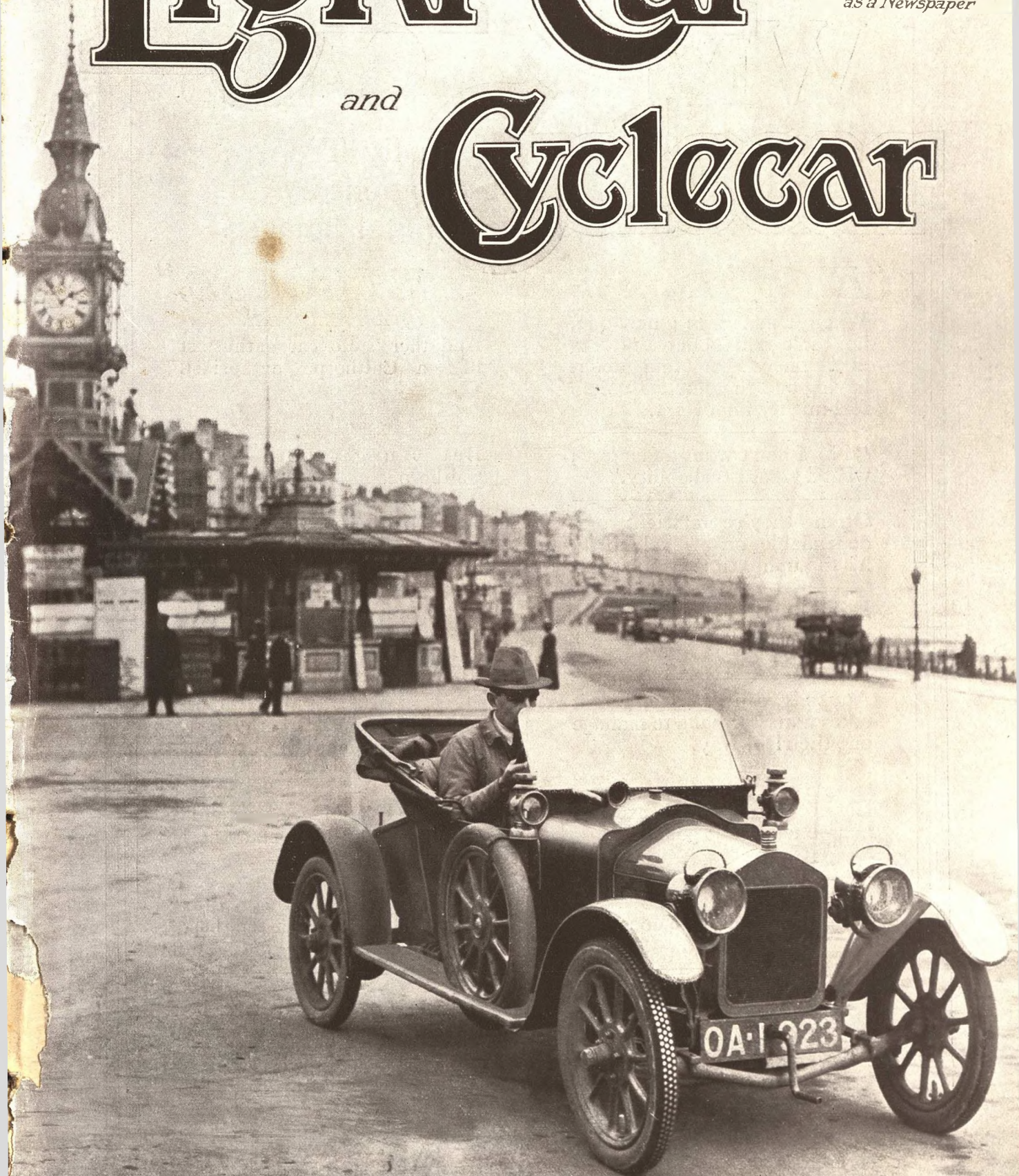


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Vol IV. No. 104
16th Nov. 1914
*Registered at the G.P.O.
as a Newspaper*

The Light Car *and* Cyclecar



On Brighton Front

WIVES and CARS

What "Life" says is equally True of Both—With a Few Observations by the CALTHORPE Advertising Manager.

"LIFE," of New York.

When a man gets a new one, he can't talk about anything else. There's something about having one that makes a man feel mighty important.

"No, I don't want a fast one; what I want is reliability."

Often they're efficient and dependable on a level road; it's the uphill times that count.

It isn't the initial cost—it's the upkeep that counts.

Anybody can get one, but it takes a master hand to manage one the right way.

Lots of people think second-hand ones just as good.

Every man thinks his own the best—or pretends he does.

"CALTHORPE," of Birmingham.

And there's no car enthusiast like a Calthorpe enthusiast.

But you get both—in a Calthorpe.

"The Calthorpe simply revels in mountaineering."
—*Vide Press.*

No car of its rating is so light on tyres and petrol as the Calthorpe.

Here "Life's" comparison comes a cropper, for the Calthorpe is simplicity itself; even a lady can manage it.

A second-hand Calthorpe is certainly *better* than many new imported cars.

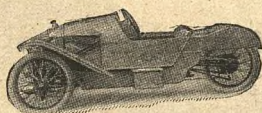
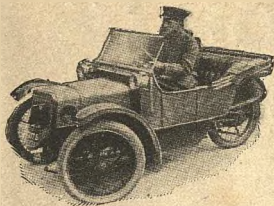
But the Calthorpe owner KNOWS his own is the best of its class.

CALTHORPE CARS.

Catalogue from THE CALTHORPE MOTOR CO., LTD., BORDESLEY GREEN, BIRMINGHAM.

WAUCHOPE'S

MORGANS. MORGANS. MORGANS
1915 Models for Immediate Delivery.



FROM STOCK.

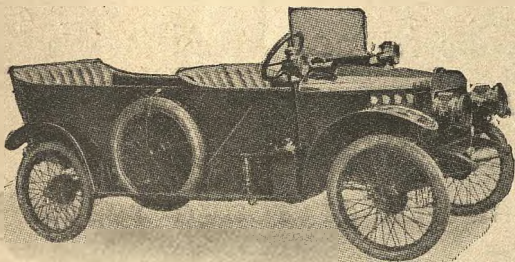
No. 1. **GRAND PRIX**, £106, including extra strong rear tyre.

No. 2. **GRAND PRIX**, £116, " " " " "

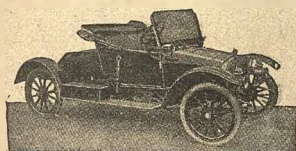
SPORTING MODEL, £92, " " " " "

INSPECTION CORDIALLY INVITED.

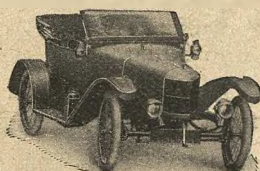
*We will arrange an exchange. Order now, or wire if immediate delivery is required.



Four seater at ... 175 guineas.
De Luxe two seater ... 150 "
Immediate Delivery
1915 MODELS.



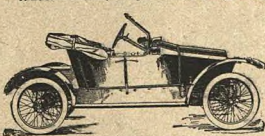
CROUCH, 8 h.p., water-cooled,
1914, shop soiled, fitted with dicky seat.
To clear at £115.
Usual price ... £138 15 0



CHATER LEA, 8 h.p.,
water-cooled ... 136 gns.
CHATER LEA, 10 h.p.,
water-cooled, 4-cyl. ... 165 gns.

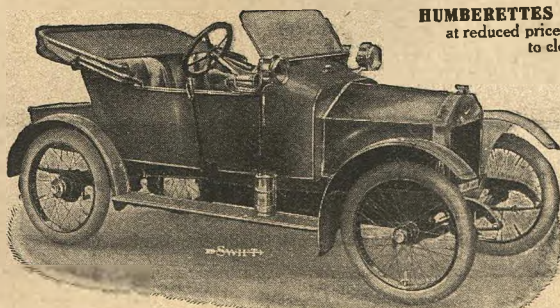


A.-C. 10 h.p. 4-cyl., fully equipped,
£175.
Cash or Exchange.



New shop-soiled 1914

HUMBERETTES
at reduced prices
to clear.



IMMEDIATE DELIVERY FROM STOCK 1914 **SWIFT** Cyclecar, fully equipped, £125.

New 4-cylinder 1915 Models can be supplied at an early date; our contract already placed.

See The Show Which Passes Not

—the show that is governed by no arbitrary limits of weight and engine capacity, but only by capacity to give sound service at moderate cost. Call and see the finest collection of light cars and cyclecars ever gathered together under one roof. And while you are conducting your examination let one of

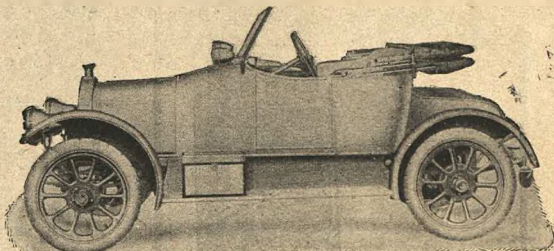
Wauchope's Experts

discuss your problem with you, and tell you which machine is best for your purpose—and why. He will tender sound, sensible and disinterested advice. And you will be under no obligation. If you do place an order, remember it is, and always will be, the policy of this house to ensure your complete satisfaction with your purchase. We are not satisfied till you are more than satisfied!

9, Shoe Lane, Fleet Street, LONDON.

(Just off Ludgate Circus.)

Telephone: 5777 Holborn. Telegrams: "Opifcer, London."



SINGER Light Car, 10 h.p. ... £195
" " with Dynamo Lighting Set ... £204 15s.
From Stock. Latest Model. Cash or Exchange.

Second-hand.

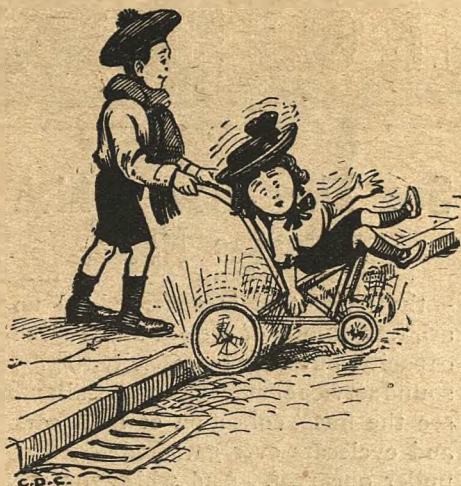
ANY SEVERE TRIAL GIVEN.

| | |
|---|--------|
| 8 h.p. 1914 G.W.K. , complete with hood, screen, lamps, horn, speedometer | £110 0 |
| 8 h.p. 1914 HUMBERETTE , water-cooled, do-do, do etc. | 97 10 |
| 8 h.p. 1913 Standard MORGAN , with hood, screen, lamps, horn, etc. | 57 10 |
| 8 h.p. 1913 MORGAN GRAND PRIX , J.A.P. twin engine, special body | 70 0 |
| 6 h.p. ROVER , 3 speeds and reverse, suitable for tradesman or for pleasure, mechanically sound, good running order, clearance price | 25 0 |

TO THE READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

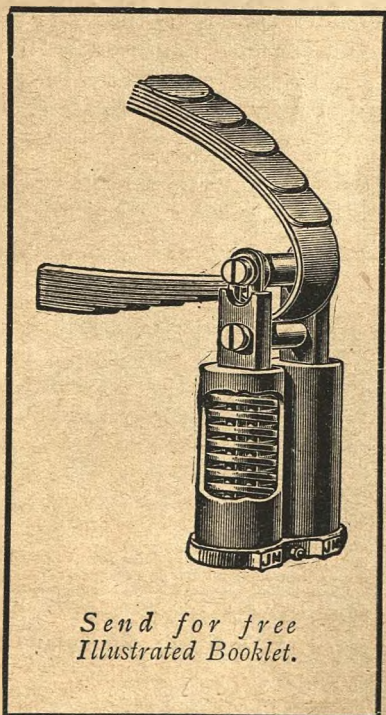
A1



“Oo——OH!”

“Wish this Light Car was fitted with J.M.'S.”

When you travel in a car that is not fitted with J.M. Shock Absorbers you experience exactly the same sensation as the above every time you meet a “pot hole” or a stretch of rough road.



*Send for free
Illustrated Booklet.*

The springs ordinarily fitted to the Light Car are not capable of the rapid vibration imposed on them by rough roads and speed, and the passengers are consequently subjected to considerable jolting, robbing the run of all pleasure. J.M.'S convert atrociously bumpy roads into billiard-table surfaces.

They also save you pounds in the course of a season's motoring by reducing tyre wear.

**Any Garage will Fit them
to your car in 20 minutes.**

Can be fitted to any style of springing.

Remember, they are guaranteed for ten years.

Prices from £3-16s. per set.

When ordering, state weight of car loaded, width of springs, diameter of bolts, make, year and h.p. of car, whether springs are half, three-quarter, or full elliptic; if half elliptic, state whether attached to dumb hanger or pin; if pin, give length (exclusive of threaded part) and diameter.

**JACQUET-MAUREL & CONDAC, Ltd.,
92, Gloucester Road, London, S.W.**

'Phone: 4532, Kensington. 'Grams: "Armorjemel, Southkens, London."

C.D.C.(2)

The Light Car and Cyclecar

OLYMPIA IN THE OPEN.

Representative Array of New Models.

Sixty 1915 Machines on View Next Week-end at:

Hatfield 2 p.m., 21st November.

Burford Bridge 11 a.m., 22nd November.

Wisley Hut ... 3 p.m., 22nd November.

AN INVITATION TO ALL MOTORISTS.

THE premier event in the light car and cyclecar world this winter will undoubtedly be the series of 1915 model rallies which takes place on the outskirts of London next week-end. Seeing that there is to be no Motor Show this year, it was indeed a splendid suggestion of the Cyclecar Club to hold a kind of travelling and informal motor show of light cars and cyclecars.

Very great interest has been aroused by the suggestion, and the motor and general Press have taken up the idea, hence it is anticipated that, given fine weather, there will be a record attendance, not only of owners and drivers of 1915 models, but also of the general public, for the event has been well boomed in the Midlands and in London, and motorists are coming from so far afield as Lancashire, Brighton, and the Midlands to participate in the rally. This

will be the first occasion on which the public will have an opportunity of seeing something like 60 or 70 new model light cars and cyclecars

actually on the road together, and will be able to judge there and then of their relative merits. It has been a

surprise even to us, the number of new and interesting models that have been

OLYMPIA IN THE OPEN (contd.).

promised for this event, and it is evidently quite a mistake to imagine that the light car and cyclecar movement has been dormant during the past months owing to the War. Indeed, the fact that trade has been slack seems to have stimulated manufacturers to concentrate their efforts on new models, and they have in consequence effected quite a number of important improvements in their machines.

Many Interesting Novelties.

Every phase of the new movement is well represented. Beginning with the low-priced cyclecar, we find this represented by the 1915 A.-C. three-wheeler priced at £75, with a number of improvements and re-designed engine; then there is the Hurlincar, a low-priced, boat-shaped machine, and the Projecta, a very remarkable four-wheeler, weighing little more than a sidecar outfit, and constructed in the form of a canoe.

The latest Morgans will be there, one driven by Mr. Morgan himself; Mr. Buckingham, too, will probably be present on something very striking; the Victor, now priced at £100, and the new "tourist" model G.N. at 88 guineas, are just a few of the simplest types that will be seen.

A step farther on we find the latest development of the light car movement, i.e., the four-seater machine, will be ably represented by the new Lagonda; the second cheapest four-seated motorcar in the world, the new four-seater A.-C.; the latest G.W.K. four-seater, and several other well-known makes.

Then we come to the light car proper, and we find all the best-known types, including the Morris-Oxford, Singer, Calthorpe Minor, Stellite, the 1915 four-cylinder Swift, and the Deemster. Besides these machines there are a large number of lesser known makes, which are all the more interesting in that they

have not appeared so prominently before the public as the machines which we have already mentioned.

The scheme of the week-end rallies is comparatively simple, and is designed to allow the motoring public of London an opportunity of seeing all that is latest and best in the new motoring movement with the least inconvenience to themselves. On Saturday, 21st November, the first, and probably the most important rally of the three, will be held at the Red Lion Hotel, Hatfield, the picturesque and historical town in which is situated the imposing residence of the Marquis of Salisbury, and which is a popular rendezvous of North London motorists. At 2 o'clock the machines will be lined up, complete as they have arrived, for inspection by the committee, consisting of the well-known motorists Dr. A. M. Low, A.C.G.I., D.Sc., etc., Messrs. T. E. Loughborough, A.M.I.A.E., and W. Cooper, who will judge them for appearance, and a certificate will be awarded for the light car or cyclecar with the best appearance.

All Motorists Invited to Attend.

The public in the meanwhile will have an excellent opportunity of inspecting and examining the machines. For this purpose the proprietors of the Red Lion Hotel have set aside a special plot of ground where the public can leave their cars without interfering with the space that has been set apart for the 1915 models.

Between three and four o'clock the rally will terminate, and an informal procession will take place through Barnet, Finchley, Marylebone, Edgware Road, Hyde Park Corner, Putney, Surbiton, and Leatherhead to Burford Bridge.

A number of those participating in the rally and members of the Cyclecar Club will stay the night at the Burford Bridge Hotel, near Dorking, so as to be ready for the rally the next morning, which takes place at 11 o'clock.

Below is a list showing the machines for which space has been reserved at the 1915 Model Rallies. The entrant or driver is also given in each case. It must not be assumed, of course, that there will not be other machines also on view.

| | | | |
|---------------------------------|--------------------------|------------------------------------|---------------------------------------|
| Lionel Martin | 10 h.p. Singer | A. W. Gamage, Ltd. | 10 h.p. Gamage |
| G.N., Ltd. | Grand Prix G.N. cyclecar | Jennings-Chalmers Light Car Co. .. | Jennings |
| A. G. F. Nash | Tourist G.N. cyclecar | Jarrott, Ltd. | 10 h.p. Deemster |
| H. Godfrey | Vitesse G.N. cyclecar | Jarrott, Ltd. | 10 h.p. Deemster |
| Old Mill Cars | Old Mill | Jarrott, Ltd. | 10 h.p. Deemster |
| Old Mill Cars | Old Mill coupé | Kennedy, Skipton and Co. | Kennedy-Skipton |
| Edward Palmer | 10 h.p. Singer | Morgan Motor Co., Ltd. | Sporting Morgan |
| Edward Palmer | 12 h.p. Trumbull | Morgan Motor Co., Ltd. | De Luxe Morgan |
| James Robertson | Robertson | Morgan Motor Co., Ltd. | Grand Prix side valve |
| Swift Motor Co. | 10 h.p. Swift | Morgan Motor Co., Ltd. | Grand Prix overhead valve |
| S. G. G. Glicksten | 10 h.p. Swift | Morgan Motor Co., Ltd. | Grand Prix racer |
| R. D. Storey | 10 h.p. Calthorpe Minor | L. W. Winter | 10 h.p. Winter |
| R. D. Storey | Four-seater Calthorpe | L. W. Winter | 10 h.p. Winter |
| R. D. Storey | Doctor's coupé | Marshall-Arter, Ltd. | 10 h.p. Marshall-Arter |
| R. D. Storey | Delivery van | A. G. D. Clease | 10 h.p. Marshall-Arter |
| Tollemache and Griffin, Ltd. .. | 10 h.p. Lagonda | Warren-Lambert Eng. Co., Ltd. .. | Warren-Lambert four-cylinder |
| Tollemache and Griffin, Ltd. .. | 10 h.p. Lagonda | Warren-Lambert Eng. Co., Ltd. .. | Warren-Lambert two-cylinder van |
| Tyler Apparatus Co. | 10 h.p. Victor | Warren-Lambert Eng. Co., Ltd. .. | Warren-Lambert two-cylinder chassis |
| Tyler Apparatus Co. | 8 h.p. Victor | G. W. Hands | Four-seater Calthorpe |
| Tyler Apparatus Co. | Victor Van | Miss Hands | Three-seater Calthorpe |
| Tyler Apparatus Co. | Victor chassis | P. Joyce | 10 h.p. Calthorpe Minor |
| Tyler Apparatus Co. | Sporting Victor | H. Joyce | 10 h.p. Calthorpe coupé |
| Wilton Cars, Ltd. | 10 h.p. Wilton | Calthorpe Motor Co., Ltd. | Isle of Man racer |
| Wilton Cars, Ltd. | 10 h.p. Wilton | Hurlin and Co., Ltd. | Hurlin car |
| Averies Ponette, Ltd. | 10 h.p. Averies Ponette | Hurlin and Co., Ltd. | Hurlin car |
| Bodilly and Heap, Ltd. | 10 h.p. Mercury | Auto-Carriers, Ltd. | 10 h.p. A.-C. |
| The Carrette Co. | 8-10 h.p. Grouch | Auto-Carriers, Ltd. | 12 h.p. A.-C. three-seater |
| Wm. M. Cunningham | L.M. cyclecar | Auto-Carriers, Ltd. | 12 h.p. A.-C. four-seater |
| H. D. Crompton | 5 h.p. Crompton cyclecar | Auto-Carriers, Ltd. | Sporting model |
| Carden Engineering Co., Ltd. .. | Carden monocar model B | Watkins and Doncaster | Calcott |
| Carden Engineering Co., Ltd. .. | Carden monocar model F | The Electric and Ordnance Acces- | |
| Harold E. Dew | D-Ultra | sories Co., Ltd. | 9.5 h.p. Stellite |
| Harold E. Dew | D-Ultra | W.R.M. Motors, Ltd. | 10 h.p. Morris-Oxford (de luxe model) |
| The Deptford Co., Ltd. | de P. light car | W.R.M. Motors, Ltd. | 10 h.p. Morris-Oxford (de luxe model) |
| G.W.K., Ltd. | 8 h.p. G.W.K. | W. R. Morris | 10 h.p. Morris-Oxford coupé |
| Horstmann Cars, Ltd. | 10 h.p. Horstmann | H. W. Grey | 10 h.p. Morris-Oxford (Popular model) |

OLYMPIA IN THE OPEN (contd.).

