

# The Light Car & Cyclecar

3<sup>d</sup>

The Only  
Small Car  
Journal  
Founded 1912.

Vol. XXXVIII No. 964  
Friday May 29, 1931

Registered at the GPO  
as a Newspaper

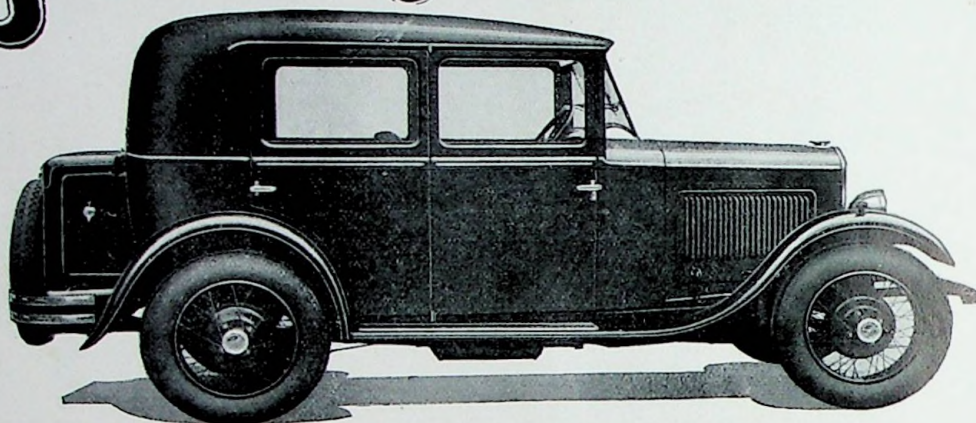


#### AT CHIDDINGSTONE, KENT.

Viewed from the church gate, the old Castle Inn typifies one of Kent's most picturesque corners. Chiddingstone lies 5½ miles west of Tonbridge.



# Peugeot



## The Ten Horse Power Car with the BIG SIX CYLINDER PERFORMANCE

### "THE MOTOR."

"Although it has a small four-cylinder engine of just over 1,100 c.c., it is comparable in smoothness with many bigger six-cylinder cars. This characteristic is most outstanding, and is pronounced throughout the whole range of engine speeds... climbing long hills... when one might anticipate a falling away in speed and a change down to second gear, the engine continues to pull in the manner of a six-cylinder job."

### "THE AUTOCAR."

"The way in which the car will run as slowly as 5 or 6 m.p.h. on top gear, which is a relatively low ratio, and then accelerate without snatch, or, on the same gear, pull a full load on long main road hills, makes the machine comparable, curiously enough, with not a few six-cylinder cars."

"The engine is most willing, and it is excellent that it will accelerate the whole way up an average main road slope in top gear so as to suggest a six rather than a four."

### "THE SPHERE."

"On more than one occasion private manufacturers have sent one of their cars down to the track, engaged it in top gear, and set the throttle so that the vehicle ran round in a circle all on its own at a very slow speed. Usually the demonstration is carried out with a car having a 6-cylinder engine, but I was able to repeat this performance with this small Peugeot, the speedometer showing 4 m.p.h. I am not suggesting that anyone wants to travel at such a slow pace on top gear with a car of this description, but the demonstration served a useful purpose by showing how evenly the tiny engine fired."

### STARMER GROUP.

"Above all, it does its work in a quiet, sweet-running way that makes it comparable in smoothness with many big six-cylinder cars, and this right through its range of speed."

### PEUGEOT "201" 10 h.p. (R.A.C. 9.8)

Coupe Two-Seater	£189
Double Dickey Seat £4 extra.	
Saloon, Standard	£195
Saloon, Commercial	£208
Saloon de Luxe (Illustrated)	£225
Cabriolet de Luxe	£250
with Double Dickey Seat.	
(Wire Wheels, or Michelin Disc Wheels optional on all pleasure Model.).	

All standard Models can be supplied with 'Luxe' equipment at £10 extra.

### COMMERCIALS.

"190" 7 h.p. Delivery Van	£125
"190" 7 h.p. Lorry	£125
"201" 10 h.p. Business Coupe	£189
"201" 10 h.p. Delivery Van	£198
"201" 10 h.p. Commercial Saloon	£208



## Peugeot (ENGLAND) Ltd.

HEAD OFFICE, SALES AND SERVICE DEPARTMENTS  
75, FILMER ROAD, FULHAM, LONDON, S.W.6.

Grams: "Peugeot, Walgreen, London."

Phones: Putney 4521/3.







**"Your brakes were out of adjustment, sir."**

Higher speeds and increased traffic are making motorists realise that a periodical brake inspection is well worth while. Ask your repair-man to check your brakes next time you are at the garage. If the linings need renewing, tell him to fit Ferodo Linings. Their sure grip and quick action ensure positive braking control under all conditions.

**FERODO**  
REGISTERED  
**BRAKE LININGS**

**FÉRODO LIMITED • CHAPEL-EN-LE-FRITH**

30/84



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



TRADE SUPPLIED IN LONDON.

IMMEDIATE

# JOWETTS

DELIVERY.

Our mechanics have had  
**TEN YEARS**

working experience on JOWETTS.  
 Buy from us and learn what real  
 Service-after-Sales means.

EASY DEFERRED TERMS  
 Prices from—

**£142**

**THE MAIN AGENTS.**

**WESTMINSTER BRIDGE**  
**GARAGE & ENGINEERING COMPANY LTD**



2nd Turning  
 on right over  
 Bridge.

OPEN DAY AND NIGHT.

**5, LAMBETH PALACE RD., LONDON, S.E.1.**  
 Telephones: Works and Spares Dept.: Hop 5279. Car Sales Dept.: Hop 1665.  
 Telegrams: "Uppermost, Phone, London."

IT CAN'T BE  
**DONE!**  
 IN A YEAR OR TWO

IT'S TAKEN  
**25 YEARS**  
 TO PERFECT

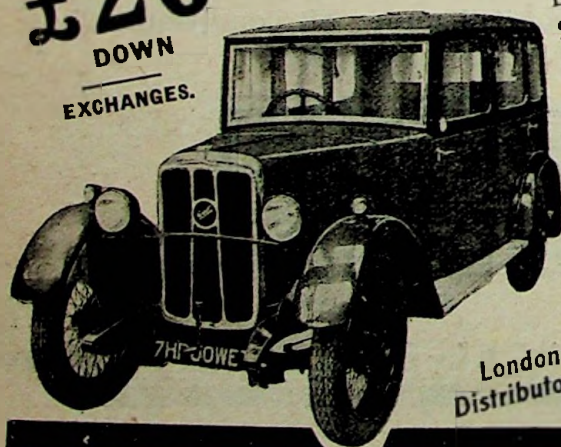
# JOWETT

**CARS**

—BUY DIRECT FROM

**LONDON'S  
 JOWETT  
 DEPOT  
 & SERVICE  
 STATION**

FROM  
**£20**  
 DOWN  
 EXCHANGES.



You will be amazed at the  
**LEG ROOM.** Four six-footers  
 can travel in comfort. You  
 buy a car for pleasure, so  
 why be cramped? The tax  
 is only £7. They are mar-  
 vellous on hills and noted for  
 economy. The new opening  
 roof is a revelation. It opens  
 halfway like **OTHER CARS**  
 or the whole way like  
**JOWETTS.** Come and in-  
 spect these wonderful cars  
 now.

A SELECTION OF GUARANTEED  
 USED CARS ALWAYS IN STOCK

AGENTS FOR  
 ALL OTHER  
 GOOD CARS.

Phone:  
 HAMPSTEAD  
 3752

London  
 Distributors:

**F.O.C.H.**  
 LTD.—FAIR OFFER CAR HOUSE.

**5, HEATH STREET  
 HAMPSTEAD**

(HAMPSTEAD TUBE  
 STATION)

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



## Overwhelmed !

We have had so many enquiries for our folder, "New Cars for Old," that a little delay has taken place.

We have put that right and there will be no more delay.

If you want to know exactly how much your car will cost to run 15,000 miles our leaflet tells you, and, further, when you bring your Jowett in after 15,000 miles of economical care-free running we give you a brand new Jowett free of any charge whatever.

Please send folder to

Name.....

Address.....

15,000.

UNSEALED ENVELOPE, 3d. STAMP.

**JOWETT CARS, LTD., IDLE, BRADFORD.**

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





—the  
**"TERRY"**  
Leaf Spring  
Greaser

Leaf springs require just as much attention as other parts of the car. If the leaves rust up, there cannot be flexibility and absorption of shock.

The "Terry" Greaser thoroughly lubricates them, thus improving the springing and ensuring safety. Fitted to a grease gun it levers the springs open and forces grease down the full length of the opening.

For Leaf Springs  
1½ ins. to 2½ ins.  
breadth

**8/6**

For Leaf Springs  
2½ ins. to 3½ ins.  
breadth

**10/6**

To fit "Exots" or "Tecalmit" Grease-Gun or to order  
Buy from agents. If unobtainable, order from us.

Herbert Terry & Sons, Ltd.,  
Redditch, Eng. Est. 1855.

OPENING  
THE SPRING

APPLYING  
THE GREASE

**"WELLINGTON"**  
**LIQUID METAL POLISH**

A  
POLISH  
THAT,  
with a  
minimum  
of labour,  
GIVES A  
REAL  
BURNISH  
THAT  
LASTS.

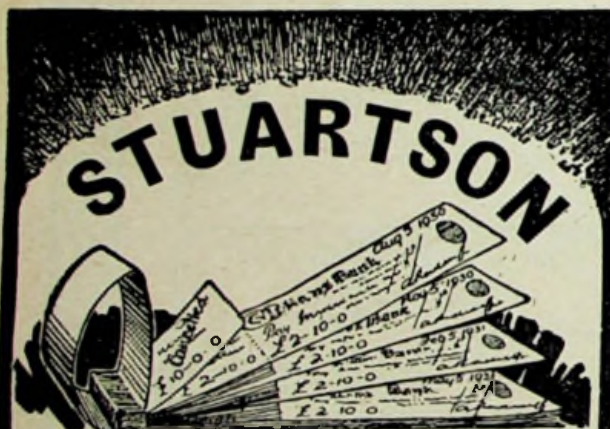


CLEANS  
and  
POLISHES  
ALL  
METALS  
(including  
silver)  
and  
GLASS  
(Windows,  
Mirrors),  
Motor Screens  
(Glass or  
Celluloid)  
  
TRY IT  
and  
PROVE IT.

In TINS, 3d., 4½d., 7½d. & 1/3; also in ½ & 1 Gallon Cans.

Also makers of non-inflammable Liquid Metal Polish.

**JOHN OAKEY & SONS, LTD.,**  
WELLINGTON MILLS, LONDON, S.E.1.



**Divide that Premium by  
FOUR!**

**You MUST Insure.**

**But why not pay QUARTERLY?**  
WITHOUT EXTRA COST.

EXAMPLE: AUSTIN "7." Third Party Risks.  
Annual Premium - - - £4 0 0  
Payable Quarterly - - - £1 0 0

QUARTERLY INSURANCE FOR ALL CARS,  
LORRIES AND MOTOR CYCLES.  
COMPREHENSIVE OR THIRD PARTY RISKS.

Write, Phone, or Call—

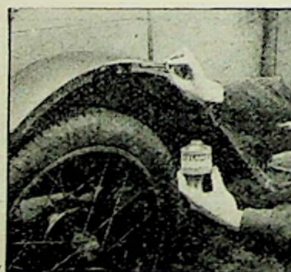
**STUARTSON (INSURANCE) LTD.**  
34, Leadenhall Street, LONDON, E.C.3.

Telephones: Monument 2151/2, 4270.

**Remember to buy**

**The Motor**  
*The National Motor Journal.*

**on Tuesdays!**



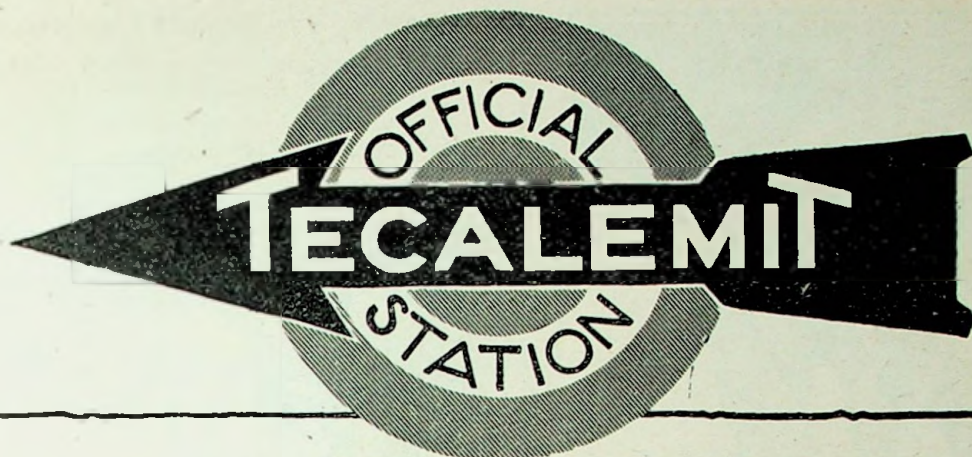
**Dabiton  
Wings**

Illustration shows the Patent Dabiton tin of Celamel Celluloid Lacquer being used to touch up rust spots on winged edges. The tin has a camel hair brush fixed inside the air-tight screw-on lid, and brush is thus always available and ready for use. Price complete, black

and white 2/6, colours (including Austin and Morris colours) 2/3. From all Halford's and Curry's cycle shops; Celamel Depots: 99, Pancras Road, London; 68, Leeds Road, Bradford; Grose Ltd., 379, Euston Road, N.W., and Cycle Agents, Garages, etc. If unobtainable locally, order from Celamel Works, Trevor Street, Birmingham.

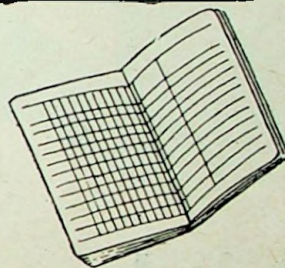
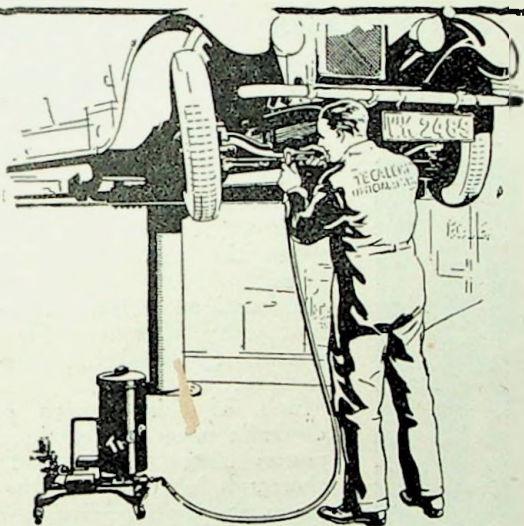
WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.





## RECORDED SERVICE

*Costs no more than ordinary greasing*



After service at an Official Tecalemit Station, your car will run with astonishing ease and quietness. Expert methods and pure lubricants make all the difference. Each item of service received is entered up in a personal record book. Complete Tecalemit Service means:—

1. **Chassis Nipples**—lubricated by high pressure equipment with Tecalemit Pure Solidified Oil—every 500 miles
2. **Springs**—sprayed with Tecalemit Penetrating Oil to remove and prevent rust—every 500 miles.
3. **Gearbox and Back Axle**—flushed out and refilled with Tecalemit Gear Oil—when required.

Body squeaks are located and eliminated.

Drive into any station displaying the Official Tecalemit sign. The address of nearest station will gladly be sent on request.

**TECALEMIT LTD.**

GREAT WEST ROAD, BRENTFORD, LONDON

Telephone: EALING 6661 (5 lines)

T.105

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





# Finish your Polishing in half the time



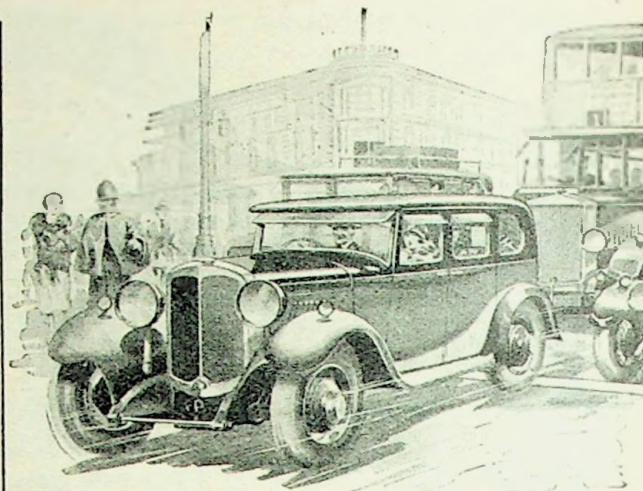
That's what astonishes new users. One drop on a cloth will polish a whole wing, and polish it before you get to any hard rubbing stage. There's no hard work; just a hard, brilliant finish—without smear.

# SHELL CAR POLISH

Two kinds: for Coachbuilt and for Fabric Bodies, 2/6 each.



Shell Mex. Ltd. (Technical Products Dept.), 31, Great St. Helens, London, E.C.3  
Telephone: Avenue 7253. (M.C.74)



Get quickly  
off the mark  
*more life in the engine  
with these better quality  
piston rings!*



There's a BRICO Ring for EVERY Engine, specially made from centrifugally cast iron, guaranteed to fit first time without any bedding in.

You feel a new ease of mind with a new set of BRICO Piston Rings in the engine. A greater sense of security when the engine <sup>gives</sup> that extra punch. More power! <sup>and</sup> quicker acceleration! How deng... first away after a traffic hold-up, picking up quickly, and soon into top gear.

Much of this reserve of power depends upon the efficiency of the piston rings, they must provide thorough lubrication of the cylinder walls, prevent excessive oil consumption, and hold compression. And in the modern engine, just any old piston rings *can't do the job*.

It is better by far to specify a new set of BRICO Piston Rings and put your mind at ease. BRICO rings are dead true, require no bedding in, and give the best engine performance. Try a set and note the difference.

