

# The Light Car and Cyclecar

Founded 1912

The only Small Car Journal

3<sup>rd</sup>

Vol. XXVIII No. 697  
Friday, April 2, 1926  
*Registered at the G.P.O.  
as a Newspaper.*



ON THE FIRST BEND OF PORLOCK.  
More than a thousand motorists taking part in the London-Land's End run will negotiate this corner on the morning of April 3rd. Huge crowds will watch the performance of the cars and motorcycles on Somerset, Devon and Cornish test hills. Full particulars of the event appear in this issue.



**40 Cars in Stock for  
Immediate Delivery**

*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*

**LIGHT CAR  
SPECIALISTS**

**You want  
the best Light Car—  
We have it!  
IN STOCK**

THE

*Austin  
Seven*

NEW MODEL .. **£149**

**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.



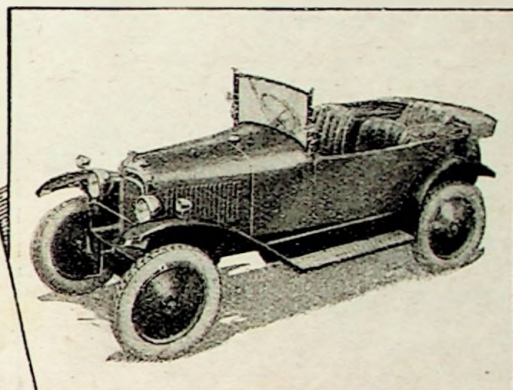
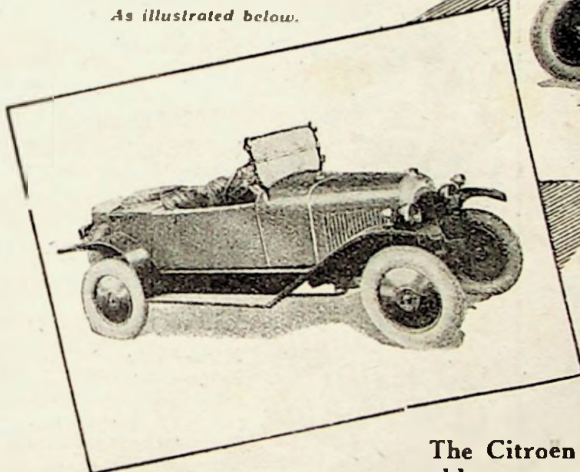
# The CITROËN

## 3-Seaters

11.4 hp 3 SEATER OCCASIONAL **£155**

11.4 hp 3 SEATER CLOVERLEAF **£170**

*As illustrated below.*



7.5 hp 3 SEATER CLOVERLEAF **£145**

*As illustrated above.*

*Ample accommodation for 3 full-sized persons and luggage. Very complete equipment includes electric lighting and starting, 5 "Comfort" tyres, speedometer, windscreen wiper, driving mirror, etc., etc.*

The Citroën 3-seaters are inexpensive, comfortable, economical to buy and run. All three passengers have complete hood and side curtain protection when the weather is inclement.

### BRITISH WORKS AT SLOUGH NOW OPEN

Write for Citroën Book 18.

CITROËN CARS, LTD.

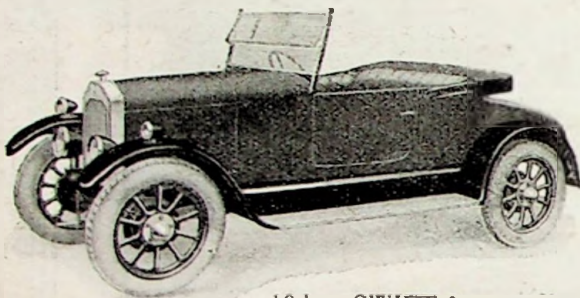
Citroën Building Brook Green,  
Hammersmith, London, W.6.

West End Showrooms: 60, Piccadilly, London, W.1

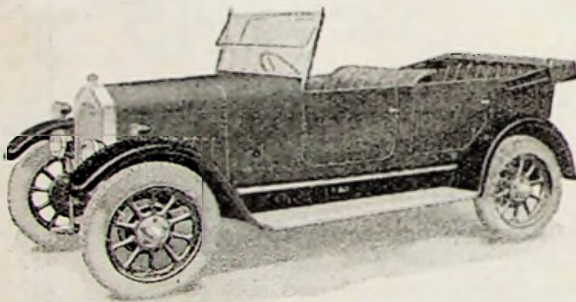


# Why not decide on a SWIFT

Apart from their well-known reliability, Swift cars of 1926 have a road performance one only expects in cars of double their price. In their class they are unexcelled for hill-climbing, economy of running, comfort and finish. There is nothing "shoddy" about Swift chassis or coachwork, the unseen parts being as highly finished as those parts which are on the surface. Swift cars are quality cars at ordinary car prices.



10 h.p. SWIFT 2-seater, £235



10 h.p. SWIFT 4-seater, £235

**YOUR OLD CAR**  
TAKEN IN PART PAYMENT

**DEFERRED TERMS**  
FROM 2½%

Our brochure "Cars of Repute," fully describes our Part Exchange and Deferred Payment facilities which are operative in any part of the country. May we send you a copy, post free?

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

Established  
Over 30 Years.

Phone:  
Riverside 3161.

Announcing — the great



**1,000  
GUINEAS  
'Quality' Ballot**

Free  
to every  
Motorist  
↓

Go "ALL OUT" to win one of these big prizes.

- 1st - - 500  
Guineas
- 2nd - - 100  
Guineas
- 3rd - - 50  
Guinea

50 Prizes of 5 Guineas  
100 Prizes of 1 Guinea

by filling up FREE Ballot form obtainable from your garage or from Sterns Ltd., Royal London House, Finsbury Square, E.C.2

**MOTORISTS—Here's the way to make this season's motoring profitable.**

**FIRSTLY:**  
Fill up with STERNOL WW, the world's finest motor oil. You will immediately notice an appreciable improvement in the running of your car or motor cycle.

**SECONDLY:**  
Turn this experience to account by filling up the STERNOL free Ballot form. Give your judgment on the important quality features of STERNOL WW and the improvement they effect in the running of your engine. Send in as many free Ballot forms as you like—just comply with the simple conditions and go all out for one of the big money prizes offered.



Ask your  
Garage today  
for this free  
Ballot Form

Ask your Garage Today for —

**STERNOL**

IN FOUR GRADES  
LIGHT, MEDIUM **WW** HEAVY AND  
EXTRA HEAVY

The 'Quality' Motor Oils  
"Make Engines Purr." British Made.

STERNS LTD., Royal London House, Finsbury Square, E.C.2

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





WHAT DO THEY REMIND YOU OF?

Mint sauce, or Spring ?

If the former, get a Menu.  
If the latter, send for our  
Catalogue, "This Freedom."

You are sure to respond  
to its appeal, for it is an  
amazingly interesting  
book.—Sir, it is not a mere  
Catalogue. It tells of the  
delights of the open road,  
and at what small cost  
they can be enjoyed on a  
7 H.P. Jowett, which has

THE PULL OF AN ELEPHANT,  
THE APPETITE OF A  
CANARY AND THE  
DOCILITY OF  
A LAMB.

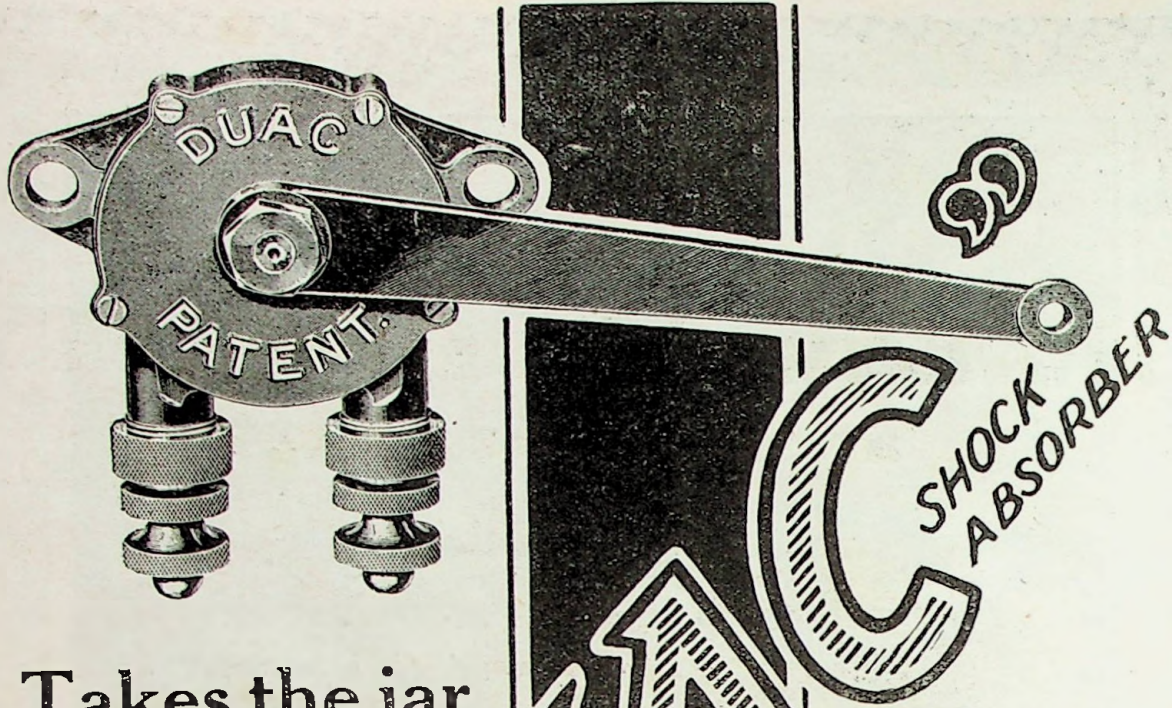
Short Wheelbase  
2-Seater - £150  
Long ditto £165  
Light Four £160

Full Four £167  
Saloon - £200  
All models have  
Dunlop Balloons

**JOWETT CARS, IDLE, BRADFORD**

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





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.**



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



COACHWORK  
Comfortable and well finished Ample room for four. 4 Doors.

Scuttle ventilators Instrument board in natural walnut Tray for parcels.

Patent all weather Equipment. Adjustable windscreen.

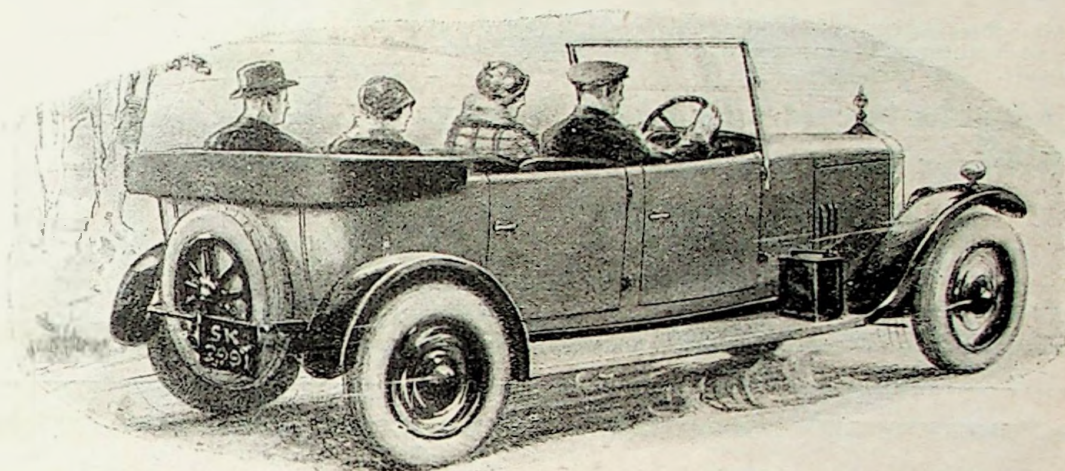
Smooth running and efficient OHV engine Powerful brakes Easy to control.

Zofelac unscratchable finish in blue, crimson or fawn.

Every accessory that you require.

# No Equal in QUALITY

at the price—£225



EVERY detail of it makes the 'Knowle' 4-Seater "Standard" a car that looks and performs like a car of much higher cost. It has no equal in quality at its price—£225. Study its features. Chassis

and coachwork alike reveal thoroughness in design and workmanship. And behind it stands the "Standard" reputation for long life, no trouble, and low upkeep expense. Write for particulars or ask your agent.

## The All British Standard

11 h.p. 'KNOWLE' 4-SEATER

Other 11 h.p. models from £225.  
 Dunlop Cord Tyres (Bullock or Standard).  
 All Standard Open Cars are now finished in the Zofelac Cellulose Process. Colours: red, blue and fawn.  
 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.



There is still time to get your Car for *EASTER*. We have made special arrangements to Licence and Insure and Deliver to your door, either New or Second-hand, in time for the holidays.

## 40 Cars in Stock for Immediate Delivery.

We can supply your Car for cash or payment out of income.

**£25** SECURES THIS AUSTIN "7"

—balance by arrangement.

Your Present Car taken in part payment, and the utmost liberal allowance possible made.

That's the **RATCLIFFE** way.

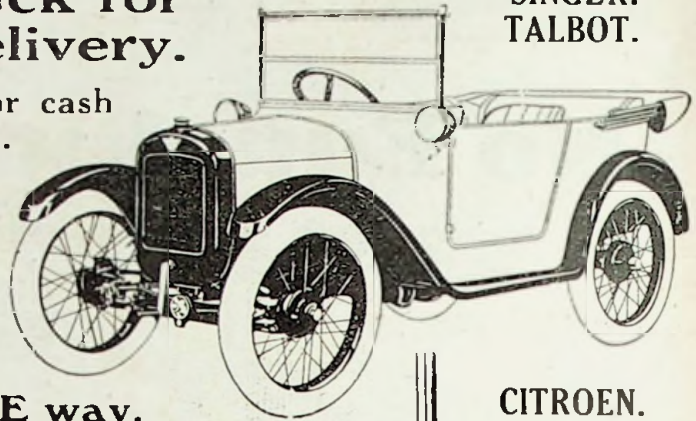
Write for Terms and Catalogue of Make interested in.

# RATCLIFFE BROS.,

200, GREAT PORTLAND STREET, LONDON, W.1.

Telephone: Museum 8603.

Head Office and Works: Frinton-on-Sea.



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

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

## A Real 'UTILITY' Car

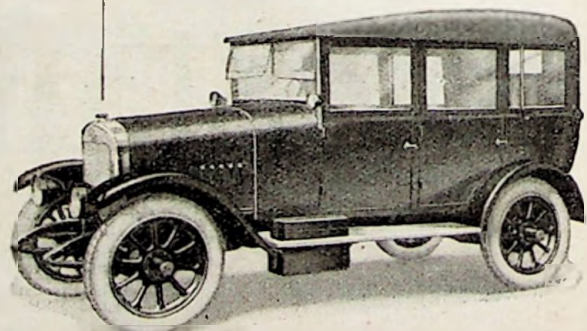
The 10-20 h.p. Cluley is essentially a "Service" Car—a car which the owner-driver will find simple, economical and trouble-free to run. It has an infinite capacity for hard work—under the most arduous conditions with a minimum of attention. Every part is as sturdy as it looks—a real engineering production—made to endure, efficient in performance, satisfying in its comfort. 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**



10-20 h.p. 4-cyl. Two-Seater, £225.

10-20 h.p., 4-cyl. Four-Seater, £235.

Dunlop Tyres fitted as standard.







No. 5  
The Stills

## The High Quality Spirit

Approximately 2½ gallons of National Benzole are obtained from a ton of coal carbonised.

National Benzole is refined to the highest standard with exacting care, and it is because of this high quality of its constituents that National Benzole Mixture produces such remarkable results and prompts users to become so fervent in their praise and testimony.

Once National Benzole Mixture is used the motorist never changes for the obvious reason that "quality will out" and the best results are obtained in consequence.

If you haven't used it, cast aside hesitancy and try it to-day. A test will convince you that it is unparalleled in performance.

The Benzolised oil from the Scrubbers is next passed through a heat interchanger where its temperature is raised, and is then transferred to the debenzolising still, entering at the top and flowing down over a number of trays, where it meets an upward current of steam. The steam drives the Benzole out of the oil and the steam and Benzole leave the top of the still and pass into a water cooler where they are condensed into crude Benzole and water. These then pass through a separator, and the crude Benzole goes to store for refining. The crude Benzole is next washed with sulphuric acid and caustic soda to free it from impurities, and the washed Benzole is passed to the fractionating stills, as illustrated. This fractionation is usually effected in an intermittent still, heated by superheated steam. The vapours pass up the column provided with a number of superposed trays on each of which a portion of Benzole condenses. After this process the Benzole enters the condenser and is here condensed into refined liquid known as National Benzole.

# National Benzole Mixture

*"The world's best motor spirit"*

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

E.O.H.



# Crash



— in Safety —

The car you are following stops—there is a collision—but your car emerges unharmed if you have a Ber-kel Spring Bumper fitted. The Ber-kel is a Spring bar sprung on Springs—it absorbs the shock of the impact.

## 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

(Proprietors: J. Brockhouse & Co., Ltd.)

Alma St., Birmingham.

Telephone: Northern 48.

Telegrams: Springs, B'ham.

Ride in comfort on the worst Roads!

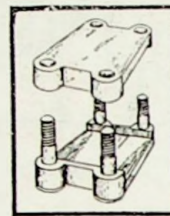
E.C.R. writes from Dulwich:

"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."

As the largest spring manufacturers in the world we have the experience necessary to produce the most efficient spring control. We have produced this in

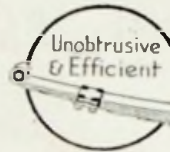
## The STOTT ANTI-BOUNCE

—a simple little Shock Absorber from 50 to 75% cheaper than the large and complicated patterns available. It keeps your car springs active, kills road shocks and lengthens the life of your car. Price from 1/6 per pair, 1 1/2" wide. Mention make and year of car when ordering.



**Richard Berry & Son**  
SPRINGING COMFORT SAFETY

Mafeking Road, Smethwick.  
(Proprietors: J. Brockhouse & Co., Ltd.)



# SENECHAL

## SUPER SPORTS

MADE BY CHENARD & WALCKER, PARIS.

### ABRIDGED SPECIFICATION.

4-cyl., 59 x 100 mm. bore and stroke, 1,094 c.c., water-cooled O.H.V., Solex carburetter, 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



from "Motor Sport," ON LEITH HILL

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

Write for particulars of this wonderful Sports Car to the concessionaires for Great Britain:

## A.-S.-C.

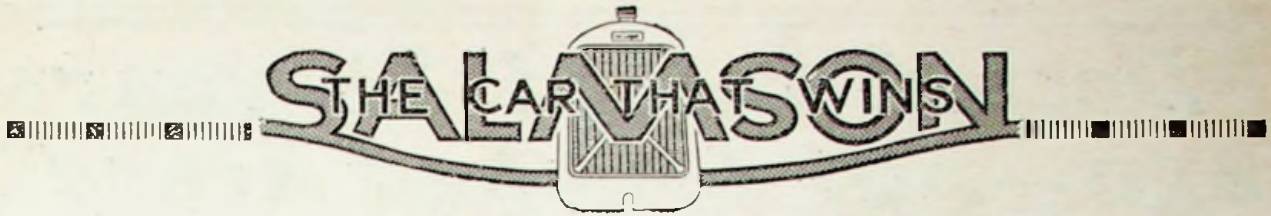
The Automobile Service Company, Limited.

166, GREAT PORTLAND ST., LONDON, W.1.

Telephone: MUSEUM 6626.

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





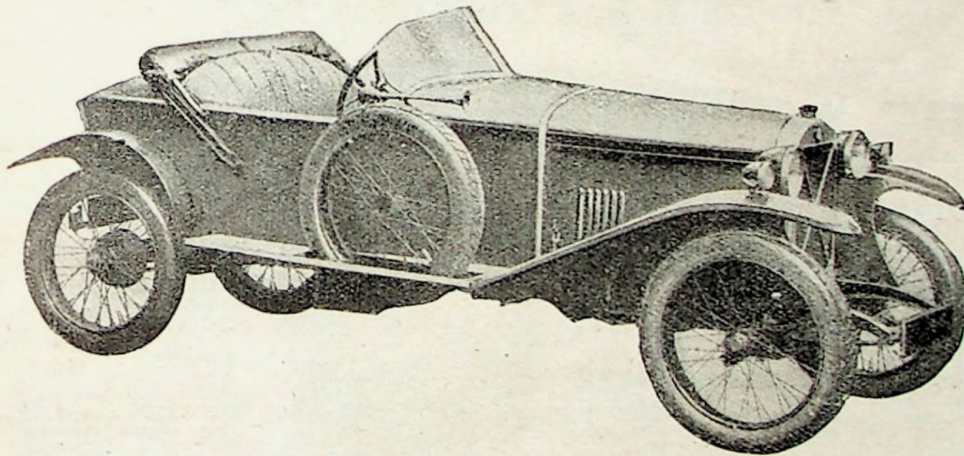
**S.M.S., LTD.,**  
 SOLE CONCESSIONAIRES  
 FOR UNITED KINGDOM  
 AND BRITISH DOMINIONS.

**NEW SERVICE DEPOT  
 NOW OPEN**

AT  
**CHURCH WHARF, CHISWICK MALL, W.4**

'Phone : Chiswick 3531/2

**ALL MODELS ON VIEW**  
 INCLUDING



10 h.p. SPORTS  
**£165**

AT SHOWROOMS OF

**Gordon Watney**  
 & Co Limited  
 Part Exchange House

Sole  
 London  
 Distributors :

31, Brook Street, Bond Street, London, W.1.  
 Mayfair 2965-6

Your Car or  
 Motor Cycle  
 taken back  
 in Part Ex-  
 change and  
 balance on  
 Deferred  
 Terms.

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



# "Decarbonised 3½ years ago—not touched since"

**W**E extract this from a letter from a delighted Singer Owner in Levenshulme.

He has done 32,100 miles, and the engine has not been overhauled. He still claims that it is as good as new.

This is typical of the sort of thing Singer owners are telling us in almost every post. It is built not only for performance, but to last.

The most remarkable value is the Singer Four-seater with its real leather covered pneumatic upholstery—ample roomy seating for five if desired—automatic screen wiper—adjustable front seats—12 volt electrical equipment—four wheel brakes, and reinforced Dunlop balloons.

The two latter items make this car almost skidproof.

With the hood and side curtains erected it has all the comfort and protection of a Saloon and is free from draughts and rattles.

The rigid side curtains can be adapted to form side screens for the front seats, and a rear screen for the back passengers.

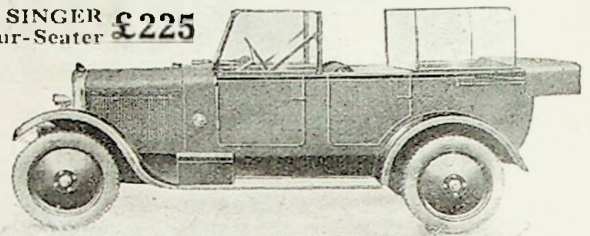
We would like to arrange a trial run on any Singer Model, or send you a catalogue by return of post.

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

Over 50 New Cars in stock to choose from.

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

10/26 h.p. SINGER £225  
De Luxe Four-Seater



SOLE LONDON DISTRIBUTORS:

**H. B. COOK, LTD.,**

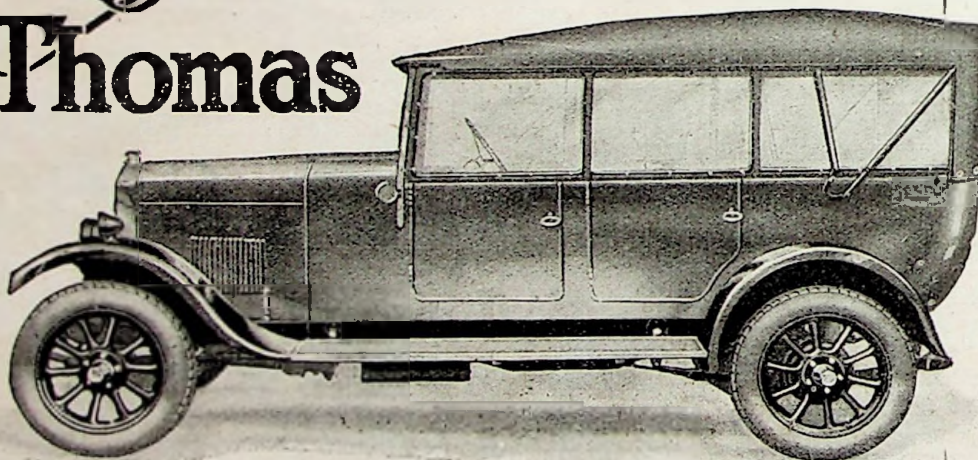
202, Gt. Portland Street, London, W.1

*'Phone—Langham 3314 (3 lines).*

*'Grams—"Runabout, London."*

*Woodwright.*

# Bayliss Thomas 10/22 h.p. TOURING 4-SEATER



What other car can offer you so much—and at such a reasonable price?

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, windscreen wiper, grease gun, electric horn, tin of Castrol, inspection lamp, and complete kit of tools.

**£235**

You can buy cars for less than the cost of a Bayliss-Thomas, but you would have to pay a great deal more to get anything more redolent of power, efficiency and comfort. Write to-day for details of all Bayliss-Thomas models.

**BAYLISS, THOMAS & Co.** The Excelsior Motor Co., Ltd.

**TYSELEY, BIRMINGHAM.**

Proprietors:  
Wires: "Monarch, Haymills."

*'Phone: 277-8 Acocks Green.*  
IRISH REPRESENTATIVE

GEO. 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.





*carbon deposit removed with a rag*

"... a new engine running 1,750 miles before being decarbonised ... made me smile ... Last year—using Summer Huile de Luxe exclusively—I found I had done 3,500 miles without decarbonising."

Huile de Luxe is continually excelling its own good records. We would not advise every motorist to try 3,500 miles without decarbonising—even with Huile de Luxe—but we can with certainty say that Huile de Luxe will increase intervals between decarbonising by 50%. Unsolicited letters, like that here quoted, show that to be a modest claim.



**HUILE**

*de Luxe*

Prepared in three Grades  
ZERO - WINTER SUMMER

Huiles de Luxe owe their long-lasting, clean-working, easy-circulating qualities to the fatty oils and hydrocarbons of which they are made. They contain no castor oil—no gumming. The mineral oil content is lower—less carbon.

*Write to us for information on any lubrication difficulty. Advice and useful booklets free.*

LC 1-146

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

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

ATI



# New Cars for Old

at

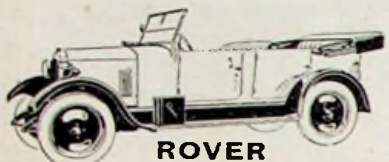
# TAYLORS

OF KENSINGTON.

**S**TART the New Season right by ordering a new Car embodying all the qualities which your past motoring experience has taught you are necessary or desirable. We will gladly take your present Car off your hands and allow you a really attractive price for it in part payment for practically any make of new Car on the market to-day. There is no such thing as buying a "Pig in a Poke" at Taylors—you can roam around at your leisure among the scores of Cars ranging in price from £50 or less to £1,000 or more. In fact, there is 10,000 sq. ft. super of Showroom floor space comfortably packed with all that is best in Car value, entirely at your disposal.


## ALL MAKES SUPPLIED

ON CASH—EXCHANGE—OR EASY PAYMENT TERMS.



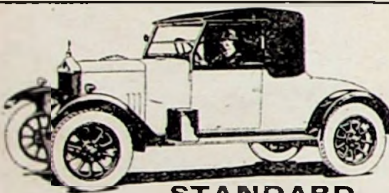
**ROVER**

£40-0-0  
secures immediate delivery of a fully insured 9/20 h.p. 4-seater Rover. Balance payable in 12 monthly instalments of £13-4-9. Cash price - £190



**SINGER**

£47-1-3  
secures immediate delivery of a fully insured De Luxe 10h.p. Singer. Balance payable in 12 monthly instalments of £15 10s. Cash price - £225



**STANDARD**

£46-17-3  
secures immediate delivery of a fully insured De Luxe 2 or 4-seater 11 h.p. Standard. Balance payable in 12 monthly instalments of £15-13-4. Cash price - £225

AUSTIN, JOWETT, FIAT, CITROEN, ETC.

### BARGAINS IN USED CARS.

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

1912, 8.9 h.p. SWIFT, 2-str. . . . .	£25	1925, 9.5 h.p. SALMSON, 2-str. . . . .	£117
1924, 10 h.p. SINGER, 4-str. . . . .	£125	1921, 7 h.p. JOWETT, 2-str. . . . .	£65
1924, 11 h.p. STANDARD, 2-str. and dickey . . . . .	£118	1924, 7 h.p. JOWETT, 2-str. . . . .	£95
		1925, 7 h.p. CITROEN, 2-str. . . . .	£97

## 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 8658/9 and 8540. Telegrams: "Dynametro, Southkens."

What do **1860** these figures mean?

In the year 1860 Matthew Wells established in Manchester the firm of Matthew Wells & Co., the world-famous manufacturers of Manchester WELLSALINE MOTOR OILS. Since that year the WELLSALINE Laboratories have been devoted to continuous research in the refining of the best of the world's crude oils, especially for modern automobiles since these were first placed upon the road. Year by year better and better results have been obtained, and now

# Manchester Wellsaline

### "IMPROVED PROCESS" MOTOR OILS

offers to Motorists a lubricant that is altogether superior to any other produced in any part of the world.

*It contains no vestige of Wax, or other foreign matter.* Wax drags down the lubricating value of oils, and is the cause of many engine troubles. The "Improved Process" effectually removes all wax, carbon and acids, and only the pure lubricant remains.

The first use of Manchester WELLSALINE leaves you in no doubt—the better running of your engine is due to the oil. Reduced cost of maintenance, smaller bills for overhauling and repairs, as well as fuel economy and longer life for your Car—all this you can count upon if you use Manchester WELLSALINE "Improved Process" Motor Oils.



William Waxless Wellsaline "Puts on Pace."

Remember—and always remember—the all-importance to your Motor Car of good lubrication.



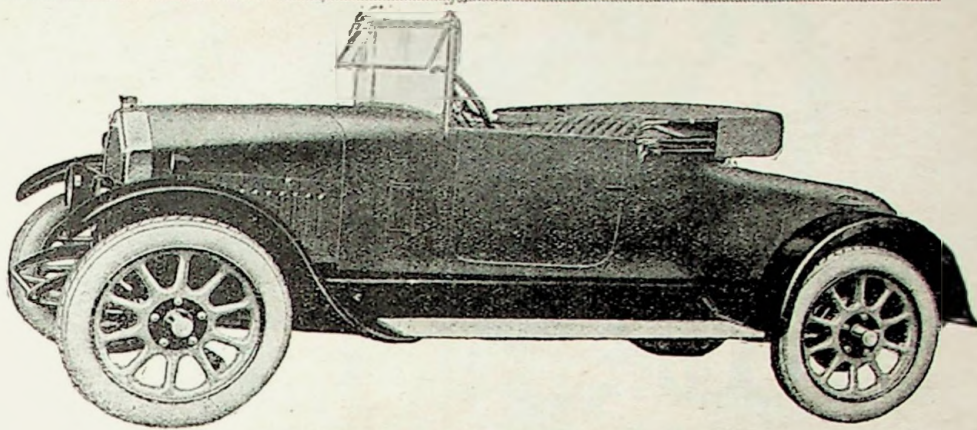
**MATTHEW WELLS & Co., Ltd.**  
'Wellsaline' Oil Works,  
Hardman St., Manchester.

By appointment.

London Office: 317, High Holborn, W.C.1

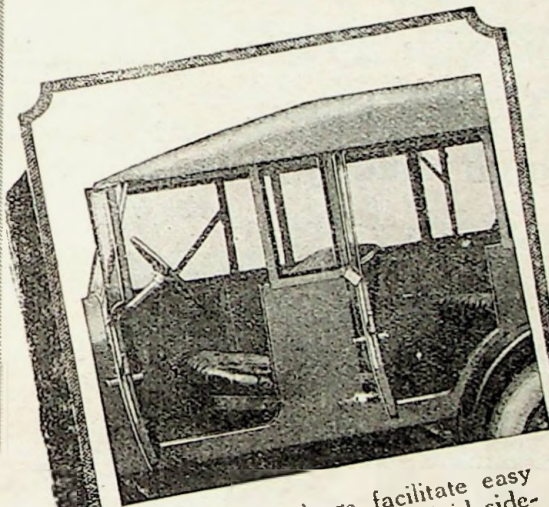
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the same everywhere — from  
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—and reliable always.

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*Easy  
Starting*

D.A. 656





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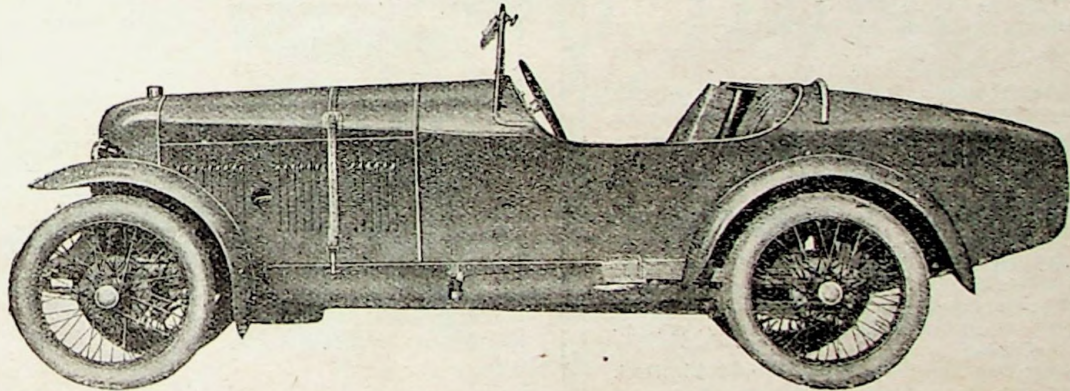
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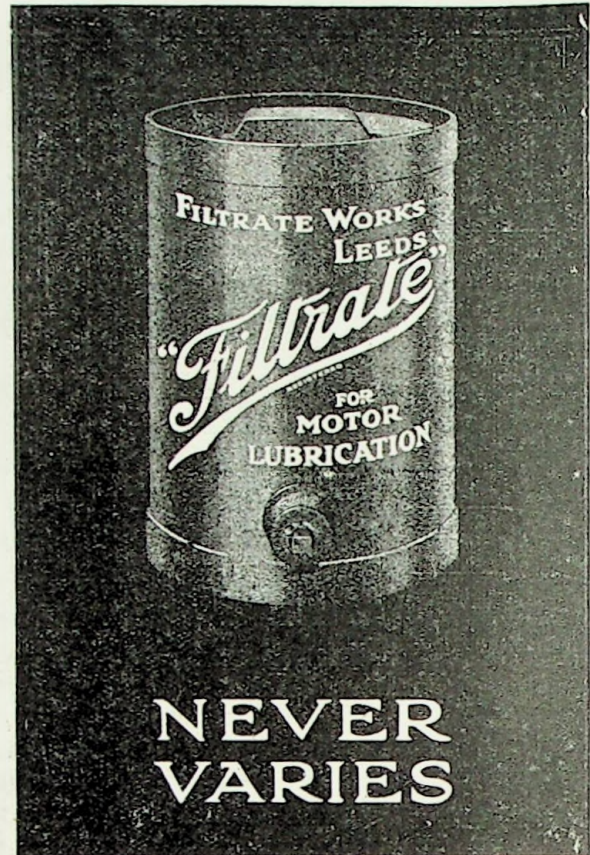
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**MANCHESTER:** T. H. Ratcliffe, 221, Deansgate.  
**NOTTINGHAM:** P. Richards, Richard's Garage, Hucknall Road.  
**NORWICH:** Maudes Motor Mart, 108, Prince of Wales Road.  
**NORTHAMPTON:** Imperial Autocar Co., Market Square Garage.  
**NEW BRIGHTON:** Murray & Redhead, Ltd., 38/44, Albion Street.  
**OXFORD:** Hartwells Garages Ltd., Park End St.  
**PRESTON:** Paul Sharp, Ltd., Long Lane, Ashton-on-Ribble.  
**READING:** The Hamilton Motor Works, Limited.  
**SOUTHPORT:** Seabank Eng. Co., Ltd., 9, School Road.  
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**WARRINGTON:** Arnott & Francis, Ltd., Barbauld Street.  
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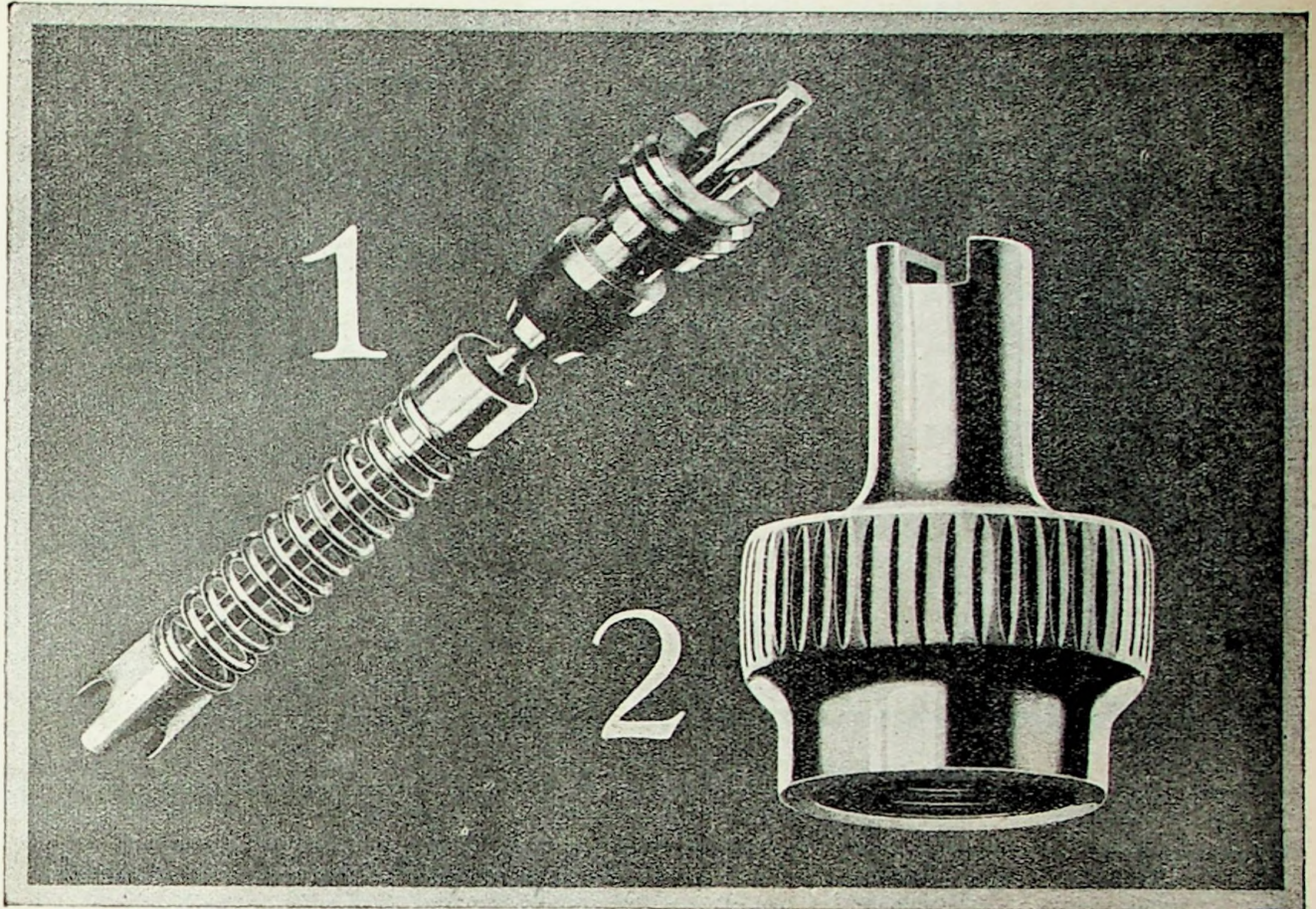
EVERY recent development in motor car construction and motoring is dealt with in this new edition of "The Motor Manual." It has been largely re-written, completely revised, re-illustrated and brought up to date and contains a very large amount of new and practical information.

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.

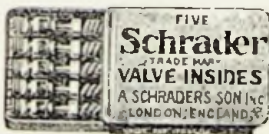
TEMPLE PRESS LTD.,  
7-15, Rosebery Avenue, London, E.C.1.  
Wholesale Agents: E. J. Larby, Ltd., 30, Paternoster Row, E.C.4.

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.





## TWO THINGS to think of — when you give your car its Spring Overhaul



Box of Schrader Insides.



Box of Schrader Valve Caps.

REMEMBER, when you give your car its Spring overhaul, to look at the tyre valves. Probably they have served you for many thousands of miles. Perhaps some parts will need renewing. The little Schrader Valve Inside that holds the air in your tyres will wear out in time. Wonderful as it is, it will not last for ever. Put a new, clean Inside in every valve. If you have lost Valve Caps, renew these too. They keep dust and dirt from damaging the Inside. They are essential to the valve's efficiency. Follow this advice and you'll be all right for thousands of miles of motoring. You can get Schrader Insides and Valve Caps, each in red and blue boxes of five, from any dealer. The cost is small.

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BRITISH  
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## Pneumatic CORD TYRES and TUBES

are

*Reduced 10% in Price*

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Made in London's Biggest Tyre Factory.

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and

STEPNEY RUBBER WORKS,  
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For the Owner - Driver  
and Amateur Mechanic.

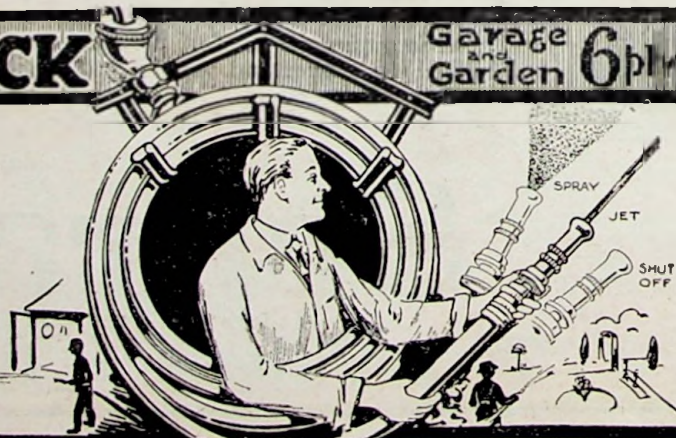
AN entirely new book dealing exhaustively with the most modern methods of motor vehicle repair. The work is written throughout in non-technical language and practically every necessary tool and operation is shown in illustration.

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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.



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OLEOBLITZ



# THREE ARROW OIL

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'Grams: "Oleoblitz, Piccy, London."

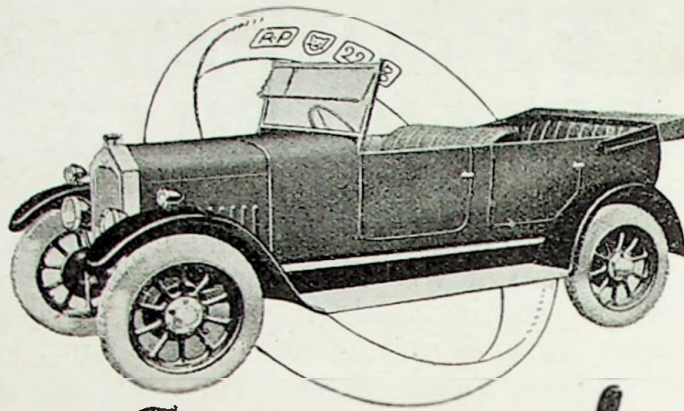
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## *Security!*

**H**IDDEN between the Ring and the Finger, forgotten for years on end, perhaps, these Hall Marks are still there. Emblems of a tested quality, the insignia of an unalterably high standard, Swift owners know the value of that hidden quality in mechanism. It is expressed in an appetite for unlimited hard work and a complete freedom from trouble. That is because Swift cars are built conscientiously — built to uphold a 26 years old tradition of Absolute Reliability, and Service accordingly.

*Much More Value and NO More Cost.*

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**PRICES :**

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Complete with 4-Wheel Brakes  
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*(One minute from Leicester Square Tube Station.)*



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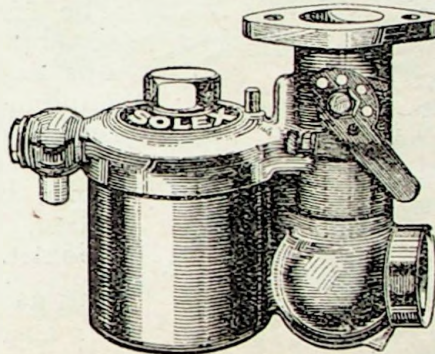
THE NO-TROUBLE CARBURETTOR

## A Special Model for Every Car

There is a Solex Carburettor available for every make of car, each designed for easy fitment and maximum results.

