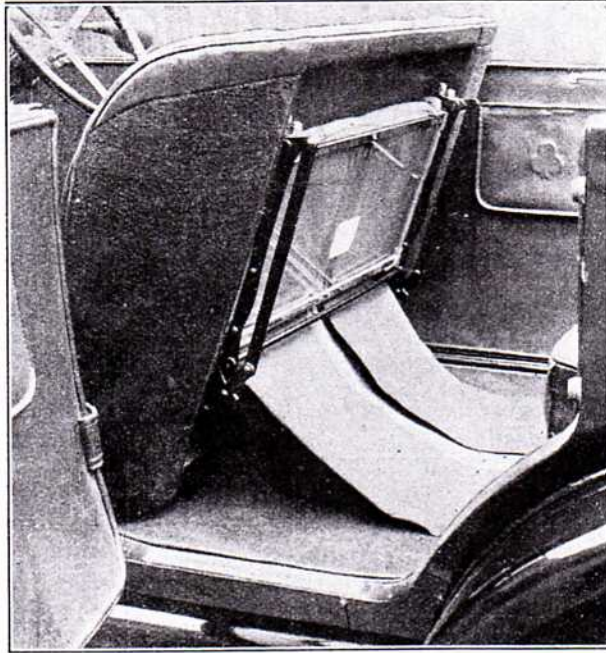




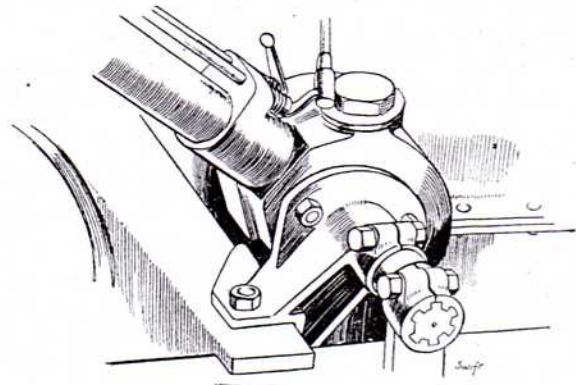
are of the internal expanding type and operate in drums 12 ins. in diameter in front and 14 ins. in diameter at the rear. These brakes are effectively compensated and their adjustment is easy and convenient. The wheelbase of the car is 9 ft. 6 ins. and the track 4 ft. 4 ins. These dimensions allow for exceptionally comfortable and roomy bodywork which has been fully taken advantage of by the manufacturers. The five-seater car—the four-door open touring model—sells at £375. It is fitted with a sliding adjustable front seat and upholstered in the finest quality leather. All the exterior fittings are nickel-plated. It has a sloping double wind-screen and a three-leaf rear screen with apron fully adjustable, and an all-enclosing hood and hood cover. Side curtains



How the four-leaf wind-screen and apron are stowed in the recess in the rear of the front seats of the 12-35 h.p. Swift. The ample entry to the rear seats will be noted.

open with the doors. There is a full five-lamp lighting installation, and electric and bulb horns. An automatic screen-wiper is included also speedometer clock, driving mirror and folding luggage grid and a full kit of tools and spares. If fitted with Triplex glass the cost is 13 guineas extra.

The two-three-seater is identical in equipment and costs the same price. It has a roomy and comfortable dickey seat. Extra for Triplex glass on this model is £8. The Cheylesmore saloon model is a beautifully finished saloon with eight windows. It has a non-drumming roof with roof ventilator, and is upholstered in the finest leather and handsomely appointed. The front seats are individual and adjustable. It is finished in royal blue and black. The four doors are

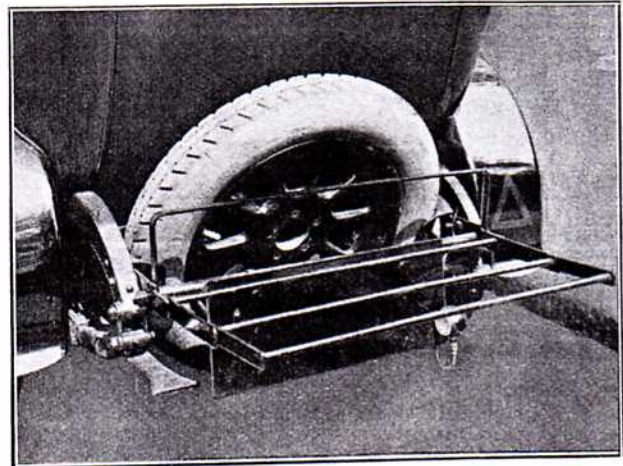


The big steering box of the 12-35 h.p. Swift is rigidly mounted on the engine bearer. It has a capacious oil plug for oil bath lubrication of the worm and wheel irreversible gear.

wide with rising and falling frameless glasses, and the body is of ash panelled in steel. The price is £475.

The open models are supplied in a choice of colours as follows: Clarendon grey, with antique brown leather upholstery; royal blue, with blue leather upholstery; and crimson lake, with red leather upholstery.

Swift cars are made by Swift of Coventry, Ltd., at Cheylesmore and Quinton Works, Coventry. The London showrooms, where the cars can be seen and tried, are at 134-5, Long Acre, London, W.C. 2. Telephone: Gerrard 7547-8-9. Here also is the special export department of the company.



The rear luggage carrier of the 12-35 h.p. Swift is of exceptionally strong construction. The shackling of the rear ends of the rear springs will be noticed, also the convenient and unobstructive method of carrying the spare wheel.

THE LONDON-EDINBURGH RUN

THE awards in this M.C.C. event, held at Whitsun, have now been issued as follows:—

Gold Medals.—L. A. Baddeley (10.8 Riley); H. Jefferis (11.9 Frazer-Nash); A. G. Gripper (11.9 Alvis); W. E. Bliss (10 Fiat); R. M. Dixon, (12/50 Alvis); J. W. Dixon (12/40 Alvis); G. M. Fuerst (26.8 S.P.A.); J. Havers (12 Lynx-Riley); C. L. Clayton (8.7 Amilcar Special); W. H. Bedford (11 Clyno); J. G. S. Simpson Lee (12/50 Alvis); A. Clark (10.4 F.N.); W. H. Shephard (10.8 Riley); W. G. Nicholl (19.6 Crossley); F. Clifton, (16 Diatto); H. Stevens (11.8 Lea-Francis); P. D. Clegg (8.2 Senechal); C. Anthony (8.2 Senechal); A. F. Scroggs (10 Trojan); G. Higginbottom (10.8 Riley); R. Straker (10.8 Riley); G. F. Smith (10.8 Riley); E. J. Sleep (12/50 Alvis); K. H. Daniel (12/40 Alvis); G. L. Jackson (12/50 Alvis); C. Guthrie (11 Galloway); A. Procter (23/75 Chrysler); P. D. Walker (10.4 Ceirano); W. H. Blackburn (11.9 Riley); J. Hobbs (10.8 Riley); N. W. Jones (12 Alvis); C. H. Kemp (11.8 Palladium); P. Hubbard (10.4 Windsor); J. D. Dixon (11.4 Standard); T. L. Vickers (11.9 Riley); C. M. C. Turner (7.6 Gwynne); S. J. Clutterbuck (9/20 Rover); W. G. Lockhart (7 Austin);

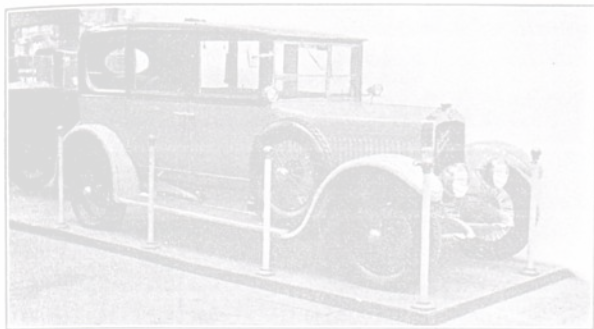
E. Hillary (11.9 Frazer-Nash); V. A. Bruce (15.8 A.C.); E. J. Steel (11.8 A.C.); C. E. Barnes (10.8 Riley); I. D. Spooner (13.9 M. G. Sports); D. C. Lorkin (10 Salmson); G. F. Hyams (10 Swift); J. C. Thurburn (13.9 Lancia Lambda); J. E. Sterrett (14.4 Armstrong-Siddeley); F. A. Thatcher (8.7 Amilcar); R. C. Porter (8.7 Amilcar); H. M. Samuelson (8.7 Amilcar); C. D. Conradi (9.5 Salmson-Sports); C. L. Simon (9.5 Salmson); I. J. Higgs (9.5 Salmson); F. Begley (12 Riley); C. G. Myer (13.9 Standard); E. P. Paxman (8.7 G.N.); R. A. F. Clark (12/40 A.B.C.); M. W. Derrick (8.9 Amilcar); Dr. Moss-Blundell (7 Austin); E. C. Evans (14.4 Armstrong-Siddeley); G. P. Stevens (12 Lea-Francis); D. G. Prentice (10.8 Riley); G. Pettyt (14 Sunbeam).