The Acton and District M.C.C. have kindly consented to give an impromptu concert that night, for which a special room has been set aside at the Burford Bridge Hotel. As Burford Bridge, so picturesquely situated at the foot of Box Hill, is an ideal place, it is estimated that the holding of the rally there will attract a large number of south-country motorists, who will probably come up from such places as Brighton, Eastbourne, and Canterbury. The machines at this rally will be judged for the most novel feature, and this will necessitate very careful scrutineering on the part of the committee. Lunch will be taken at Burford Bridge, and then the cavalcade will immediately proceed to Wisley Hut, where space is being reserved for them.

Wisley Hut always presents an animated scene on Sunday afternoons owing to the large number of motorcyclists and motorcar owners who make it a rendezvous for week-ends. The machines will be lined up opposite the hotel on the lake side of the road, and it will be possible for the public to inspect them there one by one.

The final judging of the machines will take place there, the award going to the 1915 model which has come the farthest distance in order to be present at Wisley Hut. As some of the machines are coming from such far distant points as Lancashire, and probably Yorkshire, too, some really fine distances should be recorded.

Those attending the rallies are requested to drive with the greatest consideration for other road users, and they are particularly requested to avoid giving exhibitions of fancy driving, which might hinder the work of the officials or annoy the onlookers.

Darkness Spreads : Advisable Precautions.

As we forecasted in a recent issue it seems probable that the new regulations regarding the diminution of street and traffic lighting will be extended to other cities. Birmingham has already been subjected to a test of what it may have—shop fronts darkened and lights of motor traffic almost extinguished. In view of these regulations it would perhaps be advisable for us to repeat the word of warning to prevent accidents.

First of all, then, it is necessary for the traffic generally, and not only motor traffic, to drive with increased caution. This particularly applies to cyclists, pedestrians and vans.

It seems to us absolutely essential that every form of vehicle, whether it be a wheelbarrow, horse-drawn van, or motorcar, should be equipped with a rear lamp, and this regulation should be made not so much for the safety of the road users in general, but for the particular class, such as cyclists.

It is also important that pedestrians should exercise the very greatest caution in crossing roads, as, owing to the diminution of lighting, it is impossible for them to see what kind of vehicle is approaching them, and they may, therefore, under-estimate the speed and run the risk of being run over unless they are educated to these possibilities.

If these suggestions are carried out and all traffic enforced to keep to its proper side of the road, there is no reason why accidents should occur.

One of the new four-cylinder Warren-Lamberts was observed on the Portsmouth Road the other day running at speed and overhauling many large cars.



Olympia (to the Cyclecar Club): "I hope the 1915 model rallies will be a success. If I were not otherwise engaged I'd have done my duty."

Our Friends Abroad.

The postage abroad on the special Buyers' Review No. of THE LIGHT CAR AND CYCLECAR will be rather high, owing to its increased size. No doubt many of our readers would like to post copies to their friends abroad, and this we shall be pleased to do at a fee of 3d. per copy. This, of course, only leaves 2d. for postage, which in most cases will be quite inadequate. Orders should be sent to the Manager, 7-15, Rosebery Avenue, London, E.C.

Events of the Month.

The list of 1915 model cyclecars and light cars which will be exhibited at the Cyclecar Club's Rallies on 21st and 22nd November include practically every well-known make. Posters relating to the events and full particulars can be obtained from Mr. W. G. McMinnies, Hon. Organizing Sec., 7-15, Rosebery Avenue, London, E.C., on receipt of a large stamped addressed envelope.

The Bristol M.C.C.'s trial on 27th and 28th November is open to cyclecars and monocars. The test is a very severe one, however, and includes such notorious climbs as Lynton and Porlock hills. Any cyclecar or light car which can climb these hills under winter conditions should be able to travel with success even on the shell-shattered roads of Belgium.

The Northern Cyclecar Club might with advantage emulate the Cyclecar Club in holding a Rally of 1915 models in Bradford or Sheffield, as owing to the enormous Government contracts which have been placed in Yorkshire there is bound to be a very excellent market for light cars and cyclecars next year.

CROSS COUNTRY COMMENTS.

Light Cars and the Big Car Owners—A Canoe-like Cyclecar—Why a Light Car Can Maintain a High Average Speed.

THE magic of the phrase "the £100 car" is still as potent as it ever was. There are still thousands upon thousands of people waiting for that £100 car, which has been discussed, off and on, since the motorcar movement commenced, but which, until the last year or two, never seemed likely to materialize, and now the war has come to put back still further the time when the motorcar for the million will be a practical proposition.

A praiseworthy attempt to construct a very simple machine is the Projecta cyclecar made by the Percival-White Engineering Co., 2a, Kelvil Road, Highbury Barn, London, N.

I inspected this very interesting little machine the other day and found it a miracle of simplicity.

The body and frame resemble more than anything else a kind of motorized canoe. The outside is covered with a kind of canvas, which makes it waterproof and gives it a smooth appearance, but the inside is left open and varnished, so that one can see how the wood has been pieced together in true canoe fashion.

Its construction enables the machine to be extremely light; in fact, it was easy for a friend and myself to lift the whole machine from the bench, and yet this lightness does not mean lack of rigidity.

The engine is held between two main side members, and drives by means of two chains to the countershaft, on which are two dog clutches, so that either engine chain can be utilized.

The final drive is by means of a flat belt to the back axle, this being somewhat reminiscent of the old Globe, in which the flat belt drive was quite satisfactory, although the machine was probably two or three times as heavy as the new Projecta.

It will be seen that the transmission on this machine is about as simple as it could possibly be, and is very much like the ordinary chain-belt transmission on a motor-bicycle.

One of the most novel features of the machine is the fact that all the braking is on the front wheels, being controlled by wires.

It is said that when the brakes are applied, even on the worst grease, the machine remains absolutely steady, and even should it skid it is perfectly safe, as it is built so low.

It is expected that one of these machines will be at the Cyclecar Club's 1915 Model Rally next Saturday, and it will attract a good deal of attention owing to its striking appearance.

* * *

But for Kaiser Bill and his myrmidons the past week would have been a scene of rejoicing, and much business at the Olympia Show would have been taking place. I wonder how many of us this time last year thought of the state of affairs that the future had in store for us?

There were many who said that the war would materialize before very long, but few, I think, saw it coming so soon.

How long it may be before the next Show draws thousands into the great glass-domed edifice at Kensington no one knows. It may be next year; in which case we shall be lucky.

* * *

The despatching of troops and transport wagons over our roads is having a dire effect on them, and two light car drivers just returned from Salisbury tell me that in places the road is cut up so that when it rains the mud is three or four inches thick, and progress is by no means easy. If the conditions are as bad as this in England how must they be on the Continent, where the traffic must have been far heavier than here, and probably the roads are not so solidly constructed?

It is weight of traffic rather than numbers that really destroys the road, and it is due to this that certain roads in Belgium, I understand, have been made absolutely impassable when once the really heavy German guns have been hauled over them. What will happen when the enemy tries to retreat remains to be seen.

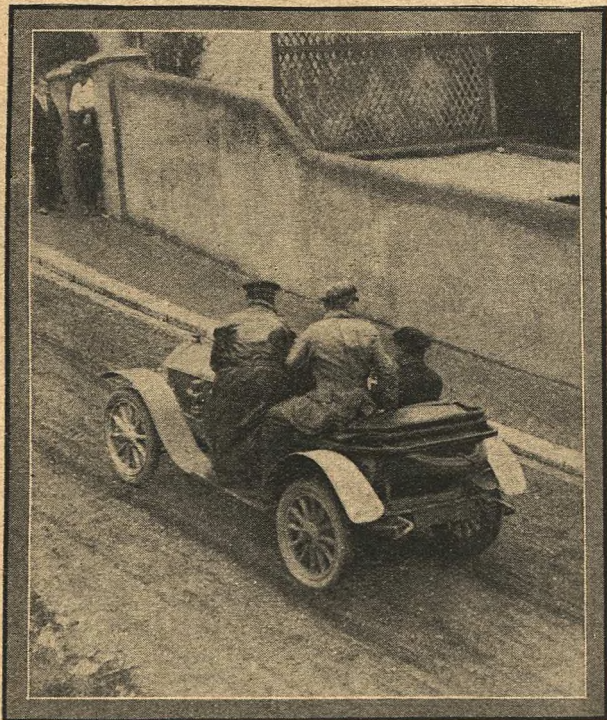
* * *

The Birmingham road is quite interesting nowadays. What with Territorial troops at St. Albans and Dunstable, large numbers of light vans constantly passing along the section of the road between these two places, the A.S.C. motorbuses and three-ton lorries constantly voyaging down South from the Midlands and the North, and every now and then an armoured motorcar or an ambulance scurrying away to some destination far afield, there is plenty to keep one interested, though the road in the ordinary course of affairs is very dull, owing to the long, undulating stretches through dull and somewhat deserted country.

It is rather curious that on this road all the villages seem to be situated in dips in the lie of the land. Going North especially one always shoots down a hill for a mile or so before coming to such places as St. Albans, Dunstable and Stony Stratford.

* * *

There has been a good deal of talk about the advantage of the horizontally-opposed twin for light car and cyclecar work, for which reason I was much



Mr. Lionel Martin climbing the Cinder track, Brighton, on his Aston-Martin car. The gradient is about 1 in 3.

1915 MORRIS-OXFORD 1915

1915 — 1915 — 1915

| | |
|-----------------------------|---|
| DE LUXE MODEL | 190 GUINEAS COMPLETE |
| POPULAR MODEL | 165 GUINEAS COMPLETE |
| COUPE MODEL | £255 COMPLETE |
| STANDARD MODEL (1914) | A few at £165 COMPLETE (Reduced from £180 to clear). |

Two 1914 slightly shop-soiled DE LUXE MODELS at £190

ALL MODELS IN STOCK FOR IMMEDIATE DELIVERY.

Any model can be fitted with a 5-lamp Lucas Dynamo Lighting Outfit at 15 Guineas extra.

Four G.W.K. Cyclecars for immediate delivery.

Stewart & Ardern, Ltd.,

18, Woodstock Street (Off Oxford Street),
Bond Street, London, W.

TELEGRAMS—"Essendaymo, London."
TELEPHONE—5462 Mayfair.



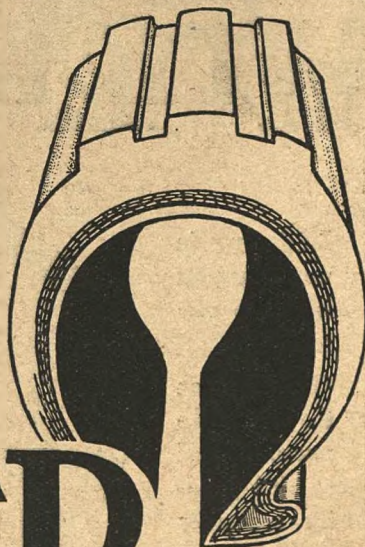
THREE RIBBED

The Dreadnought Three Ribbed Tyre which has secured such general approval possesses remarkable wearing quality even under severe strain. It is made to fit voiturette rims, and will give excellent service for Cyclecar Work.

Write for list of reduced prices.

CINCHER

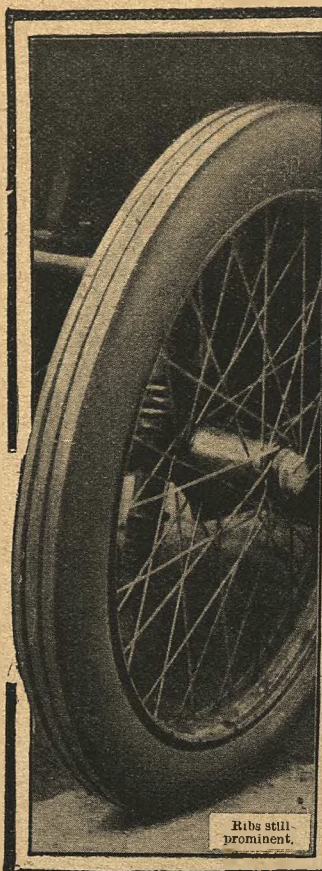
TYRES.



THE NORTH BRITISH RUBBER Co., Ltd., 169, Gt. Portland St., London, W.
Factories: CASTLE MILLS, EDINBURGH.

**TO THE
READER**

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motorina.



After 5923 and 9238 miles.

These reproductions are from untouched photographs kindly sent in by Mr. H. Bradley, of Leeds, who, up to the moment of writing, had obtained 9,238 miles from the Palmers on the front wheels of his Morgan, and 5,923 miles from the back tyre.

He goes on to say "The tyres (26 x 3 in.) seem good enough for another 10,000 miles."

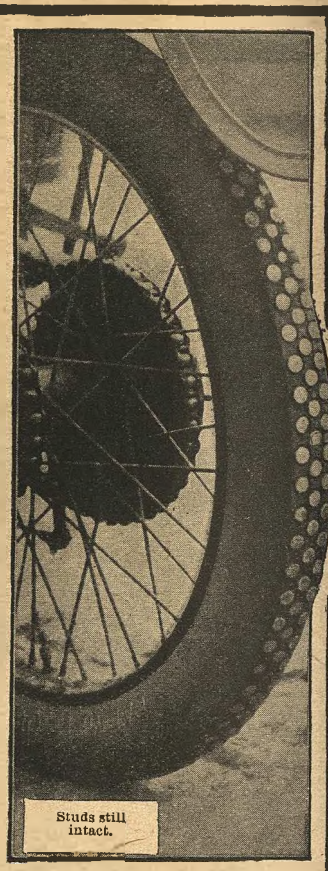
This is quite unsolicited testimony to the outstanding durability of

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CORD TYRES

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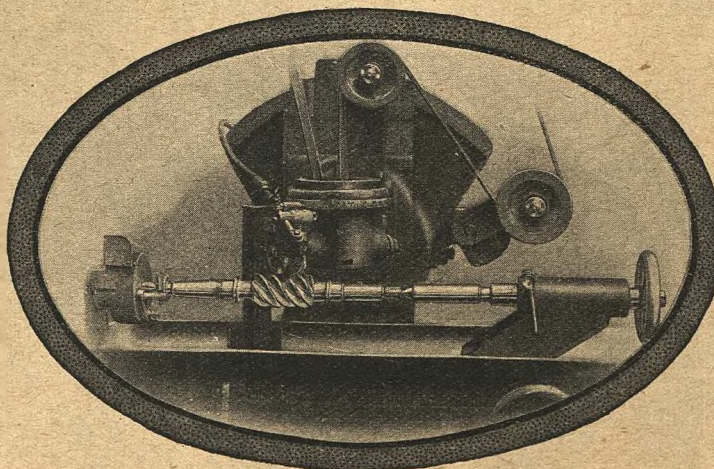
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Efficiency in worm gearing is due to correct form.

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CROSS COUNTRY COMMENTS (contd.).

interested in the experience gained by a short trip on the new Williamson three-wheeler, which is fitted with a Douglas horizontally-opposed engine.

The engine is set lengthwise and not across the frame, and is very smooth in action. It drives by a chain to the countershaft, where the gearbox and clutch are fitted, and thence by another chain to the back wheel.

The machine can attain a speed of over 50 miles an hour, and is splendidly sprung; in fact, it is the most noticeable feature in the running. Over the bumpy Coventry roads the back wheel seemed to float rather than jump, as is the case with so many other three-wheelers.

* * *

I see that the Commissioner of Police in London has been stating that the increase in accidents is due to the epidemic of reckless driving which has broken out since war began.

I certainly think that people are driving, both in town and on the open road, faster than they were a few months ago, and one has only to go down the main Portsmouth road any Saturday or Sunday afternoon to realize that this is the case. It is a marvel to me that, with the road so tremendously crowded as it has been these last three or four weeks, there have not been more accidents.

A Demonstration of Handiness.

I travelled behind a big Wolseley the other day apparently driven by an officer who appeared to be an extraordinary expert at whisking the big car in and out of the smaller fry on the road. He seemed in a tremendous hurry, but whether O.H.M.S. or not I do not know.

The light car I was driving was probably 10 miles an hour slower than the big car, but owing to its superior ease of handling, and the fact that it could be pulled up and made to get under way again much quicker than the big car, the latter was no match for it, despite its superior speed.

The greater narrowness of the light car is another point in its favour for traffic work, for it is even able to slip in where a big car could not possibly go, and

this probably accounts for the high average speeds that are possible with the light car, and which make many big car owners jealous.

This brings me to another point, to wit, the strange effusion by Mr. Max Pemberton in a recent issue of "The Field."

"It is not to be imagined that any woman will put up with the ignominy of a seat on the dickey, nor do I think that many of them who have been accustomed to drive down Bond Street in a fifteen-hundred-pound limousine will now care to do so in a 200-guinea coupé. Far better a taxi every time. This is not to disparage the small car," says the writer, "it is merely to say that motorists fall naturally into two classes—those who are expert and those who are otherwise. The small car is naturally a sequel to the motor-bicycle."

This strange view of the light car movement is certainly interesting, but the fact remains that very many owners of large cars are buying light cars at the present time, and as for ladies being unwilling to travel in the luxurious light car coupé one has only to go out on the roads any day of the week, either in London or in provincial towns, to see scores of ladies either driving themselves or being driven in light cars.

Many of them have only learnt to drive in the last few months, and yet they appear perfectly capable of taking control of the light car. Had the writer in "The Field" stated that the cyclecar was the natural evolution of the motor-bicycle he would have been nearer the point. The light car is really a motorcar in miniature, and as such the best examples are not a whit inferior either in design or workmanship to the expensive motorcars. The cyclecar, on the other hand, is a type of machine more likely to appeal to the expert motorcyclist who wants something to replace his sidecar and not to the woman who had been accustomed to driving in a Rolls-Royce or Lanchester.

McM.

[With reference to our gifted contributor's remarks on fast driving, we should think he easily holds the record for the highest speed on the Portsmouth road since war began. We will not say what the speed was, but it might have been at least five times the legal limit.—Ed.]

THE 1915 MODEL MORGAN.

Only Minor Improvements—Front Springs Covered In.

LIKE many other manufacturers in the light car and cyclecar world, the Morgan Motor Co., Ltd., of Worcester Road, Malvern Link, Worcestershire, adopt the policy of incorporating improvements in their machines from time to time instead of waiting until the end of the year to put an entirely new model on the market.

The public, of course, benefit greatly from this policy, as no matter at what time of the year the machine is bought it is certain to be up-to-date, and those owners of Morgans which have seen some service can have the improvements incorporated for a very small sum, thus bringing their machines entirely up-to-date from time to time.

The improvements now being adopted on the Morgan machines are as follow:—Instead of the aluminium silencers hitherto fitted pressed steel ones are now used, which naturally help to make the machine look decidedly neater. The coil springs fitted to the front wheels are now covered in with improved dust covers. We ourselves have driven a machine thus equipped for some time, and find that in excluding the dust, mud, and water from these vital parts their life is considerably prolonged. The steering wheel has been raised, thus making the driv-

ing position more comfortable, and extra stays support the front mudguards, so that there is no possibility of any rattling or dithering taking place.

The back springs have been strengthened, also the propeller shaft, which now has stouter dimensions, while the clutch thrust bearing has been considerably improved. All these items are included in the various different models.

In the case of the Grand Prix model the tool boxes are fitted underneath the seat, and the sides of the body are upholstered as well as the back.

Many people have in the past criticised the position of the magneto on the Morgan Runabout, as it appeared to necessitate the use of exposed bevels, which it was thought would fare badly owing to the action of mud, dust and rain. As a matter of fact, this criticism has proved baseless, as no single instance has been brought to our notice of the bevel drive failing through any of these causes. However, on future models the bevels will be covered in, so that the risk, though slight in the past, has now been entirely removed.

The prices of the various models range from 85 guineas, while the cost of upkeep may be reckoned to be equally as moderate.