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Write at once for details of the model to suit your car. Take advantage of our FREE Trial Offer and enjoy its advantages for this season's motoring.



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Send us particulars of your car to-day and we will supply a Solex Model suitable for 30 days Trial FREE of all obligation to purchase. Write at once for details of this offer.

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Gordon Richards, Director.



CLYNO 11 HP



AUSTIN 7 1/2 HP



ARMSTRONG SIDDELEY 14 HP



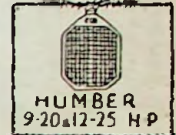
CHEVROLET



FIAT 10-15 HP



FORD



HUMBER 9-20 & 12-25 HP



MORRIS



RILEY



ROVER 9-20 HP



STANDARD 11 & 12-24 HP



ESSEX 6

*fit Solex - and note the difference*

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# Get into / Seven League Boots /

## The Austin Seven



THE magical seven-league boots of fairy lore put their wearer in the happy position of being able to travel immense distances, and to reach the most inaccessible of places, in scarcely more than a twinkling. Their modern, hard-fact equivalent is the wonderful Austin Seven—the car whose low price and remarkable power and speed bring all those attractive, out-of-the-way little country spots so well within your reach.

For your health's sake get out in the open. The Austin Seven is ready to take you where you will for less than a penny-a-mile—and its initial cost **£149** is only .. ..

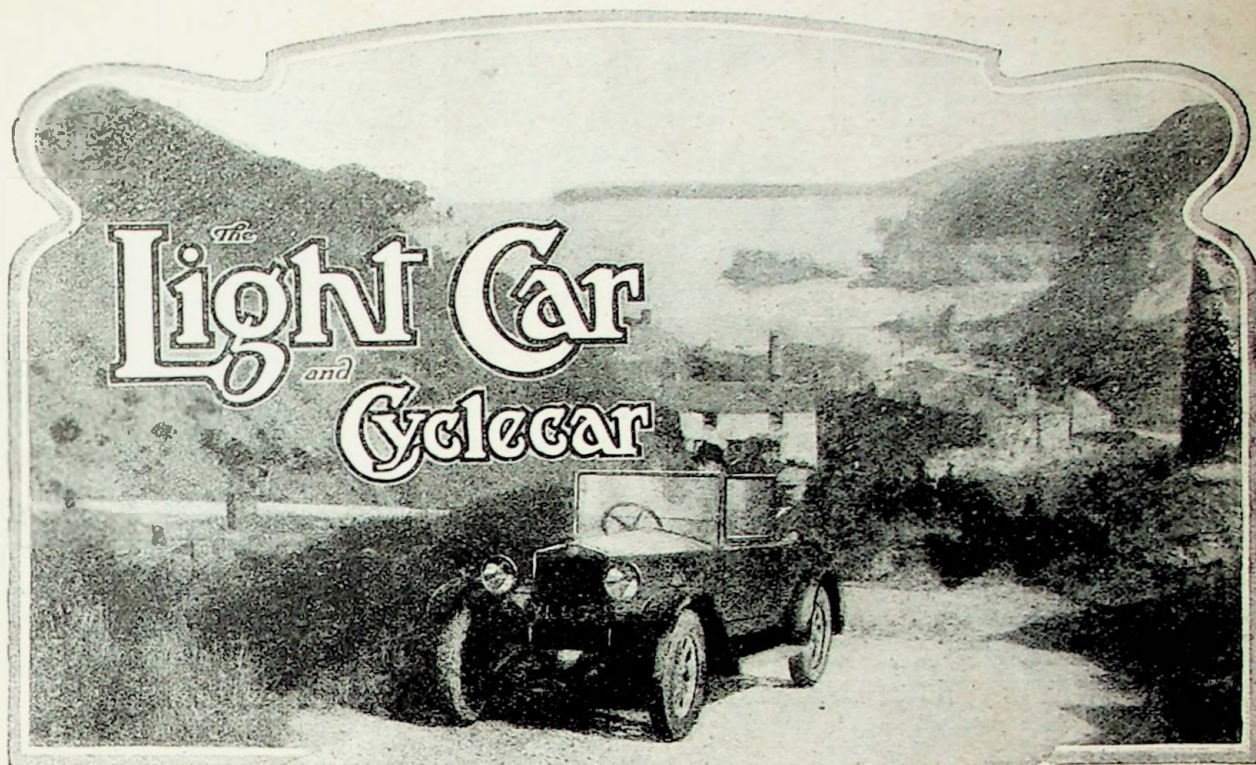
The "Seven" provides comfortable seating for two grown-ups and two children, and its equipment includes electric starter, 4-wheel brakes, speedometer, shock absorbers, electric horn, balloon tyres, automatic oiling, etc. Send to-day for booklet.

**The AUSTIN MOTOR Co., Ltd.**  
LONGBRIDGE, BIRMINGHAM.

LONDON:  
479-483, OX. ORD ST., W.1. (near Marble Arch.)

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 Light Car and Cyclecar

NEW HILL IN THE  
"LAND'S END."

Forming part of the new section following Bluehills Mine, Rocky Lane has a maximum gradient of 1 in 5 and two hair-pin bends; it rises out of Trevaunance Cove, Perranporth. A 7 h.p. Fiat is seen rounding the second and more difficult turn. Incidentally, this is one of the first photographs to be published of the 7 h.p. Fiat on the road.

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

### ON OTHER PAGES

#### The Holiday.

The weather prospects for the next few days are hopeful and motorists are looking forward to what is generally considered to be the best holiday of the year for those who ride awheel. Once again, however, we would emphasize the importance of rigorously following every dictate of Safety First.

#### This Week.

Full programmes of all the Easter motoring events appear on our centre and subsequent pages. These include the London-Land's End—with an entry of no fewer than 530—and the Bank Holiday meeting at Brooklands. "Photography and the Car" will appeal to a wide circle of readers at a time of the year when cameras are once again in evidence. Test run reports of the 8.3 h.p. Renault and the three-wheeled D'Yrsan are given, whilst exciting incidents which have taken place in track races and so forth are described in an article entitled "The Luck of the Game."

No. 697. Vol. XXVII.

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<b>LIGHTING-UP TIMES (Rear Lamps)</b>			
for Saturday, April 3rd.			
London ..	7.01	Edinburgh ..	7.21
Newcastle ..	7.13	Liverpool ..	7.13
Birmingham ..	7.19	Bristol ..	7.14

#### Driving Licence Statistics.

In 1925 the total number of driving licences held in Great Britain was 1,923,900, an increase of 279,500 over the year 1924.

#### Rumours of "Traps."

Motorists passing through Dorking should drive cautiously, as there are signs of police activity, particularly at week-ends. Part of the London Road is also under repair, causing a "bottle-neck."

There are rumours of police traps in the Potters Bar district on the Great North Road. Care should be taken to observe the 10-mile limit through Hatfield.

#### Next Week.

Reports of the Easter motoring events will figure prominently in *The Light Car and Cyclecar* next week, particular attention being given to the London-Land's End Trial. An article likely to be of special interest is a description by "Focus" of a Lea-Francis "Wizard" model which he has been running for the past three months and which is perhaps the fastest car of its type on the roads. The 1,496 c.c. engine, rated at 11.9 h.p., develops 52 b.h.p. at 4,600 r.p.m.



**Lorry Driver Fined.**

A driver of a motor lorry who was prosecuted by the A.A. was fined at Tottenham for driving on the crown of the road for some two miles and declining to drive in to the side despite repeated sounding of horns by cars attempting to overtake.

**Good and Bad Roads.**

The Automobile Association has prepared a series of maps showing the condition of the roads in various parts of England and Scotland. It is refreshing to note that the thick black lines denoting good roads are plentiful everywhere, but it is obvious that much still remains to be done.

**New By-pass Opened.**

The R.A.C. is informed that the first of the new by-passes which are being constructed in connection with the new London-Folkestone road will be available for traffic at Easter. This by-pass, which is one of four, will enable motorists to avoid Charing with its awkward corners. The by-pass is 800 yards long with a 30-ft. carriageway.

**The Parking Muddle.**

Thousands of motorists will learn with relief that the whole subject of parking cars in London is to be reviewed by the London Traffic Advisory Committee, and it is to be hoped that the opinion which we put forward in a recent editorial article will be borne in mind. This, in brief, related to the two-hour time limit, and our recommendation was that it should be extended to at least 3½ hours.

**Congestion in Leatherhead.**

The increasing traffic through Leatherhead during week-ends is the cause of much congestion and consequent delay. To relieve this the R.A.C. recommends all car drivers and motorcyclists passing through Leatherhead to Dorking and onwards to use the road through the Crescent instead of the High Street. This will avoid the sharp corner into Church Street and will reduce very considerably the traffic congestion in the narrow High Street.



**LIGHT CAR PROVERBS.—No. 14.**

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. 14 in the top left-hand corner. A price 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."

**Hard Luck.**

A man who broke into a Bromley, Kent, garage, stole a quantity of revolver ammunition and other articles. He was arrested, and the garage proprietor was subsequently fined £5 at the local court for being in unlawful possession of the ammunition.

**Still Going Strong.**

Veteran motorists will remember the early single-cylinder 8 h.p. Rover cars which were very popular about 17 years ago. One of these was seen on the road on a recent Sunday with five passengers aboard and "going strong." It had been fitted with electric lighting and an electric horn of the most powerful type, but otherwise it appeared to be entirely standard.

**Rover Nine Super Sports Model.**

The Rover Co., Ltd., Coventry, asks us to point out that the new Super-sports model has a front axle which is an oval section stamping and that the upholstery is not of the pneumatic variety. We regret that we wrongly described these details last week.

**Confusing Traffic Regulations.**

London motorists who have any doubt as to the new methods employed for traffic regulation at such points as Parliament Square, Piccadilly Circus and so on, should make a special journey, parking their cars some distance away from the scene of operations, so that they can investigate the actual conditions on foot.

**Supplanting Electric Starters.**

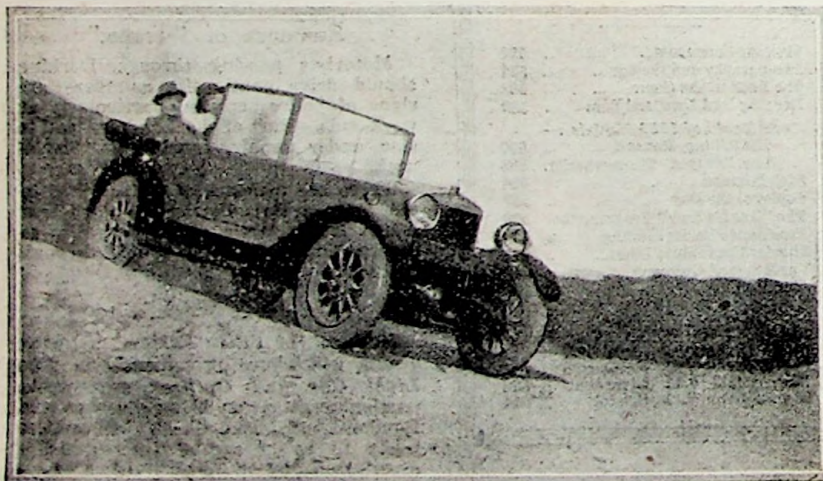
In France great interest is being shown in compressed air starters, which are being adopted by car makers, following the lead of aeroplane designers. The cause of the revival is the introduction of a new and very light compressor, the complete equipment, together with the electric lighting set, being claimed to weigh no more than the conventional electric outfit for starting and lighting.

**Road Fund Grants.**

In the House recently Col. Ashley told Mr. R. Morrison that, apart from schemes ranking as normal classification grants, 695 schemes of road improvement had been submitted to his department in the past six months. They involved a total expense of £3,126,000. Of these, 305 had been approved for grant, the approximate cost to the Road Fund being £1,000,000.



Quarter Day; a photograph outside County Hall, London, on March 25th.



THE "BLUEHILLS" HAIR-PIN

And an excellent view of the off side of the 7 h.p. Fiat. The car was stopped without a sign of a skid. In the M.C.C. trial competitors have to ascend the hill.



**New Car Park at Brooklands.**

Provision for a large number of cars is being made immediately inside the Boxall's Lodge entrance to Brooklands.

**Fashions in White Lines.**

The genius of inventors is being applied in a very energetic way to a solution of the white-line problem. One



**TWO NEW IDEAS.**

On the left a new form of dotted white line, which is made up of rubber discs let into the roadway. (Above) A reinforced "block" made of rubber. Both types are designed to form permanent lines.

idea hails from Newcastle-on-Tyne and takes the form of a dotted white line, the dots being formed by white rubber discs, 18 ins. apart, let into the crown of the road. The head of each "mushroom" stands up from the road surface to a height of about 3/4 in. It is anticipated that the dotted lines will always be visible, no matter how dirty the road may become. A further development is the introduction of indiarubber blocks having a core of perforated steel, the two being secured by countersunk bolts to a wooden foundation. These are being produced by Redferns Rubber Co. Ltd.

**Austin Seven in Egypt.**

At the Egyptian Royal Automobile Club's recent speed event, a sports Austin Seven won the 100 metres acceleration test, beating the best time of even the "unlimited" class.

**F.N. Price Reduction.**

The prices of the range of 11-30 h.p. F.N. cars have been reduced. The new prices are:—Two-seater, £355; five-seater, £360; semi-sporting four-seater, £375; light saloon (two-door), £465; four-door saloon, £465.

**Provisional Standards.**

The latest I.A.E. data sheets issued by the S.M.M. and T. concern small levers, tyre pumps, mountings, fork ends, joint pins and tie-rod ends. In addition, interesting notes on the use of aluminium in motor-body construction have been prepared in sheet form.

**A Veteran.**

An exhibit of special interest at the Motor Show organized by Rootes, Ltd., at Maidstone, was one of the earliest Sunbeam cars. It had a single-cylinder engine of about 4 h.p., which drove the axle by flat belting. The car had one wheel in front, two amidships and one behind. The front and the back wheel were steered, whilst the central wheels were driven. The car was recently driven from Wolverhampton to Maidstone under its own power.

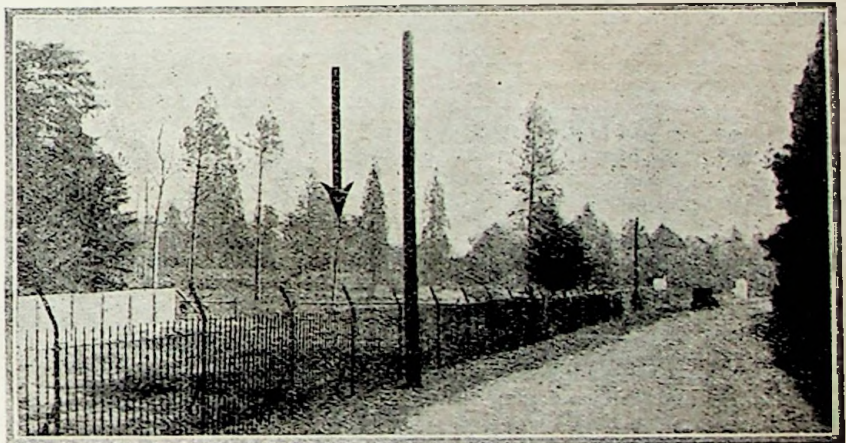
**Spanish Motor Show.**

The free entry into Spain of motor-cars and accessories intended for the Motor Show to be held at Madrid from April 10th-20th has been authorized.

**The Season Begins.**

Judging by the number of private cars which were coming and going in the

vicinity of the County Hall, Westminster, London, on March 25th—Quarter Day—many motorists have been saving the cost of the first quarter's licence. The beginning of the second quarter of the year generally marks the opening of the motoring season proper, and from now onwards until the end of the third quarter the roads will have to carry a very heavy burden.



**BETTER PARKING AT BROOKLANDS**

The new open-air park (arrow) inside the Boxall's Lodge entrance. It will probably be finished in readiness for the meeting on Monday next.

**TEN ENTRIES FOR R.A.C. GRAND PRIX.**

ONE of the difficulties with which prospective entrants in the R.A.C. Grand Prix were faced, namely, the date, has been removed. Fixed originally for Bank Holiday, August 2nd, the event has been postponed until the following Saturday, August 7th. Concurrent with this announcement comes the news of ten entries, so we shall have a British Grand Prix after all.

Although the entries are not numerous they actually represent the cream of 1,500 c.c. racers, and the titanic struggle for supremacy between such a mere handful of cars should

make the race keenly interesting from start to finish.

Details of the course to be followed at Brooklands have not yet been disclosed, but it is highly probable that an artificial S-bend will be included.

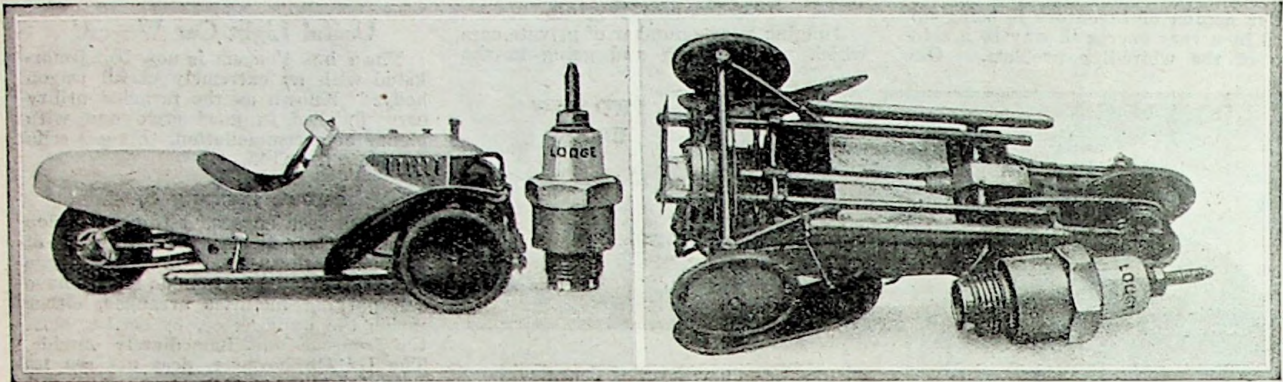
Car.	Entrant.
1. Thomas Special	J. G. P. Thomas.
2. Thomas Special	J. G. P. Thomas.
3. Aston Martin Special	G. E. T. Eyston.
4. Halford Special	Frank B. Halford.
5. Talbot	L. Costalen.
6. Talbot	L. Costalen.
7. Talbot	L. Costalen.
8. Delage	M. Martel.
9. Delage	M. Martel.
10. Delage	M. Martel.



## CYCLECAR COMMENTS.

By SHACKLEPIN.

SINGLE-CYLINDER ENGINES—VARIABLE INLET-VALVE LIFT—MAKING STARTING EASY—A NOVEL MASCOT—MORGAN LUBRICATION.



The size of this scale-model Morgan may be judged by its comparison with a standard sparking plug.

**T**HE wonderful reliability and longevity of single-cylinder engines are well known to the majority of my readers. I have just received particulars of a 1909 Sizaire-Naudin the owner of which is still using it with every satisfaction.

Actually the Sizaire is not a cyclecar; practically its only claim to that title lies in the fact that it has an ash frame. However, there are many points of interest to be found in the design, and I propose to describe some of them very briefly.

The engine is rated at 8.9 h.p. and the cylinder is water-cooled in the usual manner. A very ingenious form of speed control is fitted. The accelerator pedal, instead of being connected to a throttle in the carburetter, controls a variable inlet-valve cam; that is, the cam is slidably mounted on its shaft and is formed with a varying contour, from zero to maximum as it were.

Thus, according to what part of the cam face is in contact with the tappet, the valve is given a greater or lesser lift; in this way it functions as a throttle, and the cam can, of course, be moved so that the valve is not lifted at all—the equivalent of closing the throttle entirely.

Fixed ignition is used and both clutch and foot brake are controlled by a single pedal, the first part of the travel withdrawing the clutch and a further movement applying the brake. Incidentally, this brake is housed inside the differential casing, the drum being formed in the crown wheel.

Reverting for a moment to the engine, it is interesting to note that a half-compression cam, acting on the exhaust-valve tappet, can be brought into operation when the engine is being started, the cam being timed to lift the valve on the compression stroke and thus relieve the pressure slightly. Without this device it is doubtful if the engine could be

pulled over compression by means of an ordinary starting handle.

The reader whose letter prompted these remarks gives it as his opinion that the single-cylinder engine offers a hopeful solution to the £100 cyclecar problem. This may, perhaps, be the case, but after reading about the Fejes light car in this journal last week I rather think that we may hope for four cylinders for our £100.

Of course, the Fejes is in no sense of the word a cyclecar, but if it can be built to sell at £100 surely there are grounds for hoping that a machine such as we are wanting can and will be produced for the same figure, or even less.

The photos which form the heading to this page were sent to me by a reader, Mr. S. Reeves, who, evidently, is a craftsman of no mean order. Being also an enthusiastic Morgan owner he decided to make a model of his "Aero" and to use it as a mascot on the radiator cap. Most people in doing this would have been content to get the general appearance about right and "hang the details." Not so Mr. Reeves, however; he decided to make a real model and worked to a scale of  $\frac{1}{4}$ -in. to 1 ft.

The chassis frame is made from  $\frac{1}{8}$ -in. and 3-64-in. brass tubes silver-soldered together, whilst the body is hammered from a single piece of sheet aluminium with separate louvres and floorboards. A motorcycle valve stem formed the "raw material" from which the cylinders and drop-out fork ends were machined and umbrella rings do duty as tyres. Workable steering mechanism is fitted, the wheel being a three-spoked clock balance wheel.

Reality is given to the flexible exhaust pipes by making these from Bowden outer casing with the water-proof covering removed. Crepe rubber, covered with red material left

over from the Queen's doll's-house is used for the upholstery. Toothed wheels from a watch-winding gear are fitted in the bevel box and the dog clutches and operating forks are workable.

Since the photos were taken a hand-brake lever of better proportions has been fitted, and I think it will be agreed that the resulting model is a credit to its maker.

Several readers have written to me asking how I have fitted the duplicate sight-feed lubricator to my Best and Lloyd pump. This extra lubricator is, of course, for use in connection with my chain-oiling idea. It so happened that I had by me a complete sight fed, and I managed to fit it more or less neatly by means of a T-piece.

A certain amount of "tinkering" was necessary, and as others may not be inclined to go to quite so much trouble I suggest that they write to Best and Lloyd, Ltd., Birmingham, for one of the special adapters which enable twin drip-feeds to be fitted to one pump.

During my next attack of energy I propose to fit my Aero with grease nipples for use with an Enot's gun at every point on the chassis which, at present, has screw-down greasers or oil-holes. But I shall not use grease, because, in my opinion, gear oil or heavy engine oil is better, as, once in the bearing, it is more or less self-feeding; that is, it refuses to be forced away from the surfaces in contact—a feature not possessed by heavy grease.

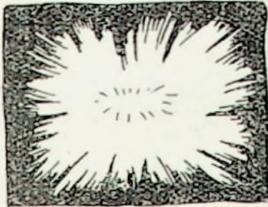
Of course, there are lubrication points on a Morgan which *must* be fed with grease; amongst these are the operating forks of the dog clutches which require a plentiful supply if wear is to be prevented. A tenacious grease should be used—one that will not be flung off by centrifugal force. I can recommend Crimsangere for the purpose.



# THE LONDON-LAND'S END RUN.

(BY ONE WHO KNOWS IT WELL.)

SLOUGH



FLASHLIGHT PHOTO OF A FLASH-LIGHT PHOTOGRAPHER TAKING A FLASHLIGHT PHOTO OF THE START.



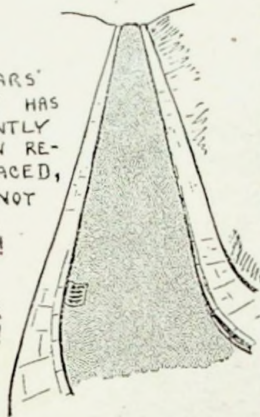
OWING TO THE CHANGE IN ROUTE COMPETITORS MAY BE FACED WITH ONE OF THE 'TERRORS' OF THE 'EXETER' — DELLER'S PIANOLA!



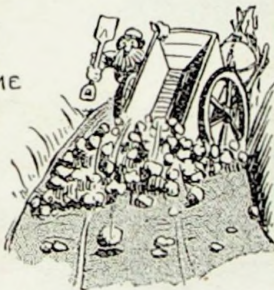
UNFORTUNATE REMARK OF SMALL ENTHUSIAST :- DADDY ! WANT TO SEE THE SALOONS GO UP !

BEGGARS' ROOST HAS RESENTLY BEEN RE-SURFACED, BUT NOT LIKE THIS !

OH! DEAR NO!!



MAIS COMME CA !



THE SAFETY FENCE ON THE DESCENT TO BLUEHILLS MINE MAY BE VERY STRONG, BUT

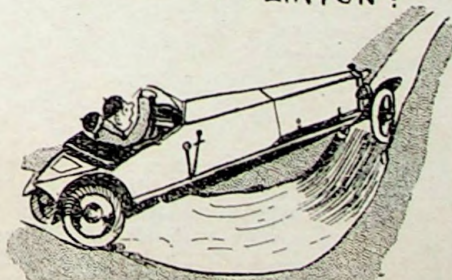
HOW MUCH MORE INVITING IT WOULD LOOK WITH A FEW VI-SPRINGS ADDED.

THE QUESTION OF THE MOMENT— HAVE WHITE— LINES REACHED LYNTON ?

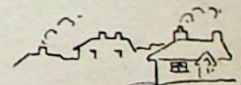
MY DEAR FELLOW THAT NEW BIT AFTER BLUEHILLS —



YOU ARE SURE TO TO MEET THIS GENTLEMAN.



THAT BLUEHILLS HAIRPIN FEELING!



THIS IS NOT A TRAFFIC BLOCK IN THE STRAND, OH NO! IT IS ONLY THE CAR DRIVERS ENJOYING THE USUAL 40 MTS WAIT WHILE THE SIDECARS ARE BEING PUSHED UP BEGGARS' ROOST.



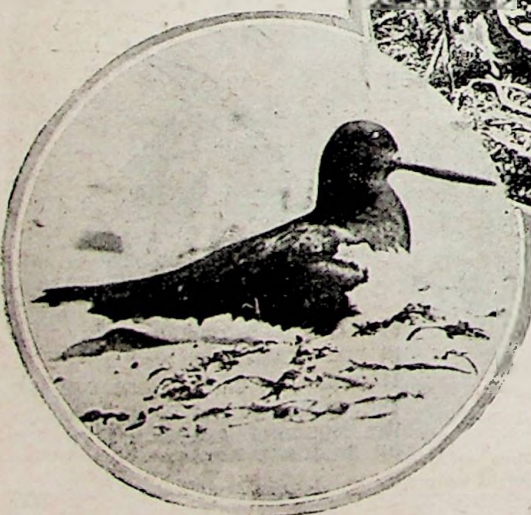
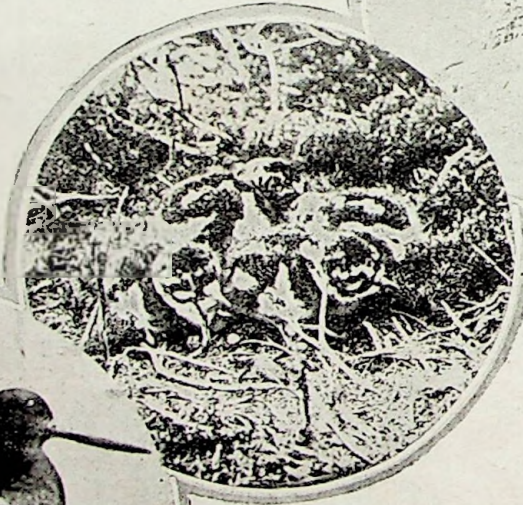
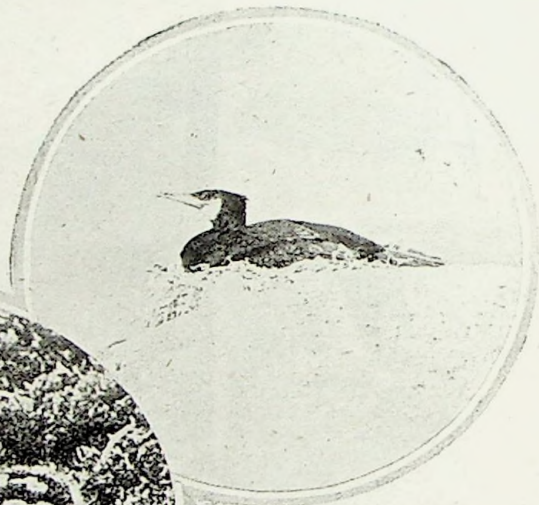
# Wild Life by the Highway



**M**ANY motorists are interested in the wild birds and animals to be seen from our highways, yet few take the trouble to make their week-end jaunts more interesting by taking a closer view of the habits of wild creatures.

In the spring season the presence of a pair of binoculars on the car will provide the means for many an enjoyable hour, either down some by-way or on the coast. It is surprising how few are the owners of binoculars who regularly carry them; of course, they cannot be used effectively while the car is in motion, but a halt in some peaceful countryside is very enjoyable and one finds that the song of the lark, the call of the plover and the general chorus of bird life, which cannot be heard when the car is in motion, are additional charms.

Many birds, by reason of their protective resemblance, are not easily seen at first, others proclaim their presence aloud both in appearance and call. Gulls are an example of the latter; they usually rely on the safety provided by nesting on some more or less inaccessible place and are not disturbed



In the leading picture an observer is watching a pair of Oyster Catchers near their nest, at the side of a Scottish burn. In circles: (Left) The Oyster Catcher sitting. It has a black and white body, red legs and bill. (Centre) Young Golden Plovers secure in their natural camouflage. (Right) The Cormorant.

by a watcher with binoculars at some distance. One of the photographs depicts a gullery in Scotland; the birds can be seen quite easily without leaving the car.

The methods of fishing adopted by different species of bird offer a very interesting subject for the watcher. The cormorant—one of the most numerous of the diving birds round our coast—makes a clean dive.

I have timed one who remained 40 seconds under the water before coming to the surface to swallow its catch. Other birds, like the gannet and tern, fly above the water and make a dive when a fish is seen. In contrast to these, the stately



heron wades in the shallows of a river, and woe betide the fish which comes within the range of its pointed bill.

While driving along the roads of our uplands, parent birds are frequently to be found with their young either on or near the road. I was fortunate in seeing a young greenshank from the car while in the Western Highlands last year. Having stopped and located the bird with binoculars, I obtained a photograph of this species which is usually so difficult to find.

On the Yorkshire moors I found young golden plovers within 200 yards of the main road on three consecutive evenings. Several hundred cars must have passed the place, and it would be interesting to know how many other motorists even suspected their presence.

Animals also are very interesting and are not infrequently met on the highway. I have never encountered a fox when driving, but in my cycling days I surprised one round a quiet corner scenting along a hedge at the roadside.

Hares are fairly common in some districts; they have a good turn of speed and indulge in very curious antics when chased. Hedgehogs are more often seen after dark in the glare of the headlamps, and, with their short, even steps, they always appear to be on wheels as they glide into the roadside on the approach of a car.

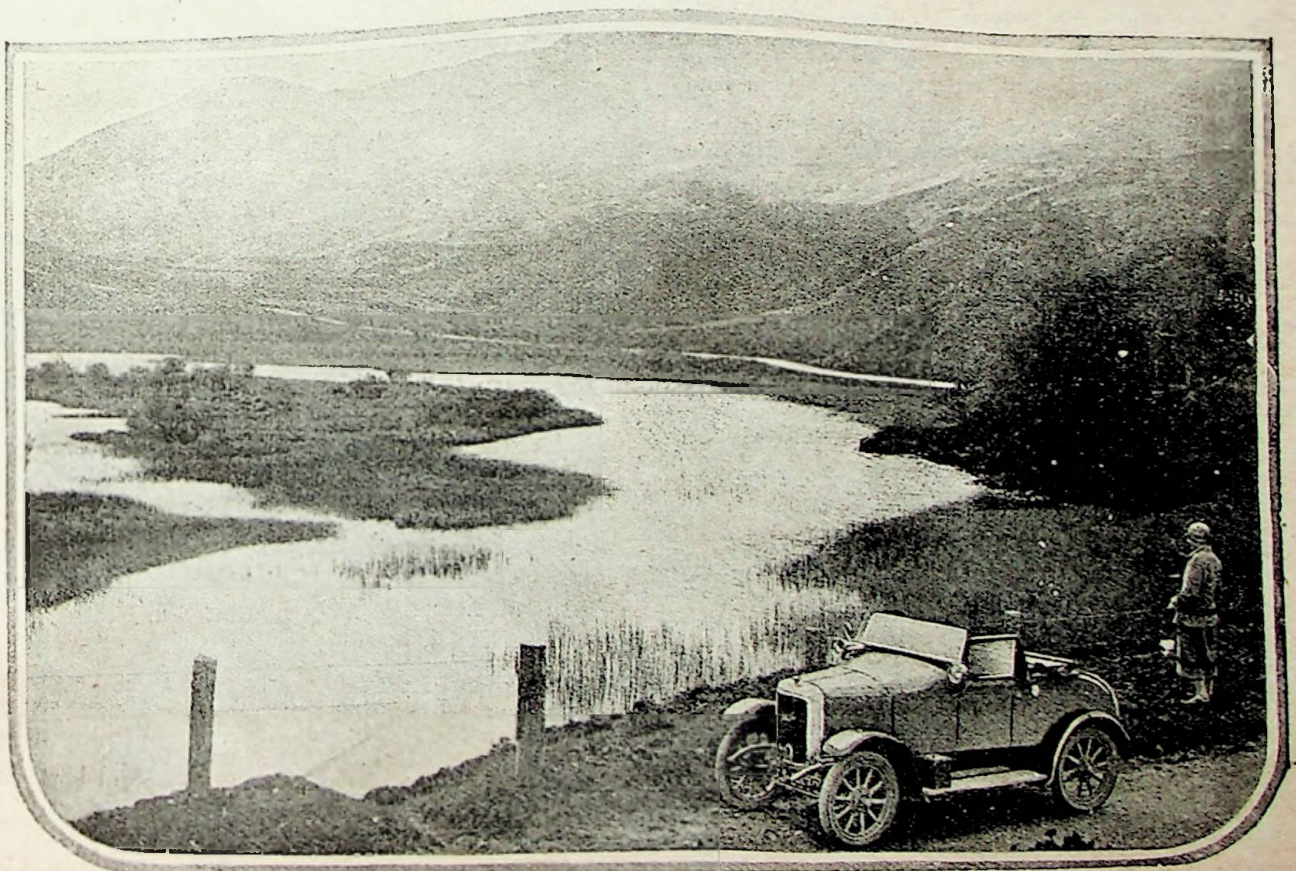


The nest and eggs of the Water Hen, a bird well distributed throughout the British Isles.

Squirrels may be seen in many parts of England and Scotland, but, unfortunately, they are, as a rule, too wild for one to get very close to them. When it is known that they are about, the best plan is to stop the car and keep quite still, when they will soon become accustomed to you. In the writer's opinion they are among the daintiest and most fascinating of living creatures.

The motorist who adopts bird-watching as a pastime will find that even the dreariest country topographically is often quite interesting, owing to the abundance of bird life, which, perhaps, has previously passed quite unnoticed. As his knowledge of birds increases, he will find that there are many more species in Great Britain than is generally imagined and, should his wanderings take him to the west coast of Scotland, he may see the king of birds in its natural environment on our island.

At the present season bird life is perhaps more interesting than at any other period of the year, for nesting is proceeding apace and in the warmer districts young birds may already be seen in the nests. The queer call of the cuckoo will soon be heard—already there are, in fact, those who have actually heard it—whilst the clear bell-like tones of the thrush make a halt in a country lane something to thrill the senses and to give one a feeling that it is good to be alive. N.L.



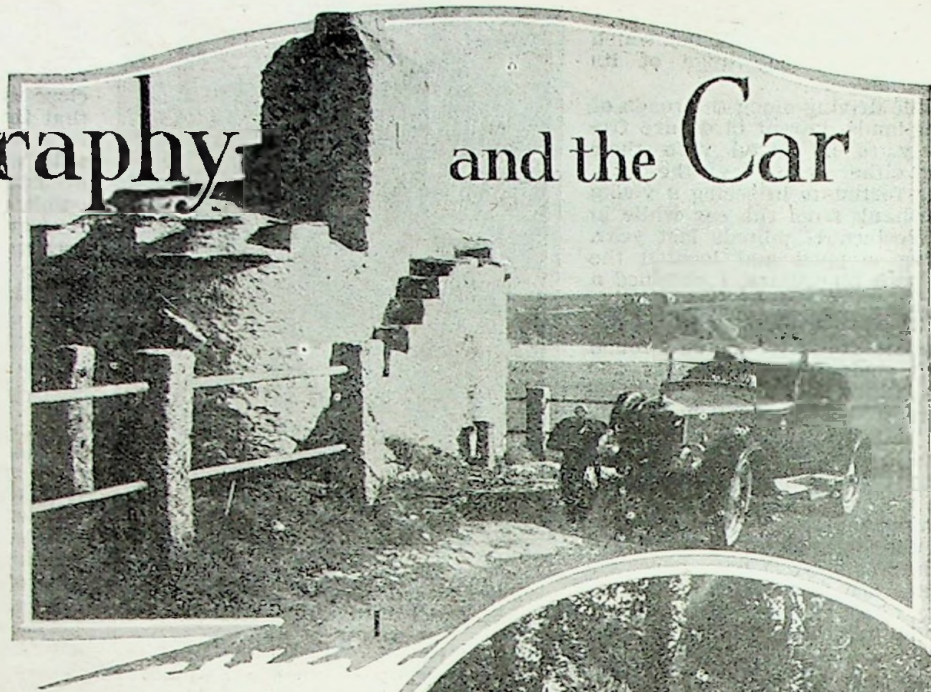
THE HOME OF THE GULLS. — A roadside gully in Scotland. The island in the centre of the loch, upon which many birds are visible, is the nesting site of dozens of pairs of black-headed gulls.

B17



# Photography and the Car

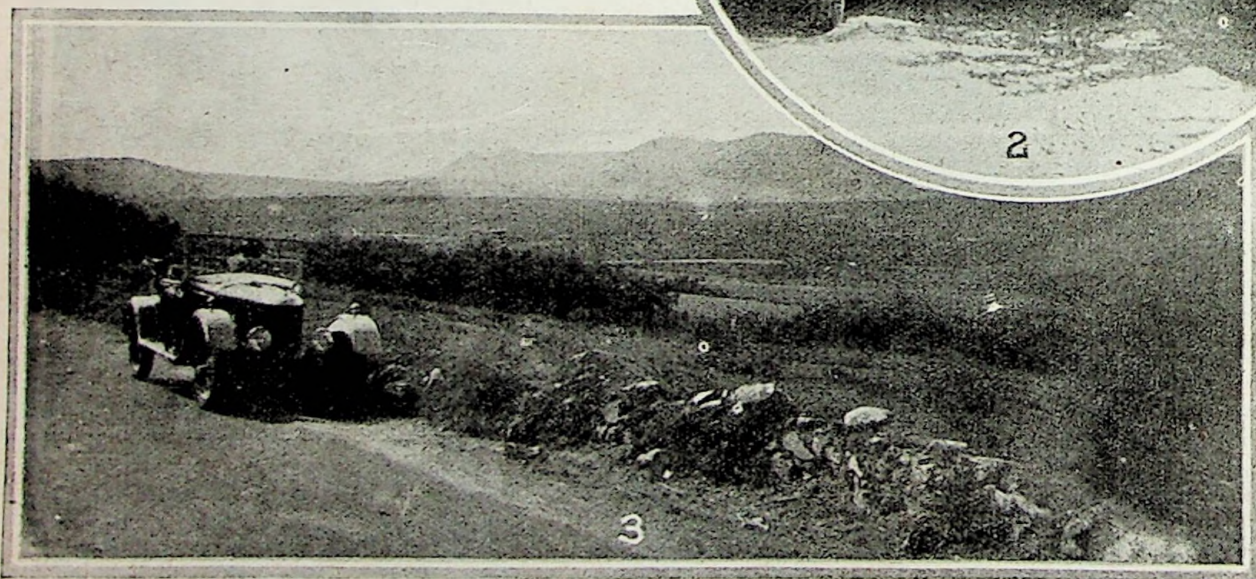
*The spring usually offers the most advantageous opportunities for the amateur photographer as the light is at its best. There are pitfalls, however, which the artist must avoid: they are explained in this article.*



JUST as car owners may be classified by the way in which they use their cars, so it is possible to separate the great army of shutter "clickers" into three main groups:—First, the mere snapshotter: "You press the button; we do the rest" brigade; then the man who realizes that there are all kinds of photographs, but who wants only those that may have some outstanding interest, pictorial qualifications or value for utilitarian purposes; and, finally, the "serious worker," out for art studies; not necessarily a man who makes a profession of photography.

The influence of the car on the photographic activities of all these groups is enormous and is worth considering in some detail.

Nearly everybody to-day carries a camera, and it is inevitable that a large increase will take place in



## THE CAR AND THE SUBJECT.

(1) At Newquay, Cornwall. The car shares the interest with the o'd house. (2) Near Aberystwyth. The photograph illustrates very little and lacks human interest. There should be a driver at the wheel. (3) A photograph which illustrates how a distant view needs foreground, this being provided by the car and the tumbledown rock wall.



obtaining what are known as "souvenir" or "memento" photographs as the "car habit" spreads. It is a fine prospect for dealers and all those who handle the work in this connection. More and more we rely on "mass methods" for the production of all the necessities of life and not a few of its luxuries.

It is sad, however, to think of the amount of film that will be wasted by this increasing army of "car-cum-camera" people for lack of a little knowledge. Last summer was wonderful for the production of so-called "brilliant" photographs, and hundreds of albums all over the country have been filled in with these black-and-white summer memories.

Most of them have only a purely local interest which will appeal to a smaller and smaller circle of friends and relatives as the years go by; they have served their purpose, however, even though they outrage every canon of pictorialism!

The majority of these camera users know nothing of art and care less about the kind of photo they obtain, provided it is sharp and they can see—however distorted—the scene at which they snapped the shutter.

These are the greater number by far in the first group, and many of them neither read the motoring papers nor the photographic weeklies, which endeavour to lead the amateur photographer along the paths of pictorial rectitude; but the gap between the man (or woman) who merely snaps a shutter and that other who carefully finds the best position for the photo, with due regard to time of day, lighting and the "composition" of the picture as a whole, is often only a small one.

A chance photo, enlarged by a far-seeing photographic dealer, may bridge this gap and start the mere snapshotter on his search for photographs, which, even if they may not be artistic, will often be of much greater general interest than merely pictorial subjects.

Fortunately for the "snapshot brigade," the temptation to take a snap is greater when the sun is shining brightly; a dull day has a duly dampening effect, with the concomitant saving of films that otherwise would have been so badly exposed as to give a result which the least critical would sum up as not worth while.

Cars are becoming the essential adjunct of a summer holiday and so figure more and more in all the photos taken in the holiday time of the year. It would be an excellent thing if car owners could receive a little training in the elements of photography, from the Press point of view, as many incidents which occur on the road, and are only witnessed by a passing motorist, would, if recorded, often afford much more interesting pictures than a lot of the so-called news photos seen in the illustrated papers.

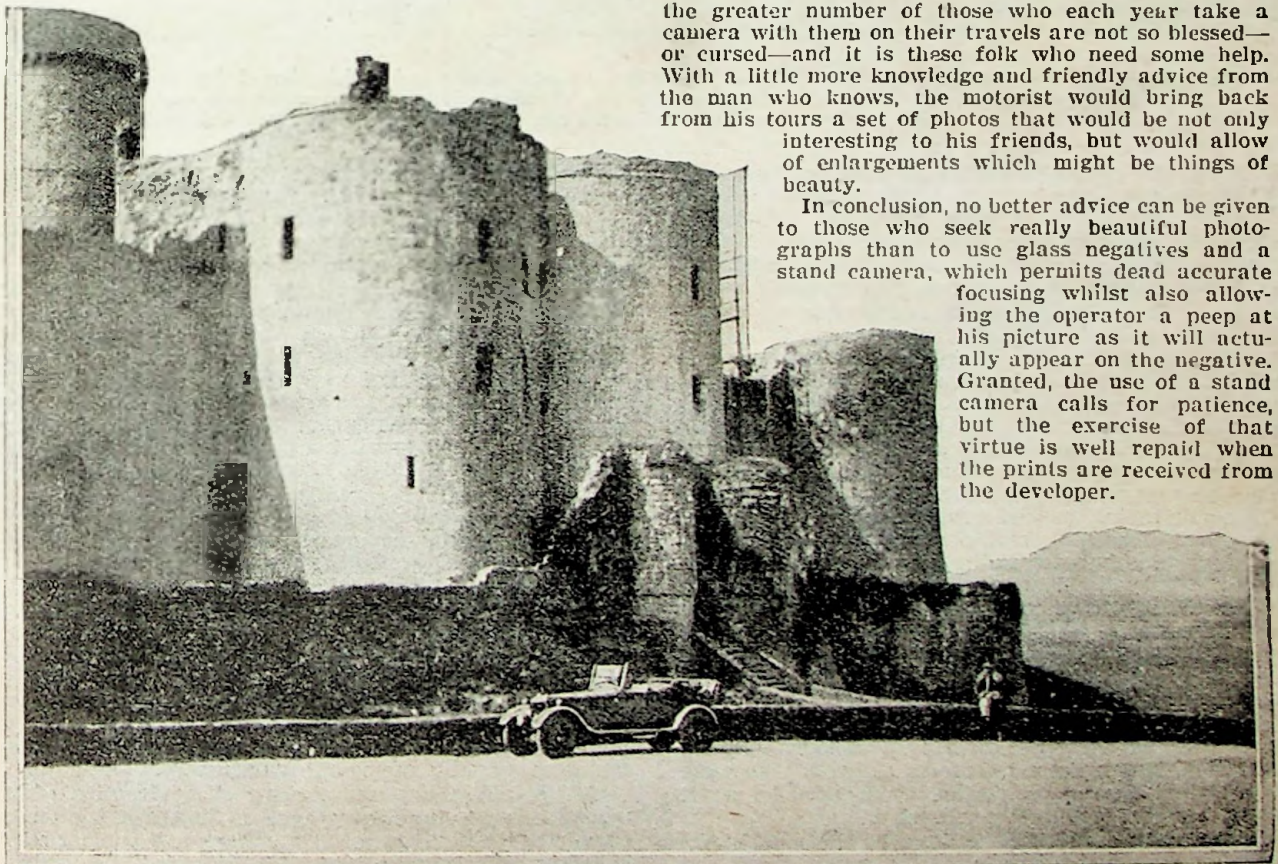
On this subject much could be written which would be of great interest to anyone who, owning a car, realized to what an extent it can be used to aid the camera.