Obtainable from all Garages and Dealers.  
Manufactured by

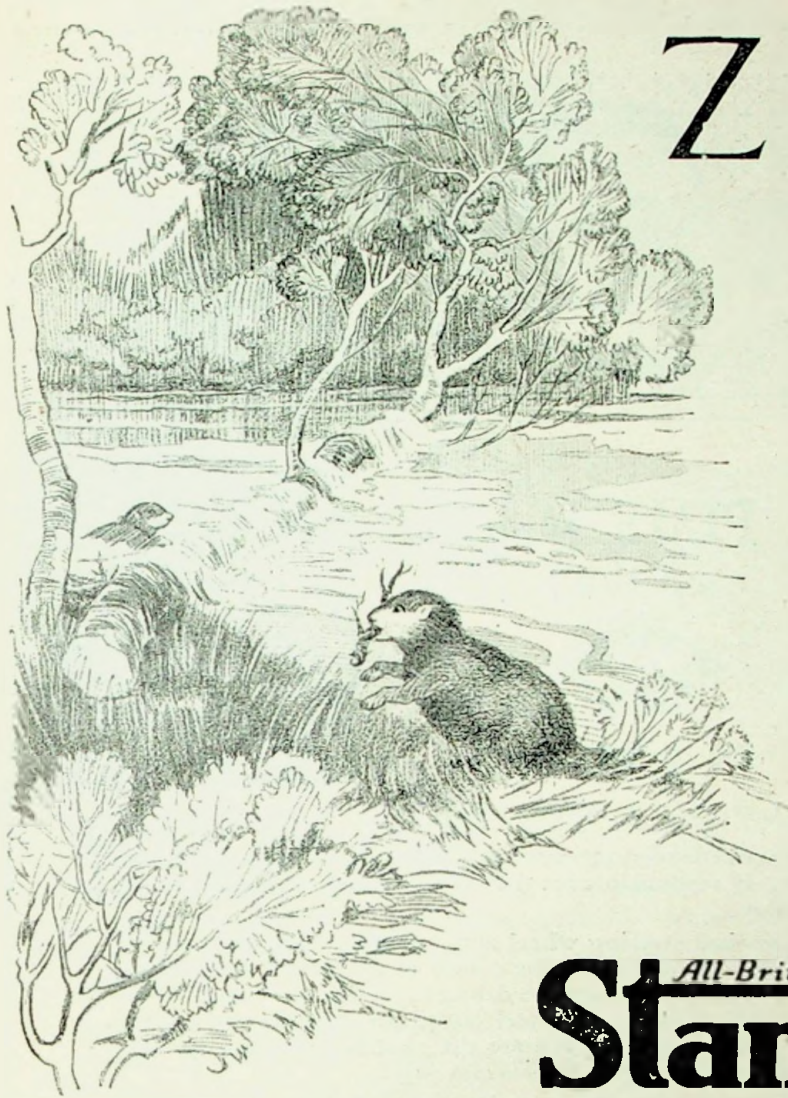
The BRITISH PISTON RING Co., Ltd.  
COVENTRY.



**PISTON RINGS**  
**FOR QUALITY & ENDURANCE**

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





BEAVERS

*An outstanding example  
from Nature of zeal and  
sustained endeavour.*

# ZEAL

**Z**EAL begins in vision — and continues in work. Every onward step of the world's progress has been originated in someone's flash of insight, carried out by someone's patience, energy and endurance unremittingly given until the cherished ideal is attained.

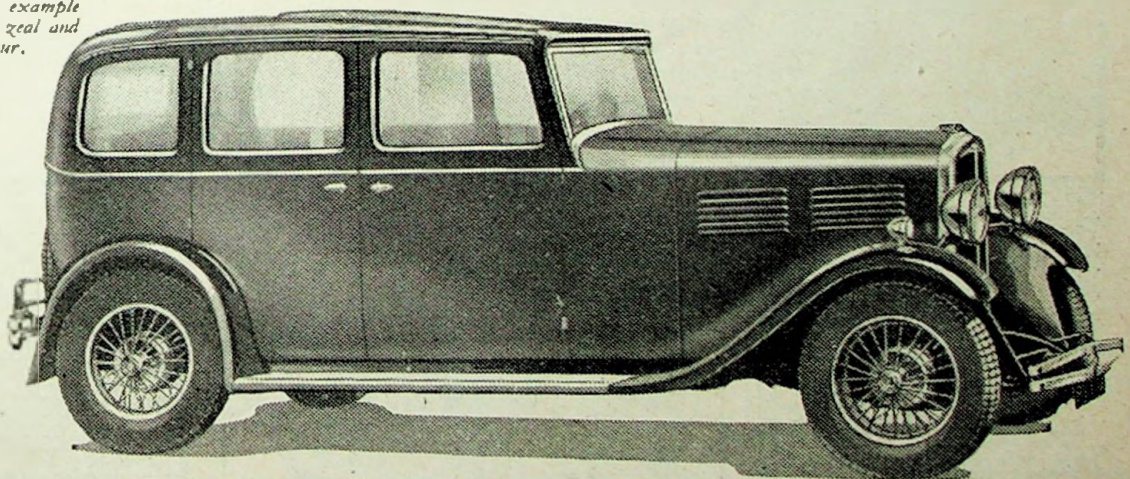
**Z E A L** has a burning quality and recognises no obstacles but to consume them; like fire, it needs both feeding and watching. Unfed, it flares up for a brief moment and dies. Unwatched it may become a danger. Fed on effort and guarded by good sense, it is the road by which perfection is reached — it is the road by which Standard perfection has been attained.

Soundness of design, the skill of British craftsmanship and insistence on quality are combined in every model.

**Z E A L** has demanded that every part is perfect to make a perfect whole.

You will be proud to own a Standard.

## *All-British* **Standard**



*"BIG NINE" Models for 1931.*

*4/5 seater Saloons as illustrated:*

*Fitted 3-speed gear—£195, £215, £225. "SPECIAL" fitted 4-speed silent third gear—£245, £255.*



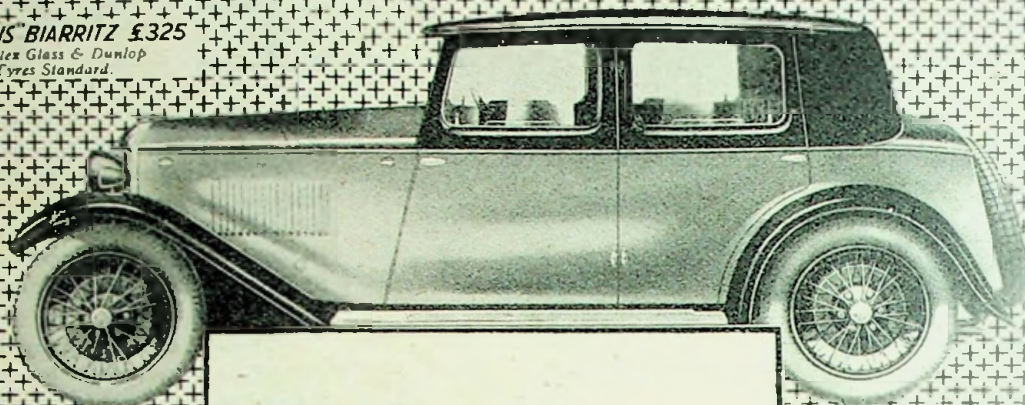
Develop Types at Standard

**THE STANDARD MOTOR COMPANY LTD COVENTRY**

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



The "PLUS" BIARRITZ £325  
Triplex Glass & Dunlop  
Tyres Standard.



The "PLUS" features  
of the



**NINE**

*"The Car that depreciates least."*

**FINGER  
TIP  
CONTROL  
& SPRING  
STEERING  
WHEEL**

The spring-spoked steering wheel and finger-tip control, illustrated here, are largely responsible for the extremely easy handling of the "PLUS" Riley.

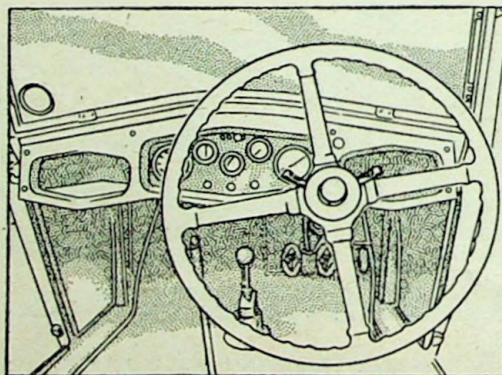
The spring-spoked steering wheel adds greatly to driving comfort, and the control, mounted on the centre of the wheel and always immediately at hand, enables the driver to switch the lamps on or off, to "dip and switch" the head lamps, to strangle the control mixture, and in addition, to operate the electric horn and ignition control, *and all with finger movements only!*

A single demonstration will convince you of the value of these features — may we arrange it?

Catalogues and copy of "The Riley Record" (our monthly magazine) will be gladly sent you on request.

**RILEY (COVENTRY) LTD.**  
**COVENTRY**

& 42 Nth. Audley St., London, W.1

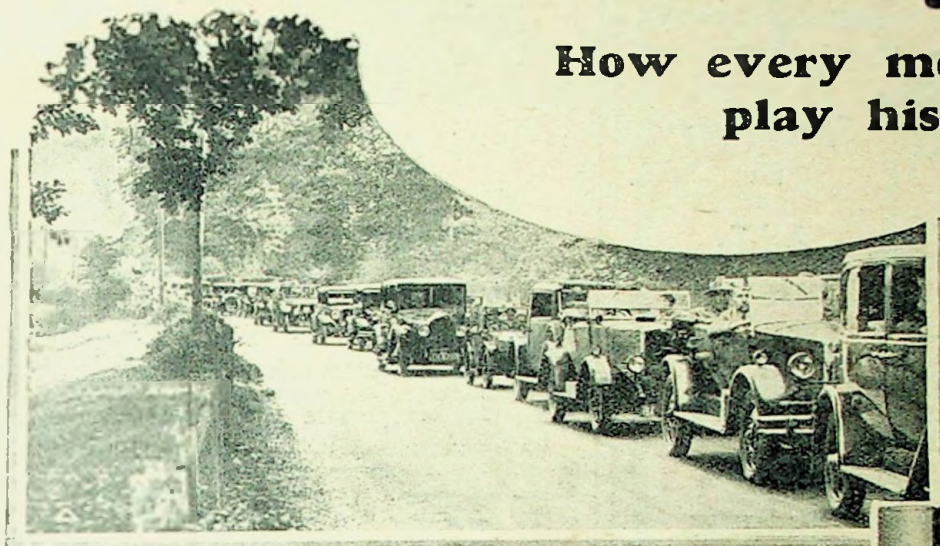


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# Safer Roads!

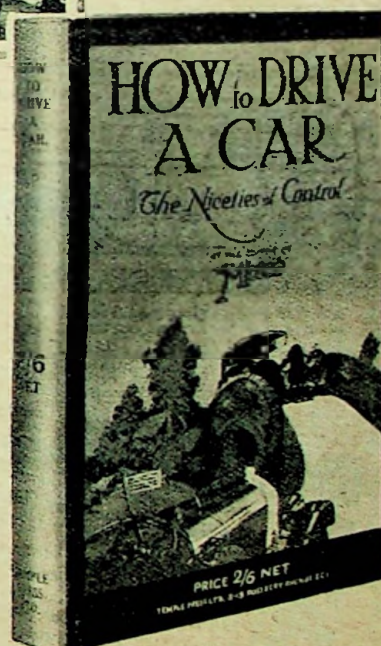
How every motorist can  
play his part



**W**HEN all's said, the safety of our roads depends upon *efficient driving*. It behoves every motorist to-day to be an expert in car control, confidently equipped with the knowledge that he can meet every emergency with skill and judgment.

Don't wait for experience to teach you the finer points of driving—take advantage of the long experience of the Editor of "The Motor" with hundreds of different cars as set forth in "How to Drive a Car."

This is the book you have been looking for. Its information is practical, detailed, and of real help. It condenses the driving experience of years into 150 pages. It tells you how to play your part in making the roads safer.



PRICE **2/6** NET.

*Of all bookstalls and booksellers, or  
2s. 9d. post free from the publishers.*

TEMPLE PRESS LTD., 5-15, ROSEBERY AVENUE, LONDON, E.C.1

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

## "HOW TO DRIVE A CAR"

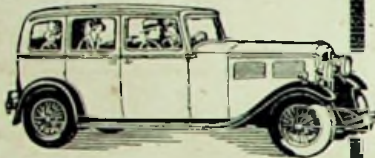
*By the Editor of "The Motor."*



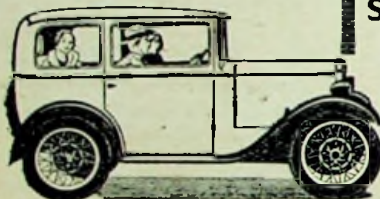
# "SERVICE" CAN DO IT!



ROVER, 10/25 h.p. Saloon ... £212  
or on "Service" self-financed deferred  
terms. Deposit £48-8-0  
and 12 equal monthly payments of £14 18 6  
or 18 .. .. £10 2 6  
or 24 .. .. £7 15 6  
or otherwise arranged between ourselves.



STANDARD "Big Wins" Saloon ... £215  
Mumpers Extra  
or on "Service" self-financed deferred  
terms. Deposit £43  
and 12 equal monthly payments of £15 1 0  
or 18 .. .. £10 5 6  
or 24 .. .. £7 15 6  
or otherwise arranged between ourselves.



AUSTIN "7" Coachbuilt Saloon ... £130  
or on "Service" self-financed easy terms.  
Deposit £28  
and 12 equal monthly payments of £8 2 0  
or 18 .. .. £5 10 2  
or 24 .. .. £4 15 4  
or otherwise arranged between ourselves.

Specialists  
in

A.J.S.

AUSTIN

JOWETT

MORRIS

ROVER

SINGER

STANDARD

TRIUMPH

CARS

SERVICE

TERMS

The Service Company (London) Ltd.,  
273-4, High Holborn, W.C.1.

New  
I am interested in a Second-hand.....price about  
H.P.....model.....and can pay a deposit of £.....  
£.....and £.....per month. Please send me  
without obligation details of suitable cars.

NAME.....L.C.  
ADDRESS.....

**The Service  
Company Ltd.**

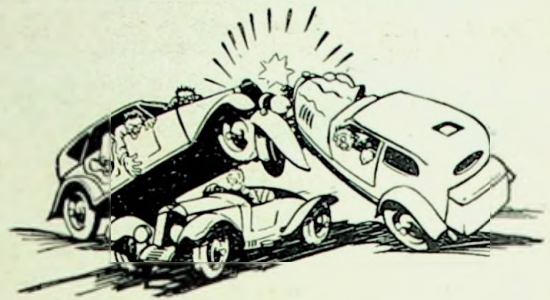
273-274, HIGH HOLBORN, W.C.1

Phone: Holborn 0664 (3 lines).

Hours: Mon.—Fri. 9 a.m. to 6.30 p.m.

Established 1889

Sats. 9 a.m. to 5 p.m.



ONE PASSES THROUGH THE  
WORST SAFELY—WITH A

## DEFENCE POLICY

FULL COMPREHENSIVE POLICIES

including Road Traffic Certificate.

	Payable	Annually	Quarterly
8 h.p.	£100	£6 6 0	£1 13 0
Cowleys	"	£7 13 0	£2 0 0
12 h.p.	"	£8 7 6	£2 4 0

FULL THIRD PARTY POLICIES

with Road Traffic Certificate approximately  
ONE-HALF THE ABOVE RATES.

ANY Driver 12½% extra. 10% Reduction for No Claim Bonus.

Applications for agencies are invited.

## DEFENCE LTD.,

Insurance Brokers,

40, King William Street, LONDON, E.C.4.

(This office is between the Monument and London Bridge.)

Tel: Mansion House 9022 (six lines).

And at Manchester Road, BRADFORD. Tel. 196.

## Save Money on Those Repair Bills!

WITH the aid of "The Motor Repair Manual" the owner-driver can tackle his own simple repairs, adjustments and overhauls—thus reducing repair bills to a minimum.

This invaluable handbook is a complete guide to the subject. It tells how to fit up a repair shop, provide its tool outfit; how to set about the various jobs; how to use the lathe; and scores of other matters. Get your copy to-day!

## "THE MOTOR REPAIR MANUAL"

2/6 net.

From all bookstalls and  
booksellers, or direct from  
the publishers, 2/9 post free.

TEMPLE PRESS LTD.,  
5-15, Rosebery Avenue, London,  
E.C.1.

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



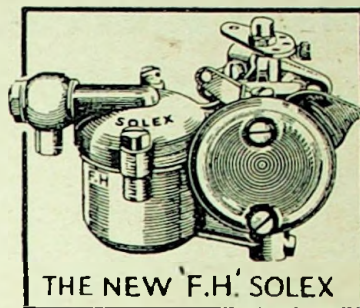
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TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

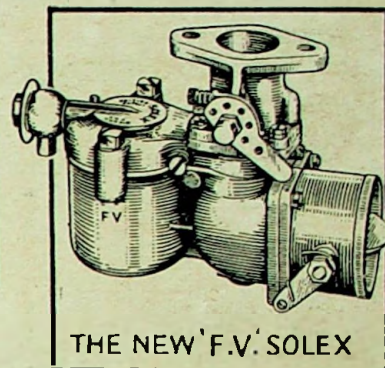


# ASK YOUR LOCAL GARAGE- to fit a **NEW 'SOLEX'** to your car on 30 Days Free Trial

Your Garage will tell you of the astounding results obtainable from the new "F" Type Solex—how you can yet obtain even more miles per gallon—more speed, better acceleration and all-round better running. You know the performance of the existing Solex—you will easily be able to appreciate the vastly superior performance with the new "F" Type. The same offer of 30 DAYS' FREE TRIAL applies—and a special allowance is made on your old Solex.



THE NEW 'F.H.' SOLEX



THE NEW 'F.V.' SOLEX

If your car is fitted with an early model "Solex" we will make a special generous allowance for it in part exchange for a new "Solex."

## SOLEX

THE NO-TROUBLE CARBURETTOR

SOLEX LTD., SOLEX WORKS, 223-231, MARYLEBONE ROAD, LONDON, N.W.1.  
Telephones: Paddington 8621, 8522, 8523, 8524, 8625, 8626.

Distributors for the Irish Free State: Franco-Irish Enterprises, Ltd., Shamrock Terrace, North Strand, Dublin.

Telegrams: "Solexcarb, Edge, London."

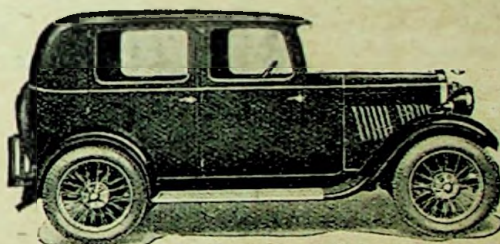
*Fit the NEW 'F' Type 'Solex' & note the difference*

**3-bearing crankshaft,  
petrol tank at rear  
— compare the**



### Light Car

—with cars of similar rating. Put it to any test. Appreciate the smoothness, silence and flexibility of the sturdy little engine. Revel in the comfort and luxury of the furniture hide upholstery; note the refinements in the coachwork. Then consider the low running costs:—over 40 m.p.g. of petrol, tax £9. A demonstration run will convince you that this is verily "big car motoring at small car cost." May we arrange it? Write, 'phone or call. Immediate delivery from stock.



The A.J.S. Fabric Saloon, £219

#### A.J.S. PRICES.

Fabric Saloon	-	-	£219
Coachbuilt Saloon	-	-	£229
Coachbuilt 2-seater	-	-	£199
"Richmond" Saloon	-	-	£197

Part exchanges arranged on any make of car. Easy deferred payments available. May we give you a quotation?

EVERYTHING MOTORISH FOR THE MOTORIST

## TAYLORS

London Distributors for A.J.S. Cars.

49-50-52-53, Sussex Place,  
South Kensington Station,  
LONDON, S.W.7  
(District and Tube)

'Phone: Kensington 2841-2-3-4 (4 lines).  
Hours: 9 a.m. to 7.30 p.m. Sat. 5 p.m.

Surrey Branch:  
135, London Road,  
KINGSTON.