Silver Medals.—C. G. Fitt (14 Delage); N. H. Keep (13.9 Delage); D. Duncan Smith (8.7 G. N.); D. S. Palmer (7 Austin); W. S. Robinson (7 Austin); H. D. Roberts (7 Jowett); A. H. Thorburn (7.12 Peugeot); A. J. F. Beaurain (11 Aston Martin); H. Slater (25 Bentley); J. A. Driskell (9.5 D.F.P.); F. W. Darne (11.9 Morris-Cowley); C. H. Lawford (10 Ariel).

by side valves, detachable cylinder head, thermo-siphon cooling, Solex carburettor, magneto ignition, four forward speeds and reverse, left-hand change, non-lubricated three-parallel plate clutch, Ducellier lighting and starting, and four-wheel brakes. It is shod with five 715 by 115 Michelin disc wheels and tyres, and has a wheelbase of 9 ft. 2 in. The chassis weight is 13 cwt. On a similar chassis is shown the London-built four-seater torpedo de luxe painted Royal blue with black wings and upholstered in blue antique leather with sliding adjustable seat and four wide doors and rigid side curtains, and a full equipment of accessories at £265. The 12-26 h.p. four-cylinder car has an engine 70 by 120, with side valves, thermo cooling, automatic lubrication, Solex carburettor, four speeds, right-hand change, three-plate dry clutch, helical bevel final drive, and Vitrix lighting and starting. It is shown as a London-built three-quarter coupé



A fine 16-60 h.p. Delaunay-Belleville saloon



The 13-30 h.p. De Dion Bouton Saloon

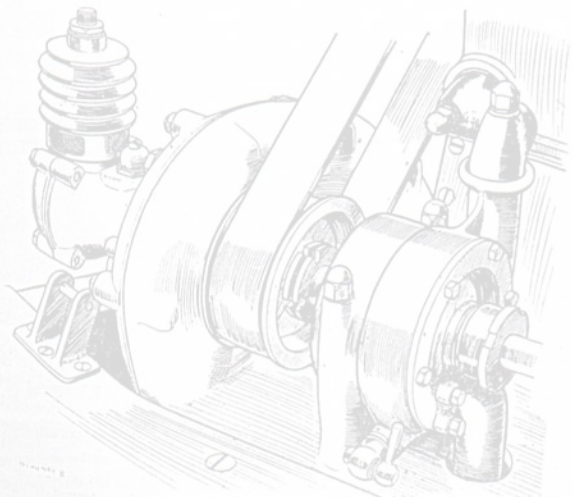
Cabriolet with double sunk dickey and two wide doors, folding leather hood, automatic windows, V wind screen, and painted silver crystalline and upholstered in black leather. The price is £495. The 13-30 h.p. model (70 by 120 mm.) has an overhead valve engine, pump cooling, Solex carburettor, four speeds and helical bevel final drive with 765 by 105 Dunlop tyres on Rudge-Whitworth wheels. It is mounted with a London-built four-five-seater, four-door saloon, painted Oxford grey, with cloth interior to match. The price is £525. The final exhibit is a 22-65 h.p. four-cylinder (95 by 140) Pullman landaulette on a 11 ft. 6 in. wheelbase; chassis with similar mechanical arrangement as the previous model. It is a beautifully equipped vehicle, and sells at £850. The makers are De Dion Bouton, Ltd., 10, Great Marlborough Street, London, W.1.

clutch, and helical bevel drive. The brakes are on four wheels and of the internal-expanding type and wire detachable wheels with 895 x 135 Dunlop tyres. The wheelbase is 11 ft. It is fitted with a beautiful enclosed drive, London made landaulette body to seat six to seven people, painted crimson lake and upholstered in grey cloth. The chassis price is £550 and the complete car £1,150. The 16-60 model has similar general arrangement, but a four-cylinder engine, 30 x 130 mm. It has overhead valves, pump-cooling and oiling, central control, four-speed gear, multiple plate clutch, and four-wheel internal expanding brakes and 860 x 160 Michelin-tyred wire wheels. It is shown as a polished chassis and on a similar chassis is shown a four-door saloon with frameless windows, mechanically lifted and is painted blue-grey with Royal blue leather upholstery. The chassis price is £450, and of the complete car £750. The 14-40 h.p. polished chassis has a four-cylinder engine, 75 x 120, with overhead valves, pump-cooling and oiling, Solex carburettor, four-speed gear with central change, plate clutch and helical final drive with internal expanding brakes on all-wire wheels and 775 x 145 Michelin Comfort tyres. This chassis is not for sale. On similar chassis are shown the open tourer five-seater with Calso hood and rigid side curtains. It is finished in brown, with brown leather upholstery, and costs £585. The chassis price is £390. There is also an elegant four-door saloon on the same chassis, with frameless windows and mechanical lifters. It is in bright Royal blue and upholstered in grey cloth, and the price is £665; chassis £390. The cars are shown by Delaunay-Belleville Motors, Ltd., Carlton Vale, Maida Vale, London, N.W.6.

DELAUNAY-BELLEVILLE.

Main Hall—66

The models of the Delaunay-Belleville cars shown include three examples of the 14-40 h.p. four-cylinder chassis with varying coachwork, two 16-60, four-cylinder cars, and a 22-60 h.p. six-cylinder model. The latter has a monobloc engine 78 x 140 with side valves, pump circulation, four-speed integral gear with right-hand change, multiple-plate

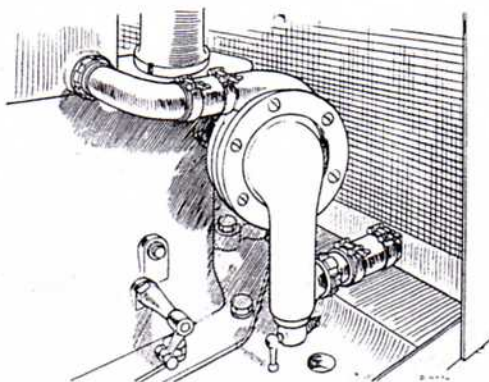


The drive for the fan, air-pump and water pump on the Delaunay-Belleville

DIATTO.

New Hall—34

DIATTO cars are shown in a variety of models. The two-litre model, a sports 2-3 seater of which is shown, has a 79.7 mm. bore and 100 mm. stroke engine with detachable head, pump cooling, pressure pump lubrication, aluminium

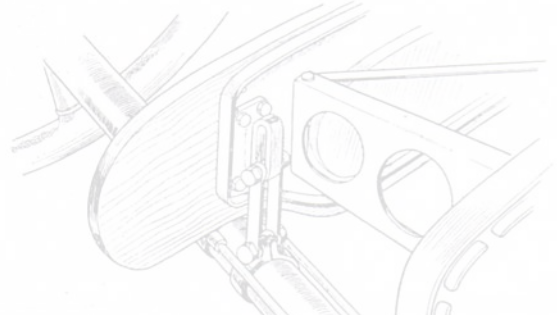


The Diatto water pump

pistons, three main bearings, overhead camshaft and valves with the overhead shaft vertical shaft driven. Solex carburettor, and Marelli ignition. There is a model 35 with 84 bore and 116-stroke engine. This has Zenith carburettor and Bosch magneto. All models have Bosch starting and lighting and single plate Ferodo clutches and four-speed gears integral with the engine and having central control. An enclosed propeller shaft in a torque tube transmits the power

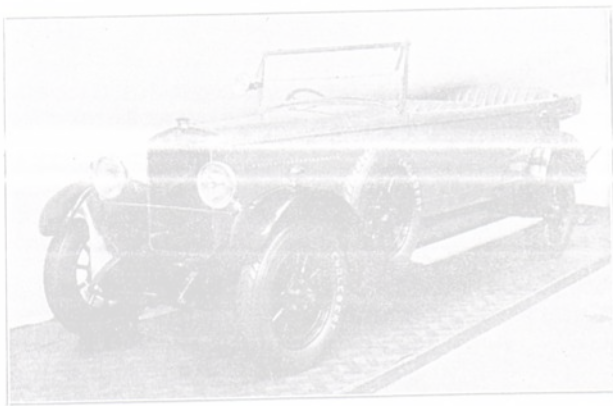
through a single ring-type universal joint to a helical bevel-driven semi-floating axle sprung with cantilever rear springs. The model 35 has semi-elliptic rear springs, and Hartford shock absorbers. The wire wheels have 820 x 120 mm. Dunlop tyres. The pedal brake is on all four wheels. The six-seven-seater torpedo model on the 79.7 x 100 mm. (two-litre) model 30 has a very comprehensive equipment with individual seats and adjustable front seats and sells at £695. These Italian cars have a very fine equipment, including spare wheel, clock, speedometer, oil gauge, dash lamp, electric horn, and all instruments are on aluminium instrument board. The model 20A, also two-litre, sells as a chassis at £430, the four-five-seater tourer car at £595, and the six-seven-seater tourer at £580. Rudge-Whitworth wire wheels are £20 extra. The model 30 two-litre super-sports, with wire wheels and four brakes sells at £525. The super-sports model, a two-three seater, and the four-seater super sports cost from £695. The cars are shown and sold in this country by the sole concessionaire, Cyril Durlacher, 6, Upper St. Martin's Lane, London, W.C.2.

DONNET-ZEDEL. New Hall—30
The Donnet-Zedel cars are shown in three powers: 10 h.p., 14 h.p. and 18 h.p., and on the stand are examples of each. The 10-20 tourer, the 10-25 sports, 10-20 saloon, a 14-40 saloon



The adjustment to the steering column on the Donnet-Zedel

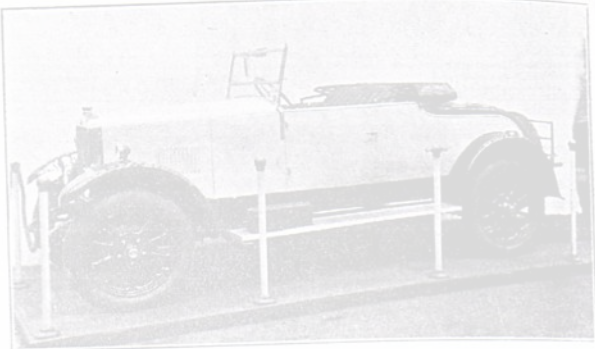
and tourer and an 18-60 h.p. Weymann saloon, the respective prices of which are £185, £265, £220, £335, £275, and £430. They all have well-designed carriage-work—the Weymann saloons being particularly attractive. They were illustrated recently in *AUTO*. The 10-20 h.p. and 14-40 h.p. models have four-cylinder engines and the 18-60 h.p. is a six-cylindered car. The respective bores and strokes in millimetres are 62 x 91, 75 x 120 and 70 x 110. All have detachable heads, thermo-cooling lubrication, aluminium pistons to the 14 and 18 h.p. models, side valves operated by a helical gear-driven side camshaft and Cozette, Zenith and Solex carburettor for the three models respectively. Magneto ignition is used and Ducellier starting and lighting. An integral gear-box is driven through a dry plate clutch and all models have four speeds and centre control, except in the case of the 14 h.p. which has right-hand control. An open shaft takes the drive and the springs take the torque to and of a three-quarter floating spiral bevel-driven live axle. Semi-elliptic springs are used throughout and brakes on all wheels. In the case of the 14 h.p. model the rear-wheel braking is applied through the



A smart open touring car on the Donnet-Zedel chassis

transmission. The open cars have adjustable seats as also the saloon models. The wheelbase of the 10 h.p. is 8 ft. 6 in., of the 14 h.p. model 9 ft. 8 in., and of the 18 h.p. model 10 ft. All cars are fitted with detachable wire wheels and balloon tyres and full 12-volt lighting throughout, with extra lights in the saloon models. The sole concessionaires are Automobiles Donnet, Ltd., of 42, Albemarle Street, London, W.1.