### Importance of Taking Pains.

The subject is too large to be dealt with in a brief article and covers such matters as the choice of a camera, the kind of plate or film, the subjects most useful to go in for, and many other details, quite apart from the subsequent handling of the material so obtained. It is not at all essential that the man who takes the photograph should do the ensuing technical work on it; in fact, the busy car owner can generally be much better employed, and get this part done for him by experts; but he does need to learn how to take a photograph. A scene worth taking needs as much care in the actual exposure of the plate as in any subsequent handling of the negative. Usually it is done so casually that it is mere luck if the result is satisfactory.

Some people have a natural eye for a picture, but the greater number of those who each year take a camera with them on their travels are not so blessed—or cursed—and it is these folk who need some help. With a little more knowledge and friendly advice from the man who knows, the motorist would bring back from his tours a set of photos that would be not only interesting to his friends, but would allow of enlargements which might be things of beauty.

In conclusion, no better advice can be given to those who seek really beautiful photographs than to use glass negatives and a stand camera, which permits dead accurate focusing whilst also allowing the operator a peep at his picture as it will actually appear on the negative. Granted, the use of a stand camera calls for patience, but the exercise of that virtue is well repaid when the prints are received from the developer.



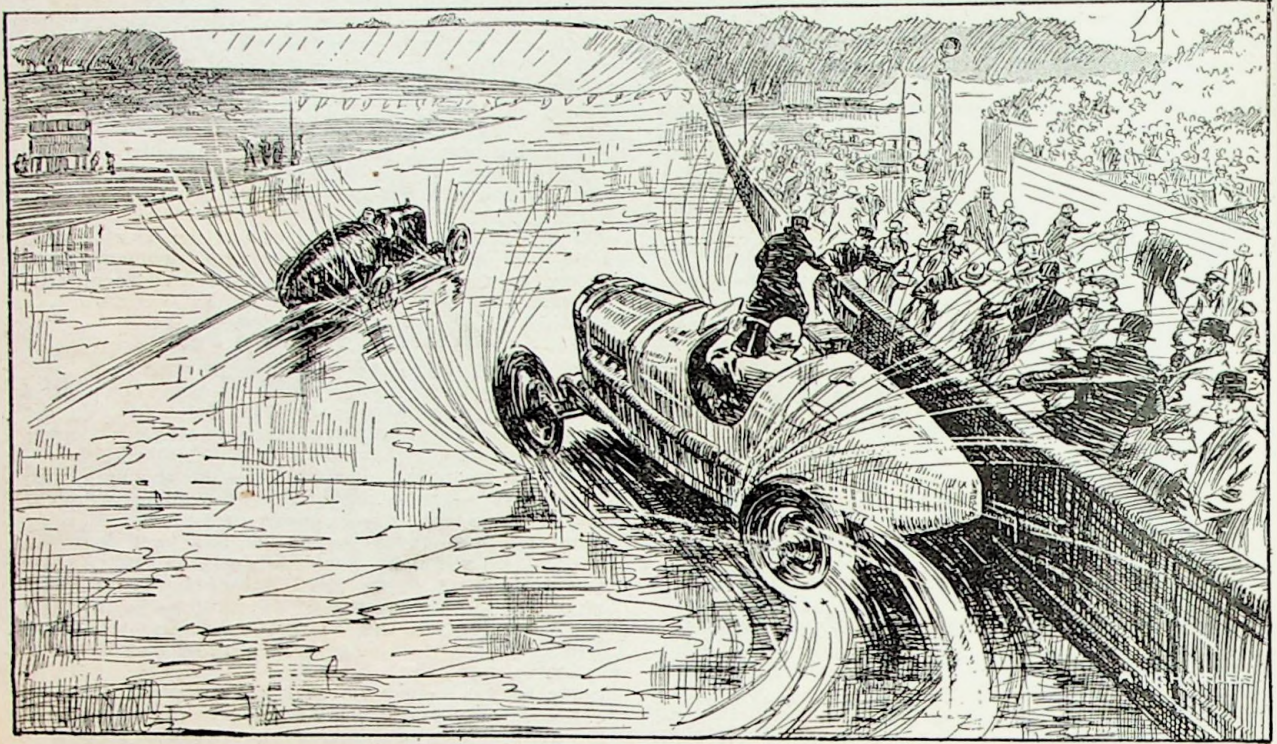
THE SUBJECT  
AND THE CAR.

— A very fine photograph of Harlech Castle. Here the car is only a small detail of the scene and is not aggressive. A view of the Castle and not of the car was required.



## THE LUCK OF THE GAME.

STORIES BY EYE-WITNESSES OF SOME OF THE  
HAIRBREADTH ESCAPES WHICH HAVE BEEN  
EXPERIENCED BY RACING DRIVERS.



### A THRILL AT MONTIHERY.

— "Conelli was within 7 ft. or 8 ft. of the concrete parapet and in full view of the grand-stand when the car suddenly sidslipped, the rear off-side wheel hitting the parapet with a resounding smack. What followed will live in the recollection of the spectators for many years."

**Y**OUR true racing enthusiast loves to see the sudden development of a difficult situation, and to watch every phase of the plan which the driver has instantly to adopt in order to extricate himself from it. This is often erroneously referred to as the "lust for thrills," but the term applies only in so much as the enthusiast is a driver himself and is thrilled by the skill of a master hand.

Let a man suffer grievous injury, and the spectator endures an agony as poignant as that which he would feel were the victim his own brother. He does not wish to see crashes; he attends race meeting after race meeting to pay homage to the skill and daring of a handful of "super-men" without whom the motor industry would be very much the poorer.

In motor racing, as in every other sport, there have been fatal accidents, and one must, metaphorically speaking, stand bare-headed in memory of such gallant men as Percy Lambert, Resta, Ascari, Zborowski, Murphy, Nazzaro and so on, but there have been a far greater number of almost miraculous escapes in which the skill and level-headedness of the drivers, coupled in some cases with a large slice of luck, averted disaster.

The annals of motoring deal scantily with these thrilling episodes, but there are several which merit detailed description, if only as a tribute to the men who were the principal figures, and who, by a miracle, so it seemed, escaped practically unhurt.

If the writer were asked to describe the most exciting episode he had witnessed on a racing track, he would detail an incident which occurred during the 310-Mile Light Car Grand Prix which took place at Monthéry in May, 1925. The hero, M. A. Bucialli, escaped without a scratch and the machine was un-

damaged, yet the sequence of events is probably without parallel in the history of motor racing.

Following a broiling hot morning, the weather broke, and, to the accompaniment of thunder, lightning and torrential rain, the competitors hurtled round the wonderful concrete saucer, driving under conditions than which there can be few more uncomfortable or dangerous.

Bucialli, in his gleaming little two-seater Buc, had been lapping consistently at round about the 90 m.p.h. mark, and was high up on the steep slope of the eastern banking, when excited exclamations burst from the lips of the 20,000-odd spectators, who, undaunted by the weather, were sticking to their posts of vantage in the grand-stand.

The tail of the Buc had given a decided lurch down the banking, and the spectators watched spellbound. Taken unawares, Bucialli instantly jerked his wheel to straighten up, but this manoeuvre had the opposite effect to that which he had anticipated. Comparatively slowly—if one can apply the term to a vehicle travelling at such a giddy pace—the tail swung down the steep slope; with bated breath we watched the car skid broadside along the track with its nose pointing to the high edge of the saucer. Then, with suddenly increasing momentum, it twisted until it had made a half-turn and was actually facing the wrong way.

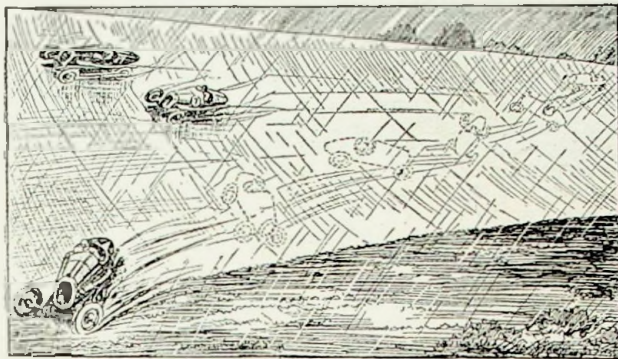
Still spinning, but approaching every fraction of a second closer to the deadly edge of the track, it almost completed the full turn of 380 degrees, and would probably have hit the soft earth sideways and overturned had not Bucialli, cool and level-headed, grasped his only chance of salvation.

Jabbing his foot on the accelerator, he locked over hard towards the side of the track and charged it,



still travelling, one assumes, at between 50 m.p.h. and 60 m.p.h. It was a daring but successful action; the car skimmed off the track and struck the soft earth like a skiff being launched in a choppy sea. For 30 yds. or 40 yds. the Buc bumped over the uneven surface, then, with grim and characteristic determination, Bucialli swung back on to the track and continued to race as though nothing had happened.

Sustained and thunderous applause greeted his escape when he left the track, but it took on an almost



The evolution of Bucialli's extraordinary high-speed skid. The car actually bounded off the track, but the driver continued the race without stopping.

hysterical note as he accelerated past the grand-stand. Bucialli finished the race, and with honours, for he had joined the select ranks of racing motorists whom Frenchmen idolize and never forget.

How near a driver may come to disaster without the public having the least idea of it was exemplified at a Brooklands meeting in 1924, when Kaye Don, driving the giant "Viper," turned into the finishing straight, flashed under the flags at a speed approaching 100 m.p.h. and, pulling on the side brake, found to his horror that for some reason it was lacking the efficiency necessary to stop the car in the comparatively short distance between the finishing line and the upward sweep of the home banking.

#### "Viper" Charges the Bank.

He had only fractions of a second in which to make up his mind, but, without hesitation, and having given a quick look behind, he swung across the track and deliberately charged the sandbank at the foot of the members' hill—not head-on, but sideways, so that the off-side wheels ploughed their way through the sand, sending up a fountain in the rear of the car, and effectively reduced the headlong pace. Even then the driver had some difficulty in pulling the vehicle round as it shot out of the straight on to the home banking.

It may interest many Brooklands habitués to know that the increasing speeds of racing cars and the possibilities of incidents like this being repeated have made it necessary for the finishes of fast races to be transferred from the proper finishing straight to other parts of the track.

There can surely be few more alarming incidents, particularly for the driver, than for a wheel of a car to come off when the vehicle is travelling at high speed. Yet, considering the gruelling to which wheels and bearings are subjected, it is not altogether surprising, and one calls to mind three such incidents.

In the one case, Mr. S. F. Edge took the principal part. He was attacking records at Brooklands, when, to his amazement, he observed the sudden appearance of a wheel which appeared to be keeping him company, and for the merest fraction of a second he did not realize that it had detached itself from the car he was driving. With remarkable coolness he slowed down and managed to stop, having suffered nothing worse than a nasty shock!

During the 200-Mile Race of 1923, E. L. Mecson had a somewhat similar experience, but he was fairly high up on the Byfleet banking when the front near-side wheel actually detached itself. His first impression, as described to the writer, was that an unaccountable wobble had set up which might be caused by an unusual form of wheel shimmy.

The actual cause of the alarming condition soon thrust itself forcibly on the notice of the driver, but the position was one of great delicacy, because fast cars were following him, and it was necessary for him not only to maintain an even keel, but to work his way down the banking.

With superlative skill he managed to achieve all this until the car was travelling at some 30 m.p.h., and was almost at the bottom edge of the track. Then, however, it became out of control, took a headlong dive into the ditch and was pulled up by the soft earth. The driver and mechanic escaped with a shaking.

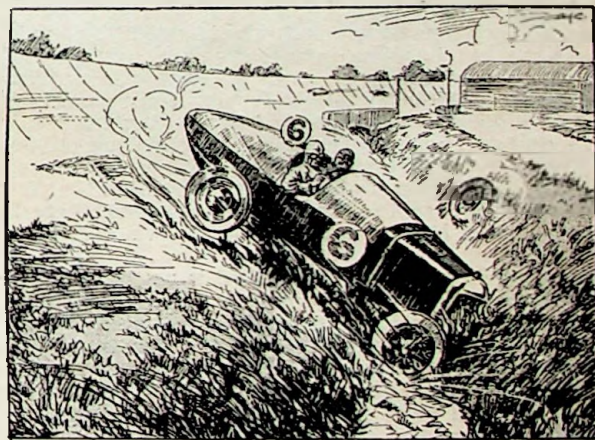
#### Losing a Wheel at "60."

The third case of a wheel coming adrift is one which most readers will recall. It occurred at Shelsley Walsh when Raymond Mays, hurtling up the hill in a Bugatti, was rather more than astonished to see what he afterwards discovered was his near-side back wheel actually several feet off the ground and racing past him as he slewed round a corner.

Mays, like S. F. Edge, did not realize for a fraction of a second that it was the wheel of his own car, but it did not require elaborate deduction to come to the conclusion that the spectators would hardly be amusing themselves by hurling spare wheels in his wake, especially when he was travelling at 60 m.p.h., and so, realizing what had happened, he slowed down and managed to keep the car under control.

It was in the 200-Mile Race of 1922 that another example of the luck of the game—one which taxes the credulity of those who hear the story for the first time—look place. Jean Chassagne and his mechanic were the principal actors.

The story is told in a few words by a competitor who was following fairly close to the ill-fated car. In



"Then . . . it became out of control, took a headlong dive into the ditch and was pulled up by the soft earth."

his own words, "as it approached the banking a tyre went flat and the car simply slid up the side of the track and shot clean off into space."

It was all over in an instant, and it did not seem possible that either the driver or mechanic would be alive when found. Yet, within 10 secs. or 15 secs., they were both standing at the top of the banking waving their arms to show that they were all right. The car itself had turned a somersault in mid-air, crashed through several small fir-trees, snapping them off like



carrots, and had finally landed, a semi-wreck, half through the strong corrugated-iron fence at the bottom of the grass slope.

Chassagne and his mechanic were, providentially, flung clear and landed on the soft earth, missing trees by inches ere they alighted on terra firma after their aerial journey! The writer interviewed Chassagne after the race, and it was quaint to observe that his principal complaint seemed to be the loss of his shoes, both of which had been dragged off as he was shot out of the cockpit!

Transferring the scene of action once more to the track at Monthéry, one may describe the miraculous escape which Count Conelli experienced during the same race in which Bucinalli so electrified the onlookers.

George Duller led Conelli by a matter of a few yards on the last lap as they dropped off the eastern banking and made for the finishing line at about 105 m.p.h. The track could not have been in a more treacherous condition for very fast travelling, for, although made of concrete, it was running with water following the storm.

Conelli was within 7 ft. or 8 ft. of the concrete parapet and in full view of the grand-stand when the car suddenly side-slipped, the rear off-side wheel hitting the parapet with a resounding smack. What followed will live in the recollection of the spectators for many years.

They will recall Conelli's desperate attempt to straighten up, which resulted in another wild skid, causing the front off side of the car to hit the parapet and injure an official, followed by yet a second tail skid of such magnitude that the car appeared to bounce off

the parapet towards the centre of the track. Losing its stability, it then overturned and rolled along the concrete sideways, turning over and over, and literally bouncing over the hard surface in a series of frightful crashes, the while a great groan rose from thousands of throats, for Conelli hung grimly on to the wheel, his chin sunk in his chest to protect himself so far as he could.

He might have escaped unhurt, but with a sudden change of direction the car reared itself up on end, and, by now giddy, confused and badly shaken, the driver temporarily lost his senses; he was flung out, then the car and driver rolled and slithered off the track almost in company.

It was literally an appalling spectacle, and, standing amongst that vast emotional crowd, one realized how a Frenchman suffers when the hand of tragedy so forcibly obtrudes itself. It is impossible adequately to describe the sudden revulsion of feeling which took place when the white-clad figure of Conelli was seen to stagger to its feet, stumble forward a few paces and be caught by willing helpers who had rushed to the spot. Men cheered hysterically, women broke down and cried openly.

It was discovered subsequently that Conelli was suffering more from shock than anything else, and that the car was so little damaged that it was able to be driven back to the works under its own power!

There have been other thrilling episodes during high-speed work on track and road, but space forbids; sufficient has been said to show that the luck of the game plays a very important part in the racing car driver's life, and that truth is indeed stranger than fiction.

## MOTOR SPIRIT FROM HEAVY OIL.

THOSE of us who are beyond middle age can easily remember the outcry raised some 30 years ago on the sale to the public of "low flash-point" lamp oil. At this time paraffin was extensively used for illuminating purposes and numerous accidents occurred through lamps bursting, so that legislation became necessary to safeguard the public.

Paraffin, then as now, was obtained by distilling crude petroleum, but in those days the low-temperature distillate we now call petrol was a waste product for which no possible use could be found. Huge quantities of it were deliberately destroyed by burning, but times have changed, and, so far from being a drug on the market, petrol is now being demanded in ever-increasing quantities. While there is as yet no indication that the supply will be insufficient to meet the demand, there is another aspect of the question which must not be overlooked.

When crude petroleum is distilled it produces petrol and a number of light and heavy oils, and a few greases of the type of vaseline. It is obvious that if the oil market is to be kept steady the demand for these various products must be approximately in proportion to the rate in which they are produced, so that the cry for petrol, and still more petrol, has led to investigations being carried out on heavy oils, both of petroleum and other origin, with a view to producing from them a volatile spirit of the petrol type.

The process is known as *cracking*, and, although the technical details vary in different plants, the general principle is to heat the oil to a temperature of about 470 degrees C. (this is about 880 degrees F., and well above the melting-point of metals like tin, lead and zinc) under a pressure of about 750 lb. per sq. in., which is sufficient to prevent the oil boiling. It is maintained thus for a definite time, usually about 20 mins., when a reduction of pressure enables the light spirit which has been formed to be distilled off. A certain amount of inflammable gas is produced, but this can be used to heat the plant. "Coke" also is formed, but every effort is made to limit its amount, as any considerable bulk of this product necessitates dismantling the plant.

B22

The chemistry of this process is very imperfectly known, it being one of the commercial problems calling for systematic research. There is no doubt, however, that the complex molecules of the heavy oil are broken down to the comparatively more simple molecules of light spirit by a rearrangement of the constituent atoms.

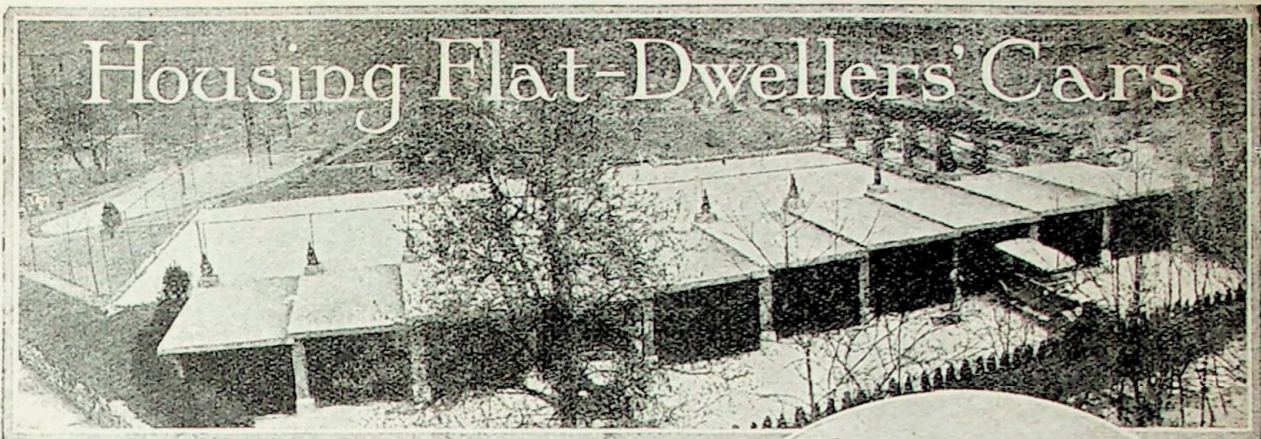
It may be argued that this cracked spirit is not petrol. That is true enough, although petrol is a word to which it is difficult to attach a very definite meaning. It is not denied, however, that the chemical composition of cracked spirit is somewhat different from that of a "straight-run" petrol; that is, the spirit distilled from crude petroleum in the normal manner.

From the point of view of the motorist, however, there is apparently little to choose between cracked spirit and normal petrol, while the former possesses a quality which, if the spirit became generally obtainable, might influence engine design. It is found that air carburetted with cracked spirit may be compressed to a much greater degree than that in which petrol is used without running the risk of detonation. Moreover, it is found that the temperature and pressure may be so adjusted in the process of manufacture that specially high-compression ratios become quite safe with the spirit produced. In this connection the recent regulations by racing authorities in regard to limiting competitors to the use of spirit ordinarily supplied to the public is not without interest.

Mention may be made of experiments now in progress by which it is hoped to obtain an efficient motor spirit by hydrogenating coal dust. The process consists in mixing the coal dust with a little oil and "cracking" it by methods similar to those employed with heavy oil. The project is as yet only in an experimental stage, but the results are more than a little encouraging, and it is quite within the realm of possibility that in the future we shall see a great home industry supplying our motor fuel.

Would it be too much to ask the suppliers of our petrol to give us just a little information about its origin? Such information would be of interest to most motorists, and might be of direct use to a few. A.H.S.



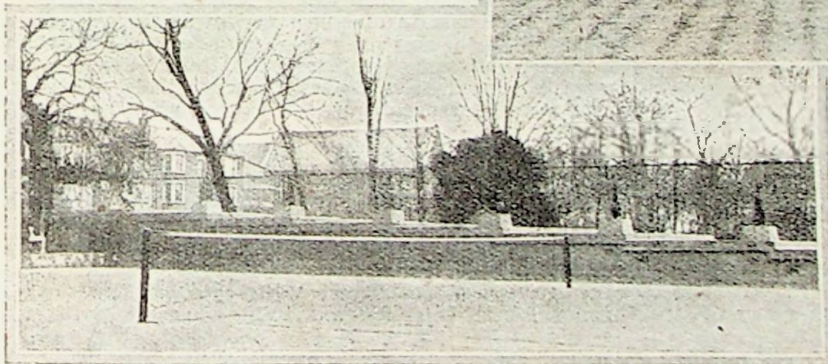
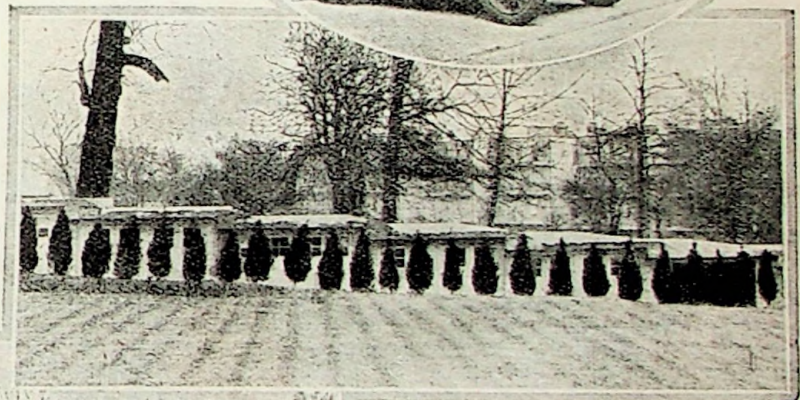
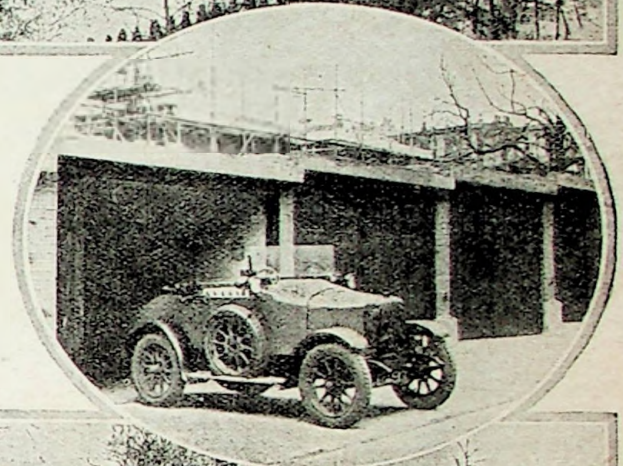


**A TASTEFULLY-EXECUTED GARAGE SCHEME.**

**F**ASHION changes with the times, and the modern tendency is, so far as town dwellers are concerned, towards living in flats instead of in more expensive houses with their high incidental costs and domestic labour difficulties.

Naturally in these circumstances there is a comparative shortage of ground space, and each tenant cannot have his own private garden and garage. The latter is of great importance, as a car to-day is as much a part of the family equipment as a wireless set! The difficulty lies in housing the car within a reasonable distance, and many motorists realize this from practical experience.

In a few years a residential area without garage facilities will be regarded as out of date, and its value will go down in consequence. Bearing this in mind, the proprietors of many estates are setting out to meet the demand, and an interesting example of the provision of sound, serviceable garages, built as part of the general scheme of a group of residential flats, without spoiling the harmony of the surroundings, is to be found at the Cholmley Gardens estate of Domiciles



At the top is a view from a top floor flat; 10 garages are in the foreground and 14 more are concealed in the background. Below this is a close-up of one of the lock-ups. Underneath, again, is a picture showing how little of the garages is seen from a putting green close by. On the left is a tennis court, using the garage backs as a side boundary.

Ltd., West Hampstead, London, N.W.6, which was designed and laid out by Mr. M. Harvey, the proprietor and managing director of the company.

Camouflaged by tennis courts, grass terraces and gardens are no fewer than 24 lock-up garages for the use of residents. The green concrete roofs are but little above the level of the surrounding gardens, whilst shrubs are planted on their edges to break the hard lines and further to add to the generally pleasing effect of the scheme.

As to the garages themselves, they are built on a

gentle slope which is concreted and thoroughly drained. In each lock-up, which is 20 ft. long and 10 ft. wide, a water point is fixed and electric lighting—including an inspection lamp plug—is provided. Shelves, racks or cupboards can be fitted to the tenants' taste. A point worthy of note is that the junction of the walls and floor is carefully radiused to provide easy cleaning and abolish damp and dirty corners.

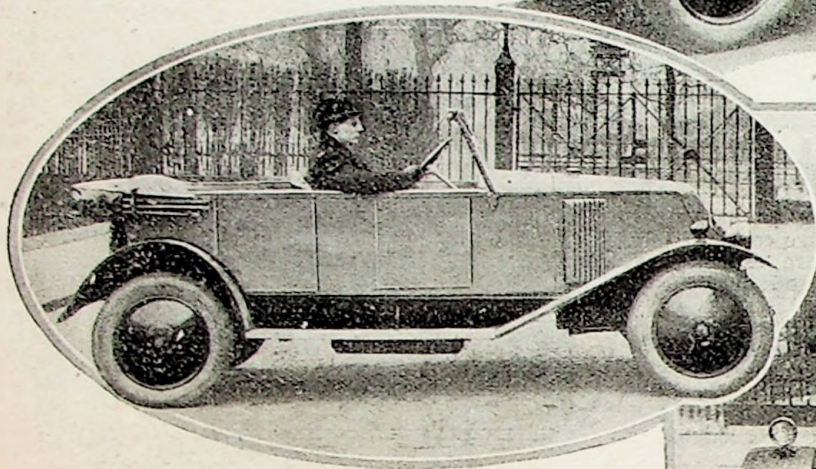
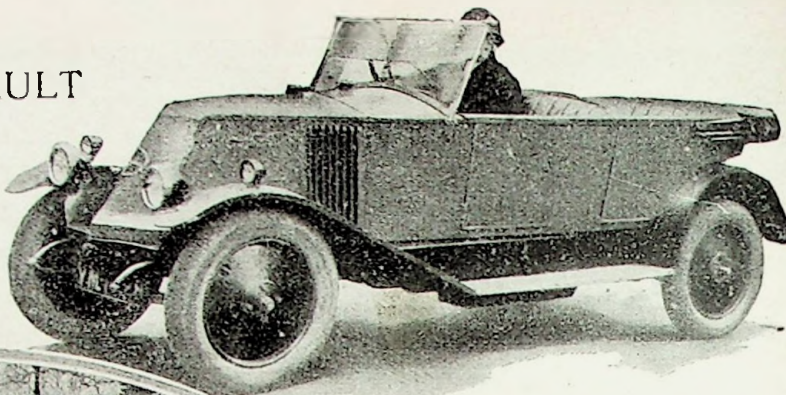
The doors are each in four sections and fold back against one of the side walls, being guided by runners flush with the floor.



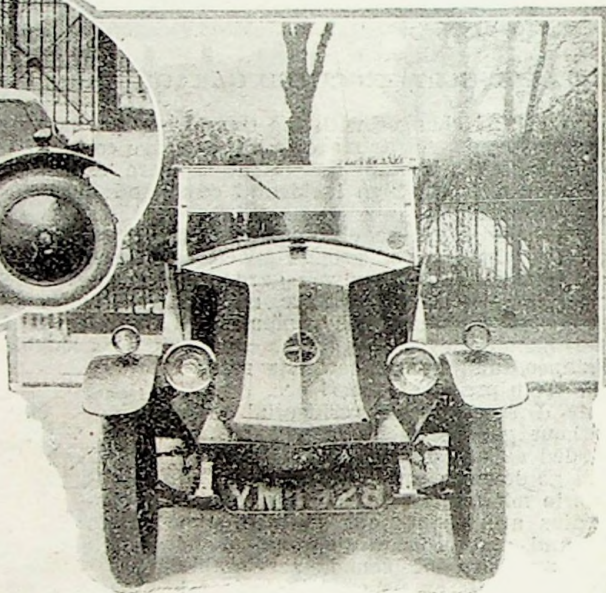
Road Tests of 1926 Models.

## THE 8.3 H.P. RENAULT FOUR-SEATER.

A FRENCH-BUILT CAR WITH A NUMBER OF UNUSUAL REFINEMENTS—POWER ENOUGH TO TAKE A FULL LOAD OVER EVEN THE WORST FREAK HILLS.



The Renault has a most distinctive appearance when viewed from any angle. The general effect, it must be admitted, is very pleasing.



**I**N appearance the most unconventional, perhaps, of all light cars, the 8.3 h.p. Renault hails from the French works of a pioneer manufacturer, and, like all other Renault productions, is designed principally to give long service with exceptional reliability.

The Renault, incidentally, is the only light car which has not its radiator in front, and this, of course, is its chief distinguishing characteristic. The objects of mounting the radiator behind the engine are numerous, and we believe we are correct in stating that the manufacturer's principal intention has been to provide very easy access to all parts of the power unit. In addition, he believes that a radiator mounted in front is in a far too vulnerable position, whilst he agrees, as must every motorist, that a forward position for the radiator necessarily leads to a great deal of dust and road filth making its way to the engine.

With the Renault arrangement all this is obviated, the air being sucked by the action of blades formed upon the rim of the flywheel through the louvres behind the bonnet and discharged to the rear of the car.

Reverting to the question of accessibility, it will be noted from the engine photograph which we publish that in this respect the Renault is almost unique. The magneto, for example, can be reached either from the side or from the front; the commutator of the combined dynamo and starter has more than a foot of elbow room around the upper part of it, whilst the sparking plugs, the carburetter, the oil filler, the tappets and so forth are all equally easy to get at.

The engine has a R.A.C. rating of 8.3 h.p., the bore and stroke being 58 mm. and 90 mm. and the capacity 951 c.c. At 3,200 r.p.m. 13 b.h.p. is developed.

Features of the specification include a two-bearing crankshaft, detachable cylinder head and inclined side valves. The gearbox, the drive to which is taken by an inverted leather cone clutch, is mounted on the forward end of the torque tube and the final drive is by spiral-bevels.

n24

The car which was lent to us for test by Renault, Ltd., Seagrave Road, West Brompton, London, S.W.6, was one of the latest four-seater four-door touring cars, the price of which is £219. The actual car tested had previously covered rather more than 2,000 miles, and so was well run in and presumably at the top of its form, although, as it had been used for demonstration work—doubtless by a number of different drivers—we were prepared to make allowances. This, however, proved to be unnecessary, for the car ran silently and sweetly.

There were no body squeaks or rattles, and everything seemed to be in perfect order. The coachwork retained almost its pristine newness except that the nickel-plating—which would seem to be somewhat on the thin side—around the windscreen was beginning to allow the brass beneath to peep through.

The first impression which any experienced motorist would gain of the 8.3 h.p. Renault when taking it over in London would be its exceptional docility. The engine is brought to life by a 12-volt starter which is very powerful and absolutely dead silent, and the clutch is freed with the lightest pressure. The gear lever, which has a very short travel, can be placed in second for getting away from rest and the change to top, if taken slowly, requires no skill or practice. The steering, too, is very good indeed, and at its very best in town. In the country one could wish for a little more caster action to make it somewhat stiffer.

It is seldom in these days of balloon tyres and front-wheel brakes that any car can be accused of having steering which is so light and free that it feels hardly comfortable in the hands of one who is accustomed to



be called upon to make some effort, at least when rounding sharp corners.

Taking the Renault out of the London traffic on to main roads, we soon found that the very low gearing gives a splendid pick-up and very good hill-climbing indeed. It has a correspondingly adverse effect upon the maximum speed of the car. The actual gear ratios provided by the three-speed centrally controlled box are: top  $6\frac{1}{2}$  to 1, second  $12\frac{1}{2}$  to 1, bottom  $22\frac{1}{2}$  to 1. With such ratios as these one cannot look for very high speeds, but the engine of the car we tried was able to rev. sufficiently to give a maximum of 42 m.p.h. on top gear and 21 m.p.h. on second. Most owners would doubtless consider that the speed of the engine was high enough to be good for it on long runs at about 34 m.p.h., at which speed the car runs very sweetly, and has plenty of power and acceleration to spare. As 40 m.p.h. is approached, however, the engine sounds as though it is working rather too hard, and above that speed vibration suggests the advisability of easing the pressure on the accelerator pedal.

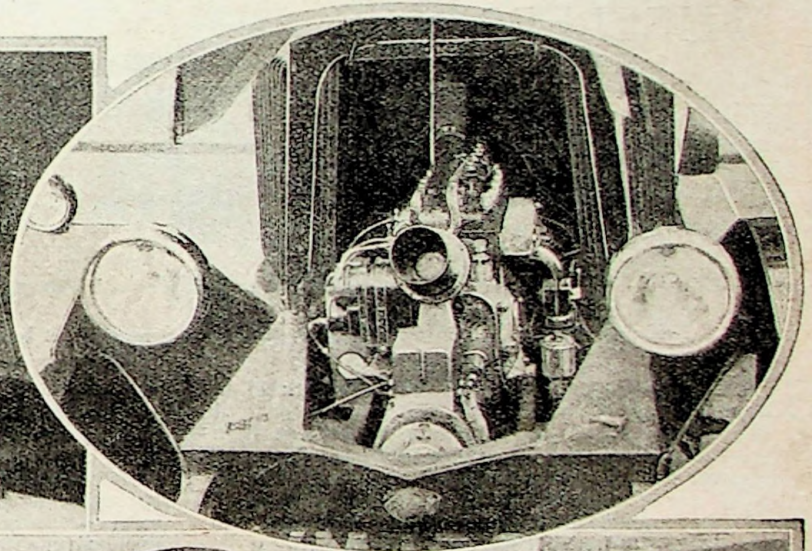
On the short-wheelbase chassis which is used for certain models the gear ratios are somewhat higher than on the long-wheelbase chassis used for the four-seater and saloon, the ratios being  $5\frac{1}{2}$ ,  $10\frac{1}{2}$  and  $19\frac{1}{2}$  to 1, and these, we think, on British roads and for the average man's requirements, would be rather preferable to the lower range provided as standard.

As it was, we found that the car we tried was able

comfortably to tackle quite steep main-road hills, with a load of four grown-up passengers, in top gear, whilst during the two days that the car was in our possession bottom gear was used only once. On this occasion we had been for a trip with a full load around the hills in the neighbourhood of Tring, Berkhamsted and the Ivinghoe district, and on our return journey passed the foot of the well-known test hill which has been dubbed "Slimy Tunnel" by organizers of competitions, and which has been known when in bad condition to fail 90 per cent. of the competitors in a trial. On the day in question the surface was dry although very rough and stony.

With its full load the Renault climbed half the distance in second gear and topped the summit in bottom at about 10 m.p.h. on roughly two-thirds throttle. This ascent of what is admittedly an absolutely freak hill convinced us that a party on tour with an 8.3 h.p. Renault need have no hesitation in putting it at any such famous climbs as Porlock, Amulree or even the redoubtable Tornapress. In the case of long climbs there would appear to be no risk whatever of the cooling water boiling, for we found it impossible to raise its temperature to anywhere near boiling point, even by treatment calculated to do so if the slightest defect existed in the cooling system.

On the score of economy the 8.3 h.p. Renault leaves no grounds for complaint. Despite its very low gearing we registered a consumption of 39 m.p.g. over 150



**FEATURES WORTHY OF SPECIAL NOTE.**

The Renault engine is beautifully finished and very accessible, whilst the arrangement of the bonnet and radiator excludes dust and road filth from it. The position of the toolbox—behind the running-board valance—is a clever idea which others might very well copy, whilst another scheme of obvious practical use is the replacement of wing nuts for adjusting the screen by a large easily grasped handle. An automatic wiper, operated by the induction pipe vacuum, is fitted to the windscreen, and the car is fully equipped in every respect.



miles of town and country running with a full load, and the consumption of oil is on an equally economical scale.

The brakes of the car which we tried, although not in particularly good adjustment, proved well up to their work, the four-wheel system operated by the pedal being progressive in action and calling for little effort for its application. The hand brake, which acts only on the rear wheels, is quite powerful, whilst the convenient central location of the lever makes it quite pleasant to use in traffic and on other occasions when the right foot is occupied with the accelerator pedal. We should prefer the conventional gear gate to the push-into-top arrangement which is standardized.

The bodywork of this four-seater model is generously planned, there being room for three adults to

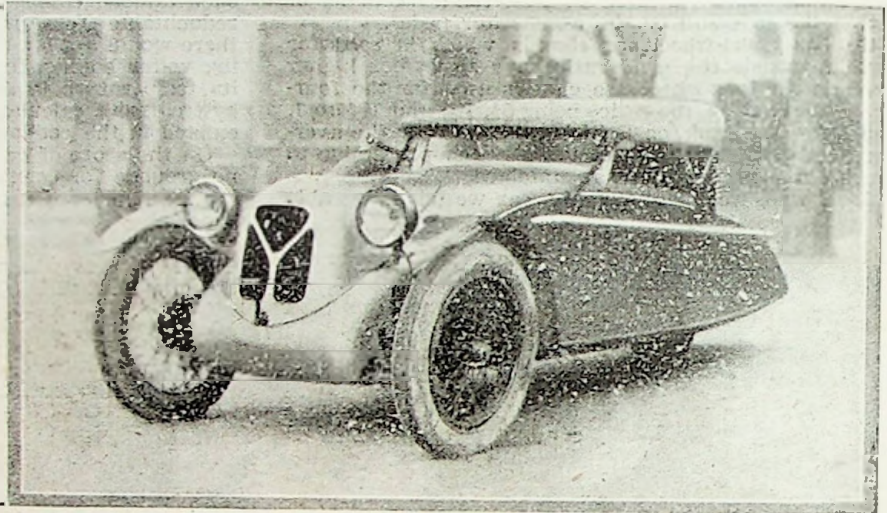
sit side by side either in the back or the front seats, whilst there is more than ample leg-room in front and quite sufficient behind.

An unusual refinement in connection with the equipment of the car is the provision of a toolbox in a locker formed behind one running-board valance, and of a battery box formed behind the other. The latter provides a convenient and unobtrusive receptacle for carrying the battery, but suggests that the need would arise for its removal when examination of the level of the electrolyte was necessary.

The weight of the car, complete with its equipment and with the 4½-gallon petrol tank filled, proved to be 15 cwt. 81 lb.—a by no means excessive figure in view of the accommodation which is provided and the sturdy nature of the general build of the car.

## THE 1926 D'YRSAN THREE- WHEELERS.

IMPROVED TRANSMIS-  
SION AND ADJUSTABLE  
BEVEL GEARS—THE  
SUPER SPORTS MODEL—  
ROAD TEST OF STAND-  
ARD SPORTS TYPE.



The super Sports D'Yrsan presents a very striking appearance. It has an engine of 1,100 c.c. capacity.

SEVERAL improvements have been incorporated in the latest D'Yrsan models. The most important are to be found in the transmission, which has been strengthened throughout. The propeller shaft is larger in diameter and the rear end is fitted with a thrust race and a self-aligning S.K.F. bearing. The bevel drive to the countershaft has also been improved and appears to run more silently than before.

An arrangement has now been made by which wear in the bevel pinions can be taken up from the exterior of the casing when necessary. The general layout of the standard chassis otherwise is similar to that of the 1925 types. In the self-starter models, however, the wheelbase has been lengthened slightly to make room for the starter, which is of the dynamotor type, coupled directly to the nose of the crankshaft. The steering has been redesigned. Large eccentric bushes are now fitted by means of which adjustments can very easily be made.

Cast-steel, instead of aluminium, is now used for the steering box and this prevents any possibility of play developing in the bush housings. The ball races of the chain sprockets are now enclosed in steel dust covers screwed into the sprockets. The steering arms, which are made of chrome-nickel steel, have been made somewhat heavier, and the front-wheel brake controls have been strengthened. For the rest, as already mentioned, the machine follows previous D'Yrsan practice.

In the case of the sports model the power unit comprises an overhead-valve Ruby engine having a bore and stroke of 57 mm. and 95 mm. respectively, disc clutch running in oil, and three-speed-and-reverse gearbox: the clutch housing and gearbox are built up in

one unit with the engine. In the touring model the engine has side valves and a bore and stroke of 55 mm. by 95 mm. respectively, giving a cylinder capacity of 904 c.c.

In the front, suspension of the D'Yrsan independent springing is given to each wheel. There is no front axle, properly speaking; instead, two half-cantilever springs, each composed of eight principal blades, are anchored above and below the steering pins. The central points of attachment for the upper springs are very much wider apart than for the lower ones. By this disposition of the points of attachment an inclination of the wheels occurs during the absorption of a shock.

The rear suspension is ingenious and very substantial. The forks for the rear wheel are composed of two very substantial drop forgings in a special steel. These are stiffened by a cross-member and hinged to the back of the bevel gear casing, the latter being a steel casting. A gear reduction of 2 to 1 is given by the bevels. The driving chain sprocket contains a shock-absorbing device similar to that used on chain-driven motorcycles, but naturally much more substantial.

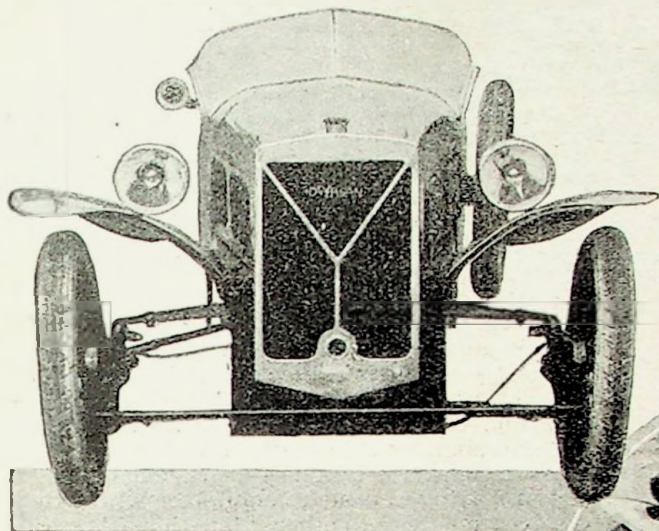
In addition to the standard touring and sports models, a special streamlined sports model with a guaranteed speed of 85 m.p.h. is made to order. The body on this type is rather interesting. It has been designed by a well-known French aeronautical engineer to give the absolute minimum of head resistance and it resembles a section cut from the wing of a large aeroplane.