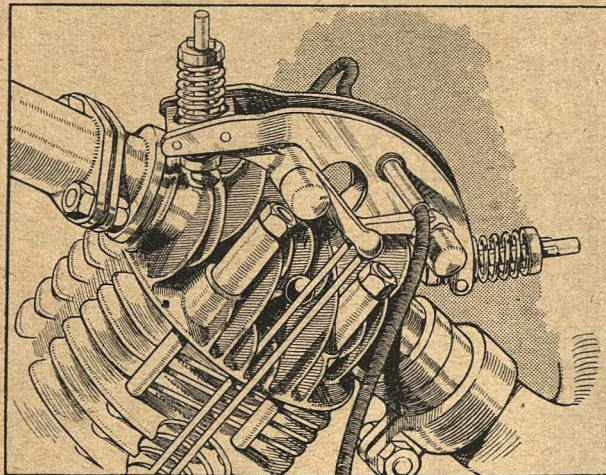
THE RACING G.N. ENGINE.

New Design of Cylinder Heads Gives Enormous Increase of Power.

ALTHOUGH Mr. Nash's racing G.N. did not carry off the honours of the day at the recent hill-climb of the Cyclecar Club at South Harting, it was apparent to the most casual observer that it was capable of very high speeds, especially as its acceleration from the starting-point was quite a revelation.

The engine of this particular machine is, of course, a special one, having overhead valves. The diameter of the latter is actually $1\frac{1}{8}$ in., and the lift is $\frac{1}{8}$ in. The cylinder heads, which are detachable, are conical in shape, and the valves are set at an angle of 45 degrees to the bore of the engine. This is, we believe, an entirely new feature on a cyclecar or light car engine, and, judging by the results that have been attained, the design is as eminently suited for small engines as for those of larger power and dimensions.

The bore of the engine is 84 mm. and the stroke is 98 mm. Only one ring is fitted to the piston, which, by the way, only weighs 15 ozs. complete with ring and



The overhead valve mechanism on the racing G.N. engine. The cylinder heads are detachable.

gudgeon pin, and the detachable top is cone-shaped. They are made specially by Messrs. G.N., Ltd., and are machined from the solid. They are not stepped in any way, and a clearance of about 20-1000ths is allowed between each and the cylinder.

The connecting rods are a particularly fine piece of work, and are of B.N.D. steel. On a cursory examination, they appear to be too thin to withstand any shock, but, as a matter of fact, they have never given the slightest trouble. The thinness of the metal may be gleaned from the fact that each rod only turns the scales at 6 ozs.

Ball-bearing Crankshaft.

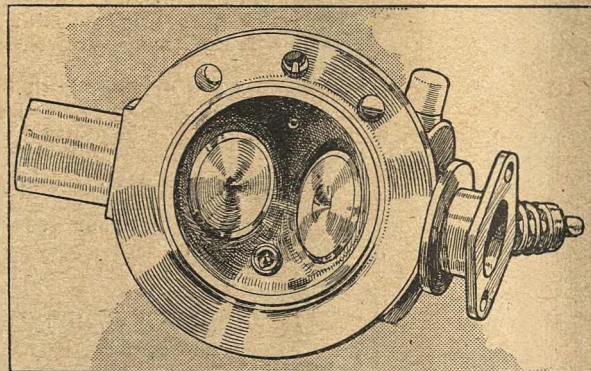
Another point where this engine deviates from standard practice is the provision of ball bearings for the crankshaft. They are about 4 ins. in external diameter, and all their other dimensions are equally generous, thus reducing wear to the minimum.

In order to take full advantage of the large valves, the inlet and exhaust pipes are not allowed to hinder the flow of the gases, the former being $1\frac{1}{4}$ in. in diameter and the latter 2 ins.

A10

The push rods that operate the valves are arranged very similarly to that which works the inlet valve on the standard engine, and the overhead rockers are cut from the solid. The rocker arms, which bear direct on the valves, are forked, and press the valves down by means of collars situated below the valve springs.

The design must be very efficient, as it has been proved that the exhaust valves keep remarkably cool and never display the slightest sign of overheating. We were able to examine the inside of one of the cylinders, the head having been just taken off, and we noted



The inside of the cylinder head showing the position of the valves and sparking plug.

that the top of the piston was as clean as a new pin, although the engine had been run for quite a considerable time. There was not the slightest sign of discoloration either by heat or by carbon deposit, and we venture to say that the piston was as spotless as the day it was put in new. The inside of the cylinder head was also in keeping, likewise the valves.

81 m.p.h.

Mr. Nash informed us that the engine will "rev." up to 3400 r.p.m., which is not bad for a twin-cylinder engine. When "tuning" on Brooklands recently, the highest speed attained was 81 m.p.h., and the best lap was done at an average of 76 m.p.h. The top gear ratio on this occasion was 2.9 to 1.

Messrs. G.N., Ltd., have evidently in this engine a design which should become more common as time goes on, though it is doubtful whether an engine with overhead valves would give the best results in the hands of the average private owner. We hope that Mr. Nash will make an attempt on the various cyclecar records which have now stood for quite a long time, as he should have an excellent chance of success.

Meeting the Wounded.

Members of the A.A. who are willing to assist in meeting the wounded at London railway termini with their cars are asked to communicate with the head office.

Headlights in the Country.

Although the order prohibiting the use of powerful headlights is confined to the Metropolitan area, it is understood that the Secretary of State wishes the use of powerful headlights to be discouraged throughout the country.

The Light Car and Cyclecar

A Special Buyers' Review Number

will be issued on MONDAY, 30th NOVEMBER, and will contain the fullest and best illustrated descriptions of 1915 MODELS & ACCESSORIES
Special attention will be paid to Colonial Models.

NOTWITHSTANDING the absence of a Show, everyone will be interested to see what the manufacturers are doing in next year's models. Many new cars are now reaching completion, and some remarkable changes are apparent. All these new models, new accessories, etc., will be very fully described and illustrated in a special number of "The Light Car and Cyclecar," to be published on Monday, 30th November. This will be the 106th issue of the journal, which, in the short time of two years, has become one of the most popular motoring journals of the day, and is undoubtedly the live and leading organ of a popular movement.

The Chief Business Next Year.

In light cars and cyclecars will the motor trade centre chiefly next year. What is doing in many circles cannot be revealed now, but apparently every motor concern will have its light car model shortly, ranging in price from £125 to over £300. Not only that, but there are several more cyclecars to be produced. All these new models will be described in the special Buyers' Review Number of "The Light Car and Cyclecar," which, it may be relied upon, will be the only complete and authoritative review of the new motoring movement.

For Those Abroad.

This special number will be particularly interesting to motorists abroad, for with it will be combined an Export Number, appealing specially to home and Continental colonies where are openings for British trade.

C No doubt many of our readers would like to send a copy of this special number to a friend abroad, and this we shall be pleased to do if a fee of 3d. in stamps be remitted to cover postage.

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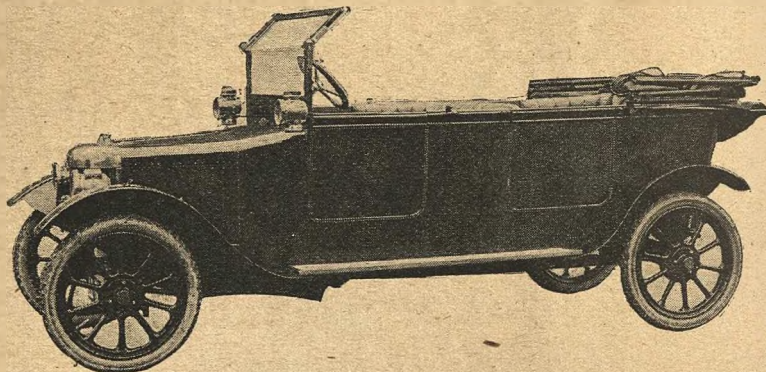
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It is efficient even on the worst roads.

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LIGHT UP

Next Saturday, 5.2 p.m.

FORTHCOMING EVENTS.

NOVEMBER.

21st-22nd. — Cyclecar Club's 1915 Model
Rallies.

23rd-28th. — Motor Showroom Week.

27th-28th. — Bristol Motorcycle Club's Open
Trial and Show.

NOTICES.

Letters.

EDITORIAL Communications should be addressed to The Editor, "The Light Car and Cyclecar," 7, 9, 11, 13 and 15, Rosebery Avenue, London, E.C.

Letters relating to ADVERTISEMENT and PUBLISHING Departments should be addressed to The Manager. SUBSCRIPTIONS should be forwarded to the Manager (rate, 6s. 6d. per annum, or pro rata).

ADVERTISEMENT COPY, Blocks, &c., should come to hand by Wednesday morning to ensure careful attention and allow time to submit proofs, except when an earlier time is specified.

Press Times.

IMPORTANT LATE NEWS and Photographs can be accepted for insertion in the following Monday's issue by special arrangement previously.

Return of MSS., &c.

Drawings, Photographs and MSS. not suitable for publication will be returned if sufficient stamps are enclosed for this purpose, but the Publishers cannot hold themselves responsible for the safe keeping or return of contributions.

Subscriptions.

"The Light and Cyclecar" will be mailed regularly at the following rates:—

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Advertisements of Light Cars and Cyclecars for Sale, new or second-hand, Sundry Announcements, and Rates for Advertisements will be found amongst the end pages.

Topics of the Day

What is Wrong with the Cyclecar ?

THE chief topic of the moment in the cyclecar world is undoubtedly the increasing activities of the manufacturers of the simpler machines. In the five cyclecars now available, ranging in price from £78 15s. to £100 (the latter figure including equipment), the public have a fair choice, with air and water-cooled engines, three and four-wheeled chassis, chain and belt drive. Now we would strongly urge those who are waiting for their ideal cyclecar to go closely into the claims of these five machines, and if they do not satisfy their requirements to let us know frankly in what way they fail. It is only by learning the views of hundreds of those who are waiting for a cyclecar at a low price that a reliable idea may be obtained of how to reach the ideal. At the same time we would point out that it is useless to ask for the impossible. One cannot have the ease of gear changing and driving generally of a simple machine in a light car fitted with a three-speed and reverse gear, or such economical running. Too much must not be expected in what may be termed "engineering finish." A light car that costs £200 cannot be produced with the same finish, quality of material and workmanship for £100. It is a difficult matter to pare down costs to get the price below £100 in a cyclecar, and to ask for this and that refinement—such as one would never get on a sidecar machine, for instance—is to demand the impossible.

The Enthusiast Who Believes in Them.

IN this simple cyclecar question, it seems to us that our correspondents generally miss the ideal. It is easy to say that most of the cyclecars at the 1912 Show lacked the refinement of the best engineering practice, but they were cars that would go, which is something, and those that reached the hands of the public proved satisfactory with very few exceptions. In fact, it is rarely that one finds cyclecar owners who are dissatisfied with their machines. On the contrary, they are rare enthusiasts, glad to own and run vehicles which are really quite delightful to drive, that steer well, pull well on hills, have rapid acceleration, run much more lightly on tyres than a motorcycle; little runabouts which they can tune or repair themselves, with a capacity for long mileages and much hard wear without great depreciation or at a heavy cost. The motorcyclist is exactly the same type of enthusiast. That there should be nothing between the sidecar combination and a high-grade light car would be absurd. The popularity of the sidecar is largely due to the fact that it is not an engineering job like a car, which means that transmission and engine troubles can be remedied by the owner on the road, and do not require skilled mechanics and engineering appliances to tackle. Further, it is a machine that is easy to stow away, and it should not be forgotten that people who want £100 cyclecars are not often in a position to provide a substantially-heated garage such as a high-grade light car would demand.

An Open-air Show.

THE full range of cyclecars, as well as all the principal light cars to be offered to the public for next year's trade, will be exhibited at an open-air Show in the Cyclecar Club's "Rallies" next week-end. The response to the scheme inaugurated by the Club is most gratifying. Practically every manufacturer is sending a range of 1915 models. They will not perhaps be seen to such advantage as at Olympia, but, having travelled by road, a better idea of their roadworthiness will be obtained. As the cars arrive and proceed from one point to another, their behaviour on the road, their quiet running, or the reverse, can be observed, and in other ways the public can form a shrewd idea of their respective merits. Full particulars of the Rallies appear on the first three pages of this issue.

THE CALL OF THE ROAD.

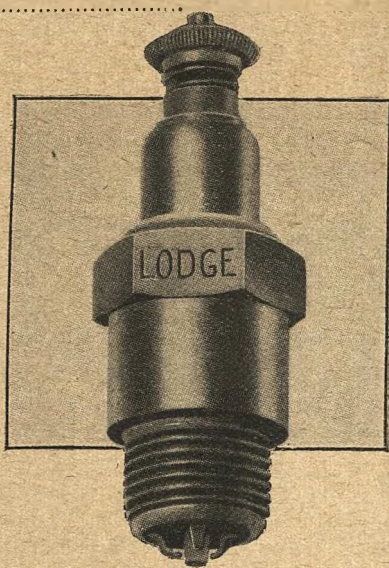


THE JOTTINGS OF JOHN GILPIN, JNR.

ST. MARTHA'S CHAPEL.

I HAVE previously commented on the fact that modern high-speed engines, and also those with which the compression is fairly high, have found out weaknesses in standard plugs that a few years ago we thought had been eliminated for good. This led to some interesting correspondence with the Lodge Sparking Plug Co., Ltd., as the result of which

A plug that will stand an engine running at 4000 r.p.m. The latest Lodge Model B plug, with mica insulation. It does not pre-ignite.



they promised a new plug of such sturdy construction that it would laugh at 4000 r.p.m., and so cooled that it would never pre-ignite. Six weeks ago a set of the new plugs arrived, and were immediately placed in my engine with results that can only be termed entirely satisfactory. This new plug does keep cool, and although it has had every opportunity does not pre-ignite. In nearly 2000 miles I have only once had to take out a plug that was misfiring; when it was found badly sooted up as the natural corollary to a flooding carburetter. The Model B Lodge plug, as it is known, has mica insulation, but of its exact construction nothing can be said as yet, as it is only provisionally patented. A large number have been supplied for the Army aeroplanes, where reliability, of course, is rather more essential than in the 10 h.p. car of John Bull, Esq.

A Petrol-propelled Pilgrim.

Some time ago I referred to a pious vow that, like the pilgrims of old, I would mount to the summit of the great conical hill on which stands that famous Surrey landmark—St. Martha's Chapel. The first Sunday in November provided the opportunity: a gorgeous day, the air so clear that on every eminence one could see as far as the local guide book would claim, which generally says much. I approached the hill from the Chilworth Powder Mills (the first in this country, by the way) between Guildford and Albury. (See THE LIGHT CAR AND CYCLECAR for 26th October.) The lane emerges from the trees and gives a view of

the chapel away to the left, about three-quarters of a mile, and that is as near as one can get to it on wheels comfortably. The ambitious can venture to attack the eminence by the path that seems to be used by wheeled vehicles only on those occasions, let us trust rare, when some local potentate is laid to his long rest in the lonely churchyard. The track goes up fairly easily at first, over the grass, becoming steeper and steeper until a great bank of sand is reached, with a gradient of about 1 in $2\frac{1}{2}$, up which the coffin must perforce be carried, toilsomely enough, by bearers. Here, if not before, I will guarantee any cyclecar will come to a standstill.

The track is gorse-grown on the higher slopes, and gives increasingly wider views into the valley on the left hand, and then, after a final struggle over the hundred or so feet of the ridge of sand, one reaches the level plateau occupied entirely by the churchyard, stoutly walled in, and the quaint old chapel. The many unmarked humps in the turf are probably the graves of parishioners who passed away some hundreds of years ago, none of the headstones dating back longer than 1848, up to which year the chapel was a picturesque, neglected ruin. Judging by the amount of restoration, time and the elements had worked sad havoc with this haven of rest for many a weary pilgrim on his way to the shrine of a Becket at Canterbury. The chapel is cruciform in shape and Norman in its architecture. The moulding on the west door and the windows in the conically-capped tower is fairly well preserved.

The Finest View in Surrey.

But the view! That is the chief glory of St. Martha's. After many years intimate knowledge of Surrey I pronounce it unhesitatingly as the finest and widest in the whole county. From the churchyard one can see in every direction of the compass, barring a clump of trees north-west, where the modern pink and yellow of Guildford's new suburb strikes a jarring note and makes one wish the clump were wider. North the view is supposed to extend into Oxfordshire. Ten miles away, due west, rises the peak of Crooksbury Hill, and a little to the right of it the high ground of the Hog's Back; Hindhead and Blackdown are unmistakable farther to the south. Immediately below are the Chilworth ponds, and right across a tumbled prospect of green and brown and purple is the shadowy blue line of the South Downs. For the rest, the visitor can use a map intelligently, and pick out one by one in the field-glasses the spires and hilltops of more than half-a-dozen counties. Ideal picnicking spots will be found amongst the coniferous trees on the side of the hill, but visitors are asked not to picnic in the churchyard. Morning services are held twice monthly in the church, and "evensong" at 3.30 p.m. on other Sundays, although one cannot help admiring the fortitude of a congregation that would mount to this bleak spot in the depths of winter. But, then, how infinitely beautiful must the view be when the snow lies all around and the peaks of all the hills are capped with a white mantle!

NOTES, NEWS AND GOSSIP OF THE NEW MOTORING.

Remember every motorist is invited to the Cyclecar Club's 1915 Rallies.

A round piece of cardboard with a small, centrally-placed hole makes an effective "dimmer" for a headlamp.

It is said that cars at the Front are mainly relying on acetylene lighting owing to the diversity of design of electric sets.

On some of the Midland test hills some strange sights are seen nowadays, for armoured cars are taken out and tested up them.

A new use for petrol cans was discovered when H.M.S. "Hermes" was sunk, for they were used as lifebuoys and saved many lives.

The Humber works are very busy at present on Government orders, including thousands of soup kitchens, air darts and other military accoutrements.

Our front cover picture this week depicts a Stellite light car on the front at Brighton. The photograph shows the clean lines of the machine, which are one of its special features.

It is claimed that the new four-seated Lagonda is the second cheapest four-seated car in the world. This is one of the cars that specializes in having the body and chassis in one.

Some device for preventing one's headlights from suddenly going out, thereby leaving one in darkness, is urgently needed. If side lamps are also used the danger is, of course, greatly minimized.

It is cheaper to use a light car than a motorbus in Birmingham, for on the long-distance services there is only one charge, the maximum, with the result that the fare works out at anything up to 11d. a mile.

The A.-C. armoured car was recently seen going down Gray's Inn Road, London. No driver was visible, but a man was hanging out of the fighting top at the rear, presumably directing the unseen steersman.

Coventry light car manufacturers have approved of the idea of the 1915 Model Rallies of the Cyclecar Club next week-end. The following Coventry-built machines, amongst others, will be present: Singer, Swift, Calcott, Humberette, and Buckingham.

Motorists who are likely to go abroad should take with them a copy of the English, French and German Motor Dictionary, supplied by the Stern Sonnenborn Oil Co., Royal London House, Finsbury Circus, London, E.C., which is a most useful little publication.

The annual banquet of the Cycle and Motor Trades Benevolent Fund will not be held this year owing to a feeling that it would be unseemly on account of the war, but contributions are asked for so that the Fund may maintain the proud tradition that no trade does more for its own members than the cycle and motor trade.

The committee of the Mersey Motor Club have now made the final allotment of prizes for the Colwyn Bay speed trials. So successful was the event that a further sum of £100 was added to the prize money, making £260 in all, £60 of which was contributed by the Town Advertising Association. In addition to this amount in cash, silver cups to the value of £45 were awarded, and other prizes (tyres, etc.) up to £20—a total of £325 for one race meeting.

Motorists are coming from all parts of England to the Rallies which take place next week-end.

Is there a famine in petrol tins? We recently came across one which had evidently been patched up to make it serviceable.

The mere fact that over 60 machines will be shown at the Cyclecar Club's 1915 Model Rallies proves that motoring is by no means dead.

We learn from Mr. Clarkson, of New Zealand, that many American motorcar manufacturers are curtailing their output for next year owing to the war.

While motor firms are turning their attention to steel aeroplane arrows, shell cases, etc., one at least of the railway companies is manufacturing gun carriages.

One of the longest journeys will certainly be made by Mr. Cunningham, the maker of the L.M. cyclecar, who is actually coming down from Clitheroe in order to participate in the Rallies.

The darkness of London seems to be slowly spreading to provincial towns. Tail lamps for all vehicles are absolutely necessary under these conditions, and it is to be hoped that the Home Office will bring in some regulation regarding this.

The stability of a three-wheeler was recently brought home to us while piloting a Morgan along greasy roads for about 180 miles. Even round acute bends at speed there were no alarming skids, although the back tyre had a three-rib tread very much worn down.

The Rotax Motor Accessories Co. have been very busy with lamps for the Russian Government. They are all finished in grey, and look decidedly neat. The searchlight we saw had an 80 candle-power bulb and a 15 in. face. We imagine one of these fitted on a light monocoque would be able to give fine assistance in a night attack or in hunting for spies on the lonely parts of our coasts at night.

The Buyers' Review issue of THE LIGHT CAR AND CYCLECAR (30th November) will be a noteworthy number. A copy can be sent to any address abroad for a fee of 3d. to cover postage (which should be sent to our offices), and it would be a present indeed for a friend abroad interested in the new motoring. It will contain information of special interest to light car and cyclecar owners in the Overseas Dominions.

