Hicks, 140 High Cross Rd., Tottenham, N.17. 693-n158

HUMBER 8, chummy, 1925, first taxed 1924, total mileage 6,000, recently desorbonized, exceptional condition, any expert examination, £120. Ibbotson, Kia Ora, Wandie Rd., Mitcham. Phone, Putney 5685. 693-n218

HUMBER, 10hp, 4-seater, starter, dynamo, very good condition, £10 and 10 monthly payments of £10, or cash, £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 693-n332

JOWETT, 1925, 4-seater, all-weather, shock absorbers, balloon tyres, luggage grid, perfect, taxed, £110. K.J. Motors, 30 Widmore Rd., Bromley. 694-641

JOWETT, 1925, light four, s.s., bal., double screen, perfect order, £125. Below.

JOWETT, 1926, coupe head, smart and roomy, 2-seater, brand new, £159. Below.

JOWETT, 1925-24, 4-seater, s.s., Triplex, extras, £105. Below. Jowett Service Station (London), main agents and specialists. Reliable used cars, Westminster Bridge Garage, 6 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-549

JOWETT, F.O.C.H., Ltd., the London depot and service station, have a large stock of guaranteed second-hand Jowetts. 5 Heath St., Hamstead (Tube Station). 693-940

JOWETT, 1923, 2-seater, new batteries, Perodo spring-interleaving, balloon tyres, special silencers, automatic screen wiper, extra air, taxed December, 1926, £75.70 Loudoun Rd., N.W.8. Hamp. 8889. 693-n235

JOWETT, 1924, 2-seater, dickey and self-starter, tax paid, repainted, £85. Ratcliffe Bros., 200 Gt. Portland St., W.1. 693-100

JOWETT, latest 1925 model, starter, balloons, Hartfords, taxed 1926, insured July, 600 miles only, bargain, £135. Newitt, Eaton Villa, Market Drayton. 693-n226

JOWETT, 1925, 2-seater, double dickey, Hartford shock absorbers, spring gaiters, exceptional condition, tax paid for year, small mileage, £75; seen by appointment. E. F. Horton, Kendal Cottage, Pembury, Tunbridge Wells. 693-n229

JOWETT, 1922 2-seater, £65. See page 41. Benmotors. 693-27

JOWETT, full 4-seater, 1925 model, balloons, new, used few demonstrations only, unregistered, £127 10s. Wilkinson, Motor Agent, Worlington. 693-n233

JOWETT, 1925, 2-seater, dickey, starter, balloons, speedometer, taxed, beautiful condition, 100 guineas; another, similar, 92 guineas; exchanges and deferred terms. Allery and Bernard, 344 King's Rd., Chelsea, S.W. 693-118

JOWETT, 1925, 4-seater, de luxe, upholstered real leather, balloon tyres, mileage 3,500, condition as new, £115. 31a Hydehorpe Rd., Balham. 693-160

JOWETT, R. G. Gamble, Crystal Palace. For the best second-hand Jowett consult specialist. 1925 2-seater, dickey, self-starter, as new, £110. 1925 2-seater, dickey, special bargain, £92 10s. 1924 2-seater, dickey, very carefully used, £78. Exchanges, deferred payments; all models guaranteed. 16-22a Gipsy Hill, Crystal Palace. Phone, Sydenham 3379. 693-357

JOWETT, latest 1925 model, light 4-seater, 2,600 miles, Lucas self-starter and lighting, Jevons spring gaiters, oversize Dunlops, privately owned, tax paid, perfect, cost £174, accept £159; seen London, Box No. 3933, c/o "The Light Car and Cyclecar." 693-n329

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

JOWETT, 1924, 2-seater, dickey, perfect condition, recently overhauled, £90. 81 Cassio Rd., Watford. 693-n323

JOWETT, 2-seater, excellent condition, dynamo lighting, dickey, speedometer, side curtains, good tyres, any trial, £56. 1 Childbert Rd., Balham. Streatham 3651. 693-n282

JOWETT, "Maynard's" offer, for sale or exchange, another 1924 4-seater Jowett in very nice condition, fitted electric starter and rear screen, speedometer, 700 by 80 tyres, and licensed ready for use, carefully used by original owner and in faultless mechanical order, price 100 guineas; facilities for expert examination will be given. 368 Hornsey Rd., London, N.19. 3294 Mountview. 693-n292

JOWETT, 1925 model, 2-seater and dickey, particulars by letter, exchange for good Morgan, on mutual terms, or sell reasonably. Apply, Flat 7, 55 Tollington Park, London, N.4. 693-n293

LAGONDA, 1926, 12-24, s.w. 4-seater, mileage 700, £60 under list price, absolutely indistinguishable from brand new, £235, extended terms. H. Beasley, late Rey (Established 1900), 374 Euston Rd., Museum 7600. 693-962

LAGONDA, £59; exchanges, deferred payments. 1921-22 Lagonda coupe, sunken dickey, lighting, starter, electric horn, speedometer, spare wheel, excellent condition. Scabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 693-197

LAGONDA, 1923, 2-seater, dickey, starter, clock, speedometer, good tyres, beautiful condition, 77 guineas, exchanges and deferred. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4633. 693-119

LAGONDA, 12-24hp, all-weather tourer, front-wheel brakes, fully equipped, slightly used, condition as new, price £240. Full particulars from Lagonda, Ltd., 195 Hammersmith Rd., London, W.6. 693-949

LAGONDA, 1922, coupe, dickey, self-starter, clock, speedometer, £65. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 693-263

LEA-FRANCIS, 1925 (July), de luxe, 2-seater, 4 speeds, balloons, many extras, 3,000 miles, in 1926 condition, £185. Below.

LEA-FRANCIS, 1925, 2-seater, 4 speeds, in exceptionally nice condition, £165; extended terms. H. Beasley, late Rey (Established 1900), 374 Euston Rd., Museum 7600. 693-963

LEA-FRANCIS, 1925, 10hp, 4-seater de luxe, beautiful condition throughout, £200. 37 Marine Parade, Brighton. 693-n238

LEA-FRANCIS, 100 guineas, de luxe, upholstered real leather, clock, self-starter, speedometer, rigid side curtains, deferred terms. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 693-266

MARLBOROUGH, 10hp, 2-seater and dickey, dynamo lighting, spare wheel, clock and speedometer, smart appearance, £25. 35 Perre Rd., Hammersmith, W.6. 693-n251

MARSEAL, 1924 model, 2-seater sports, lighting and starting, new tyres all round, mechanically and externally first-class, 60 guineas. 51 Upper Richmond Rd., East Putney. 693-998

MARSEAL, 1925, 10hp, sports, 2-seater and double dickey, starter and lighting, all-aluminium body, tyres sound, overhauled and absolutely sound, £49 cash, or £18 10s. 6d. down and £3 11s. 8d. monthly. Naylor, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 693-131

MATCHLESS, £59; exchanges, deferred payments. 1925 Matchless full 4-seater, 10hp, dynamo lighting, rigid all-weather equipment, 4-wheel brakes, spare wheel, speedometer, luggage grid, in practically new condition. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 693-201

MATCHLESS, 1923, 10hp, 4-seater, completely equipped, f.w.b., excellent condition, 55 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-516

MATHIS, £25, exchanges, deferred. 1921, 9hp, chummy model, self-starter, dynamo lighting, spare wheel. King, New Rd., Oxford. 693-59

MERCURY 10hp 1920-21 2-seater, double dickey seat, dynamo lighting, good tyres, perfect, any trial or examination, £45, or exchange. 218 Kingston Rd., Teddington. 693-n248

MORGAN Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 245 Lower Clapton Rd., E.5. Clissold 2408. zzz-840

MORGANS, James and Co. (Sheffield), Ltd., 261-7 Ecclesall Rd., Sheffield, official agents. Good stock of spares carried. New and second-hand machines nearly always in stock. When in difficulty telephone 2460 Central, or wire "Tact, Sheffield." zzz-481

MORGANS, new and second-hand; cash, exchange, deferred. We buy Morgans. Olympia, Wakefield. 697-b677

MORGAN Service Depot, Hall, 91 St. Peter's St., St. Albans. Tel. 636. Appointed official repairer by Morgan Motor Co. 1914. List of new and used Morgans sent on request. zzz-512

MORGAN, aero, late 1925, o.h.v. Blackburn, f.w. brakes, ST exhaust, dynamo, speedometer, flared wings, Dunlop s.s. balloons, new on back, red and crystalline grey finish, very fast, ready to drive away, insured and licensed, cost over £200, sell £120. Seen, 116 Wheelwright Rd., Edington, Birmingham. 693-559