Although rather bizarre, the appearance of this model is quite pleasing. An example which we examined at



the D'Yrsan works in Paris had been fitted with an 1,100 c.c. C.I.M.E. engine.

We made a 120-mile high-speed road test of a D'Yrsan sports model in the neighbourhood of Paris recently. Abominable weather conditions prevailed and stretches of bad road surface were chosen intentionally in order to give the suspension a chance of show-



Various modifications and improvements have been made to the 1926 model D'Yrsans. A model similar to that illustrated here was tested by us recently in Paris. Very good suspension and entire freedom from skidding are noteworthy features of the design.

ing its qualities. When we first took over the car a fine, steady drizzle of rain was falling, and conditions seemed suitable for a skidding test.

The smooth, damp asphalt of the splendid avenues in the Bois de Boulogne offered an excellent field for the purpose, but an hour or so of speed bursts, followed by violent braking convinced us that the D'Yrsan three-wheeler is far less liable to skid than the average four-wheeled car. It seemed, indeed, practically impossible to make the machine skid.

The powerful front-wheel brakes could be applied safely when travelling quite fast and pushed hard on until the car came to rest without causing the rear wheel to deviate an inch from the straight line.

In the afternoon we started outwards through the dismal northern districts of Paris, leaving the city by the Porte de Pantin. By this time the drizzle of the morning had become a genuine downpour of cold rain, accompanied by frequent and violent little gusts of wind. This weather continued for the rest of the day.

#### Fast Average Speed.

Our destination was a village on the Marne about 56 miles from Paris. The road thither is more or less straight, like the majority of French main roads, and the surface consists of alternate stretches of ordinary macadam and old, worn pavé.

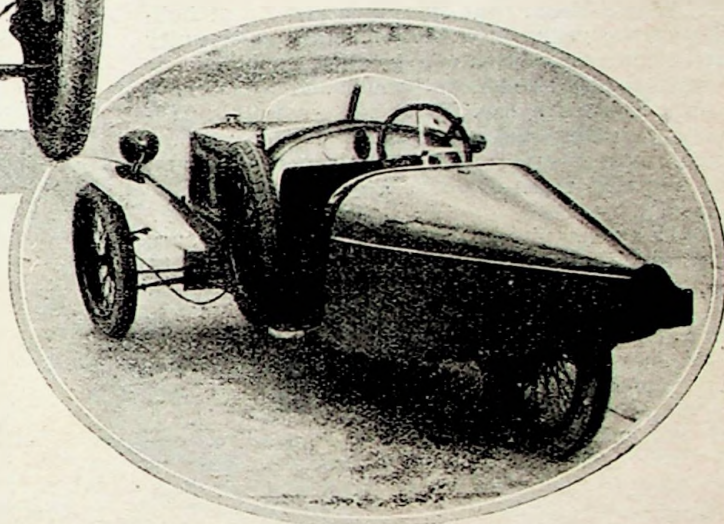
The dirty suburb of Pantin, with its tramlines and heavy lorry traffic, was soon left behind, and we passed the towns of Clargé, Meaux (with its lovely old cathedral shrouded in driving rain) and La Ferté-sous-Jouarre.

Shortly after passing the last-mentioned town we arrived at our village, which lies between La Ferté and Château-Thierry, having completed the 56 miles in exactly an hour and a quarter over a give-and-take road.

The return journey to Paris was made in almost exactly the same time. Thanks to the efficient little hood fitted, the occupants were kept dry throughout the trip. This hood is a very sound affair—quite a contrast to the kind of thing found on many French sporting cyclecars.

The sports body was rather too narrow for comfort with two up, but this trouble is to be remedied in future models by fitting staggered seats. Another minor detail which is shortly to be improved is the arrangement of the pedals, which are at present much too close together.

Two features of the D'Yrsan are worthy of special praise—the suspension and the steering. The springing is up to the standard which one expects—and finds—in the very best class of French light car built for French roads. Higher praise than this one cannot give. The steering is light, but absolutely irreversible; it gives one the impression of driving a medium-weight four-wheeled car. When travelling over quite a rough surface at from 40 m.p.h. to 45 m.p.h. both hands may safely be



taken off the steering wheel and the car will keep a straight course if running on the crown of the road.

With regard to wheel-changing, which is so often the snag in three-wheelers, we tried this under cover in a garage. Even a sense of duty towards our readers could not induce us to change wheels on the road in such weather, just for the fun of the thing!

#### Interchangeable Wheels.

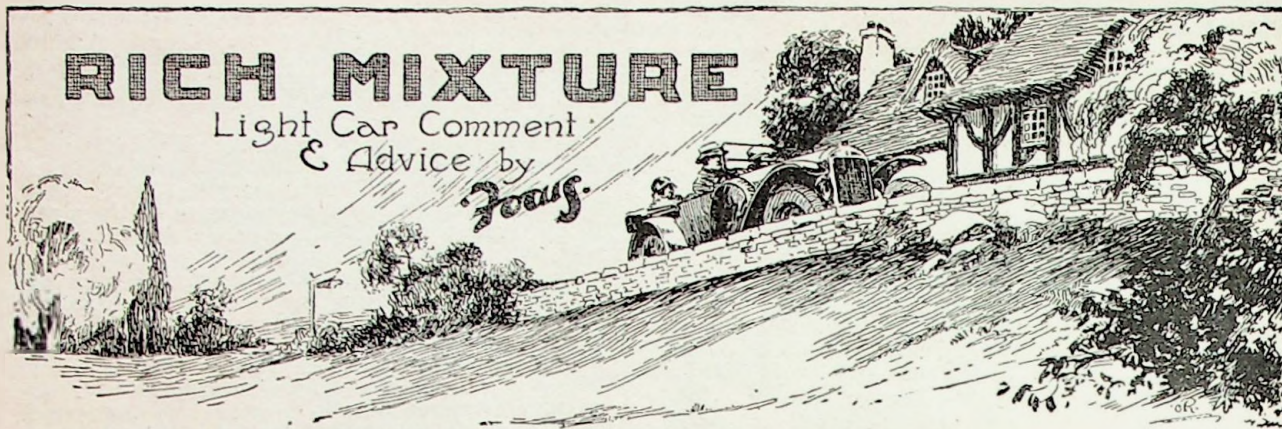
The rear wheel can be changed as easily as the wheel of an ordinary car. A jack is placed under the rear corner of the chassis frame. A nut and locking nut are removed, and a small security pin pulled out from the end of the taper spindle. The spindle is then pulled out and the wheel, with its ball races, instantly drops clear.

The chain sprocket is not disturbed, as the wheel hubs are provided with dogs which engage in slots in the sprocket, the latter remaining on the fork. All the wheels are interchangeable.

On the whole, we were very favourably impressed with the D'Yrsan. It is a sporty little machine, with a very good turn of speed and capable of rapid acceleration, and the engine appears to have an ample reserve of power for all occasions. One point noticed in the D'Yrsan was the large wheel-lock possible. The machine can indeed be turned in an amazingly small radius.

D'Yrsan cars are handled in this country by D'Yrsan, Ltd., 33, Kinnerton Street, Knightsbridge, London, S.W.1. to whom all British inquiries should be addressed.





**Easter.**

**I** ALWAYS think that Easter is the finest holiday of the year, for it gives one an opportunity to get right away from the locality in which one lives and to enjoy to the full the benefits conferred by ownership of a car. The Easter holiday extends from Thursday night until Tuesday morning for most people, giving four clear days and thus allowing them to cover a quite considerable mileage.

Easter has acquired a reputation of recent years for really excellent weather. For four consecutive years the bulk of my own Easter holiday has been spent on the London-Land's End run, with a dash back to the east on Sunday in order to be at Brooklands for the Bank Holiday meeting. On each occasion I was treated in the west to my first taste of real summer weather. Last year none of the spectators on the west country test hills wore overcoats, whilst the year before there were many in flannels amongst the thousands who gathered on Bluehills Mine.

**Another Record.**

**T**HIS year the Land's End run breaks all records, not only for the M.C.C. events, but for road events of any kind, with an entry of no fewer than 530. The vast majority of these competitors are enthusiastic private owners, who are competing for the fun of the thing, the trade element being in a big minority. This goes to show that the trade ban on reliability trials will not prove so serious a matter for the organizers as many are inclined to believe. The London-Edinburgh, which is held at Whitsuntide, should therefore be as big a success as ever, particularly so far as the car competitors are concerned, as I fancy there are many more private entrants in the car classes of these events than amongst the motorecyclists.

**Gang Warily.**

**I** SUPPOSE that the large majority of readers are now miles away from home and beginning already to think of the return journey. They will be well advised if they carefully observe the recent editorial exhortations and allow themselves plenty of time, so that no risks need be taken on the trip. If the Clerk of the Weather is kind on Bank Holiday, the roads around our big cities are going to be more crowded with "mugs" than they have ever been before, and it behoves all of us to be

specially on the alert and to take every possible precaution against falling foul of them.

"Mugs," perhaps, is rather an unkind word, but it is a trait of all motorists to be intolerant of beginners and their difficulties. We feel, many of us, in the unreasonable way in which one does view these matters, that beginners should learn the art of driving in some remote place where they cannot be a nuisance to others; but this, of course, is impossible in nine hundred and ninety cases out of a thousand, and it is really our duty to realize the fact and to act accordingly.

I myself have often felt inclined to lean out of a car and howl abuse at some obviously new and incompetent driver, but what right have I to do so? And what disgustingly bad manners it would be. We should all try to bear in mind this Easter that each of us is merely a unit amongst thousands. We must consequently put up with conditions as they are, rather than expect the whole world on wheels to make way for us, to pander to our whims and to extend courtesies which we ourselves are often loath to offer.

**How They Get You Home.**

**I** HAVE often wondered how the R.A.C. "Get-you-home" scheme worked in practice. A friend has now enlightened me. "My car was put hors de combat by a collision," he said, "and I placed myself entirely in the hands of a R.A.C. Guide, who sent one-half of my voucher to the nearest car-hiring depot. After a very short interval I and my party were bowling along the road in a homeward direction. The same evening I duly filled in the other half of the voucher and sent it by post to the R.A.C. Nothing complicated about it at all; everything worked as smooth as clock-work, and what a boon it was!"

**Instruction Book Faults.**

**T**HE difficulty in compiling an instruction book is to judge how much knowledge the reader may be assumed to possess. One would not eagerly undertake to write the ideal instruction book for any car; but to improve on many that exist would be easy enough. Their writers, for example, should familiarize themselves with the booklets issued by the makers of components before airily referring the reader thereto. These booklets are often themselves of considerable size, dealing with several types of lighting set, starting sets or mag-



netos, as the case may be, and the inexperienced owner does not easily identify his own type.

Further, the instruction book does not always keep pace with changes of specification. When an owner reads that "this model is fitted with a Lightning magneto," and finds a Sparkwell on his car, he goes back to the agent for an explanation, and is not readily convinced that the book, and not the car, is at fault.

**No Lights.**

**H**AD I been doing it for a wager I should have suffered agonies of apprehension; as it was I knew nothing at all about it until my passenger spotted the omission; but let me explain. Leaving a garage just after 8 o'clock, one very dark evening last week, I crossed nearly two miles of London's busiest thoroughfares before I was reminded that I had not switched on my lights!

**Side or Overhead Valves?**

**D**ESPITE the enormous number of successes gained by Austin Sevens and by cars fitted with British-Anzani and other side-valve engines, the efficiency of side valves is often questioned.

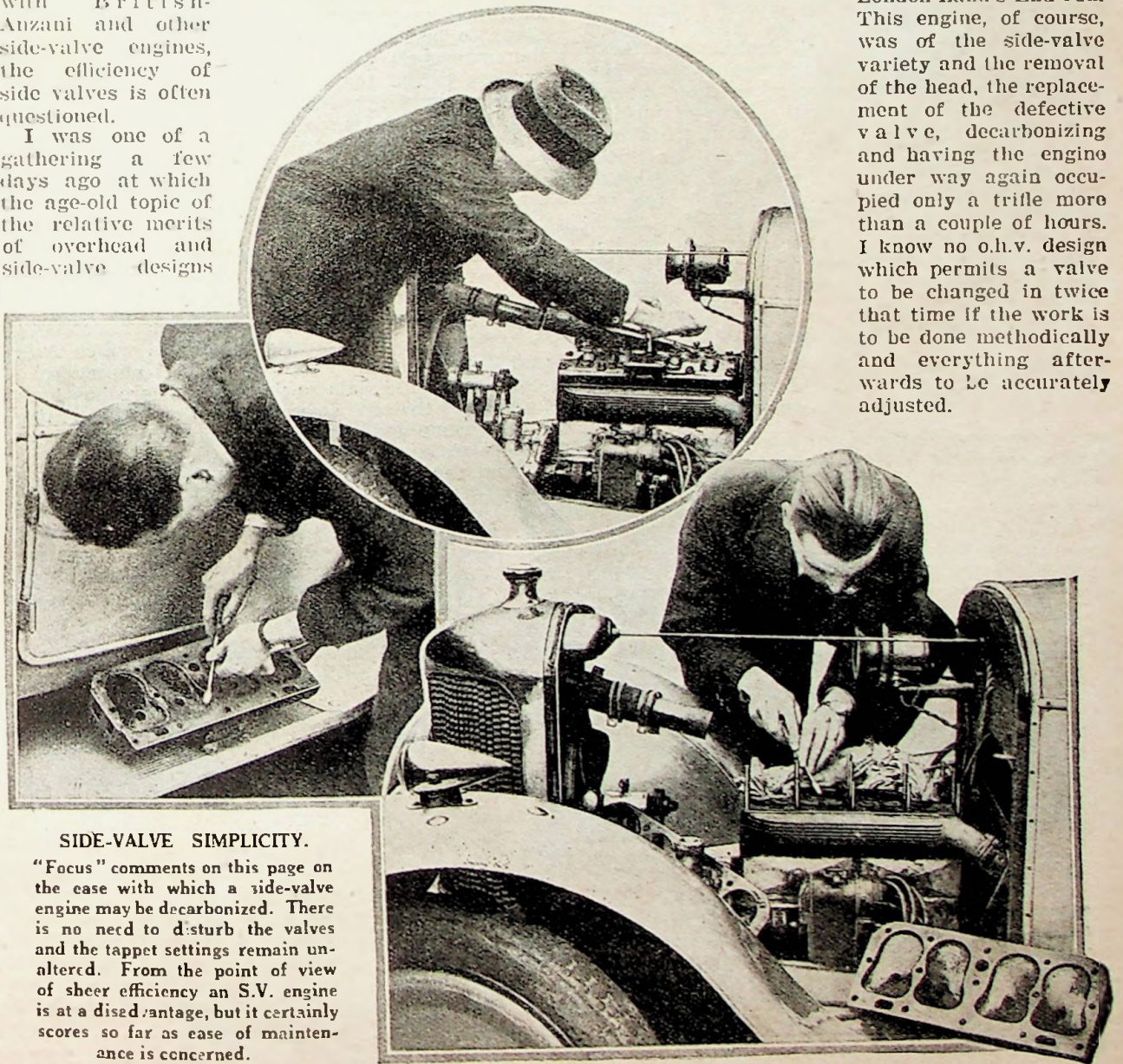
I was one of a gathering a few days ago at which the age-old topic of the relative merits of overhead and side-valve designs

was discussed, and was particularly struck by the fact that whereas everyone present was arguing in terms of turbulence, pumping efficiency, rate of flame propagation and so forth, none mentioned the undoubted advantage of the side-valve unit when the time comes to decarbonize.

With even the best overhead-valve designs it is impossible to gain access to the combustion chamber without disturbing the tappet settings, whilst I know of a number of engines on which one has to spend at least an hour getting various adjustments shipshape after the head has been replaced.

**Decarbonizing in Two Hours.**

**T**HE advantages from the accessibility point of view of a side-valve design were brought home to me with some force about this time a year ago when, for some unaccountable reason, one of the exhaust valves of the engine in my sports Ariel got rather badly burned a few days before the London-Land's End run. This engine, of course, was of the side-valve variety and the removal of the defective valve, decarbonizing and having the engine under way again occupied only a trifle more than a couple of hours. I know no o.h.v. design which permits a valve to be changed in twice that time if the work is to be done methodically and everything afterwards to be accurately adjusted.



**SIDE-VALVE SIMPLICITY.**

"Focus" comments on this page on the ease with which a side-valve engine may be decarbonized. There is no need to disturb the valves and the tappet settings remain unaltered. From the point of view of sheer efficiency an S.V. engine is at a disadvantage, but it certainly scores so far as ease of maintenance is concerned.



**The Lost Compression.**

IN this connection I am reminded of the experience of a friend of mine who took the head off his o.h.v. engine for decarbonizing. After replacing it and going for a short run he found that the gasket was blowing. He accordingly removed the valve rocker cover and tightened down the cylinder-head bolts, after which the engine declined to start and could not be coaxed to give a single pop until it had been towed to a garage, where a mechanic spotted the fact that there was no tappet clearance and that most of the valves were actually held slightly off their seatings. The owner in question had, of course, been accustomed to a side-valve engine and it did not occur to him that pulling down the cylinder-head bolts of the o.h.v. unit would reduce his tappet clearances.

**When Timing the Mag.**

I SPOTTED in the instruction book of the 8.3 h.p. Renault a splendid tip for helping one to get an accurate magneto setting. Possibly it will be stale news to some readers, but, as I have not myself heard it before, it will doubtless be fresh to many. The idea, which is intended to assist one to discover the exact moment when the magneto points begin to break, takes the form of putting the top of a cigarette paper between them and then slowly turning the engine whilst pulling gently on the cigarette paper. So soon as the rocker bears on the cam the cigarette paper is, of course, released. This scheme strikes me as being much more practical than the ancient dodge of wiring up a pocket lamp bulb and battery, whilst the apparatus called for is surely of the simplest nature.

**Brake Horse-power.**

I AM not a very scientific person and I am also very credulous. I therefore marvel at the 350 c.c. air-cooled single-cylinder engines which one

sees advertised by motorcycle manufacturers as being capable of developing anything from 10 b.h.p. to 17 b.h.p. These are not special track-racing engines, but are built and sold for everyday use upon the roads.

How different are standard power units used in light cars! I know two manufacturers of 900 c.c. engines who claim 13 b.h.p. and 17 b.h.p. respectively, whilst one very efficient little o.h.v. unit of nearly 1,100 c.c. has only 20 b.h.p. claimed for it by its maker. In addition, there are plenty of 1,496 c.c. engines which will propel cars weighing a ton when loaded at from 6 m.p.h. to 50 m.p.h. on a gear of 5 to 1 or higher, and yet which are described by their makers as developing only 25 b.h.p. or thereabouts.

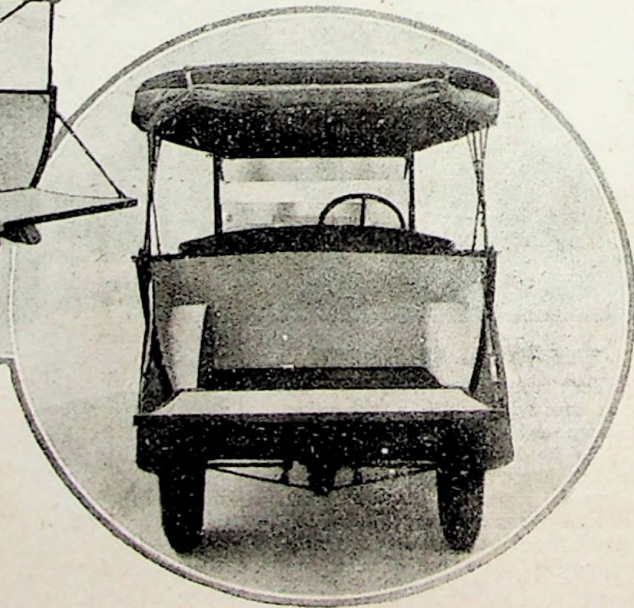
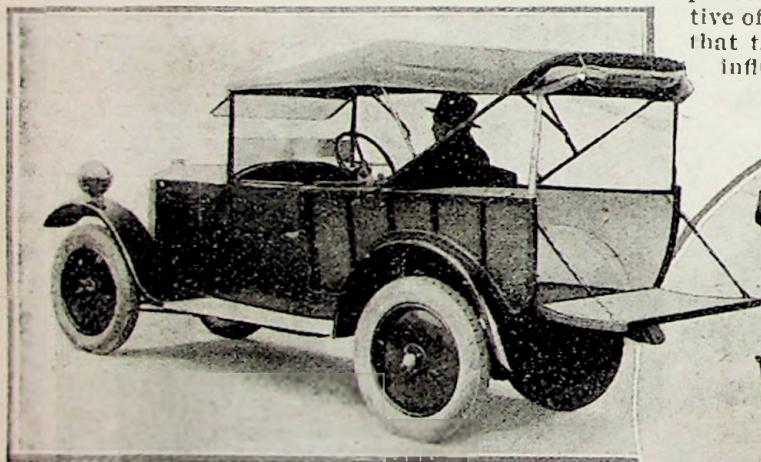
**Revs., Power and Consumption.**

ONE gathers either that motorcyclists will put up with a rough, rickety, semi-racing engine provided that it has the pep, whilst car owners will not, or that two-wheeled folk are given to exaggeration whilst makers of four-wheelers are singularly modest. The latter theory seems most likely to be correct, particularly as the trend in the motorcycle world to-day is towards 500 c.c. engines, except for pottering and for those competitions in which the rider does the propelling and his machine serves merely to restrain his zeal.

A point in connection with engines capable of showing very high b.h.p. figures is that one has to gear down to an almost ridiculous extent to enjoy the maximum power at road speeds of under a mile a minute—and if you do so the petrol consumption rises with the revs.

**Cavaliers of the Cross-roads.**

ON several occasions recently I have been amused at the courtly manner in which A.A. and R.A.C. men on point duty in the country have given me the signals to proceed. There has been nothing of the stiff semaphore action of the traffic policeman, but a bow and a wave almost suggestive of the age of doublets and cloaks. Can it be that the universal habit of dancing is having an influence on physical deportment?



**DESIGNED FOR THE FARMER.**

This model of the 7-12 h.p. Peugeot, known as the "Farmer's Utility Car," sells for £145. The body work is of a type which is very popular in France, but which so far has not "caught on" in this country. The value of the car for farm and estate work should need no emphasis.



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COVENTRY: 6, Warwick Row.  
Phone: Coventry 1775.  
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London."

*The "Land's End."*

WHAT interest in motor-  
ing sport is on the in-  
crease cannot be denied in  
view of the record entry of  
530 machines for the Motor  
Cycling Club's London-  
Land's End run, which is  
the principal event this  
holiday. The entry is com-  
posed of 217 solo motor-  
cycles, 108 sidecar machines,  
20 cyclecars and 185 cars.  
Last year only 407 vehicles  
took part. All classes of  
motorist are getting keener  
on competitions of this kind,  
and so great is their enthusiasm becoming that  
organizers of long-distance road events will soon  
be compelled to limit the number of entries to keep  
the field within reasonable bounds. Already the  
problem of supplying food, shelter and fuel for  
the drivers, passengers and cars is becoming ex-  
tremely difficult to solve.

The most astounding thing in connection with  
events such as the London-Land's End run is that,  
although considerably more than a thousand  
people drive from one side of the kingdom to the  
other, passing through numerous towns and holi-  
day resorts, practically no one save keen motorists  
and those connected in some way with the event  
know from where the machines have come, their  
destination or why they are taking part. In spite  
of this, however, long-distance events are flourish-  
ing, and it is fortunate, perhaps, that they do not  
receive the publicity accorded to other forms of  
sport. As things are, the sport is healthy, clean  
and enjoyed by every competitor; there are few  
sports of which that can be said to-day.

*Signals—a Warning.*

IT is not appreciated by the vast majority of  
drivers that they have no right to expect, or to  
rely upon, hand signals given by other road users.  
A tendency has arisen of late for drivers to think  
that signalling is compulsory, whilst there are  
even those who imagine that if a driver in front  
stops without giving warning they are privileged  
to smash into him and then obtain redress for the  
damage done to their vehicle. The opinion of the  
law is exactly the reverse. The man who is legally  
responsible for causing an accident is the man who  
is negligent, and to stop cannot possibly be re-  
garded as negligence. The question of signalling  
does not enter into the matter. The defendant's  
counsel will say, "Here was a man going so fast  
that he could not stop before crashing into the

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

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

car in front." Is there a  
jury or a bench in this  
country which would not  
find in his favour on the  
strength of this assertion?

Let us consider another  
case. Suppose a car be  
approaching a cross-roads,  
and the driver, keeping well  
in the centre of the road, ex-  
tends his right arm. A fol-  
lowing driver would decide  
that the car was turning  
right and might endeavour  
to pass on the near side. If  
the leading car, however,  
actually turned left and a

Topics of the Day

collision thus occurred, the man who was overtak-  
ing doubtless would be held to be negligent. The  
fact that the driver of the front car held out his  
right hand when about to turn left would have no  
significance. The overtaking party would have to  
prove that he was not negligent, yet admit that he  
was in so great a hurry that he could not even  
wait for a few seconds to make sure which way  
the leading car was going to turn. Hand signal-  
ling has been popularized by drivers as a matter  
of courtesy and for their own guidance. Abuse of  
signals counts for little in a court of law.

*View of R.A.C. on Competitions.*

LIGHT is shed upon the much-discussed small  
car trial, which was to have been held this  
year by the R.A.C. or by the R.S.A.C., in a cir-  
cular which has been distributed by the Royal Au-  
tomobile Club to secretaries of motoring clubs.

After pointing out that the only events approved  
so far by the S.M.M. and T. for this year are those  
held at Brooklands, the Saltburn Speed Trials and  
a hill-climb at Shelsley Walsh, the circular con-  
tinues:—

"This new departure on the part of the S.M.M. and  
T. was foreshadowed in December last in a letter from  
the secretary of the Society referring to a small car  
trial which the R.A.C. then proposed to hold this year,  
in which he wrote, "I am asked to represent to you  
the unanimous view of the interests represented by  
the Society that competitive trade reliability trials no  
longer serve any useful purpose either to the trade itself  
or to the public."

Several conferences followed between the R.A.C. and  
the Society, but the Club, which entirely dissents from  
the view expressed above, was unable to dissuade the  
Society from pursuing a policy of general discourag-  
ement of trade participation in motorcar competitions.

As we pointed out last week, *The Light Car and  
Cyclecar* is opposed to excessive restriction of com-  
petitive events. We believe that it will discourage  
progress in design and exert a harmful influence  
on the activities of the younger manufacturers.



THE fourteenth London to Land's End trial, organized by the Motor Cycling Club, starts on Good Friday, April 2nd, from the Slough Trading Co.'s premises on the Trading Estate near Slough at 10 p.m., this being the actual time of departure of the first official car. Actually, however, the Trading Estate will be a scene of activity for many hours previous, as general preparations will be in progress and, soon after 8 o'clock, the competitors will begin to arrive, so that they will have plenty of time to see to the needs of their machines and to take dinner at the Peerless Restaurant inside the grounds.

Replenishing will take place at the filling station, which is immediately opposite the twenty-second milestone from London, between Slough and Maidenhead and after filling up, the competitors will drive into the estate by the adjacent entrance; they will leave by the western gate.

The route this year will be very nearly the same as last year, and will embrace the already well-known test hills, Porlock, Lynton, Beggars' Roost and Bluehills Mine. The new section starts immediately after Bluehills, and skilful driving will be necessary to maintain the scheduled speed of 20 m.p.h. for this section includes a hill which, we estimate, will bring the majority of the cars down to bottom gear, its average gradient being 1 in 7. The maximum gradient is 1 in 5 and there are two hair-pin bends, one being decidedly acute.

From sea level the hill rises to about 400 ft. A very good impression of the "hair-pin" is given by our frontispiece. Known as Rocky Lane, it leads out of Trevaunance Cove, beyond Perranporth.

Apart from Beggars' Roost, which is said to be in a rather loose condition, and Bluehills, upon which a lot of practising has taken place, the test hills will be very much the same as they have been in former years, assuming, of course, that a sudden downpour of rain does not spoil the grip. This applies with particular force because no chains or other non-skid attachments will be allowed.

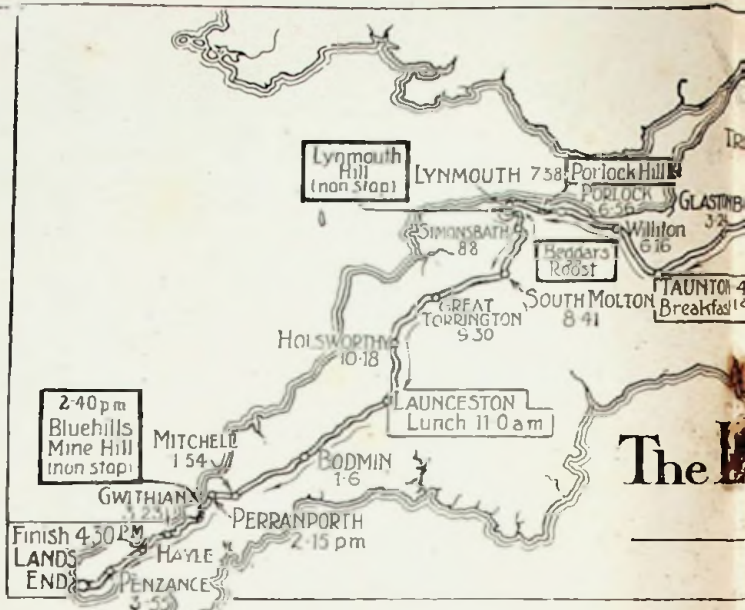
**The Route at a Glance.**

The map which forms the heading to this page shows the course at a glance, the times being those of the official cars preceding the competitors, that is, standard time. There are 530 competitors, of which 185 are cars and 20 three-wheeled cyclecars. The procession will take five and a half hours to pass any given point.

Owing to the large number of entries, motorcycles, cyclecars and cars up to 1,100 c.c. will start at half-minute intervals, the cars above 1,100 c.c. starting at intervals of one minute.

Gold medals the intrinsic value of which, considering the very stern

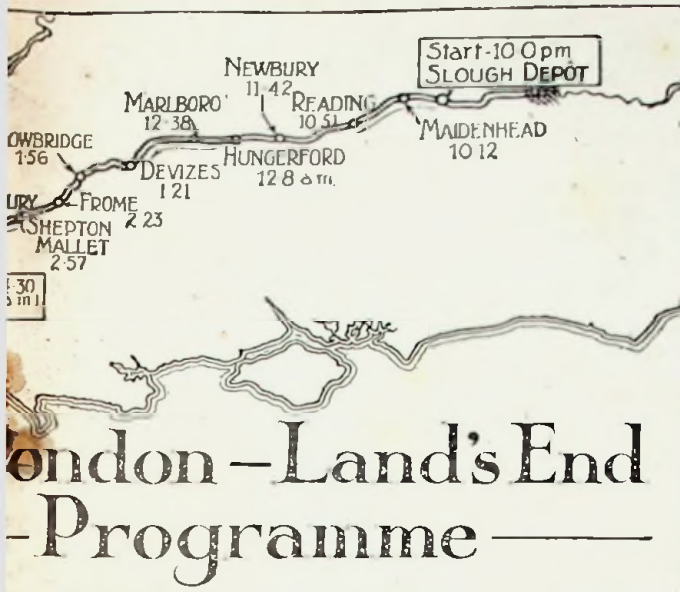
**FOURTEENTH ANNUAL RUN CONSTITUTES A RECORD—NO FEWER THAN 530 ENTRIES—THE PRINCIPAL REGULATIONS—WHAT INTENDING GOLD MEDAL WINNERS HAVE TO DO IN ORDER TO QUALIFY.**



**COMPLETE LIST OF**

- OFFICIAL CARS.**  
 10 p.m. standard time, L. A. Baddeley (10.8 h.p. Riley) and J. Van Housdonk (15.6 h.p. Essex) will precede the competitors. \*Indicates travelling marshal.
- Class III.**  
**THREE-WHEELED CYCLOCARS (20).**  
 326 H. E. K. Sawtell (1,075 c.c. Morgan).  
 327 S. Hall (1,095 c.c. Morgan).  
 328 C. J. Turner (1,096 c.c. Morgan).  
 329 G. C. Harris (1,096 c.c. Morgan-Blackburne).  
 330 D. G. Prentice (1,096 Aero-Morgan).  
 331 G. H. Marshall (1,096 c.c. Morgan-Anzani).  
 332 D. S. C. Macaskie (1976 c.c. Morgan-J.A.P.).  
 333 H. R. Taylor (965 c.c. D'Yrsan).  
 334 B. B. F. Russell (1,098 c.c. Morgan-Blackburne).  
 335 E. A. Marks (1,040 c.c. Morgan-Aero).  
 336 S. A. McCarthy (1,098 c.c. Morgan).  
 337 M. W. Stokes (1,096 c.c. Aero-Morgan).  
 338 W. G. Godley (1,096 c.c. Morgan-Blackburne).  
 339 G. G. H. Hillyard (1,098 c.c. Aero-Morgan).  
 340 L. J. Dockerill (1,098 c.c. Morgau-Blackburne).  
 341 R. A. Martin (1,096 c.c. Aero-Morgan).  
 342 A. W. Wood (1,096 c.c. Aero).  
 343 A. C. Maskell (1,096 c.c. Morgan-Blackburne).  
 344 H. Beart (1,098 c.c. Morgan).  
 345 A. B. Johnston (1,098 c.c. Morgan).
- Class IV. CARS (185).**  
**IV (a). (Not exceeding 750 c.c.) (14).**  
 346 B. W. Bancroft (747 c.c. 7 h.p. Austin).  
 347 J. G. Orford (747 c.c. 7 h.p. Austin).  
 348 W. J. Milton (747 c.c. 7 h.p. Austin).  
 349 J. Eddy (747 c.c. 7 h.p. Austin).  
 350 N. A. Lindley (719 c.c. 7 h.p. Peugeot).  
 351 F. S. Doxat (747 c.c. 7 h.p. Austin).  
 352 W. W. Lawrence (747 c.c. 7 h.p. Austin).  
 353 Richard Twelvetrees (747 c.c. 7 h.p. Austin).  
 354 F. A. Thatcher (747 c.c. 7 h.p. Austin).  
 355 G. C. Formilli (342 c.c. 3/4 h.p. Gnome).  
 356 J. Richardson (747 c.c. 7 h.p. Austin).  
 357 G. H. Symonds (747 c.c. 7 h.p. Austin).  
 358 J. M. G. Browne (747 c.c. 7 h.p. Austin).  
 359 H. S. Barton (747 c.c. 7 h.p. Austin).  
**IV (b). (Not exceeding 1,100 c.c.) (48).**  
 360 D. H. Noble (1,074 c.c. 9-20 h.p. Rover).  
 361 W. H. Chadwick (1,074 c.c. 9 h.p. Rover).  
 362 C. T. Baker (1,074 c.c. 9 h.p. Rover).  
 363 C. L. Clayton (1,078 c.c. 8.9 h.p. Amilcar-Special).  
 364 C. Anthony (1,094 c.c. 8.2 h.p. Sénéchal).  
 365 P. D. Clegg (1,094 c.c. 8.2 h.p. Sénéchal).  
 366 F. W. Heal (1,094 8.2 h.p. Sénéchal).  
 367 V. H. C. Gayford (1,087 c.c. 10 h.p. Salmson).  
 368 D. W. Easton (1,087 c.c. 9.5 h.p. Salmson).  
 369 J. R. Hutchinson (1,087 c.c. 10 h.p. Salmson).  
 370 C. M. C. Turner (949 c.c. 7.6 h.p. Gwynno).  
 371 R. C. Porter (1,074 c.c. 8.7 h.p. Amilcar).  
 372 S. E. Ellis (1,074 c.c. 8.7 h.p. Amilcar).  
 373 H. F. T. Porter (1,074 c.c. 8.7 h.p. Amilcar).  
 374 A. Eccles (1,074 c.c. 9-20 h.p. Rover).  
 375 C. L. Simon (1,987 c.c. 9.5 h.p. Salmson).  
 376 C. D. Conrad (1,087 c.c. 8.5 h.p. Salmson).  
 377 I. J. Higgs (1,087 c.c. 9.5 h.p. Salmson).  
 378 W. J. Simmons-Hodge (969 c.c. 8 h.p. Talbot).  
 379 J. V. Hay (1,087 c.c. 8.7 h.p. G.N.).  
 380 A. R. C. Stein (1,074 c.c. 8.9 h.p. Rover).  
 381 F. C. Everett (1,074 c.c. 8.9 h.p. Rover).  
 382 O. J. C. Cotton (907 c.c. 7 h.p. Jowett).  
 383 R. Litt (907 c.c. 7 h.p. Jowett).  
 384 H. J. Lovatt (907 c.c. 7 h.p. Jowett).  
 385 D. M. Healey (990 c.c. 7 h.p. Fiat).  
 386 H. W. Jones (1,096 c.c. 10 h.p. Ariel).  
 387 J. J. Harper (1,074 c.c. 9 h.p. Rover).  
 388 I. Stevens (950 c.c. 8 h.p. Gwynno).  
 389 T. E. Jeremy (985 c.c. 8 h.p. Humber).  
 390 R. W. Arango-Jones (1,100 c.c. 10 h.p. G.N.).  
 391 R. G. C. Schwalm (1,087 c.c. 8.7 h.p. Frazer-Nash).  
 392 G. E. Merritt-Stock (1,094 c.c. 8.9 h.p. Sénéchal).  
 393 P. C. Taylor (1,096 c.c. 8.7 h.p. Frazer-Nash).  
 394 N. G. Stokes (1,085 c.c. 9.5 h.p. Salmson).  
 395 J. D. Buchanan (1,087 c.c. 10 h.p. Salmson).  
 396 C. B. Moss-Blundell (1,074 c.c. 9 h.p. Rover).  
 397 E. L. Cranstone (851 c.c. 8.3 h.p. Renault).  
 398 N. A. Carr (1,087 c.c. 9.5 h.p. Salmson).  
 399 R. H. Hay-Will (907 c.c. 7 h.p. Jowett).  
 400 S. Bloch (1,074 c.c. 8.9 h.p. Rover).  
 401 J. A. Driskell (1,098 c.c. 9.5 h.p. D.F.P.).  
 402 E. P. Paxman (1,080 c.c. 8.7 h.p. G.N.).  
 403 C. H. L. Wford (1,097 c.c. 10 h.p. Ariel).  
 404 R. G. Gamble (907 c.c. 7 h.p. Jowett).  
 405 M. W. Derrick (1,07 c.c. 8.9 h.p. Amilcar).  
 406 D. B. Ware (990 c.c. 7 h.p. Fiat).  
 407 S. Wright (1,056 c.c. 9-20 h.p. Humber).  
**IV (c). (Not exceeding 1,500 c.c.) (72).**  
 408 H. E. Symons (1,496 c.c. 11.8 h.p. A.C.).  
 409 H. Jellicris (1,496 c.c. 11.9 h.p. Frazer-Nash).  
 410 A. G. Gripper (1,496 c.c. 11-50 h.p. Alvis).  
 411 J. D. Dixon (1,307 c.c. 11.4 h.p. Standard).  
 412 F. J. Chessum (1,496 c.c. 11.9 h.p. Alvis).  
 413 F. C. Polhill (1,496 c.c. 11.9 h.p. Decauville).  
 414 G. C. Griffith (1,496 c.c. 11.8 h.p. Lea-Francis).  
 415 W. Urquhart-Dykes (1,496 c.c. 11.4 h.p. Alvis).  
 416 J. Hobbs (1,496 c.c. 10.8 h.p. Riley).  
 417 N. H. Keop (1,496 c.c. 11.9 h.p. Frazer-Nash).  
 418 R. M. Brown (1,247 c.c. 10 h.p. Lea-Francis).  
 419 R. Straker (1,496 c.c. 11.8 h.p. Riley).  
 420 F. Bromfield (1,496 c.c. 11.8 h.p. Palladium).  
 421 I. Macdonald (1,496 c.c. 12-50 h.p. Alvis).  
 422 R. H. Cooper (1,496 c.c. 10.8 h.p. Riley).  
 423 D. N. Letts (1,496 c.c. 12-50 h.p. Alvis).  
 424 J. P. Dingle (1,496 c.c. 12-40 h.p. Lea-Francis).  
 425 R. M. Dixon (1,496 c.c. 12-50 h.p. Alvis).  
 426 S. H. Roe (1,498 c.c. 10.8 h.p. Riley).  
 427 A. Clark (1,453 c.c. 11.4 h.p. F.N.).  
 428 T. A. Dennis (1,320 c.c. 12-40 h.p. A.B.C.).  
 429 R. C. E. Glazier (1,352 c.c. 10.4 h.p. Windsor).  
 430 O. H. Kemp (1,496 c.c. 11.8 h.p. Palladium).  
 431 B. Alan Hill (1,232 c.c. 10.8 h.p. Rhodé).  
 432 B. Hill (1,232 c.c. 10.8 h.p. Rhodé).  
 433 H. B. Denley (1,232 c.c. 10.8 h.p. Rhodé).  
 434 C. R. Morrall (1,350 c.c. 10.4 h.p. Windsor).





FIRST DETAILS OF THE NEW SECTION BEYOND BLUEHILLS MINE—THE 1-IN-5 GRADIENT AND HAIRPIN BENDS OF ROCKY LANE—BEGGARS' ROOST SAID TO BE "ROUGHER THAN USUAL."

# London-Land's End Programme

## CAR ENTRIES.

- 435 E. Hillary (1,496 c.c. 11.9 h.p. Frazer-Nash).
- 436 R. B. Bennett (1,203 c.c. 10.8 h.p. A.B.C.).
- 437 N. W. Jones (1,496 c.c. 12 h.p. Alvis).
- 438 H. C. Fletcher (1,496 c.c. 12-50 h.p. Alvis).
- 439 G. F. Smith (1,498 c.c. 10.8 h.p. Riley).
- 440 C. O. Ford (1,498 c.c. 10.8 h.p. Riley).
- 441 G. N. Norris (1,496 c.c. 11.9 h.p. Lea-Francis).
- 442 L. T. Delancy (1,496 c.c. 11.9 h.p. Lea-Francis).
- 443 B. G. Lewis (1,497 c.c. 12-40 h.p. Lea-Francis).
- 444 A. W. Morrish (1,247 c.c. 9.8 h.p. Bayliss Thomas).
- 445 R. A. P. Clark (1,320 c.c. 12-40 h.p. A.B.C.).
- 446 R. H. B. Tasker (1,496 c.c. 11.9 h.p. G.N.).
- 447 P. H. Manners (1,496 c.c. 11.9 h.p. A.C.).
- 448 S. H. Newsome (1,498 c.c. 10.8 h.p. Riley).
- 449 S. G. Marshall (1,496 c.c. 10.8 h.p. Riley).
- 450 E. R. H. Hill (1,496 c.c. 10.8 h.p. Riley).
- 451 P. D. Walker (1,460 c.c. 10.4 h.p. Ceirano).
- 452 L. Kevil (1,460 c.c. 10.4 h.p. Ceirano).
- 453 P. T. Holmes (1,460 c.c. 10.4 h.p. Ceirano).
- 454 P. B. Baddeley (1,496 c.c. 12-50 h.p. Alvis).
- 455 S. C. H. Davis (1,496 c.c. 11.9 h.p. Frazer-Nash).
- 456 E. S. Montagu (1,198 c.c. 10-37 h.p. A.B.C.).
- 457 G. P. Stevens (1,496 c.c. 12 h.p. Lea-Francis).
- 458 N. Miller (1,498 h.p. 10.8 h.p. Riley).
- 459 V. O. Wiles (1,496 c.c. 12 h.p. A.C.).
- 460 A. R. Passy (1,496 c.c. 11.9 h.p. G.N.).
- 461 T. D. Corpe (1,494 c.c. 11.9 h.p. G.N.).
- 462 G. H. Seldon (1,496 c.c. 11.9 h.p. G.N.).
- 463 N. W. G. Edgar (1,232 c.c. 10.8 h.p. Rhodol).
- 464 G. S. Bush (1,500 c.c. 12 h.p. Frazer-Nash).
- 465 H. W. Langford-Sainsbury (1,496 c.c. 11.9 h.p. G.N.).
- 466 H. V. Phippen (1,498 c.c. 10.8 h.p. Riley).
- 467 A. C. Phippen (1,498 c.c. 10.8 h.p. Riley).
- 468 A. J. Phippen (1,498 c.c. 10.8 h.p. Riley).
- 469 F. B. Robinson (1,496 c.c. 11.9 h.p. Frazer-Nash).
- 470 J. B. Fenwick (1,496 c.c. 11.9 h.p. Frazer-Nash).
- 471 H. J. Abington (1,496 c.c. 11.9 h.p. Frazer-Nash).
- 472 J. B. Tointon (1,498 c.c. 10.8 h.p. Riley Sports).
- 473 C. Abbott-Brown (1,496 c.c. 12-50 h.p. Alvis).
- 474 P. W. White (1,420 c.c. 12 h.p. Lagonda).
- 475 R. Richards (1,496 c.c. 11.4 h.p. Alvis).
- 476 Alfred Bell (1,496 c.c. 10.8 h.p. Riley).
- 477 S. E. A. Watson (1,247 c.c. 10 h.p. Surrey).
- 478 E. S. Hutchence (1,496 c.c. 12 h.p. A.C.).
- 479 I. J. Leepman (1,496 c.c. 11.8 h.p. A.C.).