Light car and cyclecar manufacturers should receive quite a number of orders from the Canadian contingent when they return from the Front at the termination of the war, as most of them are intensely interested in these machines. A member of our staff was recently down at Amesbury, when he was literally besieged with questions about his Grand Prix Morgan from members of the Canadian motor transport. They were not satisfied until every control and feature was thoroughly explained to them.

Applications for tickets (free) for the cinema show organized by the Motor Cycling Club at the Café Monico, Shaftesbury Avenue, London, W., on Friday, 27th November, at 7.30 p.m., must be made at once, as the accommodation is limited. No charge for admission is made and ladies will be welcome. Tickets can be obtained from Mr. W. H. Wells, 366, Euston Road, London, N.W. Messrs. Pathé Frères will show their latest war films: "Motor Cycling" are loaning their Grand Prix, T.T. races, and other remarkable films.



"I've got a ripping little motorcar."

The Passing Show.

SUCH are the opening words of the chorus of one of the songs sung by Mr. Basil Hallam in "The Passing Show" at the Palace Theatre, London, but, of course, many things are said, or rather sung, in theatres that bear little or no resemblance to the truth. However, "Gilbert the Filbert" (see "The Passing Show") keeps well within the borders of veracity when he sings the above words, for he is the owner of a particularly smart Standard light car.

This we discovered quite by accident. One evening, after an arduous day, we strolled into the Palace, to seek relaxation from our day's work, and after having been refreshed by the efforts of Mr. Hallam and his associates behind the footlights, we noticed a smart little Saxe blue Standard coupé drawn up outside the stage door. Our victim appeared, and an appointment was made for the next day.

We took our position at the appointed time, and soon afterwards the Standard hove in sight. It was obvious that the owner was in a hurry. A rehearsal was evidently on, and Mr. Hallam, after apologizing for his apparently undue haste, disappeared through the swing doors that are so tightly guarded by the commissionaire.

A Rehearsal in the Street ?

In a few moments, however, the hinges squeaked, and the "Colonel of the Knuts" appeared in full evening attire. For an instant we thought the rehearsal was going to take place in the street, but Mr. Hallam jumped into the driving seat of his machine to be photographed.

We have seen many Standard light cars, but few can compare with Mr. Hallam's machine. It is equipped with every luxury, and although it has done over 2000 miles, it looks as good as new.

A16

We thought we heard the call-boy's squeaking voice inside, and, indeed, we were not mistaken, for Mr. Hallam had to beat a hasty retreat. Before leaving, he promised to let our readers hear his opinion of light cars, and any amusing incidents he has had on the road. Below we publish a communication which we have received from him:—

"Of course, I should like to tell you some splendid lies about my thrilling experiences on the road—tales of hairbreadth escapes from death, from fools, and from policemen, with myself the hero always in the centre of the stage, but to-day somehow my imagination refuses to fly, or perhaps I am a little self-conscious in your presence. Then, again, I have no experience with the pen, and might not do myself justice on paper. Lastly, too, it has been told you before by the really competent, so a few unvarnished facts and then the curtain!

Diving Under Motor-Omnibuses.

"Outside of running into a hay cart in Epping Forest during a fog one night, so far I have escaped accident, but then my car is very light and easy to manage; in fact, at a pinch I think it could dive under a motor-omnibus and out the other side unscathed.

"Now, any little trick of this sort is a great help to the unpunctual, I think you will admit.

"From a pecuniary point of view I find I spend far less each week on my little Standard car than I did before in taxis. It can canter along at 50 miles an hour at ease, and is very useful for week-ends in the country.

"Another advantage is the coupé body—not only ornamental, but a great saving to one's top hat.

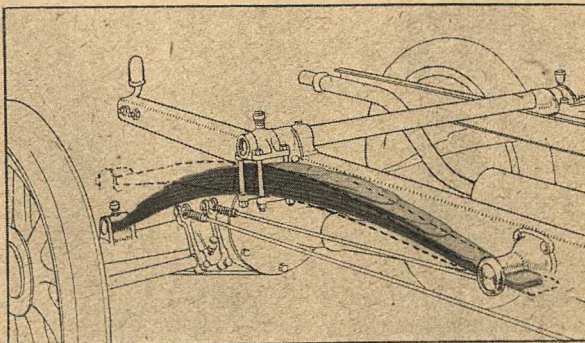
"From all points of view, in fact, a light car of this kind can be recommended to the bachelor of limited means and rather irregular habits, whatever his profession may be."

BASIL HALLAM.

Palace Theatre, London.

THREE HUNDRED MILES ^{ON} A MERCURY LIGHT CAR.

A Light Car
With
Extraordinary
Springing.



SUMMARIZED RESULTS.

Distance run—300 miles.
Involuntary stops—nil.
Maximum speed on top—
47 m.p.h.
Minimum speed on top—
4 m.p.h.
Petrol consumption—36
m.p.g.

Showing the action of one of the rear cantilever springs on the Mercury. They are 4 ft. in length.

AFTER a week-end run of some 300 miles on the Mercury light car the one outstanding feature is the excellence of the springing. This is not because the Mercury has not other good features but because the springing outclasses them.

Leaving London traffic we were at once struck with the docility of the engine, for it was no effort to negotiate traffic on top gear without recourse to slipping the clutch. The ease of control resulted in a quick

car possessed a useful turn of speed, in spite of the weight of a large and somewhat heavy body. Oxford was reached in a minute or two under the two hours, and we pulled up at one of the colleges to make a halt for a few minutes.

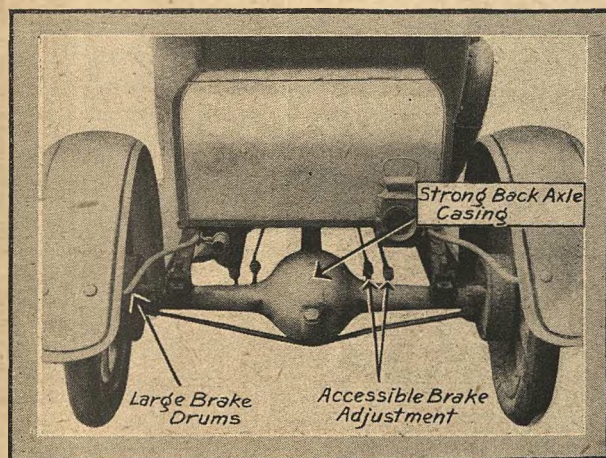
Oxford presents a strange sight for term time, for only about one-third of the men are in residence, the rest serving their country in the field. Khaki uniforms are everywhere, for in addition to the Tommies the University O.T.C. is busy training the men for commissions in the new Armies.

Leaving Oxford for Woodstock, Shipston, Stratford and Birmingham, the run proved singularly uninteresting from the point of view of testing the car, for the springing made all road surfaces seem alike, and a drop to second speed was rarely required.

Long descents, of which there are one or two on this route, particularly the run down into Long Compton, were taken with the engine ticking over and the gear in neutral, and it is surprising that this is not done more generally.

All that is necessary to get back into gear is to accelerate the engine until it is running at what one estimates to be the speed corresponding to that of the car, and then to ease the clutch and slip the gear lever into top. If this is done correctly the gears will engage in absolute silence.

So easy is the gear change on the Mercury that it would take a very inexpert driver to make a noise over any change, either up or down.



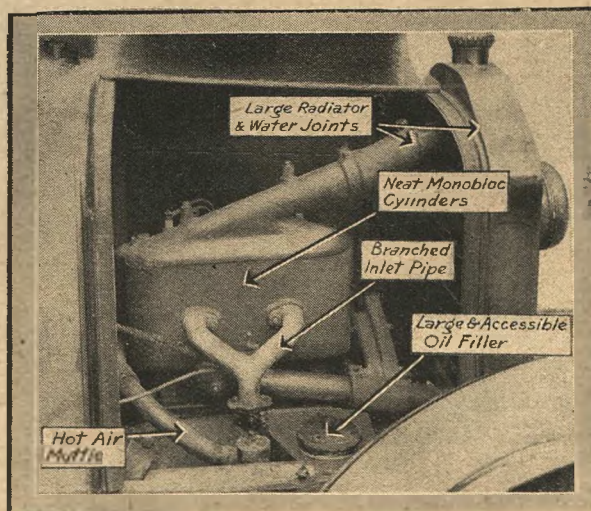
The Mercury's rear axle.

run from Marble Arch to Uxbridge, and we were surprised to find that this stretch of tramlines and traffic had been negotiated in 10 minutes less time than it usually takes us.

We soon found signs of road repairs, which proved to be very extensive, and we had perforce to slow up considerably. Now we began to appreciate the springing, for all obstructions seemed to be flattened out, and bad stretches of road which on many cars are apt to call for a reduction of speed were taken at high speed in perfect comfort.

The ascent of Dashwood was rather spoilt by a cart baulking us, but even so we never dropped below 15 m.p.h., although a momentary drop to first was necessary. Then followed our favourite brake test down the winding slope of Aston Rowant, and either hand or foot brake rapidly brought us to a standstill, as the size of the brake drums had led us to expect.

Then followed some magnificent stretches of road surface, and with a top gear of 3.8 to 1 we found the



The clean design of the engine is a good point.

300 MILES ON A MERCURY (contd.).

Nearing Stratford there were more cars on the road, for it is a favourite motoring resort, but one and all seemed to find the pace of the Mercury too much. One charm of the Mercury's high speed running is that it never falters, thanks to the efficient radiator and the large connections between it and the engine.

Liveridge Hill, the mile long ascent out of Henley-in-Arden, was taken at a shade over the limit, and then we were soon on a "motorbus" road, but for once the waves were smoothed out for us, and we ran into the Midland metropolis just as our fourth hour of running time was striking.

Next day came a run round various test hills, and taking the undulating Alcester road, we overhauled car after car ere running into Evesham. Broadway was our objective, and arriving at the foot of Fish Hill we opened out, soon, however, finding our top gear too high and dropping to second.

Up and up we sped, with the fine panoramic view

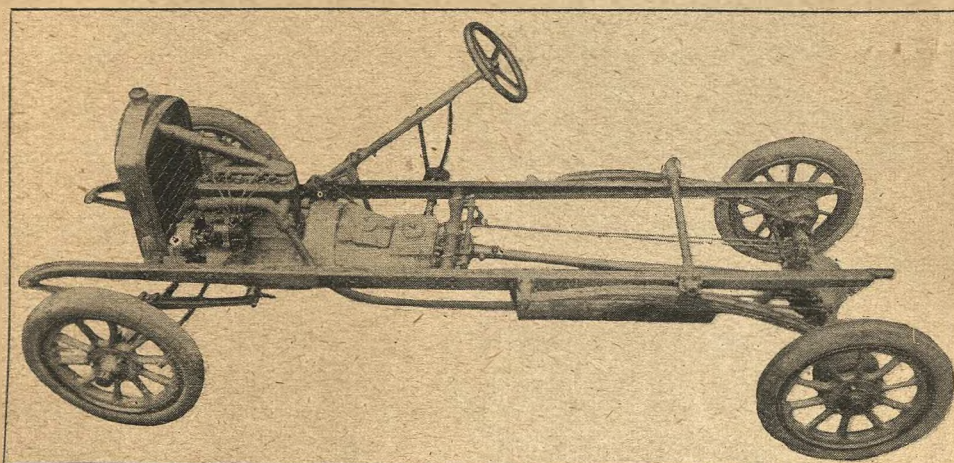
was overtaken, and as we rolled by our silent progress won many nods of approbation from the drivers.

As we drew nearer London the number of soldiers on the road increased, and at St. Albans we spent a few minutes edging by an officer's charger which was giving an exhibition of equine temper to the accompaniment of measured expressions of opinion from the soldier-groom.

The notorious stretch of road from St. Albans to Barnet is vastly improved in parts, but other portions still provide the best test of springing it is possible to find. However, we floated comfortably over this final part of the journey at exactly twice the speed we have ever found possible before, and this speaks well not only for the springing but the distribution of weight also.

The journey concluded with a spell of traffic driving, and we were heartily sorry to come back to a light car with ordinary springing. The long runs did not prove fatiguing in the least, owing to the high back to the seat and the excellent upholstery.

One could not find a car easier to control or more



Plan view of the Mercury light car chassis, showing the unit construction of engine and gearbox, the long springs, and the arrangement of the propeller shaft and back axle.

slowly unfolding itself as we rose higher and higher. A drop to first gear was necessary on the worst portion, but we never slowed to less than 15 m.p.h., while at the top there was not the slightest sign of boiling or overheating.

It is difficult nowadays to find a hill that the average light car cannot climb, and such a car as the Mercury makes light of test hills like Willersey and Saintsbury, although changes of gear are of course necessary and desirable.

With three well-known test hills behind us, we ran into Stratford, and after lighting up proceeded back to Birmingham. Next morning at dawn we set forth once more to journey back to London via the Coventry road.

The mist always seems to hang round Coventry in the very early morning, and we were glad to turn coat collars up. Between Coventry and Daventry one always seems to meet herds of cows, and although there is in many places a fine stretch of grass on each side of the road, they always seem to prefer the road. It was so early that we did not even expect farmers and cows to be on the road, and on the first occasion only the powerful brakes saved us from a serious smash.

Herd after herd of cows forced us to slow up, but thanks to a flexible engine, which would pull steadily and sweetly at walking pace, it was never necessary to come off top gear.

Nearing Markyate, we overtook a convoy of motor lorries, and were much taken with their silent running. Later on a convoy of horse-drawn vehicles

reliable; the steering is light, the clutch, which is an expanding ring running in oil, extremely smooth in action, gears easy to change, and brakes sure and reliable. Those who wish to carry three up will find the dicky seat roomy and comfortable, and the extra load appears to make no difference to the running.

The London agents are Bodilly and Heape, Ltd., of 110, High Street, Marylebone, London, W., and any colour scheme can be obtained. The car is manufactured by the Medina Engineering Co., Ltd., Gould Road, Twickenham, and completely equipped and ready for the road is priced at £200, an electric lighting set costing £10 more. Speedometer, dashboard, clock and a Mercury mascot are included in the equipment.

The daubing of the tops of motor ambulances, etc., with various colours, which renders them almost invisible from above, has now been applied to the gasometer at a small country village in the middle of England. Prevention is better than cure against air bomb attacks.

Anyone desiring a mud bath should visit Salisbury Plain. Many of the roads are almost impassable, and the predicament of a driver who should be unlucky enough to get stuck in the centre of one of these mud lakes would be an unenviable one. The occupants of most cars get liberally splashed, and in consequence many of the neighbouring hotels are filled with crowds of motorists, all waiting to remove the cakes of mud from their faces.

THE LIGHT CAR IN AMERICA AND NEW ZEALAND.

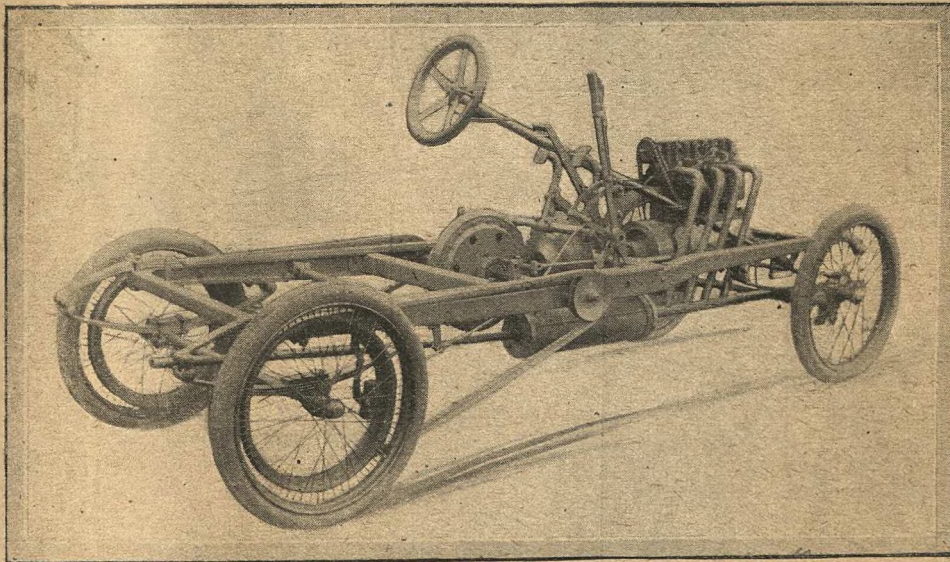
THE question of how the English light car and cyclecar can compete against the American-made machines was discussed by Mr. J. D. Clarkson, a well-known New Zealand agent, in the course of an interview the other day.

Mr. Clarkson, who is well known to many prominent persons in the trade, is on his annual visit to this country to book up new business, having just returned from the States.

When he learnt that the Show had been abandoned for this year he was most bitterly disappointed, as he regarded the holding of a show, had it been even a matter of manufacturers displaying their 1914 models, as being of paramount importance to the industry. It would have been a show of world importance, to assist a world trade, but, unfortunately, our Midland manufacturers are too short-sighted and panicky to see beyond the immediate prospect that the Show would cost them a certain amount of money, despite the fact that they had thousands of pounds to their credit as a result of past successful shows. He also remarked on the comparative slowness of the British manufacturer, in comparison with the American.

Although he had handled with fair success a light car in New Zealand during the past season he frankly admitted that the machine did not compare on the value for money basis with what the Americans can offer him, as, for instance, the little Princess car, which is sold in the States for £95, has an electric starter, the latest four-cylinder water-cooled engine, and three speeds and a reverse, besides hundreds of little refinements, such as oilers to the leaves of the springs. He was of the opinion that until British traders, or the most important of them, band together, so as to have real standardization, we can never hope to compete seriously with the enormous productive capabilities of the American trade. He showed us some interesting specifications; one of a light car called the Argo, which sells in America for £65, another of the Remington, built by a grandson of the famous inventor of the Remington typewriter.

The true cyclecar, Mr. Clarkson admitted, had not met with much success in America, probably because the American rushes for the high-powered productions, just in the same way as he rushes for the 7 h.p. to 9 h.p. motorcycle, when we in England are doing our chief business with 3½ h.p. and 2 h.p. lightweights.



The Cone cyclecar, made by the Cone Car Co., of Newport Road, Leyton. It has a four-cylinder air-cooled engine and friction drive by cones which give true rolling friction on a line of contact.

A COMBINED TRIAL AND SHOW IN THE WEST.

THE Bristol Motor Cycle Club are to be congratulated on an endeavour to promote the "keep on motoring" campaign in the West of England, and as there are many hundreds of workpeople dependent on the motor industry for their living in that part of the country the effort is worthy of all support, especially as any proceeds are to be handed to a patriotic fund.

An open 18-hour reliability trial will be held by the club on Friday and Saturday, 27th and 28th of November, for motorcycles, monocars and cyclecars conforming to the A.-C.U. definition. The first competitor leaves the headquarters, Queen's Hotel, Clifton, at 9 p.m. on Friday, 27th, and the other competitors at one-minute intervals.

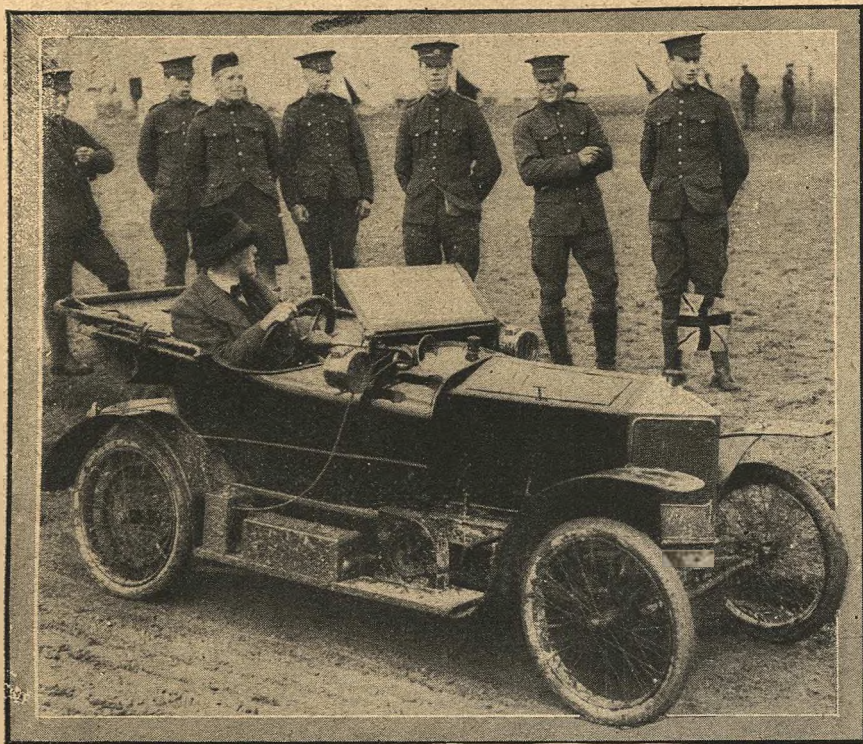
The route is Cross, Bridgwater, Williton, Porlock, Countisbury, Lynmouth, Barnstaple, Bideford, Launceston, Tavistock, Two Bridges, Ashburton, Exeter. There will be controls at Porlock, Ashburton and Exeter (Bude Hotel), and timed checks at Lynton Hill, Launceston, and Exeter.