MORGAN, 1925, J.A.P., dynamo lighting, speedometer, hardly used and indistinguishable from new, £68. K.J. Motors, 30 Widmore Rd., Bromley. 694-643

MORGAN, 1925, w.c. 8hp J.A.P., very little used and guaranteed, de luxe model, red, £90. Dan Guy, The Esplanade, Weymouth. 694-639

MORGAN, de luxe, 1924, Anzani, o.h.v., guaranteed sound throughout, taxed, any trial, must sell, bought bigger car, £80. Barton, Oaks, Lime Grove, Totteridge, Whetstone. 693-n162

MORGAN, Aero, Olympia Show model, cost £255, tank side louvers, silver-plate, any trial, £75. J. Young, Carton Grange, Driffield. 693-n152

MORGAN, 1923, 8hp M.A.G. engine, family model, dynamo lighting, good condition, £75; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 693-969

MORGAN, late 1925, de luxe, w.c. J.A.P. engine, dynamo lighting, side curtains, electric horn, as new, £97 10s.; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 693-970

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORGAN, F.O.C.H., Ltd. have several Morgans, Bargains. 5 Heath St., Hampstead. (Tube Station). 693-928

MORGAN, 8hp water-cooled J.A.P., 5 electric lamps, speedometer, driving mirror, etc., in perfect condition, only £42. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 693-957

MORGAN, 1923, Grand Prix, overhauled and fitted with numerous new parts. mauve with white lining, polished aluminium dashboard, 8hp water-cooled o.h.v. Anzani engine, dynamo and acetylene lighting. 700 by 80 tyres (Stoney Road Grip and Englebert Cord on front wheels, new Goodrich Cord on rear), hood, windscreen, Stewart trip speedometer, 3 electric lamps, 2 acetylene lamps, generator, electric horn, bulb horn, mirror, spare petrol can and carrier, mat., aluminium number plates, etc., tax paid, 59 guineas; another, 1921 Grand Prix, 4-speed, 48 guineas; another, 1919, tax paid, 28 guineas; cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. Phone, Hampstead 8421. 693-917

MORGAN, Family model, 1924, recently overhauled, Blackburne engine, perfect condition, £85, deferred terms or exchanges. Aldershot Motor Mart, Ltd., High St., Aldershot. 693-945

MORGAN, Aero, 1921, M.A.G., w.-c., dynamo lighting, taxed, 67 guineas. Grice, 56 King Edward St., Slough. 693-274

MORGAN, family model, 1925, latest 8-10hp J.A.P. Lucas dynamo lighting, fully equipped, tax paid for year, guaranteed faultless, £97 10s. Below.

MORGAN de luxe, 1924, 8hp w.-c. J.A.P., fully equipped, Lucas dynamo lighting, etc., unused since 1924, perfect condition guaranteed, £90. Home's, Morgan Service Depot, 245-7 Lower Clapton Rd., E. 5. Phone, Clissold 2408. 693-47

MORGAN, 1922, Grand Prix, water-cooled Blackburne, dynamo, 5 lamps, special chassis, fast and sound, 59 guineas. 51 Upper Richmond Rd., East Putney. 693-999

MORGAN, £85; exchanges, deferred; 1925 de luxe model, J.A.P. special engine, dynamo lighting, like new. King, New Rd., Oxford. 693-56

MORGAN, 1926 model, family, completely equipped, w.-c. f.w.b., s.s. tyres, double screen, condition as new, 110 guineas. Below.

MORGAN, 1925, family, w.-c. Blackburne, completely equipped, speedometer condition as new, 100 guineas, exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-517

MORGAN, G.P., water-cooled J.A.P., good tyres, fully equipped, excellent condition, hood, etc., £44. 1 Childs Rd., Balham. Streatham 3651. 693-281

MORGAN, 1925, Aero Blackburne, water-cooled, o.h.v., flared wings, special exhaust, special chain oiling, 2 dash lamps, spotlight, clock, speedometer, horn, hood, cover, Aero windscreens, tyres like new, very fast, taxed, 110 guineas. 2 Cliden Rd., Twickenham. 693-280

MORGANS. Potential buyers will save many pounds by buying of us. Deferred and exchanges. Good cars. Guaranteed dates.

1923 family, w.-c. Blackburne, Lucas dynamo set, splendid condition and licensed, 65 guineas.

1924 de luxe, w.-c. Blackburne, Lucas dynamo, taxed, and in grand order, 66 guineas.

1922 family, w.-c. J.A.P., coachpainted red, 53 guineas.

1922-3 family, reverse gear fitted, ratchet brake, rigid side curtains, water-cooled M.A.G., licensed, £65. 368 Hornsey Rd., N.19. 3294 Mountview. 693-295

MORGAN, 1924, £78, de luxe, dynamo, speedometer, water-cooled J.A.P., in excellent condition, exchange. 25 Newnham St., Oxford. 693-296

MORGAN, 1923, de luxe, water-cooled M.A.G. engine, electric lighting, speedometer, finished purple, £75. Below.

MORGAN, 1925, de luxe, w.-c. Anzani engine, shop soiled only, £120. Below.

Maudes' Motor Mart. List continually changing. Further particulars on request. 100 Gt. Portland St., London, W.1. 693-258

MORGAN, South Ealing Garage 1924 Aero, special o.h.v. Anzani, winner of many awards, £95. Ealing 2985. 693-241

MORGAN, Sprosen, Ltd., for Morgans. Exchanges, deferred payments. 1925½ family model, water-cooled J.A.P., many extras, taxed, small mileage, absolutely as new, 95 gns. 111 Gt. Portland St., W.1. Phone, Langham 1212. 693-229

MORGAN, 1923, 8hp M.A.G. w.-c. engine, de luxe model, with special wide body, dynamo lighting, speedometer, aluminium dash, in perfect condition and very silent, £67 10s. The Regent Garage, Leamington Spa. Tel. 406. 693-218

MORGAN, 1924, standard speedometer, only done about 10,000 miles, excellent condition, must sell, £62. Write, Allison, 5 Harrington Rd., S.W. 7. 695-n284

MORGAN, 1925, family model, Anzani engine, dynamo lighting, air cushion, taxed until 1927, has been carefully used since new by owner, who has purchased a new car, price £100. 67 Fernlea Rd., Balham. Phone, Streatham 3440. 693-162

MORGANS, exchanges, deferred payments. 1924 de luxe, w.-c., Blackburne, dynamo, speedometer, electric horn, smart, excellent condition, £75; 1922 de luxe w.-c. dynamo, speedometer, fast, £59. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 693-199

MORGAN, 1925, de luxe, 8hp J.A.P., mileage under 3,000. 11st price, £125, accept £80, exchange or terms. Chester Mighall, Ltd., Stourcliffe St., Edgware Rd., Padd. 3555. (Fourth turn right from Marble Arch.) Always open. 693-182

MORGAN, 79 guineas, 1924, Grand Prix, Anzani engine, Lucas dynamo lighting, speedometer, exceptionally good condition; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 693-152

MORGAN, 59 guineas, 1923, Grand Prix, M.A.G. engine, Lucas dynamo lighting, speedometer, smart appearance, any examination; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 693-156

MORGAN, 55 guineas, 1922, Grand Prix, J.A.P. engine, dynamo lighting, good tyres, smart appearance, fast; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 693-157

MORGAN, 1925, £120, Lucas electric starter, water-cooled super-sports J.A.P. engine, speedometer, leather hood, extra large body, taxed till December, absolutely as new, a rare opportunity of obtaining a Morgan with self-starter; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 693-150

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORGAN, 85 guineas, 1925, Grand Prix, Anzani engine, Lucas dynamo lighting, speedometer, tax paid, specially tuned engine, unscratched appearance, tremendous acceleration; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 693-151

MORGAN, 1923, G.P. Anzani, £69 taxed, dynamo, speedometer, discs, mechanically sound, appearance perfect. Bartlett, Petershouse, Cambridge. 693-n350

MORGAN. Kirk and Co. for guaranteed second-hand Morgans. Highest allowance on present machine, balance by our unique system. Kirk and Co. Morgan, 1925 model de luxe, dynamo lighting, absolutely as new, £86.

Kirk and Co. Morgan de luxe, 1924-25, w.-c., dynamo lighting, straight-sided tyres, equal to new, £85; another, £80.

Kirk and Co. Morgan, 1923 Family model, water-cooled, dynamo lighting, exceptionally new condition, £75.

Kirk and Co. are open to 8 p.m. on every night; Sundays 1 p.m. Phone, Padd. 6049. 22 Praed St., Paddington, W.2.