- 484 K. H. Daniel (1,598 c.c. 12-40 h.p. Alvis).
  - 485 E. H. Chaunon (1,550 h.p. 11.9 h.p. Morris-Cowley).
  - 486 H. F. Pedlar (1,550 c.c. 11.9 h.p. Morris-Cowley).
  - 487 J. O. Kerrison (1,550 c.c. 11.9 h.p. Morris-Cowley).
  - 488 F. H. Dupré (1,597 c.c. 12 h.p. Darracq).
  - 489 J. Millns (1,568 c.c. 11.9 h.p. Mercedes).
  - 490 H. J. Rickwood (1,527 c.c. 10 h.p. Trojan).
  - 491 H. Monk (1,527 c.c. 10 h.p. Trojan).
  - 492 A. Knappton (1,660 c.c. 12 h.p. Austin).
  - 493 J. A. Shepherd (1,660 c.c. 12 h.p. Austin).
  - 494 D. G. Clark (1,660 c.c. 12 h.p. Austin).
  - 495 C. F. Dobson (1,550 c.c. 11.9 h.p. Morris-Cowley).
  - 496 B. G. Secrett (1,550 c.c. 11.9 h.p. Morris-Cowley).
  - 497 W. E. Ratcliffe (1,645 c.c. 11.9 h.p. Riley).
  - 498 S. G. Wallgrove (1,645 c.c. 11.9 h.p. Riley).
  - 499 J. B. Steadman (1,650 c.c. 11.9 h.p. Riley).
  - 500 P. A. Warter (1,667 c.c. 12 h.p. Austin).
  - 501 V. Smith (1,540 c.c. 10.9 h.p. Bugatti).
  - 502 E. G. D. Pineo (1,550 c.c. 11.9 h.p. Morris-Cowley).
  - 503 P. D. Pineo (1,550 c.c. 11.9 h.p. Morris-Cowley).
  - 504 J. Havers (1,645 c.c. 12 h.p. Riley-Lynsl).
  - 505 E. Lynas Gray (1,550 c.c. 11.9 h.p. Morris-Cowley).
  - 506 F. W. Dame (1,550 c.c. 11.9 h.p. Morris-Cowley).
  - 507 A. H. Stabb (1,550 c.c. 11.9 h.p. Morris-Cowley).
  - 508 T. E. Hart (1,645 c.c. 12-50 h.p. Alvis).
  - 509 W. J. F. Stevens (1,645 c.c. 11.9 h.p. Alvis).
  - 510 J. S. H. Wilson (1,550 c.c. 11.9 h.p. Morris-Cowley Sports).
- IV (e). (Not exceeding 2,000 c.c.) (20).
- 511 V. A. Bruce (1,991 c.c. 15.8 h.p. A.C.).
  - 512 C. R. B. Chicsman (1,805 c.c. 13.9 h.p. M.G. Super Sports).
  - 513 G. E. Gayer (1,805 c.c. 13.9 h.p. M.G. Sports).
  - 514 I. D. Spooner (1,805 c.c. 13.9 h.p. M.G. Sports).
  - 515 F. Clifton (1,995 c.c. 16 h.p. Diatto).
  - 516 G. W. Olive (1,944 c.c. 12-24 h.p. Standard).
  - 517 E. W. Dooley (1,981 c.c. 14-50 h.p. Ansaldo).
  - 518 L. J. Butterfield (1,850 c.c. 12-40 h.p. Ansaldo).
  - 519 G. Hendy (1,850 c.c. 12-40 h.p. Ansaldo).
  - 520 A. H. Thomas (1,795 c.c. 12 h.p. Vulcan).
  - 521 R. M. Andrews (1,795 c.c. 12 h.p. Vulcan).
  - 522 A. S. Fitch (1,795 c.c. 12 h.p. Vulcan).
  - 523 W. H. Oates (1,954 c.c. 14-60 h.p. Langonda).
  - 524 H. G. Reigate (1,970 c.c. 12-40 h.p. Metallurgique).
  - 525 W. G. Boyer (1,980 c.c. 13 h.p. H.E.I.).
  - 526 A. J. M. Ivison (1,945 c.c. 20-40 h.p. Star).
  - 527 H. Gookwin (1,794 c.c. 12 h.p. Bean).
  - 528 F. T. Williams (1,743 c.c. 11.4 h.p. Humber).
  - 529 W. Cooper (1,805 c.c. 13.9 h.p. M.G. Super Sports).
  - 530 F. Clark (1,990 c.c. 15 h.p. O.M.).

nature of the going, should be very high, will be awarded to competitors who comply with the regulations and are not more than ten minutes early at any place, not more than five minutes late at Porlock Village, and not slower on a measured section of Porlock Hill, timed from a standing start commencing near the first bend, than the following speeds:—

Three-wheel cyclecars of any capacity, 16 m.p.h.; Cars not exceeding 750 c.c., 13 m.p.h.; not exceeding 1,000 c.c., 13 m.p.h.; not exceeding 1,500 c.c., 14½ m.p.h.; not exceeding 1,750 c.c., 14½ m.p.h.; not exceeding 2,000 c.c., 16 m.p.h.

### Three-wheelers' Stern Task.

In addition gold medallists must not be more than five minutes late at the control before Lynmouth Hill, not more than five minutes late at Perranporth, arrival and departure, not more than ten minutes early at any other place, and must make non-stop climbs of Porlock, Lynmouth, Beggars' Roost and Bluehills Mine. Silver and bronze medals will be awarded to those who fail in certain of the tests but otherwise finish the course.

At the outset it will be observed that the test of reliability is by no means light, whilst from the average speeds to be maintained on Porlock there emerges the rather surprising fact that three-wheel cyclecars have actually to average the same speed as two-litre cars.

We would emphasize a condition which is plainly set out in the programme, which reads as follows:— "This event is not a race. Driving at excessive speed during any part of the journey or a police conviction for any offence under the Motor Car Act will involve disqualification."

Nothing surely could be plainer, and it is to be hoped that vivid references to the Motor Cycling Club's Easter Race from London to Land's End will not be given the usual prominence in the lay Press!

The test is essentially one of reliability, not only of the car but of the driver, for the man who starts at the wheel must drive throughout the event, and should any other driver take over, if only for a moment, disqualification of the entrant will result. To ensure that the twenty miles an hour average schedule is adhered to, secret checks will be instituted, the competitors being timed by hidden timekeepers in an unannounced locality. Many a gold medal has been lost in a secret check, often, be it noted, by a margin of only a few seconds.

The first cyclecar—H. E. K. Sawtell's Morgan—will leave Slough at 12.43 a.m. Saturday and the last car at 3.26 a.m.

A complete report of this run, which may conceivably mark the temporary end of the "big entry" long-distance trials, will be found in the next issue of *The Light Car and Cyclecar*.





## BROOKLANDS EASTER MEETING.

LARGE NUMBER OF ENTRIES—TWO LIGHT CAR NEWCOMERS  
—THE GIANTS—PARKING AND CATERING ARRANGEMENTS.



A TOTAL of 87 entries has been received for the B.A.R.C. meeting at Brooklands on Easter Monday, and, given good weather, a very pleasant and interesting afternoon's sport is assured. There are nine events down on the programme; of these, four will be long handicap races, four will be short handicaps and the remaining race a private competitors' handicap.

So far as light cars are concerned, there are two newcomers to the track. These are the Donnet-Zedel and the E.H.P.; the former, entered by Capt. A. G. Miller, has a four-cylinder engine of 1,098 c.c. capacity, whilst the E.H.P. (entrant, Mr. G. W. Olive) has also a four-cylinder engine, but with a capacity of 1,496 c.c.

The majority of the well-known race drivers and their cars figure prominently in the programme, and it may be taken for granted that many detail improvements and alterations have been made to the cars.

Those spectators who patronize the track for the thrills which it affords will not be disappointed on Monday, as several of the "monsters" will be racing. Amongst these may be noted Mr. J. G. Parry Thomas's Leyland-Thomas, rebuilt after its crash at Boulogne last year, and the Leyland belonging to Capt. J. E. P. Howey. In addition, there will be the Wolsley Viper, two giant Mercédès, and Mr. R. Ward's Fiat, whilst

several of the smaller cars may be expected to attain speeds of over 100 m.p.h.

The best way of getting to Brooklands is, of course, by road, and this year ample parking facilities will be available, as a large piece of ground just inside the Boxall Lodge entrance gates has been cleared of bushes and undergrowth for this purpose. The whole of the parking arrangements will be in the hands of R.A.C. guides so that there should be little or no congestion.

The charge for admission to the track is 5s., as hitherto, whilst a transfer ticket to the paddock costs 10s. Those who wish to examine the cars at close quarters must, of course, avail themselves of a paddock ticket.

There are ample catering arrangements at Brooklands both in the public enclosure and in the paddock; in addition, the sloping ground alongside the test hill and other places adjacent to the track provide very pleasant picnic sites. An embankment has been formed on each side of the finishing straight, and a much better view of the "fork finishes" has been made possible.

We publish below a full list of the entries for the Easter meeting; these will be grouped into the nine races already mentioned:—

### THE ENTRANTS AND THEIR CARS.

L. C. Rawlence, 6-cyl. O.M., 65 x 100.  
Capt. A. Waite, 4-cyl. Austin, 56 x 76 (2 entries).  
F. Scriven, 4-cyl. Felix "Nanette," 70 x 120 (2 entries).  
E. L. Meeson, 4-cyl. Vauxhall, 98 x 140 (2 entries).  
G. W. Olive, 4-cyl. E.H.P., 68 x 103.  
R. Warde, 4-cyl. Fiat, 130 x 190 (2 entries).  
Capt. J. E. P. Howey, 8-cyl. Leyland, 95 x 146.  
Capt. A. G. Miller, 6-cyl. Sunbeam, 81.5 x 156.  
G. E. T. Eyston, 4-cyl. Aston-Martin, 66.5 x 107.  
G. E. T. Eyston, 4-cyl. Aston-Martin, 65 x 112.  
V. Gillow, 4-cyl. Riley, 65.8 x 110.  
J. G. P. Thomas, 8-cyl. Leyland-Thomas, 89 x 145 (2 entries).  
Major F. B. Halford, 6-cyl. Halford Special, 63.0926 x 79.375.  
A. Bovier, 4-cyl. Salmson, 62 x 90 (2 entries).  
A. Frazer Nash, 4-cyl. Frazer-Nash, 69 x 100.  
Capt. H. E. Hazlehurst, 4-cyl. Salmson, 62 x 90 (2 entries).  
J. S. Spencer, 4-cyl. Sunbeam, 68 x 135.5.  
C. Staniland, 8-cyl. Bugatti, 60 x 88.  
Capt. W. Barnato, 8-cyl. Bugatti, 60 x 88.  
Capt. P. H. B. Samuelson, 4-cyl. Austin, 56 x 76.  
K. Don, 8-cyl. Wolsley-Viper, 120 x 130 (2 entries).  
H. R. Wellsted, 4-cyl. Morris-Oxford, 75 x 102.  
Sir R. Gunter, B.L., 4-cyl. Vauxhall, 98 x 140.  
V. Balla, 4-cyl. Amilcar, 60 x 95.

H. W. Purdy, 4-cyl. Bugatti, 69 x 100  
D. M. K. Marendaz-Special.  
Capt. J. E. P. Howey, 8-cyl. Bugatti, 60 x 88.  
J. P. Turner, 4-cyl. Austro-Daimler, 74 x 116 (2 entries).  
R. T. T. Spencer, 4-cyl. Austin, 56 x 76.  
R. B. Howey, Ballot (2 entries).  
Capt. M. Campbell, 8-cyl. Ballot, 65 x 112.  
J. D. Barclay, 4-cyl. Bugatti, 63 x 100.  
J. D. Barclay, 4-cyl. Vauxhall (4 entries).  
Capt. A. G. Miller, 4-cyl. Donnet-Zedel, 62 x 91.  
F. L. Rapson, 6-cyl. Lanchester (2 entries).  
G. Newman, 4-cyl. Salmson, 62 x 90 (2 entries).  
J. S. Spencer, 6-cyl. Napier, 121.21 x 152.4.  
Dr. J. D. Benjafield, 4-cyl. Frazer-Nash, 69 x 100.  
B. H. Norris, 4-cyl. Humber, 83 x 156.  
Capt. W. Barnato, 4-cyl. Bentley, 80 x 149 (2 entries).  
G. W. Olive, 4-cyl. E.H.P., 68 x 103.  
Capt. J. E. P. Howey, Mercédès.  
S. A. Payn, Junr., 8-cyl. Mercedes, 125 x 157.  
R. G. Moore, 4-cyl. Gwynno Special, 56 x 100.  
J. S. Spencer, 4-cyl. Sunbeam, 68 x 135.5.  
Dr. J. D. Benjafield, 8-cyl. Bugatti, 60 x 88  
C. Staniland, 8-cyl. Bugatti, 60 x 88.  
Capt. E. F. Walter, 4-cyl. Salmson, 62 x 90.

### OTHER EASTER EVENTS.

IN addition to racing there is a number of other interesting events taking place over the Easter vacation. Amongst these may be mentioned the run to Devonshire by The City of London Motoring Association. The trip will start at 8 a.m. to-morrow (Friday), April 2nd, from Finsbury Circus and will terminate at Paignton. The run will be divided into two distinct groups, the first comprising those entrants who wish to travel direct and in an easy-going manner and the second the more strenuously inclined drivers who wish to do a little exploring and hill-climbing, and, as Porlock and Beggar's Roost will be included in the route, they will have an excellent opportunity to indulge in this pastime.

The Rochdale and District Motor Club is holding a two-day trial on April 3rd and 4th. The trial is open to cars and three-wheeled cyclecars, in addition to motorcycles and sidecars. There will be three car classes:—(1) Cars costing up to £250; (2) cars up to and including 2,250 c.c.; and (3) unlimited capacity. The route lies amongst the Yorkshire dales and acceleration and braking tests will be held, whilst each class will be divided into amateur and trade drivers.

The car awards include the Members' Silver Challenge Cup and four other silver cups. Medals also will be awarded, but these will be subject to the number of entries.

A championship and inter-club trial organized by the Eastern Centre of the Auto-Cycle Union will be held on Good Friday, commencing at 11 a.m., for the championship of the Eastern Centre, the venue being Ye Olde Scole Inn, on the Ipswich and Norwich main road. This will also be the first of a series of events to be held for the Ipswich Inter-club Championship Challenge Shield, which is open to motorcycles, sidecars and cars. There is also a number of other valuable prizes to be won. Three-wheeled cyclecars will compete with sidecars of the same engine capacity, whilst a special class is provided for cars of any capacity.

Scottish motorists will be able to witness the Easter two-days' Highland open reliability trial promoted by the Scottish Western Motor Club, Ltd., and to be held on Saturday, April 3rd, and Monday, April 5th, the event being open to motorcycles, sidecars and three-wheelers. There is a number of trophies and prizes to be won.



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# ROAD SERVICE

*An Associate-Member of the R.A.C. whilst driving between Newcastle and Doncaster had considerable trouble with the petrol feed of his Car. He wrote later saying he had received very great and repeated assistance from an R.A.C. Guide and asked that an expression of his gratitude and appreciation for all the services rendered should be conveyed to the Guide in question.*

There are a hundred occasions every year when a motorist may be glad of the assistance of an R.A.C. guide. The R.A.C. Guides are but one of the many forms of R.A.C. Road Service. You cannot do without road service in your motoring. The R.A.C. is the best road service.



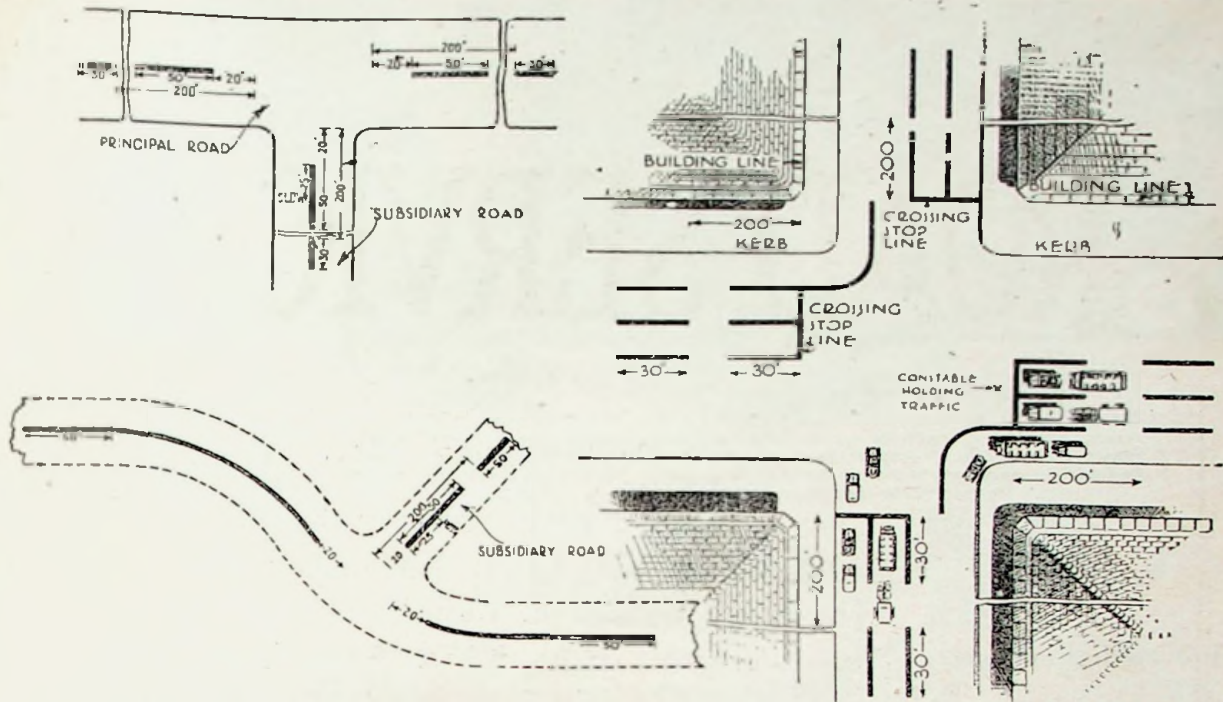
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# UNIFORM WHITE LINES RECOMMENDED.

SUGGESTIONS WHICH SHOULD AID THE DRIVER WHEN THEY BECOME REALITIES.



The drawing in the top left-hand corner shows the suggested layout of lines at a road junction where there is no policeman on point duty. Underneath is seen the plan to be followed at bends in the road. On the right is a controlled crossing, two of the roads being shown empty to indicate the line system more clearly.

VALUABLE as they are, white lines have in some cases been abused by being used in unnecessary places or they have been badly laid down. Motorists will be pleased to hear that a degree of uniformity should be ensured in future if local highway authorities abide by a collection of notes, issued in the form of a circular which has been published by the Ministry of Transport.

In this circular it is pointed out that precise methods cannot be laid down, as so many varying conditions exist. Over-lavish use of white lines is discouraged and co-operation with the local police is recommended. The breadth of each line should not be less than 4 ins. and no less than 8 ft. should be allowed for the width of one traffic stream.

White lines are divided into three classes: first, those which occur in towns at crossings where police control exists; secondly, those at crossings or junctions where there is no point-duty officer; and, thirdly, lines at bends in roads. The utility of the latter has perhaps suffered most from over-elaboration.

## Where Police Control Exists.

A distinctive feature of suggested arrangements at controlled town crossings is the use of lines both along and across the road, as shown in one of the accompanying illustrations. The former define the traffic column spaces, whilst the latter are termed "crossing stop lines." In cases where "left-turn" traffic is to proceed whilst other vehicles halt when the policeman's arm is extended, the stop line is only laid down across that part of the road which is farther than 8 ft. from the near-side kerb. In conjunction with this, the spacing line nearest the kerb goes round the corner to the left. These two points in the white-line scheme should show a driver whether he can make a left turn when other traffic stops. In other cases the stop line is continued to the kerb and the spacing lines do not go beyond it.

It is recommended that spacing lines each 30 ft. long should be made on the road, finishing 200 ft. back from the stop line to warn drivers to get into the column which is best suited to their intended course.

Crossings or junctions where there is no police control have central lines running along the roads, each 50 ft. long and finishing 20 ft. from the crossing. As before, 30-ft. warning lines are employed. An interesting detail is the provision for the word "slow" to be laid down on a subsidiary road 45 ft. from the crossing on the near side of a driver going towards the main road, thus warning him to be on his guard for main-road traffic.

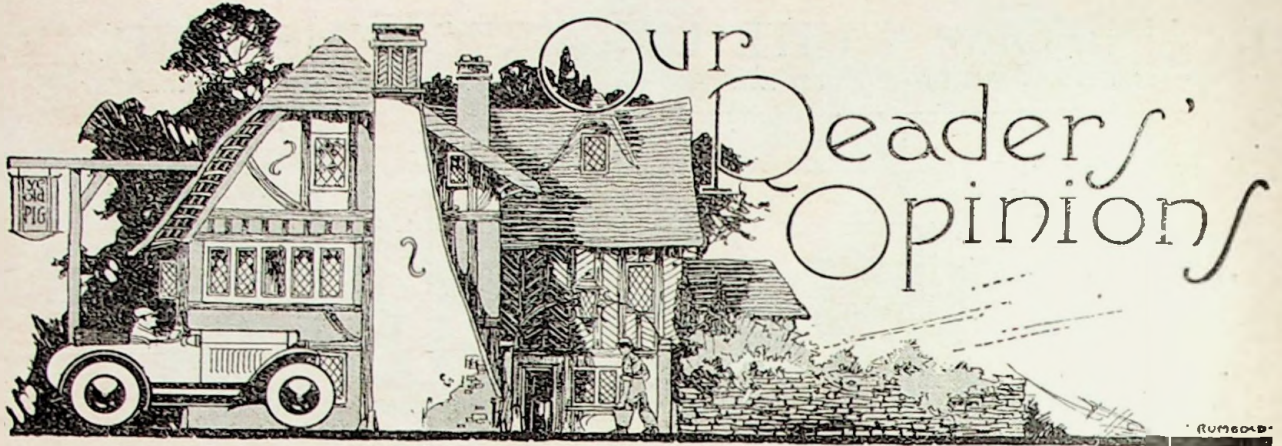
## On Curves and Bridges.

On curves of less than 650-ft. radius central lines are to be used extending back 50 ft. from the beginning of the bend. On steeply arched bridges where the line of vision is limited to 300 ft., white lines are to be employed. On cambered roads it is suggested that the lines be laid on corners so as to give the greater space to traffic travelling on the outside of the bend.

When a road is banked across the full width, white lines are to be run along the centre. In some cases a curve is so acute that its radius is less than the turning radius of many vehicles, and in such circumstances the line is to be moved so as to enable a vehicle to make the turn without crossing the line. If, however, the white line laid down to conform with this requirement would be closer to the side of the road than 8 ft., no line is to be used.

In due course, when these recommendations have had time to take effect, they should be of real service to the road user. The warning lines fulfil a useful purpose, and the layout at controlled crossings showing drivers when they can carry on to the left, despite the hold-up of other traffic, should ease the minds of many motorists who are driving in strange towns. The "slow" warning to drivers on subsidiary roads is also interesting.





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

## WHAT TO DO IN A SPECIAL EMERGENCY. The Need for Care at Easter.

### Out of Control on Hills.

Permit me to congratulate you on your fine Spring Number. Your journal always provides very interesting reading, and you seem to have a very happy knack of always providing a really beautiful cover. Not the least interesting columns are those devoted to correspondence. I notice in the issue in question that a lady's pet nightmare is to meet a car coming backwards out of control down a hill. Mine is, and always has been, to get nipped in the middle of a level-crossing by the closing (to the road) of the gates.

With regard to the lady's case, I do not think that it would be possible for anyone to keep a straight course in a reverse direction with a car out of control. I presume she means that the brakes have failed after the engine has "conked out." It seems to me there is only one course which a driver in such a predicament can adopt, and that is, so soon as his car has stopped and he finds his brakes are useless, to lock over and run the back of his car into the softer side of the road. To attempt to get into reverse, switch off and open the throttle wide after the engine had stopped would be useless. Therefore, better a small smash on your own than a big one involving others. Usually at least one side of a hill road is solid.

Attention has been called to the increase of a penny per gallon in the price of petrol. There is only one reason for this increase, namely, that we will pay it without grumbling, and if we pay the first penny without grumbling, we will probably pay the second, and the third, and the fourth. There is no "Food Council" to keep their eyes on this particular "cost of living," but we have the matter entirely in our own hands. So soon as the next increase is announced let us all, except those who must absolutely use them, lay up our cars for a month. The petrol companies treat us as a whole. Very well, then, let us be one. If we do that there will be quite enough non-combine spirit for those to whom the use of cars is essential.

My letter is rather diverse, but perhaps I may be permitted to make another suggestion which I think might be useful. At Easter time the roads are bound to be more crowded than ever before. The two most crowded probably will be the Brighton and Southend roads, so far as London is concerned, and each large city or group of cities will probably have the same experience. In the two cases which I have mentioned the greatest movements will be, of course, from and to London. There are alternative routes to both places, as there are to several other resorts. Could it not be suggested to motorists without making any hard-and-fast rules that those who live in

certain specified postal districts should use one route and those in other districts alternative ones. It would certainly not be desirable, and probably not even feasible, to make one-way roads to either of the places mentioned for Eastertide, but I would respectfully suggest that if there are any motorists visiting London from Southend or Brighton during the holiday it would be advisable for them either to leave London before 4 p.m. or after midnight. I believe that most of the roads are in fine condition, and certainly the Southend road through Grays is, for a great many miles, much better than the new road.

I believe that we are all rather prone to go as fast as we can and dislike to see the other fellow get past, but for Easter let us try to remember that travelling uncomfortably fast at that time will not make much more than five minutes' difference in the total time occupied for the journey; that the engine working comfortably within its limits is infinitely better for every bit of the car; that everybody hasn't got four-wheel brakes; that we also were new drivers once, even if it was so long ago that (as in my case) we didn't meet another car in twenty miles; and that it is absolute suicide to pass on a bend.

ALVIS OWNER.

### The Joy of the Open Road—

I am fed up with motoring. In whatever direction I turn I am met with some absurd restriction or else my passage along the roads, for which I pay heavily, is hindered by a horse and cart, or 10-mile limit, or some other annoyance. Because of these things, I have decided to become a horse owner myself and week-ends will see me perched up in a dog-cart and tooling my cob gently along the motor-infested highways.

Think of the advantages I shall enjoy! Every policeman will beam upon me, and if at a cross-roads traffic hold-up my horse will not wait I shall be allowed to proceed, no matter into what chaos I throw the other vehicles. When I arrive at an hotel for lunch its delighted proprietor will at once reduce his charges well below the standard fixed for the millionaire motorist.

Returning gently home my horse probably will want a drink, so I shall pull up at a handy trough with my cart half-way across the road. This, of course, will not create anything like the same obstruction as that caused by a light car pulled in close to the kerb whilst its petrol tank is replenished from an ugly and dangerous pump.

If before I arrive home the shades of night have fallen, my one-candle lamp partly obscured both front and rear, will keep me within the law, and, if it should go out, any



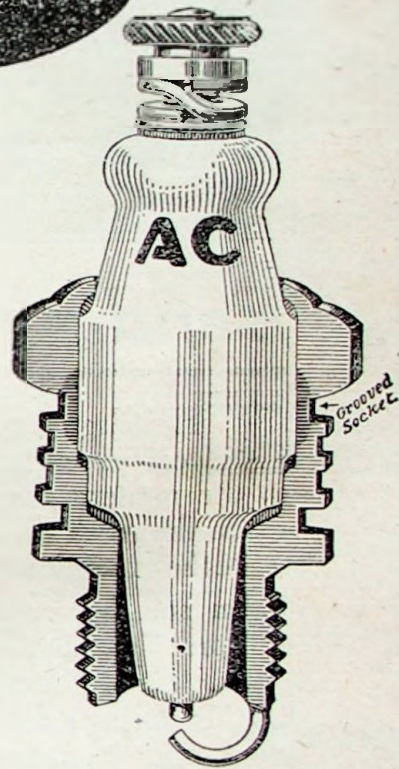
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This is the greatest advance in sparking plug construction.

### **A New Design**

In assembling the insulator into the steel socket, pressure is applied while an electric current brings the grooved section of the socket to a red heat (see illustration). This grooved section being thus made plastic by heat, causes assembly pressure to be evenly distributed and ensures perfect alignment without any strain on the insulator. Assembled at a higher temperature than ever attained in any motor, subsequent expansion of the metal in service cannot loosen its tense steel grip on the insulator, thus eliminating compression leakage. *This hot assembly is an exclusive, patented AC feature.*



**42 Y Metric**

**1 1/2" Reach**

Standard equipment on or suitable for Alvis, Crossley, Hillman, Jowett, Lagoda, Lea-Francis, Road, Riley, etc.

Price **5/-** each

### **A Better Electrode Metal**

Ensures a long life to the sparking points, is a good conductor of heat and offers extremely low resistance to the electric current resulting in easy starting and good performance.

### **A New Kyanite Insulator**

Most insulating materials lose part of their insulating values at high temperatures, allowing leakage of electric current. The newly developed Kyanite insulator ensures delivery of a full spark to the sparking points.

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This coating of glaze covering the insulator is so hard and smooth that it effectively minimizes accumulation of carbon.

Because AC are better plugs over 100 British Car manufacturers have selected them as standard equipment. In addition, 80% of all American Cars, excluding Ford, are factory equipped with AC Plugs

There is a type and size of AC Plug for every engine — your garage stocks the correct plug for your motor

**ACCEPT NO OTHER — INSIST ON AC PLUGS WITH THE GROOVED ASSEMBLY**

AC-TITAN  
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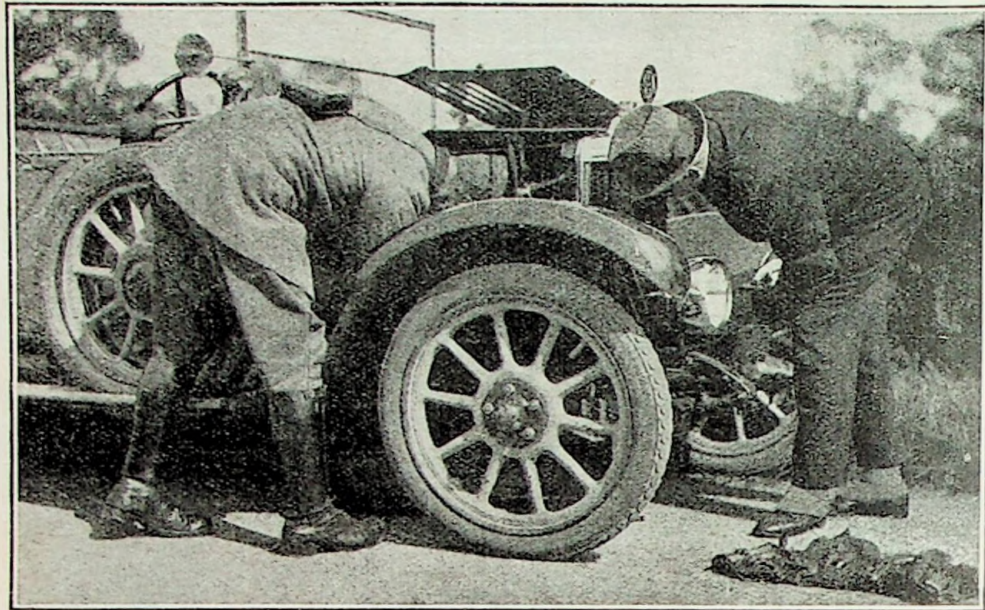
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**AC-SPHINX SPARKING PLUG CO., LTD., BIRMINGHAM**

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Perret  
FRANCE

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





*“Bending to the inevitable”*

**T**HE degree of mechanical excellence attained in the modern motor car has made the roadside “derelict” more the exception than the rule.

Even so, the number of cars “assisted” by A.A. Road Service Outfits during a busy week-end exceeds 4,000.

The non-member will appreciate this boon,



and admit that the A.A. Patrol Service enhances the pleasure and safety of the road.

Also he will recognise the helpful advantages of Free Legal Defence and Advice, Home and Foreign Touring Assistance, Roadside Telephone Boxes, Officially Appointed Hotels and Repairers, Expert Engineering Advice, etc.

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To become acquainted with the comprehensive nature of A.A. activities write for booklet “Always Ahead,” obtainable from the Secretary:

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The A.A. Road Book of England and Wales, with 860 Itineraries and Routes, 24-page map in colour, Gazetteer, Key Map, etc. On sale at all Booksellers (A.A. members copies can be obtained at any A.A. Office).

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.



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

kindly policeman will remind me of the fact and relight it for me with his own matches—when he has finished taking particulars of the dangerous motorist whose rear light went out during the interval in which he was stopped to have his number plate checked for possible curvature.

The steel shoes of my horse and the steel tyres of my cart will leave their marks upon the roads—but what care I? The damage will cost me nothing because everybody knows that the rubber tyres of motorcars are the prime cause of road wear for combating which the authorities justly mulet motorists in millions of pounds a year. If I wish to I shall drink beer until I am incapable of sitting in the trap, knowing full well that the Bench will merely laugh at my lapse and fine me forty shillings at the most.

Tax free and care free, the friend of pedestrians, police and magistrates alike, I shall drive upon my happy way rejoicing and opulent. Don't you envy me?

THE DODGER.

**Convictions First—**

I was interested in reading the remarks of "Focus" on "To Hinder or to Help" in your issue of March 19th, as I had a similar experience some time ago. I approached a blind corner in a Welsh village and consequently kept well over on my right side and turned with great care, but being on the side distant from the corner and

**—Safety Last.**

being able to see sufficiently and to stop my car instantaneously, I did not consider it necessary to sound my horn.

On the far side of the corner was a constable making himself small against the wall. I was stopped, and although the constable admitted that I came round sufficiently slowly I was duly fined 30s.

It was impossible to come to any other conclusion than that the constable was there to obtain convictions and not to prevent accidents.

COLONEL.

**Faults Committed by Motorists.**

May I, as a motorcyclist and reader of your paper, voice through its medium two grievances, one on behalf of solo motorcyclists, and the other on behalf of all those in charge of wheeled traffic? I find that about 40 per cent. of cars approaching on the off side of the road make no attempt to get back to the middle of the road, but

**Selfish Behaviour.**

deliberately force the solo motorcyclist into the ditch. I will not say what I think of the offenders in question, but would just point out that soloists have a right to their share of the road, and that they pay, in proportion to damage done to roads, a far higher tax than owners of cars. I hope more consideration will be shown them in the future.

How very frequently during the picnic season we see cars drawn up on the most dangerous bends and in narrow lanes while the party calmly watches other vehicles queue up behind their car awaiting a chance to pass. It is extremely thoughtless when stopping for a picnic not to run the car on to the grass at the roadside, or through some opening in the hedge. This simple action would avoid the possibility of a nasty accident.

MOTOR BIKE.

**Rover Eight Oil Pumps.**

I should appreciate it very much indeed if owners of Rover Eights who have experienced any baffling troubles with their oil pumps would let me know how they have cured them, and there must be many

**Experiences Wanted.**

other readers who would like to have this information. My own Rover Eight is a 1923 chummy model, and a few months ago whilst on the road the engine overheated and I found the oil had ceased to flow through the sight feeds. On taking down the pump it was found that the two bronze vanes had worn and allowed the separating spring to pass through the end of one of them and engage with the outlet port, thus scoring the bore of the pump, breaking the spring and ruining the vanes. At the same time the skew gear driving wheels in the timing case were stripped.

I obtained the necessary spare parts and reassembled everything very carefully and the pump worked splendidly for about a month. It then stopped pumping. On stripping it down everything appeared to be in perfect order and when reassembled it worked well again for a week and then again stopped pumping. Once more everything

was stripped down—a very dirty and awkward job—examined and replaced, the engine was started up and the pump worked splendidly.

This process of taking the whole affair to pieces, looking at it and putting it together again, has since been repeated three or four times. Nothing has once been found to be wrong and the mere act of taking the pump apart and putting it together again seems in each case to have had the effect of making it work properly. Is one to blame some supernatural cause for this phenomenon?

G.E.C.

**"Good and Bad in all Classes."**

I cannot allow "Gadfly's" scathing sarcasm to pass unanswered. He is evidently a motorist who has bought a car, complete with everything he wants, and some things that he does not, at probably the price of a first-class unequipped motorcycle.

**Car and Motorcycle Design.**

I have been a motorist and motorcyclist for some years, and continually notice that the percentage of motorcycles is far greater than that of cars in gaining premier awards in open competitions.

The machine which I ride has the speed of a Bugatti, is water-cooled, has four-cylinder engine torque, a front brake which does, an exhaust note reminiscent of an aeroplane, no valves about which to worry, is clean to ride, does not skid, corners at speeds unheard of in light or heavy car practice, has a magneto placed where water cannot hurt it, a triangulated duplex frame, which does not rely on a crankcase to take any stress, and is always a joy to ride.

FLYING SQUIRRELL.

**Renault Reliability.**

As an owner of an 8.3 h.p. Renault I am writing in reply to the inquiry of Mr. Kingston, of Truro, regarding costs and reliability of this car. The car I have been running for the past 12 months is a 1925 two-seater,

**A Satisfactory Small Car.**

and I find it both economical and dependable. I have checked it on a straight run of 100 miles and found that it was doing 50 miles to the gallon. I have tested it again during the worst period of the year, from January to the present time, and find that it has given on an average, during the whole period, 35 miles to the gallon. This includes use of the car on short runs during very cold weather, also starting and stopping and running the car in the morning during the frosty weather in order to keep the engine warm.

In the first few months after buying the car I had trouble with the plugs—ore, after a few months, was replaced by a K.L.G., and for the other three I later substituted Lodge. The car always ran well, but previously to the fitting of these plugs the starting on cold mornings was not what I should have desired. With the new plugs, however, I find no difficulty in starting even on the coldest day, and the general performance of the car—its comfort, low running costs and dependability—now gives great satisfaction.

C. DEAN.

**Mousetrap Garages**

Your illustrated article on mousetrap garages was interesting, and certainly is an ingenious attempt to solve the light car housing problem. Personally, however, I imagine the "hinging over" of the garage unnecessary, as this feature in real windy weather, such as we have experienced recently, would make getting out and in rather hazardous operations, especially if one should be alone. Might I suggest as an improvement to continue the roof from back to front the same height—have the front hinged from the top and lifted like a flap from the bottom, with struts or legs for each corner to support it level with the roof.

This would provide easy egress and exit and an undeniable amount of "working" shelter, the presence of which is, I think, hardly negligible with the mousetrap. The front, when closed, would be locked in a similar manner as at present.

With other dimensions of the garage unaltered and the necessary guide rails on the floor I would add a permanent "stop" for the rear wheels; the car could be pushed by hand into its shelter.

A handy wedge of wood could be dropped at one of the front wheels, a strut "stowed" each side along the floor, the flap lowered and locked, and all is snug.

I do not think the difference in cost would "kill" the modifications I have suggested.

THOS. M. DUNN.  
B41



OUR READERS' OPINIONS (contd.).

**The Two-stroke Engine.**

Perhaps my experiences of the Dunell two-stroke engine may be of interest. I purchased a new motorcycle fitted with one in 1922, and during a considerable mileage was never let down. The machine was not fast, but would tour comfortably, with a full load, up such well-known hills as Porlock, Bwlch-y-Groes, Kirkstone Pass, and so on. With regard to four-stroking, I used the recommended Price's oil, and I can assure you that at over 8 m.p.h. four-stroking was unknown.

Since 1922 the engine has been very greatly improved and should prove a most suitable unit for a cyclecar.

A Successful  
Make.

but would tour comfortably, with a full load, up such well-known hills as Porlock, Bwlch-y-Groes, Kirkstone Pass,

J.L.F.

**How Does One Steer—**

I dreamt recently that I climbed up beside the driver of one of those lorries which have the driving seat perched high over the engine. The dream was very vivid, and I immediately had a very strong feeling that if

—By "Aim" or  
"Guess"?

I were called upon to steer such a vehicle I should have great difficulty in doing so owing to the non-visibility of the familiar bonnet and wings. In my waking moments I have tried hard to visualize the circumstances, and I cannot, for the life of me, decide to what extent, in driving my Singer, I simply look where I want to go—and go, and to what extent I "aim" the bonnet of the car. Can anyone tell me?

SIGHTLINE.

**Attracting Hotel Visitors.**

You have from time to time commented upon the attitude of British hotel-keepers: the following experience may therefore interest your readers:—On a recent Sunday, with a party of five, I lunched at a certain

How Not to  
Do It.

riverside hotel, and after lunch we strolled on to the landing stage, with its inviting notice: "Private. For hotel visitors only." Being an hotel visitor, and seeing boats kept apparently for hotel visitors—as per landing-stage notice and so forth—and without taking legal advice, I then committed the grave offence of entering one of the said boats the better to enjoy the beauties of nature.

There was no skylarking, mouth-organ blowing, rocking the boat, or Sabbath breaking—just rapt contemplation.

The peace of nature, however, was immediately broken by the arrival of an infuriated fellow, who demanded, in the tone in which one might address a pickpocket: "*How dare I get into one of his boats?*" and adding that his boats were as private as his drawing-room.

When I understood that I was being addressed by the proprietor, I pointed out that we were hotel visitors, having just lunched, but that his conduct did not invite us to come again.

To which our courtly host replied that "He didn't give a — if we didn't." Can you beat it?

SIMON ORDE.

**Another Hardship to Motorists.**

With reference to the article on Commons and the Law in your issue of March 12th, I would venture to suggest that section 193 of the Law of Property Act, 1925, is not deserving of the welcome extended to it.

Barred from the Common Lands. (c) of that section any motorist who draws his car off the road on to a

common is liable to the penalty set out in sub-section 4.

It was a very familiar sight, on commons around London, to see many cars parked on the tracks across the common. Parking on these tracks does no harm to the common, and at the same time avoids congestion of the roads bordering such commons, which would result from roadside parking. But these tracks are, nevertheless, part of the common land, and owners of vehicles drawn thereon would be penalized.

It is extremely likely that offences against the section will be committed wholesale during the next few months by persons who have parked their vehicles in this way in the past, and have no idea of the prohibiting section of this ponderous piece of legislation.

What will be the result in such places as Oxshott Common or Hindhead if all motorists who visit those places

are forbidden to park their vehicles on the common? The bordering roads would become the parking places. If drawn in so that the wheels on one side of the vehicles are on the common, will they still come within the section? If not so drawn in, will they be immune from such things as summonses for obstructing the highway?

The section will be a powerful weapon against a part of the community which is already sorely tried by legislative restrictions or their vicious administration.

W. A. CLARKE.

**CONDENSED CORRESPONDENCE.**

Messrs. H. G. St. John, 11, Tombland, Norwich, inform us that they are in a position to retread tyres at a very reasonable price and that they are now doing this work by special methods which overcome the difficulties hitherto associated with retreading cord covers. The average cost of retreading by the process in question is approximately 40 per cent. of the price of a new tyre.

Mr. R. W. Rutherford writes to say that, in his opinion, it is unsafe to drive at night with only the off-side lamp and the tail lamp burning because the local by-laws of town councils may contain a clause prohibiting this practice. It is to be regretted that by-laws of this kind are not published by the authorities concerned, as usually one is not aware of their existence until it is too late.

**INFORMATION WANTED.**

BUGATH.—A 1924 11.0 h.p. model instruction book will be very acceptable.—W. M. E. Crump, The Leigh House, Leigh, Glos.

COVENTRY-PREMIER.—The sale or loan of a 1922 8 h.p. V-twin model instruction book is requested.—D. Brown, 2, Clifton Park Road, Caversham, Reading, Berks.

DEEMSTER.—Wanted to purchase, an instruction book. Any hints or tips concerning the oiling system and upkeep would be appreciated.—N. M. Jowsey, 6, Austin Friars Flats, Granville Road, Scarborough.

BUCKINGHAM AND A.B.C.—Instruction books and useful information concerning running and lubrication are requested for the 1922 9.8 h.p. Buckingham and the 1923 10.4 h.p. A.B.C.—F. H. J. Pulman, Almora, Gammons Lane, Watford.

SALMSON.—Experiences of owners are requested concerning the £285 Grand Sport model, with special reference to speed on second gear, m.p.g., running adjustments and comfort. What additional fittings are useful?—W. H. A. Heald, Heseham Court Stud, Hellingly, Sussex.

G.W.K.—An instruction book dealing with the 1921 four-cylinder four-seater model is requested, also the experiences of owners who have converted the car to all hand control. Particulars of the Disabled Drivers' Motor Club will be welcome.—G.B.P., 133, Adelaide Road, London, N.W.3.