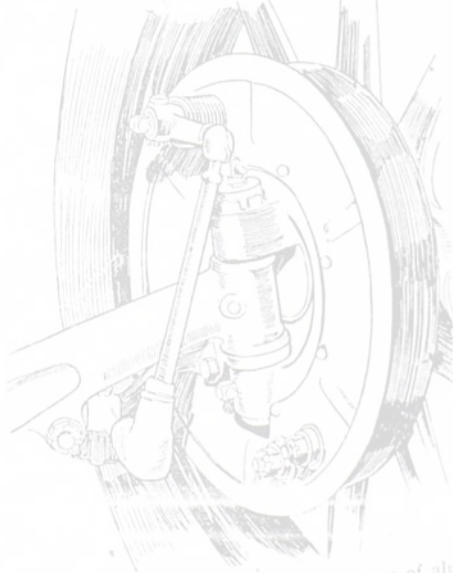
HILLMAN Main Hall—97
As usual, the display of Hillman cars is noticeable on account of the very attractive coachwork which is incorporated in the



A smart two-seater on the latest Hillman chassis

designs. The Hillman all-weather car and the new saloon represent the most up-to-date treatment of these types in the manufacture of which this company has had a wide experience. The models shown include a five-seater four-door tourer at £275, a saloon de luxe with movable seats and automatic windows and four doors with Hillman fine upholstery at £395, and a standard saloon at £345. The firm turn out a very attractive three-quarter Coupe at £360 and a glass-partitioned landaulette at £390 (£375 without the partition). The all-weather model with rigid side screens and drop-head sells at £340. The chassis price is £230. All Hillman's are on the same 14 h.p. chassis having a very nicely designed power and transmission plant consisting of a monobloc four-cylinder side-valve engine with detachable head and thermo-cooling (with fan) and four-speed side-controlled gear driven by a single steel plate clutch. The lubrication is forced by a pump through the crank and main bearings to the big ends. The

The front wheel brake on the Hillman



crank runs in three long bearings. The pistons are of aluminium, valves are silent chain driven, carburation is by Zenith and ignition by an M.L. magneto driven in tandem with the dynamo by a silent inverted tooth chain. Lighting and starting is by Lucas. An open shaft with two fabric joints drives the three-quarter floating, helical bevel-driven axle. All springs are semi-elliptic, and expanding brakes in big drums are foot applied to all four wheels which are steel artillery and shod with 29 x 4.75 Dunlop tyres. The chassis weighs 22½ cwt. The cars are made and shown by the Hillman Motor Car Co., of Coventry.

THE M.C.C. HIGH-SPEED RELIABILITY TRIAL

So popular was the Motor Cycling Club's Reliability trial which was held at Brooklands on Saturday last that it was necessary to divide it up into four one-hour periods. There were eight classes for motor-cycles, one for three-wheeled cycle-cars and two for cars. Out of the total entry of 215, in all classes, 184 started, and of these no less than 125 qualified for gold medals. In each class there was a minimum distance set in order to qualify for the gold medal, the cycle-

cars up to 1,415 yds., the cars up to 1,500 c.c., 19 laps (52 miles 1,004 yds.), and the unlimited cars 20 laps (55 miles 594 yds.) in the hour. All vehicles had to be in full touring trim with full equipment of lamps, horn, mudguard, spare wheel, hood and screen where they were included in the maker's price.

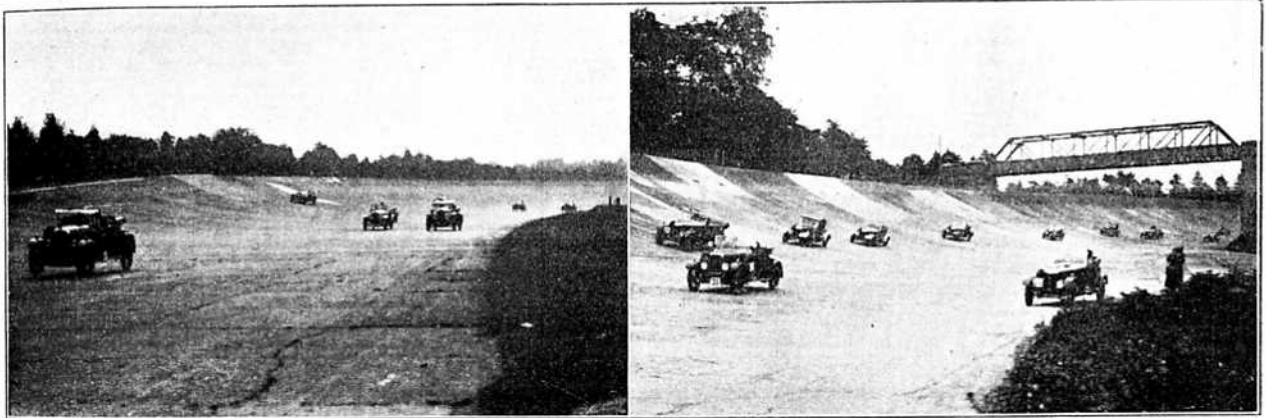
Those who finished in the car classes and qualified for gold medals were as follows:

Class L (1,100 c.c., 18 laps)—W. H. Chadwick (Rover); A. H. Bartley (Gwynne); C. Anthony (Senchal); C. L. Simon (Salmson); C. M. C. Turner (Gwynne); N. R. Carr (Salmson); T. R. Berry (Salmson); J. W. Barber (Salmson); I. J. Higgs (Salmson); H. S. Barton (Austin Seven).

Class M (1,500 c.c., 19 laps).—S. H. Newsome (Frazer-Nash); G. T. Gamble (Lea-Francis); I. Macdonald (Alvis); H. Jefferis (Frazer-Nash); P. T. Holmes (Newton-Ceirano); F. B. Robinson (Frazer-Nash); W. Urquhart-Dykes (Alvis); W. A. G. Beck (Newton-Ceirano); V. Gillow (Riley); R. C. E. Glazier (Windsor); E. G. Bromhead (Rhode); K. G. R. Bagshawe (Lea-Francis); H. Jefferis (Frazer-Nash); C. Finch (O.M.).

E. H. Grimsdell (Alvis); A. J. Mulder (Hispano-Suiza); F. Hallam (Alvis); B. Bearman (Vauxhall); F. Clifton, Junr. (Diatto); R. J. Munday (Vauxhall); C. May (A.C.); V. Smith (Bugatti); G. C. Brown (Alvis); H. W. Pitt (A.C.); Hon. V. A. Bruce (A.C.); T. Gillett (A.C.); J. A. Joyce (A.C.); S. G. Nash (A.C.); L. Freeman (A.C.); N. A. Lindley (H.E.); W. Cooper (Morris M.G.); G. L. Jackson (Alvis); G. Fairrie (Bugatti); J. Pollitzer (Alfa-Romeo); R. F. Oats (O.M.); C. Durlache (Diatto).

R. F. Oats on the O.M. and G. Fairrie on a Bugatti did 26 laps in the hour the best performances of the day as regards the car classes, next being 25 by Cyril Durlacher on a Diatto.



The M.C.C. High-Speed Reliability Trial at Brooklands. Left, a snap during the first one hour's run for cars, Mr. E. M. Grimsdell's Alvis being seen acting the part of pacemaker. Right, the scene soon after the start of the second hour's run; in this view Mr. G. C. Brown is leading (on an Alvis), followed by a string of eight A.Cs.

THE MOTOR INDUSTRIES EXHIBITION

It is not easy to see why this title should have been chosen for the display which is now being held in the Holland Park Hall. In spite of its title, however, the exhibition is an interesting one, demonstrating the many and various ways in which the products of the Ford Motor Company may be utilised. There is the Ford two-seater, and there is also the luxurious Lincoln eight, while in between come all sorts of vehicles with Ford engines and parts, even including an amphibious one which can run straight from the road into the water and vice-versa. There are fire-engines, charrs-a-bancs, delivery vans, Fordson tractors, while, of course, every one of the Ford tourers is represented. The Lincolns carry very fine saloon coachwork, and although those on view are of foreign origin it was explained at the opening luncheon last

week that arrangements have been completed for the fitting of bodies by the best-known British builders on the Lincoln chassis.

Several of the stands are occupied by builders of special bodywork for Ford chassis, while on others, such as that of Baico Patents, Ltd., can be seen an ingenious system which converts the Ford 1-ton truck chassis into a 2½-ton vehicle, and so enables it to be used for char-a-bancs, fire-engines, etc.

The amphibious Ford, to which reference has already been made, is a combination of boat and motor coach. It is 20 ft. long and mounted on Ford wheels. The transmission is so arranged that the driver can connect the Ford engine up to either the road wheels or the screw propeller. The exhibition remains open until October 23.