The return journey commences at 8.6 a.m. Saturday, 28th, and the route is Sidford, Lyme Regis (control), Bridport, Dorchester, Blandford (timed check), Shaftesbury, Warminster, Frome (control), Bath, Bristol (finishing check).

Gold medals will be awarded to every competitor who complies with the regulations of the trial and is not more than five minutes early or late at any timed check. Silver medals will be awarded when the time error is not more than 15 mins., and bronze medals when it is not more than one hour.

It is proposed to obtain a suitable exhibition hall and to have new machines on show for the public to inspect, both before and after the trial, and it is suggested that manufacturers' machines should be delivered at least two days before the trial and remain open to inspection until the Saturday evening.

As there is to be no Show this year the suggestion seems worthy of every support, and if carried out it will certainly attract a large number of interested spectators.



The little Victor on one of the military "Plain" roads. Some members of the Canadian contingent are seen behind the machine.

"**W**HAT! Take a Victor on to Salisbury Plain! Why the belts would be simply running in mud and I should get stuck."
 "Well, try it. I think you will be all right. Anyway, there will be plenty of assistance if you do get stuck."

And so it was decided that I should drive the £100 cyclecar to see the Canadians. I must confess I had grave misgivings as to the belts slipping and the power being too small to get us through, but still I was game to try. So one Saturday at noon I took charge of quite a smart little turn-out and packed my passenger and myself and two bags into her.

Very soon we were scuttling through the traffic, nipping through where the intrepid taxi-driver was unable to go. Presently we got to the tramlines, and I expected a skid or so, but she did not oblige with any dancing movements as the result of this. On over Hammersmith Bridge and out through Richmond to Staines we went, the little two-seater answering to the slightest touch of the throttle lever.

On one occasion we noticed the speedometer needle at 43 m.p.h.; still we did not keep going at that pace for long, as we considered it not fair to the car, so we throttled down to a modest 25 on the open road. The ability of the engine to pick up from 7 m.p.h. on top gear was simply wonderful.

After Staines we crossed the bridge and left Egham behind, climbing up the slope towards Basingstoke in fine style. Biz! Bash! What an awful clatter! Of course I thought the whole engine had fallen to pieces; but no, it was still firing.

Nevertheless, I switched off and got out to look round. Certainly something had happened. There were bits and pieces scattered down the road for 200 yds., but on closer examination they were not bits of the engine or the car at all for that matter, but the small nuts and bolts and screws, spanners and tyre levers, parts of tyre valves, belt fasteners; in fact, all the little odds and ends that a cyclecarist accumulates, probably as the result of the experience that every little thing may come in useful. Where

✱
 The Canadian
 troops' interest
 in simple cycle-
 cars is very
 great.



TO SALISBURY THE CA

A Severe Test of a Belt-driven

*The following account is written by
 over from the States, where he is
 Detroit. Never having before hand
 are inter*



The appearance of a Morgan monocar and where the Canadian troops are in training end. The Canadians had never seen an is shown the result of a thick fog on the road with considerable



PLAIN TO SEE ADIANS.

Cyclecar over Troop-torn Tracks.

motoring expert who has just come
vested in a light car company in
a belt-driven cyclecar, his remarks
g.—Ed.



£100 Victor cyclecar on Salisbury Plain,
created quite a sensation the other week
thing like these machines before. Below
ain, which caused the car to run off the
mage to its front axle.



The tracks over the Downs are now torn up by traffic and progress is difficult. Yet the Victor made light of these conditions.

Water and mud
test a belt-
driven machine
severely on Salis-
bury Plain.

had they come from? We lifted the seat and found a small toolbox under it, but the bottom had come loose and the contents consequently dropped out.

We spent a merry 10 minutes picking up the bits whilst a passing convoy of Daimler W.D. cars passed with their drivers broadly grinning. We got a grin back on one of them though when we passed him a bit further on, peering inside his bonnet and wondering what the matter was.

Further on, where the road was half under repair, we were held up by traffic in the open part, and waiting there also were a Grand Prix Morgan and a Marshall-Arter. As soon as the road was clear we moved on, and after very little further incident got to within a mile-and-a-half of Basingstoke, when the ghost was yielded up, or in the words of the Yankee, "we ran out of gas."

But we had been thoughtfully provided with a spare tin; this we tipped in, but still we got no response; after hunting round we discovered that it is generally best to switch on before attempting to get the engine to start.

Soon we were at Basingstoke having a good tea and then on to Andover, where we stopped for the night. There was something strange about Andover. What was it? We eventually came to the conclusion that it must be the lights. After London it was positively brilliant.

Next morning we left in company with the Morgan, and although, of course, it could easily leave us, we had the pleasure of a good laugh before long. Climbing up over a railway station we were suddenly confronted with a veritable sea of mud. Nice, juicy, pea-soupy mud. The Morgan was just ahead, and for about 200 yds. we saw little else but one long fountain of the compound.

We were so tickled with this exhibition in front of us that I quite forgot the fact that I was getting through the mud in spite of belt drive and without the slightest murmur or trace of engine racing. We pulled up a bit further on to have a look at the "mudlark," whose owner was having a good wash.

TO SALISBURY PLAIN (contd.).

Whilst here we saw a few of the Canadian A.S.C. transport wagons, and noticed that they all had the driving seat on the left. The Canadians in their turn all crowded round the two cyclecars asking questions. "Say, how much does one of these cost?" When I told him £100, he said he wanted to know the cost not the weight; so I told him that £100 was English money, and was equivalent to about \$490, and the weight was about 700 lb. with all on.

"I get you," he said. "I guess I'll take something like that back with me."

Soon they were back on their lorries and moved off. We followed soon after and came across an abandoned Ford near Stonehenge with the front wheels splayed out. What an awful sensation that must be when one front wheel wants to go one way and the other the opposite. Leaving this we went on to the Canadian camp. The roads here were none too wide when we had to pass anything, especially as the mud was very deep at the edges, and it was impossible to know if there was a hole under the mud or not.

The Victor never faltered in this veritable quagmire. As a Canadian who interestedly watched us said, "She sure is some bus," and then questions fairly rained on us. Over and over again individuals said they would take one back with them.

After they had thoroughly investigated the inner workings of the car they took us off to show us their pet bear. Bruin was put through his paces by a

man who told us that they were going to leave him at the Zoo when they went on to Berlin.

From Bruin we went on to see Billy the goat. Billy did not want company and rather objected to our "butting in" on his solitude. The night patrols when by the fire are never lonely, for Billy is sure to be there, and has great games with them. We were assured that should it come on to rain and we were to put up the hood of the Victor, Billy would be in first out of the wet.

The afternoon was drawing on, so bidding our Canadian friends good-bye we returned to the Victor to find a flat tyre, which proved to be due to the valve. We repaired this and got under way for town.

Lighting up we proceeded, but the lamp would not give a decent light, and we traced the trouble to the generator. This we dissected, but with no great benefit, so we plugged on with all the light we could summon, and eventually arrived back in town, having done 184 miles on about four gallons of petrol.

On looking back at the run, I am really surprised at the hills that the little hundred-pounder climbed on top. As that little Victor got me through the week-end racket, I should think it ought to get through practically anywhere. A tie-rod from the radiator to the dash might prevent the leakage which occurred at the top water joint. The springs might be a bit larger and more flexible, but still, when one realizes that the price is £100, one must not expect a Rolls-Royce.

"LITTLE JOHN."

THE MAGNETO MONOPOLY—SHALL WE SEE A FAMINE?

IT is a remarkable fact, but nevertheless a true one, that were the supply of a certain famous German magneto to cease, the combatants in the great European War would be seriously handicapped. Indeed, it has even been said that a continuation of the War, on the present scale, would be impossible.

The truth of this assertion lies in the fact that practically every transport wagon, motorcar, motor-bicycle, and aeroplane, of which many thousands are in use, and of which hundreds are being destroyed every week, is equipped with a high-tension magneto of German origin.

The Bosch magneto, for this is the one to which we refer, has established what amounts to a monopoly. This has been attained by excellence of workmanship, design, organization, and training of the workmen.

So successful has been the enterprise of the Bosch Magneto Co., and so far-seeing its policy, that previous to the war it stood supreme above its competitors. Its enterprise is illustrated by the fact that it manufactured, we believe, something like 50 different types of magneto, which covered the entire range of different designs of engine.

The magneto business, especially as applied to the motor-bicycle, has been reduced to such a fine art by the Bosch people that it is an extremely difficult proposition for a new concern to produce a magneto at anything like a competitive figure.

In addition to this there are hundreds of points which have to be experimented with, not only in the actual manufacture of the magneto, but also in the raw materials required and the particular method of treating them, that it will take many months before any English concern can produce as good an article. Then, if it is to compete with a German machine, it must, of course, be put on at approximately the same cost, and this will necessitate large works and an army of skilled mechanics specially trained in the art of magneto making.

At the present time, as is well known, the War Office has taken over the Bosch Magneto Co.'s place

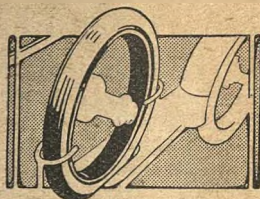
in London, where magnetos are actually being made; but the situation, as applied to the pleasure car and motor-bicycle, is in a much more serious state. Indeed, it is said that the stock, especially of motor-cycle magnetos, is quite low at the present time, and although American and newly-established concerns are doing their best to supply the deficiency, the situation is by no means assuring.

Many of the magnetos which have been tested at the present time have not proved as satisfactory as the German ones that they are designed to supplant, which, of course, means that when the war is over, despite all the patriotism there is at present in patronizing British-made goods, we shall find ourselves employing again the German-made article.

It is indeed a serious state of affairs. Let us see what is being done to meet the case. A couple of months ago the Manufacturers' Union agreed upon a scheme by which one British magneto concern would be entrusted with their orders for four-cylinder magnetos, and another British concern for motor-cycle magnetos. So far, however, little progress seems to be made in the carrying out of the idea.

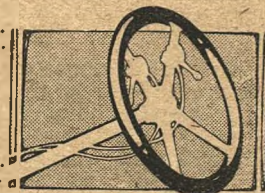
In the meantime the benefit of concerted action on the part of manufacturers in establishing a British magneto industry is hanging fire, with the result, as we stated above, that a number of different kinds of magnetos of various nationalities are being employed. The disadvantages of this system are obvious. There is the need for agents carrying large stocks of spare parts to fit different types of magnetos; there is the lack of knowledge in the repair of new types, and there is the certainty that unless manufacturers of these magnetos can standardize them and improve them, the trade in them will go back to Germany when the war is over.

As a manufacturer, who has probably used more magnetos during the last four or five years than any one else in this country, said the other day, "We did not realize we used magnetos," thereby signifying how extraordinarily reliable the German-made machine was.



THOUGHTS AND OPINIONS.

"The suggestions of to-day may be the realities of to-morrow."



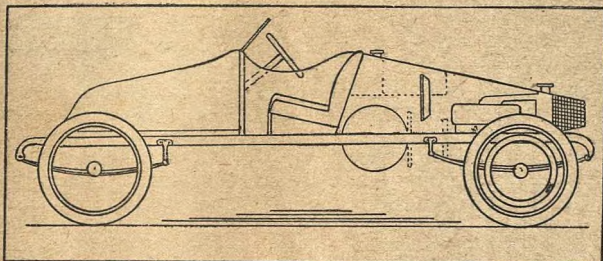
THE ELUSIVE CYCLECAR.

Suggestions for Attaining that Fascinating Ideal—if Possible.

A Reader's Ideal.

I think Mr. W. H. Birlus's ideal cyclecar is very good. I should only like to suggest a small improvement in the lines, and this is the use of a V-shaped radiator, making the back of the car a perfect "pointe de course," as we say in Belgium.

A ventilating opening just in front of the motor and on both sides of the cover should provide a perfect ventilation and cool down the motor and radiator through the draught. A longer bonnet, "à la Renault," in front would give (1) a better appearance,



Mr. Demblon's ideal cyclecar with a pointed radiator behind.

(2) a higher position for the seats (such a low position as shown by the sketch in your issue of the 2nd inst. having proved very tiring on long runs), (3) a longer wheelbase (this means more comfort on rough roads), (4) more luggage and tool space.

I have been a constant reader of your very interesting journal, and had it sent to me regularly in Ghent till the war broke out.

FRANCIS DEMBLON.

Birmingham.

The Elusive Cyclecar.

The résumé of cyclecar history in last week's issue gave an unbiassed view of the failings of the cyclecar and the reasons why it has not as yet beaten the handy, reliable, and economical sidecar and the cheap American car in the eyes of the public.

What, then, does the public want? The summing up on this point at the end of the article in question is no more than what can be supplied at present—but not at £100, else it would be done.

A strong, well upholstered, well enclosed, neat-looking, wide two-seater body is the first essential, and is neither costly nor need it be very heavy. The present sporting or semi-sporting, uncomfortable machines will never be popular. Surely the seat can be well out of the mud or dust, and command some view other than the road and its bordering hedges without sacrificing low centre of gravity.

The present machines are mostly under-engined. Does it cost very much more to manufacture a 1200 c.c. V-twin than one of 1000 c.c.? Water-cooling is worth the expense, and the public in these enlightened days have demanded it, with its greater silence, efficiency, maintenance of power, and reliability.

A pressed steel frame has proved best, but is as cheap as any other in quantity.

Springs.—Much improvement is necessary here. A transverse single-elliptical front-spring will do.

Quarter-elliptics with adjustable radius rods behind, but with more leaves and stouter than usually fitted.

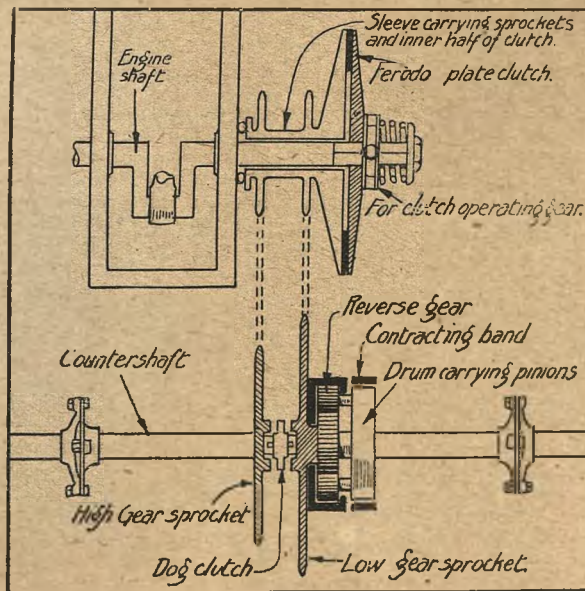
Countershaft—large pulley—double-belt drive has proved itself, and is admitted to this sacred circle *non con*, on account of the great cost saved.

Steering gear is quite good in the direct or cable form, with proper centre-point steering.

Wheels, I fear, must be larger, and shod with 3 in. tyres. Brakes have been on the flimsy side. Internal-expanding brakes on the rear wheels need not be expensive. Big mudguards and substantial running boards are simple matters.

But the gap to be filled in between engine and countershaft! Why not the simplest and most successful infinitely-variable gear—friction drive? The writer of the article above mentioned dismissed this with the words that it was not a good thing to have two flexible forms of transmission.

The only other simple alternative is the two-chain dog-clutch system. The engine shaft carries a sleeve on which is mounted two chain sprockets, driven through a flat-disc clutch. Two corresponding high and low-gear sprockets are mounted on the countershaft, which they are made to drive by means of a



The transmission and gear on "J.M.'s" cyclecar.

movable dog clutch. The low-gear sprocket could carry a simple epicyclic form of reverse gear, as the sketch shows.

J.M.

[No doubt thousands would be interested in a machine with wide, comfortable seating and a water-cooled engine; but far more would prefer a sidecar because of its easy stowage, for it can be put away in a small shed, and an air-cooled engine, which does not require a heated garage during the winter months. Friction and belt drive is impracticable.

THOUGHTS AND OPINIONS (contd.).

because either one of the discs must be too small to act effectively, so that the belt pulleys can be large, or the latter must be too small for efficiency. Our last issue, of course, will show that the simple £100 cyclecar has arrived.—ED.]

Is the Popular Cyclecar Possible?

As a reader of THE LIGHT CAR AND CYCLECAR from the first number I was much interested in the article entitled "Is the Popular Cyclecar Possible?" Together with a great many others I do not believe that the simple type of machine is dead, although it is certainly having a very uphill fight for existence.

The matter is one of the first importance, and should receive more attention from the trade and public. Perhaps, therefore, you will permit me to make a few remarks relevant to the subject of the above-mentioned article? Firstly, why is the cyclecar at present more or less under a cloud?

You state that "a torrent of abuse was poured upon the simple machines. The belts, or the chains, would always be breaking, it was said. They were contraptions of string and ironmongery. They would not hold the road. It was impossible to steer round corners without a differential."

Now, there were undoubtedly certain people who conceived it to be in their interests to throw cold water on the cyclecar. They acted from ulterior motives. On the other hand, there were many others who honestly criticised the cyclecar in very much the same strain, not because they were fitted with air-cooled engines, belt drive or cable steering, but for the good and sufficient reason that many of the vehicles were such "awful examples" of rank bad workmanship, whilst in many details they conflicted with the most elementary engineering principles.

I should be the very last to say that a machine incorporating in its ensemble an air-cooled engine, belt drive and cable steering could not be made to work perfectly well and with great reliability, but I do say, without any hesitation, that the majority of the simple machines exhibited at the 1912 Motorcycle Show could not possibly be even expected to work satisfactorily, for the above-mentioned reasons. If a cyclecar is built as an engineering job it will give satisfaction to its owner, but otherwise it cannot possibly do so.

Your remarks on the various types of cyclecars are of great interest. Regarding one well-known make, I have never been able to follow the reasoning on which its transmission is based. Firstly, the engine drives through a shaft and a pair of bevels to a countershaft, from thence to a second countershaft by chain and finally to the rear wheels by belts. Here we have a three-step drive, which in the nature of things cannot possibly be very efficient. If it were so all the laws of mechanics would be at fault.

I find that practically all simple cyclecar manufacturers are never tired of saying that shaft drive is a complication and a needlessly expensive piece of mechanism. If that be so, why do two of the most prominent makers, viz., Morgan and G.N., adopt it in their vehicles? It will be said, perhaps, that the shaft drive does not extend to the rear axle, but that fact scarcely affects the question. The fact remains that each of these chassis contains a shaft drive and bevel gears, and it is these precise parts that the average cyclecar manufacturer would have us believe to be anathema.

I put it to the manufacturers that a much more satisfactory job, and one that would be almost as cheap as the present system, would result by making the bevel-driven countershaft act as the rear axle. Needless to say I do not mean that they should literally take the countershaft and mount it in the

place of the rear axle, but I suggest that a live rear axle can be built on practically the same lines as the bevel-driven countershaft, that is to say without any external casing other than what surrounds the gears. In fact this has been previously done by the Sunbeam Co. in the case of racing cars. The two-speed gear of the spur type would be accommodated in the case surrounding the bevels, and two leather universal joints would complete the metamorphosis.

On the one hand we have in the transmission system a bevel-driven countershaft, two bearings for same attached to the frame, four chain sprockets, two chains, a second countershaft and bearings for same, two belt pulleys, two belts, two belt rims and a plain axle. In the other case we have a shaft running from clutch to rear axle, two simple leather universals, and a rear axle consisting of a housing for the bevels and the two-speed gear, the large bevel being attached direct to a tube forming the axle.

I suggest that this arrangement is much the simpler of the two, and believe that there would be little, if any, difference in the cost of manufacture. Very much the same arrangement might be applied to the excellent Morgan, and it would be very interesting to have Mr. Morgan's views on the matter.

As regards your specification, you are certainly perfectly correct about the price—£135 cyclecars are of no use whatever to anyone. Value for money in such a case is a minus quantity.

Coming to the engine question, I also agree with you so far as air-cooling is concerned, but am very surprised at the suggestion for a horizontally-opposed two-stroke engine. You say that this would give the flexibility of a four-cylinder engine. It could obviously only do so if the cranks were placed at 360 degrees, which would mean that the pistons would move in the same direction together and the balance would be that of a single-cylinder engine. If the cranks were placed at 180 degrees, as in a four-stroke horizontally-opposed engine, then both cylinders would fire at the same time, owing to the engine operating on the two-stroke cycle; the torque would, therefore, in this case be the same as that of a four-stroke two-cylinder horizontally-opposed engine.

Obviously the proper way to arrange the cylinders of a twin "two-stroker" is to place them vertically side by side, as in the Scott motorcycle. Then the balance is quite good, although an unbalanced couple exists and the secondary forces are not balanced, whilst the torque is equal to that of a four-cylinder four-stroke vertical engine.