**HOLIDAY ACCOMMODATION.**

**(Readers' Recommendations Wanted.)**

ROSS-ON-WYE.—Accommodation needed for a party requiring three bedrooms to use as headquarters whilst touring the Wye Valley. Readers' recommendations would be appreciated by Mrs. E. M. Smith, The Manor House, Wedmore, Somerset.

**LOST AND FOUND.**

LOST.—A six-volt inspection lamp, between Banbury and Edge Hills. Will finder please inform A. C. Varney, 25, Prospect Road, Banbury, Oxon?

FOUND.—In West End Lane, Hampstead, a side screen with round iron frame, measuring 2 ft. 7½ ins. by 17½ ins. The loser should send particulars to R. English, 36, Brassie Avenue, East Acton, W.3.

LOST.—Between Southport and Burnley, on March 28th, at about 4 p.m., a steel artillery wheel fitted with Dunlop 28-in. by 3½-in. tyre, off a Wolseley Ten. Please return to J. E. Snowden, 220, Briercliffe Road, Burnley, Lancs.



8.3

RENAULT

£219

### Efficient—and Stays Efficient

You would not dream of leaving the valve grinding paste on the seatings after you have ground in your valves, because you know that grit spoils efficiency and destroys an engine.

Similar precaution should certainly make you choose an 8.3 h.p. Renault. For the Renault is the only car with a bonnet that seals the engine against road grit, which is every bit as destructive as emery powder—in the long run. These sharp-edged particles that eat into cylinder walls and bearings, causing slackness and vibration, cannot enter the Renault bonnet. This adds years to the engine's life, and is one of the reasons why Renaults outlast others.

*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. Cloverleaf .. ..	£219	8.3 h.p. Saloon .. ..	£269

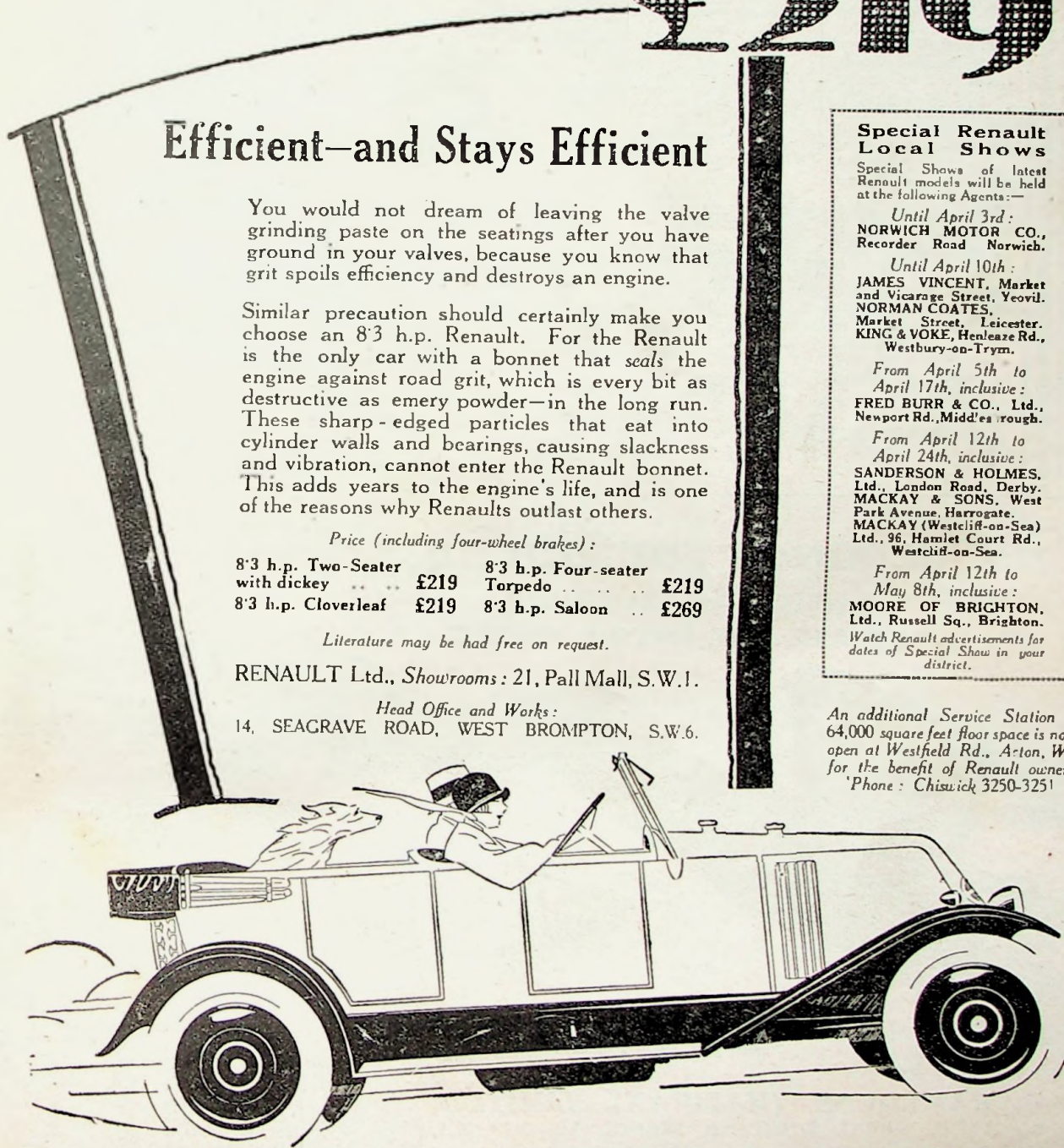
*Literature may be had free on request.*

RENAULT Ltd., Showrooms: 21, Pall Mall, S.W.1.

Head Office and Works:  
14, SEAGRAVE ROAD, WEST BROMPTON, S.W.6.

**Special Renault Local Shows**  
Special Shows of latest Renault models will be held at the following Agents:—  
*Until April 3rd:*  
NORWICH MOTOR CO., Recorder Road Norwich.  
*Until April 10th:*  
JAMES VINCENT, Market and Vicarage Street, Yeovil.  
NORMAN COATES, Market Street, Leicester.  
KING & VOKE, Henleaze Rd., Westbury-on-Trym.  
*From April 5th to April 17th, inclusive:*  
FRED BURR & CO., Ltd., Newport Rd., Middlesex rough.  
*From April 12th to April 24th, inclusive:*  
SANDERSON & HOLMES, Ltd., London Road, Derby.  
MACKAY & SONS, West Park Avenue, Harrogate.  
MACKAY (Westcliff-on-Sea) Ltd., 96, Hamlet Court Rd., Westcliff-on-Sea.  
*From April 12th to May 8th, inclusive:*  
MOORE OF BRIGHTON, Ltd., Russell Sq., Brighton.  
*Watch Renault advertisements for dates of Special Show in your district.*

An additional Service Station of 64,000 square feet floor space is now open at Westfield Rd., Acton, W., for the benefit of Renault owners.  
'Phone: Chiswick 3250-3251'



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# Put your surplus cash into a car!

NOBODY SPENDS every penny they earn . . . or they shouldn't, anyway, if we are to believe the wise people.

Here's a good way to save money and have a good time saving it.

Buy a car by deferred payments from Lamb's Ltd. Pay down a part of its cash price and get immediate delivery. Pay the balance off in easy instalments. Soon there are no more to pay and you've got a car you can turn into good hard cash any time you want. And all the time you've been piling up money that way, think what a fine time the car has given you.

Come round and choose your car to-day.

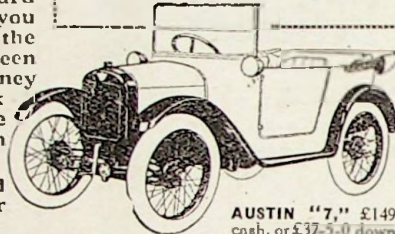
**EXAMPLE!**

CLYNO 2-seater . . . . .	£170 0 0
Less 1 deposit payable on or before taking delivery of car . . . . .	42 10 0
	127 10 0
*Extra for terms . . . . .	6 7 6
	<b>£133 17 6</b>

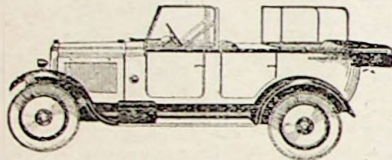
Payable in 12 instalments of £11 3s. 2d.

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£5 7 6 if a/c paid in 2 months.  
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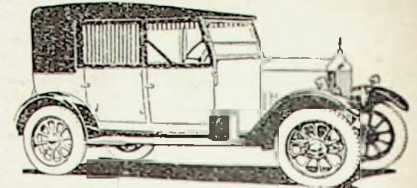


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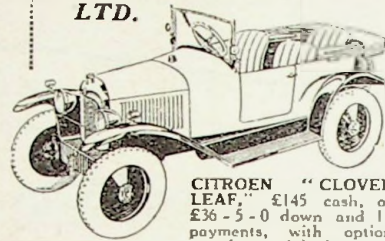


SINGER, £225 cash, or £56-5-0 down and 12 payments. With option of a special rebate.

BUY  
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10 doors from Empire.

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TO LUBRICATE THE ENTIRE SPRING



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Will take care that your car springs function perfectly all the time and repay you handsomely in economical running and increased riding comfort.

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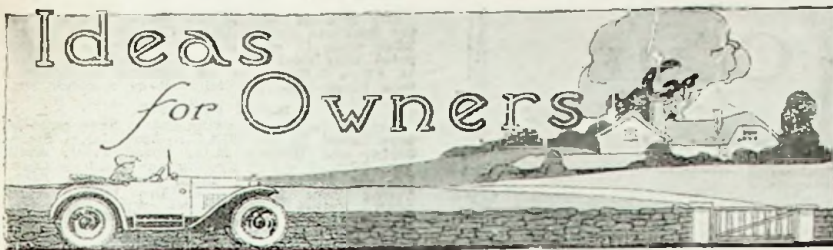
As Manufacturers of the following, we should be pleased to send particulars on request for Fabram Radiator Covers, Tool Bags and Rolls, Dust Sheets, Wheel Covers, etc.

THE RIGHT LUBRICANT to use, because it is specially prepared and gives the best results, is Jeavons Spring Lubricant. In handy cans:  
1 gal. - - 6/-  
1/2 gal. - - 3/9  
Quart - - 2/3



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



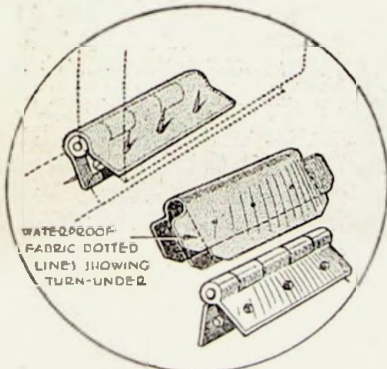


We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published, but we cannot undertake to return contributions not used.

**Loose Petrol Taps.**

If a petrol tap is liable to shake into the closed position when the car is running, a simple cure may be found in the use of an elastic band. The union must first be slacked off and the pipe disconnected; a small rubber band should then be slipped on and the pipe connected up again. When the tap is turned on the elastic band may be stretched over the small handle, thus preventing it from moving.

While on the subject of faulty petrol taps, the ways of curing a leak may be mentioned. A good temporary cure can be effected by smearing the tap with common yellow soap, but it is better, if time permits, to dismantle the tap and grind-in the cone (of which the handle forms part) on its seating. Jewellers' rouge should be used as an abrasive, although Brasso metal polish may be employed for the purpose. The use of valve-grinding paste should be avoided as it is liable to score the brass.



How exposed hinges may be prevented from rusting by the use of waterproof American cloth covers.

**Preventing Seized Hinges.**

By reason of their exposed position hinges on car doors and dickey seats often become partially seized and in time damage may be done to the wood-work by the strains set up. Water excluders, in the form of hinge covers, are easily made and fitted in the following way:—First take off the door or boot lid and remove the hinges, which should be soaked in paraffin and oil and worked about until they are absolutely free

American cloth or a strip of oilskin cut from an old coat may be used for the shields, and the width of each piece should be half an inch greater than the width of the hinge to be covered. To find the right length of material take one of the hinges, close it right up and lay it flat upon the cloth; then fold the latter over and cut it across, allowing suitable overlaps. In this way there will be just sufficient fabric to cover the hinge tightly when closed, but the slack, when open, will not be sufficient to be unsightly.

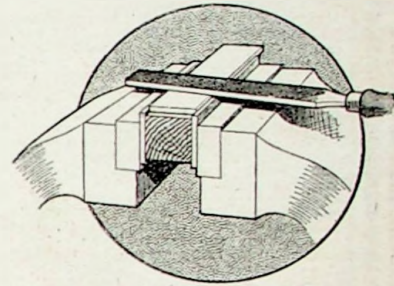
After boring the holes in the strip for the screws to pass through, remount the door, fixing the shields between the wood and the hinges, turning over the small projecting pieces of cloth and sticking them to the hinges with Seccotine, thus keeping water from the ends.

**Simple Extra-air Inlet.**

Extra-air devices are undoubtedly very useful, but, unfortunately, cost more than many light car owners feel inclined to pay. One of their chief advantages is that they may be opened fully when descending hills, thus allowing the engine to be used as a brake without fear of oiling-up the plugs. A gadget for this purpose may be fairly easily and cheaply arranged by any practical motorist.

A small hole should be drilled in the induction pipe fairly close to the carburetter, a petrol-pipe union sweated

in and a length of copper piping passed through the dash to a point within convenient reach of the driver's hands. An ordinary compression tap soldered on to this end of the piping will complete the job. The tap would normally be closed, the carburetter supplying mixture in the ordinary way, but when descending a hill the tap could be fully opened and the engine used as a brake. It is, of course, possible to use this extra-air inlet in the course of ordinary running, but it is scarcely to be recommended as it is somewhat crude for the purpose.



A practical way of holding a small piece of thin metal in a vice while one of the flat surfaces is being filed.

**A Filing Hint.**

Holding a piece of sheet-metal in a vice for filing the flat surfaces is usually difficult because the surface has to protrude above the vice, and this does not allow the jaws to obtain a secure grip on the edges of the metal. A reference to the accompanying illustration will show how to overcome the trouble. A block of wood of suitable size is used to support the work while a pair of metal plates prevent any movement taking place. The height which these plates stand above the wood can be easily regulated so that they do not interfere with the manipulation of the file.



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.

R.T.A. (Dublin).—A little carbon deposit behind the piston rings does no harm; in fact, it usually forms a compression seal, therefore, so long as the rings are free and in good order, you need not bother to scrape it away.

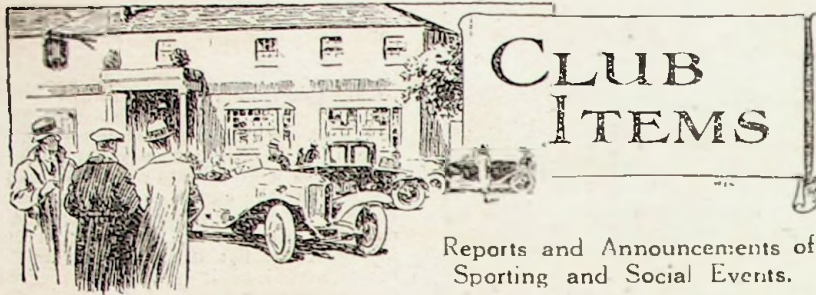
S.P.G. (Bexhill-on-Sea).—No hard-and-fast rule can be laid down regarding depreciation as it is governed by so many factors. In your own case the best way of calculating is to work out the average prices of similar models advertised in this journal, for various years of manufacture, and base the depreciation on the average price.

E.I. (Deal).—The work involved in fitting most patterns of ventilator to the scuttle dash consists in cutting the hole to take the body of each ventilator and drilling a few small holes for the fixing bolts.

S.M. (Long Eaton).—Certainly there is a ratchet mechanism on the hand-brake lever of the 10 h.p. Salmson. It may be thrown out of action, however, by means of a catch on the lever, thus making it easy to use this brake in traffic.

E.A.A. (Coventry).—The squeak you hear when declutching on your 11.4 h.p. Citroën is most probably due to lack of oil on the clutch spigot ball race. To lubricate this point remove the clutch pit cover, depress the clutch pedal and turn the shaft until a small hole comes to the top. A few drops of oil here will be sufficient.





Reports and Announcements of  
Sporting and Social Events.

**HUNTS M.C.**

The Hunts M.C. held a reliability trial—the first of the season—on March 28th, the start and finish being at St. Neots. The course included a Colonial section and a water-splash, and had to be covered twice. The results have not yet been published.

**CATFORD AND DISTRICT M.C.**

A very successful smoking concert was held by the Catford and District Motor Club on Saturday, March 20th, at the George Hotel, Hayes. Mr. W. C. Bunning, one of the vice-presidents, taking the chair. Over 50 members and friends sat down to supper at 7.30 p.m., and the health of the club was proposed by the chairman. The captain, Mr. G. J. B. Millett, responded, and spoke of the excellent progress that was being made by the club. Supper was followed by dance music given by the club's jazz band, and monologues, impersonations and songs were also given by members. The evening, which was much enjoyed by all present, terminated at 11.30 p.m.

**LIVERPOOL AND N. WALES CENTRE J.C.C.**

A very successful dinner and social evening was recently held at the Conservative Club, Liverpool, by the Liverpool and North Wales Centre of the Junior Car Club. The chairman of the Centre, Captain Reid, M.B.E., R.F.E., presided, and over 50 members and friends were present. Mr. Esler Hester, an accomplished amateur conjurer, gave an exhibition of his art which appeared to bewilder even Professor A. M. Low, who was among the guests. Mr. George Cole gave a musical entertainment which was much appreciated and the proceedings terminated with a whist drive. Mr. S. W. Philpott, the secretary of the Centre, was chiefly responsible for the arrangements, and is to be congratulated upon the success of the evening.

**ULSTER AUTOMOBILE CLUB**

The Ulster Automobile Club, which is associated with the R.A.C., continues to make rapid headway, this being reflected in the fact that 50 new members were elected at a meeting of the committee held recently on the club premises at 45, Chichester Street, Belfast. Five R.A.C. guides and an inspector are now on duty, and the committee, which is also the committee of the Ulster Centre of the R.A.C., is arranging to make further appointments. The club has passed its first resolution of public interest, this being in connection with the proposal of the Derry Corporation to introduce a speed limit of 10 miles per hour. The resolution expressed the opinion that the enforcement of such a limit would be a handicap rather than a help to traffic generally. The proposal has been referred by the corporation to its law committee, and in the event of any further move it was decided by the club to make arrangements for a deputation to interview the corporation and also the Ulster Ministry of Home Affairs for the purpose of expressing the views of motorists.

**FORTHCOMING EVENTS.**

- April 2.**  
Eastern Centre A.C.U. Championship and Inter-club Trial.  
City of London M.A. Easter Run to Devonshire.
- April 2-3.**  
M.C.C. London-Land's End Run.  
Scarborough and District M.C. Easter Trial.
- April 2-5.**  
Oozelum M.C. Easter Tour to Lynton.  
Catford and District M.C. Easter Tour.
- April 3.**  
Coventry Triangle M.C. Social Run.
- April 3-4.**  
Rochdale and District M.C. Reliability Trial.
- April 4.**  
Coventry Triangle M.C. Run to Saints-bury.
- April 5.**  
B.A.R.C. Easter Meeting at Brooklands.  
Scarborough and District M.C. Sporting Trial.  
Bury St. Edmund's and District M.C. and L.C.C. Sporting Trial.
- April 9-10.**  
Liverpool M.C. "Walsh" Trial.
- April 10.**  
Wessex Centre A.C.U. Kichham Trial.  
Oozelum M.C. Informal Dinner and "Sing-song."  
Coventry Triangle M.C. Run to Edgo Hill.  
Mansfield and District M.C. Night Trial.  
B.M.C.R.C. Members' Meeting at Brooklands.  
Stalybridge and District M.C. Speed Trials.
- April 11.**  
London Eagle M.C. Semi-sporting Trial.  
Catford and District M.C. Run to Hartfield.  
Coventry Triangle M.C. Chairman's Run.  
Public Schools M.C. Reliability Trial.  
Kent M.C. Social Run.  
Richmond M.C. Captain's Cup Trial.  
Sydenham and District M.C. Hill-climb.
- April 16-17.**  
Midland Cycling and Athletic Club. 24-hour Trial.

**SOUTHERN JOWETT LIGHT CAR CLUB.**  
The opening rally of the season was held by the Southern Jowett Light Car Club on March 28th, some 17 cars turning up at the meeting point near Dorking. A short club run ended at Pitch Hill, where an amusing competition took place; this was followed by a picnic tea.

**R.A.C. PERMITS.**

Permits for the following events have recently been issued by the R.A.C.—April 10th, Stalybridge and District M.C. Speed Trial; April 16th-17th, Midland Cycling and Athletic Club, 24-hour Trial; April 17th, Junior Car Club, Spring Race Meeting at Brooklands; April 30th, Ealing and District M.C.C. London-Holyhead Trial; June 19th-20th, Brighton and Hove M.C., Brighton to Beer Trial.

**SURBITON MOTOR CLUB.**

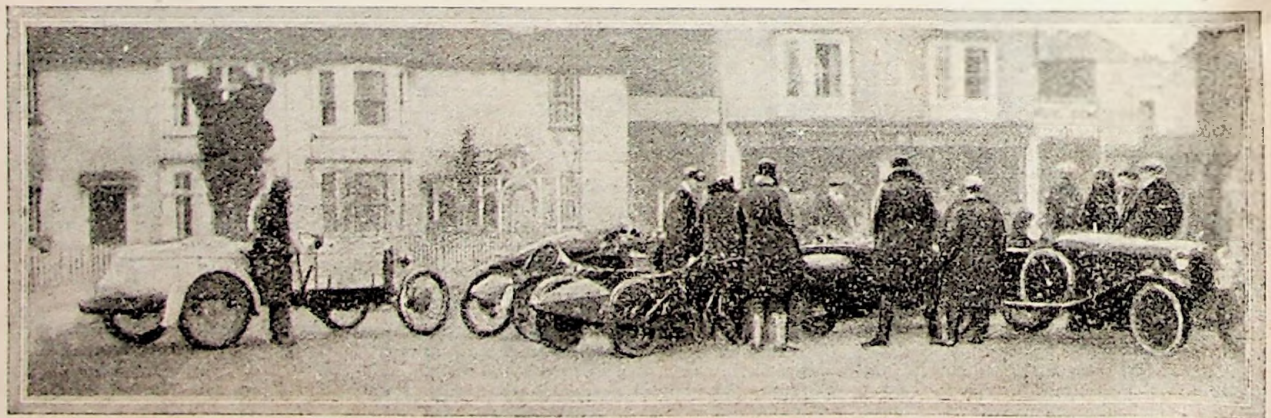
A very successful dance was held by the Surbiton Motor Club on Saturday last at the Karzino, Hampton court, some 175 members and friends being present. The club's Grand Cup Trial will be held on April 17th, starting from the Talbot Hotel, Ripley, at 10.30 a.m. The route, which is about 100 miles in length, will include several non-stop sections, but there will be no muddy surfaces in these portions of the route. After the lunch stop an easy starting test will be held. The Ballards Challenge Cup is offered for the best performance by a motorcycle and sidecar or three-wheeler, while the premier award in the car class is the Sopwith Challenge Cup. Silver cups, silver and bronze medals and team prizes are also offered. The closing date for entries, which should be sent to the hon. organizer, Mr. Kaye Don, c/o Avon India Rubber Co., Ltd., 545, Euston Road, London, N.W.1, is Monday, April 5th.

**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.

**OZELUM CLUB'S NIGHT TRIAL.**

A night trial was held by the Oozelum Motor Club, starting from the White Hart Hotel, Brasted, at 12 midnight, on Saturday, March 20th. The observed hills presented comparatively little difficulty, as the surfaces were dry and in fairly good condition. Many competitors, however, found it difficult to keep to schedule time, and more marks were lost for lateness than for failure on the hills. The most noteworthy of the observed hills was "Bamboozelum," and hero C. D. Conradi (10 h.p. Salmson) led the cars, making a steady and fairly fast climb, followed by S. G. Smith (Aero-Morgan), who looked rather worried, but nevertheless made an excellent climb. C. L. Simon was responsible for the star turn on this hill, making a very fast climb in a Grand Prix Salmson, while W. L. Bishop (Bishop Special) also put up a good performance. A section of very rough going then led the competitors to a check, where all were late except one of the official cars. The route then followed fairly good roads to Epsom, where the trial finished. The club wishes to thank several members of the Brighton and Hove M.C. who assisted in the organization. The car results are as follows:—Silver cup: C. L. Simon (Grand Prix Salmson). Silver medal: S. G. Smith (Aero Morgan). Complimentary silver cup for the best performance by a member of an invited club: W. L. Bishop (Bishop Special).



**OZELUM CLUB'S NIGHT TRIAL.** — A scene at the finish of the recently formed Oozelum Motor Club's first night trial, which was held on March 20th-21st.



# LEA-FRANCIS ACHIEVEMENTS



COLMORE CUP TRIAL  
Climbing Gypsy Lane  
Test Hill

CARS FROM  
£210

## THE COLMORE CUP TRIAL 2 GOLD MEDALS

ROYAL AUTOMOBILE CLUB 100 MILES SMALL CAR TRIAL

**SPECIAL AWARD**

MANVILLE CUP TRIAL  
**SILVER CUP**  
(Premier Award)

LEEDS MOTOR CLUB £200 TRIAL  
**FIRST PRIZE**

VICTORY CUP TRIAL  
**2 GOLD MEDALS**  
(The only Gold Medals awarded in the Car Class)

This severe 100 miles course, including a whole series of the most exacting tests, only proved, yet again, the extraordinary efficiency and reliability of standard Lea-Francis Cars. The first observed section was a brake test, of which "The Motor" says:—"H. E. Tatlow (Lea-Francis) put up a very good total time—his braking was excellent." The worst hill of the trial was Gypsy Hill; of this "The Motor" says—"The most outstandingly good performances were made by (amongst others) G. N. Norris (Lea-Francis)." An account of the trial is an account of Lea-Francis superiority. You should buy a Lea-Francis and be assured of constant trouble-free service.

**LEA & FRANCIS, LIMITED,**  
**LOWER FORD STREET, COVENTRY.**  
London Showrooms: 118, Gt. Portland St., W.1.

Models from £210

Two-Seater, Four-Seater Coupe or Saloon Coachwork.

DEFERRED PAYMENTS CAN BE ARRANGED.

YOUR OLD CAR TAKEN IN PART EXCHANGE.

# LEA-FRANCIS

FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning



# Immediate Delivery for Easter

If you really want a new car for the Easter Holidays—don't despair—we can deliver *at once* from stock models of the following leading light cars, even at this late hour:—

**A U S T I N  
C I T R O Ë N  
C L Y N O  
R H O D E**

You can't afford to waste a moment though, for registration, licensing, preparing number plates, etc., must be carried out before you take delivery. We can do it for you provided you come along and instruct us **AT ONCE**. We are organised to hustle just as we are to give second-to-none service. Don't bother to read any more—get the nearest taxi and say—"Godfrey's, Euston Road!"

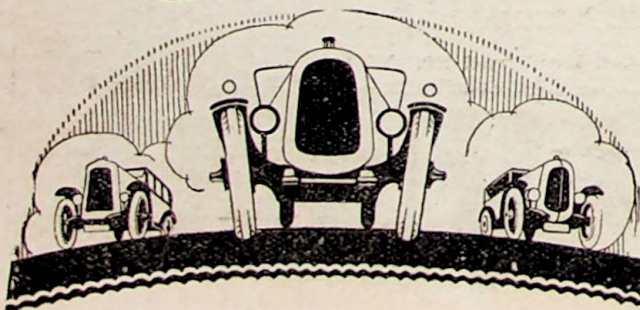
**Order Now**  
at—

**GODFREY'S**  
LIMITED  
*for Cars*  
and satisfaction  
360-368, Euston Road  
London, N.W.1.  
Telephone: MUSEUM 3401 (3 lines).

Deferred  
Payments.

Part  
Exchanges.

Trial runs  
without  
obligation.



## AROUND THE TRADE.

Stepney Tyres, Ltd., inform us that they are making a reduction of 10 per cent. in the prices of their high-pressure and balloon tyres in both car and motorcycle sizes.

Owing to the increasing demand for J.M. fenders, the makers, Motor Necessities, Ltd., have moved to larger and more suitable premises at Short Street, Blackfriars Road, London, S.E.1.

We are informed that the Wilcot (Parent) Co., Ltd., makers of the well-known Wefeco spring gaiters and other motor accessories, have removed to Morley House, Regent Street, London, W.

Mr. H. Shepherd-Carter, of the Dunlop Rubber Co., London, has been appointed assistant district manager of the Newcastle-on-Tyne area, where he will work in collaboration with Mr. M. O'Donnell.

A booklet published by Deleo Remy and Hyatt, Ltd., 11, Grosvenor Road, London, S.W.1, and entitled "Specifications Do Count," deals with coil ignition in an exhaustive manner and indicates the many advantages of this system.

An interesting and well-illustrated booklet dealing with the production of Shell oils has just been issued by Shell-Mex, Ltd., Shell Corner, Kingsway, London, W.C.2. Copies may be obtained on application to the concern's advertising department at the above address.

We are informed by Messrs. A.C. Cars London Concessionaires, 55 and 56, Pall Mall, London, S.W.1, that although they specialize in A.C. cars and hold the sole concession for the London area for this make, they are open to supply any car which a customer may require.

The Robinhood Engineering Works, Ltd., Putney Vale, London, S.W.15, makers of the well-known K.I.G. plugs, have issued a leaflet dealing with some recent successes of these plugs. It is interesting to note that Major Segravo was using K.I.G.s when he accomplished his recent record speeds at Southport.

The March issue of *The Accessory*, which is published monthly by Brown Brothers, Ltd., Great Eastern Street, London, contains details of several interesting lines, including a tea basket for two persons at 17s. 6d., "Easyfit" luggage carriers at 25s. each, and chested trunks at prices ranging from £4 16s. each.

Although the 1926 competition season has only just commenced, a number of successes has already been achieved by machines using Wakefield Castrol oil. Among these the Colmore and Victory Cup trials are particularly noteworthy, as every special award and over 85 per cent. of the other awards in these events were gained by Castrol users.



LIGHT CAR  
PROVERBS.—No. 13

The winner is  
Mr. James A. Hardy,  
Draycott Road,  
Borrowash,  
Derby.

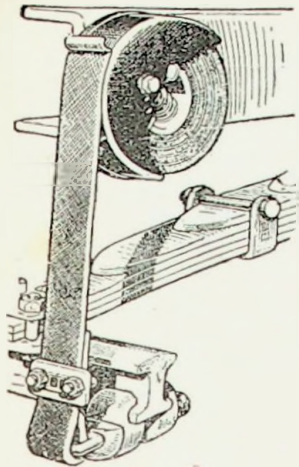
The prize of £1. 1. 0  
will be sent to him  
in due course. His  
proverb is quoted  
below the subjoined  
drawing.

The proof of the driver is in the  
presence of danger.

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



# As smooth as a Railway Track



Motoring with Gabriel Snubbers may be likened to "Pullman" travel. The luxurious ease of gliding movement without trace of jolt or vibration.

As with one—so with the other. To equip your car with

## 'GABRIEL' SNUBBERS

*Rebound Shock Absorbers*

is to reduce passenger fatigue on long journeys and make your driving the pleasure it is intended to be.

Gabriels and only Gabriels employ the Snubber principle. Four and a half coils in the 1926 Gabriel give up to 180 square inches of friction surface; with brake action up to 450 pounds, in direct proportion to spring and tyre upthrow.

The result on your car—over and above greater comfort—is the saving of wear and tear and of repair costs.

Gabriels are supplied for all cars from

**£6 6s.** per set of four.

Ask for Brochure, "Why it pays to fit Gabriel Snubbers."

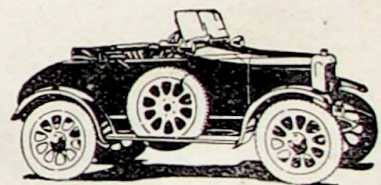
**Brown Brothers Limited**  
 — Allied Companies —  
**THOMSON AND BROWN BROTHERS LTD**  
 BROWN BROTHERS (IRELAND) LTD.

Wholesale Only: *Head Offices and Warehouses:*  
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 126, George Street, Edinburgh.

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

# SERVICE

—wherever you are!



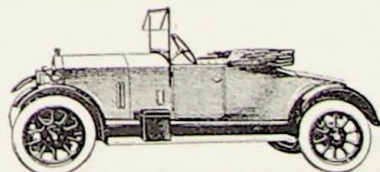
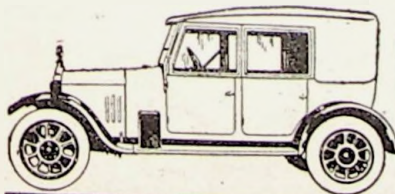
Before placing your order for a car send for particulars of our "SERVICE ANYWHERE" Scheme to help you.

## OUR NEW CAR SHOWROOMS ARE NEARLY FINISHED

they are ready for your visit NOW. Why not call? We can suit you from our stock or give the quickest delivery for either CASH, EXCHANGE OR EASY PAYMENTS.

"SERVICE OUR NAME AND AIM."

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



R.H.

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.





**SECOND EDITION**  
**ENTIRELY RE-WRITTEN**  
**AND WITH OVER 100**  
**NEW ILLUSTRATIONS.**

**2/6**  
**NET.**

*Of all principal booksellers  
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**A** COMPACT encyclopaedia 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.

This second edition of "THE MOTOR ELECTRICAL MANUAL" has been entirely re-written and brought up to date, and contains upwards of 100 new illustrations.

It provides all the electrical information the motorist requires for practical purposes, and no previous knowledge of the subject is necessary to understand it.



*Send for this free booklet  
 containing useful motoring  
 information and  
 particulars of many other  
 books on motoring.*

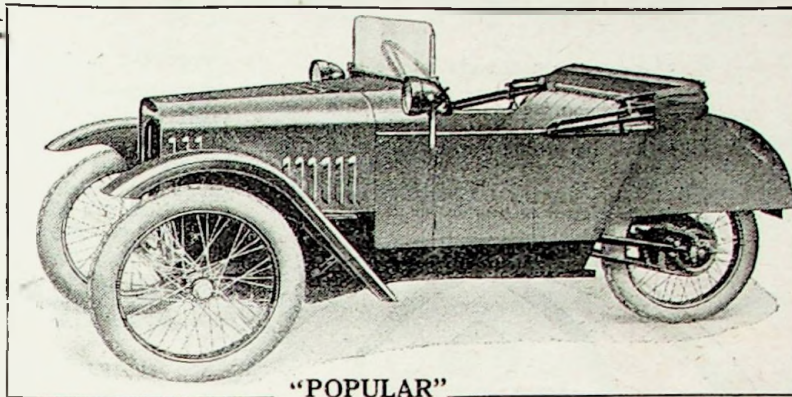
TEMPLE PRESS LTD.,  
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Wholesale Agents: E. J. Larby Ltd., 30, Paternoster Row, E.C.4



make it an **OMEGA** and

AFTER A TRIAL RUN you will marvel that such a comfortable and compact car can be sold at so low a figure. Handsome, well sprung, as steady as a rock, plenty of power, completely weatherproof, roomy, all controls in body, and that attention to detail which at once inspires confidence. Write to-day for our catalogue and ask us to arrange a demonstration when you can



PROVE HER ON THE ROAD

W. J. GREEN, Ltd.,  
OMEGA WORKS, COVENTRY.

"POPULAR"  
PRICES

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

Built for service  
365 days a year  
and that  
FOR MANY YEARS

prove your sound judgment

"CONFIDENCE  
IS  
JUSTIFIED"



(Original letter can be seen with pleasure.)

EXCHANGES AND DEFERRED TERMS ON ANY NEW OR USED CAR.

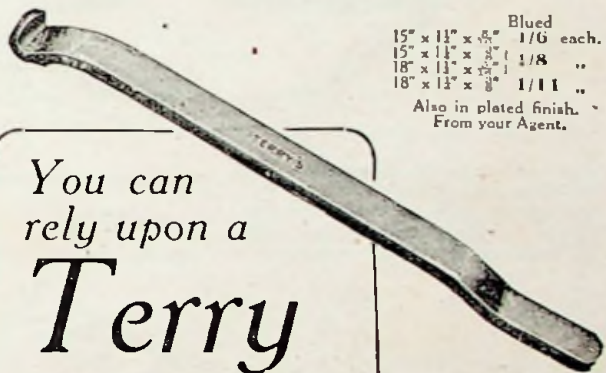
100  
USED  
GUARANTEED  
CARS  
IN STOCK FROM  
£40

Complete lists sent free.

SINCERE  
SERVICE  
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PURCHASE  
ALWAYS.



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15" x 11" x 1/2" 1/8 ..  
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Also in plated finish.  
From your Agent.

You can  
rely upon a  
**Terry**  
Tyre Lever.

MADE from high-grade  
STEEL carefully hardened  
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staunch and sturdy service. The  
harder you work it the more you  
will appreciate the quality. Guar-  
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See the name "Terry's" on each  
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Established 1855.



TRADE MARK. 247/26



No. 905. Terry's Midget  
Magneto Set fits all  
magnetos. Includes .012  
feeler gauge and small  
screwdriver.

Blued 1/6, Plated 2/-  
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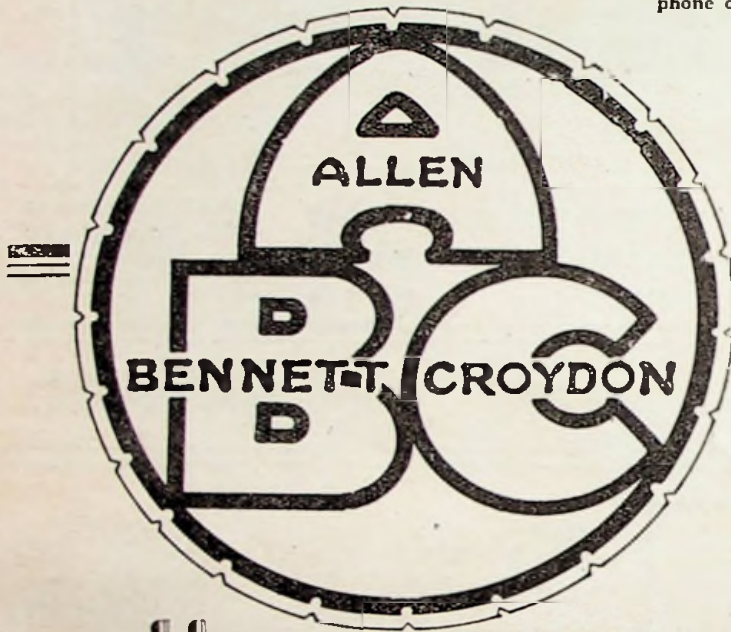
MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.



# Without Delay———at ALLEN-BENNETT'S

☐☐ You can obtain immediate delivery of any car at Allen-Bennett's—New or Second-hand, including tax paid for a year, insurance and any accessories you might like, by paying a reasonable sum down, and the balance over 18 months. Below are four suggestions—but they are only suggestions; Allen-Bennett's REALLY CONVENIENT terms are readily adapted to your individual needs.

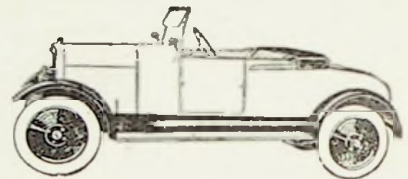
THERE is one house, at all events, where you can be sure beyond doubt that you can be "fixed up" with a Car without delay. There is "always a Holiday Stock at Allen-Bennett's." To-day, it is bigger than ever it was—well over A HUNDRED CARS from which to choose. If you have a car to EXCHANGE, Allen-Bennett's offer you incomparable facilities. Write, wire, 'phone or call if you possibly can—or A.B.'s will send to you.



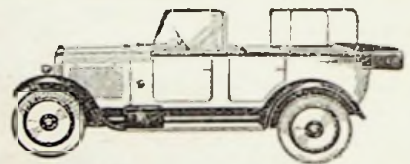
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AUSTIN, CLYNO, HUMBER, LEA-FRANCIS, RILEY, ROVER, SINGER, etc., also MORGANS.

LEA-FRANCIS "12," 2-seater . . £275



10/26 SINGER, 4-seater . . . . £225

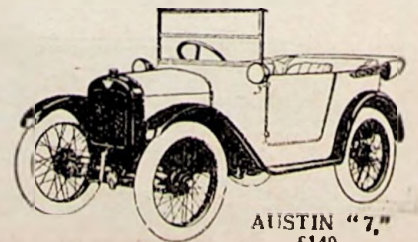
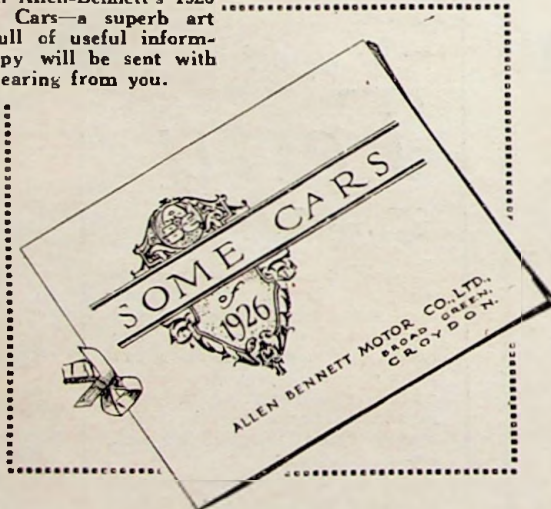


9/20 ROVER, 4-seater . . . . £190



Also  
CLYNO, HUMBER,  
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100 Bargains in  
Second - hand Cars.

Have you seen Allen-Bennett's 1926 Catalogue of Cars—a superb art production, full of useful information. A copy will be sent with pleasure on hearing from you.



AUSTIN "7,"  
£149

The  
**ALLEN-BENNETT MOTOR**  
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Croydon 2450-1, 968.

B52

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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 are 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.

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Advertisement orders are subject to acceptance in writing from the Head Office. All advertisements and contracts are accepted and made upon the express condition that "Copy" is subject to the approval of the Publishers generally, who also reserve the right to reject any advertisement, in whole or in part, referring to cars or accessories which, in the opinion of the Publishers, are outside the scope of the journal, and such refusal of copy shall not be a good ground for advertisers to stop a current contract, to refuse payment, or to take action for breach of contract. The Publishers will not be liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever.

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

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

### DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press, Ltd. and are acknowledged to seller when "cleared." If a sale is concluded we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1 1/4 per cent. (5d. in the £. 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 1 1/2 per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. C 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 Offices:—7-15, Rosebery Avenue, London, E.C.1. Telephone, Clerkenwell 6000 (7 lines). Telegrams: "Pressimus, Holb., London."

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

### NOTICE.

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

## SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

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

A.B.C. 1922 sports 2-seater, buff colour, fitted with Sopwith Aero engine, Specialoids, rev. counter, trip speedometer, C.A.V. lighting, electric and bulb horns, very fast car, in good condition throughout, £59. W., 8 Hugon Rd., Fulham, S.W.6. 699-811

A.

B.

C. Latest model super sports 2-seater, with streamline aluminium body, dynamo lighting, clock, speedometer and other accessories, an extraordinarily fast and reliable 2-seater. Ask for fuller particulars, £195. Latest model as above, nearly new, £225. H. S. Marshall, Ltd., 17a Hanover Square, W.1. Mayfair 6906-7. zzz-403

A.B.C. 1924, super sports £275 model, streamline body, disappearing hood, roller bearing engine, sump lubrication, small mileage and in new condition, extremely fast and very comfortable. What offers? 8 Outley Rd., Leeds. 697-406

A.B.C.

A.B.C. 12-40 super sports, aluminium body and wings, the car with a real live performance. Immediate delivery from stock. Any make of car or motorcycle accepted part exchange. Below.

A.B.C. 1924 sports, original tyres, dynamo lighting, 5,000 miles, in first-class condition throughout, £80. Below.

A.B.C. 1923 Regent, 2 doors and dickey, latest type crank, just completely looked over by makers, repainted, also insured, genuine snip; exchange motorcycle, £70. Below.

A.B.C. 1923 Regent, detachable coupe top, 2 doors and dickey, good tyres, condition mechanically and externally as new; exchange motorcycle, £70. Below.