THE NEW A.A. HEADQUARTERS

At the beginning of last week the Automobile Association was able to completely take over its new Fanum House, Whitcomb Street, which has been carried out to the design of, and under the supervision of, Mr. Andrew Mather, L.R.I.B.A. The new building stands on a site which has an area of 4,400 sq. ft., while the aggregate floor space is 41,000 sq. ft., or nearly 1 acre. There are eight floors above the basement, and the main reception room on the ground floor. The main reception hall is very imposing with its circular arrangement and marble columns. The walls are covered in walnut with burr walnut panels, and the window enclosures are in bronze. On the first floor there is another large reception room, and the offices of the Association's solicitors. On the second floor are the secretary's offices, propaganda department, cashier's, auditors', and accountant's departments, and the committee

room. As for the rest, the engineering department has the third floor, legal matters are dealt with on the fourth, the fifth is taken up with foreign touring, and the sixth with home touring, the road department occupies the seventh, and the top is the central registry, postal department and general store.

The growth of the Automobile Association is so rapid, however that already a portion of the staff, to the number of 130, have overflowed into the next building, where matters concerning membership, which incidentally now stands at 313,000, are dealt with.

We hope in a future issue to give some further details of the remarkably fine headquarters of the Automobile Association, together with some account of the extraordinary amount of work which it is doing for motorists.

antique leather. The price is £230; on the same chassis will be shown a torpedo de luxe in Royal blue with sliding adjustable front seat, and four wide doors at £265. The 12-26 h.p. model will be shown for the first time. It has a London-built 3-5 seater coupé Cabriolet, with double sunk dickey seat, at £495. The 13-30 h.p. chassis will have a London-built 4-5 seater four-door saloon body of exceptionally fine design and appointment, finished in Oxford grey. It has a double adjustable front V-windscreen, three windows each side, and costs £525. The 22-26 h.p. model is the star turn of the exhibit. It is shown as a London-built Pullman landaulette at £850, with four wide doors, three windows each side, and a drop window between the front and rear compartments. The V-windscreen and the handsome lines of the vehicle make it particularly attractive, and the interior furnishing and upholstery is in the finest possible style. The 13-30 h.p. and the 22-26 h.p. have overhead valves.

H.P.	Cyls.	Bore	Stroke	Speeds	Wheel-Base ft. in.	Price £
10-20	4	62	110	4	9 2	175
12-26	4	70	120	4	10 2	325
13-30	4	70	120	4	10 2	525
22-26	4	95	140	4	11 5	495

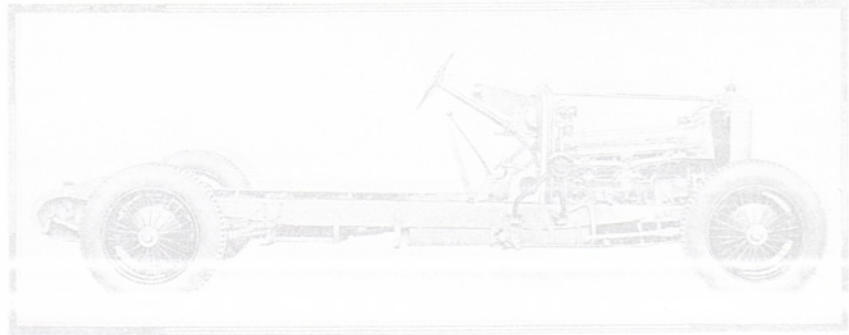
Delaunay-Belleville (66).
(France) Delaunay-Belleville Motors,
Ltd., Carlton Vale,
Maida Vale, N.W.6.

THREE types of Delaunay-Belleville car will be shown—the 14-40 h.p., 16-60 h.p., and 22-60 h.p.—the latter a six-cylinder model. The small model has overhead valves, push-rod operated. The 16-60 h.p. has overhead valves with an overhead camshaft, and the 22-60 h.p. model has a side camshaft and side cams. In all cases the camshaft is gear-driven. Solex carburettors are fitted to the "fours" and a Zenith to the "six." The latter has S.E.V. electrical equipment and the others Ducellier. Multiple plate clutches are used on the bigger models and a single plate clutch on the small. The gear of the smaller models is integral with the engine. On the 22-60 h.p. model it is separate. A cardan shaft drive is used on all models, fabric jointed on the small and steel disc and metal block on the large model. The springs are semi-elliptic on all models, and take the torque on front and back axles—four wheels being braked on all models. The wheels are wire detachable. The models shown include a 22-60 h.p. enclosed landaulette at £1,150, a 16-60 h.p. polished chassis (not for sale), a 16-60 h.p. 4-door saloon, with frameless windows at £750, a 14-40 h.p. polished chassis (not for sale), a 14-40 h.p. open-tourer at £585, and a 4-door saloon at £665.

14-40	4	75	120	4	10 2	390*
16-60	4	80	130	4	8 8½	450*
22-60	6	78	140	4	11 0	550*

Diatto (A34).
(Italy) C. Durlacher,
6 Upper St. Martin's Lane,
W.C.2.

THE Diatto car will be shown in two powers, 15.5 h.p. and 17.9 h.p. The specification of the models are similar. Engine gear and clutch are built up



The chassis of the new Daimler "Double Six."

as a single unit with a detachable head and overhead valve gear driven by an overhead camshaft driven by a vertical-drive shaft. Lubrication is by pressure pump, and cooling is by pump. The pistons are of aluminium, and the shaft has three bearings. Solex and Zenith carburettors are used. Bosch or Marelli ignition is used, and Bosch starting and lighting. The Ferodo dry-plate clutch sends the power to a four-speed gear-box with central control, and the power is transmitted by an enclosed propeller shaft in a torque tube to a semi-floating helical bevel driven live axle. Springs on the big model are semi-elliptic all round, and on the small model cantilever. Four-wheel brakes are fitted. Wheels are wire detachable. The four-seater models 20A and 30 15.5 h.p. (4-cylinder) cost £595 and £695. The 17.9 h.p. costs £745.

15.5	4	79.7	100	4	10 2	450*
17.9	4	85	116	4	9 4	575*

Dodge (37). Dodge Bros. (Britain),
(U.S.A.) Ltd., Willesden Lane,
Park Royal, N.W.10.

THE exhibit of Dodge Bros. will consist of various models of the 17-24 h.p. Dodge Bros.' car. There will be two new types—a special saloon and a new 2-4 seater sports model, and a landaulette, and a saloon landaulette. Only one type of chassis is made, and all Dodge Bros.' cars are built upon this chassis. It has a monobloc one-unit four-cylinder engine clutch and gear with side valves, pump circulation of the water, and pump and splash lubrication. A special design of carburettor has been fitted, and a multiple disc clutch with a three-speed gear with central control and a spiral bevel rear drive. The chassis lubrication is by pressure grease gun. There are contracting and expanding brakes on the rear wheels, and the North East dynamo electric lighting and starting installation

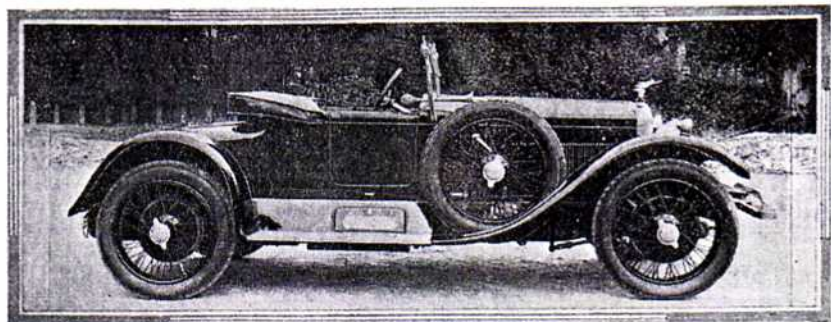
is standard. The saloon is of all-steel construction, and has four doors and seats five persons. The special saloon also has four doors, and is very completely equipped with balloon tyres, disc wheels, spring gaiters, shock-absorbers, driving mirror, clock, automatic screen-wiper, and front and rear bumpers. The 2-4 seater sports model has a roomy dickey with ample luggage accommodation, and is lacquered pheasant-green with cream line.

17-24	4	3½	4½	3	9 8	330
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Donnet-Zedel Automobiles
(France) Donnet, Ltd.,
42, Albemarle Street, W.1.

Six models of the Donnet-Zedel cars will be on exhibition, a 10-20 h.p. tourer, a 10-25 sports, a 10-20 h.p. saloon, a 14-40 h.p. saloon, a 14-40 h.p. tourer, and an 18-60 h.p. six-cylinder saloon. The engines have side valves and detachable heads and integral clutch and gear. Thermo cooling, forced lubrication and Cozette, Zenith and Solex carburettors. S.E.V. magnetos are used, and Ducellier starting and lighting. The clutch is of the single dry-plate type, and the gears give four speeds with right-hand side control in the case of the 14-40 h.p. An open shaft takes the drive and the semi-elliptic springs the torque of a three-quarter floating spiral bevel back axle. On the 18 h.p. model, Houdaille shock-absorbers are fitted. The wheels are wire detachable, and the pedal operates brakes on all four wheels (through the transmission in the case of the 14 h.p. model). The two and four-door saloon models are wonderfully light and roomy. Chassis prices are 10 h.p. £150, 14 h.p. £225, 18 h.p. £295.

10-20	4	62	91	4	8 6	185
14-40	4	75	120	4	9 8	275
18-60	6	70	110	4	10 0	365



The Diatto sports two-three-seater.

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BUY motor cars for cash. I SELL motor cars for cash or easy payment. I EXCHANGE motor cars. Drop me a line; we can do business.—SYDNEY G. CUMMINGS, 101, Fulham Road, London, S.W.3. 'Phone: Kensington 3698. [AC15-11]

£145. MEBES & MEBES (Est. 1893). A.C. late 1923, Royal 2-seater, golden brown, triple glass, dynamo starter, speedometer, clock, dash lamp, mechanical wiper, spare petrol can carrier. Taxed. Indistinguishable from new. Open examination R.A.C., A.A., etc.—144, 154-6, Gt. Portland Street, W. Museum 4244.