MORGAN, 1922, de luxe, water-cooled 10hp M.A.G. engine, body lined aluminium, finished dark blue, specially built dickey on tail axle for child, dynamo and acetylene lighting, 6 lamps, tyres and hood as new, in splendid condition throughout, £50 or near offer. Phillip, 306 Stanstead Rd., Clford, S.E. 693-n258

MORGAN, 1922, J.A.P. 8hp, a.-c., bought family Morgan, bargain, £38. 5 Sharples St., Heaton Norris, Stockport. 693-n259

MORGAN, 1923, family model, 8hp Blackburne, perfect, £70; deferred payments, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8559. 693-127

MORGAN, late 1924, G.P., Anzani, w.-c., o.h.v., special body, extra leg-room, foot throttle, i.w.b., nickel finish, valances, 2 steps, gas-gun, smart, fast, excellent condition, overhauled, any trial, £87 10s.; seen after 6.30 or 1.30 weekend, at Lewis, 118 Westbourne Terrace, Paddington, W.2. Padd. 2608. 693-n254

MORGAN, bargain, 1926 Aero o.h.v. Blackburne, cost £170 month ago, perfect condition and very fully equipped, £150. Bush, Eastington Lodge, Banbury. 693-n246

MORGAN, 1924 G.P., o.h.v. Blackburne, many extras, mechanically perfect, best offer secures. 120 Marlborough Flats, Walton St., Chelsea, S.W.3. 693-n240

MORGAN, 1926 de luxe J.A.P. engine, dynamo lighting, disc wheels, side curtains, pneumatic upholstery, under 1,000 miles, tax paid for year, as new, £97 10s. Ratcliffe Bros., 200 Gt. Portland St., W.1. 693-107

MORGAN, de luxe model, 1920, w.-c. J.A.P., fully equipped, £45. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 693-68

MORGAN runabouts. We have a limited number of good second-hand models in stock. All overhauled and guaranteed. Write for list, free upon request. Deferred terms, exchanges. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 693-67

MORGAN, £68; exchanges, deferred; family model, J.A.P. water-cooled engine, dynamo lighting, splendid condition. King, New Rd., Oxford. 693-53

MORGAN, £42; exchanges, deferred; 1921 G.P. model, J.A.P. water-cooled engine, dynamo lighting, Buks carburettor. King, New Rd., Oxford. 693-54

MORGAN, £38; exchanges, deferred; 1920 de luxe model, J.A.P. engine, electric lighting. King, New Rd., Oxford. 693-55

MORGAN, £68; exchanges, deferred; 1924 G.P. model with 1926 J.A.P. water-cooled, dynamo lighting, straight-sided tyres. King, New Rd., Oxford. 693-52

MORGAN, £70; exchanges, deferred; 1924 de luxe model, Blackburne engine, 4 speeds, dynamo lighting. King, New Rd., Oxford. 693-51

MORGAN, £58; 1924, 8hp a.-c. J.A.P., as new, low mileage, guaranteed faultless, original owner. 35 Bramshot Avenue, Charlton, S.E.7. 693-n217

MORGAN, Grand Prix, 1924 M.A.G. engine, clock, speedometer, bulb horn, electric horn, dimmer, 5 lights, electric lighting, spring gaiters, front starter, dashlight, air cushions, straight-through exhaust, disc wheel, in splendid condition, £80. Fryer, 16 Ribblesden Avenue, Preston. 693-n220

MORRIS-OXFORD, 8hp, 2-seater and dickey, 4-cylinder, water-cooled, C.A.V. lighting, insured, £50. Titlen and Hillier, 110 Woodvale, Honor Oak, S.E.23. Sydenham 2452. zzz-219

NEW CARDEN 1925 2-seater, 7hp, electric lighting, tools, pump, jack, etc., in excellent condition, only used for demonstration purposes; this model is fitted with reverse gear, £50, deferred payments if desired. Arnold and Harrison, Ltd., 22 Hythe Rd., Willmsden N.W.10. 693-600

NEW CARDEN, 1924, family models, ideal for family man with 2 children, take all 4 in absolute comfort under hood, £7 tax, low running expenses, attractive in appearance, deferred terms arranged, £40 upwards; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 693-225

NEW CARDEN, late 1923, light 4-seater, 7hp, electric lighting, spare wheel, side screens, etc., good tyres, splendid condition throughout, £22. Teddington Garage, 160 High St., Teddington. Kingston 2562, 693-n74

PERRY, 2-seater coupe, 2-cylinder, buff finish, smart appearance, £17; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3295. 693-301

RENAULT, £180, 1925, 8.5hp, saloon, 4-wheel brakes, as new throughout. Arthur Stuart and Co., 16 Little Portland St., W.1. 693-982

RENAULT, 1924, 8hp, 2-seater and dickey, balloon tyres, electric lighting and starting, taxed, as new, 1st £235, our price £110 cash, deferred or exchange. A. Green, Back of No. 9 Blackfriars St., Salford, Tel., Cent. 2191. zzz-915

RENAULT 1925 8.5 saloon, excellent condition, taxed, £140. George Newman and Co., 369 Euston Rd., London. 693-91

RENAULT coupe, 1925, 8hp, f.w.b., balloon tyres, spare wheel, unneed, 1.h.a., a bargain, 119 guineas, cost £250; exchanges and deferred terms. Archie Simons and Co., 6-7 Warren St., W.1. Museum 2578-9, 693-188

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued)

RENAULT, smart 1925 8.5hp coupe, privately owned, l.w.b., balloon tyres, shock absorbers, gaiters, clock, speedometer, petrol gauge, Boyce meter, excellent condition, tax till December, offers. Apply, 21 Rotherwick Rd., Golders Green. Speedwell 2708. 693-232

RENAULT, 1925, £125. See page 41. Benmotors. 693-228

RHODE, chummy, 1922 4-seater, £68. See page 41. Benmotors. 693-29

RHODE, occasional 4, practically new tyres, side curtains, rear windscreen, paint good, mechanically O.K., £90; owner from new, buying new Rhode. Pirth, Colton Park, Linton, Burton-on-Trent. 693-449

RHODE, 1925, 10.8hp, 4-seater, l.w.b., 4-speed, 5 new Dunlops, leather upholstery, shock absorbers, differential, perfect condition and appearance, every accessory, many extras, cost over £500, personally guaranteed, £179, instalments arranged. Dr. Breese, Stafford Avenue, Melton Mowbray. 693-157

RHODE, chummy body, late '23, taxed, 70 guineas. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 693-193

RHODE, 1921 (November), chummy model, good condition, £58. The One Tree Motorable Co., Huddersfield. 693-561

RHODE, special fast touring, 1925, occasional 4 body on sports chassis, over 66 m.p.h. on top, 59 m.p.h. on third, 35 m.p.h. on second, 20 m.p.h. on first gear, l.w.b., wire wheels, tyres as new, just repainted battleship grey with red chassis and wheels, 45 m.p.g., specially balanced engine, lightened flywheel, fully equipped Continental touring, G.B. plate, tonneau cover, automatic screen wiper, radiator shutters and many extras, Brooklands winner, attractive exhaust note, capable of exceptionally high average speeds over long distances, condition and appearance as new, £199, garaged, London, E.C.1. Box No. 3934, care of "The Light Car and Cyclecar." 693-368

RICHARDSON, 1921, guaranteed, stored 4½ years, mechanically as new, taxed, £20. 10 Avenue Rd., S.E.5. 693-213

RICHARDSON, £25; exchanges, deferred payments; 1921 chummy 4-seater, 8hp, 4 speeds, hood, side curtains, electric lamps, good appearance, reliable, economical, any examination, trial. Scabridge, 35 Hanger Rd., East Dulwich. Sydenham 2452. 693-200

RILEY, Lewes Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. zzz-162

RILEY, 1925, 11.4hp, 4-seater, run under 2,000 miles and equal to new, £265. Newham Motor Co., 245 Hammersmith Rd., W.6. 693-350

ROVER 8s, Titjen and Hillier, 110 Woodvale, Honor Oak, S.E., have the following in nice condition, fully equipped and ready for a trial run:—
1924 Rover 8, full 4-seater, £75.
1924 Rover 8, occasional 4-seater, £72. zzz-373

ROVER 8, late 1924, 4-seater, blue, starter, original tyres, speedometer, all-weather, unscratched and as new, £68. K.J. Motors, 30 Widmore Rd., Bromley. 694-642

ROVER, 8hp, 1923-24, 2-seater, de luxe, speedometer, clock, leather upholstery, all-weather equipment, excellent condition, guaranteed, £65. Wilkins, Simpson, opposite Olympia, London. 693-513