A.B.C. 1922 Regent, dynamo lighting, just completely overhauled, new tyre crank repainted, good tyres; exchange, £60. Below. Ward and Co., 51 Upper Richmond Rd., East Putney. Phone, 2818-19. 697-955

A.B.C. Regent, late 1922, starter and lighting, as new, £50, or exchange. 1 Burwood Mews, Edgware Rd. Padd. 5506. 697-844

A.B.C., 1923 Regent 2-seater, dickey, excellent condition, 70 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 697-21

A.B.C. Sprosen, Ltd., for A.B.C.s. Exchanges deferred. 1926, new, unregistered, list price £275, shop-soiled, £235. 1922 (late) sports, double windscreen, glass side screens, many extras, as new, 49 guineas, taxed. 111 Gt. Portland St., W.1. Phone Langham 1212. 697-829

A.B.C., 1922 de luxe model, all-weather, overhauled, 2-3-seater, dickey, etc., very nice order, bargain, £8 10s.; exchanges. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 697-851

A.B.C., 1922, 2-seater, double dickey, new tyres, exceptional condition, trial, £45. Poulton, 9 Little Portland St., Oxford Circus, W.1. 697-817

A.B.C., 1922, Regent 2-seater, perfect condition, electric horn, etc., insured, £50. 675 Holloway Rd., N.19. 697-920

A.B.C., 2-seater sports, dynamo lighting, speedometer, 47 gas. Denman, 4 Denman Place Piccadilly Circus. Regent 986. 697-85

A.B.C.s. A real snip. See page 55. 697-926

A.B.C. 4-seater, 1924, perfect condition, practically unused since overhauled by makers October last, 80 guineas. Morgau, High Rd., Whetstone. Barnet 2059. 699-946

A.B.C. sports 2-seater, blue finished, aluminium bonnet, new hood, loose covers, overhauled, £57; exchange car, motorcycle. Newnham's Heath Rd., Twickenham. Phone, Richmond 5293. 697-135

A.B.C., very special, Regent 2-seater and dickey, exceptionally fast, £49. Gordon England, Ltd., 28 South Molton St. Mayfair 6578. 697-444

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

A.C., 1921-2 super-sports, aluminium body, red wings, everything fitted in the way of gadgets, really very smart, £120. Below.

A.C., 1921, 2-seater and double dickey, repainted, reconditioned, all nickel parts replated, balloon tyres, this car looks and runs as new. £90; cash, deferred, exchanges. Buckley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 697-899

A.C., 1924, Royal, 11.4hp, 2-seater and dickey, Marles steering, in exceptionally nice condition throughout, any examination, taxed, £165; exchange or terms. Chester Mighall, Ltd., Stourcliffe St., Edgware Rd. Padd. 5553. (Fourth turn right from Marble Arch.) Always open. 697-982

A.C., 1924, 4-seater Royal, balloon tyres, rigid a-w. equipment, Marles steering, luggage carrier, etc., mechanically perfect, and very smart appearance, taxed, £175; exchange or terms. Chester Mighall, Ltd., Stourcliffe St., Edgware Rd. Padd. 5553. (Fourth turn right from Marble Arch.) Always open. 697-981

A.C., 1923-24, 2-seater and double dickey, leatherette, all-weather side screens and hood, just fitted, mileage very small, balloons, condition as new mechanically and externally, exchange, £155. 51 Upper Richmond Rd., East Putney. 697-2

A.C., 1923, 11.8hp, Royal 2-seater, repainted, perfect mechanical condition; terms, £15 and 10 monthly payments of £15, or cash £150. Another at £125. McCarthy's Motor, 49 Green Lane, Newington Green, N.16. Clissold 6628. 697-832

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)

**A.C.** 1925 11.9 Royal 2-seater, dickey, completely equipped, balloons, antique leather upholstery, excellent condition, 195 guineas. Below.

**A.C.** 1923 11.9 4-seater, completely equipped, antique leather upholstery, rear screen, excellent condition, 145 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 697-22

**A.C.** Harold Simons for bargains. See "Miscellaneous Cars." 697-46

**A.C.** 1924 2-seater, exceptional condition, small mileage, taxed, insured, extras. 278 Mitcham Lane, S.W. Streatham 2260. 697-754

**A.C.** 49 gns.; 1919 2-seater, dickey, dynamo, very smart, perfect condition; exchanges. 325 High Rd., Chiswick, W.4. Phone 0505. 697-67

**A.C.** Royal, 1925, 2-seater, all-weather, appearance smart, condition good, owner careful, quick sale. What price? Box No. 4192, c/o "The Light Car and Cyclecar." 697-915

**A.C.** 1921-2, 2-seater, dynamo lighting, fully equipped, in nice condition, any trial, only wants seeing, a bargain, £97. 210 Friar Rd., East Dulwich. Sydenham 0691. 697-914

**A.C.s.** A real snip. See page 55. 697-925

**A.C.** 1925 Royal 2-seater, Marles steering, privately owned, £130. Woodcroft, Portsmouth Rd., Esher. 697-957

**A.C.** 3-wheeler, remodelled, wheel steering, f.w.b., speedometer, discs, well shod, spares, photo., £18 or near. Dunstone, Park Prewett, Basingstoke. 697-940

**A.C.** 1924 (very late), 2-seater and dickey, all-weather equipment, has been carefully used since new, Marles steering, open to any reasonable trial or R.A.C. inspection, £140 or close offer. 31a Hydeborough Rd., Balham. Phone, Streatham 3440. 697-200

**ALBERT** car overhauls; guaranteed care for oiling up; bodywork and spares. Second-hand Albert cars bought and sold; advice and estimates free. Gwynno Cars, Ltd., manufacturers of Gwynno cars, in succession to Gwynnes Engineering Co., Ltd., Church Wharf, Chiswick. Phone. 1780 Chiswick. 699-804

**ALBERT.** Harold Simons for bargains. See "Miscellaneous Cars." 697-45

**ALBERT, £80.** 1921 4-seater, 2 spare wheels, smart and fast, only wants seeing. Foreman, 85 Blackheath Rd., S.E.10. 697-916

**ALVIS,** 1923, super-sports, aluminium 2-seater, very fast, £195, deferred payments, exchanges. D. Railton and Co., 6 Chapel St., Salford, Manchester, Cent. 8539. 697-94

**AMILCARS.** Vernon Balls. Phone, 1995 Putney.

**AMILCAR** spares. Vernon Balls, London.

**AMILCAR** service. Vernon Balls, 25 High St., Fulham. zzz-50

**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. 697-972

**AMILCAR,** 1922 2-seater, dynamo lighting, side screens, and hood just re-covered, recently repainted, good condition throughout, £57 10s. 61 Upper Richmond Rd., East Putney. 697-1

**AMILCAR,** Grand Sports, July, 1925, dynamo starter, four headlamps, front-wheel brakes, two spare wheels, perfect condition, specially tuned, £159. 6 Penwortham Rd., Streatham. Phone 6159. 697-895

**AMILCARS.** A real snip. See page 55. 697-928

**AMILCAR,** 1925, special Grand Sports 3-seater, upholstered in red leather, speedometer, clock, rev. counter, petrol gauz. Klaxon horn, self-starter, Rene Thomas steering wheel, Marchal lamps, Hartfords all round, four-wheel brakes, V screen, tyres good, 710 by 90, £190. See below.

**AMILCAR,** 1924, Super Sports 3-seater, upholstered in red leather, speedometer, clock, self-starter, shock absorbers, large headlamps, double Jan brakes, painted light red, nickel perfect, indistinguishable from new, a real bargain, £172 10s.; exchanges or deferred. Earls, Ltd., The Vale of Health, Hampstead, N.W.5. Phone 3287. Open till 9 Saturday. 697-152

**ARIEL,** 1923, 9hp, occasional 3-seater, dynamo, guaranteed condition. £85. Maude's, 100 Gt. Portland St., London. 697-960

**ARIEL 9,** 1923, chummy, fully equipped, dynamo, excellent condition, 65 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 697-23

**ARIEL 9,** chummy, 1924, perfect condition and running order, balloons (2 new), all accessories, any trial, 70 guineas. Loyuce, Comberton, Kiddleminster. 697-837

**ARIEL 9,** £55; 1923 chummy model, dynamo, good condition. Below.

**ARIEL 9,** £65; 1923 chummy, self-starter, exceptional condition; exchanges deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 0503. 697-69

**AUREA,** 1924 super sports, mileage 8,000, splendid condition, Monza body, smart car, very fast, any test or trial, price £165; cash or deferred terms. Seen at Line Bros., Ja Clarendon Rd., Holland Park, W. 699-784

**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,** new and second-hand models in stock; part exchanges and deferred payments. D. B. Bea, 27 Victoria Grove, Gloucester Rd., W.8. Telephone, Kensington 8572. 713-81

**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**AUSTIN,** 7hp, 1925, superb condition, small mileage, absolutely no necessity purchase new with this one available, taxed, £115. Fryer, Dove Walk, Uttoxeter. Phone 112. 701-456

**AUSTIN 7,** Service station open to all owners of the famous model; second-hand cars always in stock. Ingrave Motors, Ltd., Ingrave St., Falcon Rd., Clapham Junction, S.W.11. Tel., Latchmere 5560. zzz-889

**AUSTIN 7,** 1924 chummy model, self-starter, nearly new tyres, taxed year, runs splendidly, poor appearance, £75. King, New Ltd., Oxford. 697-884

**AUSTIN,** 1925, 7hp chummy, taxed, £110. George Newman and Co., 369 Euston Rd., N.W.1. 697-863

**AUSTIN 7,** choice of 5, all 1925, in excellent condition throughout and small mileage, prices from £95; one 1923, 69 guineas. Hiscott, 175a Westbourne Grove. 697-976

**AUSTIN 7,** 1926, with special extra equipment, comprising 5 lamps, windscreen wiper, spot lamp and mirror, aluminium number plates, Boyce motor meter with wings, step mats, dashlamp, Jackson's Impervo in tyres, mileage 2,250, as new, £135. Kays, 8-10 Bond St., Ealing. 697-17

**AUSTIN,** 7hp, 1926, Kingfisher blue, speedometer, fully equipped, like new, guaranteed, tax paid till December, £125; deferred payments, exchanges, Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 258. 697-586

**AUSTIN.** Sprosen, Ltd., for Austins, Exchanges, deferred. 1924 (late), 7hp, hardly used, tyres, nickel, upholstery as new, 99 guineas, taxed. 111 Gt. Portland St., W.1. Phone, Langham 1212. 697-830

**AUSTIN 7,** 1926, February delivery, chummy 4-seater, only 500 miles, taxed year, owner abroad, self-starter, speedometer, tools, etc., £138; deferred payments. 21 Pennant Mews, Earl's Court. 6684 Western. 697-847

**AUSTIN 7,** 1924-25 (September delivery), chummy 4-seater, large body, self-starter, all-weather, tools, taxed, perfect condition throughout, £92; deferred payments. 21 Pennant Mews, Earl's Court. 6684 Western. 697-846

**AUSTIN,** 7hp, 98 guineas, 1924, late, perfect condition, as new, taxed.

**AUSTIN,** 7hp, 90 guineas, 1924, smart and good, taxed. S. D. C. Taylor, 12 Kendrick Mews, South Kensington Station. 697-843

**AUSTIN,** 1924, 7hp, nice condition, £87 10s. New Sussex Motors, 332-334 King's Rd., Chelsea, S.W.3. Kensington 2540. 697-920

**AUSTIN 7,** 1924, in splendid order and condition, bargain £95; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W. 697-915

**AUSTIN 7,** 1925 model chummy, speedometer, good tyres, excellent condition, £105; exchanges and deferred payments. Albery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4635. 697-907

**AUSTIN 7,** South Ealing Garage, 1925, chummy, starter, spring gaiters, one owner, carefully used, £117 10s. Ealing 2983. 697-59

**AUSTIN 7,** 1925 model, condition as new, £116; also 1924 model, shock absorbers, tax paid for year, step mats, etc., £100. The Telephone Motor Works, Ltd., Alseop Place, Upper Baker St., N.W. Langham 1507. 697-50

**AUSTIN 7's,** 3 chummy models, from £95; 1925 sports model, £115; special cup model, £145. Gordon England, Ltd., 28 South Molton St., Mayfair £378. 697-143

**AUSTINS.** A real snip. See page 55. 697-927

**CHAMBERS,** 7s, 1923 4-seaters, choice of two, £75; deferred payments, exchanges. D. Railton and Co., 6 Chapel St., Salford, Manchester, Cent. 8539. 697-95

**AUSTIN 7,** 1924, exceptional condition, original tyres, mechanically guaranteed perfect, speedometer, headlamps, dashlamp, spotlight, taxed, 94 guineas. 106 Sydney Rd., West Wimbledon. 697-924

**AUSTIN 7,** sports, 1925 (June), absolutely new condition, 118 guineas. Clark's, 225 Hammersmith Rd., W.6. 697-101

**AUSTIN 7,** late 1925, taxed to December, many extras, speedometer, very small mileage, exceptional condition, £125. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 697-108

**AUSTIN 7,** 1925, taxed till 1927, under 6,000 miles, absolutely like new, £112 10s. 1 Mitcham Lane, Streatham. Phone 159. 697-194

**AUSTIN,** £95; exchanges, deferred payments. 1924 Austin chummy, side screens, dynamo, electric starter, front-wheel brakes, speedometer, spare wheel, excellent condition. Scabridge, 36 Manser Rd., East Dulwich, Sydenham 2452. 697-181

**A.V.** runabouts from £28 each; A.V. Blears from £28 each; A.V. type monocar, £10. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 697-991

**BAYLISS THOMAS,** 1925, 4.5-seater touring model, supplied for use by staff of this journal, 11hp, balloon tyres, Meadows engine, 4-speed gearbox, right-hand change, excellent condition, £170. Box No. 3928, c/o "The Light Car and Cyclecar." zzz-992

**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. Langham 4161. 697-25

**BELSIZE-BRADSHAW,** 1923, starter, good tyres, perfect condition throughout, £50; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 697-988

**BELSIZE-BRADSHAW,** H. F. Edwards offer 1924 9hp coupe, completely equipped, dickey, starter, excellent condition, 75 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Langham 4161. 697-24

**BELSIZE-BRADSHAW.** Harold Simons for bargains. See "Miscellaneous Cars." 697-48

"THE MOTOR ELECTRICAL MANUAL." Re-written and containing over 100 new illustrations. 2s. 6d. net. 2s. 9d. post free.



**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**BELSIZE-BRADSHAW**, 1922, 2-seater, taxed, insured, beautiful condition throughout, trial, £50. Wilkinson, 18a Ramsay Rd., West Hendon, N.W.9. 697-6978

**BELSIZE-BRADSHAW**, 1922 (Aster), de Luxe 2-3-seater, excellent tyres, perfect condition throughout, exceedingly well equipped, £52 10s. K.J. Motors, 30 Widmore Rd., Bromley. 699-64

**BELSIZE-BRADSHAW**, £59: 1923 4-seater, self-starter, very smart appearance, good condition; exchanges. Empiro Motors, 325 High Rd., Chiswick, W.4. 'Phone, C303. 697-78

**BELSIZE BRADSHAW'S**. A real snip. See page 55. 697-929

**BLERIOT-WHIPPET**, lamps, spare wheel, etc., good condition, £22. H.L., 40 Albert Rd., Horley, Surrey. 697-127

**BLERIOT-WHIPPETS**, useful equipment, perfect condition, from £19. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 697-992

**B.N.C.**, 1924 model, 8hp chummy, polished aluminium body, mileage 7,000 only, any trial, £65; exchange or terms. Chester Mighall, Ltd., Stourcliffe St., Edgware Rd., Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 697-936

**B.S.A.** Popular model, 2-3-seater, mileage only 2,860, perfect condition, £125. Mullt Motor Co., 1-3 Brixton Rd., S.W.9. 222-566

**B.S.A.**, 1922-25, 9hp, 2-seater, self-starter, taxed year, perfect order, £60; exchanges, deferred. King, New Rd., Oxford. 697-887

**B.S.A. H. F. Edwards** offer 1923 10hp chummy, completely equipped, excellent condition, 55 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Langham 4161. 697-26

**BUGATTI**, 1923, 16-valve, handsome sports 2-seater, very fast, £145. New Sussex Motors, 352-354 King's Rd., Chelsea, S.W.3. Kensington 2540. 697-921

**BUGATTI**, £125: 1923 sports 3-seater, 16 valves, coachmounted primrose and red wings, very fast; exchanges, deferred. Empiro Motors, 325 High Rd., Chiswick, W.4. 'Phone C303. 697-88

**CALCOTT**, 1925, 10hp, new 2-seater, full guarantee, £185. Cleverlys, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 697-149

**CALTHORPE**, 1921, 4-seater, self-starter, dynamo lighting, spare wheel, beautiful condition, £60; exchanges, deferred. King, New Rd., Oxford. 697-878

**CALTHORPE**, 10hp, 2-seater, very clean; terms, £8 and 10 monthly payments of £8, or cash £80. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. Another, 4-seater, at £70. 697-828

**CALTHORPE** 1924 12-20 2-seater, dickey, 4-speed, completely equipped, repainted, excellent condition, 110 guineas. Below. 697-911

**CALTHORPE** 1922 2-seater de luxe, fully equipped, fitted coupe hood, 79 guineas; exchanges or deferred, Edwards, 175 Gt. Portland St., W.1. Langham 4161. 697-27

**CALTHORPE**, latest model 10-20 4-seater de luxe, done small mileage only and unscratched, bargain, £160; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., South Kensington, S.W. 697-913

**CALTHORPE**, £55, 1921 4-seater, starter, very smart. Below.

**CALTHORPE**, £65, 1922 4-seater, exceptional condition; exchanges, deferred. Empiro Motors, 325 High Rd., Chiswick, W.4. 'Phone C303. 697-70

**CALTHORPES**. A real snip. See page 55. 697-930

**CALTHORPE**, £65, exchanges, deferred payments. 1920-21 4-seater, lighting, starter, all-weather equipment, excellent condition. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 697-179

**CALTHORPE**, 1924-25, 12-20, de luxe 2-seater, double sunken dickey, leather upholstered, 4 speeds, in excellent order, £100. 31a Hydehorpe Rd., Balham. 'Phone, Streatham, 3440. 697-199

**CARDENS**. Cardens. Cardens. Smart 1921 and 1922 2-seaters, fully equipped and ready for the road, from £16 to £25; deferred terms and exchanges. Why be without a small car this Easter? Many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 697-116

**CASTLE** 3, 1922, 4-cylinder water-cooled engine, 5 speeds, reverse, dynamo, speedometer, £50; many other makes; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 697-116

**CHARRON**, 9hp, 1921 model, £45; perfect order and condition, touring, 3-seater, covers all in, tyres as new, all accessories. Call, 19 Hex Rd., Willesden, N.W.10. 697-736

**CITROEN**, 7.5, 1925, 2-seater, mileage under 1,000, £95. Harvey, Hudson and Co. (next George Hotel), South Woodford, E.18. 'Phone, Wanstead 2393. 222-525

**CITROEN**, 11.4hp, 4-seater, rear screen, most excellent condition throughout, £82 10s.; exchanges or deferred. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 697-853

**CITROEN**, 10.5hp, 1920-21 model 4-seater, new hood and side screens, very good mechanical condition, bargain, £55; exchange or deferred. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 697-850

**CITROEN**, 10.4hp, 1921, 4-seater, starter, all-weather equipment, excellent condition, guaranteed, £60; deferred terms, exchanges. Wilkins, Simpson, opposite Olympia, London. 'Phone, Riverside 238. 697-584

**CITROEN**, 1925, 7.5, 2-seater, excellent condition, spare tyre unused, balloons, extras, tax paid June, £90. Fairlight, Meeching Avenue, New Barn. 697-875

**CITROEN** 7.5hp, 3-seater, August, 1925, latest equipment, balloons, as new, mileage only 3,000, perfect running, taxed December 31st fully insured (till July 31st, £110. Russell, 74 Penwortham Rd., Streatham, S.W.16. 697-815

**CITROEN**, 1925, 7hp, 3-seater, indistinguishable new, many extras, £110; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 697-836

**CITROEN**, 7.5, 2-seater, late 1922, starter, speedometer, all-weather, good condition, £56. 35 Greenheys Drive, South Woodford. 697-809

**CITROEN**, 97 gns.: 1925 coupe, 7hp, self-starter, lighting, speedometer, balloon tyres, etc., very small mileage and in new condition throughout, a bargain, exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 4191-2. 697-874

**CITROEN**, F.O.C.H., Ltd., have several Citroens. Bargains. 5 Heath St., Hampstead. (Tube Station.) 697-942

**CITROEN**, £95, 1925, 7hp, 2-seater, exceptional condition. Arthur Stuart and Co., 16 Little Portland St., W.1. 697-979

**CITROEN**, 1924, 7hp, 2-seater, in excellent condition throughout, £75, exchange or terms. Chester Mighall, Ltd. Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 697-983

**CITROEN**, 1926 model, 11.4, fitted English body, 2-seater, superb condition, mileage negligible, 150 guineas. Below.

**CITROEN**, 1924 model 7.5, 2-seater, starter, lighting, excellent condition, 79 gns.; exchanges, deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 697-28

**CITROEN**, 11.4hp, 4-seater, excellent condition; terms, £8 10s. and 10 monthly payments of £8 10s., or cash £85. Others, £75, £95, and £55. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 697-850

**CITROEN** saloon, 11.4hp, English body, excellent condition; terms, £14 10s. and 10 monthly payments of £14 10s., or cash £145. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 697-825

**CITROEN**, 7.5, 1923, blue, 2-seater, dynamo lighting and starter, exceptional condition and appearance, almost new tyres, wonderful bargain, £57 10s. 17 School Lane, Addlestone, Weybridge. 697-841

**CITROEN**, Sprosen, Ltd., for Citroens. Exchanges, deferred, 1925 7hp 2-seater, absolutely perfect, many extras, total mileage 1,800, 87 guineas, taxed, 111 Gt. Portland St., W.1. 'Phone, Langham 1212. 697-828

**CITROEN**, Harold Simons for bargains. See "Miscellaneous Cars." 697-44

**CITROEN 7**, late 1925, done 3,000 miles only and as new, 3-seater, cloverleaf body and complete, bargain, £100; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., South Kensington. S.W. 697-911

**CITROEN 7**, 1925 3-seater, cloverleaf, balloons, speedometer, new condition, £105; exchanges and deferred terms. Allery and Bernard, 344 King's Rd., Chelsea, S.W. 697-911

**CITROEN**, Cass's Motor Mart, Ltd. (established 1911). English de luxe 4-seater, grey, indistinguishable from new; terms, exchanges, 129 guineas. 5 Warren St., W.1. Museum 623. 697-901

**CITROEN**, nearly new 1925 11.4 de luxe 4-seater, complete and in magnificent condition, £140; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W. 697-916

**CITROEN**, 1925, 7hp 3-seater, starter, etc., like new, £80, or exchange combination and cash. 34a Hereford Rd., Westbourne Grove, W.2. 697-894

**CITROEN**, 1924, 2-seater, English body, sunken dickey, in very fine condition, 100 gns. The Telephone Motor Works, Ltd., Alison Place, Upper Baker St., N.W. Langham 1307. 697-51

**CITROEN 7**, £59, 1923 2-seater, self-starter, smart appearance, excellent condition. Empiro Motors, 325 High Rd., Chiswick, W.4. 'Phone C303. 697-76

**CITROEN**, £80, 1924 2-3-seater, self-starter, speedometer, appearance as new. See below.

**CITROEN**, £75, 1923 4-seater, self-starter, dynamo lighting. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 697-84

**CITROEN**, 1925 3-seater, 7.5, condition new, mileage 2,000, trial Wednesday and Sunday, £120. E.O., 4 Berrymead Gardens, Acton, W. 697-919

**CITROEN**, late 1924, 4-seater English body, balloon tyres, rear screen, as new, £120. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerard 3548-9. 697-157

**CITROEN**, 1925, 7.5hp, 3-seater, perfect condition, any trial, £95. Jennings, 42 Hemingford Rd., N.1. 697-543

**CITROENS**. A real snip. See page 55. 697-932

**CITROEN**, 7.5, 1923, good running order, good appearance, 55 guineas, 8 Deauville Mansions, Clapham, S.W.4. 697-927

**CITROEN**, 1926, 11.4, 4-seater, English body, mileage 400, positively as brand new, £165; exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 697-191

**CITROEN**, £59; exchanges, deferred payments. 1922 Citroen, 7hp, 2-seater, lighting, starter, all-weather equipment, speedometer, spare wheel, good condition. Scabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 697-180

**CLYD**, 1923, chummy 4-seater, starter, etc., £82 10s. Bartlett's, 93 Gt. Portland St. 697-170

**CLYNOS**. A real snip. See page 55. 697-931

**CLYNO**, 1925 (August), 4-seater Royal model, cost £235, used few demonstration runs only, practically new car, at great reduction, willing take Cowley, Standard or Austin part payment. Fryer, Dove Walk, Uttoxeter. 'Phone 112. 697-456



## SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**CLYNO.** 1925 de luxe 2-seater and dickey, £115; deferred payments, exchanges. D. Raillon and Co., 6 Chapel St., Salford, Manchester. Cont. 8559. 697-89

**CLYNO.** 1924 10hp, 2-seater, £95. George Newman and Co., 569 Euston Rd., N.W.1. 697-864

**CLYNO.** 1925, Royal 4-seater, fitted with every accessory, 2 new tyres on rear, remainder excellent, taxed for year, the whole in excellent condition and open to any examination or trial, £135. Below.

**CLYNO.** 1924, de luxe 4-seater, recently overhauled and fitted with tyres, many extras, including luggage carrier, spring gaiters, electric horn, etc., condition as above, £90. Jenner-Parson, Ltd., Wilwyn Garden City, Herts. Phone 206. 697-896

**CLYNO.** Cass's Motor Mart, Ltd. (established 1911). 1925 4-seater, grey, taxed December, 122 guineas. Below.

**CLYNO de luxe.** Cass's Motor Mart, Ltd. (established 1911). 1924 (October) 2-seater, dickey, starter, electric horn, numerous extras, taxed December, 105 guineas. Below.

**CLYNO** 1924 (June), 4-seater, run 6,000 miles, 103 guineas; terms, exchanges. 5 Warren St., W.1. Museum 625. 697-902

**COVENTRY-PREMIER.** 1922, 8hp, 2-seater, dickey, dynamo, 42 gns.; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 697-29

**COVENTRY-PREMIER.** 1922, 2-seaters, double dickey, dynamo, 3 speeds, reverse, speedometer, good running order, £44 upwards; many other makes; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes, S.W. 697-117

**COVENTRY-PREMIER.** 1923, 10hp, Singer, 4-cylinder chassis, 4-seater, £72 10s. Bartlett's, 95 Gt. Portland St. 697-172

**COVENTRY-PREMIER.** 1922 8hp 2-seater and dickey, dynamo, balloon tyres worth investigating, price £67 10s. Wood and Co., 59 High St., Putney. 697-8912

**COVENTRY-PREMIER.** 1922 4-wheeler, dynamo lighting, in perfect condition, any trial, fully equipped, many extras, a bargain, not rubbish, £43. 210 Friern Rd., E. Dulwich. Sydenham 0691. 697-915

**COVENTRY-PREMIER.** 1921 3-wheeler, 3-speed, reverse, spare wheel, electric light, dickey, new tyres, speedometer, £42. 40 Layton Rd., Brentford. 697-904

**DEEMSTER.** South Faling Garage. 1920 10hp 2-seater, dynamo lighting, Dunlop cords, one owner, very good order, £57 10s. Faling 2985. 697-63

**ENFIELD-ALLDAYS.** 1916-17, 10hp 2-seater and dickey, starter, lighting, lully equipped, 30 gns.; exchanges or deferred. 175 Gt. Portland St., W.1. Langham 4161. 697-30

**ENFIELD-ALLDAYS** 3-seater, sports, 1923, full equipment, 2 spare wheels, excellent condition, painted peacock blue, any trial, £180. W. Swiften, Barnes Green, Worcestershire. 698-56

**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.** H. F. Edwards offer brand-new shop-sold 1926 super-sports 32-30 2-seater, starter, clock, speedometer, finished black with red wings and upholstery, list price £300, our price 250 guineas. Below.

**ERIC-CAMPBELL,** brand new shop-sold 1926 model 8-20, chummy, starter, clock, speedometer, all-weather equipment, list price, £195, our price 139 guineas. Below.

**ERIC-CAMPBELL,** 1925 (late), 8-20, sports 2-seater, starter, clock, speedometer, painted cream, red wings, exceptional condition, 105 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Langham 4161. 697-35

**ERIC-LONGDEN.** 55 guineas, 1923 sports 2-seater, dynamo lighting, starter, good tyres, very attractive car; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 0303. 697-73

**ERIC LONGDEN.** June, 1923, 10.4hp 4-cylinder, 3 speeds and reverse, dynamo lighting, clock, speedometer, spare wheel, aluminium 3-seater body, exceptionally fast sports car, 48 guineas. Teddington Garage, 160 High St., Teddington. Kingston 2562. 697-942

# Light Car Cyclecar

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

## SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued)

**FIAT cars.** Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623.

**FIAT.** 1921, 10-15, 4-seater, excellent condition, £97 10s. Bartlett's, 95 Gt. Portland St. 697-171

**FIAT, 10-15, saloon, late 1925, balloon tyres, taxed December, £265. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 697-155**

**FLAID,** 1924, 8hp, 4-cylinder, 2-seater, dynamo, smart, £28. 47 Reely Rd., Tooting. 697-810

**FIAT, 10-15hp, 4-seater English body, all-weather equipment, balloons, just decarbonized, small mileage, repainted maroon, guaranteed condition throughout, £212 10s. 51 Upper Richmond Rd., East Putney. 697-997**

**FRAZER-NASH.** 1,100 c.c. Akela model, bevel drive, o.h.v. and cam-shafts, sister car to that driven by Miss Ivy Cummings, holds many premier awards in the North, where it is easily the fastest 1,100 c.c. car; fullest equipment, new special racing Palmer cord tyres. What offers? Capt. T. Moore, 8 Otley Rd., Leeds. 698-405

**FRAZER-NASH.** Sprosen, Ltd., for Frazer-Nashs. Exchanges, deferred, 1925½ special sports 3-seater Anzani, unscratched, many extras, small mileage, 225 gns.; taxed. 111 Gt. Portland St., W.1. Phone, Langham 1212. 697-832

**C.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., dynamo lighting,** detachable wheels, very fast, perfect order, £25. Olympia, Wakefield. 697-8732

**G.N., 1921, overhauled, repainted, economical, 50 m.p.h., tyres, excellent, £25. Car at Simmin's Garage, Winchester. Box No. 4186, c.o. "The Light Car and Cyclecar." 698-801**

**G.N.s.** Vadum Co., premier specialists in overhauled and guaranteed

G.N.s will be closed over the Easter holidays, but offer, after April 7th, a wide range of unusually attractive 1922 models, all with dickey seats, spare wheel, dynamo, hood, windscreen, etc., at prices from £55 to £45. Convenient deferred terms. Exchanges. Also Salmsons.

**G.N.s.** Vadum Co., 37 Beaconsfield Rd. (near "White Hart"), Willesden Green, N.W.10. Telephone, Willesden 692. 697-888

**G.N., 1920, 8 7hp, with Frazer-Nash o.h.v. heads, 2-seater, polished aluminium body with blue wings and red wheels, long exhaust pipes with fish-tails attached, dynamo lighting, 2 spare wheels and tyres, hood, 2 Aero Triplex windscreens, Smith's trip speedometer, 8-day clock, 4 lamps, dashboard lamp, mechanical horn, mascot, etc., 30 guineas; another, 25 guineas; another, 45 guineas. Open 9 till 5, 7 days a week. Rowland Smith, 78 High St., Hampstead. Phone, Hampstead 8421. 697-3**

**G.N., 1924 model, 4-cylinder, o.h.v. D.F.E. engine, 2-seater and dickey, dynamo lighting, recently repainted, good tyres, exchange, £65. Below.**

**G.N., 1921, 2-seater and dickey, dynamo lighting, 2 headlamps, safety hub caps, many extras, 4 speeds and reverse, £29 10s. Below. 2818-19, Ward and Co., 51 Upper Richmond Rd., East Putney. Phone 2818-19. 697-996**

**G.N.** South Faling Garage. Two exceptionally good G.N. cyclecars, just thoroughly overhauled, many new parts fitted, detachable wheels with spare, dynamo lighting, etc., one 3-seater cloverleaf, £30; 2-seater, £35. Faling 2985. 697-61

**G.N., 1922 models, in good condition, fully equipped with dynamo, speedometer, dickey seat, etc., £38 to £46; deferred terms, exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes, S.W. 697-119**

**G.N.s.** Earls, Ltd., can supply a bargain for Easter.

**G.N., 1922 touring, dynamo lighting, electric horn, dickey seat, painted yellow, £33.**

**G.N. 1922 touring, dynamo lighting, large Lucas headlamps with dimmers, repainted and overhauled, £40.**

**G.N. 1922 (late), dynamo lighting, dickey seat, very good condition, £37.**

**G.N. 1922 coupe, dynamo lighting, black hood, double screen, bargain, £34.**

**G.N., 1922, dynamo lighting, electric horn, nicely repainted blue, £38.**

**G.N., 1920, dynamo lighting, painted buff, runs very well, £22.**

**G.N., 1921, dynamo lighting, detachable wheels, etc., bargain, £25.**

**G.N.s.** Several others in stock. Also Morgans and other sporting cars.

**G.N.s.** Earls, Ltd., The Vale of Health, Hampstead, N.W.3. Phone, 5287. Open till 9 Saturday. 697-131

**G.N. 1923 2-seater and dickey, 3-speed and reverse gearbox, shaft drive, dynamo lighting, speedometer, spare wheel, etc., good set of tyres, little and carefully used, in the best of condition throughout, £42. Teddington Garage, 160 High St., Teddington. Kingston 2562. 697-944**

**G.N. (registered 1922), 2-seater, 3 speeds, reverse, spare wheel, hood, screen, only 39 guineas; exchange motorcycle, weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Toway Station). 697-107**

**GRAHAME-WHITE,** 4hp 2-seater, 2 speeds, electric, £16; deferred terms, exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 697-118



**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**C.W.K.**, 4-cylinder, 10hp, 1921, 2-seater and dickey, very good condition and order, 4 speeds, all-weather equipment, clock, speedometer, spare rim, etc., tyres as new, taxed, sacrifice, £35 or exchange 4-seater car. Sheffield, 110 Henley Rd., Ilford. Phone 988. Private. 697-561

**C.W.K.**, Messrs. G.W.K., Ltd., Cordwales Works, Maidenhead, have a number of second-hand cars for sale at bargain prices. 697-899

**C.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. 697-824

**C.W.K.**, H. F. Edwards offer 1926 model 10hp 4-seater, completely equipped, starter, clock, speedometer, f.w.b., balloons (spare unused), all-weather equipment, indistinguishable from new throughout, list price £255, our price 170 guineas. Below.

**C.W.K.**, 1916-17, 2-seater, completely equipped, good condition, 25 guineas; exchanges or deferred, 175 Gt. Portland St., W.1. Langham 4161. 697-31

**C.W.K.**, 1920, 4-cylinder, 2-seater, dickey, very smart, any trial, £38. 43 Green Lane, Penge, Sydenham 504. 697-989

**C.W.K.** 2-seater, just overhauled, excellent condition, all accessories, £20. Turner, 2 High St., Walton-on-Thames. 697-939

**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 Gwynne Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. 699-803

**GWYNNE** 8 cars.  
 280. 1943 2-3-seater chummy, C.A.V. starting and lighting, electric horn, speedometer, can carrier, etc. Also  
 485. 1923 2-3-seater chummy, C.A.V. starting and lighting, electric horn, speedometer, mirror. Also  
 290. Late 1925 2-seater, C.A.V. starting and lighting, clock, speedometer, dashlamp, luggage carrier, automatic screen wiper, all-weather equipment, new battery, very fast car. Also  
 2128. 1924 (late) 4-seater all-weather, C.A.V. lighting and starting, electric horn, speedometer, luggage carrier, automatic screen wiper; another the same, with balloon tyres. Also  
 2138. 1924 5 4-seater all-weather, C.A.V. starting and lighting, electric horn, speedometer, can carrier, etc., licensed till end of year. Also  
 2145. 1925 4-seater all-weather, C.A.V. starting and lighting, speedometer, can carrier, etc., as new. Also  
 2155. Late 1925 4-seater all-weather, C.A.V. starting and lighting, electric horn, stepmats, speedometer, can carrier, run only 5,000 miles, and guaranteed as new in every respect.  
 All Gwynne cars overhauled and guaranteed. Chinery, Gwynne specialist, 1 Hammersmith Rd., Kensington. Phone, Western 4140. 3568. 697-785

**GWYNNE** 8 chummy, June, 1925, electric lighting, starting, spring gaiters, 2 spare wheels, insured and taxed to end of year, best offer over £85. 59 Lansdowne Rd., Tottenham. 697-751

**GWYNNE** 8, 1924 chummy, fine order, any trial, £82 10s. The Bravon Motor Co., 10 Yeomans Row, Brompton Rd., S.W.5. Sloano 2838. 697-891

**GWYNNE** 8, 1923 chummy 4-seater, taxed, splendid order throughout, self-starter, speedometer, clock, etc., very nippy, £85; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 697-987

**HAMPTON**, 1923, 10hp, 2-seater, dickey 4-speed, starter, etc., good order, 85 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 697-32

**HAMPTON**, 1921, 9.8hp, 2-seater and double dickey, starter and lighting, all-weather equipment, tyres very sound, re-coachpainted blue, overhauled and absolutely sound, insured until September, £57; cash or deferred. Naylors, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 697-126

**HANDS**, 1923, 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. 697-829

**HILLMAN**, 110 gns.; sports 1922 (late), polished aluminium body, red wings, polished copper exhaust, very fast and sporty outfit. S. D. C. Taylor, 12 Kendrick Mews, South Kensington Station. 697-844

**HORSTMAN** super-sports. This famous car, successfully driven by Capt. Trubio Moore, is now for sale, holds many premier awards, including the record for Garrowby Hill, ¼ mile in 52.1-5 secs., from a standing start; fullest equipment, alternative gear ratios, over 100 m.p.h. if required, quite tractable and easily driven through town on top gear. What offers? 8 Otley Rd., Leeds. 697-404

**HUMBER**, 8-18hp, 1923 chummy 4-seater, Humber mole, dynamo starter, speedometer, luggage carrier, spring gaiters, spare petrol can and carrier, tonneau cover, rigid all-weather curtains, taxed for year, excellent throughout, £120. Mebes and Mebes (Est. 1895), The Original Light Car Specialists, 144, 154-6 Gt. Portland St., W. Museum 4244. 697-823

**HUMBER**, 10hp, 4-seater, starter, dynamo, very good condition; terms, £10 and 10 monthly payments of £10, or cash £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 697-826

**HUMBER** 1924 8-18hp 2-seater, taxed, paint as new, mechanically very fine, £152 10s.; extended terms. H. Beasley, late Rey (Established 1900), 574 Euston Rd. Museum 7600. 697-967

**HUMBER**, late 1925, 8-18hp, saloon, this car is as brand new throughout, mileage 3,000, balloon tyres (listed at £315), my price, including tax and insurance for the year, £205. Harold Simons. See "Miscellaneous Cars." 697-40

**HUMBER**, 1923 8-18 chummy, balloon tyres, taxed year, £110. George Newman and Co., 369 Euston Rd., London. 697-869

**HUMBER**, 1925 chummy saloon, balloons, shock absorbers, lavishly equipped, low mileage, beautiful and pretty car, in new condition, £185, cost over £300; exchanges and deferred payments. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Phone, Kensington 4633. 697-910

**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**HUMBER**, 1924, chummy, balloon tyres, almost new condition, many extras, £120; exchanges and extended payments. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 697-189

**JOWETT**, 1924 (Aug.), 4-seater, s.a., excellent order throughout, £125. Below.

**JOWETT SERVICE STATION** (London), main agents and specialists, all models, trial runs, reliable used cars. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-77

**JOWETT**, 2-seater and dickey, 1923-4, only done 9,300, mechanically perfect and bodywork equal to 1925, what offers? Private owner. H. Barker, North Rd., Retford. 697-p827

**JOWETT**, blue, 2-seater, taxed year, nice condition, one owner, perfect, £68; exchanges, deferred. King, New Rd., Oxford. 697-886

**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). 697-944

**JOWETT**, 1924 7hp 4-seater, starting, lighting, speedometer, taxed, £95. Healey, Used Car Depot, 7-13 Upper Gloucester Place, N.W.1. 697-875

**JOWETT**, 1923 2-seater, dickey, balloons, year's tax, repainted, £75. Below.

**JOWETT**, 1925 2-seater, starter, excellent condition, £98; exchanges and deferred terms. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Phone, Kensington 4633. 697-908

**JOWETTS**. A real snip. See page 55. 697-933

**JOWETT**, 2-seater, dickey, exceptionally good condition, all accessories, any trial, £75; deferred terms, exchanges. Many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 697-125

**JOWETT**, R. G. Gamble, Crystal Palace.  
 For the best second-hand Jowetts consult the specialist.  
 1925 2-seater, dickey, self-starter, oversize tyres, £105.  
 1925 2-seater, dickey, new condition, small mileage, £90.  
 Several others, all guaranteed, from £75.  
 Exchanges, deferred payments.  
 Many testimonials from satisfied customers.  
 Jowett Service Depot, 16-22a Gipsy Hill, Crystal Palace. Phone, Sydenham 3379. 697-160

**LAGONDA**, £50, 1922 coupe, 2-seater and double dickey, self-starter, clock, speedometer, tyres good. Denman, 4 Denman Place, Piccadilly Circus. Reg. 986. 697-82

**LAGONDA**, 1922, 4-seater, £45, self-starter, speedometer, all accessories, tyres excellent condition. 12 Castle Way, Hanworth, Middlesex. 697-911

**LAGONDA**, £59; exchanges, deferred payments. 1921-22 Lagonda coupe, sunken dickey, lighting, starter, electric horn, speedometer, spare wheel, excellent condition. Scabridge, 35 Haasler Rd., East Dulwich, Sydenham 2452. 697-176

**LEA-FRANCIS** 1925 10hp 2-seater, double dickey, 4-speed model, leather upholstery, rigid curtains, balloon tyres, full equipment, as new, very fast, owner bought 4-seater same make, any trial, £150. C.S. 107 The Grove, Stratford, Maryland 2962. 697-728

**LEA-FRANCIS**, 1926, brand new April 1st, 4-seater, 4 speed, cost £280, accept £259. P. Thorne, 33 Park St., Tiverton. 697-928

**LEA-FRANCIS**, 1924, 2-seater and dickey, self-starter, tyres good, exceptional condition, 100 guineas. Denman, 4 Denman Place, Piccadilly Circus. Reg. 986. 697-86

**MARSEAL**, 1924 4-seater, 1. and s., repainted and overhauled, £100 or offer. D. M. K. Marendaz, 1 Brixton Rd., S.W.9. 697-88

**MATCHLESS**, 1923, 10hp, 4-seater, completely equipped, f.w.b., excellent condition, 35 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 697-33

**MATHIS**, 2-seater and dickey, excellent order, 3 new tyres, hood, side curtains, bargain. Tennant, Corsham, Wilts. 697-816

**MATHIS**. A real snip. See page 55. 697-934

**MORGAN**, 1923, Popular, 10hp Blackburne engine, painted grey with black and yellow lining, black wings, 700 by 80 tyres throughout (Bates on front wheels, Dunlop cord on rear, all excellent), electric lighting, hood, windscreen, lamps, mirror, horn, 2 mats, etc., year's tax paid, 48 guineas; another, late 1921 de luxe, dynamo lighting, 55 guineas; another, 1921 Grand Prix, 4-speed, 48 guineas; cash, deferred or exchange. Open 9 till 9.7 days a week. Rowland Smith, 78 High St., Hampstead. Phone, Hampstead 8421. 697-4

**MORGAN**, 1923, G.P., 10hp M.A.G. engine, dynamo, speedometer and clock. Below.

**MORGAN** 1925 de luxe, w.c. Anzani engine, shop-soiled only, makers' guarantee, £120. Maudes', 100 Gt. Portland St., London. 697-988

**MORGAN**, 1922, Grand Prix, water-cooled Blackburne engine, dynamo lighting, 5 lamps, special racing chassis, fast, guaranteed sound, £62, or exchange. 51 Upper Richmond Rd., East Putney. 697-998

**MORGAN** Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second hand machines always in stock. Trade supplied. Official agents, Homac's 243 Lower Clapton Rd., E.5. Clissold 2408. zzz-840

**MORGANS**, new and second-hand; cash, exchange, deferred. We buy Morgans. Olympia, Wakefield. 697-b677

**MORGANS**, James and Co. (Sheffield), Ltd., 261-7 Ecclesall Rd., Sheffield, official agents. Good stock of spares carried. New and second hand machines nearly always in stock. When in difficulty telephone 2460 Central, or wire "Tact, Sheffield." zzz-481

**MORGAN**, family, 1921, 10hp M.A.G., w.c., speedometer, excellent condition, 65 guineas. 18 Pembury Rd., Hackney Downs, E. 697-663



SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE  
(continued).