In view of these facts I am sure you would not advocate a horizontally-opposed two-stroke engine. You say that failing the latter the 90-degree type is the best. This is an incorrect statement. The 90-degree twin is not so well balanced as the horizontally-opposed engine with the cranks at 180 degrees, even though the balance is good, and much better than that of the 60 or 50-degree twin. Furthermore, the 90-degree engine requires a special form of magneto, which is not as efficient as the ordinary type, whilst the torque is not nearly as even as that of the horizontally-opposed engine. I think you will admit that these facts are indisputable.

With regard to the type of body, you are to be congratulated on having pointed out to cyclecar manufacturers that no motorist desires to be seen wedged into a glorified packing case. The body has been, in my opinion, the worst fault of the average cyclecar, and has put hundreds off buying.

I must apologize for the inordinate length of this letter and, if I have been tempted to trespass too much on your valuable space, I must plead the extreme interest and importance of the subject.

Perhaps I ought also to say that I have no interest of any kind in the motor trade other than that of a private motorist.

F. GRAHAM.

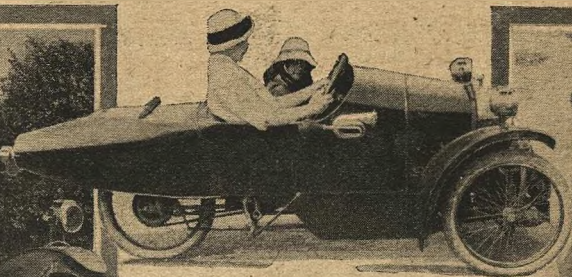
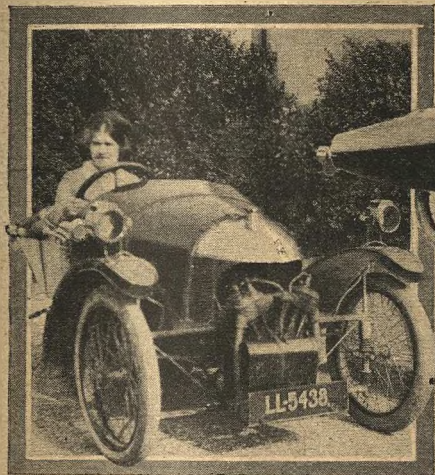
London, W.

THOUGHTS AND OPINIONS (contd.).

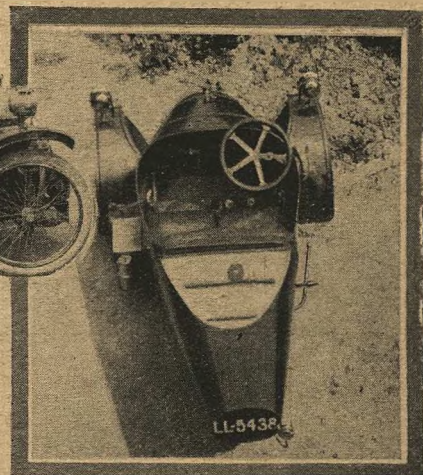
A Streamline Three-wheeler.

I designed the body of my machine, of which I send you photographs, and did the whole of the wood work myself. The metal work (aluminium) was carried out by Mr. Holloway, Radiator Manufacturer, of Willesden Green. The tail part is built up on the boat system, and can be taken off completely by undoing five nuts (a matter of two or three minutes), which facilitates getting at the back wheel should such a necessity arise.

However, by using butt-ended tubes, I have only



The graceful lines of the body fitted to Mr. Stanton's Morgan can be seen in the accompanying photographs.



had to take it off once. You will note that the tail is cut off, leaving just sufficient end to have the number painted thereon.

The body is purely streamline. I may say my engine has kept very much cooler than it did with the old type of sporting Morgan body.

Hampstead.

WALTER STANTON.

A Humberette in New Zealand.

I am enclosing a photo. of myself and the Humberette cyclecar on which I recently won the Wellington M.C. Club's petrol consumption test, the mileage working out at 70 to the gallon. The machine is a 1912 air-cooled model and had travelled a distance of over 15,000 miles when this performance was put up.

I would like to state that no "freak" tuning was employed, as the machine climbed Claremont Terrace with a gradient of 1 in 2.96 immediately after the trial. The course was a general one, with a few hills included, and the conditions for cyclecars were exceedingly bad, the roads being very muddy, whereas for the motorcyclists there was a dry and smooth track on either side.

The roads in the North Island of New Zealand are not nearly so bad as would appear to home motorists by reading some of the accounts in the English papers. Of course, one must admit that they cannot compare with your roads, but so long as one keeps to the main roads there need not be any cause for worry, although some of our hills with their "S" and hairpin bends would cause a bit of anxiety to English riders until they got used to them.

I have on several occasions travelled distances of over 400 miles both on motorcycles (solo and sidecar) and on the Humberette without having to use a tool. I have found the latter machine much more economical to run than a high-powered motorcycle and sidecar; my tyres usually give about 7000 miles each, and wherever possible I have them retreaded and get from 2000 to 3000 miles more out of them.

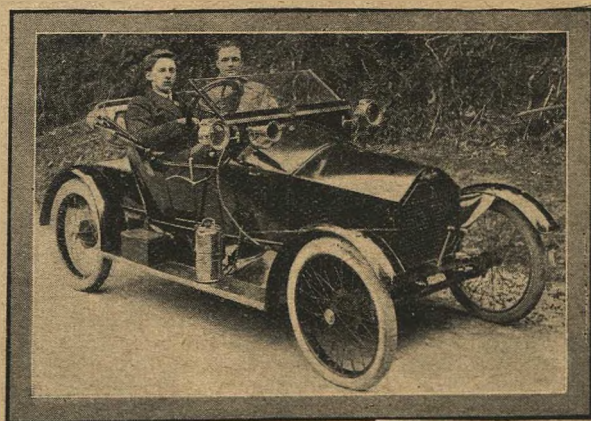
On trips of 200 miles and more the petrol consumption usually averages 60-65 miles to the gallon, and the repair bill for the 15,000 miles (tyres excluded) has been less than 40s.

I have just had the car thoroughly overhauled, and the only replacements were one gudgeon pin, two inlet valve guides and three steering bolts, which must be considered very good considering the amount of work done.

The reason for such little wear I consider is due to the fact that I have never spared the use of oil on all wearing parts both on the chassis and engine, and also to the excellent springing of the Humberette.

In Wellington alone there are about 25 to 30 cyclecars, ranging from the £270 car to the simple G.N. and Carden, the biggest proportion for any one make putting the Humberette easily ahead.

I have fitted oversize tyres (700 mm. by 85 mm.) on the car, and consider it would be of great advantage if all cyclecars for New Zealand use were to be likewise equipped when sent out, as it lessens the road shocks considerably. I should like to take this



Mr. H. E. Edmunds at the wheel of the Humberette on which he won the Wellington M.C.C.'s petrol consumption test in New Zealand.

opportunity of stating that during the whole of my experience with Humberettes I have never encountered that great bugbear "overheating," although I have been over the Rimutaka Mountains on several occasions, where there is a continuous steep climb of seven miles.

H. E. EDMUNDS.

New Zealand.

THOUGHTS AND OPINIONS (contd.).

Experiments with Coloured Lamps.

A short stroll in the West End recently has made me wonder whether, while requiring the dimming of lights, the authorities have removed all the regulations for the lighting of vehicles.

I noticed one car with a green offside light and a red nearside one (i.e., starboard and port), a white off and a green near, three cars with a white near and no offside light—a dangerous arrangement—several with no rear lights, and many omnibuses with no light except that over the driver's head, while some vehicles had no lights at all.

When in some places, such as "The Mall," it is so dark that one can only judge a vehicle's direction and position by the light shown, this mixture of lights seems to be courting disaster.

F.B.J.

Weybridge.

German Tyres.

Referring to a reference in your excellent journal to "a firm of tyre makers sending a fleet of cars round the country posting up notices 'Made in Germany' on some of their rivals' posters," one can be seen midway between Horley and Crawley at a small village called Lowfield Heath on the main London-Brighton road.

The board in question stands in a field on the left-hand side of the road coming from London. I noticed it recently when passing in my 12-14 h.p. Marshall-Arter, which, by the by, is a delightful car.

Horley.

LL1532.

Road Clearance for the Farmer's Car.

I endorse "McM's" opinion of the Stepney Road Grip tyre. It is a beauty. Can you induce cyclecar makers to give more road-clearance? Six inches is much too little for rough work, it wants at least 8 ins. to 9 ins. This is one reason for the popularity of the Ford among farmers about here.

C. B. SCOTT.

Stockbridge.

Easy Starting on Coil Ignition.

Mr. A. E. Parnacott says nothing can come up to a kick-starter and that my electric coil starter is too expensive and complicated, etc. I am afraid Mr. Parnacott's experience of kick-starters is not so wide as that of those I have consulted on the subject.

There are many instances where a kick-starter will work well eight out of nine times, but then the lady driver, solus, and miles from home, lights on the ninth time, and nothing she or roadside help can do will make the kicker kick. I quote from actual experiences on the road. The facts, in my opinion, make the kick-starter rather unreliable for lady drivers. The point that Mr. Parnacott misses is: on a cold morning with a bad mixture a kick-starter is of little use, whereas a coil starter will explode the worst of mixtures.

Again, as to expense, I doubt very much if any reliable kick-starter can be fitted to existing cyclecars for £5 or near it, and in the case of some of the best-known cars now on the market it is impossible to fit a kick-starter at any price. As for simplicity, any boy or girl who can read a plain label can wire up a coil starter, as the various terminals are all ready labelled, so that objection falls to the ground. The great points of a coil starter are: No strength is required; all you have got to do on a cold morning is to flood the carburetter, give the engine three slow turns (which can be done with your little finger on the handle only), turn on the switch, and then one, or at most two turns sends her off. No strength, speed, or knack required; any boy five years old can do it; my son, aged 3½, can start the engine. Another score my coil starter has over any others on the market is: Being an independent ignition system, one can bring the car home safely with the magneto out of action, whereas with a kick-starter and a damaged magneto one has to camp out on the roadside.

As for ease of fixing, with the exception of tapping two sparking plugs and drilling a small hole for the contact breaker all the work could be done by a boy of 10 years of age, using only a gimlet and screwdriver as tools.

J. H. BURN-MURDOCH.

Great Shelford.

NOTES AND QUERIES.

MANY cars seem well sprung on a moderately good road where bad bumps are occasionally met, but only one at a time and not in close succession. As the car takes the bump the springs ask perfectly, but there is a considerable rebound, and the car may be felt oscillating up and down for an appreciable time. It is largely this rebound which makes the car uncomfortable on a very bad road, when the effect of one bump is not overcome before another bump is encountered. For this reason shock absorbers are so popular, but perhaps a better method of curing the trouble, or minimizing it rather, is to bind the springs with cord. This has the effect of creating greater friction between the leaves of the spring, and the rebound is thus damped out more quickly. A reader in North Wales recently noticed the back springs of a light car treated in this manner, and asks the reason. It is certainly a most efficacious remedy, and is well worth the trouble involved. Strong blind cord is the best material to use, and it must be wound tightly and evenly, and securely fastened. It should then receive a coating of waterproof varnish, otherwise it will not long withstand the combined effects of the stress and mud. Before treating the springs in this manner the leaves should be separated and a supply of lubricant introduced; this will then last a considerable time when the springs are bound up.

A18

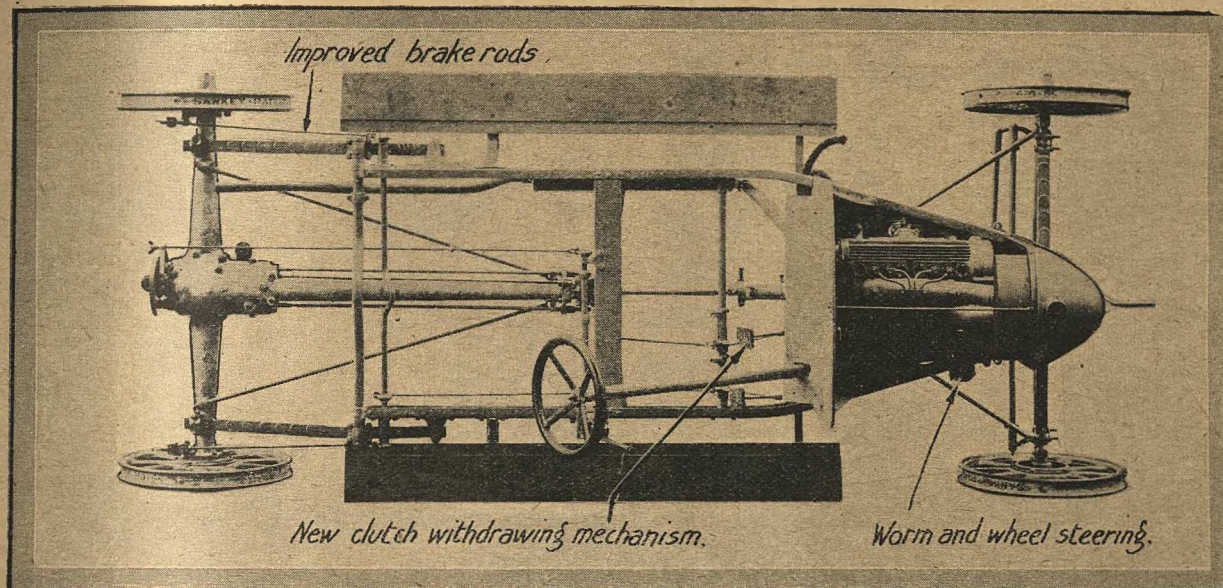
SPARE WHEEL HOLDER.

THE satisfactory carrying of a spare wheel is not easy to attain, as it should be accessible and yet must be rigidly held, otherwise the tyre will be badly chafed. The most usual method of carrying the wheel is on the off running board, and this is perhaps the most satisfactory, all things considered, although the wheel is exposed to the weather. For securing the wheel a central bracket is most usual, a spring washer and brass nut holding the wheel securely. This, however, requires the use of a spanner whenever it is necessary to remove the wheel, and a much better method is to replace the nut by a wing-nut which may easily be removed or tightened up by hand. Such a fitting is now standard on Marshall-Arter light cars, and it is one of those details which makes for the comfort of the driver. It is a remarkable fact that although spare wheels on large cars are generally protected from the elements, yet spare wheel covers on light cars are rarely, if ever, seen. The small outlay that a spare wheel cover involves is well worth the saving of tyres, for the spare wheel tyre is generally the first to show signs of cracking.

We are at all times willing to assist readers in trouble with their cars or to advise on the selection of new machines.

THE 1915 A.-C. LIGHT CARS.

Lower Chassis—Worm and Wheel Steering—Petrol Gauge.



The 1915 A.-C. light car chassis, which is $1\frac{3}{4}$ in. lower than last year's model.

THE excellent performances of the 1914 A.-C. light car justify Auto-Carriers (1911), Ltd., Ferry Works, Thames Ditton, in introducing it as the 1915 model with only detail alterations which, nevertheless, are decided improvements making for the increased comfort and convenience of the driver and passenger.

The greatest alteration lies in the lowering of the chassis by $1\frac{3}{4}$ in., and this is accomplished by using a new design of front axle, downswept in the middle, and a flatter transverse front spring. The semi-elliptic grasshopper rear springs are also flatter. It should be noticed that, although the chassis is lower, the ground clearance remains the same, $7\frac{1}{4}$ ins.

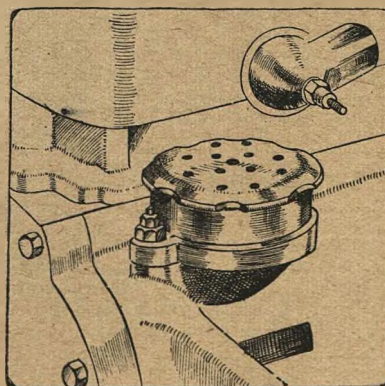
Coming now to detailed improvements we find that the engine has been improved in many little ways. Thus the lubricating pump has now been placed in the crankcase and is driven off the camshaft by skew gearing. By removing the sump the pump may be withdrawn after undoing three nuts. Other improvements in the lubrication system are a bigger oil filler to the crankcase in a very accessible position, a larger sump, holding seven pints of oil, or enough for 500 miles, and an improved oil gauge with a cork float, which is easily seen by merely raising the bonnet.

A new camshaft is used in the 1915 models, and the cylinder casting has small alterations in the way of better valve pockets and water spaces, little improvements which make for the overall efficiency of the car.

The clutch operating mechanism has been re-designed, and instead of acting directly it now acts through a system of compound levers giving a very easy and light clutch action and yet allowing an even stronger clutch spring to be used. Passing on through the transmission we come to the combined gearbox and back axle unit, and choice is offered of two sets of gear ratios, $4\frac{1}{2}$, $7\frac{1}{2}$, $13\frac{1}{2}$ or $4\frac{1}{2}$, $8\frac{1}{2}$, $14\frac{1}{2}$.

The foot brake acting in the rear hubs has been improved both in the operating rods, which are now carried above the back axle, thus keeping the adjustment out of the mud as much as possible, and in the brake shoes, where the cam action has been improved, rendering frequent adjustment unnecessary. Sankey detachable wheels and 700 mm. by 80 mm. Avon tyres are fitted.

Steering is now by worm and wheel, and the worm



The large accessible oil filler on the new A.-C. engines.

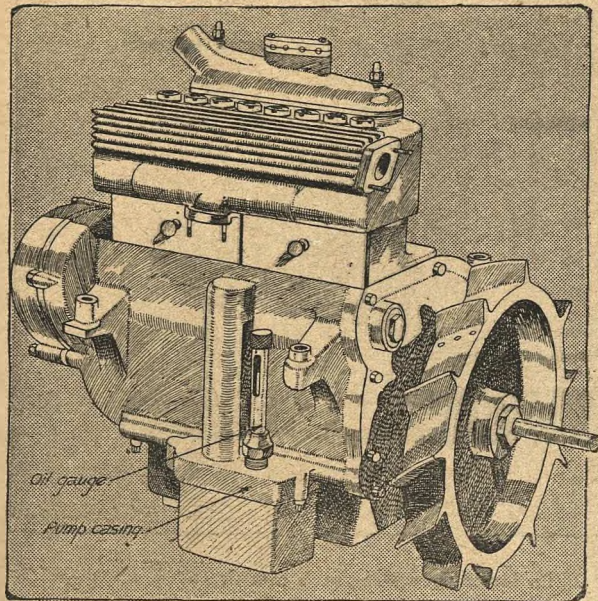
wheel is mounted on the steering pillar by means of six castellations, thus giving different positions for the worm wheel when any one portion of it has become badly worn. The steering connections and link rods are all adjustable, making it very easy to take up wear. The new steering is delightfully easy, and the large wheel is very conveniently raked.

Other detail improvements are found, and one is the provision of a petrol gauge which is mounted on the dash in full view of the driver.

THE 1915 A-C. LIGHT CAR (contd.).

This is a small fitting, but one which makes for the convenience of the driver, and Auto-Carriers, Ltd., are to be congratulated on giving such attention to detail. Petrol gauges should be universally fitted.

Longer running boards are also fitted without in any way impairing the graceful sweep of the wings, while the rear lines of the body have been slightly



The 1915 A-C. engine, showing the position of the lubricating pump and its drive.

modified, giving a less high-backed appearance whilst retaining the clean outline.

Either mauve or grey may be had as the standard colour, and whilst the mauve makes a very attractive machine the dove-grey is perhaps the most serviceable, as it does not show dust or mud to any great extent. Black wings and wheels are standard.

The conventional type of hinged bonnet may also be had if desired, but the A-C. bonnet, with semi-fixed top and removable sides, is particularly free from rattle. The car is sent out complete with hood and screen, spare wheel and tyre, side and tail lamps, horn, jack, tool kit, and, another point of convenience, a floor mat, for £175, and a dickey seat is an extra.

The 12 h.p. Model.

For those who wish to use the dickey seat to any extent there is the 12 h.p. model, which is practically the "10" with a larger engine, 1327 c.c., and 700 mm. by 85 mm. tyres, and more suitable generally for the extra load. The dickey seat has back and arm rests, and is far from being uncomfortable. The price is £200 complete.

A three-seater body of novel design, where all passengers have the protection of the hood, may be had for a slight extra cost on either model, while a coupé body is also to be had at £210 on the "10" and £235 on the "12."

A new departure for Auto-Carriers, Ltd., is the production of a four-seater. Very little alteration to the chassis is made, but it has been rendered sufficiently strong to take the added weight, and the back springs are the orthodox semi-elliptic in place of the usual A-C. practice. Otherwise it is practically the standard 12 h.p. chassis.