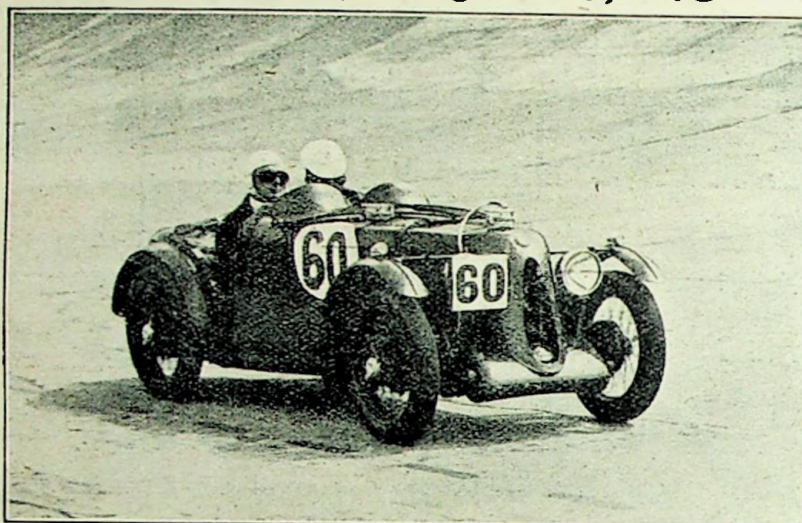
'Phone: Kingston 1264.  
Hours: 9 a.m. to 7.30 p.m. Sat. 5 p.m.

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





## **J.C.C. Double Twelve Hours Race** **Brooklands, May 8—9, 1931.**



*Fox Photos Ltd*

## **The Midgets**

**Finished**

**First**

**Second**

**Third**

**Fourth**

**Fifth**

**Winning**

**The Team Prize**

**and**

**All 'Class H' Awards**

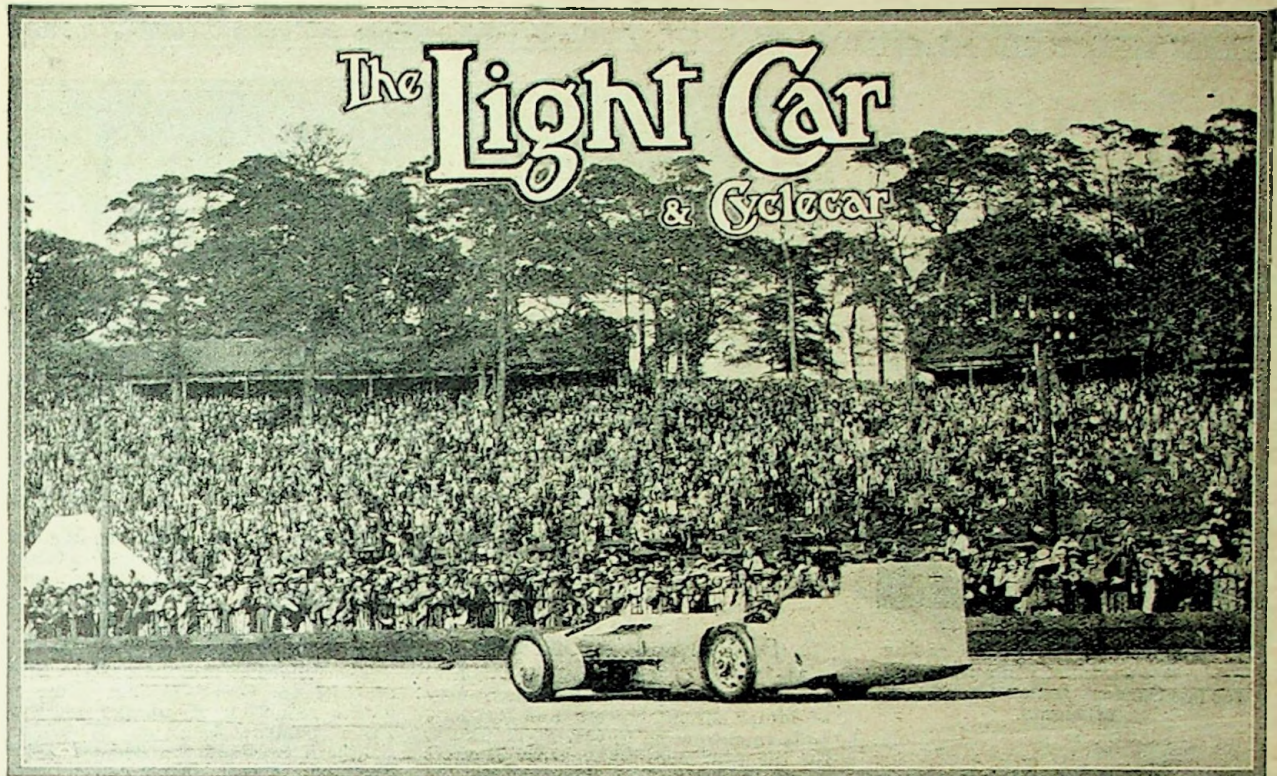
*(Subject to Official Confirmation.)*

*The M.G. Midget the only 750 cc. Car in the world to exceed 100 m.p.h.*

ISSUED BY THE PUBLICITY DEPARTMENT OF THE M.G. CAR COMPANY, LIMITED, ABINGDON-ON-THAMES

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





A MAGNIFICENT  
SPECTACLE.

Playing to a mighty audience—only one section of which can be seen in our photograph—Sir Malcolm Campbell, on Monday last at Brooklands, gave the first exhibition run of "Blue Bird" in this country.

#### A New Volume.

With this issue we commence a new volume—No. xxxviii. The number of the issue is 964. We're getting on!

#### The Irish G.P.

Only a week to the first day's race of the Irish International Grand Prix. Phoenix Park, Dublin, is again the venue and although the entry is "dwan," the race promises to be a fine one.

#### The Holiday.

Owing to the uncertain weather, last Monday looked like being a "blank" holiday, but at the last moment the Clerk of the Weather relented and Bank Holiday proved to be one of the finest on record.

#### Sporting Events.

Drivers in the "Edinburgh" were treated to weather which, like the curate's egg, was good in parts. For the most part, however, the conditions were very unpleasant. Brooklands, by way of contrast, basked in real summer sunshine.

#### Directing Traffic.

The volume of traffic on Monday probably beat all records, and it is gratifying to be able to claim that there were fewer accidents than ever before. "Speed cops" found, in many cases, that they could direct traffic far better by sitting stationary astride their motor-cycles by the side of the road.

No. 964. VOL. XXXVIII.

## NEWS of the WEEK

On the threshold of fresh developments (page 4).

Rileys adopt four carburettors on new racers (page 6).

Get to know the Austin Sports. All about a very attractive little two-seater (page 10).

The truth about the "Edinburgh." Eye-witness accounts by members of our staff (pages 14-17).

Brooklands broke all records for attendance last Monday. A light car carried off the Gold Star (centre pages).

Read what other folk have to say and then let us have *your* views (pages 26-28).

#### When Will They Learn?

The dailies have, presumably, decided at long last that the "Edinburgh" is not a race; but, determined to be original, they talked of pillion passengers in their reports of the recent run.

#### Book the Date NOW.

The next long-distance event at Brooklands is The Light Car Club's 90-lap Relay Grand Prix. The date is Saturday, July 25th, and entries close at ordinary fees on June 15th—just over a fortnight ahead.

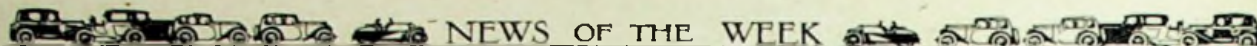
#### On Three Wheels.

The charming photographic study on our front cover this week not only introduces us to a picturesque corner of Kent, but reminds us of the attraction of three-wheeled cyclecars. The vehicle depicted is, of course, a sporting model of the ever-popular Morgan.

#### Lighter Light Cars.

Elektron, and all that it means in the construction of light cars, is dealt with in an absorbing article in this issue. Elektron is a magnesium alloy and is 40 per cent. lighter than aluminium. Other developments, in connection with carburation, are also discussed, and, in addition, we include the first full description of the new Phoenix Park Rileys. Apart from other modifications these are to have four carburettors—one to each cylinder and all on the same side of the block.





### Parking at Wells.

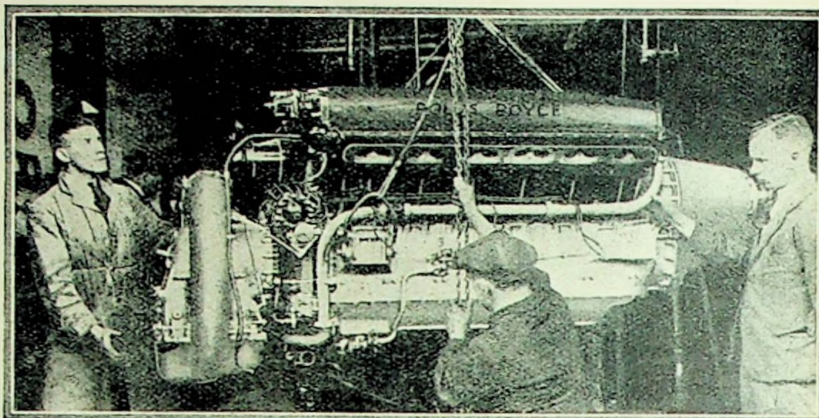
We hear that the 1s. charged for parking in the market place at Wells, Somerset—a charge which aroused much discussion—has now been reduced to an "optional" 6d.



Luigi Arcangeli, the Italian racing driver who was killed while practising for last Sunday's Italian Grand Prix at Monza.

### Arcangeli Killed.

Luigi Arcangeli—looked upon as in the front rank of Italian (and, therefore, of the world's) racing drivers, was instantly killed on Saturday last at Monza while practising for the Italian Grand Prix of the following day. He was driving the new 3½-litre 12-cylinder Alfa-Romeo, which is capable of 160 m.p.h., and evidently while taking one of the dangerous bends of the winding course—which is only banked very slightly on the curves—the car overturned.



### MODERN POWER.

One of the three Rolls-Royce aero engines which will be used in this year's Schneider Trophy race. This photo was taken at the Derby factory where these supercharged units are undergoing extensive tests.

### S.M.M. and T. Officials.

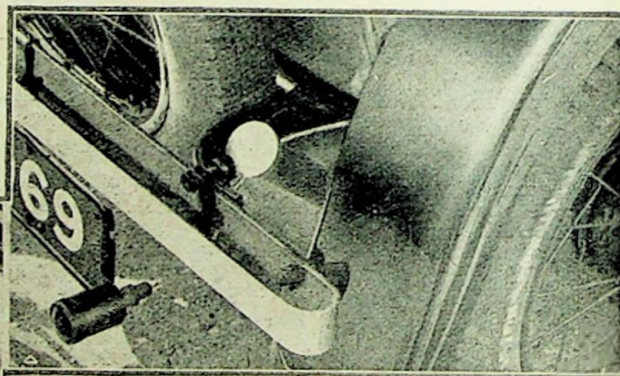
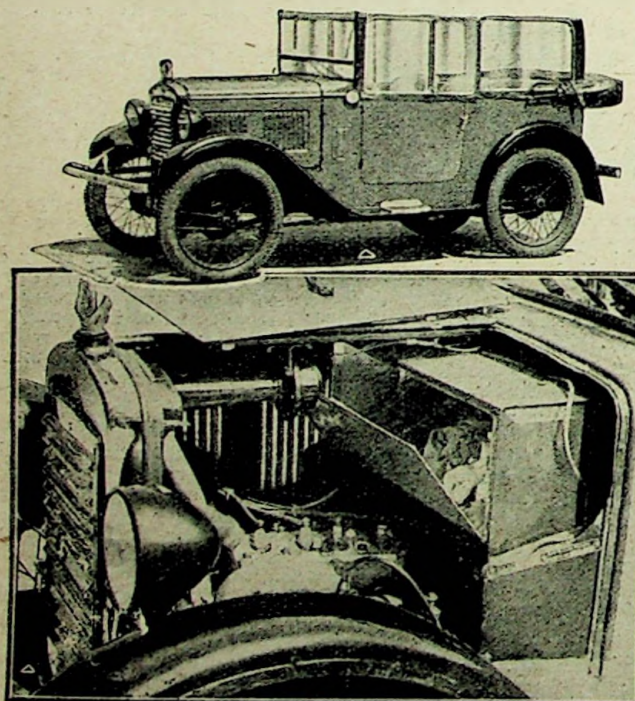
Mr. E. M. C. Instone, J.P., F.C.I.S., has been elected president of the Society of Motor Manufacturers and Traders, Ltd., in succession to Mr. E. H. Blake, for the year 1931-1932. Sir Herbert Austin and Mr. J. A. Thomson are the new vice-presidents, and Mr. Leslie Walton continues as hon. treasurer for the seventh consecutive year.

The new president has been associated with the industry since its early days, when in 1896 he was secretary of the Daimler concern. He has been a member of the council of the S.M.M. and T. since its inception, and a vice-president on five occasions.

In addition to his many public activities Mr. Instone is chairman of the Circle of Nineteenth Century Motorists.

### Petrol Prices.

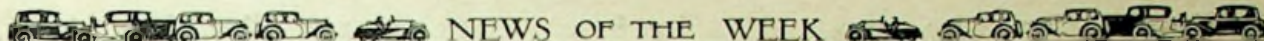
The following are the current prices of fuel in Great Britain after the recent reduction of 1d. per gallon:—  
From pumps: England, Wales and Southern Scotland, 1s. 3½d.; Northern Scotland, 1s. 4½d. From cans: London zone, 1s. 4½d.; outer zone and rest of England, Wales and Southern Scotland, 1s. 6d.; Northern Scotland, 1s. 7d. National Benzole Mixture prices:—  
From pumps: England, Wales and Southern Scotland, 1s. 3½d.; Northern Scotland, 1s. 4½d. From cans: London zone, 1s. 4½d.; outer zone and rest of England, Wales and Southern Scotland, 1s. 6d.; Northern Scotland, 1s. 7d. National Benzole prices:—  
From pumps: England, Wales and Southern Scotland, 1s. 9d.; Northern Scotland, 1s. 10d. From cans: England, Wales and Southern Scotland, 1s. 11d.; Northern Scotland 2s.



### AN ATTRACTIVE AUSTIN SPECIAL.

A. F. Ashby, of Hendon, was responsible for the modifications to the Austin shown above, but the owner did the scheming. The major point of interest is the rear petrol tank, the old tank being used as a tool locker. The extras on the car include Leveroll seats, Auto-pulse fuel pump, spring steering wheel, Weathershields side screens, chromium plating of all bright parts, radiator shutters and bumpers.





## NEXT WEEK—PHOENIX PARK

Thirty-eight Entries with Strong Continental Element for the Irish Grand Prix—Campbell to Drive a Riley?

**TO-DAY** week, June, 5th, is the date of the first day's racing for the Third Irish International Grand Prix, which is to be held on the Phoenix Park circuit at Dublin. As in past years, the race is contested on two separate days, up to 1,500 c.c. on the first day and over 1,500 c.c. on the next day.

In the final list of entries there are 38 cars down to start: Ten M.G. Midgets, six Austins, two 1,100 c.c. Maseratis and four 2½-litre Maseratis, six Rileys, two 1½-litre Alfa-Romeos and one 2½-litre Alfa-Romeo, a Lea-Francis, two Talhotts, an Invieta, two Mercedes and a car unspecified.

From this it will be seen that there is a very good entry indeed for the light car race, and a very strong international element in the event as a whole—Great Britain, Germany and Italy being the nations represented.

### Meagre Large-car Entry.

In Classes D, C and A (over 1½ litres) there is a somewhat disappointing entry, as only 11 cars have materialized, although these make up in quality what they lack in numbers.

The British ranks in the senior class are very thin, and the entries are confined to two Talhotts and an Invieta. Against these are ranged four supercharged Maseratis and a supercharged Alfa-Romeo in Class D (three litres) and two supercharged Mercedes in Class A (unlimited). It is doubtful at the moment of writing whether Rudolf Caracciola—who won this race last year in brilliant fashion—will be a starter, as there is some difficulty about the car he proposes to drive conforming with the regulations.

### For Standard Cars.

The race is, of course, confined to standard production cars of what is known as the sporting type; every car which starts is available to the public and is catalogued and listed at an ordinary market price. The 1,500 c.c. cars must carry two-seater bodies and the larger cars four-seater bodies, all conforming with regulations laid down as to size and weight. Only very few modifications may be made to the chassis of competing cars, and these are, in general, confined to such alterations as could be carried out by any competent and enthusiastic private owner. In addition, cars will race with hoods, wings and lamps, and during the event the engines must be started when necessary by the electric starter only.

The winner of the first day's racing will receive the Saorstat Cup, and the winner of the second day the Eireann Cup; of these, he who completes the course in the shortest time on handicap will be declared the winner of the Grand Prix itself—a handsome silver replica of the famous Phoenix Monument which once stood in the middle of the circuit, but which was removed to an adjoining site to leave a clear course for the cars.

The credit lap system of handicapping has again been adopted, and supercharged cars have been penalized. The handicapping is as follows:—

#### CREDIT LAPS.

**Class H (750 c.c.):** Unsupercharged, 19 laps; supercharged, 15 laps.  
**Class G (1,100 c.c.):** Unsupercharged, 10 laps; supercharged, 8 laps.  
**Class F (1,500 c.c.):** Unsupercharged, 8 laps; supercharged, 6 laps.  
**Class E (2 litres):** Unsupercharged, 6 laps; supercharged, 5 laps.  
**Class D (3 litres):** Unsupercharged, 6 laps; supercharged, 4 laps.  
**Class C (5 litres):** Unsupercharged, 4 laps; supercharged, 3 laps.  
**Class A and B (8 litres):** Unsupercharged, 2 laps; supercharged cars on scratch.

The Phoenix Park circuit, on the outskirts of Dublin, is in the shape of an elongated D with a long, very fast, straight stretch nearly two miles in length. At the end comes the right-angle bend known as Mountjoy Corner, which leads round by a winding course to Gough Corner and so into the straight again. At this portion of the course there is a very slight gradient rising to the middle by the grandstands and the pits, then falling gently to Mountjoy Corner, so that cars approach this bend at a terrific speed. The lap measures about 4 miles 500 yards, and the race is 70 laps—something over 300 miles in all.

### Small Car Duel Continued.

The major interest in the race from a light car point of view will centre in Class H (750 c.c.), where the Austin-Midget duel will be carried one stage farther. In this class 10 M.G. Midgets will be racing against six supercharged Austin Sevens, and the result will be watched with the more interest as this will be an opportunity for the Austin camp to attempt to reverse the issue of the recent "Double-Twelve."

It is interesting to note that C. S. Staniland—well known at Brooklands at the wheel of a very fast Bugatti and

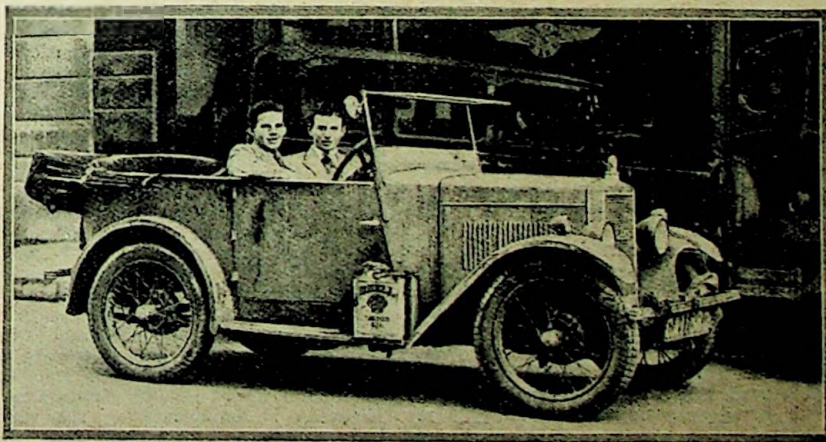
co-driver with the Earl of March in the winning M.G. Midget in the "Double-Twelve"—will be driving an M.G. Midget again, and in the Austin team there is Captain A. Fraser Nash, a veteran of road and track racing, and Leon Cushman, who has made a name for himself at the wheel of Bugattis, Crossleys and Alvises in sporting events.