- MORGAN** Service Depot, Hall, 91 St. Peter's St., St. Albans. Tel. 656. Appointed official repairer by Morgan Motor Co. 1914. List of new and used Morgans sent on request. zzz-512
- MORGAN** de luxe, 1921, water-cooled M.A.G., excellent condition, fast, £49; private owner. Hytho Engineering Co., Staines, Middlesex. Phone 278. 697-r515
- MORGAN**, 1923 (Max), Family, M.A.G. engine, water-cooled, discs, Moseley pneumatic, upholstery, hood cover, excellent condition and appearance, small mileage, 70 guineas. 80 Bowes Rd., Palmer's Green. 697-1785
- MORGAN**, Aero, Anzani, 1925, f.w.b., large tyres, discs, hood, electric and bulb horns, etc., £110. Winn, 31 Dover St., London. 697-8786
- MORGAN**, 1923, 8hp M.A.G. engine, Family model, dynamo lighting, good condition, £75; exchanges, deferred payments. Parkor's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 697-837
- MORGAN**, 1921, M.A.G. engine, de luxe model, 2-5-seater, discs, etc., bargain, £52 10s.; exchanges. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 697-852
- MORGAN**, racing, 8-valve, M.A.G. engine, world record breaker, unlimited spares, what offers? 11 Amherst Rd., Withington, Manchester. 697-518
- MORGAN**, family model, J.A.P. engine, water-cooled, dynamo lighting, splendid condition, £68; exchanges, deferred. King, New Rd., Oxford. 697-880
- MORGAN**, 1921 2-seater, acetylene lamps, excellent condition, £45; exchanges. Blackley Motors, Reddale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 697-898
- MORGAN** runabout, 1919, J.A.P. engine, electric lighting, reliable little car, £28; exchanges, deferred. King, New Rd., Oxford. 697-882
- MORGAN**, 1924, G.P. model, Blackburne water-cooled engine, dynamo lighting, 68 guineas. King, New Rd., Oxford. 697-885
- MORGAN**, 1924 de luxe model, Blackburne engine, dynamo lighting, extremely smart, £75; exchanges, deferred. King, New Rd., Oxford. 697-879
- MORGAN**, Aero, M.A.G. engine, water-cooled, dynamo lighting, runs splendidly, £55. King, New Rd., Oxford. 697-881
- MORGAN**, family, August, 1923, taxed for year, low mileage, one owner, in perfect order, £60. Phillips, Croseebush, Arundel. 697-8820
- MORGAN**, 1923 de luxe, in thoroughly good running condition, owner selling owing to illness, taxed, £65. Wilco Manor House, Chilton Polden, Somerset. 697-8818
- MORGAN**, Aero, 1925 Anzani, wide body, electric and bulb horns, hood, in very fine condition, any trial, £115. Below. H. Beart and Co., 102 London Rd., Kingston-on-Thames, the recognized Morgan specialists. Do not fail to consult us before buying your Morgan. We maintain an expert staff solely for Morgan overhauls and repairs. Morgans tuned for speed or competition work under the personal supervision of our Mr. Beart. 697-174
- MORGAN**, 1923 G.P. Anzani, Lucas dynamo lighting, spotlight, disc wheels, speedometer, dashlamp, tyres good, a real bargain, one owner only, £69 10s.; exchanges. Fairs, Ltd., The Vale of Health, Hampstead, N.W.5. Phone 3287. Open till 9 on Saturday. 697-150
- MORGAN**, 1924, de luxe Blackburne, water-cooled, special wide body, dynamo lighting, taxed year, £90; liberal exchange, car, motorcycle; balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3295. 697-156
- MORGAN**, Aero, June, 1925, f.w.b., speedometer, hood, J.A.P., 1,500 miles, 60 m.p.g., S.T. exhausts, £95, taxed, insured. Earlsdon, Queen's Rd., High Wycombe. 697-8926
- MORGAN**, 1923, G.P., o.h.v. Anzani, taxed year, £70. 6 Daysbrook Rd., Streatham Hill. 697-8910
- MORGAN**, 1924, standard, J.A.P., dynamo lighting, dashlamp, 2 horns, side screen, excellent condition, taxed, insured, bargain. Emerald Mansions, Balham, S.W.12. 697-8909
- MORGAN**, 1924, de luxe, water-cooled J.A.P., dynamo lighting, £80, excellent condition; evenings. Deane, 18 Midhurst Avenue, Muswell Hill. 697-8907
- MORGAN**, 59 guineas, 1923, Grand Prix, dynamo, excellent condition. Below.
- MORGAN**, 79 guineas, 1925, Grand Prix, Anzani engine, dynamo, speedometer, specially tuned. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 0503. 697-74
- MORGAN**, £79, 1924, family model, water-cooled, dynamo, speedometer, splendid runner; also 1925 family model, as new, £95; exchange. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 0503. 697-75
- MORGAN**, 28 guineas, M.A.G. engine, good tyres, excellent runner. 325 High Rd., Chiswick, W.4. Phone 0503. 697-79
- MORGANS**. Homac's have for disposal the following guaranteed machines:—  
1925 Aero model, w.c. Anzani, hood, screen, spotlight, large tyres, speedometer, straight-through exhaust, red, £120.  
1924 Grand Prix Anzani, dynamo, front-wheel brakes, discs, £85.  
Any of the above machines can be supplied on deferred terms.  
Homac's, official agents, 243-7 Lower Clapton Rd., N.E. Phone, Clissold 2408. 697-195
- MORGAN**, Grand Prix, water-cooled J.A.P., good tyres, usual equipment, £41. 161 Lessingham Avenue, Tooting, Streatham 3651. 697-x728
- MORGANS**. Exchanges, deferred payments. 1922, family model, w.c., dynamo lighting, £69; 1923 de luxe, w.c., £69; 1922 de luxe, w.c., dynamo, £59. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 697-182
- NEW CARDEN**, 4-seater, 1923, sound, good complete equipment, taxed, trial, £25. Quinta Nova, Chipstead Valley Rd., Coulsden. 697-8908

SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE  
(continued).

- NEW CARDEN**, 1923 and 1924, 2-seaters and Family models in stock at prices from £50 to £50. These cars are in good running order, fully equipped and ready for the road, £7 tax, take 2 adults and 2 children under same hood; D.P. and ex. Andrews Motor Mart, 151 White Hart Lane, Barnes, S.W. 697-120
- NEW HUDSON**, 10hp M.A.G., spare wheel, dynamo, new 1925, excellent condition, £55. Rees Owen, Cwm-y-Glo, Carnarvonshire. 697-401
- FEUGOT 7**, 2-seater and dickey, a.s. and l., a.w. equipment, screen wiper, condition as new, £110. Roupell, 24 Percy St., W.1. Museum 3756. 697-934
- RENAULT**, 1924, 8hp, 2-seater and dickey, balloon tyres, electric lighting and starting, taxed, as new, list £235, our price £110, cash, deferred or exchange. A. Green, Back of No. 9 Blackfriars St., Salford, Tel., Cent. 2191. zzz-915
- RENAULT** 1925 8hp coupe, f.w.b., balloon tyres, spare wheel unused, l.h.s. a bargain, 119 guineas; exchanges and deferred terms. Archie Simons and Co., 6-7 Warren St., W.1. Museum 2578-9. 697-845
- RENAULT**, 8.5, 1925 2-seater coupe, f.w.b., taxed year, £165. George Newman and Co., 369 Euston Rd., London. 697-868
- RENAULT**, 8.5, 1925 2-seater, excellent condition, £135. George Newman and Co., 369 Euston Rd., N.W.1. 697-867
- RHODE** demonstration car, all-weather, perfect running order, £195. Thurland Garage, King Edward St., Nottingham. 698-r878
- RHODE**, 1922 chummy, all-weather equipment, 2 spares, any trial, £60. 40 Linhope St., Upper Park Pl., Baker St., N.W.1. Paid. 2854. 697-s233
- RHODE**, 9.5hp, occasional 4-seater, 1923 model, in splendid condition, special all-weather body, recently repainted, new balloon tyres, full electric equipment, tax paid for year, price £90; trial by appointment. Pullman, Midland Ironworks, Newark. 697-s379
- RHODE**, 1922 chummy, fully equipped, Triplex, all-weather, 6 wheels, £65. Full particulars D. G. Worthington. Maple Hayes, Lichfield. 697-s312
- RHODE SPORTS**, 1923, blue, outside copper pipe, dynamo lighting and starting, 5 wire wheels, oversize tyres, clock, speedometer, mirror, foot mats, petrol tin carrier, tools, etc., cost over £500, will accept £85, no offers. Brown, 3 Douro Rd., Cheltenham. 697-c842
- RICHARDSON** 8.9hp 2-seater, dickey, overhauled, repainted, new hood, etc., bargain, £52 10s.; exchanges. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 697-854
- RICHARDSON** 2-seater, dickey, electric lighting, very smart little car, £19 10s. Olympia, Wakefield. 697-s733
- RICHARDSON**, 1921 2-seater and dickey, 9hp Precision engine, 4 speeds and reverse, dynamo lighting, etc., in splendid condition throughout, ready for use, £15. Teddington Garage, 160 High St., Teddington, Kingston 2562. 697-s943
- RILEY**, Moss's Agencies, 1924 4 door 4-seater, excellent condition, £215. Warwick St., Leamington Spa. zzz-869
- RILEY**, Lewes Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. zzz-162
- RILEY** 1924 sports, 2-seater, privately owned, excellent condition throughout, any inspection, genuine bargain, owner buying another, £255, no dealers. Box No. 4159, co. "The Light Car and Cyclecar". 697-s237
- RILEY**, super-sports 2-seater body, red wings, on Morris chassis, 65 m.p.h., 40 in second gear, new Michelin balloons, £110. Fairweather Motors, Sandorstead Rd., S. Croydon. 697-924
- RILEY**, 10hp 4-seater sports, 1923, exceptionally fast Cox Atlas carburettor, new side curtains, many accessories, would consider exchange for 14hp Standard. 14 Blanquettes Avenue, Worcester. 697-x721
- RILEY** 11hp 4-seater, repainted, £115; deferred payments, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8533. 697-96
- ROVER** 9 1925 2-seater, dynamo, starter, dickey, £110. Garage, 12 Cornwall Ter. Mews, Allsop Pl., N.W.1. Baker St. Station. Phone, Langham 2933. zzz-331
- ROVER** 8, 1924 chummy, all accessories, £65, taxed, 54 Northfield Ave., W. Ealing. 698-r876
- ROVER** sports model 9hp, new September, 6 tyres, as new. H. Wright's Library, Dover. 697-836
- ROVER**, 9-20, 2-seater de luxe, leather upholstery, 1925, mileage 5,000, perfect, £120. Ascott, 36 Rye Lane, Peckham. 697-882
- ROVER**, 8hp, 1922-23, 2-seater, electrical equipment, loose linen covers, £35. 69 St. Paul's Avenue, Willesden Green, London. 697-839
- ROVER**, 1924, 8hp, 4-seater, terms £8 10s. and 10 monthly payments of £8 10s., or cash £85; also chummy at £75. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 697-823
- 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.  
1922 model 8hp 2-seater, completely equipped, good condition, 45 gns.; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 697-54
- ROVER** 8, 1921-22 models, perfect condition, from £39. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 697-993
- ROVER** 8, chummy, de luxe, 1923, real leather upholstery, clock, speedometer, etc., absolutely perfect throughout, £65. Martin, 10 Perbrand St., Russell Square, W.C.1. Museum 6594. 697-964

A trial advertisement in this section of "The Light Car and Cyclecar" will prove to you its value as a publicity medium, reaching users of small cars direct.



**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**ROVER**, 1926, 9.20hp, o.h.r. sports 2-seater, practically unsoiled, aluminium body, painted blue with green wings, disc wheels, Lucas dynamo lighting Lucas starter, coilover springs, spring gaiters, grease-gun lubrication, Dunlop cord balloon tyres, spare wheel and tyre, disappearing hood, side curtains, V double windscreen, Smith's speedometer, Smith's clock, 5 Lucas lamps, electric horn, windscreen wiper, etc., 165 gns.; also very late 1924 9.20hp 4-seater, 85 gns.; also 1925 (first registered in 1924), 8hp 7-wt. van, 58 gns. Cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. Phone Hampstead 8421. 697-5

**ROVER**, 1924, 8hp, 4-seater, all-weather, perfect condition, appearance as new, small mileage, £80. Caboon, 103 Gower St., W.C. 697-962

**ROVER**, 9.20 September, 1925, do luxa 4-seater, 4-door all-weather equipment, balloons, clock, speedometer, spare petrol can and carrier, mirror, screen wiper, spring gaiters, full kit tools, done 5,000 miles and just like new, £165; an opportunity of saving £40 on list price. Any examination. Fast and powerful. Montgomery, The Alton Battery Co., Alton, Hants. 697-843

**ROVER** 8, 1922, 2-seater, excellent condition, all-weather fittings, dynamo lighting, £50. Boot, 2 Albert Rd., Southall. 697-4730

**ROVER**, 1924, 8hp, 2-seater, double sunken dickey, side curtains, Nilo blue, speedometer, excellent condition guaranteed, taxed till December, bargain, £74 10s. deferred terms, exchanges. Wilkins, Simpson, opposite Orgainia, London. Phone, Riverside 258. 697-147

**ROVER**, 9.20hp, 1925, 4-seater, starter, all-weather equipment, Triplex glass, speedometer, dashlamp, Hartford shock absorbers, luggage grid, small mileage, guaranteed, £125, deferred terms, exchanges. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 258. 697-887

**ROVER**, 9.20hp, 1925, 2-seater de luxe, starter, double dickey, speedometer, clock, like new, tax paid till December, guaranteed, £135, deferred terms, exchanges. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 258. 697-585

**ROVER** Sprosen, Ltd., for Rovers. Exchanges, deferred. 1922 8hp 2-seater, speedometer, many extras, good tyres, 47 guineas, taxed, 111 Gt. Portland St., W.1. Phone, Langham 1212. 697-826

**ROVER**, 8hp, 1922, de luxe, £50, well-kept car, one owner. Box No. 4184, c/o "The Light Car and Cyclecar." 697-872

**ROVER**, 1924, 8hp, 4-seater, excellent condition, £78; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246 252 Deansgate, Manchester. 697-838

**ROVER**, 8hp, 1924, 4-seater, dynamo lighting, all-weather equipment, very nice condition, £77 10s. exchanges. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 697-857

**ROVER**, 8hp, 2.5-seater, dynamo lighting, all-weather equipment, £48 10s. splendid condition throughout, exchanges or deferred. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 697-858

**ROVER**, 1924, 8hp, 2-seater, double dickey, recent model, taxed, any inspection or trial, £75. Harvey, Hudson and Co. (next George Hotel), South Woodford, E.18. Phone Nos. Wanstead 2393 and 2394. zzz-821

**ROVER**, 1921, 8hp, 2-seater, taxed December, any inspection or trial, £45. Harvey, Hudson and Co. (next George Hotel), South Woodford, E.18. Phone Nos. Wanstead 2393 and 2394. zzz-822

**ROVER** 8, chummy, late 1925, speedometer, de luxe, excellent condition, £55; another at £50.

**ROVER** 8, 1924, model 2-seater, dickey, starter, speedometer, good condition, £69; exchange and deferred payment. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4635. 697-905

**ROVER** 8, 1925.4, chummy, complete and ready for immediate use, smart, and in perfect condition, bargain, £65; exchanges or easy terms. Cummings, 101 Fulham Rd., S.W.5. 697-914

**ROVER**, 8hp 2-seater, perfect mechanical condition, recently repainted, economical and reliable, tax paid to December, good tyres electric lighting, Lucas dynamo, extra large accumulator, leather spring gaiters, automatic windscreen wiper, petrol can carrier, Pyrene fire extinguisher, speedometer, £60 or nearest offer. R. J. Sedgwick, 36 St. Mary's Gate, Derby. Phone, 1673 or 666. 697-x722

**ROVER** 8, Harold Simons for bargains. See "Miscellaneous Cars." 697-49

**ROVER**, 105 guineas, 1925 9hp 2-seater and double dickey, starting, lighting, balloon tyres, double screen, all-weather equipment, a real bargain. Below.

**ROVER**, 1922 8hp 2-seater, dynamo lighting, rigid side curtains, speedometer, etc., very nice order, a bargain, £40; exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6 Riverside 4191-2. 697-875

**ROVER** 8, 1922 2-seater, dynamo, speedometer, hood, taxed, good tyres, etc. bargain £45; exchanges. Parsons, 1 Acton Lane, Chiswick. 697-807

**ROVERS**. A real snip. See page 55. 697-935

**ROVER** 8, 1924 full 4-seater de luxe, insured 1927, taxed July, as new, used week-ends only, fully equipped with all extras, £80 or nearest offer, trial. Bufton, 270 Cross Rd., Coventry. 697-923

**ROVER** 8, chummy, 1925, excellent condition, new tyres, £60. Bird, 97 High Rd., Woodford, E.18. 697-921

**ROVER** 8, 1922, repainted blue, wings black, completely overhauled, £58; cash or deferred. Norman, 43 Duvegan Rd., Eltham, London. 697-895

**ROVER** 8, 4-seater, in superb condition throughout, guaranteed 12 months, £80. Delofords, North Row, Park Lane. Open 9 to 7. 697-87

**ROVER** 8s and 9s, 2-seaters, chummies and 4-seaters; deferred payments, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 697-95

**ROVER** 8, 1923, 2-seater, dynamo lighting, spare wheel, excellent condition, 48 guineas. Whitbys, 7 The Vale, Acton, W.5. 697-164

**ROVER** 8, £60. 1925 chummy, starter, speedometer, privately owned, excellent condition, S. Kensington district. Box No. 4193, care of "The Light Car and Cyclecar." 697-930

**ROVER** 8s. Titjen and Hillier, 110 Woodvale, Honor Oak, S.E., have the following in nice condition, fully equipped and ready for a trial run:—  
1924 Rover 8, full 4-seater, £75.  
1924 Rover 8, occasional 4-seater, £72.  
1922 Rover 8, 2-seater, painted brown, electric horn, etc., insured year, £60. zzz-135

**ROVER** 8. Finchley Motors offer 1924 2-seater and double sunken dickey, dynamo and starter, clock, speedometer, licensed, excellent condition, £75. 152 High Rd., East Finchley. Phone 2358. 697-145

**ROVER** 1923 8hp chummy, dynamo lighting, recoachpainted, thoroughly overhauled, tyres excellent, guaranteed perfect, £57; cash or deferred. Below.

**ROVER**, 1924 8hp 4-seater de luxe, starter and lighting, all-weather equipment, tyres excellent and spare, paintwork and upholstery perfect, guaranteed sound, £75; cash or deferred. Naylors, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 697-127

**ROVER** 8, 1922, 2-seater, in excellent condition, 45 guineas. Clark's, 225 Hammersmith Rd., W.6. 697-102

**ROVER**, 1924 1/2, 2-seater, double dickey, dynamo lighting, self-starter, almost new balloons, double booters, speedometer, double batteries, 69 guineas; exchanges, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 697-106

**ROVER**, 8hp, 1923, chummy, numerous extras, excellent tyres, small mileage, exceptional condition, £65. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 697-109

**ROVER** 8, late 1924, 4-seater, speedometer, clock, etc., taxed and insured, mileage under 6,000, as new, £78. Richards, 103 Laleton Rd., Finsbury Park. 697-893

**ROVER**, 8hp, 1924, model de luxe 4-seater, speedometer and clock, finished maroon, new hood, in beautiful condition, like new, £85; deferred or exchange. The Telephone Motor Works, Ltd., Alseip Pl., Upper Baker St., N.W. 697-55

**ROVER** 8, South Ealing Garage. Exceptionally good 1924 Rover 8, 4-seater, original paintwork unscratched, many extras, very good tyres (4 Dunlop cords), lively and sound mechanically, £85, any examination. Below.

**ROVER** 8, 1923 model, saloon coupe, starter, painted blue, leather upholstery, good tyres, many extras, ideal lady's car, £75. South Ealing Garage, Ealing 2983. 697-60

**ROVER** 8, 1923, 2-seater, new hood and rigid all-weather equipment, starter, mirror, etc., very nice condition throughout, £55. K.J. Motors, 50 Widmore Rd., Bromley. 699-65

**ROVER** 8, £39, 1922, 2-seater, dynamo lighting, very smart and good condition. Below.

**ROVER** 8, £48, 1924, 2-seater, dickey, exceptionally good condition, exchanges. Empire Motors, 325 High Rd, Chiswick, W.4. Phone 6305. 697-71

**ROVER** 8, 1922, excellent condition, dynamo lighting, good tyres, £41. 1 Childebert Rd., Balham, Streatham 3651. 697-x727

**ROVER** 9, 1925, 2-seater, dickey, self-starter, condition guaranteed, £115; exchanges and extended payments. Cummings and Simpson, 6 Putney Bridge Rd., Wandsworth. Putney 2728. 697-186

**ROVER** 8, 1922, 2-seater and double dickey, in excellent order, open to any trial or examination, £37. 67 Fernlea Rd., Balham. 697-198

**ROVER** 8, 1923 model, dickey, speedometer, good tyres, splendid appearance, £55; exchanges. Norringtons, 116 Hampslead Rd., N.W.1. Museum 8078. 697-190

**ROVER** 8, 1921, fully equipped, just overhauled, £47 10s. Andrews. Below.

**ROVER** 8, 1922, de luxe, clock, speedometer, leather upholstery, etc., £50. Andrews. Below.

**ROVER** 8, 1922, standard, in really beautiful condition, fully equipped, £48. Andrews. Below.

**ROVER** 8, late 1923, chummy model, de luxe, with full equipment, guaranteed in splendid running order, £68. Andrews. Below.

**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. Taylors, 49-53 Sussex Pl., South Kensington. Phone, Ken. 8558. zzz-236

**SALMSON**. Sprosen, Ltd., for Salmsons. Exchanges, deferred. 1926 model sports, fixed wings, starter, mileage 2,000, absolutely as new, taxed, £125.

1922, delivered 1923, 2-seater, dynamo, perfect condition, clock, speedometer, taxed, £65. 111 Gt. Portland St., W.1. Phone, Langham 1212. 697-831

**SALMSON**, 1925, 10hp, 2-seater de luxe, sunken dickey, condition as new, £105. New Sussex Motors, 532-534 King's Rd., Chelsea, S.W.5. Kensington 2540. 697-919

**SALMSON**, Grand Sport, 1924, overhead camshaft model, streamline body, repainted, fully equipped, £120. Full particulars, W. G. Worthington, Maple, Hayes, Lichfield. 697-813

**SALMSONS**. Vadum Co., specialists in used Salmson cars, will be closed during the Easter holidays, but from April 7th will offer a very wide range of these cars, including 1923 1/2 at £68; 1924 at £87 10s.; 1924 (very late), with special sports engine, £88; 1925 model sports, £98; convenient deferred terms, exchanges. Also G.N.s.

**SALMSONS**. Vadum Co., 37 Beaconsfield Rd. (near "White Hart"), Willesden Green, N.W.10. Telephone, Willesden 692. 697-889

**SALMSON** sports, 1925, only run a few miles, any trial, £125. The Branson Motor Co., 10 Yeomans Row, Brompton Rd., S.W.5. Sloane 2838. 697-892

**SALMSON**, 1925 sports, 10hp 2-seater, overhead camshaft, f.w.b. mahogany body, aluminium wings, upholstered red leather, cost over £200, genuine bargain, £175. Henlys, 91 Gt. Portland St., W.1. 697-871

**SALMSON**, 1925, English body, 2-seater and dickey, self-starter and full equipment, £125. Boon and Porter, Ltd., 159-165 Castelnau, Barnes, S.W.13. 697-974

**SALMSON**, 1924 sports 2-seater, excellent order, £90; exchange or terms. Chester Mighall, Ltd., Stourcliffe St., Edgware Rd. Padd. 3555. (Fourth turn right from Marble Arch.) Always open. 697-3553

**SALMSONS**. A real snip. See page 55. 697-936

**SALMSON**, 1924 de luxe 2-seater, very fast, £90; deferred payments, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 697-90







**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
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**SWIFT** 9hp 2-seater, presentation model, champion hill climber, condition and appearance like new, £25. Caretaker, Callenders Cable 9 Bolton St., Birmingham. 697-808

**SWIFT** 1925 10hp 4-seater, in new condition throughout, very small mileage, £165, exchange or terms. Chester Mibball, Ltd., Stourcliffe St., Edgware Rd., Padd. 2553. (Fourth turn right from Marble Arch) Always open. 697-924

**SWIFT**, £85. 10hp 2-seater, repainted, exceptional condition. Arthur Stuart and Co., 16 Little Portland St., W.1. 697-976

**SWIFT**, F.O.C.H., Ltd. have several Swifts, bargains. 5 Heath St., Hampstead. (Tube Station). 697-943

**SWIFT**, £55. 1920, 2-seater, dynamo, spare wheel, excellent runner; exchanges. 325 High Rd., Chiswick, W.4. 'Phone 0305. 697-72

**SWIFT**, South Ealing Garage, 1920, 9.8hp, 2-3-seater and dickey, just thoroughly overhauled, really exceptional order, £55. Ealing 2983. 697-62

**SWIFT**, 10hp, 3-seater, must sell, owner invalided, £60. Conwal, London Rd., Bedford. 697-918

**SWIFT**, 10hp, 1923, 2-seater de luxe model, taxed, starter, all-weather equipment, condition as new, any trial or examination, £75. Plater, 376 High Rd., Surcatham. Phone 488. 697-16

**SWIFT** chummy, 1924, 10hp, very clean condition, snip, £13 and 10 monthly payments of £15, or cash £130. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 697-831

**SWIFT** 2-seater, 10hp, starter, very clean, terms £8 10s. and 10 monthly payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 697-827

**SWIFT**, 1924, 10hp coupe, repainted, £130. Bartlett's, 95 Ct. Portland St. 697-173

**TALBOT**, 1922, 8-18, good condition, £75, would add cash for new Aero Morgan, Box No. 4187, c/o "The Light Car and Cyclecar." 697-814

**TALBOT**, 1925, 10-23, 4-seater, starter, clock, speedometer, excellent condition, year's tax, £140, exchange and deferred payments. Alery and Bernard, 344 King's Rd., Chelsea, S.W. 'Phone, Kensington 4655. 697-906

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**TALBOTS**, A real snip. See page 55. 697-939

**TALBOT**, 1924, 8-18, 2-seater, finished in maroon, absolutely in first-class order, equal to new, £135; deferred or exchange. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. 697-52

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**WOLSELEY**, Harold Simons for bargains. See "Miscellaneous Cars." 697-47

**WOLSELEY**, H. F. Edwards offer 1925 11-22 2-seater, dickey, completely equipped, balloons, excellent condition, 155 guineas. Below. 697-15

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**WOLSELEY**, 1923 (October), 10.5hp, de luxe 4-seater, carefully driven, taxed year, splendid condition, £145. 23 George Lane, Lewisham. 697-938

**WOLSELEY** 10hp, 1921 model, de luxe 2-seater, dickey, starter, lighting, special a-w., fitting balloon tyres on rear, very nice order throughout, £75; cash, exchange, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 'Phone, Museum 5391. 697-151

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**WOLSELEY**, 75 guineas, 10hp, 1921, 2-seater, dickey, etc., taxed December, excellent condition. Vivian, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 697-201

**WOLSELEYS**, A real snip. See page 55. 697-940

**WOLSELEY**, 1925 (late), 11-22hp, 4-seater, fully equipped, mileage 2,000, practically new, £165. Below. 697-940

**WOLSELEY**, 1925, 11-22hp, 2-seater, new condition, mileage 3,000, £165. Pickworth and Hull, 107 Ct. Portland St., W.1. Langham 1998. 697-111

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**LAGONDA**, 12-24hp, 1926 models in stock, saloon £170, 4-seater £295, front-wheel brakes; exchanges and easy deferred terms; wholesale distributors for Warwickshire, Worcestershire and Shropshire; Goodwin's Motor Agency, Ltd., 2 and 4 Edmund St., Birmingham. 712-7

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NEW LIGHT CARS AND CYCLECARS  
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**RENAULTS**. Sole agents Kingston, Surbiton. Part exchanges, deferred payments. Immediate deliveries. Welham's Yellow Garage, Surbiton. 'Phone, Kingston 1873. 700-k146

**RENAULT**. F.O.C.H., Ltd. Immediate delivery. Exchanges, easy payments. 5 Heath St., Hampstead. (Tube Station.) 697-949

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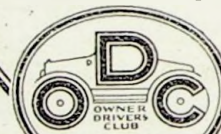
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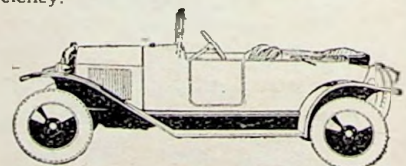
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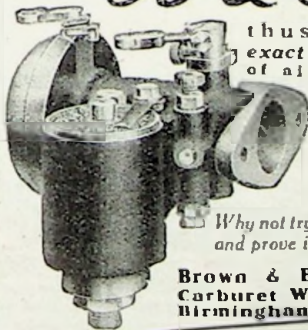
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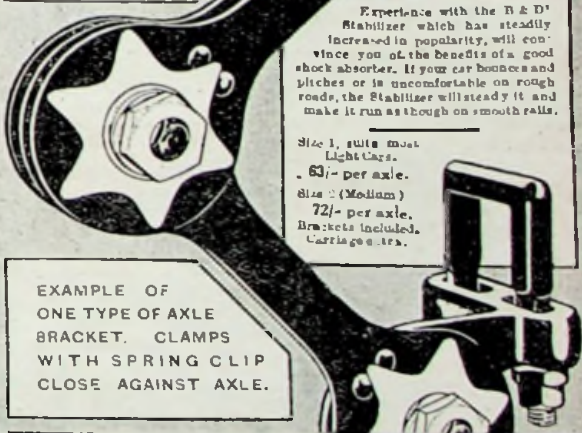
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EVENTS DESCRIBED  
AND ILLUSTRATED.  
THE WAY THINGS  
HAPPEN.**

Three Examples, their  
Sequels, and the Lessons  
therefrom.

1. "I blew my horn."
2. "I put out my hand."
3. "I skidded"

Illustrated  
by Bryan de Grineau.

Road Test of the 16-50 h.p.  
Six-Cylinder Calcott.

Special  
**EASTER NUMBER**

GREATLY ENLARGED.

**GETTING THE CAR READY FOR EASTER.**

What to do this Week.

**CENTRES FOR EASTER RUNS.**

Notes and Illustrations on Places of Scenic, Archi-  
tectural and Literary Interest, with Indications of  
How They May be Reached.

**HOW TO READ A MAP.**

An Art that Looks Difficult but is Very Simple.

**THE GLORIOUS SPRINGTIME IN CORNWALL.**

A Delightful County which is Ideal for Short Tours.

**THE FEJES SHEET-METAL CAR ON TEST.**

Satisfactory Results in R.A.C. Trial.

**PETROL PRICE MYSTERY DEEPENS.**

Fall in Price of Crude Oil, but Petrol Price Still  
Keeps Up.

**ANOTHER PNEUMATIC SUSPENSION SYSTEM.**

Interesting Design which Embodies Anti-rolling  
Characteristics.

**CONSTANTINESCO'S CARBURETTER FULLY  
DESCRIBED.**

Ingenious Device of Marked Simplicity.

**ADAPTABLE FRONT-WHEEL BRAKES.**

An Ingenious and Effective Cable-operated System.

**EASTER ROAD INFORMATION.**

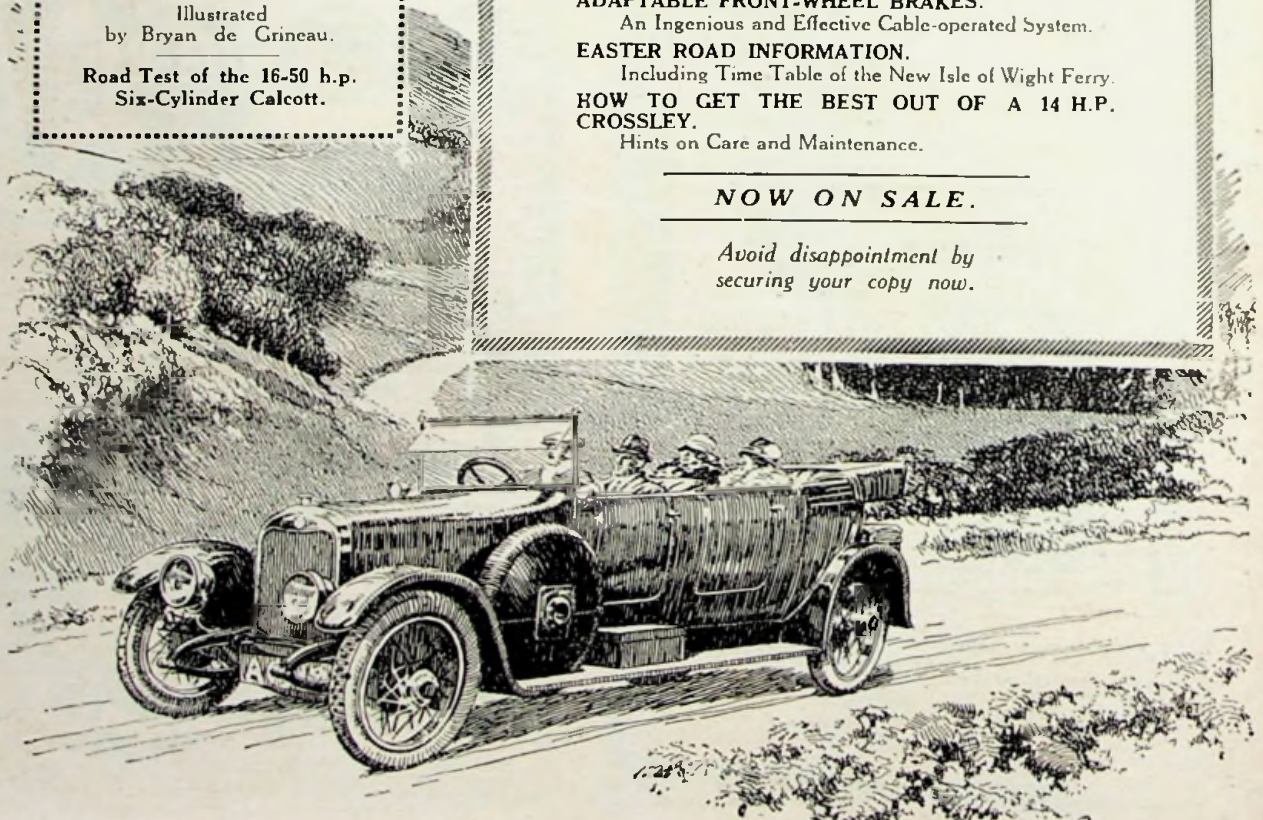
Including Time Table of the New Isle of Wight Ferry.

**HOW TO GET THE BEST OUT OF A 14 H.P.  
CROSSLEY.**

Hints on Care and Maintenance.

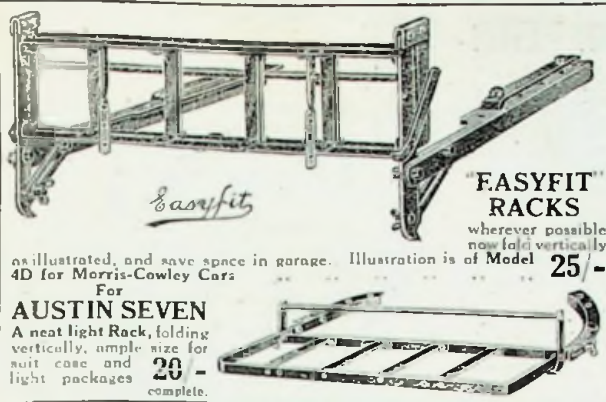
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FIRST QUALITY  
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FOR HOODS, SCREENS, ETC.

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

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with polished aluminium holder.  
14 in. x 7 1/2 in. 8/- each.  
Valance Protector . . . . . 5/6

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All Motorists and Motorcyclists should have the

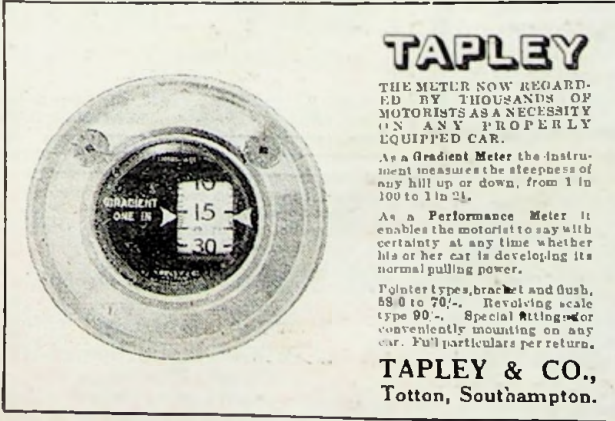
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INDISPENSABLE to all up-to-date motorists. Despite air stranglers, shutters, etc., most drivers flood the carburetter to provide an easy start. The Bowden Flooder is operated from the dash and obviates lifting the bonnet, besides preventing soiled hands and clothes. Can be used on any carburetter having a float. Price complete, 6/-



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LONDON



## FIREPROOF GARAGE—ASTOUNDING OFFER!! FOR ONE MONTH ONLY.

A VERY LARGE PURCHASE of ASBESTOS SHEETS and RED ASBESTOS TILES enables us to offer YOU a PRICE ADVANTAGE UNOBTAINABLE ELSEWHERE for an ASBESTOS, FIRE and DAMP-PROOF MOTOR GARAGE. These buildings are strongly and accurately constructed in handy sections, requiring NO SKILLED LABOUR in ERECTION. They possess all the ADVANTAGES of a permanent structure, WITHOUT its disadvantages, and WILL LAST A LIFETIME. There is NO DIFFICULTY whatever in getting these buildings APPROVED BY YOUR LOCAL AUTHORITIES, and we shall be only too pleased to supply fully dimensioned plans and specification for that purpose.



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Fire and Weatherproof.

Length.	Breadth.	Height.	Faves.	Ridge.	c	s	d.
12 ft.	8 ft.	6 ft.	8 ft.	13	17	6	
15 ft.	8 ft.	6 ft.	8 ft.	17	5	0	
16 ft.	9 ft.	7 ft.	9 ft.	19	15	0	

Carriage Paid, England and Wales.

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SAVE YOUR GARAGE FEES and BUY a REALLY FIRST-CLASS, EASILY ERECTED, FIREPROOF GARAGE at the PRICE of an ordinary timber building with a tiled roof. ABRIDGED SPECIFICATION—SIDES AND ENDS. Framed of 3" timbers treated with non-inflammable liquid, with grey, flat asbestos sheets and treated battens for joints. ROOF of 3" RAFTERS with slate battens and RED ASBESTOS DIAMOND SHAPED TILES. DOORS strongly FRAMED and BRACED covered with asbestos sheeting hung on strong garnets, and fitted with heavy staple. WINDOWS, as per illustration, glazed 21 oz. glass.

DURING THE WHOLE OF OUR 75 YEARS' EXPERIENCE we have NEVER been able to EQUAL this REMARKABLE OFFER, and prices will have to revert to their normal when our stock runs out. WE TOOK ADVANTAGE of our OPPORTUNITY to buy FIRST-CLASS MATERIAL at an EXCEPTIONALLY LOW PRICE. NOW TAKE YOURS. Phone: Lee Green 1828.

WRITE FOR LIST and COMPARE OUR SPECIFICATION WITH ANY OTHER MAKERS.

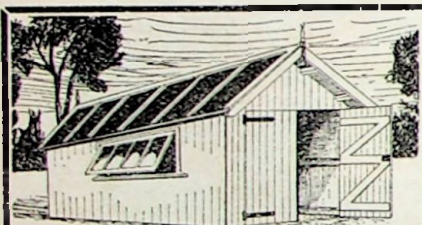
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Retreaded when you can see the tube, it's too late. Send that worn cover to us, carriage paid, and we will advise you. We have had 18 years' experience in this class of work. Why not avail yourself of same? It's free. The cost is one-third price of new tyre. We pay return carriage and despatch promptly. Phone 3664.

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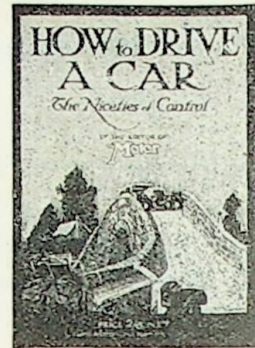
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Engine and Gear Box Units.  
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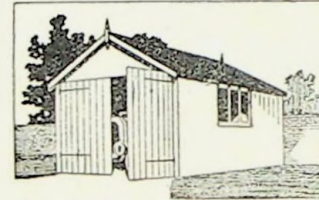
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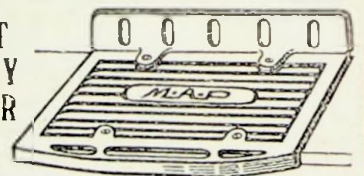


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"Super Sparker & Magneto Tester."

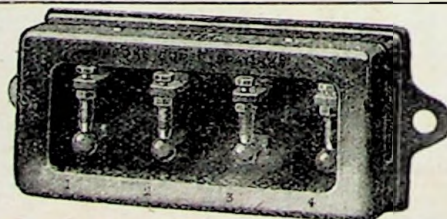
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A High Class Instrument that will positively improve the running of every car made.



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I have no hesitation in recommending the device wherever possible.

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Send for our 54-page Booklet giving full particulars and the Opinions of Owner-Drivers on various makes of cars under all sorts of conditions.

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With two Joints and larger Bolts or Studs.

FIT THE MOSAIRE ON A MONTH'S FREE TRIAL AND YOU WILL FIND IT DOES ALL WE CLAIM.

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*a note of warning!*

By me  
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The Clear-Hooter warns discreetly but instantly. Its clear, pleasing note speaks to everyone concerned in a friendly spirit. It says "Please effectively." The perfect tone does not irritate or startle, but imparts a feeling of quiet persuasiveness. The Clear-Hooter is soundly made and richly finished in ebony black. Current consumption is about 1 amp. at 12 volt—that's economy! Specify the Clear-Hooter on your new car. Obtainable of all good Motor Agents.

**CLEAR-HOOTERS LTD.,**  
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**CLEAR-HOOTER**

Model 'A' complete 50/-, 6 or 12 volt. Write for Leaflet giving full details



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A NEW  
FREE GIFT**

Every Motorist sending for the free ROBBIALAC leaflet on Car Painting will receive in addition two of the new (1926) improved ROBBIALAC transfers of his own initial. These new letters are smart modern block capitals in rich English Gold edged with red. They need no gold size and can be fixed by merely pressing on with a hot pad.

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New No. 0 Size

**16**

*That worn Patch*

on your upholstery looks unsightly and detracts from the appearance of an otherwise smart car. Give it a coat of

**ACCORDIAN FLEXIBLE LEATHER PAINT**

and make it look like new. Accordian will renovate and protect the material of both hood and upholstery, whether it be leather or imitation, making it pliant and waterproof. In 6 colours, black, brown, blue, green, red and grey.  
No. 0 size (sidecar aprons, etc.) .. 3/-  
No. 1 size (2-3 seater car) .. .. 9/6  
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ACCORDIAN Flexible Canvas Paint makes old canvas hoods like new and renders them thoroughly waterproof. In Buff, Khaki, Brown, Grey or Black.  
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Special size (sidecar aprons) 3/-

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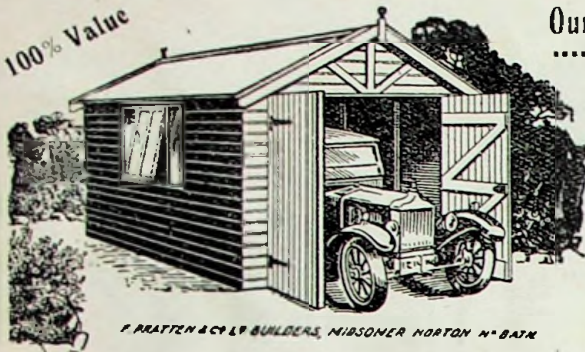
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Our Latest Production.

100% Value



F. PRATTEN & CO. LTD. BUILDERS, MIDSOMER NORTON, N. BATH

Garage your Car in the warmest portable Garage on the market. Safe and secure against all weather.

Constructed of our DUPE JOINTED WEATHER BOARDS. Patent No. 237460/24.

**WIND AND RAIN-PROOF.** This Garage will enhance our reputation and your judgment for good work.

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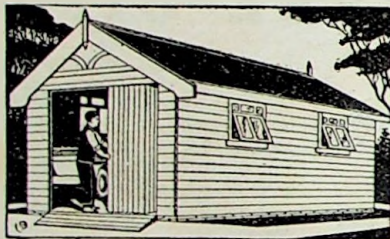
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Handy Touring size 4/6d.  
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Of all Garages and Dealers.

Send 6d. or 2/3 for post paid trial tin to Dept. M.O.  
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FOR ALL CARS

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For Leather Hoods, Upholstery, etc. Is flexible, washable, and durable. Made in Black, Green, and Navy Blue. Easily applied.

Same prices and sizes as above.

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Try our CAR POLISH AND LEATHER REVIVER.  
IN BOTTLES 4 Pint 2/- 1 Pint 3/9 POST FREE





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BETTER*

# MOSELEY CABLE TYRES

are more comfortable, size for size, than any other make; they are easy steering, possess excellent grip against skidding and are very fast.

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New Price List from makers.*

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### **MOSELEY FLOAT - ON - AIR CUSHIONS.**

This is the third consecutive season in which Sunbeam cars have been fitted with Moseley Cushions.



*Unique!* **The** **THE HP. CLYNO** **£245**  
**4 DOOR SALOON**



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