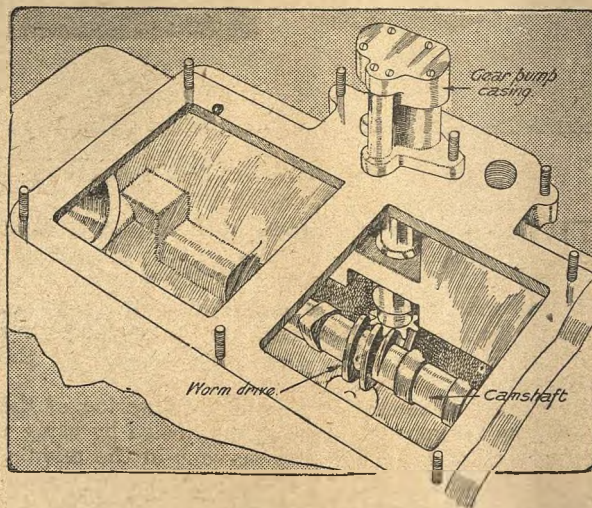
The body is of pleasing lines, and has several novel features. In the first place only one door is fitted, and access to the rear seats is obtained by a passage between the front seats. As the seats are very wide there is still ample room for the driver and front-seat passenger.

A Saving in Weight.

The advantage of this method is that the body may be made very light, and for a four-seater of this description it is undoubtedly a great point. Leg-room is ample, and the upholstery is of the best, the tilt of the seats and back rests being extremely comfortable. Following usual A-C. practice neat pockets are put in the upholstery at the side of each seat and at the back of each front seat, making six useful and conveniently placed pockets in all.

Tools are accommodated under both the front and back seats, and those which the driver most frequently needs, such as a small movable wrench or pair of pliers, can be kept under the seat ready for any eventuality.

A light and strong one-man hood is fitted, and, of course, a screen, and the car is as completely equipped



A gear pump delivers oil to the bearings and is driven off the camshaft.

as the other models. The finish is in every respect the best; the car is, in fact, a de luxe model, and the price of £215 must be considered extremely reasonable, giving very good value for money.

In addition to these fine light cars, one must not forget the popular and cheap three-wheeler, so many of which are seen on the streets of London and the big cities as parcelcars. For next year the engine has been improved and detail alterations made.

To complete the full A-C. programme, the light van should be mentioned, and here the back springing has been altered to the usual semi-elliptics, as on the four-seater chassis. The van body is roomy and strong, but at the same time light.

A tour round the finely-equipped works at Thames Ditton showed that the determination to "carry on" is the right policy, and there are almost the usual scenes of orderly bustle and activity.

Despite the war the output has only fallen off by 17 per cent., and preparations for work in earnest are now being made for next season. Certainly Auto-Carriers, Ltd., are deserving of all support, both for the excellence of their products and their adherence to the motto "Business as usual."

THE NEWEY LIGHT CAR.

Four-cylinder Engine—Roomy Body—Dickey Seat.

ONE of the latest additions to the light car ranks hails from the Midlands, and is made by Gordon Newey, Ltd., of 81, Bristol Street, Birmingham. Not only is the specification sound, but the lines of the car are extremely attractive.

The engine is a 10 h.p. monobloc four-cylinder, with a bore and stroke of 65 mm. by 100 mm. respectively. The design of the unit seems particularly clean, and the carburetter and magneto are most accessibly placed. Cooling is by the thermo-syphonic system through a honeycomb radiator.

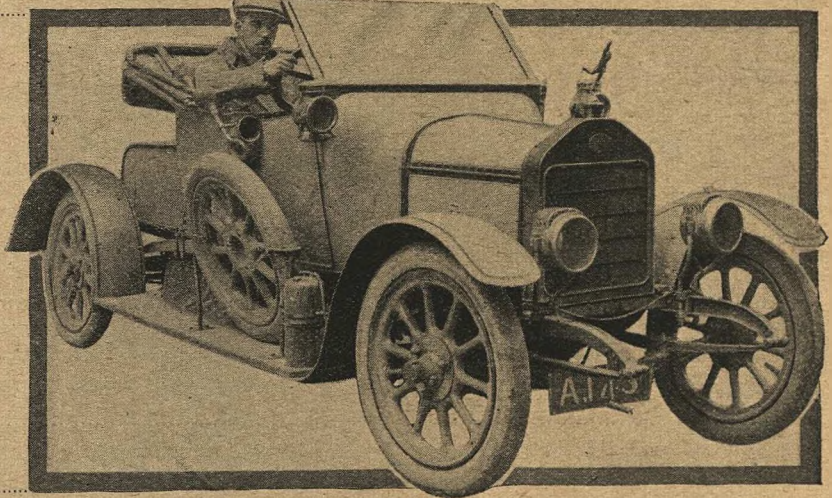
The design of the radiator is particularly pleasing, and the bonnet continues in a streamline to the dash.

The controls are on the usual lines by pedals to the clutch, brake, and carburetter. Two independent internal-expanding shoes are fitted in the brake drums on the rear wheels.

The clutch is of the multi-plate type running in oil, and transmits the power through a three-speed-and-reverse gearbox to a bevel-driven back axle. The gears are of the sliding type operated through a neat gate change.

Steering is by worm and sector, and a generous lock is allowed. The mudguarding arrangements are very good; an undershield extends from the engine to the rear of the gearbox, and the bodywork is

The Mercury light car has an imposing appearance, which is due to the excellent and roomy body. The long, efficient springs can be plainly seen, and the large radiator also deserves attention.



The lubricating arrangements are on the lines now adopted on most better-class light cars, viz., forced-feed to all parts from a mechanically-operated pump in the crankcase. A tell-tale is placed on the dash.

The frame is of channel section upswept at the rear, and mounted on three-quarter elliptics at the rear and semi-elliptics at the front. A short run in the car convinced us of the comfort, and we particularly appreciated the roomy body and the excellent upholstery of horsehair and real leather.

equally well protected by large guards with side shields. Metal valances also extend the whole length of the running boards.

The car is sent out with five detachable Sankey wheels, shod with Michelin 700 mm. by 85 mm. tyres, a complete set of lamps, comprising two large self-contained headlamps, sidelamps and tail light, a horn, a hood and screen. A neat dickey seat is situated in the beetle-back body. The price all on is 195 guineas.

ANOTHER SIMPLE CYCLECAR.

The Simplic, Which Sells at £75—Low Weight and Belt Drive.

AMONGST those simple machines which cost less than £100 must be placed the Simplic, manufactured by Mr. G. W. Wadden, Holstein Garage, High Street, Weybridge. We have already described this at length, but a résumé of its chief features may prove interesting to those who are contemplating the purchase of a simple cyclecar.

The machine is a four-wheeler, with a 5 h.p. air-cooled V twin engine, on the shaft of which is mounted an epicyclic two-speed gear. The drive is by chain to a countershaft carried on ball bearings, and then by two belts over large fixed pulleys.

It is claimed that 70 m.p.g. can be obtained in ordinary running with two up, and as the weight, ready for the road, is only 3½ cwt., the life of the tyres is great, thus giving extremely low running costs.

On long journeys the machine will average 26 m.p.h.,

and no hill has yet been too much for it, and these results may also be attributed directly to the low weight. The price is £75, and for simple and cheap motoring it would be hard to beat it.

Shock Absorbers for Light Cars.

Brew and Reeves Ltd., of Kennington Road, London, S.E., are placing on the market shock absorbers for light cars, and are able to fit practically every make of light car and cyclecar at present in existence which has flat springs. The price of these shock absorbers is £2 10s. The working parts are enclosed in a seamless aluminium case closed at the top and bottom. When oil is placed in this about an inch deep, the pumping action set up when the absorbers are working ensures the whole being properly lubricated, thus ensuring efficient working and long life.

INCONSIDERATE DRIVING OF MOTOR VEHICLES.

Letter from the Chairman of the R.A.C.

AT the last meeting of the committee of the Royal Automobile Club a letter was submitted from the Commissioner of Police of the Metropolis, stating that statistics show a disquieting increase in the number of fatal accidents caused by motor traffic in the County of London during the past two months. This letter has appeared in the public Press. In the course of his letter the Commissioner says:—

"The contention has often been advanced that the timing controls are unnecessary for the protection of the public, and are merely vexatious. The record of fatalities seems to dispose of this contention, and the controls have accordingly been re-established.

"It is, however, a matter for surprise and regret that a section of motorcar drivers should have seized the occasion of a national emergency to endanger the public and embarrass the authorities. The proportion of drivers who have thus offended is probably not a large one, and their conduct has perhaps been rather thoughtless than deliberate. The Commissioner feels, therefore, that—while he cannot in face of the recent fatalities refrain from strict preventive measures—the danger which has arisen will be most effectually dealt with by an appeal to the better instincts of the drivers. Every driver must be aware that—in co-operating with the authorities in their endeavour to make the roads as safe as possible—he is rendering some service, however indirect, to his country in a time of need; and, if he will loyally respond, compliance with the law will result, not by official coercion but by mutual consent."

The R.A.C. desires to state strongly that it entirely concurs with the views expressed by the Commissioner. It urges that the small section of motorists which has been guilty of inconsiderate driving to take the Commissioner's warning to heart, and to realize that in this time of great national emergency it is more than ever a duty to help the police in every possible way, bearing in mind their difficult task of controlling traffic under abnormal conditions.

The large majority of motorists wish to see the abolition of police controls, believing that they do not fulfil the end for which they were designed. It is as well, therefore, to remind motorists that they have now an opportunity of proving beyond doubt that the police control is not a necessity. Careful and considerate driving will show that the motor driver is a sane person, fully realizing his responsibilities, and that consequently there is no necessity for such controls.

Licences should always be carried to avoid difficulties when a car is stopped by the police in the search for suspicious persons.

If any case of inconsiderate driving by a member or an associate of the Club is brought to the notice of the Club immediate action will be taken.

Pall Mall.

ARTHUR STANLEY,
Chairman, Royal Automobile Club.

COMFORTS FOR THE MEN IN THE MOTOR TRANSPORT.

Over 10,000 in this Section Now at the Front.

IT will surprise most people unconnected with the Services to learn that the number of men already actively engaged in connection with the field columns of the Mechanical Transport, for duty with the British and Indian Expeditionary Forces on the Continent, number something in excess of 10,000 men. This includes drivers, most of them drawn straight from civilian service and sent to the Front without any preliminary period in which they might become accustomed to military routine and hardship, assistant drivers, mates and mechanics.

This is the number which it is the self-imposed task of those responsible for the "Campaign Comforts" Fund, that is now so rapidly developing and which has been organized, primarily, by our sister journal, "The Commercial Motor," to supply, so long as is possible, with consignments of such comforts as tobacco, cigarettes, warm driving gloves and woollen comforts of all kinds.

In the short time which this fund has been established, nearly £360 has been subscribed, with which purchases of tobacco and gloves are already being made for early despatch, and quantities of knitted comforts are being concentrated and sorted at the offices of the fund, 7-15, Rosebery Avenue, London.

A ladies' committee is now actively engaged in furthering the objects in view, and this consists of Mrs. S. S. Long (wife of the Director of Transport and Supply), Mrs. E. S. Shrapnell-Smith (wife of the Editor of "The Commercial Motor"), Mrs. Donohue (wife of the Chief Inspector of Mechanical Transport), and Mrs. Bagnall-Wild (wife of Capt. Bagnall-Wild, at one time Secretary of the M.T. Committee of the War Office).

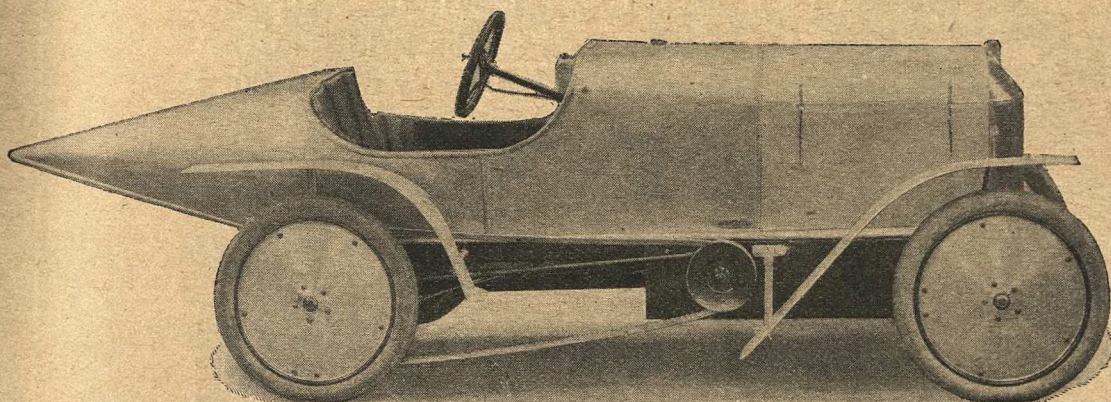
It is particularly desirable that the men who, in so many cases, have thrown up comfortable civilian jobs

in order to place their special knowledge at the nation's disposal at the present time, should be continually reminded of the appreciation which is felt by those who, from first-hand experience, know the hardships of 100-mile drives on villainous roads under severe winter conditions, and by those who are actively engaged at the present time in producing the machines which these men have to drive and care for, as well as by those who are associated in one way or another with the personnel of the Army Service Corps Mechanical Transport branches.

Arrangements for the reception, classification and distribution of supplies are now so far forward that the Editor of "The Commercial Motor," who is hon. treasurer to the fund, is able definitely to announce his entire confidence as to the committee's ability to ensure that every shilling subscribed will result in the prompt and effective delivery to the men whom it is intended to benefit by one or other of the stipulated forms of comfort. The fact that there will be no wastage, that the executive charged with the organization is, of course, working entirely gratuitously, that exceptional means have been taken to ensure the quality of purchases, and that unique facilities for distribution to the men on the wagons are available should ensure the confidence of numbers of those motorists of all classes who would like "to do their little bit" for the men who are carrying out more or less similar duties for the country in France and Belgium at the present time.

All donations and gifts in kind should be addressed to the Editor of "The Commercial Motor," 7-15, Rosebery Avenue, London, E.C. It should be noted that gifts of tobacco are not advised, as the fund itself is able to purchase direct out of bond such comforts at very greatly reduced cost.

THE SPORTING BUCKINGHAM.



THE FASTEST CYCLECAR ON THE ROAD.

Unequalled for Speed, Reliability, and Simplicity. For particulars apply to Local Agents, or direct to Sole Manufacturers:

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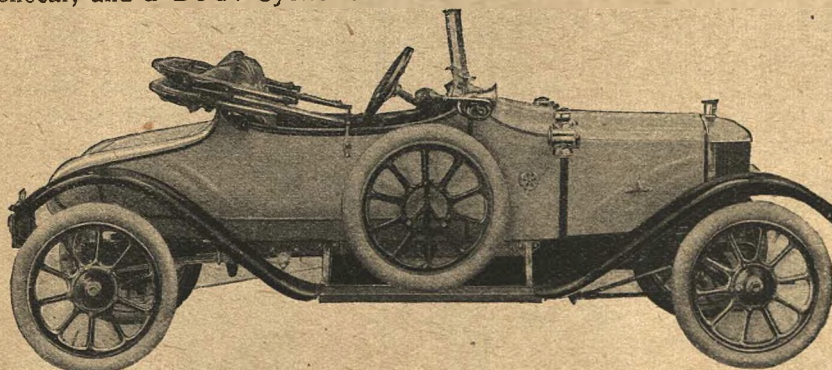
J. F. BUCKINGHAM,

THE BUCKINGHAM ENGINE WORKS,

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STAFF CARS FOR SALE.

The Staff of "The Light Car and Cyclecar" announce that the G.W.K. and the Buckingham recently advertised have been sold. Three special bargains now remain, the A.-C. Light Car, a Morgan Monocar, and a De P. Cyclecar.



A.-C. 10 h.p. Light Car, new, not run 50 miles, complete with horn, lamps, £155
spare wheel, tools, spare parts
Or reasonable offer.

MORGAN Grand Prix monocar, 90 h.p., air-cooled twin J.A.P. engine, all tyres in splendid condition, 700 by 80 covers, painted white and black, guaranteed to lap Brooklands at 50 m.p.h. £70
2 head lamps and generator

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1914 DE P. LIGHT CAR, sporting model, painted cream and black, 2-cyl. water-cooled Blumfield engine, polished aluminium bonnet and nickel plated fittings, 5 detachable wire wheels, 3 Skew covers and 2 Palmer cords. Immense quantity of spares and accessories, complete set of lamps, including large Smith headlight. Special fittings throughout. Watford speedometer and revolution counter (a £100 10 guinea instrument). Price complete.

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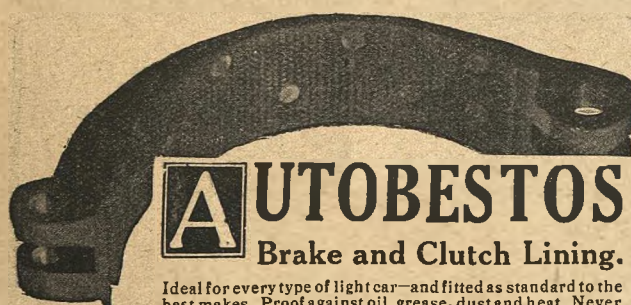
THERE will not be an Olympia Show this year, but the cars on sale on the British market next year, which include many with striking new features, will be fully described and illustrated in the Buyers' Review Numbers of "THE MOTOR." The first of these issues will be

ON SALE TO-MORROW

and will be followed by a second issue to appear on Tuesday, 24th November. An important feature will be a classified list of cars with their prices. The Annual Export Number of "THE MOTOR" will be combined with these issues. * * *

ORDER A COPY TO-DAY.

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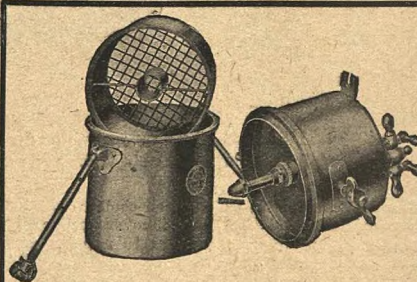
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and Wales

is another very useful map for the motor man. The quality of the roads is indicated by means of colouring. These features are just those that a motorist will appreciate.

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Four-cylinder Water-cooled Engine, 67 x 102 mm., R.A.C. rating 11.1 h.p., Tax £3 3s. Thermo-siphon Cooling, Enclosed Valves, High Tension Ignition, Vacuum Splash Lubrication, Two Speeds and Reverse, Sliding Gears, Shaft Drive, Two-seated Body, Hood, Screen, all Lamps, Generator, Horn, Tools, Jack and Pump.

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Why fit tyres that are suitable for one road condition only, when you can have the Goodyear with the "ALL-WEATHER" Tread suitable for all conditions?

The Goodyear "ALL-WEATHER" tread is illustrated below. The picture tells the story—it is a tough, double-thick anti-skid—runs as smoothly as a plain tread, but grasps all road surfaces with a deep, sharp, resistless grip. It reduces Motoring Costs, and gives Longest Service at Lowest Expense.

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Copy for, and all matter relating to, advertisements must reach the offices **first post Wednesday**, and should be addressed to THE MANAGER, "THE LIGHT CAR AND CYCLECAR," 7-15, ROSEBERY AVENUE, LONDON, E.C., to whom all communications concerning advertisements should be sent. If proof of displayed advertisements is required, copy should be forwarded in sufficient time to allow of it being submitted and returned.

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A.-C. Sociable, 1914 pattern, hood, screen, front brakes, four lamps, special luggage carrier, magnificent condition, expert examination invited. Gibb, White House, near Scarborough. 104-g796

A.-C. Sociable, 1913, first-class condition, all accessories, what offers? Snowball, 1 Oriol Crescent, Scarborough. 104-g782

A.-C. Sociable, 1912 model, hood, screen, speedometer, thoroughly overhauled, in perfect running order, very good tyres, price £40. Apply Hardie, 10 Upper St. Martin's Lane, W.C. Phone, Regent 5444. Trade 104-605

A.-C. Sociables, £45, upwards; full particulars on receipt of postcard, cash or deferred payments. Colmore Depot, 49 John Bright Street, Birmingham. Trade 104-587

A.-C. Sociables, £15 down and £3 monthly will buy one of these. Colmore Depot, 49 John Bright Street, Birmingham. Trade 104-590

A.-C. Sociable, splendid condition, 25 guineas, great bargain. Julian, Broad Street, Reading. Biggest dealer in the South; 43 years reputation. Trade zzz-584

A.-C.s from stock, on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-616

A.-C. light car, latest model, 10 and 12 h.p., for immediate delivery from stock, demonstration cars always available. Apply, Mitchell's Garage (authorized London agents), 114 War-dour Street, W. Trade zzz-177

A.-C., latest model, 10 h.p., deposit £35 secures, balance 12 monthly payments £11 19s. 2d. Other terms considered. Exchanges entertained. Service Co., 292 High Holborn. Trade zzz-338

A.-C. 10 h.p. light car, new, not run 50 miles, being disposed of owing to war, complete with horn, lamps, spare wheel, tools, spare parts, £159. Can be seen at Acton or in Central London, and trial given any time, appointment, Box No. 4206, care of "The Light Car and Cyclecar." zzz-367

LIGHT CARS AND CYCLECARS FOR SALE
(continued).