ARIEL 9 3-seater, 1923. Tuned engine, fast, recently overhauled and repainted. New hood, four new tyres, five lamps, many extras. Excellent Condition. Trial willingly; £65—153, Abbey Road, Barrow. [C14-10]

1924 ASTON MARTIN 11.9 Sports 3-seater, with one man hood and side curtains. Aluminium body, black wings, fitted with front wheel brakes, Lucas starting and lighting, 5 black lamps. A.T. speedometer and rev. counter, clock, spot light, Hartford shock absorbers all round. Hoyce motorometer. Thomas Flexible steering wheel, spare petrol can holder, 5 detachable Rudge Whitworth wheels and tyres. General condition good. Licensed to the end of the year; £350.—B. S. MARSHALL, LTD., 17a, Hanover Square, W.1. Mayfair 5906/7. [A16-9]

£85. MEBES & MEBES (Est. 1893) BAYLISS THOMAS 10 h.p. 1923 De Luxe Four-seater. Dynomo, starter, speedometer, clock, petrol gauge, balloon tyres. Excellent condition throughout. Open Examination R.A.C., A.A., etc. Deferred payments.—144, 154-6, Great Portland Street, W. Museum 4244. [TC8-5]

14 H.P. BEAN 1925, late 4-wheel brakes, 4-seater, aluminium curved body. Tax paid for whole year. New condition, total mileage under 7,000. Sacrifice £210. BARCLAY & WYSE, Great Portland Street, W.1.—'Phone: Langham 2806 and 1458. [A. 12-8]

BENTLEY, 3-litre, 1924 model, long wheelbase, front wheel brakes, mounted with Weymann Saloon body, 4 doors, 2 spare wheels, fully equipped, licensed, mileage 16,600, new tyres on five wheels.—MARSH, Pedmore Grange, Stourbridge. [C21-10]

£60. BUICK, 6-cylinder, 1922, English tourer body, by Shorts, Rochester, leather upholstered, splendid running order, tyres nearly new. Taxed end December.—MAJOR CHIPPELL, Brompton Barracks, Chatham. [C21-10]

1925 CHENARD WALKER 11/22 h.p. 4-door 4-seater Fabric Saloon, most complete, taxed and guaranteed; £250.—S. T. LEA, The Aeroplane Shop, 141, New Bond Street, W.1. Mayfair 4376. [TC14-10]

£235. MEBES & MEBES (Est. 1893), CHRYSLER 1926 Touring Model, hydraulic brakes. Fully equipped as maker's specification. Practically new. Small mileage. Open examination R.A.C., A.A., etc. Deferred payments.—144, 154-6, Great Portland Street, W. Museum 4244. [TC8-5]

CITROEN, 1924. 2-seater, English body, self-starter, full equipment, as new condition; accept £60, worth £85.—W., 50, Sutton Road, Muswell Hill, N.10. [C28-10]

CROSSLEY 1916 h.p., open touring car, painted brown, guaranteed condition, must be cleared to refuse.—BRAID BROS., 65, Gt. Portland Street, W.1. Telephone: Langham 4256. [2-9]

1921 DARRACQ, 17.9 h.p. 4-seater Saloon, starting, lighting, taxed, etc., a real bargain; £90.—S. T. LEA, The Aeroplane Shop, 141, New Bond Street, W.1. Mayfair 4376. [TC14-10]

SECOND-HAND CARS FOR SALE—contd.

HORSFIELD & HILL give liberal allowance for your old car in part exchange for new or second-hand car. We can supply most makes of cars on deferred terms at 5% interest.—63, Gt. Portland Street, W.1. Langham 3367. [TC8-6]

F.O.C.H. LTD.—If you wish to buy, sell or exchange a Car or Motor-cycle, call, write or 'phone, best buyers, cheapest sellers, easy payments. Our name implies our business methods.—FAIR OFFER CAR HOUSE, 5, Heath Street, Hampstead. (Near Hampstead Tube Station.) 'Phone: Hampstead 5762. Hours: 9 till 8.30 Weekdays; 9 till 2.30 Sundays. [AC18-8]

HAMPTON Coupe, 1925, 10 h.p. Painted dark blue, upholstered in black leather, nickel fittings, dynamo lighting, self starter, clock, speedometer, horn, driving mirror, spare wheel and tyre, double dickey seat. Taxed to the end of the year. In perfect condition throughout; £225.—B. S. MARSHALL, LTD., 17a, Hanover Square, W.1. Mayfair 5906/7. [TC 1-5]

LA TE Model 4-seater LAMBDA LANCIA Sports, with usual equipment. One man hood, side curtains, tonneau cover over rear seats, 5 detachable wheels and tyres, clock, speedometer, petrol gauge, switch board. Painted dark red with black wings. Very good condition throughout; £335.—B. S. MARSHALL, LTD., 17a, Hanover Square, W.1. Mayfair 5906/7. [TC 1-5]

1925 LEA FRANCIS 10 h.p. 4-seater, painted blue, all-weather equipment, luggage grid, many extras, taxed; £175.—S. T. LEA, The Aeroplane Shop, 141, New Bond Street, W.1. Mayfair 4376. [TC14-10]

1926 12 h.p. LEA FRANCIS special de luxe 4.5 seater body, painted crimson, upholstered in crimson antique leather, complete with all-weather equipment, very little used, in first-class condition, exceptionally good car; price £230.—S. T. LEA, the Aeroplane Shop, 141, New Bond Street, Mayfair 4376/7.

1926 LEA FRANCIS 12 h.p. 4-seater touring car, painted blue, luggage grid, etc., all-weather equipment, complete in every detail, excellent condition throughout; £200.—S. T. LEA, The Aeroplane Shop, 141, New Bond Street, W.1. Mayfair 4376. [TC14-10]

1923/4 8 h.p. MATHIS 2-seater. Dynamo lighting, self-starting. In excellent condition throughout; £75.—B. S. MARSHALL, LTD., 17a, Hanover Square, W.1. Mayfair 5906/7. [TC 1-5]

HORSFIELD & HILL have 1923 MORRIS-COWLEY 4-seater in very nice condition; £65.—63, Great Portland Street, W.1. Langham 3367. [TC 8-6]

1926 6-cylinder SINGER Saloon. Must be cleared to make room for new season stocks. No reasonable offer refused.—BRAID BROS., 65, Gt. Portland Street, W.1. Telephone: Langham 4256. [2-9]

£127 10s. MEBES & MEBES (Est. 1893), SINGER, 10/20 h.p., 1925 De Luxe 4-seater. Singer grey, starter, speedometer, electric and ordinary horns, spare petrol can carrier. Taxed, balloon tyres, excellent. Open examination R.A.C., A.A., etc. Deferred payments.—144, 154-6, Great Portland Street, W. Museum 4244. [TC8-5]

£145. MEBES & MEBES (Est. 1893), STANDARD, 11 h.p. 1925 Piccadilly Saloon. Royal blue, Bedford cord upholstery, starter, speedometer, electric and ordinary horns, interior light, spot light, mirror, luggage carrier, spare petrol can and carrier, Smith absorbers all round, balloon tyres. Excellent condition, taxed. Open examination R.A.C., A.A., etc. Deferred payments.—144, 154-6, Great Portland Street, W. Museum 4244. [TC8 5]

THE PYTCHLEY AUTOCAR CO., LTD., always have several second-hand STANDARDS in stock with which we give a guarantee for three months, from £100 upwards.—201/3, Great Portland Street, W.1. 'Phone: Langham 1464 and 1472.

£167 10s. MEBES & MEBES (Est. 1893), STANDARD 14 h.p. 1925, 4-5-seater, stone, brown leather, adjustable front seat, starter, speedometer, ash tray, spare petrol can and carrier, all-weather curtains, balloon tyres. Taxed year.—144, 154-6, Great Portland Street, W. Museum 4244. [TC8-5]

1924 SUNBEAM 14/40 h.p. 5 seater. F.W.B., complete equipment, one owner splendid condition throughout. Cost £700; sacrifice £295.—VIVIAN, 33, Spenser Street, Victoria Street, S.W.1. Vict. 8677. [TC22-10]

SECOND-HAND CARS FOR SALE—contd.

£85 MEBES & MEBES (Est. 1893) SWIFT 10 h.p. 1923 2-seater. Golden brown, dynamo starter, speedometer, clock, electric and ordinary horns, spot light, mirror, Smith's lighter, spare petrol can and carrier, step mat, hood envelope, excellent throughout. Open examination R.A.C., A.A., etc. Deferred payments.—144, 154-6, Great Portland Street, W.1. Museum 4244. [TC8-5]

HORSFIELD & HILL offer 1923 23/60 h.p. VAUXHALL, with beautiful all-weather body, taxed for year, and as new; £250.—63, Great Portland Street, W.1. Langham 3367. [TC 3-5]

LA TE latest model, mileage under 1,000. Absolutely as new. Taxed for year. Cost owner £575, will accept £420.—BARCLAY & WYSE, Gt. Portland Street, W.1. 'Phone: Langham 2806 and 1458.

1925 16/35 h.p. WOLSELEY 6-seater landaulet. Must be cleared to make room for new season stocks. No reasonable offer refused.—BRAID BROS., 65, Gt. Portland Street, W.1. 'Phone: Langham 4256. [2-9]

WOLSELEY 10, 4-seater de luxe, 23-24. Splendid condition; £77 10s. 0d.—OWNER, 22, Albion Road, Lewisham. [C21-10]

NEW CARS FOR SALE.

A.C. CARS.
1927 models available for immediate delivery. Part exchanges and deferred terms if required. Authorised London and Provincial Retail Agents.—BRAID BROS., 65, Gt. Portland Street, W.1. Telephone: Langham 4256. [2-9]

HORSFIELD & HILL have for disposal 14 h.p. Armstrong Siddeley COTSWOLD Touring Car; £325. BROADWAY Saloon; £375. 18 h.p. 6-cyl. Touring Car; £435.—63, Great Portland Street, W.1. Langham 3367 (2 lines). [TC8-6]

HORSFIELD & HILL supply ARMSTRONG SIDDELEY cars on deferred payments from £30 deposit, write for full prospectus.—63, Great Portland Street, W.1. Langham 3367. [TC8-6]

AUSTIN, HERBERT & MILLS LTD., authorised agents, early deliveries. Write for catalogue.—75, Great Portland Street, W.1. 'Phone: Langham 3506-7.