In Class G (1,100 c.c. cars) Henken Widengren will again drive the supercharged straight-eight Maserati which he handled in the "Double-Twelve," and another similar car has been entered by R. S. Outlaw. These two foreign entries will be opposed by no fewer than six Rileys, one of which is to be driven by Giulio Ramponi, the Italian driver. Of outstanding interest is the Riley official team, which are of the new Grand Prix type described elsewhere in this issue. The team leader may be Sir Malcolm Campbell—driving in a road race for the first time since his return from Daytona. Victor Gillow, who won the 1,500 c.c. event last year in a particularly dashing manner, will be No. 2 of the official team. C. R. Whitcroft will be the third driver.

### Birkin to Drive an "Alfa."

Entries in the 1½-litre class are, unfortunately, only three in number—a supercharged Lea-Francis and two supercharged Alfa-Romeos, one of which will be driven by Sir Henry Birkin, who is to handle a 2½-litre straight-eight model of the same marque on the next day.

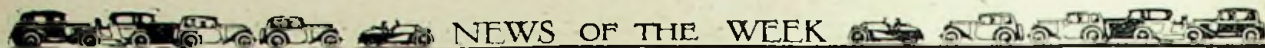
Some idea of the tremendously fast nature of this course will be gathered from the fact that last year Rudolf Caracciola (Mercedes) won at an average speed of 85.88 m.p.h., and Victor Gillow (Riley), who finished second in the general classification and won the 1½-litre event, averaged 72.2 m.p.h. The 1,500 c.c. Alfa-Romeo which George Eyston drove into second place in the Junior race averaged 74.83 m.p.h., and the fastest Austin was Captain Waite's, which averaged 58.89 m.p.h. Owing to the fact that the course has been specially treated with a skid-proof and dustless dressing, it is fully expected that these speeds, given good weather, will be exceeded next Friday.



3,000 MILES AT  
1d. PER MILE.

H. Peiser and F. Hawes in the Morris Minor with which they recently journeyed from Capetown to Bulawayo and back in 91 days.





## STILL LIGHTER LIGHT CARS

Developments of Outstanding Interest and Significance in Connection with the Use of Elektron—More Power and Efficiency Foreshadowed as well

**T**HE public is already vaguely familiar with the name Elektron and of its effect in weight saving. In a few years it will have become as significant as the name "aluminium"—now a by-word, but in its early days something that merely excited curiosity.

Elektron is actually 40 per cent. lighter than aluminium, it can be easily worked, has been thoroughly tested, and has already enabled the weight of a two-seater sports car to be reduced by several cwt. The significance of this when applied to the construction of touring cars need hardly be stressed; it is self-evident, and the more universal adoption of Elektron may be the answer to our cry for light cars which are lighter, yet which still boast the same comfort and roominess.

We are told on good authority that magnesium was first isolated by the English chemist Sir Humphry Davy in 1808, thus the first step towards the production of Elektron magnesium alloys as we know them to-day was due to an Englishman. Little commercial



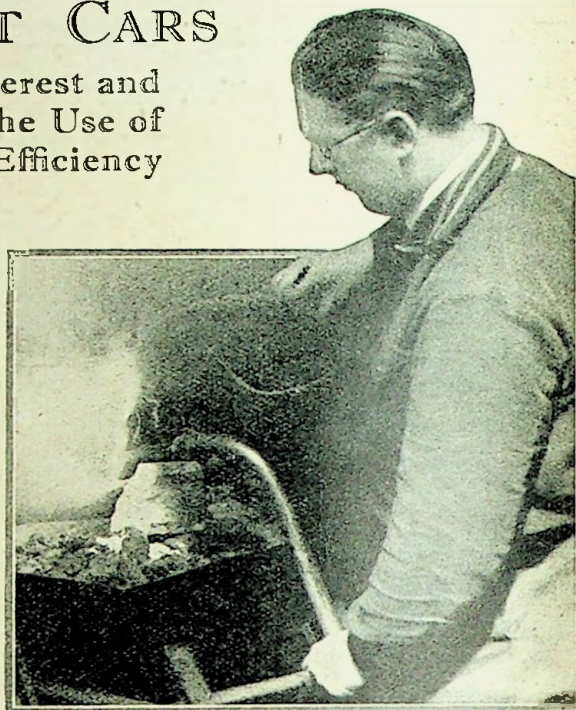
Proving the strength of the alloy. The bar is only  $\frac{1}{8}$ -in. square in section and easily carries the weight of a man, as shown.

importance was attached to the discovery until the electrolytic process was developed in Germany about 1900. In 1903 the Griesheim Elektron Co. produced their first alloy and actually exhibited it in 1909. Progress, however, was still slow, and production was not developed until 1914. Naturally, the war acted as a marked stimulant, and the new alloy was used as a substitute for aluminium, brass, and so on in large quantities.

We need hardly dwell here on the commercial processes which are used

### THE FIRE RISK.

Although Elektron is a magnesium alloy the danger from fire—except when the alloy exists in finely powdered form—is almost infinitesimal. The photo shows a sheet of Elektron merely fusing after being held for several minutes in an intensely hot blow-lamp flame.



to-day for the production of magnesium alloys, nor need we inquire deeply into comparative figures. Suffice it to say that the alloy with which we are concerned, namely, Elektron, is adequately strong enough for use in motorcar construction, and although it costs about 50 per cent. more than aluminium, it is, owing to the weight ratio, of about the same price when it comes to substituting it for aluminium.

Aluminium has the disadvantage that during machining operations the cutting speed must be carefully governed; with Elektron, however, the cutting speed can be very high; therefore the cost of working it compared with aluminium is much lower—another point in favour of this revolutionary metal.

It was due to the enterprise of a London concern, F. A. Hughes and Co., Ltd., of Great Portland Street, that Elektron became available in this country; but even then its potentialities were grasped by few, and we are probably correct in saying that Mr. A. F. Ashby, of Hendon, was one of the first to apply it in a practical way to small-car construction.

### Saving $3\frac{1}{2}$ cwt.

The successful results of his efforts are clearly evident in the four-cylinder Riley which ran in the "Double-Twelve." The weight of this machine before Elektron was introduced was roughly about 17 cwt.; on May 8th it turned the scale at about 13½ cwt. The new alloy displaces not only aluminium, but phosphor bronze and other metals as well. In Mr. Ashby's racer Elektron is employed for the wings, body, petrol tank, oil reserve tank, filler caps, brackets, cross members, pistons, sump and gearbox. The most convincing testimony to the lightness of the alloy is to pick up a casting, the weight

of which in, say, cast-iron is more or less known—and anticipated; the comparative lightness of the casting is almost uncanny when Elektron is employed.

### A Mythical Risk.

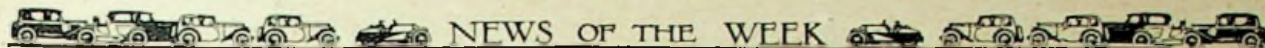
It has been suggested that Elektron is inflammable and that, therefore, the fire risk would be increased if it were used for ordinary saloon body construction. The risk, however, is purely mythical, as was proved by a test to which Mr. Ashby subjected a sheet of Elektron in our presence.

The edge of the sheet was held in the flame of a Bunsen burner for between four and five minutes. The flame had no effect whatever on the metal, and it was not until compressed air was used to boost up the flame that the edges of the sheet became incandescent, melted and dropped away. The strength of the metal was proved by endeavouring to bend a  $\frac{1}{8}$ -in. square bar—a test which is shown graphically in an illustration on this page.

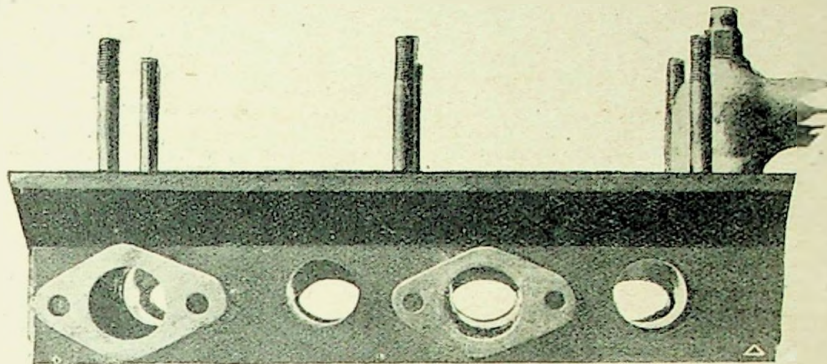
Although pure magnesium and magnesium alloys are commonly understood to be susceptible to corrosion, Elektron does not share this disadvantage. In the newly worked condition Elektron has a brilliant silver colour and it is easily polished, but unless it is protected it gradually becomes covered with an oxide film, grey in colour. Paradoxically enough, this film acts as a protective coating and tends to prevent further corrosion. Seawater, naturally, has a corrosive effect, and the alloy is not recommended as a container for water. Petrol, lubricating oils and so on in contact with the bare metal show no reaction provided they are acid-free.

To sum up Elektron and to demonstrate its possibilities, we quote figures given in a special handbook written by





Mr. H. Goodwin entitled "Magnesium Alloys, With Special Reference to Elektron Metal." The figures relate to a large chassis where light alloys are employed fairly extensively, and they go to show that the use of Elektron wherever possible reduces the weight per chassis by approximately 257 lb., i.e., equal to about two passengers.



—AND  
MORE POWER.—

A "straight-through view" is obtained by bolting an independent carburettor to each cylinder of an engine. This represents great theoretical and practical advantages.

The racing car to which we have referred is a significant illustration of how weight can be saved on a light car chassis, and one which, incidentally, does not show off the saving to the best advantage because of the scanty body-work.

Although F. A. Hughes and Co., Ltd., remain the concessionaires for the raw material in this country, it is of great interest to learn that by arrangement with them James Booth and Co., of Birmingham, are now able to produce it; Elektron thus becomes a branch, and an important branch, of British industry.

### Another Development.

We may now turn to another very interesting development, namely, the employment of a separate carburettor for every cylinder of an engine. This may appear to be far removed from the possibilities of Elektron. Actually, it has a distinct bearing on the point at issue, namely, the increased efficiency of light cars. First of all, we have the undoubted saving of weight given by the new alloy, and then we have a big increase in efficiency as represented by the application of new principles of carburation, or, at any rate, of a fresh adaptation of those principles.

Here we may digress for a moment to say that the actual h.p. developed by Mr. Ashby's racing Riley is 72 at 6,000 r.p.m. It is anticipated that with the fitting of four carburettors this h.p. will be increased to such a material extent that various parts of the engine, such as the crankshaft, will have to be strengthened.

The P.R. head of the Riley engine has been ingeniously converted by Mr. Ashby to take two carburettors on each side. This means that two of the induction ports on one side of the engine are now utilized for exhaust and that two of the exhaust ports on the other side are employed for induction; it is claimed that this ensures very even heat distri-

bution and is, therefore, conducive to the highest efficiency.

As a contrast, Riley (Coventry), Ltd., are experimenting with the four carburettors all on one side of the engine, and it is possible that this arrangement will figure on the Brooklands model Riley of the near future. Mr. Ashby's four-carburettor job will make its debut

then problems of induction with which designers are now faced automatically vanish. This principle is, of course, employed to the utmost advantage on single-cylinder motorcycle engines.

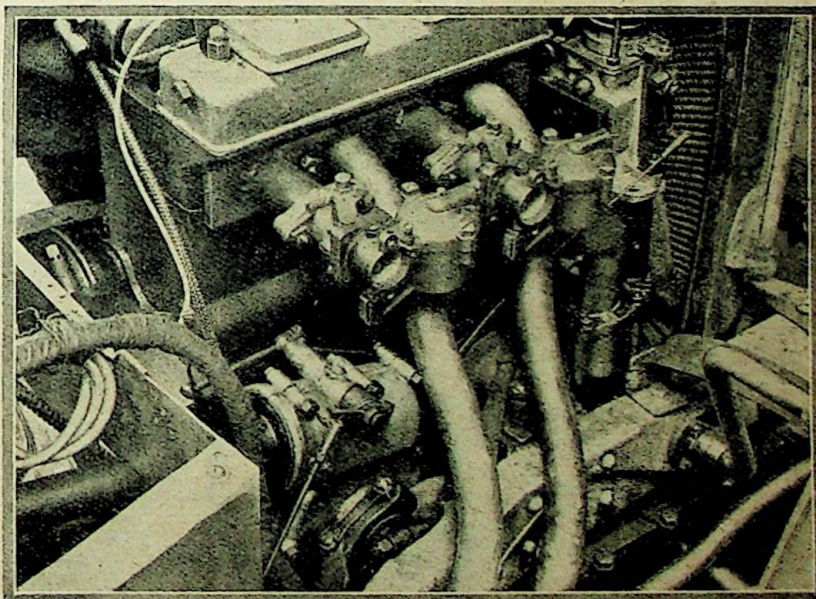
### Ultra Efficiency.

With the exhaust pipe removed, the two valves held open and the butterfly throttle of the carburettor also wide open, it is possible in the case of the Riley engine to see daylight right through the block. The flow of the gases is, therefore, uni-directional. The inlet gases come straight in at one side without obstruction of any kind and eject themselves on the other side, similarly without any obstruction.

Where two carburettors are put on one side and two on the other, separate exhaust systems are, of course, necessary, but these do not tend to detract from the efficiency of the unit; they lead merely to a slight extra but almost negligible complication.

The progress of the experiments which are now going forward and to which we have alluded all too briefly, will be watched with close interest. In the meantime we may point out that owners of some 1931 cars are quite unaware of the fact that already Elektron figures in the specifications of the vehicles they own.

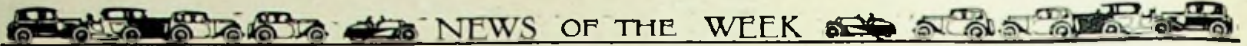
In conclusion it will not be out of place to refer here to the increasing attention which is being given to the possibilities of steam cooling. The principle is not new, but investigation has been carried on by only a few enthusiastic pioneers. Mr. Mantell is dealing adequately in this journal with the whole subject, so we may content ourselves by saying that apart from increased efficiency, steam cooling again acts as a lightening agent because a negligible quantity of water has to be carried.



AN INGENIOUS  
LAYOUT.

In A. F. Ashby's Riley engine the carburettors are fitted two on one side and two on the other. This, of course, necessitates employing two exhaust ports for inlet purposes and vice versa. There are, naturally, two exhaust systems.





# NEW RILEYS FOR IRISH GRAND PRIX

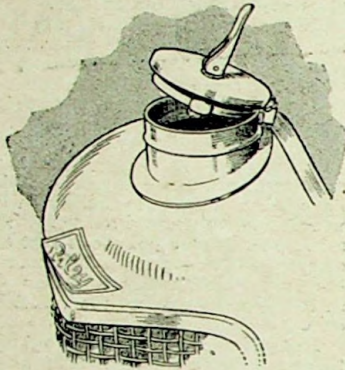
First Details of Four-cylinder Four-carburettor Racers which will be Seen in Phoenix Park

SINCE the notable victory of the Riley car, piloted by Victor Gillow, in Ireland last year, the designing staff of the Riley Co. has not by any means been content to rest on its laurels. Apart from the inclusion of the "Plus" features in the new Brooklands racing

Riley racers should be capable of putting up thoroughly creditable performances.

We recently had an opportunity of inspecting the four special racers which are being prepared for the Dublin event next week, and it is obvious that the Riley entry will offer a serious challenge to all comers, for in appearance they are thoroughly workmanlike, and they give one the impression that they have "lasting" qualities.

As might be expected, great care has been taken with the fuel and oiling arrangements, a large petrol tank being installed in the rear fairing of the body



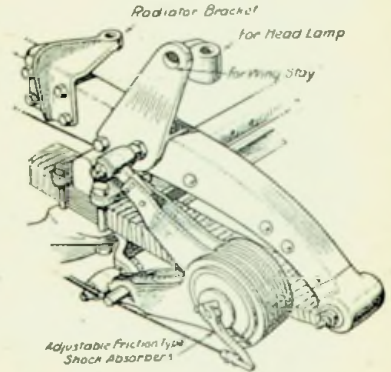
A quick-opening radiator cap. When pressed down the lever on top of the cap expands the inner face, thus ensuring a firm grip and a water-tight joint.

models, many other interesting items have been incorporated as well. The new cars are considerably lighter than their prototypes, and the layout of various parts of the chassis has received careful attention to detail, with the result that in many ways the design has been cleaned up. Additional power, too, has been obtained from the engine so that altogether these new

## Cutting Down Weight.

In broad outline there is very little difference between last year's racing cars and the new ones, but in the latest design all unnecessary weight has been removed, at the same time maintaining adequate strength in the various components which have been machined down at non-vulnerable places. Again, the rather large and rather weighty under-shield which was used on last year's cars has been replaced by an aluminium sheet tray, which is bolted directly to the underside of the frame. In other details, too, such as body supports and so forth, scientific design has enabled a lot of weight to be saved, with the result that the acceleration powers of the engine should now be more effective.

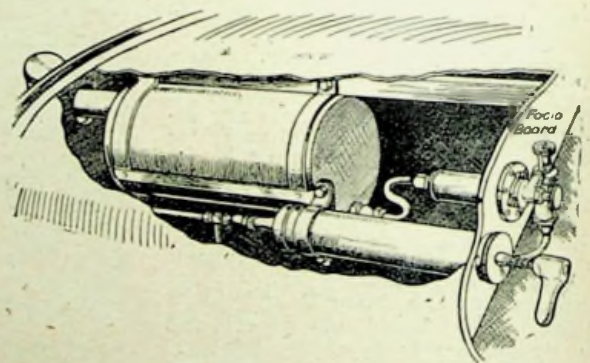
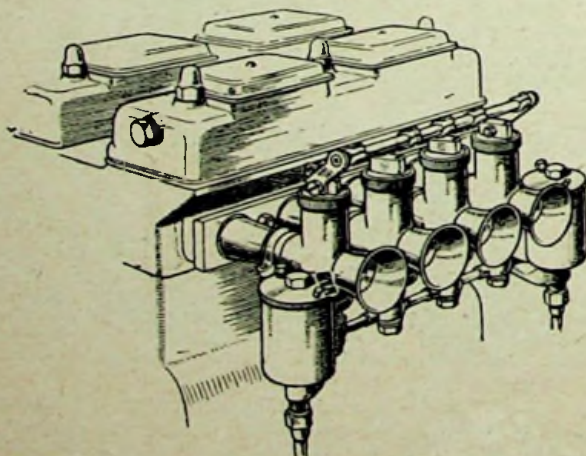
Probably the most interesting feature in regard to the power unit lies in the induction system. Four carburettors are used (one to each cylinder), the instruments being attached to a plate which covers the four inlet ports on the off side of the cylinder head. Preliminary tests have shown that this system has given an increase in power, and, coupled with the lowered weight of the complete car, has generally improved the all-round performance.