ROVER, 8, 1922, 2-seater and dickey, repainted, excellent condition, £50. Westgate, Chobham Rd., Woking. 693-732

ROVER 8. We specialize in these cars and carry a large stock of all models, each one completely overhauled, repainted, and sold with a three months' guarantee. Send for list. Empire Motor Co., Withington, Manchester. 693-977

ROVER 8, 1925, 2-seater, dynamo lighting, spare wheel, excellent condition, 48 guineas. Whitby's, 7 The Vale, Acton, W.5. 693-973

ROVER, 8hp, 1921, fully equipped, in very good condition, £35. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 693-984

ROVER 8, 1924-25, 2-seater, dickey, £75. See page 41. Benmotors. 693-57

ROVER 8, 1921, complete and in good going order, repainted, good tyres, £40. Whitaker, Sylvanus, Leydown, Sheppey. 693-163

ROVER 8 late 1925 2-seater, double dickey, self-starter, mileage 2,800, any trial, inspection invited. Wratten, High St., Chislehurst, Kent. 693-156

ROVER 8, 1923, chummy, electric lighting, recently repainted and overhauled, good tyres, any trial, £57 10s. P., 56 Eton Avenue, N.W.3. Hampstead 5102. 693-165

ROVER 9, 1924 2-seater, £98. See page 41. Benmotors. 693-58

ROVER 9, 1925, de luxe, 4-seater, long wheelbase, balloons, starter, etc., only 1,500 miles, insured, £140. Martin, Cliffe Bridge, Lewes. 693-198

ROVERS, 8s and 9s. Several to choose from. Deferred payments; exchanges. D. Hailton and Co., 6 Chapel St., Salford, Manchester. Cont. 8539. 693-123

ROVER, 1925, 8hp, chummy, dynamo lighting, recoachpainted and generally overhauled, absolutely sound throughout, tax paid, tyres excellent, £57 cash, or £17 12s. 6d. down and £4 5s. monthly. Below.

ROVER, 1921, 8hp, 2-seater, dynamo lighting, speedometer, all-weather equipment, tyres sound, new on spare, tax paid, exceptionally nice condition, bargain, £38 cash, or £14 12s. 6d. down and £2 13s. 4d. monthly. Below.

ROVER specialists. Naylors, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 693-129

ROVER 8, 1922, 2-seater, dynamo, spare, good tyres, excellent condition, £37. Cicma, Wastdale Rd., Forest Hill, S.E.25. Sydenham 1018. 693-228

ROVER 8, £33, 1921, 2-seater and dickey, 5 lamps, speedometer, every accessory, taxed, splendid condition. 337 Coldharbour Lane, Brixton. 693-250

ROVER 9, May, 1925, model de luxe, 2-seater and dickey, many extras, taxed, beautiful condition, £125. Walker, 231 Westbourne Grove, W.11. Park 4685. 693-230

ROVER, 1924, 8hp, 4-seater, small mileage, guaranteed, £85. Ratcliffe Bros., 200 Gt. Portland St., W.1. 693-103

ROVER, 9-20, 1925, 4-seater de luxe, tax paid, as new, £155. Ratcliffe Bros., 200 Gt. Portland St., W.1. 693-105

ROVER, 9-20, 1925, 2-seater and dickey, de luxe model, 2 doors, long chassis, small mileage, tax paid, £150. Ratcliffe Bros., 200 Gt. Portland St., W.1. 693-106

ROVER 8, 1923 2-seater, dickey, £58. See page 41. Benmotors. 693-56

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued)

ROVER 8, 1925-4, chummy, lighting, starter, taxed for year and in beautiful order and condition, £70. Exchanges or easy terms. Cummings, 101 Fulham Rd., London, S.W. 693-96

ROVER 8, 1925-4, chummy, very smart and complete, £60. Exchanges or easy terms. Cummings, 101 Fulham Rd., London, S.W. 693-97

ROVER 8, 1924 4-seater, £78. See page 41. Benmotors. 693-35

ROVER 8, 1924, de luxe 4-seater, complete and in beautiful order and condition, £75. Exchanges or easy terms. Cummings, 101 Fulham Rd., London, S.W. 693-98

ROVER 8, 1924, 2-seater with large double dickey seat, complete and as new, £75. Exchanges or easy terms. Cummings, 101 Fulham Rd., London, S.W. 693-99

ROVER, 1923, chummy, faultless throughout, smart appearance, 58 guineas. Below.

ROVER, 1922, de luxe, 2-seater, exceptionally fine condition, taxed, 52 guineas. Clark, 223 Hammersmith Rd., W.6. 693-81

ROVER 8, 1923 chummy, £75. See page 41. Benmotors. 693-34

ROVER 8, 4-seater, in superb condition throughout, guaranteed 12 months, £70. Delofords, North Row, Park Lane. Open 8 to 8. 693-74

ROVER 8, February, 1925, 3-5-seater, in perfect order throughout, guaranteed 12 months, £75. Delofords, North Row, Park Lane. Open 8 to 8. 693-75

ROVER, chummy body, 1921, 8hp, £38. Elce, Ltd., 11-15 Bishopsgate Avenue, Cannon St., E.C.3. Phone, Avenue 5548. 693-71

ROVER 8, 1922 2-seater, £48. See page 41. Benmotors. 693-50

ROVER, £58, exchanges, deferred, 1923, 8hp, chummy model, self-starter, dynamo lighting, splendid condition. King, New Rd., Oxford. 693-58

ROVER 8, late 1923, 2-seater and dickey, perfect order, £60. Batchelor, 44 Longridge Rd., Kensington, S.W. 693-216

ROVER, chummy, 1923 4-seater, £68. See page 41. Benmotors. 693-31

ROVER 9, 1925, 4-seater, balloons, speedometer, etc., in first-class order, 120 guineas. 51 Upper Richmond Rd., East Putney. 693-1

ROVER, 1925, 9-20hp, 4-cylinder, 4-seater, self-starter, speedometer, all-weather equipment, balloon tyres, taxed, appearance almost equal new, perfect mechanical condition, disappointment impossible, genuine bargain, deliver reasonable distance, price £117; deferred terms considered. Graff, Hayes, Kent. 693-993

ROVER, 1924 de luxe, year's tax, £85. See page 41. Benmotors. 693-32

ROVER 8, smart, 1923, taxed, 2-seater, perfect, £49. Archer, 326 London Rd., Thornton Heath. 693-215

ROVER, 1925 2-seater, £58. See page 41. Benmotors. 693-33

ROVER 8, 1922-23, de luxe, new hood, side screens, first-class condition, open to any inspection, £48. 51 Upper Richmond Rd., East Putney. 693-995

ROVER, £35; exchanges, deferred; 1922 8hp 2-seater, dynamo lighting, spare wheel, splendid running order. King, New Rd., Oxford. 693-57

ROVER 8, 1924, chummy 4-seater, in splendid running condition, £60, or near offer. 349 Harehills Lane, Leeds. 693-352

ROVER 8. Harold Simons for bargains. See "Miscellaneous Cars." 693-353

ROVER 8. Finchley Motors offer 1924 2-seater and double sunken wheels, dynamo and starter, clock speedometer, licensed, excellent condition, £75. 132 High Rd., East Finchley. Phone 2338. 693-345

ROVER, 8hp, chummy, 1923, perfect mechanical condition throughout, overhauled by makers last October, coachwork has been well cared for, entirely owner-driven, Jeavons gaiters, shock absorbers, balloon tyres, a very satisfactory car, owner buying 9hp, £65. Write, Street, 143 Brondesbury Park, N.W.2. 693-359

ROVER, 1924, 8hp, 4-seater de luxe, with self-starter, £78. Newham Motor Co., 245 Hammersmith Rd., W.6. 693-329

ROVER 4-seater, 1924, 8hp, terms £8 10s. and 10 monthly payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lane, Newington Green, N.16. Chessold 6628. 693-331

ROVER. H. F. Edwards offer the following Rover 8 bargains:—
1923 de luxe 2-seater, clock, speedometer, starter, dickey, leather upholstery, superb condition, 79 gns. Below.
1924 8hp 4-seater, completely equipped, clock, speedometer, 2 spare wheels, excellent condition, 60 gns. Below.
1922 model 8hp 2-seater, completely equipped, good condition, 45 gns.; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 693-318

ROVER, 1921, 2-seater, 8hp, smart, maroon finish, £39; exchanges, balance deferred. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293. 693-292

ROVER 8 2-seaters, several 1921-3 models, £39-£49; exchange motor-cycles, balance deferred. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293. 693-287