MEBES & MEBES (Est. 1893). Sole Distributors London and the Environs, have a full range of 1927 BAYLISS THOMAS models on view, and can offer early delivery of this wonderful All British value-for-money production. Your present BAYLISS or other make in exchange. Deferred payments over long or short periods. Interest charged on balance only.—144, 154-6, Great Portland Street, W. Museum 4244. [TC8-5]

OLLINGTON BROS., the BEAN agents in Great Portland Street have 12 and 14 h.p. models in stock for immediate delivery. Deferred payments and part exchange.—74, Great Portland Street, W.1. Museum 8806-7. [18-3]

CITROENS, HERBERT & MILLS LTD., for immediate delivery at the new prices. Trade in London only supplied. Exchanges or deferred terms.—75, Great Portland Street, W.1. Langham 3506-7.

CLYNO, HERBERT & MILLS LTD., authorised agents, early deliveries of 1927 models.—75, Great Portland Street, W.1. Langham 3506-7.

S. T. LEA, The Aeroplane Shop, 141, New Bond Street, W.1. Mayfair 4376. 1927 CLYNO Cars, 2-seater with 2 doors; £160. 4-seater ROYAL, 4 doors; £199 10s. 0d. 11 h.p. Saloon £230. Immediate delivery—part exchanges—payments deferred, etc. [TC14-10]

DAIMLER, HERBERT & MILLS LTD., authorised agents.—75, Great Portland Street, W.1. Langham, 3506-7.

DIATTO 2 and 3-litre models. Chassis from £430; torpedo from £565; super-sports 2-litre chassis, speed 75 m.p.h., £525; 3-litre chassis, speed 85 m.p.h., £575. Service depot and spares; exchanges and deferred payments.—CYRIL DURLACHER, A.M.I.A.E., sole concessionaires, 6, Upper St. Martin's Lane, W.C.2. 'Phone, Gerrard 1107. [TC18-2]

HUMBERS, HERBERT & MILLS LTD., authorised agents.—75, Great Portland Street, W.1. Langham 3506-7.

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1923 A.C. 2-seater. Completely repainted dark blue. New hood. First-class condition throughout. Exchanges arranged. Deferred terms if required; £120.—BRAID BROS., 65, Gt. Portland Street, W.1. Telephone: Langham 4256. [13-1]

£165 MEBES & MEBES (Est. 1893) A.C. 12 h.p. 1925 Semi-sports, 2-seater, dickey, aluminium body, red wins, disc wheel, starter, speedometer, clock, dash lamp, mechanical wiper, spare petrol can and carrier. Balloon tyres. Excellent throughout.—Below.

£125 A.C. 12 h.p. 1924 Royal 4-seater. Blue, rigid curtains, rear screen, starter, speedometer, clock, windscreen wiper, dimmer headlamps. Excellent condition throughout.—Below.

£125 A.C. late 1923 Royal 2-seater. Golden brown, triplex glass, dynamo, starter, speedometer, clock, dash lamp, mechanical wiper, spare petrol can carrier. Indistinguishable from new. Open examination R.A.C., A.A., etc. Deferred payments.—144, 154-156, Gt. Portland Street, W.1. Museum, 4244. [TC8-5]

1926 AUSTIN 7, special 2-seater, 2-door Gordon England body. Rigid side curtains. Polished aluminium bonnet. Engine specially tuned and lightened by Gordon England Ltd. Smith's speedometer, suction screen wiper, 5 detachable wire wheels. Mileage 938; £160.—B. S. MARSHALL, LTD., 17A, Hanover Square, W.1. Mayfair 5906-7. [TC1-5]

1926 7 h.p. AUSTIN Tourer. Painted Kingfisher blue. Exchanges arranged. Deferred terms if required; £115.—BRAID BROS., 65, Gt. Portland Street, W.1. Telephone: Langham 4256. [13-1]

1924 BAYLISS THOMAS 13-30 h.p., 4-seater body, all-weather equipment, painted blue, with brown leather upholstery, taxed, detachable wheels; £110.—S. T. LEA, The Aeroplane Shop, 141, New Bond Street, W.1. Mayfair 4376. [TC14-10]

LATE 1924 BUGATTI 2-seater, English body, with large rear locker, painted elephant grey, with red leather upholstery, petrol and oil gauges, A.T. speedometer, wind screen wiper, 5 wire wheels, tyres all very good, exceedingly fast, comfortable 2-seater; £195.—B. S. MARSHALL LTD., 17A, Hanover Square, W.1. Mayfair 5906/7. [TC1-5]

£95 MEBES & MEBES (Est. 1893) CALTHORPE 12/20 h.p. 1924. Four speeds, 2-3-seater, blue, leather upholstery, dickey, rigid curtains, starter, speedometer, clock, dash lamp, luggage carrier, step mat. Excellent throughout. Open examination R.A.C., A.A., etc. Deferred payments.—144, 154-156, Gt. Portland Street, W.1. Museum 4244. [TC8-5]

£235 MEBES & MEBES (Est. 1893) CHRYSLER 1926 Touring Model. Hydraulic brakes. Fully equipped as makers' specification. Practically new. Small mileage. Open examination R.A.C., A.A., etc. Deferred payments.—144, 154-156, Gt. Portland Street, W.1. Museum 4244. [TC8-5]

£95 MEBES & MEBES (Est. 1893) CLYNO 11 h.p. 1925 de Luxe 2-seater. Dickey, grey, starter, speedometer, clock, mirror, spare petrol can and carrier, balloon tyres, excellent throughout. Open examination R.A.C., A.A., etc. Deferred Terms.—144, 154-156, Gt. Portland Street, W.1. Museum 4244. [TC8-5]

SECOND-HAND CARS FOR SALE—contd.

1923 11-9 4-cylinder Crouch 2-seater, with double dickey seat. Fitted with the famous British Anzani engine. Painted Royal blue. Electric lighting and starting, clock, speedometer, etc., etc. In excellent condition; £75.—B. S. MARSHALL LTD., 17A, Hanover Square, W.1. Mayfair 5906/7. [TC1-5]

1923 8/18 h.p. 2-seater CROUCH. Painted blue, upholstered leather to match, with double dickey. In good order; £45.—B. S. MARSHALL, LTD., 17A, Hanover Square, W.1. Mayfair 5906-7. [TC1-5]

F.O.C.H. LTD.—If you wish to buy, sell or exchange a Car or Motor-cycle, call, write or phone, best buyers, cheapest sellers, easy payments. Our name implies our business methods.—FAIR OFFER CAR HOUSE, 5, Heath Street, Hampstead. (Near Hampstead Tube Station.) Phone: Hampstead 3752. Hours: 9 till 8.30 Weekdays; 9 till 2.30 Sundays. [AC18-6]

G.N., tax paid to March, really excellent condition, 5 wheels, good tyres, dynamo lighting, fully equipped, offers £—C.M., 1, Pine Rd., Cricklewood. [C13-1]

HAMPTON Coupe, 1925, 10 h.p. Painted dark blue, upholstered black leather, nickel fittings, dynamo lighting, self starter, clock, speedometer, etc., etc., double dickey seat. Perfect condition; £225, or near offer.—B. S. MARSHALL, LTD., 17A, Hanover Square, W.1. Mayfair 5906/7. [TC1-5]

1913 HUMBER 14 h.p. Touring Car. Painted yellow. Speedometer, bulb horn, luggage grid, spare wheel and tyre. In good condition throughout; £45.—B. S. MARSHALL, LTD., 17A, Hanover Square, W.1. Mayfair 5906-7. [TC1-5]

£132 10 0, MEBES & MEBES (Est. 1893) JOWETT 1927 Light 4-seater, biscuit colour, starter, speedometer, mirror, mechanical wiper, electric horn. Just run in. Done 150 miles. Owner bought larger car. Open examination R.A.C., A.A., etc. Deferred payments.—144, 154-156, Gt. Portland Street, W.1. Museum 4244. [TC8-5]

1925 LEA FRANCIS 10 h.p. 4-seater, painted blue, all-weather equipment, luggage grid, many extras, taxed, repainted; £185.—S. T. LEA, The Aeroplane Shop, 141, New Bond Street, W.1. Mayfair 4376. [TC14-10]

£185 MEBES & MEBES (Est. 1893) MORRIS OXFORD, late 1925. M.G. Super Sports 4-seater F.W.B. Aluminium red top relief, starter, speedometer, clock, two dash lamps, cigar lighter, two electric horns, windscreen wiper, step mats, petrol can carrier, snubbers, Boyce thermometer, bonnet cowls. Excellent condition, fast.—Below.

£160 MORRIS COWLEY 1926. F.W.B. Saloon, blue, starter, speedometer, clock, ash tray, Bosch two note horn, step mats, luggage carrier, snubbers mirror, spare petrol can carrier, interior light, curtain back window, windscreen wiper. Excellent condition. Below.

£110, MORRIS OXFORD 14/28 h.p., late 1924 4-seater, Maroon, starter, speedometer, clock, dash lamp, electric and ordinary horns, mechanical wiper, mirror, rear screen, fitted triplex. Excellent throughout. Open examination R.A.C., A.A., etc. Deferred terms.—144, 154-6, Great Portland Street, W.1. Museum 4244. [TC8-5]

£325 MEBES & MEBES (Est. 1893) ROVER 14/45 h.p. 1926, Touring model, dark blue, F.W.B., starter, speedometer, clock, dash lamp, electric and ordinary horns, ash tray, mirror, mechanical wiper, luggage carrier, tool-box on running board, rear screen. Excellent throughout; small mileage, one owner. Original cost £475. Open examination R.A.C., A.A., etc. Deferred terms.—144, 154-156, Great Portland Street, W.1. Museum 4244. [TC8-5]

ROVER, 9/29 h.p. Super Model. New July, 1926 Insured. Maroon colour. 4-seater; £175. Four-wheel-brake.—'Belmont,' 144, Lewisham Road, Lewisham. [C13-1]

1926 SINGER Saloon, 6 cylinder. Painted blue (delivered April), beautiful condition. Exchanges arranged. Deferred terms if required; £275.—BRAID BROS., 65, Gt. Portland Street, W.1. Telephone: Langham 4256. [13-1]

1923 SINGER 2-seater. Exceptional condition. Painted grey; £75.—BRAID BROS., 65, Gt. Portland Street, W.1. Telephone: Langham 4256. [13-1]

SECOND-HAND CARS FOR SALE—contd.