The front of the Riley Brooklands model chassis has been cleaned up, and now presents a thoroughly workmanlike appearance. Note the latest type friction shock absorber with Telecontrol adjustment.

and a separate oil tank in the dash, so that the lubricant in the sump can be replenished from time to time while the car is actually under way. The usual form of pressure supply, derived from a hand pump, is employed for feeding the fuel up from the rear tank, whilst a Best and Lloyd drip-feed arrangement is installed on the dashboard so that the mechanic can operate the plunger at intervals when replenishment of the sump is deemed necessary.

(Right) A special additional oil tank is fitted to the Riley racers. It has a drip feed to the engine so that the mechanic can replenish the sump during a race. The hand pump is for supplying pressure to the rear fuel tank.

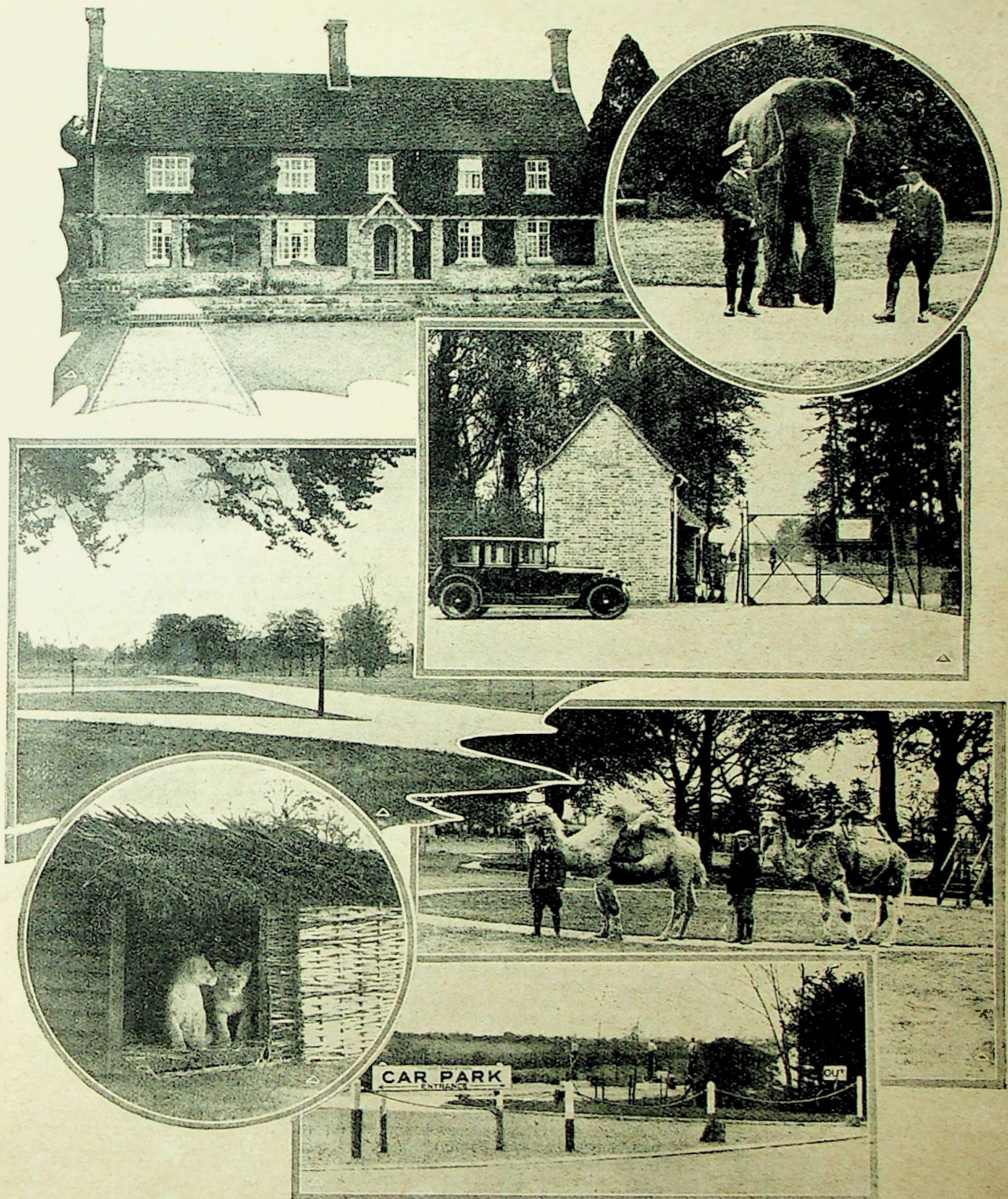


(Left) How the Amal carburettors are coupled up to the induction side of the cylinder head. Only two float chambers are employed, i.e., one at each end, but the throttle slides are worked from a common shaft. The performance of the Rileys will be watched with deep interest, for the adoption of one carburettor per cylinder is an innovation of very recent date and, for the first time, receives the prominence which we think it deserves.



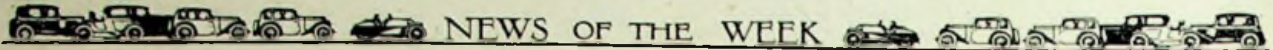
*A Run with an Object*

## WHIPSNADE--THE NEW ZOO



A big holiday crowd invaded Whipsnade—the new Zoo near Dunstable—on Bank Holiday. Visitors coming by road are well catered for by a large car park outside the grounds—general views of which are given above. The top left picture shows the charming tea house and restaurant.

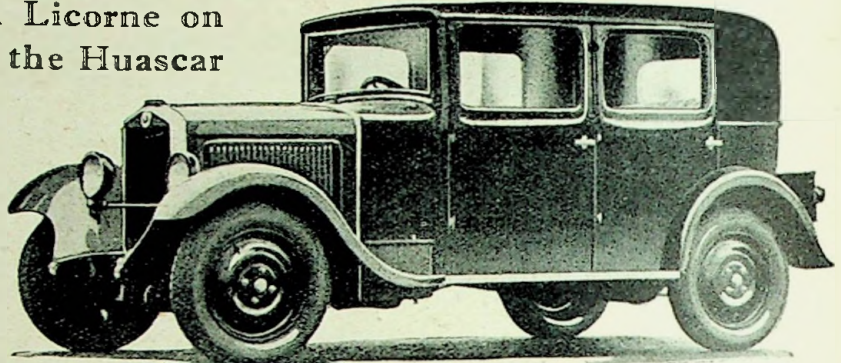




## The Trend of Design Abroad

# TWO INTERESTING FRENCH MODELS

The New 1,128 c.c. La Licorne on Conventional Lines and the Huascar Two-stroke—a Run-about for £70



POPULAR IN FRANCE.

The 6-8 h.p. (French rating) La Licorne in saloon form. The four-cylinder side-valve engine has a capacity of 1,128 c.c. There is an attractive range of standard bodywork.

ALTHOUGH not often seen in England, the little 5 h.p. (French rating) La Licorne has achieved very great popularity across the Channel since its first appearance some four-and-a-half years ago. This sturdy little car is designed essentially as a two-seater or to carry at a maximum three passengers.

In France, however, perhaps even more than in other countries, people have a tendency to overload small cars. With this in view Messrs. Licorne have produced a new model with a bigger engine capacity and a longer wheelbase, at a very slightly increased price. This car rates at 6-8 h.p. in France, and as the four-cylinder engine has a bore and stroke of 67 mm. and 80 mm., it would rate at 11.1 h.p. in England.

### New Casting Process.

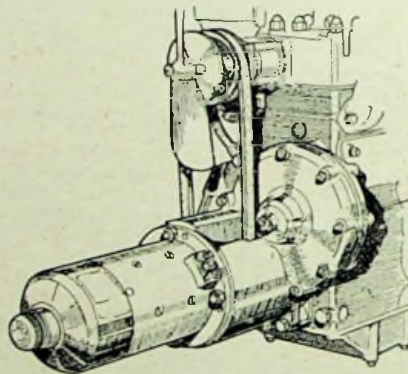
A feature of the engine is the cylinder block, which is cast in one with the crankcase. Thanks to a new foundry process which gives a much harder consistency to the metal forming the interior cylinder walls than to the remainder of the casting, it is claimed that the pistons can be fitted with less clearance than usual.

The hardening of the cylinder walls in the process of casting involves the use of special boring machines, but this slight increase in manufacturing costs is said to be more than outweighed by the advantages gained in reducing cylinder wear, and in a reduction of oil consumption due to close-fitting pistons.

The engine has inclined side-by-side valves and a detachable head, the complete interior of the combustion cham-

pistons are of aluminium with a cast-iron skirt.

Of unusually robust construction, the camshaft runs in an oil bath, and the oil from this bath is employed in lubricating the cylinder walls, as the connecting-rod big-end bearings are, to all intents and purposes, oil-tight. The



The fan drive is taken from a pulley mounted between the dynamotor and the crankshaft nose.

camshaft is driven by silent Celeran helical pinions.

The massive, two-bearing crankshaft is machined from the solid, and a Paris-Rhone dynamo starter is coupled to the nose of the crankshaft.

The chassis in general follows almost exactly the lines of the successful small La Licorne, engine and three-speed gearbox being of unit construction. Transmission is by open propeller shaft with large diameter Hardy joint at the forward end, to a normal banjo-type axle. Straight pinions are employed in the differential and the axle is a particularly robust job.

The remainder of the chassis follows standard French light car practice. Suspension is by nearly flat half-elliptics in front and splayed quarter-elliptics at

the rear. Gravity feed is employed, the petrol tank being located in the scuttle: incidentally, the pressed-steel scuttle frame carrying the tank and instrument board is a light and stiff piece of work.

The batteries are accessible, being dropped into the near-side front wing, and a useful standard fitting is the lighting control on the steering column. The dimming of headlights being compulsory by law in France, it is a practical arrangement to have the lever of the dimmer switch immediately under the driver's hand. As in the case of the La Licorne "5," a most attractive range of standard bodywork is made for the new model. The manufacturers of the car are Ste Anon. La Licorne, 162, Rue Armand-Sylvestre, Courbevoie, Seine, France.

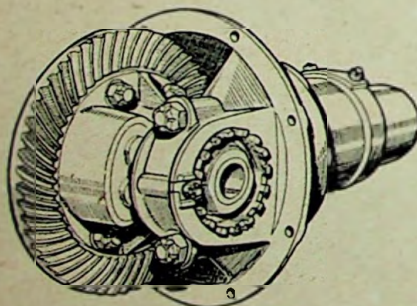
## THE TWO-STROKE HUASCAR.

625 c.c. Power Unit with Several Novel Features.

THE interesting little Huascar, which attracted much attention at the last Paris Salon, is now in full production, and a second model, with a slightly more powerful engine, is to be marketed very shortly.

The Huascar power unit is a neat little job of rather unusual design. The two-stroke engine is of the crosshead type, and the lower part of the cylinder is completely shut off from the crankcase, the rigid piston rod passing through a spring-packed stuffing box.

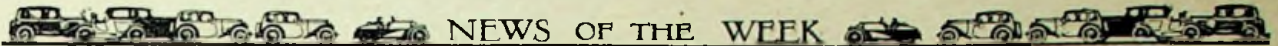
The mixture enters beneath the piston, the under side of which functions as a pump, transferring the gas to the combustion head. This design results in rather a high-built engine, but in so small a unit as that of the Huascar this is not of much consequence. The standard model has a two-cylinder engine of 625 c.c., the bore and stroke being 73 mm. and 75 mm., respectively, while the new de luxe model will have a 75 mm. by 79 mm. engine of identical design.



Full provision for adjustment and easy dismantling are made in the strongly built rear axle.

bers being machined and polished. This is an unusual refinement in a small car at a popular price, but one which should certainly make for efficiency. The





## NEWS OF THE WEEK

Pressure lubrication is employed, special arrangements being made for lubricating the cylinder walls, and a capacious oil reservoir is mounted beneath the crankcase. The crankshaft, a robust one-piece forging, is mounted on very large ball bearings. Dynamo, starter, clutch casing and two-speed gearbox are built up into a very neat unit with the engine. The clutch is of the multiple disc type, and reverse gear is engaged by a separate lever.

Transmission is by open propeller shaft with Hardy joints to a very light, Gleason-cut, spiral bevel rear axle which does not incorporate a differential. Front suspension is by a single transverse spring, and rear suspension by quarter elliptics splayed outwards from the chassis.

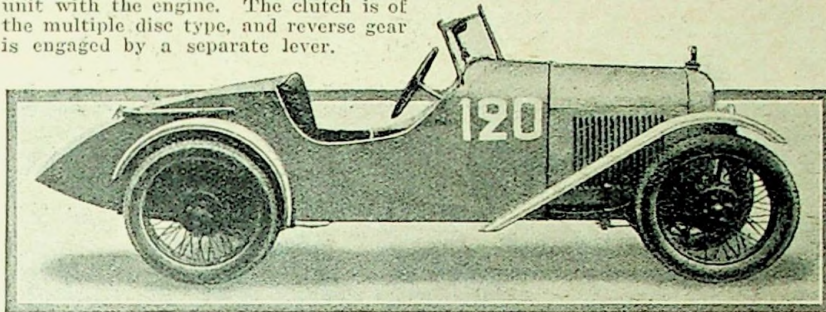
The new de luxe model is being fitted

with a three-speed gearbox, but otherwise the chassis is identical with that of the standard type. The last-named car, in two-seater form, with electric lighting and starting, is sold in France at a price which represents £70 in English money.

## On the Road.

Our Paris representative took one of these cars out on the road and found it, at the price, rather a praiseworthy little vehicle. Not very fast on the level, it proved a splendid hill-climber, "hanging on" in the manner peculiar to two-strokes. Steering was light and pleasant, and braking excellent in so far as the foot brake was concerned, but not so good on hand control. The engine was remarkably quiet, and vibration was less noticeable than is usual in these very cheap French runabouts.

One good feature noted was the ability of the engine to tick over slowly without misfiring. In this matter it was practically equal to a four-stroke. The makers are Voiturettes Huascar, 64, Rue Victor-Hugo, Courbevoie, Seine, France.



£70 IN  
FRANCE.

The standard two-seater 625 c.c. Huascar, which incorporates electric lighting and starting and a two-speed gearbox. The power unit is a twin-cylinder two-stroke.

## A FOUR-DOOR SALOON FOR POPULAR LIGHT CHASSIS

SO far as the smaller types of car are concerned there are not at present many models with a four-door saloon body. Particular interest therefore attaches to a body of this type which has been built by the Clifton Carriage Works of York, and which can be supplied on such chassis as the Triumph Seven or "Scorpion," Morris Minor, Wolseley Hornet, Swift Cadet and others.

This coach-built saloon has a flush-fitting Pychley sliding roof which provides an opening 30 ins. square. All four doors are 24 ins. wide and, so far as the seating accommodation is concerned, good use appears to have been made of the space available. Separate bucket seats are provided in front and the rear cushion measures 17 ins. from back to front and is 36 ins. wide. The measurement across the inside of the body over the wheel-arches is 41½ ins.; from the bottom of the foot wells to the

sent measures 12½ ins. and above the seat there is 34½ ins. headroom.

With the driver's seat in mid position—it is adjustable over a range of about 10 ins.—the distance from the back of that seat to the pedals is 41 ins. and to the nearest part of the steering wheel is 17 ins.

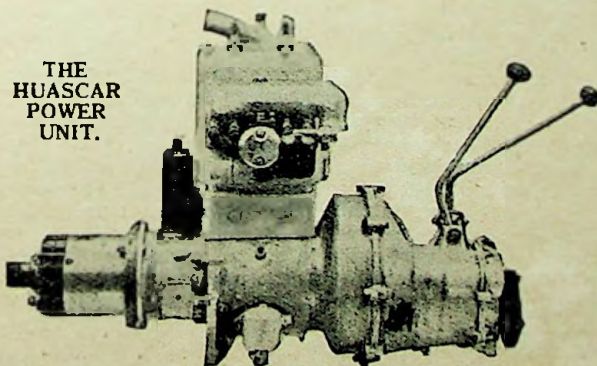
The four doors close on to the central pillar and have sliding windows provided with an easily operated catch which locks positively in several positions. The rear quarter lights are fixed.

Rexine is used for the upholstery and other internal trimmings in the body which retails at £55, but, for a slight extra cost, leather can be substituted. Included in the standard specification is a fully opening single-pane safety-glass windscreen hinged at the top, and provided with a suction-operated wiper; the equipment also includes a driving mirror, a roller-blind for the rear window and capacious door pockets.

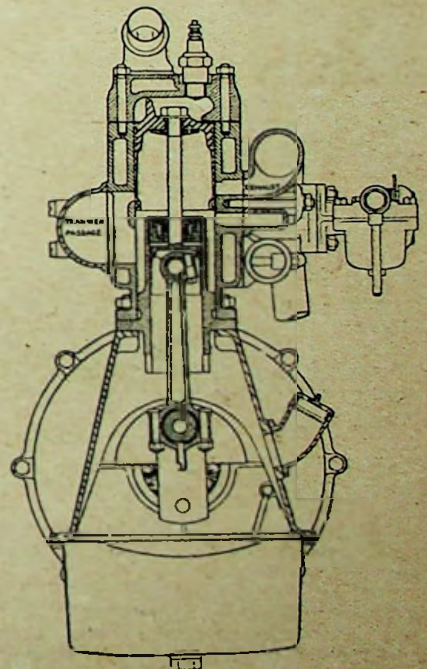
## The "Man Mag" Carborundum Stone.

Although a fine file was satisfactory enough for trimming up platinum contact breaker surfaces, the tungsten alloys now frequently used for these parts are so hard as to require treatment with some such abrasive as a carborundum stone. The Manchester Magneto Co., of 51, Hardman Street, Manchester, has met this need by marketing at 1s. 9d. the "Man Mag" carborundum stone, which is less than a sixteenth of an inch thick and can therefore be used without dismantling the contact breaker.

THE  
HUASCAR  
POWER  
UNIT.



(Left) Showing the neat design of the cross-head two-stroke engine and (right) a sectional diagram showing its novel features. The mixture enters under the piston, which acts as a pump to transfer it to the combustion chamber.

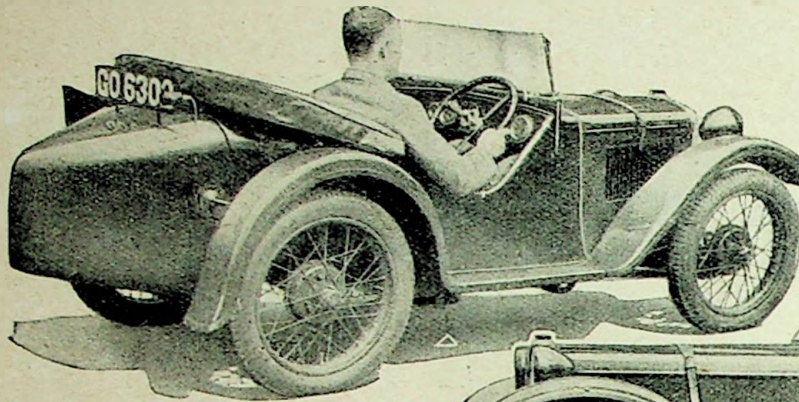




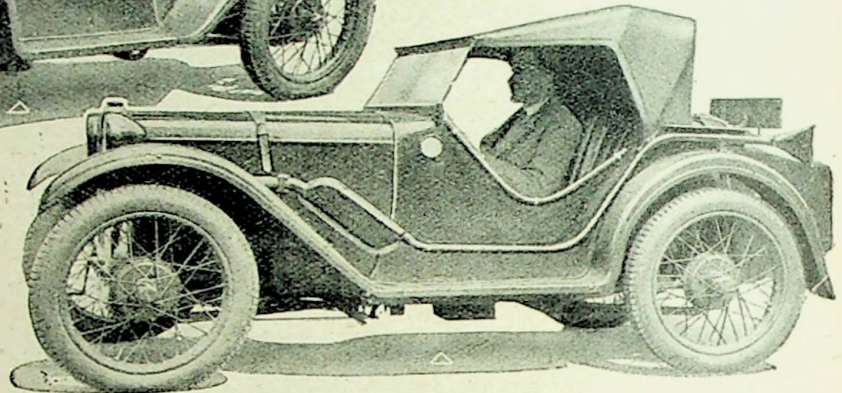
GET TO KNOW

# THE AUSTIN SEVEN

## SPORTS MODEL



Clean lines, robust design, an outside exhaust and a hood which gives good protection with uninterrupted visibility are leading features of the model.