ROVER 8, 1924, 4-seater de luxe, self-starter, splendid order, £90; overhauled. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293. 693-295

ROVER, 1923 model 8hp de luxe, electric starter and lighting, speedometer, side screens, mechanical condition guaranteed, upholstery, perfect, £47 10s. 187 Elm Rd., New Malden. 693-328

ROVER 8, 1924, full 4, all-weather, new hood, starter, speedometer, spring gaiters, B. and D. stabilizers (rear), mirror, screen wiper, tyres nearly new, mechanically sound, coachwork excellent, taxed December, insured, £85. Jeal, 26 High St., Leatherhead. 693-330

ROVER. The South Ealing Garage have the following guaranteed Rover 8s, which must be cleared; part exchanges, deferred terms:—
1922, 2-seater, £45.
1923, 2-seater, £55.
1923, 2-seater saloon, £70.
1924, 4-seater, £80.
These are not crows, but thoroughly good cars. Ealing 2985. 693-246

ROVER, 1924 (late), 8hp, 2-seater, double dickey, finished maroon, starter, speedometer, dashlamp, luggage grid, unscratched, like new, bargain, £105; cash, deferred terms, exchanges. Wilkins, Simpson's opposite Olympia, London. Phone, Riverside 238. 693-332

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
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ROVER, 1925, 9-20hp, 4-seater, de luxe, 4 doors, as new. £155. Bartlett's, 95 Gt. Portland St. 693-237

ROVER, Sprosen, Ltd., for Rovers. Exchanges, deferred payments. 1922 8hp 2-seater, speedometer, many extras, good tyres, taxed, 47 gns. 111 Gt. Portland St., W.1. Phone, Langham 1212. 693-230

ROVER, 1925 (late), 9-20hp, 4-seater de luxe, 4 doors, balloons, small mileage, as new, taxed £165. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 693-207

ROVER 8, 1922, de luxe 2-seater, with dickey, clock, speedometer, dynamo, 3 speeds, reverse, £50; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 693-226

ROVER, £62; exchanges, deferred payments: 1923-24 Rover chummy 4-seater, dynamo, speedometer, all-weather equipment, luggage grid, spare wheel, smart, exceptionally good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 693-198

ROVER 8, £52 10s.: 1923-24, 2-seater, dickey, dynamo lighting, side screens, in exceptionally good condition; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 693-153

ROVER 8, 59 gns.: 1923 chummy, self-starter, tax paid till December; smart appearance and good condition; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 693-154

ROVER 8, £45: 1922, 2-seater, dynamo lighting, spare wheel, recently overhauled and repainted, exceptionally good condition; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 693-149

ROVER, 1924, 4-seater de luxe model, in maroon, condition like new, new hood, etc., £85. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. 693-360

ROVER 8, £45: 1922, speedometer, spotlight, electric horn, 3 new tyres, taxed; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 693-365

SALMSON, 1924, Grand Sport overhead camshaft model, fair wings, taxed for the quarter, paint good, 2 spare wheels, mechanically sound, price £125. Below.

SALMSON 1925 10hp 2-seater sports, fitted special hood, new appearance and condition, fullest trial, 100 guineas. Boon and Porter, Ltd., 159 161 Castelnau, Barnes, S.W.13. 693-252

SALMSON de luxe, 1923, £90, 2-seater, with dickey, mileage 8,000, practically new. Ratcliffe, Orten Waterville, Peterborough. 693-n290

SALMSON, 1923 2-seater, £88. See page 41. Benmotors. 693-39

SALMSON. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchanges and special deferred terms arranged. 51 Brook St., London, W.1. Phone, Mayfair 2966. zzz-283

SALMSON, 1925, 10hp, 2-seater sports, very fast, excellent condition, guaranteed, tax paid, £115. Taylor's, 49-53 Sussex Pl., South Kensington. Phone, Ken. 8558. zzz-236

SALMSON, 1925, 10-15hp, 4-door saloon, front-wheel brakes, balloons, 4 speeds, very low mileage, absolutely perfect and indistinguishable from new car, insured, £275. Below.

SALMSON, English 2-seater and dickey, 1923, very nice condition throughout, £70. K.J. Motors, Bromley. 693-871

SALMSONS. Vadum Co. for really good second-hand Salmsons.

SALMSON, 1922, English coachbuilt body, dickey, dynamo, electric windscreen wiper, good tyres, very fast, taxed, repainted, £57 10s.

SALMSON, 1922 (late), English body, dickey, nearly new balloon tyres, polished aluminium bonnet, innumerable extras, very fine order, £62. Also G.N.s.

SALMSONS. Vadum Co., 37 Beaconsfield Rd., Willesden Green, N.W.10. Telephone, Willesden 692. 693-987

SALMSON, 1922 2-seater, £68. See page 41. Benmotors. 693-40

SALMSON, 1924, 2-seater, dickey, English body, taxed, new condition, £80, exchanges. Norrington, 116 Hampstead Rd., N.W.1. Museum 9078. 693-214

SALMSON, 1924 sports 2-seater, electric lighting and starting, very small mileage, perfect condition throughout, taxed, £90; exchange or terms. Chester Mighall, Ltd., Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 693-185

SALMSON, 118 guineas, 1924 Grand Sports model, overhead-camshaft engine, dynamo lighting, colour blue, red fared wings, extremely smart and fast; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 693-147

SALMSON, late 1923, 2-seater English body, dickey, starter, taxed, good condition, 65 guineas; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4633. 693-120

SALMSON, 1923, 10hp, semi-sports 4-seater English body, self-starter and lighting, all-weather equipment, tyres excellent, clock, speedometer, mahogany dash, has been thoroughly overhauled, in exceptionally nice condition, £78 cash, or £22 14s. 6d. down and £5 13s. 4d. monthly. Naylors, 46 and 406 Garratt Lane, Earsfield, S.W.18. Phone, Wimbledon 2041. 693-132

SALMSON sports, 1925, balloon tyres, fully equipped, fast car, 105 guineas. Longman Bros., 17 Bond St., Ealing. Phone, Ealing 689. 693-280

SALMSON, 1925 2-seater, painted red, dickey seat, full equipment, a new appearance, £115; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3292. 693-299

SALMSON. H. F. Edwards offer the following Salmson bargains:—
1925, 10-15, brand new (shop soiled), 4-door saloon, completely equipped, f.w.b., balloons, upholstered in cord cloth, makers guarantee, present list price £430, our price 320 guineas. Below.
1925 (late) 10hp Grand Sports 2-seater, completely equipped, f.w.b., disappearing hood, superb condition, mileage 2,000, list price £285, our price 165 guineas. Below.
1924 10hp English de luxe 2-seater, sunk dickey, completely equipped, excellent condition, 88 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-323

SALMSON, new April, 1924, 10hp, English de luxe 2-seater, dickey, completely equipped, starter, clock, speedometer, etc., very fine condition, licensed and insured, any trial, £85. B., 61 Grove Park Rd., Chiswick, W.4. 693-n351

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SALMSON, 1925, 10hp, 2-seater and dickey, painted red, practically equal to new, £115. Newnham Motor Co., 245 Hammersmith Rd., W.6. 693-331

SCOTT-SOCIABLE, 1925, 2-seater with dickey, dynamo, spare wheel, very compact, 60 miles to gallon, excellent condition, bargain, £65. Bentley, 62 Ship St., Brighton. 693-n214

SENECHAL, 1925 (July), 1,100 c.c., specially tuned and fitted with aluminium pistons, balanced connecting rods, special valve timing, variable ignition and oil gauge, extras include electric horn, tachometer, ammeter and duplex Hartfords, speed 75-80 m.p.h., £170. Instow, Wyldo Green, Birmingham. 695-n85

SENECHALS. Sprosen, Ltd., for Senechals. Exchanges, deferred payments. 1925 (autumn) super sports, as new, unscratched, taxed, guaranteed, £175. 111 Gt. Portland St., W.1. Phone, Langham 1212. 693-251

SHERET, 1925, family model, 7hp, electric lighting, tools, pump, jack, new condition, 60 guineas, deferred payments if desired. Arnold and Harrison, Ltd., 22 Hythe Rd., Willesden, N.W.10. 693-601

SHORT-ASHBY, £43. 1922, 8hp, sports 2-seater, aluminium body, red wings, 4-cylinder water-cooled engine, tax paid, smart and fast; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 693-148

SINGER, 10hp, 1924, de luxe 4-seater, painted blue, leather upholstery and good all-weather equipment, balloon tyres, special 12v. lighting and starting, spring gaiters, luggage grid, etc., taxed and insured, good car, £120. Telfer and Hillier, 110 Woodvale, Honor Oak, S.E.23. zzz-944