IMPERIAL AIRWAYS LTD. CROYDON, have for disposal a 1924 STUDEBAKER light six, fitted with a special English saloon body by Messrs. Victor Broome Ltd., London. This car has been maintained by Imperial Airways Engineering Department, and is guaranteed to be in a thoroughly sound condition and of exceptionally good appearance; Price £225. [C30-12]

£85. MEBES & MEBES (Est. 1893) SWIFT 10 h.p. 1923 2-seater. Golden brown, dynamo starter, speedometer, clock, electric and ordinary horns, spot light, mirror, Smith's lighter, spare petrol can and carrier, step mat, hood envelope, excellent throughout. Open examination R.A.C., A.A., etc. Deferred payments.—144, 154-156, Gt. Portland Street, W.1. Museum 4244. [TC8-5]

TALBOT 1924 10/23 h.p. 4-seater, all-weather equipment, new tyres, small mileage, excellent condition throughout, taxed; £140.—S. T. LEA, The Aeroplane Shop, 141, New Bond Street, W.1. Mayfair 4376. [TC14-10]

HORSFIELD & HILL offer 1924 TRIUMPH 2-seater, semi-Coupe body, very nice order, paintwork and mechanical condition excellent; £120.—63, Gt. Portland Street, W.1. Langham 3367. [TC8-6]

1924 WOLSELEY 15.9 h.p. 4-speed, 7-seater, enclosed drive, 3/4 landaulette. Fully equipped, splendid condition throughout, cost £1,100; genuine bargain, £245.—VIVIAN, 4-12, Palmer Street, Westminster, S.W.1. Victoria 8677. [TC22-10]

HORSFIELD & HILL give liberal allowance for your old car in part exchange for new or second-hand car. We can supply most makes of cars on deferred terms at 5% interest.—63, Gt. Portland Street, W.1. Langham 3367. [TC8-6]

FOR SALE—Motor Living Van. Ton Ford Chassis. Accommodation for 3 people. Mahogany fittings, cooking stove in good order. No further use to owner. Any trial given.—St. James' Lodge, Enfield Highway, Middlesex. [C13-1]

NEW CARS FOR SALE.

A.C. CARS. BRAID BROS., Authorised London and Provincial Retail Agents. 1927 models now in stock. Part exchanges and deferred terms.—65, Great Portland Street, W.1. Telephone: Langham 4256. [18-11]

HORSFIELD & HILL offer new Armstrong Siddeley BROADWAY saloon, shop soiled, list price, £375; our price, £350; also New Standard Six STUDEBAKER Saloon, list price, £440; our price, £375.—63, Gt. Portland Street, W.1. Langham 3367. [TC8-6]

MEBES & MEBES (Est. 1893), AUSTIN Specialists can offer immediate or early delivery of the entire AUSTIN range. Your present car or motor-cycle in exchange at full value. Easiest of deferred payments. May we have your enquiry? Satisfaction assured.—144, 154-156, Gt. Portland Street, W.1. Museum 4244. [TC 8-5]

BAYLISS THOMAS, MEBES & MEBES (Est. 1893), Sole Distributors London and Districts, have on view a comprehensive stock of 1927 Models at the greatly reduced prices. Your present BAYLISS or other Model in exchange at highest value. Easiest of deferred payments. One of Birmingham's best built light cars.—144, 154-6, Great Portland Street, W.1. Museum 4244. [TC 8-5]

OLLINGTON BROS., the BEAN agents in Great Portland Street have 12 and 14 h.p. models in stock for immediate delivery. Deferred payments and part exchange.—74, Great Portland Street, W.1. Museum 8806-7. [18-1]

S. T. LEA, The Aeroplane Shop, 141, New Bond Street, W.1. Mayfair 4376. 1927 CLYNO Cars, 2-seater with 2 doors; £160. 4-seater ROYAL, 4 doors; £199 10s, 0d. 11 h.p. Saloon £230. Immediate delivery—part exchanges—payments deferred, etc. [TC14-10]

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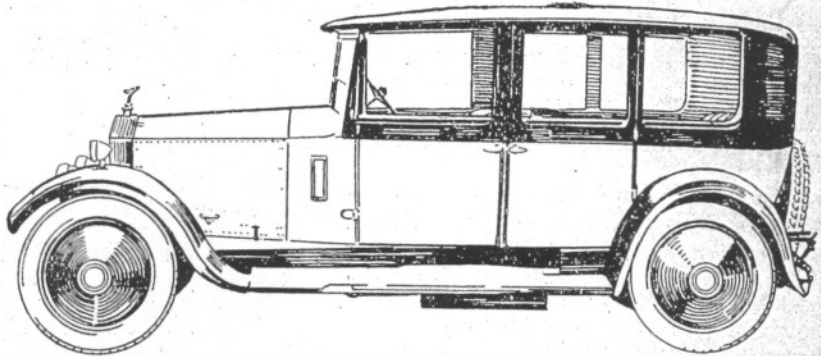


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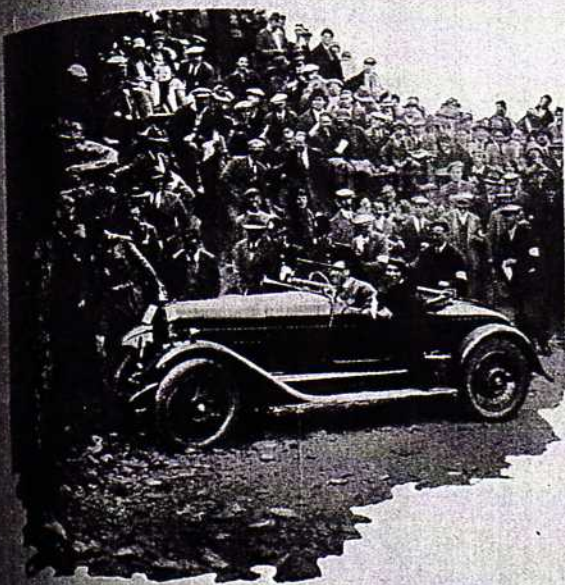
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Awards in the London-Land's End Trial



THE results of the London—Land's End Trial are very interesting, showing as they do the various points at which riders met their Waterloo. Out of a total entry of 437, 414 faced the starter at Slough, and 360 checked in at the Land's End Hotel. Of these numbers, 228 cars entered for the trial, and 180 finished, ninety-one getting gold medals—a percentage of 39.9 per cent. This shows up badly in comparison with the solo motorcycles, the percentage of entrants in this class winning golds being 62 per cent.

Sixty-seven cars get silver medals, and 20 bronze medals are awarded in this class. Fifty-six cars failed on Beggar's Roost, and 25 on Bluehills Mine, while 23 failed either at the re-start or on the remainder of Porlock. It is noteworthy that only four cars failed on Lynmouth Hill, this obviously being due to the dry condition of the surface.

Class III. 3-WHEELED CYCLECARS

- GOLD MEDALS (6)**
- Swift, G. E. (Morgan)
 - Goodall, G. H. (Morgan)
 - Maskell, A. C. (Morgan)
 - Vidler, H. J. (Morgan-Blackburne)
 - Kingdom, H. E. M. (Morgan)
 - Smith, R. D. (Morgan Special)
- SILVER MEDALS (4)**
- Sawtell, H. E. K. (Morgan) FPK
 - Marshall, G. H. (Family Morgan) FBR
 - Creed, L. H. (Morgan-Blackburne) FRS
 - Harris, G. C. (Morgan-J.A.P.) FRS

Class IV. CARS

- (a. Cars not exceeding 850 c.c. capacity.) (43)
- GOLD MEDALS (15)**
- Healey, D. M. (Triumph)
 - Williams, E. H. (Triumph)
 - Dobson, C. F. (M. G. Midget)
 - Watson-Bourne, J. A. (M. G. Midget)
 - Wood, E. (Singer Junior)
 - Gray, B. C. G. (Singer Junior)
 - Fishwick, R. B. (Singer Junior)
 - McGowan, A. P. (Austin)
 - Widengren, H. (K. C. Austin)
 - Burt, G. T. (Austin)
 - Carrington, T. L. (Austin)
 - Wells, H. W. (Triumph)
 - Milton, W. J. (Austin)
 - Hull, G. H. (Singer Junior)
 - Ogry, H. (Austin)
- SILVER MEDALS (14)**
- Jacobs, H. C. (Austin) FBR
 - Gardner, L. (Austin) FBR
 - Ferriol, R. G. (Morris Minor) FBR
 - Hogunbottom, G. (M. G. Midget) FBM
 - Toulmin, J. M. (Austin) FBR
 - Carter, E. H. (Austin) FBR
 - Linsell, H. S. (Austin) FBR
 - Marsh, A. E. (Austin Cup Model) FBR
 - Mackingham, D. C. (M. G. Midget) FBM
 - Richardson, J. (Austin) FBR: LGT
 - Figgins, B. W. (Austin Cup Model) FBR
 - Lawford, A. A. (Austin) FBR
 - Waples, L. A. (Austin Cup Model) FBR: FBM
 - Chaplin, G. H. R. (Singer Junior) FPK: FBM
 - Jackson, A. F. (Austin Cup Model) FBR
 - Marsh, K. G. (B. C. Austin) FBR
- BRONZE MEDALS (10)**
- Hunter, C. (Triumph) FBR: FBM: LPP
 - Edwards, L. H. (Triumph) FRS: FPK: FBR
 - Gray, H. W. (Austin) FRS: FBR
 - Evoy, J. W. S. (Austin) FPK: FBR
 - Stewart, G. H. (Austin) FRS: FPK: FBR
 - Stewart, R. W. (Singer Junior) FPK: FBR
 - Rees, J. (Austin Cup Model) FPK: FBR
 - Rees, A. E. (Morris Minor) FPK: FBR
- (b. Cars not exceeding 1,100 c.c. capacity.) (43)
- GOLD MEDALS (25)**
- H. E. (Riley)
 - C. J. S. M. (Riley)
 - W. E. (Riley)
 - C. (Riley)
 - C. E. (Riley)