We Test the £185 Unsupercharged Edition of a Car Made  
Famous by Many Classic Races

**T**WO sports models are marketed by the Austin Motor Co., the two being similar in appearance and general specification, but differing in that one is supercharged and the other is not. The supercharged model costs £225 and the unsupercharged model £185.

One of these £185 models has recently been in use for 1,100 miles in our hands and has shown itself to be a particularly fascinating little car. It might be said that it has been designed in every respect in which it differs from the touring and saloon models after the most extensive racing experience which any small car has enjoyed, and in consequence it is exceedingly robust and appears, unlike many very fast small cars of the past, to be absolutely reliable and free from any irritating faults.

The Austin Seven chassis is well known to everybody, and its outstanding characteristics are to be found in the Sports model. In many matters of detail points of difference are found, however. One of the most important is that the chassis is lowered several inches by the use of a specially down-swept axle and springs with a reverse camber. This gives a very low centre of gravity and exceedingly low and racy lines.

### Engine Details.

It is in the engine modifications, however, that the principal changes from the standard design are noticed. The most important is that there is forced lubrication for the big-ends via a hollow crankshaft. The oil-feed is very cleverly carried out, not by forcing the oil in through the journals, which would be difficult as the main bearings are of the roller type, but by forcing it through the front end of the crankshaft. This is achieved by fully enclosing the starting-handle dogs and providing a gland at the point where the

starting handle shaft emerges from the casing. Into the space between the dogs the oil is forced under high pressure and enters the crankshaft through a large aperture.

Inside the engine several other changes are noted. The camshaft is designed for high efficiency and gives rapid opening and closing with a high lift. The valve springs are duplicated, the pistons are extremely light and have very narrow rings, and the gudgeon pins are fully floating and located with spring rings, which prevent endwise movement. The special crankshaft, the connecting rods and the pistons are very carefully balanced, the ports are polished and a large Solex carburetter is used.

### Special Gear Ratios.

In place of the fabric linings which are used for the clutch on the standard models, cast-iron linings are employed and the gearbox also differs from standard in that it is of the close-ratio type, giving ratios of 5.2, 7.5 and 13.5 to 1.

Another notable change from the standard chassis specification is that the steering is considerably raked.

Nobody who admires nice workmanship and careful design in a sports car can make the acquaintance of this little Austin without being very charmed with it. The metal-panelled body is rigid, robust and very carefully thought out. Behind the driver's seat and in the tail there is a space which is occupied by the spare wheel, carried vertically in a well with room in front of it for quite a large suitcase and room behind it in the point of the tail for a further considerable quantity of luggage. Access is gained to this space by a rigid lid secured by a strap.

The bonnet sides are bolted in place, the top being



hinged centrally in the ordinary way and secured by a strap. The very strong and rigid single-pane Triplex windscreen is hinged along its base so that it can be folded flat over the scuttle or inclined rearwards to any angle. The screen has a flat top and is arranged so that the very convenient Cape hood can be readily clipped to it.

The inside of the car is very cosy, and there is plenty of legroom. Pneumatic cushions of generous size are used, the squab is well padded and the floor is properly carpeted. The dashboard has an oil gauge, speedometer, switchboard and revolution counter. No clock is fitted. The cut-away sides of the body give ample elbow-room even for two heavily-clad and bulky people, the seating position is very low and all the controls we found to be particularly well arranged with the exception of the hand brake, which is rather flimsy and awkward.

The high-compression side valve engine started very easily and quickly without the starting handle having to be used, the electric starter being well able to spin the crankshaft, although heavy "R" grade oil was used.

#### Over 50 m.p.h. in Second.

A peculiarity of the engine is that in spite of its high compression it is by no means particular about its fuel, having no tendency to pink. At 5,000 r.p.m. it gives 24 b.h.p. and a speed of 28.2 m.p.h. in bottom, 50.5 m.p.h. in second and 72 m.p.h. in top. We found that this maximum top-gear speed could be reached only under very favourable conditions, the normal maximum being about 64 m.p.h., and 60 m.p.h. always being within very comfortable reach.

This little Sports Austin will, in fact, tour at between 55 m.p.h. and 60 m.p.h. indefinitely, running extremely sweetly, holding the road perfectly and

averaging 36 m.p.g. of petrol with a negligible oil consumption. On second gear its performance is good. It will jump from 10 to 40 m.p.h. in 14 seconds and continues to accelerate cleanly and progressively up to well over 50 m.p.h. still in second. From a standing start using the gears 50 m.p.h. can be reached in 24 seconds, a performance made possible by the exceptional snappiness of the engine and the very rapid gear changes which can be effected.

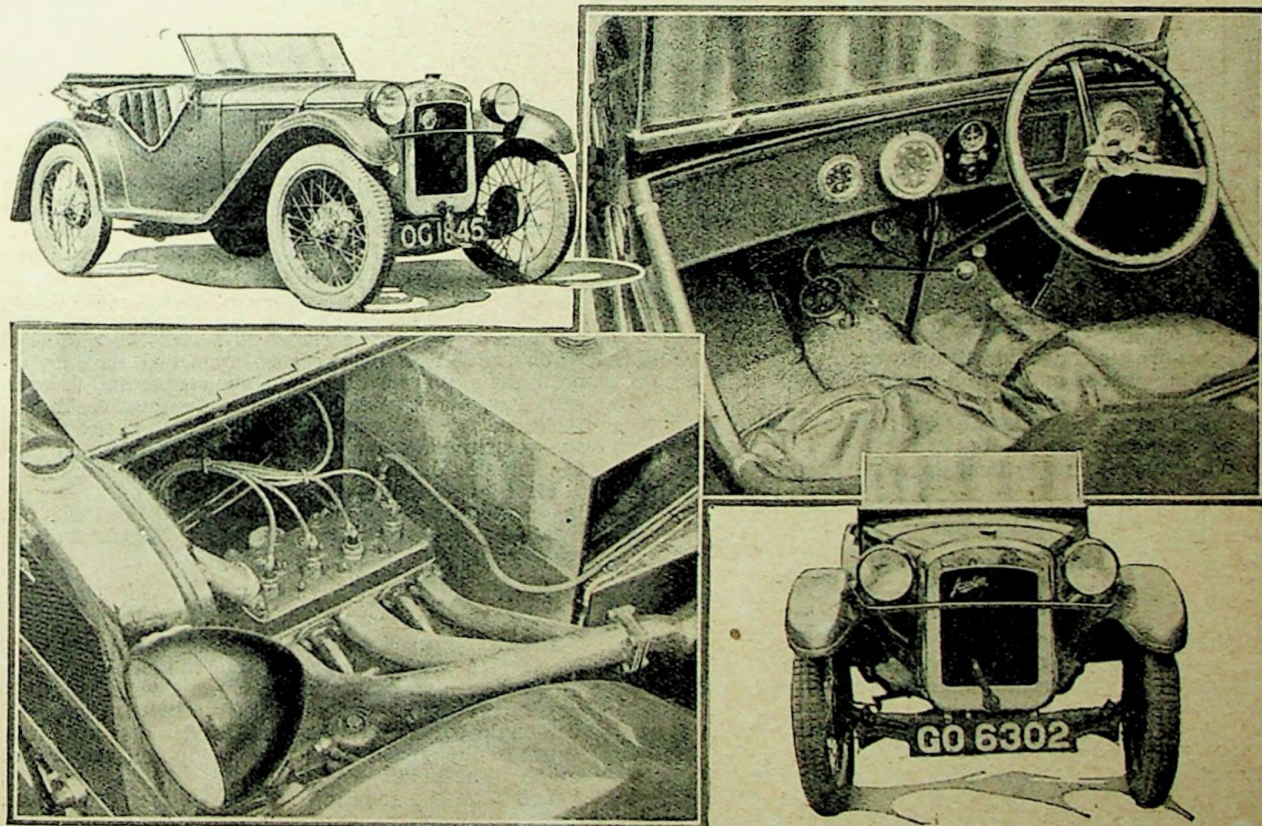
#### On Devonshire Hills.

The combination of an extremely willing engine, a light clutch, and a silent close-ratio gearbox allows the car to hold its own on the road with almost everything that is met and makes it a great joy to drive. On all normal hills extremely fast ascents can be made in second gear, but a drop to bottom is needed for the sterner stuff one meets in Devonshire.

Freak hills, unless taken exceedingly fast, cannot be conquered on the 13.5 to 1 bottom gear. We found Porlock was easily climbed, however; also the very stiff climb from Babbacombe Beach to the top of the cliff. Beggars' Roost, however, called for a lower gear, the well-known hump being safely negotiated but causing so many revs. to be lost that the car came to a standstill a short distance above it.

For trials work, with a slightly lower bottom gear the car would, however, be almost ideal, having a splendid steering lock, good brakes, and that sturdiness and willingness which are such important attributes.

Certainly the Sports Austin Seven is one of the most delightful little cars that we know and should give every satisfaction to all who revel in r.p.m. allied with absolute reliability and a performance that is very much above the average.



The very low build of the Sports Austin is brought about by down-sweeping the axle and having a reverse camber on the front spring. To provide maximum efficiency manifolds with sweeping lines are used and a very large Solex carburettor is fitted. The driving compartment is very roomy, large slack air cushions being provided to ensure comfort. The floor is carpeted and the finish throughout is to a high standard.



Motor Mathematics Simplified (Part XVII)

# PROBLEMS CONCERNING PISTON SPEEDS

By Dr. A. H. STUART

Concluding Article of the Series—Calculations which  
Show the Importance of Light Reciprocating Parts

**I**T is not a very serious calculation to find the average velocity of a piston if we know the length of the stroke and the r.p.m. Thus, at maximum power, the Austin Seven engine makes 2,800 r.p.m., and, with a stroke of 3 ins., it is easy to see that the piston travels 1,400 ft. in a minute, or 23.3 ft. per second.

This is rather less than 16 m.p.h. and does not appear to be very high. If, however, we reflect that the piston has to reverse its direction, that is, stop and start again 5,600 times a minute or 336,000 times an hour, the performance is seen in another light.

Two points at once become apparent: (1) With such frequent stopping and starting, the maximum speed of the piston must be very much higher than the average speed, and (2) with such frequent and violent changes of velocity the acceleration must be enormous. Remembering that force is equal to mass multiplied by acceleration, it is clear that very high forces are necessary to cause these accelera-

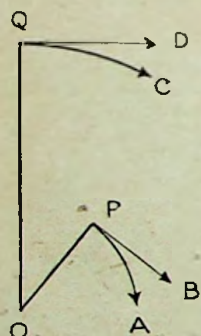
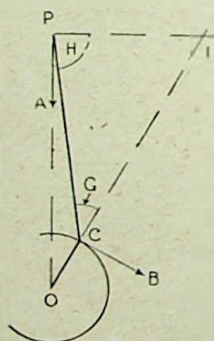


Fig. 1.—The basis of a method of calculating piston velocity. It is fully explained in the text.

tions in the piston, quite apart from any power which is transmitted; hence we see the importance of employing pistons as light as possible in high-speed engines.

In finding the velocity of a piston at various points in its path it is necessary for us to bear in mind

Fig. 2.—Showing the relative positions of the piston and the crank pin when the crank angle is 30 degrees.



the rapid changes which are taking place, and a method which would be quite satisfactory under conditions of moderate acceleration would not give accurate results in this case.

The simplest accurate method with which I am familiar depends upon the following principle. If the point P in Fig. 1 is rotating about the point O its path will lie along the circle towards A, but at the moment under consideration it may be regarded as if it were moving along a straight line towards B—that is, a tangent to the circle at the point. Similarly, the point Q, although travelling along the circle towards C, at

the moment might be regarded as having a path along the tangent towards D.

Now, if these two points were travelling round the point O with the same r.p.m., or with the same "angular velocity" as mathematicians would prefer to say, it is obvious that although this angular velocity would be equal, the linear velocities would be proportional to the radius of the circle round which the point was travelling. That is, the velocity of P would have the same ratio to the velocity of Q as the radius OP has to OQ. This should be quite obvious.

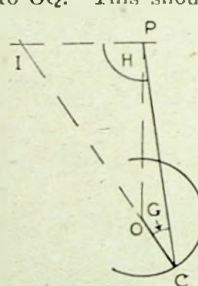


Fig. 2 illustrates the relative positions of the piston and crank pin when the crank angle is 30 degrees. At the moment of the conditions shown the piston is moving towards A and the crank pin may

Fig. 3.—Diagram showing the crank and con. rod positions when the crank angle is between 90 degrees and 180 degrees.

be regarded as moving along the tangent towards B.

If we draw a line at right angles to the path of the piston and another at right angles to the path of the crank pin they will meet at a point which I have marked I. Following on the lines of our argument, we may say that at the moment under consideration the piston is moving just as if it were travelling on a circle of which the centre is I and the radius IP, while the crank pin may be regarded as having a path along a circle with the same centre and of radius IC. I is therefore called the "instantaneous centre of rotation," and it enables us to say that the ratio of the velocity of the piston to that of the crank pin is the same as the ratio of the two lengths IP and IC.

First let us find the velocity of the crank pin. This is travelling round a circle of radius 1½ ins. 2,800 times a minute; velocity in feet per second is therefore given by

$$\frac{3\pi \times 2,800}{12 \times 60} = 36.6 \text{ ft. per sec.}$$

Returning to Fig. 2, the angle marked H will be 90 degrees, minus the obliquity of the con. rod (that is 7° 11' for a crank angle of 30°). Thus H = 82° 49'. Again, the angle marked G, being 180 degrees, minus the angle between the con. rod and the crank web, is equal to the sum of the crank angle and the obliquity angle; that is, 30° + 7° 11' = 37° 11'.

Let V be the required velocity of the piston, then

$$\frac{V}{36.6} = \frac{IP}{IC}$$

and remembering that the sides of any triangle are



proportional to the sines of the opposite angles, we see that

$$\frac{IP}{IC} = \frac{\sin G}{\sin H}$$

$$= \frac{\sin 37^{\circ} 11'}{\sin 82^{\circ} 49'}$$

$$= \frac{0.6044}{0.9921}$$

$$V = \frac{0.6044}{0.9921}$$

Therefore  $\frac{36.6}{V} = \frac{0.9921}{22.3}$   
and  $V = 22.3$  ft. per sec.

This calculation should be repeated for each 30 degrees of crank angle up to 180 degrees. No difficulty

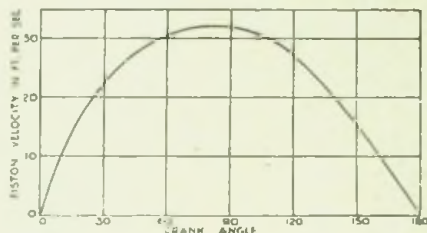


Fig. 4.—Graph plotted to show the relation between crank angle and piston velocity in feet per second.

should be experienced, although a little care is necessary for angles between 90 degrees and 180 degrees. One case is illustrated in Fig. 3 and this should make the matter clear.

The results of a complete set of calculations made in this way are given in the following table:—

Crank angle	0	30	60	90	120	150	180
Piston velocity in ft. per sec.	0	22.3	35.7	36.6	27.6	14.3	0

These results should be plotted with care, but Fig. 4 will give an idea of the type of graph obtained.

It will be noticed that the graph is not symmetrical but that the gradient is steeper on the up grade, indi-

cating that the acceleration is greatest during the early part of the stroke.

To obtain the acceleration of the piston we are driven back on our method of tabulation of differences, as shown in the following table. The time interval between successive records of velocity is, of course, the

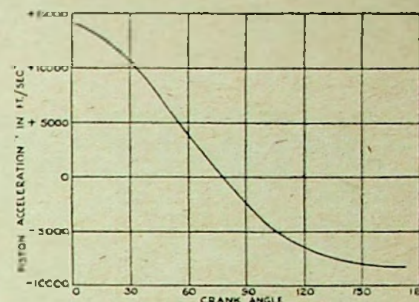


Fig. 5.—This curve shows that a piston has both positive and negative acceleration during its travel.

time taken for the crank web to pass through 30 degrees, and as it is making 2,800 r.p.m., the interval is 1/560 sec.

Crank angle.	Piston velocity in ft. per sec.	Difference of velocity in 1/560 sec.	Acceleration in ft. per sec. per sec.
0	0	+ 22.3	+ 12,480
30	22.3	+ 13.4	+ 7,504
60	35.7	+ 0.9	+ 504
90	36.6	- 9.0	- 5,035
120	27.6	- 13.3	- 7,449
150	14.3	- 14.3	- 8,007
180	0		

Note that the first three accelerations are positive because the piston is gaining speed, and the last three are negative because it is losing speed in readiness for coming to rest at bottom dead centre.

It should be further noted that as each acceleration instead of being the value at a point is the mean during an interval, the result obtained should be plotted midway between the crank angles representing the interval concerned. The graph is shown in Fig. 5.

## WHEN MOTORING SEEMS DIFFERENT

A FRESH, sunlit morning and a clear road ahead—a road that invites speed, pleasure. An unusually gay mood is upon us, occasioned by the remembrance that, on any ordinary day, the office would be our destination, our journey and mode of travelling by no means so attractive. But then, it isn't an ordinary day, but the first of the holidays; just one day to be devoted to motoring while the rest of the world is at work.

We have left behind us the town and suburbs with their incoming tide of workers, and now meet with country children en route for the village school. The very same children, who, attired in their best are trailing to Sunday school on the day we usually see them.

Half an hour later, a deserted road. Places we know well seem strangely unfamiliar. Towns are beginning to fill with shoppers. We miss the Sunday-clad, church-going townsfolk and fail to recognize them in everyday dress. We miss the villagers standing at their doors to watch the week-end traffic and, most of all, we miss the crowds of country youths that usually line every road—the groups of idle, loafing young men, the sight of whom makes you appreciate more than ever the need for Sunday games.

We speed onwards. The great open roads are ours for the using. We have what we have wanted so often—solitude; the countryside uncrowded.

Then midday, the recognized time for lunch in the open, or, at any rate, the ideal time, children flock

from school, workmen drop their tools. We eagerly following these examples, pull into a suitable place by the roadside, a well-known stopping place which, to-day, we have to ourselves. We enjoy the contents of the picnic basket, undisturbed by any passing rush of traffic or by a view of other human beings encamped in a spot near ours.