SINGER, 1924 10hp 4-seater, painted blue, electric lights, self-starter, all-weather equipment, mechanical condition guaranteed, tax paid, £125. Taylor's 49-53 Sussex Place, South Kensington. Phone, Ken. 8558-9 zzz-235

SINGER de luxe, £112 10s., 1924, 10hp 2-seater, dickey, all-weather equipment, speedometer, excellent condition, repainted, guaranteed; easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 693-n316

SINGER, £107 15s., 1924 2-seater de luxe, starter, all-weather, excellent condition, guaranteed; cash, easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 693-n316

SINGER, South Ealing Garage, 1924, 10hp, 4-seater, balloon tyres, practically unscratched and mechanically perfect, £110. Another exceptional bargain, £120. Ealing 2985. 693-244

SINGER, 1925, 10-26hp, 4-seater de luxe, in first-class condition, £157 10s. Bartlett's, 95 Gt. Portland St. 693-236

SINGER, 1925, 10-26hp, 4-seater de luxe, small mileage, as new, taxed, £165. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 693-208

SINGER 1925 4-seater de luxe, taxed for year, condition just like new, only £160 cash or £40 down and 12 payments with option of a rebate. Lamb's, Ltd., opposite Hoo St. Station, Walthamstow, or at depot by arrangement. 693-943

SINGER, 10hp, 2-seater, double dickey, self-starter, full equipment. Craigs Garage, 201 Maro St., Hackney. 695-n149

SINGER. Cass's Motor Mart, Ltd. (established 1911). 1926 de luxe 2-seater, f.w.b., grey, indistinguishable from new, run 270 miles, taxed March, bargain, terms, exchanges, £200. 5 Warren St., W.1. Museum 623. 693-974

SINGER, £90, 1923-24, 10hp, 2-seater, as new throughout. Arthur Stuart and Co., 16 Little Portland St., W.1. 693-983

SINGER 1925 10-26 saloon, balloon tyres, mileage 6,000, in new condition throughout, £215; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 693-979

SINGER, 1925 (June) 2-3-seater de luxe, 10-26hp, £10 tax, large double dickey, right-hand gear change, triplex glass, balloon tyres, pneumatic upholstery throughout, clock, speedometer, dash lamp, etc.; whole car in beautiful condition, price £165, will deliver to any part of England and any trial allowed. Apply, Box 3706, c/o W. H. Smith and Son, Strand House, London, W.C.2. 693-m729

SINGER, 1921 2-seater, £48. See page 41. Benmotors. 693-41

SINGER 10hp 1924 2-seater, double dickey, starter and lighting, Michelin balloon tyres, perfect condition, appearance as new, £105; deferred terms. Eagles and Co., 275 High St., Acton. 693-66

SINGER, 10-26hp, 1924 de luxe 4-seater, small mileage, recently overhauled by Singer Co., condition excellent, tyres new, £130 or near offer. O'Toole, 1 Antill Rd., Tottenham, N.15. 693-n224

SINGER late 1924 4-seater, blue, 8,000 miles, perfect order, including paint and upholstery, speedometer, gauge, gaiters, wiper, mirror, dash-lamp, any examination, £120. 12 Elliott Rd., Hendon Central. 693-n212

SINGER, 1923 2-seater, £95. See page 41. Benmotors. 693-42

SINGER, 10hp, 1921, 2-seater, starting, lighting, perfect condition. 49 Little Albany St., N.W.1. 693-n300

SINGER, 10-26hp, 4-seater, blue, 1923, licensed December, 1926, small mileage, excellent condition, £175. Streatham 2014. French's High Rd., Balham. 693-265

SINGER, 1923, C.P. model, 2-seater, double dickey, dynamo, Bonniksen, excellent condition, £72. Write Guthrie, 13 Winchester St., S.W.1. 693-n267

SINGER, 35 guineas, 1921, 10hp, 2-seater and double sunken dickey, starting, lighting, rigid side curtains, etc., very nice order throughout, genuine bargain; exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 0254. 693-136

SINGER, £95; exchanges, deferred payments. 1924 Singer 2-seater, horn, spare wheel, taxed, excellent condition. Seabridge Below.

SINGER, £95, exchanges, deferred payments. 1923 de luxe 4-seater, 10hp, lighting, starter, all-weather equipment, spare wheel, smart, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 693-202

SINGER, 1925, 10-26hp, 4-seater, in new condition throughout, mileage negligible, insured, 165 guineas; exchange or terms. Chester Mighall, Ltd., Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 693-186

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SINGER 1921 2-seater and dickey, starter, lighting, all-weather equipment, taxed, excellent condition throughout, £45, exchange, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone, 3265. 693-364

SINGER, 10.26hp, 4-seater touring model de luxe, painted dark blue, purchased February, 1925, excellent condition, mechanism in perfect order, tyres replaced 5 months ago, fitted with £20 worth of accessories, including Hartford duplex shock absorbers, suction-operated windscreen wiper, driving mirror, etc., price £170, or nearest offer. Platt, 4 Halls-welle Rd., Gollers Green, N.W.11. Telephone, Speedwell 2807. zzz-921

SINGER, 1926 model, 10.26, 4-door saloon, completely equipped, l.w.b., balloons, painted blue with cord upholstery, superb condition, 255 guineas. zzz-921

SINGER, 1925, 10.26 4-seater, completely equipped, excellent condition, painted blue, 145 guineas, exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-311

SINGER. Harold Simons for bargains. See "Miscellaneous Cars." 693-351

SINGER 1924 de luxe 4-seater, starter, rigid side screens, £110, exchanges, balance deferred. Newnham, Heath Rd., Twickenham. Phone, Richmond 3293. 693-288

SINGER, 1924, 10hp, 4-seater de luxe, painted blue, condition and appearance almost equal to new, specially recommended, £125. Newnham Motor Co., 245 Hammersmith Rd., W.6. 693-341

SINGER 1925 10.26hp 4-seater, in almost new condition, £180. We have over 20 1924 and 1925 model Singer cars in stock at prices from £90. Full list sent on request. Newnham Motor Co., 245 Hammersmith Rd., W.6. Phone, Riverside 3161. 693-332

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STANDARD cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2625. zzz-19

STANDARD, 1924, 11hp, 2-seater, mechanically sound, repainted, 7 days' free trial, taxed, £118. Taylor's, 49-53 Sussex Place, South Kensington. Phone, Ken. 885E zzz-234

STANDARD, 1924, 11.4, 2-seater, dickey, starter, lighting, all-weather equipment, taxed, fit and ready, £110. Garage, 12 Cornwall Terrace Mews, Allip Place, N.W.1 (Baker St. Station). Phone, Langham 2935, zzz-594

STANDARD, 1924, 11.4, all-weather 2-seater, perfect condition, taxed, bargain, £105. Below

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STANDARD 4-seater, 11.4, 1925, starter, dynamo, all-weather equipment, luggage grid, screen wiper, clock, speedometer, electric horn, etc., good condition throughout, mileage 5,000 odd only, £150. 22 South Lane, Kingston-on-Thames. 693-n227

STANDARD, exchanges, deferred payments, 1924 de luxe all-weather 2-seater, dickey, lighting, starter, £110; 1925 de luxe 2-seater, dickey, all-weather, lighting, starter, £95. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 693-203

STANDARD, 11.6hp, 4-seater, 1921, lighting, starting, leather upholstery, latest all-weather equipment, taxed, £80. 49 Little Albany St., N.W.1. 693-n301

STANDARD 3-5 seater, absolutely as brand new, guaranteed 12 months, £95. Helofords, North Row, Park Lane. Open 8 to 8. 693-76

STANDARD, 1925 (April), 4-seater, all-weather equipped, self-starter, tools, taxed, etc., only 6,000 miles, condition new, £127; deferred payments, 21 Pennant Mews, Earls Court. 6684 Western. 693-79

STANDARD, 1924 2-seater, £98. See page 41. Benmotors. 693-45

STANDARD, 1924, 11.4hp, 4-seater de luxe, starter and lighting, taxed, rigid side curtains, good tyres, many extras, £110; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 693-110

STANDARD 9.5 2-seater, dynamo lighting, spare wheel, complete, perfect, £45. Walter Jones, Newport, Salop. 693-n244

STANDARD, 1924, 11.4hp, all-weather 4-seater, £110; ditto, 2-seater, £95; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 693-179

STANDARD, 11hp 4-seater, 1925, in good running order, any trial given, £125. Applv. Transport Manager, Eastmans Dyeworks, Acton. 693-x465