- 259 Keep, N. H. (Riley)
- 262 Lake, L. C. (Riley)
- 264 Moretti, C. E. (Riley)
- 265 Emmett, A. R. (Salmson)
- 266 Henshaw, E. (Riley)
- 268 Rae, N. W. (Salmson)
- 270 Baily, J. A. H. (Riley)
- 271 Duckworth, S. (Riley)
- 272 Huxham, E. P. (Salmson)
- 274 Hay, K. G. (Riley)
- 276 Barton, H. S. (Riley)
- 278 Robinson, F. B. (Riley)
- 279 Moran, B. M. (Riley)
- 283 *Julian, W. H. (Standard)
- 284 Anthony, C. (Senchal)
- 285 Brymer, F. J. (Riley)
- 286 Patrick, C. V. (Riley)
- 290 Driskell, J. A. (Rally)
- 294 Mackenzie, J. D. S. (Riley)
- 295 Twist, B. P. W. (Riley)

- SILVER MEDALS (8)**
- 260 King-Smith, S. (Riley) FBR
 - 261 Hollinghurst, C. S. (Riley) FRS
 - 267 Sleep, C. J. (Riley) FBM
 - 269 Redgrove, G. J. (Riley) FBM
 - 277 Stokes, N. G. (Fiat) FBR
 - 280 Eberstein, C. D. (Salmson) FRS: FPK
 - 291 Cutbill, L. (Rally) FLM
 - 292 Werth, F. L. (Riley) FBM

- BRONZE MEDALS (3)**
- 254 Franey, R. (Riley) FRS: FBR
 - 263 Macassey, B. L. (Riley) FRS: FPK: FBM
 - 275 Morgan, C. B. E. (Rover) FRS: FLM: FBR

- IV (c). (Cars not exceeding 1,500 c.c. capacity.) (66)
- GOLD MEDALS (28)**
- 296 *Duncan Smith, D. (Frazer-Nash)
 - 297 Aldington, H. J. (Frazer-Nash)
 - 298 Cundley, S. H. H. (Frazer-Nash)
 - 299 Clayton, C. L. (Alfa-Romeo)
 - 300 Bromfield, F. (Lea-Francis)
 - 304 Haward, W. J. (Bayliss-Thomas)
 - 309 *Davis, S. C. H. (Aston-Martin)
 - 314 Grimsdell, E. H. (Alvis)
 - 315 Grimsdell, E. H. M. (Alvis)
 - 316 Maxwell, L. (Lea-Francis)
 - 318 Jupp, N. (Frazer-Nash)
 - 321 Stanley, S. C. (Lea-Francis)
 - 322 *Daniel, K. H. (Alvis)
 - 324 May, M. W. B. (Ceirano)
 - 325 Turner, C. F. H. (Frazer-Nash)
 - 326 Corbett, R. H. (Aston-Martin)
 - 328 Gamble, G. O. T. (Lea-Francis)
 - 329 Keogh, H. M. S. (Riley)
 - 334 Williams, F. T. (Alvis)
 - 335 *Schwalm, R. G. C. (Frazer-Nash)
 - 338 Paul, C. A. (Windsor)
 - 343 Gaskell, G. E. (Trojan)
 - 344 Woodhouse, T. F. (Trojan)
 - 349 Hyams, G. F. (Swift)
 - 351 Cooke, J. R. A. (Alvis)
 - 352 Landucci, F. A. (A.C.)
 - 360 Seyd, V. L. (Lea-Francis)
 - 361 Moss-Blundell, C. B. (Alvis)

- SILVER MEDALS (19)**
- 301 Gardiner, W. C. (Lea-Francis) FPK
 - 303 Linzell, C. J. (Standard) FBR
 - 313 Grippier, A. G. (Alvis) FBR
 - 319 Durward, C. W. (Lea-Francis) FLM
 - 320 Fillmore, L. E. (Rover) FBR
 - 323 Kerup, C. H. (Alvis) FBM
 - 331 Pountney, H. L. (Alvis) FBM
 - 332 Jane, M. A. (Singer Senior) FBR
 - 333 Bradnack, B. E. (Rover) FBR
 - 337 Wilder, F. W. (Lea-Francis) FBR
 - 339 Woodcock, L. F. H. (Clyno) FBR
 - 340 Bull, F. C. (Bugatti) FBR
 - 342 Eastwood, H. E. (Swift) FBR
 - 343 Crocker, A. (Trojan) FBR
 - 346 Kobins, G. H. (Trojan) FBM
 - 348 *Urquhart Dykes, W. (Alvis) FPK
 - 352 Geidt, D. W. (Lea-Francis) FRS: FPK
 - 353 Torromé, J. (Standard) FBM
 - 355 Wright, R. E. (Frazer-Nash) FRS

- BRONZE MEDALS (3)**
- 308 Boote, R. S. L. L. (Alvis) FRS: FPK: FBR
 - 311 Olive, G. W. (Standard) FBR: FBM
 - 330 Richardson, R. L. (Swift) FLM: FBR

- NO AWARD (1)**
- 356 Hood, J. S. F. (Alvis) EST

- IV (d). (Cars exceeding 1,500 c.c. capacity.) (76)
- GOLD MEDALS (22)**
- 364 Hay, J. V. (Morris-Oxford)
 - 369 Scroggs, A. F. (Trojan)
 - 383 Turner, C. M. C. (Diatto)
 - 382 Ripley, H. J. O. (Austin)
 - 395 Morris, D. E. M. D. (Buick)
 - 398 *Mollart, A. J. (Acedes)
 - 399 Surrey, F. L. (A.C.)
 - 400 Bryant, C. S. D. (Willys-Knight)
 - 404 Bear, R. G. T. (M.G.)
 - 405 Midgley, E. A. L. (Ford)
 - 407 Parry, H. C. (Lagonda)
 - 408 Parker, H. D. (M.G.)
 - 411 Rowntree, P. (Morris Club Model)
 - 412 Leschallas, J. G. P. (Peerless)
 - 413 Jelly, F. A. (Alvis)
 - 415 Reigate, H. G. (Invicta)
 - 416 Leapman, L. J. (Invicta)
 - 417 Ramsay, J. J. (Austin)
 - 419 Knight, H. H. V. (Gardner)
 - 421 Montagu, E.E.S. (O.M.)
 - 426 Ponting, W. A. (Alvis)
 - 430 O'Donnell, J. (Austin)

- SILVER MEDALS (27)**
- 362 *Chiesman, C. R. B. (M.G.) FBM
 - 363 Rink, E. H. Morris-Oxford) FBR
 - 365 Jeffress, J. R. (Hupmobile) FBR
 - 370 Stroud, H. J. (Wolseley) FBR
 - 372 Fitt, C. G. (Bentley) FBR
 - 374 *Couper, W. M. (Lagonda) FBR
 - 375 White, P. W. (Lagonda) FBR
 - 376 Hathaway, J. S. (Lagonda) FBM
 - 377 Gemmell, G. W. (Lagonda) FBM
 - 378 Whitmore, A. J. (Talbot) FBM
 - 379 Tom, W. H. G. (Sunbeam) FBR
 - 381 Durand, M. (Bentley) FBM
 - 385 Murdoch, A. G. (Morris-Cowley) FBR
 - 388 Kestle, J. T. (Morris-Cowley) FBR
 - 390 Lathe, H. J. (Vauxhall) FRS
 - 396 Becker, L. C. (Buick) FRS
 - 401 Coaker, G. (M.G.) FBR
 - 406 Collins, D. C. (M.G.) FBR
 - 410 *Reilly, C. (Wolseley) FBM
 - 418 Budd, E. E. (Alvis) FBM
 - 420 Major, L. (M.G.) FBM
 - 423 Kemp, J. F. (M.G.) FBM
 - 424 Reeve, W. R. (Delahaye) LDV: FBM
 - 425 Martin, H. G. (Star) FBR
 - 433 Haskins, A. E. (Beardmore) FRS: LSM
 - 434 Nelson, J. D. (Morris-Oxford) FBR
 - 435 Lockie, A. E. (Rover) LGW

- BRONZE MEDALS (4)**
- 367 Robottom, H. P. (Hillman) FBR: FBM
 - 394 Steele, J. S. (Delage) FPK: FBR
 - 427 Bass, P. L. (Bentley) FBR: FBM
 - 428 Hart, T. E. (Alvis) FRS: FBR

- NO AWARD (1)**
- 409 England, E. C. (Morris Club Model) FBM: ESM

KEY TO FAILURES.

- FRS—Failed in Re-start.
- FPK—Failed on Porlock Hill.
- FLM—Failed on Lynmouth Hill.
- FBR—Failed on Beggar's Roost.
- FBM—Failed on Bluehills Mine.
- LDV—Late at Devizes.
- LGT—Late at Great Torrington.
- LHW—Late at Holsworthy.
- LSM—Late at St. Mawgan.
- LPP—Late at Perranporth.
- LTB—Late at Trevenper Bridge.
- LFN—Late at Finish.
- ESM—Early at St. Mawgan.
- EST—Late at Shepton Mallet.
- LWB—Late at Wadebridge.
- LGW—Late at Gwithian.