Throughout the afternoon we continue on our way, and the road becomes slightly more alive with motorists. The towns are now crowded with shoppers, in cars and afoot. . . . We leave them behind and regain the open country.

The run home after tea is less solitary. We now feel more normal and, strangely enough, higher spirited than during the day. We can almost believe that, like many other workers, we are devoting the evening to recreation.

The run, of course, was delightful, such a change from the usual traffic-swarmed countryside. Yet—involuntarily, I ask myself whether I enjoy motoring on deserted roads, whether I really prefer, say, a gay seaside place where everyone you meet is on pleasure bent. . . . The answer comes quickly—Thank goodness we are starting for the coast in two days' time and motoring down there on a Saturday. It is something to which to look forward.

Is it the English love of company or just my own somewhat erratic nature? At any rate, my English habit of self candour forced me to own the truth.

M.M.S.  
B17



# TO EDINBURGH

## UNDER DIFFICULTIES



**T**WO powerful acetylene flares standing like sentinels one each side of the drive through Wrotham Park, Barnet, cast a searchlight glare in the direction of the cars parked on each side. A man walking slowly towards them, his face lit up by the garish light, is hailed:—

"Hello, George!"

"Hello yourself—but who *are* you? . . . Oh! it's you, is it? . . . Yes, a bit different from the daylight rally, so to speak, and a good deal different from the early days. You don't remember the first run in 1903? . . . I thought not. . . . We started from the post office in St. Martin's le Grand—about 30 of us. Not so easy then . . ."

George Reynolds and his friend pass out of earshot and we move on towards the start.

B18

"Many absentees, skipper?"

Harry Harveyson, chief marshal of this and many previous "starts" shakes his head cheerfully. "Only about sixteen out of the whole bunch," he answers. "Hi, you . . ." He strides off; the chief marshal is a busy man.

In the front rank of a privileged knot of spectators stands Mr. E. M. C. Instone, this year's president of the S.M.M. and T.

"Giving them the official blessing?" we ask slyly.

"Yes, and why not?" says Mr. Instone. "It does me good to see such a sporting gathering and brings back old-time thrills . . . Used to do something of the kind myself once . . . but the machines are different now . . ."

And in truth they are. Here and there as they draw up to the starting

line one by one, is an open car, but for the most part they are comfy saloons or, at any rate, they have snug hoods and side screens. The only extra gadgets appear to be spotlights; one with an amber-tinted glass is alight and throws a queer yellow light over the cars on the other side of the way.

The starter sits with Sphinx-like immobility, only awakening to life as he turns his head to verify the number of the vehicle purring up to the line and to give the signal which sends the crew off into the night on their 409-mile journey.

"Good luck! . . . See you at Brooklands on Monday." The reply is drowned in the drone of first gear and the music of a healthy exhaust.

The foregoing describes quite accurately the atmosphere at the start of



## Wet Weather, the Bad Condition of Park Rash and Boggy Moorland Roads Make the Twenty-fourth Annual London-Edinburgh Trial of the M.C.C. a Memorable Event

north Yorkshire moors proved to be particularly miserable, whereas everyone had expected thoroughly to enjoy it.

The early stages of the run were without incident. The first of the cars got away from Barnet shortly before 11 o'clock and the Great North Road was followed at a 24-m.p.h. average to Wetherby, where it was left for Harrogate and breakfast. One hundred and ninety miles had then been covered. Leaving Harrogate on the Pateley Bridge road, competitors were soon at the first hill—Middle Tongue.

With the exception of seven unfortunate who failed, any competitors who feared it could have spared themselves the worry. The hill proved one of the easiest that has been included in any M.C.C. event in recent years and justified its inclusion only on account

The photograph on the left gives a fine impression of the scenes on Park Rash. G. H. Strong (Standard) is seen passing F. W. J. Bolton (Morris Minor Page) who is receiving the assistance of the horse

of the fact that, being the first of the observed sections, it served as a kind of hors d'œuvre.

Some three-quarters of a mile in length, the observed section commenced immediately after a watersplash, and from this point the gradient stiffens rapidly to about 1 in 5 and the road then takes a very sharp left-hand bend—almost a hairpin—and continues straight for some 200 yards to a sharp right-hand bend; after this the gradient eases off considerably and there are one or two stretches where many competitors were able to use second gear.

### On Middle Tongue.

The first three-wheeler was H. E. M. Kingdon's super sports Morgan, which made an effortless climb. It was followed by four other Morgans of various types, all of which emulated the example of their leader.

Also in the three-wheeler class were two B.S.A.s and F. C. Kirk's Coventry-Victor, and none of them seemed to find the hill in the least difficult. All the three-wheeler drivers, incidentally, handled their machines in a very sober manner, there being a complete absence of fireworks.

The cars, for the most part, toured up the hill with monotonous consistency and few of the drivers showed the least inclination to attempt to gain credit for the fastest ascent. Indeed, so sober were the drivers and so easy was the hill that it would be almost unfair to single out any for special mention.

The only distinction, in fact, that can be drawn is between those who kept on motoring and those who did not! Here is a list of the latter, so far as the light-car contingent is concerned:—E. J. Erith (Wolseley Hornet), G. H.

Symonds (Morris Minor), J. A. E. Marsh (Wolseley Hornet), G. J. Prevost (Austin Seven), J. Torromé (Austin Twelve Six) and M. H. Morris-Goodall (Aston-Martin).

These failures, it is worth noting, were due entirely either to bad luck or bad handling and cast no reflection on the cars concerned, for the hill was so easy that even the most under-powered modern car should have experienced no trouble.

A very rough road was followed for two miles from the top of the hill and thence onward through Hebden to Grassington and Kettlewell.

From here a moorland track led towards the distant fell over which could be seen the winding scar which is Park Rash—the Yorkshire terror—and in the steady drizzle which was falling like a dank veil over the hills and the valley, a terror it proved to be.

### Park Rash.

Park Rash is steep. Its average gradient is about 1 in 3½. Add to this a vicious left-hand hairpin followed by another right-handed, place deep gullies across the road—one below the hairpin, one on it, and one just after it—import any good shingle beach and call that the surface, admix two or three inches of loose earth—and there you have Park Rash as the competitors found it at nine o'clock in the morning, soaked by the steady rain.

It was evident, as "Focus" said last week, that there were going to be a great many failures among the cars, although on the whole the solo motorcyclists found no great difficulty. The sidecars made a very poor showing—it remained to see what the three-wheelers and cars would do.

The three-wheelers lived up to their reputation. There were only two failures out of the eight entries—both f.w.d. B.S.A.s. Of the others it was difficult to say which was the most spectacular, swift and stone-scattering; possibly the palm should go to T. H. Jones (1,096 c.c. Morgan). F. C. Kirk (Coventry-Victor) toured up in unhurried fashion, but all the Morgans swept up at speed.

### The Car Performances.

The first car to arrive set a bad example by failing low down the hill—S. H. Roe (Riley Six), and so did the next, H. J. Stroud (Riley Nine). As car after car made its attempt it was obvious that as a class the light cars were showing the big stuff a thing or two, and that as a marque, the Wolseley Hornets were far and away the outstanding performers. Up they went, silent, fast, absolutely steady and sure. Saloons, sports four-seaters, all treated the hill alike—and went on to look for the next.

Of all the climbs of the day E. J. Erith (Wolseley Hornet) was probably the best, but the other Hornet drivers ran him close.

Of the many Rileys some were good



the Motor Cycling Club's 24th London-Edinburgh trial, which began last Friday night and finished the following evening.

It has been described as one of the hardest in the series, which must be regarded as a fair description, because one mill alone, Park Rash, which was included in the trial last year for the first time, failed no fewer than 65 cars out of an entry of 171, of which 11 were non-starters.

From the point of view of competitors and spectators alike, the run was marred by very bad weather, the competitors meeting thick, wet mist as dawn broke in Yorkshire and having to endure the same conditions with heavy rainfall for six or seven hours.

Thus the most interesting part of the trial through Wharfedale and over the



and some were not, and it was soon obvious that, as usual, incompetence and inexperience were taking their toll.

W. J. Milton (Austin saloon) showed the applauding crowd that an Austin can treat the Rash with contempt, and G. A. Thomas (M.G. Midget), with a neat and well-judged ascent, showed that, properly handled, an M.G. Midget can do the same, with power in hand.

The three Trojans, of course, behaved as Trojans always do on these occasions. No one could say they were too fast, but they ambled contentedly up the hill one after the other—G. E. Gaskell, W. G. Batherley, and, in a new-type saloon, C. A. Hasting.

When they had got well away, F. L. M. Harris swirled up in the Interceptor Frazer-Nash and left an impression of flying stones, a fruity engine and a very high gear. H. W. Inderwick's Frazer-Nash also laughed the hill aside. It amused the crowd greatly to see somewhat second-hand Frazer-Nashes sweep past stately Talbots, Vauxhalls and similar dignified failures!

#### Tried to Climb in Neutral.

J. Torromé (Austin Twelve-Six) came to rest well down the hill, did things to restart, and announced that something odd had happened to his clutch, after which it was discovered that the gear lever reposed in neutral! A slow and steady climb was put up by F. M. Hill (Triumph Scorpion), but J. Wallis (Triumph) came suddenly to rest as if he had run out of fuel. B. A. Roy (Triumph) also failed.

F. N. Foster (Wolseley Hornet) was an excellent exponent of the Hornet school of motoring, flashing up past stranded cars and loose boulders alike, and Major D. E. M. Douglas-Morris (Wolseley Hornet saloon) thought it was a rally, and, spick and span, toured up stalling. J. A. E. Marsh made another good Hornet climb in a standard sports two-seater.

L. C. Madsen (Morris Minor) found nothing to bother him, and then two good climbs were made by M. W. B. May (Aston-Martin), who succeeded where M. H. Morris Goodall (Aston-Martin) failed, and J. D. Nelson

(Riley), who plunged about the road, but climbed well.

Far too many cars needed the ministrations of Walter the Horse and the merry men provided with large tow-ropes. Out of the eight three-wheelers there were only two failures, and of the 108 light cars entered 39 failed.

Once out of the observed section, the competitors expected that the remainder of the climb to the top of the range of hills where Park Rash is situated would be an easy business. They were due for a disappointment, however. A mile or so beyond the observed section the grass-grown track became very steep and slippery and was soon entirely blocked by cars with their wheels spinning idly on the slippery surface.

#### Confusion on the Moors.

For a while there was considerable disorder until two or three travelling marshals came on the scene, took charge of the proceedings and organized a pushing party to rescue the cars which were blocking the way.

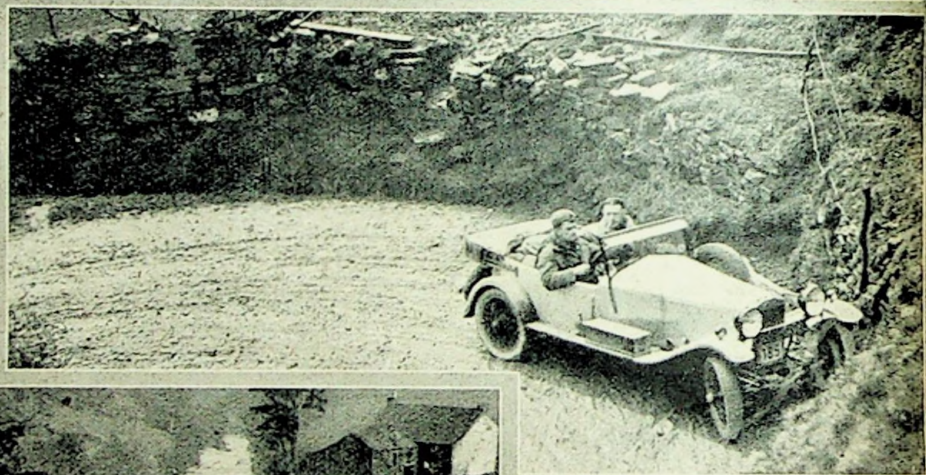
Many competitors were delayed for over an hour and got thoroughly soaked by the alternate heavy rain and drizzle.

The long delay made all save the earliest numbers very late at the next hill, Askrigg, which was 22 miles beyond Park Rash. Here no car in good tune and properly handled should have experienced any difficulty, for there is not much gradient and the surface, although treacherous, provided quite a good grip.

Of the three-wheelers, H. Laird (Morgan) was the first arrival, and romped up, leaving a shower of stones in his wake. G. H. Goodall, T. H. Jones and H. J. Hooper, also in Morgans, followed his example.

W. F. Gowlett (B.S.A.), with a pair of competition tyres on the front wheels, climbed with certainty and hardly a trace of wheelspin. H. E. M. Kingdon took his Morgan up at a very creditable speed and F. C. Kirk (Conventry-Victor) approached the water-splash with an earsplitting bang in the exhaust and made a steady climb.

The one failure was T. B. Raban (B.S.A.), who arrived very late and experienced wheelspin near the end of the observed section.



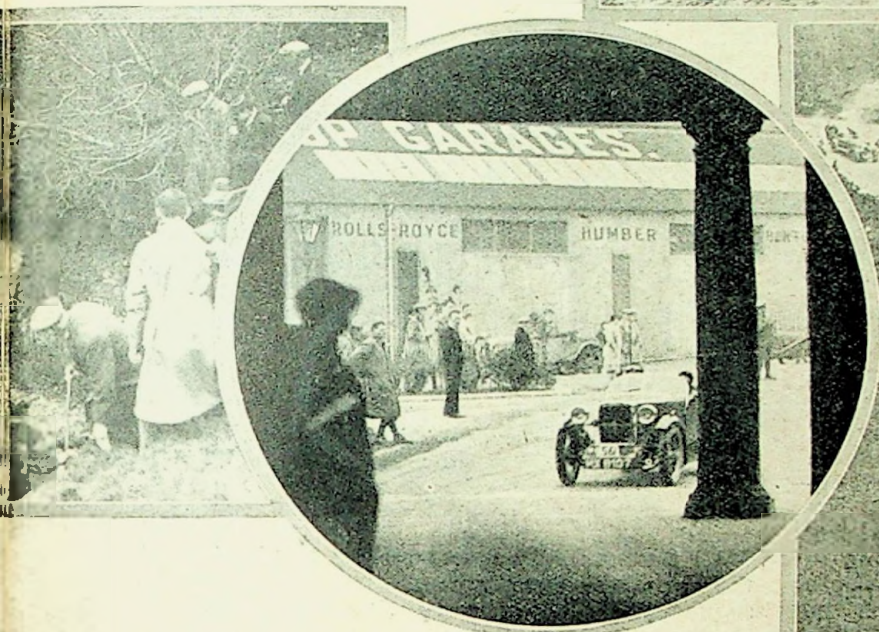
(Left) On West Stonesdale. E. C. Brown (Lea-Francis) storming the famous hairpin. (Above) W. R. Nimmo (Frazer-Nash) follows the example of many other competitors and hits the bank on the same hill. (Centre) A glimpse of the sharp bend at the foot of Middle Tongue. The car is W. E. Greenleaf's Riley Nine.



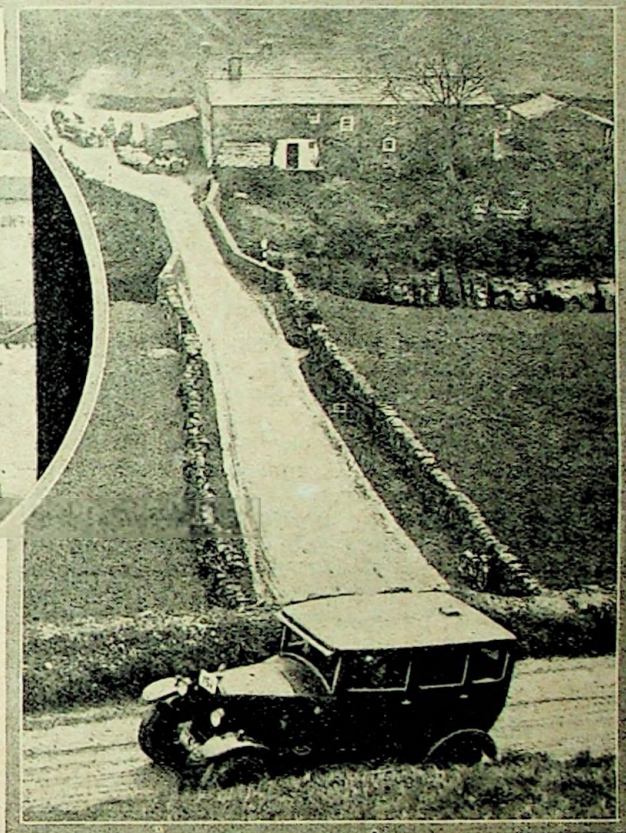
G. A. Thomas, in an M.G. Midget, minus its off-side rear wing, took the splash fast and made an outstanding climb. F. W. J. Bolton (Morris Minor) rushed the splash, sending up a huge cloud of spray, but failed just round the bend.

There was actually more fun at the top of the hill than at the water-splash or the bend, for the straight just before the end of the observed section included a stretch where the surface was unexpectedly slippery, and here some surprising evolutions were performed.

En route for Askrigg the competitors had found little time to admire the beautiful Wharfedale scenery or even to notice the Aysgarth Falls, and it was the same beyond it. The road through



(Top, right) Typical of the conditions on Park Rash. A. F. Jackson (Austin Swallow), is seen being pushed past C. H. Mann (Lagonda) who requires the help of a horse. (Right) An idea of the sharpness of the West Stonesdale hairpin can be gathered from this photograph which shows the deviation in the course of the road. The car is G. E. Gaskell's Trojan. (In circle) Edinburgh at last. C. J. Linzell (M.G. Special) arriving at the final check.



Gunnarside, Thwaite and Keld to West Stonesdale witnessed a sustained "blind" to recover schedule time. This was successfully accomplished by the three-wheelers and most of the early numbers.

When the eight three-wheeler competitors arrived at West Stonesdale and made the almost faultless climbs which is their custom, the weather was not too bad, but the improvement did not last long.

Heavy rain was falling again when the car contingent attacked the hill. Only a mere handful of spectators—mostly hardy dalesmen—braved the elements, so that the rather wild driving, in which several drivers saw fit to indulge can hardly have been due to "stage fright" or to a desire to "play to the gallery."

In many cases, however, it lost for them all chance of a gold medal.

Properly executed, a fast climb with just the right amount of skid on the two hairpins was, with some cars,

obviously the right way to take the hill. F. F. Patrick (Austin Seven) and F. L. M. Harris (Frazer-Nash) proved this conclusively.

In spite of a broken spring U bolt, H. W. Inderwick (Frazer-Nash) made a very good climb with his passenger crammed amongst spares and luggage in the dicky seat, to relieve, as far as possible, the strain on the broken parts.

Clean climbs were made by C. P. Lambert and J. Torrance driving Austin Twelve-Sixes, by the Edys, and, except for one which hit the bank, by the Wolseley Hornets; indeed, there should be no difficulty in driving any good car up West Stonesdale.

With this hill behind them the competitors had only to cover ten yards in seven seconds from a standing start on Tan Hill and to complete the 150 miles to Edinburgh to be sure of retaining whatever awards their earlier performances had secured for them. At least

one man, however, lost a gold medal on the Tan Hill restart.

On a fine day it is a glorious run from the top of Tan Hill over the moors to the main Carlisle road. In the rain and mist of last Saturday, however, it was hard to enjoy anything of the scenery which was discernible, and, in any case, everyone was in far too great a hurry to take their eyes off the road! Only the drivers of the very fastest cars arrived on time in Carlisle, and many, in consequence, had to curtail their lunch in order to get away again to time.