STANDARD, 1919, 9.5, 2-seater, self-starter, dark blue finish, all-weather equipment, £52; exchanges, balance deferred. Newnham, Heath Rd., Twickenham. Phone, Richmond 3293. 693-291

STANDARD, 9.5, £25, 2-seater, dickey, fully insured, rare chance to get a really cheap, reliable car, worth inspection. 22a Gipsy Hill, Crystal Palace. 693-358

STONELEIGH 9hp 3-seater, fully equipped, in perfect condition, 1924 model, very carefully looked after, price £59. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 693-956

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SWIFT, 1921, 10hp, 2-seater and dickey seat, dynamo lighting, repainted and in new condition throughout, £62 10s.; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Chesham Hill 102. 693-980

SWIFT, 1925, 10hp, 2-seater de luxe, all-weather equipment, balloon tyres, new condition, £165. Exchanges, deferred payments, Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 693-971

SWIFT, F.O.C.H., Ltd., have several Swifts. Bargains. 5 Heath St., Hampstead. (Tube Station). 693-927

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SWIFT nice 2-seater, spare wheel, hood, screen, lamps, 29 guineas; exchange motorcycle; weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 693-115

SWIFT, £35, 1920 10hp 2-seater, dicker, dynamo lighting, good tyres, any examination or trial; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303 693-158

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SWIFT, 1926 model, 10hp, de luxe 4-seater, completely equipped, f.w.b., leather upholstery, condition as new throughout, 190 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-320

TALBOT, 8-12, late 1923, completely overhauled last January, mileage 15,000, starter, dickey, insured, £120. John White, Cornaught Club, Marble Arch. 693-m367

TALBOT. Mebes and Mebes (Est. 1893) have to offer an exceptionally nice late 1922 8-18hp Talbot 2-seater, dickey, dynamo starter, speedometer, Klaxon, mirror, petrol can carrier, all-weather curtains, taxed, bargain £97 10s.; deferred terms and exchanges, 144 Gt. Portland St., W. Museum 4244. 693-976

TALBOT, 1925, £98. See page 41. Benmotors. 693-44

TALBOT, 1924, 10.25hp, 4-seater de luxe, many extras, bargain, £180. Exchanges, deferred payments, Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 693-972

TALBOT, £75; exchanges, deferred; 1922 8-18hp 2-seater, self-starter, dynamo lighting, good mechanical condition King, New Rd., Oxford. 693-60

TALBOT, 8-18, 1923, de luxe, 2-seater and dickey, starter and lighting, double windscreen, leather hood, all-weather equipment, speedometer, clock, Hartfords, bargain £98. Rogers, 9 St. Ann's Park Rd., Wandsworth, S.W.12. 693-n324

TALBOT, 1922, 8-18hp, 2-seater, dickey, starter, etc., £20. Bartletts, 93 Gt. Portland St. 693-240

TALBOT, 8-18hp, 1923, 2-seater, starter, dickey, repainted; terms, £10 and 10 monthly payments of £10, or cash £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 693-n338

TALBOT, 1925, 8-18hp, 2-seater, sunk dickey, starter, speedometer, excellent condition, 98 gns.; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-312

TALBOT-DARRACO, 1922, 8-18hp, 2-seater, dickey, starter, electric and bulb horns, speedometer, excellent condition, bargain, £69 10s.; easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 693-n319

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WOLSELEY cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2625. zzz-21

WOLSELEY 1924 10hp 2-seater and dickey, very little used, perfect, £110; cash, deferred or exchange. A. Green, back of No. 9, Blackfriars St., Ealing. Tel., Cent. 2191. zzz-916

WOLSELEY 7, 1923, £75. See page 41. Benmotors. 693-45

WOLSELEY 10hp 1924 model 2-seater, £100. Ratchife Bros., 200 Gt. Portland St., W.1. 693-101

WOLSELEY 1921-22 2-seater de luxe, dynamo lighting and starting, new hood, side screens, dickey seat, just overhauled throughout, guaranteed condition, taxed, 72 guineas. 51 Upper Richmond Rd., East Putney. 693-996

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WOLSELEY 1925 11-22hp 2-seater, double dickey, starter and lighting, balloon tyres, numerous extras, painted brown, very nice order throughout, £135; cash, exchange, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 693-108

WOLSELEY, 1924, 11-22hp, lighting and starter, 2 horns, speedometer, finished grey, excellent condition, £140. Maudes', The Walsall Garage, Walsall. 693-260

WOLSELEY, South Ealing Garage. 1922, 10.4hp, coupe, repainted, new tyres, £105. Ealing 2983. 693-275

WOLSELEY, 1925, 11-22hp, 2-seater and dickey, in new condition, £137 10s. Bartletts, 93 Gt. Portland St., W. 693-255

WOLSELEY, 75 guineas, 10hp, 1921, 2-seater, dickey, starter, etc., splendid order, taxed December, 1926. Vivian, 33 Sponser St., Victoria St., S.W.1. Vic. 8677. 693-216

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WOLSELEY 1923 11hp 2-seater, clock, speedometer, starter, sunk dickey, excellent condition, 104 guineas. Below

WOLSELEY 1924 11hp 2-seater, fully equipped, speedometer, starter, dickey, superb order, 120 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 693-313

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CLYNO cars from £162 10s. For earliest deliveries, part exchanges and after-sales service consult The Olympia Motor Co., 1 Hammersmith Rd., Kensington, W.14. Phone, Western 4140. zzz-856

CLYNO. Solo city agents, Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. zzz-498

CLYNO agents. Early delivery of all models; exchange and deferred terms. The Nightingale Garage and Engineering Co., Ltd., Western Lane, Nightingale Lane, Balham, S.W.12. Phone, Latchmere 4594. 693-137

CLYNO cars. North-east London. Restalls Garage, authorized agents. Immediate delivery and genuine service. 241 Lower Clapton Rd., E.5. Clissold 3162. 725-150

CLYNO. F.O.C.H., Ltd. Immediate delivery; exchanges, easy payments. 5 Heath St., Hampstead. (Tube Station.) 693-935

CLYNO, 2-seater, 11hp, l.w.b., actually in stock, £170. W. G. Nicholl, Ltd., 50 Whitcomb St., W.C.2. Regent 5116-7. 693-212

CLYNO saloon, 11hp, £245, in stock; also all other models. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 693-190

CLYNO, 1926 models, prompt delivery, part exchanges, deferred terms. The Light Car Co., 404, 410-414 Euston Rd., London, N.W.1. Phone, Museum 3081. 693-173

CLYNO, 11hp 2-seater, delivered on payment of £10 17s. 3d. down and 17 monthly payments of £10 17s. 3d. 11hp Royal 4-seater delivered on payment of £13 14s. 9d. down and 17 monthly payments of £13 14s. 9d. 11hp saloon, delivered on payment of £15 13s. 1d. down and 17 monthly payments of £15 13s. 1d. All with front-wheel brakes. Other models on pro rata terms. McCarthy's Motors (1925), Ltd., 49 Green Lanes, Newington Green, N.16. Phone, Clissold 6628. 693-5342

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CLYNO cars. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus, Reg. 986. District agents. 693-263

CLYNO. Boon and Porter, Ltd. 1926 Clyno models in stock. The finest value obtainable. Liberal exchange and deferred terms. Exceptional service facilities. 159-161 Castelnau, Barnes, London, S.W.13. 695-250

CLYNO cars for immediate delivery. Exchanges and deferred terms arranged anywhere. Newham Motor Co., 245 Hammersmith Rd., W.6. 693-534

CLYNO, latest 1926 models in stock: Royal 4-seater, £215; standard 4-seater, £190; standard 2-seater, 4-wheel brakes, £170; exchange car or motorcycle. Newham's, Heath Rd., Twickenham. Richmond 3293. 693-295

D'YRSAN, the sports car; 70 m.p.h., tax £4. Service station and spares. 35 Kinnerton St., S.W.1. Franklin 6525. 715-248

FIAT, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-835

FIAT, 7hp. Early delivery, deferred payments. Corblishley and Son, Station Garage, Macclesfield. Tel 349 zzz-610

FIAT cars. Accredited Agents, Moore's Presto North End and Tamworth Rd., Croydon. Phone 2623. zzz-13

FRAZER-NASH cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Ouley Rd., Leeds. 702-588

G.W.K. Sole London concessionaires. Try the new £159 model. Deferred terms, part exchanges. Hrompton Engineering Co., Showrooms, 169 Fulham Rd., S.W. (Tel. Kens. 7274); Service Depot, 107 King's Rd., Chelsea (Tel. Kens. 410). 696-178