A.-C. We can now give immediate delivery of 1915, four-cylinder model, complete with hood, screen, lamps, Sankey wheels, etc., at £175; easy terms arranged. Motorcycle or light car taken in part exchange. Julian, Broad Street, Reading. Biggest dealer in the South. 43 years reputation. Trade zzz-563

A.-C., 10 h.p. light car, used about 300 miles, for demonstrations only, complete equipment, with latest worm-and-sector steering, also extras, headlamp, and dickey seat, as new, £157 10s. Rice Bros., Guildford. Trade 104-g815

A.-C., four-cylinder, repainted, completely overhauled, condition and appearance as new, £145. Colmore Depot, 49 John Bright Street, Birmingham. Trade 104-588

A.-C., four-cylinder, 10 h.p., demonstration car, overhauled and absolutely as good as new, usual price £175, special figure £150 or £37 10s. deposit and 12 monthly instalments of £10. Colmore Depot, 49 John Bright Street, Birmingham. Trade 104-589

ALLDAYS Midget, latest 10 h.p., four cylinder model, list £175, accept £145; brand new and complete. P. J. Evans, John Bright Street, Birmingham. Trade 104-572

AUTOCRAT, the prettiest little car on the road; don't fail to see it; early delivery. T. G. Hall, Barton Street, Gloucester. Trade zzz-845

AUTOCRAT. Have you seen it? If not, give us a call. We are agents for the Northumberland and Durham; latest models on view; 160 guineas. E.G.S. Co., Pudding Chase, Newcastle-on-Tyne. Trade zzz-844

BEDELIA, 8-10 h.p., late 1912, perfect order, condition as new, photo. and particulars exchange motorcycle, £39 10s. or nearest. Abergel Motor Co., Abergel, N.W. Trade 104-h149

BEDELIA 1913 8-10 cyclecar, Bosch magneto, streamline body, very fast, five lamps (electric tail), horn, speedometer, owner serving with H.M. Forces, must sell, what offers? View by appointment. Ailedeb, 29 Mount Park Road, Ealing, W. 104-g805

BUCKINGHAM, 1914, 8 h.p., single-cylinder, watercooled, showroom soiled only, one year guarantee, a war bargain, £75 cash. G. N. Higgs, 31 Vauxhall Bridge Road, Victoria, S.W. Phone, 1215 Victoria. Trade 104-596

BUCKINGHAM, 1914, 10-12 twin, a demonstration car, complete with hood, screen, lamps, 56 m.p.h., 40 m.p.g., this car, having been solely used for demonstrations, was turned out with special care, it is shod with Palmer tyres, has been thoroughly overhauled and repainted grey with black wings, £90 cash. G. N. Higgs, 31 Vauxhall Bridge Road, Victoria, S.W. Phone, 1215 Victoria. Trade 104-597

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CALCOTT cars. Watkins and Doncaster, Ltd., The Hall, 95 Great Portland Street, authorized retail and sole wholesale agents for London and the Home Counties. Telephone, 6565-6 Mayfair. Trade zzz-345

CALCOTTS, 1915, early deliveries, exchanges entertained. Get in touch now. Bradshaw's, The Motor House, Preston. Tel., 988. Trade 105-h115

CALCOTT 1914 light car, 10.5, used about three months, any trial and examination. price £160. Box No. 4514, care of "The Light Car and Cyclecar." 104-g771

CALCOTT, 1915 models, immediate delivery, £185; with dynamo lighting set, £15 extra; dickey seat, £4 10s. extra; all models in stock; free trials; we are Calcott experts and special authorized agents. Wilkins, Simpson and Co., 11 Hammersmith Road (opposite Olympia), London. Phone, Hammersmith 238. Trade 106-g822

CALCOTT, 1915 pattern, embodying latest radiator and mud-guards, etc., finished pearl-grey, electric lighting set, dickey seat, from stock, £204 10s. Robinson's Green Street, Cambridge. Trade 104-581

CALTHORPE Minor light cars, a few shop-soiled models to be cleared at end-of-season prices, send for particulars. Sole London agent, R. D. Storey, 118 Gt. Portland Street, W. Trade 111-116

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

CALTHORPE Minor coupe, 1914, electric light, clock, etc., not done 100 miles, as new, £75 down and balance in 12 monthly payments of £7; motorcycle or light car taken in part payment. Julian, Broad Street, Reading. Biggest dealer in the South; 43 years reputation. Trade zzz-457

CALTHORPE Minors. Call and inspect the 1915 models now on view in my showrooms or send for catalogue. Light delivery vans, 160 guineas; two-seater, 170 guineas; two-seater and dickey, 180 guineas; four-seater, 190 guineas; doctor's coupe, 200 guineas; having contracted for 200 of these popular light cars guarantee earliest possible delivery; sole selling agent for London, Kent, Surrey, and Sussex; a few sub agents required. R. D. Storey, 118 Great Portland Street, W. Trade 111-115

CALTHORPE Minor, 1914 model, complete, hood, screen, electric side and tail lamps, acetylene headlamps and generator, horn, five Sankey detachable wheels and tyres, only run 1300 miles, in excellent condition, bargain, £130. F. G. Cox and Co., Perry Road, Bristol. Trade 104-g809

CALTHORPE Minor, latest 1914 model, complete, all accessories, shop-soiled only, £145, list £168. P. J. Evans, John Bright Street, Birmingham. Trade 104-571

CHOTA, 6-8 h.p. Buckingham engine, two speeds, leather cone clutch, screen, hood, etc., almost new, any trial, £50. Care of Offord's, 67 George Street, Portman Square, W. Trade zzz-341

DE P., 10 h.p., complete equipment, just arrived 130 guineas. Cash, exchanges or extended payments. Service Co., 292 High Holborn. Trade zzz-339

DEEMSTER 1914 light car, four cylinders, three speeds and reverse, Sankey wheels, hood, screen, lamps, cost £195, bargain, £110; motorcycle part. Smith, 45 Wherstead Road, Ipswich. Trade 104-g823

DOUGLAS, 10 h.p. car. in stock. Gourlay, the Great British Douglas Agent, Fallowfield, Manchester. Trade 107-h785

DUO cyclecar, 1913, 8 h.p. J.A.P., variable gear, hood, screen, all accessories and spares, low, racy, good condition, economical; must be sold, £65 or nearest offer. Yates, Elmfield House, Chapeltown, Sheffield. 104-g816

D-ULTRA stands for simplicity, reliability, and of pleasing appearance. I am underslung, streamline body, four speeds and reverse, live axle, 8 h.p., water-cooled, detachable wheels, expanding brakes, complete with hood, lamps, etc., £110, and I am British throughout. Dew, Charlotte Place, North Street, Old Town, Clapham. Trade 104-g818

EAGLE, 1914, four-cylinder, three-seater, Koh-i-noor lighting set, thorough going order, £100; seen at any time. Nova Motors, Willow Avenue, Barnes. Trade 104-593

ENFIELD, four-cylinder, 10 h.p., victoria body, dark green, three gears, full equipment, £175, or £40 deposit, and the balance by monthly instalments of £10. Colmore Depot, 49 John Bright Street, Birmingham. Trade 104-591

ENFIELD Autolette, 1913, 8 h.p., three speeds, hood, screen, and accessories, thoroughly sound, £85. P. J. Evans, John Bright Street, Birmingham. Trade 104-570

GLOBE, 10 h.p., 1913, two-speed and reverse, fitted with smart coupe body, painted blue and black, upholstered Bedford cord, five lamps and generator, horn, Stepney wheel and tyre, 700 by 75, speedometer and tools, etc., tuition free, cost £220, bargain £100. Cass's, The Light Car and Cyclecar Specialists, 5 Warren Street, Euston Road, W. Museum 623. Trade 104-615

G.N., 1914, with hood, screen, spare wheel and tyre, three-speed, two-seater, tyres practically new, many spares, done 2000, perfect, for sale through owner gone abroad with Territorials, £95. Coppage, Gables, Brecon. 104-g787

G.N. (red), 1913, hood, screen, spare wheel, three electric lights, jack, tools, excellent condition and tyres, owner enlisted, £65, offers. Wade, Trethevy, Hampton Wick. 104-g777

GORDON, 1914, water-cooled, complete with hood, screen, lamps, detachable spare wheel, actual Six Days Trial car, £100; two air-cooled models, £80 and £75, all in perfect order; the cars that do 53.98 m.p.h. Gordon Armstrong, Beverley. Trade zzz-232

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

G.W.K.s from stock, on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-614

G.W.K. light cars, always in stock for immediate delivery. Stewart and Arden, 18 Woodstock Street (off Oxford Street), Bond Street, London, W. Trade 111-f37

G.W.K., 1914, just repainted and upholstered, and thoroughly overhauled, really first-class, £115. The Uxbridge Motor Co., Ltd., 101 High Street, Uxbridge. Phone, 184 Uxbridge. Trade 104-389

G.W.K., 1913, good condition, in good order throughout, £95. The Uxbridge Motor Co., Ltd., 101 High Street, Uxbridge. Phone, 184 Uxbridge. Trade 104-390

G.W.K., 1913, recently repainted and upholstered, and thoroughly overhauled, 100 guineas. The Uxbridge Motor Co., Ltd., 101 High Street, Uxbridge. Phone, 184 Uxbridge. Trade 104-391

G.W.K., late 1913, hood, screen, speedometer (Cowey), clock, electric side and tail lamps, two Lucas headlights, just repainted and varnished, engine overhauled, all guaranteed in perfect condition, £110 or near offer. McNeille, 47 Staines Road, Hounslow. Trade 104-g802

G.W.K., natty little G.W.K., finished grey, with red upholstery, complete with acetylene headlamps, oil side and tail, all spares, privately owned and little used, £110. Byfleet Automobile Co., West Byfleet. Trade 105-h270

G.W.K., latest 1914, run 3000 miles, speedometer, P. and H. headlights, rubber and brass footboards, clock, Kempshall tyres, £100. 40 Beechwood Avenue, Kew Gardens. 105-g788

G.W.K., 1914, fitted with speedometer, lamps, hood, screen, tools, jack, etc., in nice condition, any severe trial, given, 100 guineas; motorcycle or motorcycle and sidecar taken in exchange. Seen, Wauchope's, 9 Shoe Lane, London, E.C. Trade 104-577

G.W.K. de luxe, 1914, 8 h.p., two-cylinder, water-cooled, four-speed and reverse, five quick-detachable wheels, 650 by 65 Michelin tyres, five lamps, generator, horn, speedometer and tools, fitted three-seater body, painted grey, upholstered blue, run only 29 miles, tuition free, £150. Cass's, The Light Car and Cyclecar Specialists, 5 Warren Street, Euston Road, W. Museum 623. Trade 104-616

G.W.K., immediate delivery of 1915 models. Sole district agents, The Exeter Motor Cycle and Light Car Co., Ltd., 7 Bath Road, Exeter, and 28 Tavistock Road, Plymouth. Trade 104-620

HILLMAN, the latest model 9 h.p., two-seater, complete with dynamo lighting equipment, Sankey wheels, etc., £200, in stock. Smith and Francis, 22 Pantown Street, Haymarket, S.W. Trade 104-580

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HUMBERETTE, 1914, fully equipped, slightly shop-soiled, £25 down, 12 monthly payments of £7; discount for cash. Service Co., 292 High Holborn. Trade 104-499

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HUMBERETTE, December, 1913, air-cooled, elaborately equipped, unscratched, £90, Douglas or Triumph part, colour chocolate. 11 Lesley Road, Southampton. 104-h122

HUMBERETTE, 6 h.p., w.c., new Bosch magneto, three speeds and reverse, running order, sacrifice £15. Abergel Motor Co., Abergel, N.W. Trade 104-h150

HUMBERETTE, air-cooled, excellent condition throughout, owner gone to the Front, £67 10s. Samson and Veal, 12 Woodstock Street, Oxford Street. Mayfair 6826. Trade zzz-412

HUMBERETTE, 1914 model, water-cooled engine, three speeds and reverse, two new spare covers, any severe trial given, machine in specially good condition, inspection cordially invited, £97 10s.; motorcycle or motorcycle and sidecar accepted in part payment. Wauchope's, 9 Shoe Lane, Fleet Street, London. Trade 104-575

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HUMBERETTE, 1913, 8 h.p., air-cooled, 1914 improvements, dynamo lighting set, speedometer, Klaxon horn, guaranteed in first-class condition throughout, any inspection and trial, price £90. Full particulars from Robson, Back Parade, Sunderland. 104-g769

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HUMBERETTE, 1913, 8 h.p., aircooled, a sound car, fitted up with hood, screen, speedometer, three oil lamps, electric head, dash and tail lights, Stepney with new tyre, all tyres like new, mats recently overhauled and repainted light grey, any trial, £73 cash. G. N. Higgs, 31 Vauxhall Bridge Road, Victoria, S.W. Phone 1215 Victoria. Trade 104-598

HUMBERETTE, 1913, 8 h.p., two-cylinder, three-speed and reverse, two-seater body, painted green, upholstered green leather, two lamps and generators, tail lamp, hood, screen, Stepney wheel and tyre, in excellent condition, tuition free, £70. Cass's, The Light Car and Cyclecar Specialists, 5, Warren Street, Euston Road, W. Museum 623 Trade 104-617

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LAGONDA, 1915, 11 h.p., four-cylinder, three-speed and reverse, gate change, five Sankey wheels, tyres 700 by 80, five lamps and generator, horn, immediate delivery, tuition free, four-seater £157 10s., coupe £150, two-seater £145, van £150; C.A.V. dynamo lighting outfit £21 extra. Write for catalogue to Cass's, The Light Car and Cyclecar Specialists, 5 Warren Street, Euston Road, W. Museum 623. Trade 104-607

MATHIS 1914 sporting Babylette with special racy body, five detachable disc wheels and tyres, headlamps and many spares, condition and appearance excellent, £120. Stewart and Ardern, 18 Woodstock Street, Bond Street, London, W. Trade 104-g792

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MORGAN Grand Prix monocoar, 90 bore, air-cooled twin J.A.P. engine, all tyres in splendid condition, 700 by 80 covers, painted white and black, guaranteed to lap Brooklands at 50 m.p.h., two headlamps and generator, offers. Box No. 4204, care of "The Light Car and Cyclecar." zzz-166

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MORGAN, 1913 standard, £65. The Uxbridge Motor Co., Ltd., 101 High Street, Uxbridge. Phone, 184 Uxbridge. Trade 104-394

MORGAN, 1913, sporting, £70. The Uxbridge Motor Co., Ltd., 101 High Street, Uxbridge. Phone, 184 Uxbridge. Trade 104-393

MORGAN, 8 h.p., 1913, grey, sporting model, acetylene headlamp and side lamp, horn, in excellent condition, £70, trial. Grounds, Passenham Manor, Stony Stratford. 104-g797

MORGAN, 1913, done 1700 miles only, sporting model, dark green, J.A.P. engine, hood, screen, lamps, car generator, Stewart's trip speedometer, pump, and automatic oil feeds, clock and spares, new 3 in. Stepney, grip on driving wheel, cost £112, accept £80, any trial. H. Hughes, 43 Cedar Road, Walton, Liverpool. 104-g772

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MORGAN, 1914, sporting model, yellow, just overhauled and repainted, tyres quite new, hood, screen, lamps, tools, etc., in splendid condition, £85. F. W. H. Winwood, Worcester. 104-g791

MORGAN, 1914, de luxe, hood, screen, five lamps, drip-feed, horn, speedometer, all tyres 700 by 80, cost £120, only done 2400 (speedometer), 80 guineas, excellent condition and reason for selling. Rev. James. 66 Hillfield Road, W. Hampstead. 104-g778

MORGAN, standard, new January, 1913, screen hood, four lamps, speedometer, two toolboxes, clutch and brakes Ferodolined, upholstered back, twin drip lubrication, 3 in. tyres, all new-condition. 27 Lady Margaret Road, Southall. 104-g765

MORGAN, 8 h.p., 1913, standard model, fitted with speedometer, lamps, hooter, hood and screen, complete, a bargain at £57 10s. Wauchope's, 9 Shoe Lane, Fleet Street, London. Trade 104-576

MORGAN, Grand Prix model, very smart turnout, two-speed gear and free engine, any severe trial given, £75. Seen at Wauchope's, 9 Shoe Lane, London. Trade 104-573

MORGAN de luxe, 1913½, hood, screen, three electric lamps, two 4-volt accumulators, Binks 1914 three-jet carburetter, Bowden extra-air fitted, spring seat, mirror, tools, spare chains, new 26 by 3 back cover, perfect condition, any trial, cost £110, accept £75, bargain. Burton, 5 Blake Street, York. 104-g825

MORGAN, standard late 1913, drip feed, magneto, Bowden controlled Amac, over 60 to gallon, Watford maximum hand, new tyres, spares, in good condition, any trial, what offers? Holloway, 165 Brixton Road, London. 104-g814

MORGAN runabout, 1914 Grand Prix model, 8-10 h.p., overhead valve, water-cooled J.A.P. engine, fitted with steel pistons, complete with special beaten metal streamline body, screen, winner of six firsts in open competition, speed and reliability, very fast, £125. F. G. Cox and Co., Perry Road, Bristol. Trade 104-g810

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MORGAN, 1912, 8 h.p. J.A.P., special de luxe Harrods body, all accessories, excellent condition, £65. P. J. Evans, John Bright Street, Birmingham. Trade 104-568

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MORRIS-OXFORD, sole agents for Surrey and parts of Sussex and Hampshire, the quality light car, best delivery dates, free tuition, etc. The Haslemere Motor Co., Ltd., Haslemere. 'Phone, 43. Trade zzz-261

MORRIS-OXFORD, 10 h.p., 1914, done 4000, as new, latest Colonial radiator, screen, hood, and seat coverings, spare wheel, £140, property of Territorial called out on service as a motorcyclist, seen and tried by appointment. J. Aylward, Lockerley, Romsey, Hants. 104-g801

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PERRY light cars, trial runs arranged; also Humberette, Morgan, and Marlborough. Turpins, 22 and 29 Preston Road, Brighton. Trade 125-1356

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PERRY, 1915, delivery next week of 11.9 four-cylinder model, with electric lighting set and dickey seat, price 205 guineas, motorcycle or light car taken in part exchange. Julian, Broad Street, Reading. Biggest dealer in the South. 43 years reputation. Trade zzz-564

PERRY light car, 1915, four-cylinder four-seater model, complete, hood, screen, Lucas dynamo lighting set, Sankey detachable wheels (five), with 750 by 85 Dunlop tyres, immediate delivery from stock, £231. F. G. Cox and Co., Perry Road, Bristol. Trade 104-g806

PERRY light car, 1914, two-cylinder, two-seater model, complete, hood, screen, three lamps, horn, five Sankey detachable wheels and 700 by 80 Dunlop tyres, shop-soiled, £135, new price £147. F. G. Cox and Co., Perry Road, Bristol. Trade 104-g807

PERRY light car, 1914, two-cylinder, two-seater model, complete, hood, screen, acetylene headlamps and generator, paraffin side and tail lamps, horn, five Sankey detachable wheels with 700 by 80 mm. Dunlop tyres, very little used, £125. F. G. Cox and Co., Perry Road, Bristol. Trade 104-g808

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PERRY, 9 h.p., two-cylinder, three-speed and reverse, two-seater body, painted and upholstered green, hood and screen, five lamps and generator, five Sankey 700 by 80 wheels and tyres, horn, clock, in splendid condition, new in February, tuition free, £110. Cass's, The Light Car and Cyclecar Specialists, 5 Warren Street, Euston Road, W. Museum 623. Trade 104-609

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SINGER coupe, run 6000 miles, just overhauled, painted reddish brown, picked black, upholstered Bedford cord, electric lighting set, five lamps, also inside lights, speedometer, flower vase, spare wheel complete, etc., a luxurious car for winter use, £175 cash (cost over £260). G. N. Higgs, 51 Vauxhall Bridge Road, Victoria, S.W. 'Phone, 1215 Victoria. Trade 104-600

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STANDARD, 9.5, new April, owner driven, dynamo lighting set, electric horn, speedometer, clock, mats, perfect condition, any trial, cost £220, £170, no offers. Box No. 4478, care of "The Light Car and Cyclecar." 104-h131

STANDARDS, 1915, early deliveries, exchanges entertained. Bradshaw's, The Motor House, Preston. Tel., 988. Trade 105-h116

STANDARD, 9.5, two-seater, 1914 model, as new, £150. Alfred Wastnage, Portland Court Garage, Great Portland Street, W. Trade 105-h3

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(continued).

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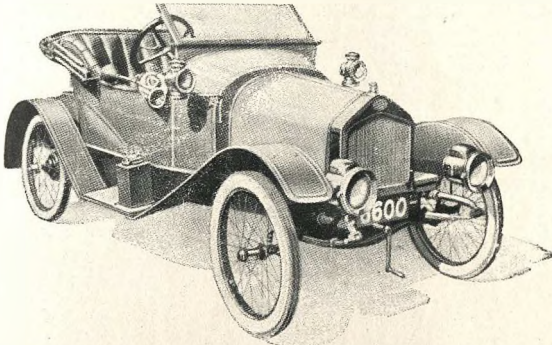
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