GWYNNE 8. Earliest deliveries of 1926 models can be obtained from Chinery, Gwynne specialist, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 3568. zzz-564

GWYNNE 8 cars in stock, part exchanges, deferred terms. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus. Reg. 986. 693-262

HUMBER. Official agent, Hurl, of Trinity Rd., Balham. Deferred terms and exchanges. T.N., Battersea 1528. zzz-930

HUMBER, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-834

HUMBER. Car Mart, Ltd., are Humber specialists and can give earliest delivery of the new 2.20hp models. Part exchanges and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1. and 297-9 Euston Rd., N.W.1. Phone, Grosvenor 3511. Museum 2000. zzz-816

HUMBER. Ratcliffe Bros. Humber, 9hp, 2-seater and 4-seater models, £260, immediate delivery; write for payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8603. zzz-187

HUMBER 1926 models; prompt delivery, part exchanges, deferred terms. The Light Car Co., 404, 410-414 Euston Rd., London, N.W.1. Phone, Museum 3081. 693-174

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JOWETT. Official Jowett agents, Primavesi, Maulsberger and Co., 204 Holdenhurst Rd., Bournemouth. zzz-459

JOWETT cars. 1926 models and prices. 2-seater, £150; chummy, £160; full 4, £167; saloon, £200. All models have starters and balloon tyres. Main agents. Tele. Museum 6626. A.S.C., 166 Gt. Portland St., W.1. zzz-526

JOWETT. Ratcliffe Bros. 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-988

JOWETT. Gordon Watney and Co., Ltd., West End Agents, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 31 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6. zzz-846

JOWETT. Hoffmann's Garage, Ltd., for all 1926 Jowett models. Special purchase out of income terms; immediate delivery. Huddersfield Rd., Halifax. Tel. 1360. zzz-198

JOWETT saloon in stock, £200. Early delivery other models. Nelson's, Rhyd. zzz-458

JOWETT cars. Main agents, Leicestershire, Sibsons Garage, Wellington St., Leicester. Phone, 2852. 743-m453

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JOWETT. F.O.C.H., Ltd., The London Jowett Depot. All models in stock. Easy payments. Exchanges. Free tuition and service. F.O.C.H., Ltd., 5 Heath St., Hampstead. (Tube Station.) Phone, Hampstead 3752. 693-931

NEW LIGHT CARS AND CYCLECARS

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JOWETTS in Hertfordshire from Jenner, Parson, Ltd., Welwyn Garden City. Phone 206. 705-985

JOWETTS. Lovatts for Jowetts. Early delivery of all 1926 models; cash or deferred. To ensure Jowett Service consult the Jowett Specialists. Lovatts, 105 Stratbam Rd., Mitcham. 1597 Mitcham. 693-344

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LEA-FRANCIS. Official Lea-Francis agents, Primavesi, Mauleverer and Co., 204 Holdenhurst Rd., Bournemouth. zzz-441

LEA-FRANCIS. 10hp, 2-seater, 3 speeds, £210; 10hp 2-seater, 4-speed gearbox, long wheelbase, front-wheel brakes, £262 10s.; 4-seater, £273. 12-22hp 2-seater, long wheelbase, front-wheel brakes, £275; 4-seater, £285.

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RENAULT, 1926 cars; exchanges and deferred terms. East Cheshire Agents, Corbishley and Son, Station Garage, Macclesfield. Tel. 349. zzz-809

RENAULTS. Sole agents Kingston, Bursilton. Part exchanges, deferred payments. Immediate deliveries. Welham's Yellow Garage, Surbiton. Phone, Kingston 1873. 700-k146

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ROVER. Ratcliffe Bros. Rover 8hp models for immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-990

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ROVER Direct Authorized Agents. All models for immediate or earliest deliveries. Prices from £185. Specialists in exchanges and deferred terms; your motorcycle or car in part exchange, balance cash or easy payments. For the benefit of country clients we make a definite offer by return upon full particulars of your present motorcycle or car and new car required, including free delivery anywhere in the United Kingdom. Our easy terms are unbeatable. Small deposits, low charges. Terms extending to 18 months. Call, write or phone, Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 693-n314

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SINGER 1926 models, immediate delivery. Jackson's Garage, Guildford. Phone 345. Official agents. zzz-456

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STANDARD. South London. Titton and Hillier, 110 Woodvale, Honor Oak, S.E. 25. Official agents. Free driving tuition, etc. Exchanges, deferred terms. zzz-659

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STANDARD cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2625. zzz-14

STANDARD. Gordon Watney and Co., Ltd., West End Agents, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 51 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6. zzz-848

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STANDARD. F.O.C.H., Ltd., immediate delivery. Exchanges. Easy payments. 5 Heath St., Hampstead. (Tube Station) 693-941

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WOLSELEY, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-839

WOLSELEY 1926 models; prompt delivery, part exchanges, deferred terms. The Light Car Co., 404, 410-414 Euston Rd., London, N.W.1. Phone, Museum 3081. 693-178

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LIGHT cars wanted, good prices offered, especially in part exchange for new cars, collect anywhere. Allery and Bernard, 344 Kings Rd., Chelsea, S.W. Kensington 4635. 693-122

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EXCHANGES (continued).

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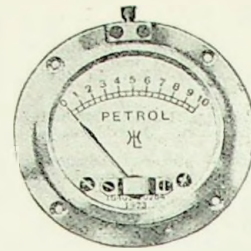
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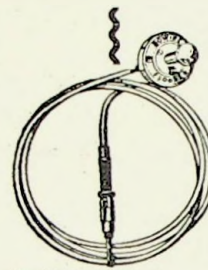


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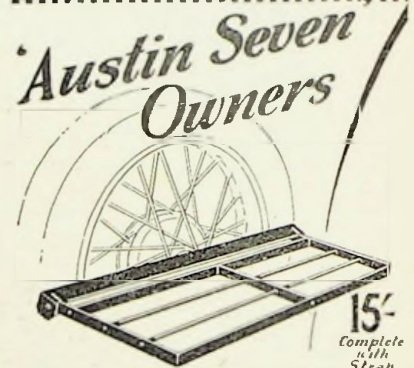
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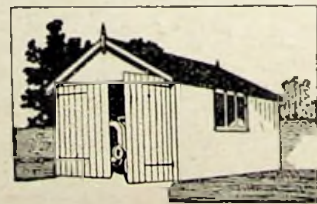
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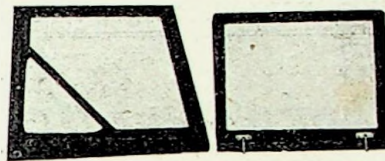
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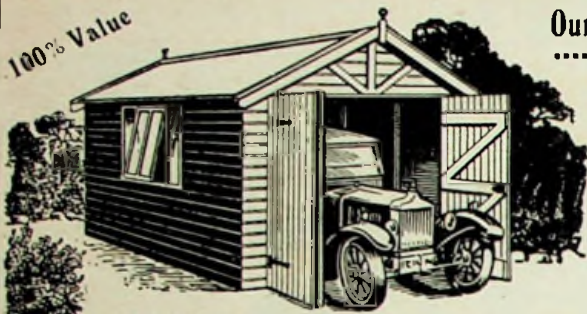
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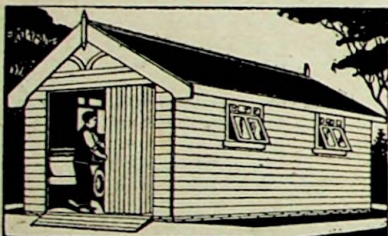
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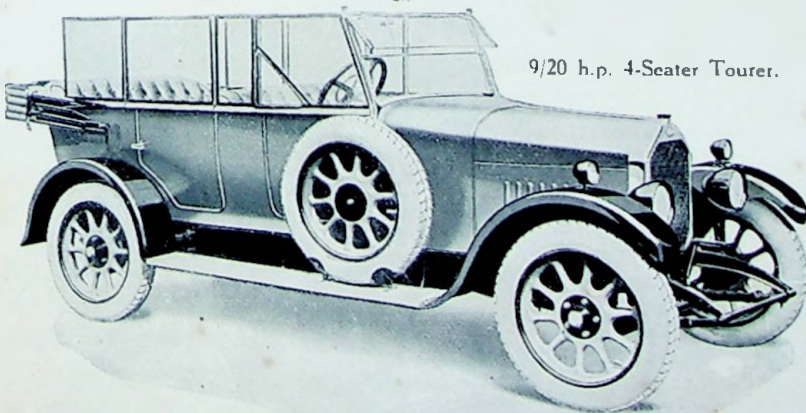
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