From Carlisle onwards to Edinburgh there was a marked improvement in the weather and the glorious Lowlands scenery was thoroughly enjoyed. Tea was taken at the middle distance on the banks of St. Mary's Loch—surely one of Scotland's most charming spots—and good roads were then followed via Innerleithen and Eskbank to Edinburgh. Only 14 competitors failed to check in.





# RICH

Light Car

## *The Wettest Ever.*

**W**HITSUN, from the weather point of view, was an absolute flop in its early stages, but made up for Saturday's and Sunday's debacle on Monday, which was surely the first day of summer. My wanderings took me to Edinburgh on Saturday with the M.C.C. and back from Edinburgh to town on Sunday.

Most of Saturday up north we were driving through heavy mist and rain, whilst torrents of rain accompanied me from Edinburgh as far south as Boroughbridge on the Sunday. It was the wettest and least pleasant Edinburgh run from the weather point of view that I can remember.

## *A Brooklands Come-back.*

**H**OW different were the conditions at Brooklands on Monday. One would have been very comfortable in tropical kit. The sun shone brilliantly all day and the whole atmosphere was that of midsummer. Brooklands, by the way, seems to be making a big come-back in public esteem. The crowd was estimated at approximately 50,000, every car park was full and every enclosure was a mass of humanity.

I suppose the reason why Brooklands is regaining its popularity is largely on account of the exciting "round the mountain" races. The first public appearance in England of Captain Malcolm Campbell's "Blue Bird" in action was also no doubt a great draw on Monday. The very large crowds were treated to good racing and it was one of the most interesting meetings I have attended.

## *Scrap Sidelamps.*

**O**NE often wonders why almost every light car has sidelamps which are separate from the headlamps. They are something extra to clean, they complicate the wiring to some extent, and, so far as I can see, there is no need for them.

B22

Wharfedale gems on the London-Edinburgh course. — A corner of Kettlewell, showing the Race Horses Hotel, and a typical old stone bridge on the moors.

All that the lighting regulations require is that the lights showing forward after dark should be so placed that "no part of the vehicle or its equipment extend laterally on the same side as the lamp more than twelve inches beyond the centre of the lamp." The requirements of the law thus make it perfectly in order for sidelamps to be abolished and the headlamps to be mounted close to the wings and provided with small "sidelamp" bulbs. As one who is an ardent believer in scrapping all unnecessary fittings and eliminating every possible source of unreliability the headlamp-cum-sidelamp idea is one which appeals to me immensely.

## *Oxford Street's Robots.*

**P**ROBABLY the traffic authorities in most of the busy cities in the country will be keenly interested in the working of the synchronized "stop-caution-go" signs which are being installed in Oxford Street, London. One of the busiest thoroughfares in the world and one of the most complicated on account of the very large number of side turnings, it will provide a fine testing ground for the system.

The plan, I understand, is to have the signals at the various crossings all "rimed" so that when traffic at one end of the section gets the "go" signal, the section will be clear of crossing traffic for its whole length. One imagines complications being caused by drivers who wish to turn to the right half-way along the section and one



# MIXTURE

## Comment and Advice

by  
*Focus*



can picture all manner of minor difficulties arising. It has worked well in America, however, and in spite of the great difference between London and New York, one can very well imagine that it is likely to be a success.

### *Street Signals Should Be Synchronized.*

ONE of the lessons which Oxford Street's robots will teach our provincial cities is that traffic can be considerably speeded up by synchronizing traffic signals over definite sections.

In some provincial cities at present the traffic signals are not synchronized with one another and in consequence one may be stopped for two or three minutes at a crossing after only about half a minute's run since a similar delay was experienced at a previous crossing. This happened to me in Exeter the other day and I found it distinctly irritating.

### *Fixed-charge Servicing.*

CALLING at a Kingston Garage to have a small adjustment made to a car which was devoid of tools, I was kept waiting for about half an hour whilst the job was being done, and spent the time admiring a modern lubricating plant which the proprietor has installed. The customer's car is driven over a hoist which lifts it bodily about 4 ft. into the air, and it is then promptly attacked by two specially trained men armed with high-pressure grease guns and penetrating oil in spray guns, who thoroughly lubricate every working part.

On normal cars the whole operation takes about ten minutes and costs 3s. For this outlay the owner has every normal lubrication point except the engine sump, gearbox and rear axle attended to, including even the door locks, hinges and the bonnet clips. For another 1s. 6d. the mechanics go over the same ground and, in addition, tighten the nuts of the body bolts, wing iron bolts, and so forth. The maximum fixed service charge is 19s. 6d., for which one gets about as much work done as it would take a couple of days to accomplish at home.

### *Money in Car Care.*

THERE seems to be little doubt that this American servicing notion is due to make substantial progress, and I hear, in fact, that already the firms which supply the necessary apparatus are doing good business. An example of the profit-earning capacity of up-to-date servicing machinery was provided a few days ago when I had the brakes of a car adjusted at a very well equipped North London garage. The job took ten minutes and the charge was 2s. I was very well satisfied with the prompt attention I received, with the resulting job and with the bill. The proprietor of the establishment, too, could have little to grumble about. I do not expect the mechanic's wages were more than 2s. an hour, so that the transaction showed a very useful gross profit.

Car care on up-to-date lines should be a paying business, and one wishes every success to the increasing number of concerns which are vigorously striving for this class of business.

### *Can't-be-had Lubricants.*

ONE effect of service stations specializing in oiling and greasing customers' cars for a set charge will be to make peculiar lubrication systems calling for highly-specialized lubricants very unpopular. I imagine people will be reluctant to buy cars the maker of which is emphatic that certain very special grades and brands of lubricants are needed, and the result will be that in time every car will use for its engine, gearbox, axle and chassis parts the same types of oil as every other car. Such a development would be a blessing from the user's point of view and a great help to garages and service stations.

There is nothing more worrying than to find in an instruction book that some important part of a car must be lubricated with So-and-So's Extra-special, Super-fine, De Luxe, graphited hyper-lubricant or something of the kind. When one wants the stuff and there is none at hand one has no idea what to use as a substitute. The ideal handbook would give at least six other suitable named lubricants for each part and would describe their nature as well.

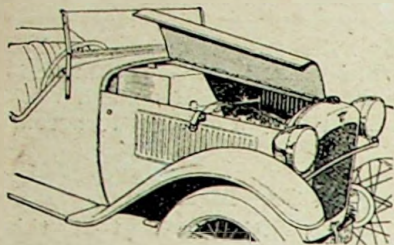
### *A Good Bonnet.*

A FEW weeks ago when writing about bonnets I mentioned what awkward, clumsy things they are nowadays, and what a blessing it would be if those of us who had to lift our bonnets every time we replenished the tank could be spared this nuisance. Recently I made the acquaintance of a bonnet which is free from all the usual faults. It cannot knock a dent in the lamp or scratch the



scuttle; it is light, well built and, I should say, cheaper than the ordinary variety. It is a standard fitting on the Austin Seven sports model, and I give herewith a sketch showing how it works.

The sides are fixed in place by two bolts each,



A bonnet which "Focus" favours—only the top part lifts.

and only the top lifts, a central hinge allowing each side to be lifted independently of the other. This type of bonnet gives extremely convenient access to the petrol tank, the oil filler, the dipstick, the distributor, the carburetter and the plugs, so the need for removing the sides arises only when one has to adjust the tappets or to carry out some fairly extensive job.

#### Catches on the Shoulder-line.

SURELY this type of bonnet is well worth consideration by everyone who makes cars. It seems to me to have everything in its favour, and

no drawbacks save the need for having catches on the shoulder-line where they would be visible instead of on the bonnet board where they are hidden by the wing valance. It is hard to believe, however, that there is not somebody in the world with sufficient ingenuity to devise a bonnet catch which would not look unsightly on the shoulder-line and which would not unduly complicate cleaning or create any other snags.

In the case of the Austin Seven on which I met this bonnet it is held down by a strap, which is, of course, very appropriate and useful for a sports model but which would be entirely out of place on a touring car.

#### The Hornet Club.

IT was very interesting to read in the Correspondence columns last week that a Wolseley Hornet club is being formed. I suggested some time ago that the rapidly growing band of keen Hornet owners was even then sufficiently numerous to form the nucleus of a first-class one-make club and there is now no doubt at all that such a club might well enjoy a very large founder membership and rapidly increasing popularity.

I hope that the folk behind the proposed club will push the idea forward as energetically as possible, and I sincerely trust that their efforts will meet with the greatest success.

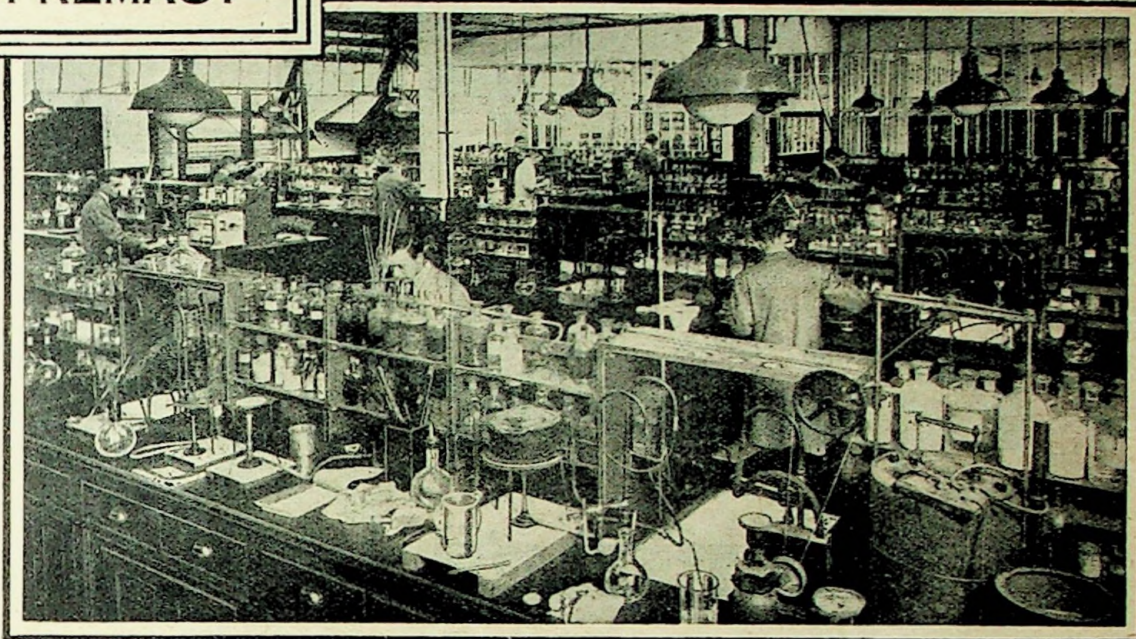


Scenes in the London-Edinburgh Trial last Saturday. E. H. Denton (M.G. Midget) successfully negotiating the hairpin which caused many failures on West Stonesdale. W. F. Cowlett (B.S.A.) on the corner of Park Rash. F. N. Foster (Wolseley Hornet) crossing the watersplash at Middle Tongue. Doleful Dobbin, a trifle short of b.h.p. (note the slack traces), giving H. W. Burman's Lea-Francis a tow up Park Rash.



## REASONS FOR DUNLOP SUPREMACY

NUMBER TWO



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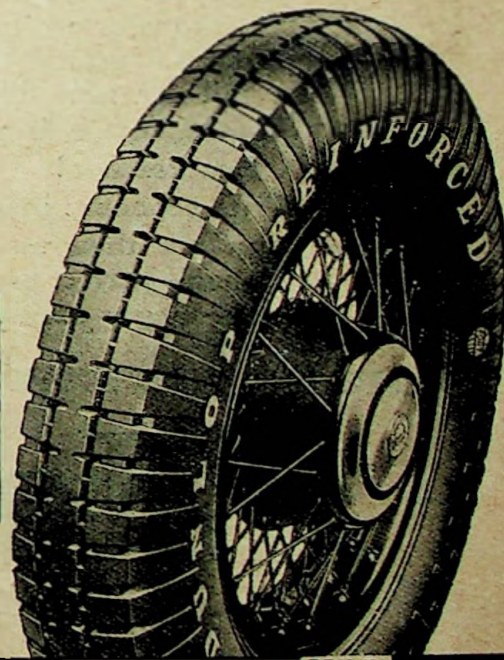
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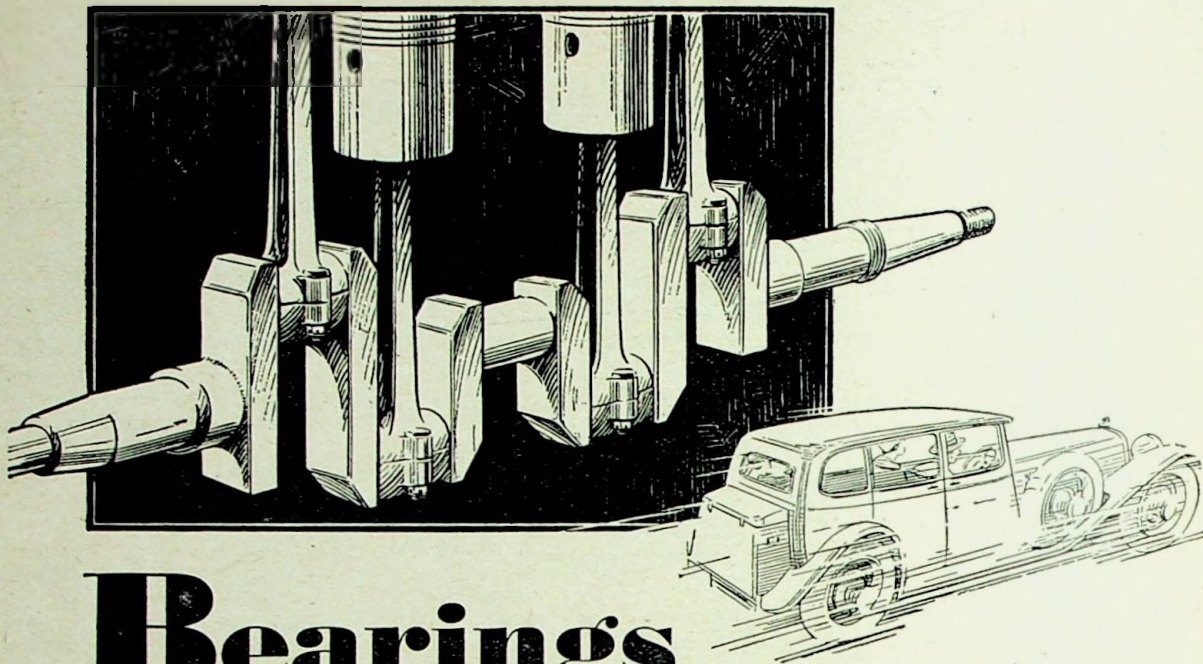
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### Holiday Motoring.

LAST Monday, Bank Holiday, there was, no doubt, the largest volume of private car traffic on the roads since last year. The glorious sunshine which covered such a large part of the country seemed to bring out every wheeled vehicle which could possibly be put into commission—and there were singularly few accidents and less discourtesy and bad driving than has been the case on any previous occasion since the days when we all used to go holiday-making by rail. Along our main roads the traffic flowed smoothly, cutting-in was rarely seen and many an ambitious journey was successfully completed and proved thoroughly enjoyable from start to finish. There is no doubt that all who use the roads have added considerably to their store of road sense since last year and that the standard of driving in this country is now as high, if not higher, than in any other.

The Whitsun holiday, too, was a great success in the realms of motoring sport. Although they had bad weather, competitors in the London-Edinburgh run reported that it was extremely enjoyable, whilst the big meeting at Brooklands was one of the most successful ever held.

We may look back in sorrow and in anger upon Saturday's and Sunday's deluges, but the holiday as a whole will rank in many motorists' minds as one of the most pleasurable they can remember. Let us hope that there will be many days this summer as fine and warm and joyous as last Monday.

### The New Metal.

WITH each Olympia exhibition that comes round, with every race that is run, with every experiment that is tried, there comes a feeling of finality, of deadlock. "Surely," say the wisacres, "we have at last reached a point where design can go no farther, where every possible avenue of advancement has been exhausted, where we must say 'Here, at last, is the motorcar in as perfect a form as it is ever likely to be.'" And then the rumour of some fresh and epoch-marking development becomes current. At first it is only an idea; it is followed by experiments upon which the sceptics cast a doubtful eye, and finally it emerges triumphant—as often as not on a racing

or super sports vehicle—to become a standard fitting in an incredibly short space of time.

It was thus with low-pressure tyres, front-wheel brakes, superchargers, gear-boxes with "silent thirds," detachable cylinder heads, thoroughly reliable valves and so on. To-day we are on the eve of developments of an equally significant nature and in this issue we deal with what is probably the furthest advanced and most imminent—namely,

the application of the lightweight magnesium alloy Elektron to motorcar construction. This alone may well mark the beginning of a new epoch in car construction; it may, in fact, be the answer to our plea for lighter light cars.

### Steam Cooling Progress.

ON another page in this issue Mr. L. Mantell continues his discussion upon the advantages of steam cooling, and readers who are interested in the technical side of motoring should make a point of reading the articles in question. It is claimed that neither water-cooling nor air-cooling represent the ideal means for keeping down the temperature of an engine, and it is interesting to remember that although steam-cooling as an alternative has been known for many years, no very serious attempts have been made to bring this system into universal use.

As Mr. Mantell points out, the main advantage of steam-cooling is that the running temperature of the engine can be maintained at a point which is more conducive to the attainment of high thermal efficiencies than is the case with water-cooling. It must not be forgotten, moreover, that the radiator is a rather vulnerable component, but it must be placed in an exposed position on the car in order to allow the maximum quantity of air to impinge upon it for cooling purposes. It seems probable, however, that in a perfected steam-cooling system the radiator or, as it would then become, the condenser, could be mounted in a position where it would not be liable to damage through collision.

This, combined with a reduction in weight owing to the need for carrying less water, should make steam-cooling a subject for careful consideration by designers.





# IDEAS

*THE choice of a sparking plug or 5s. is offered for every reader's hint published in this feature. No hint should exceed 200 words in length; if necessary a rough sketch should accompany it and the sender must indicate whether, in the event of publication, he prefers 5s. or a sparking plug.*



## Unscrewing Hub Caps.

ON some cars having ordinary screw-on hub caps, these are thin brass stampings and are fairly easily damaged. The proper tool to use when removing or screwing on a cap of this type is a closed hexagon spanner or, if this tool is not available, an adjustable spanner with really true jaws may be used. In general, however, it will be found better to make up a special gripping tool on the lines of that illustrated in the accompanying sketch.



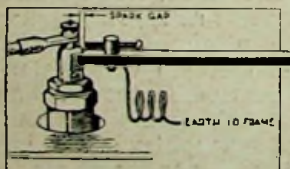
The wooden handle should be about 18 ins. long and the loop may be of leather or canvas; it is secured to the handle by means of  $\frac{7}{8}$ -in. bolts. The loop must not be a close fit on the hub cap—there should be enough slack in it to allow the end of the handle to "dig in" with a kind of servo action.

## Fitting Cork Gaskets.

IT is a good plan when fitting a new cork gasket to the valve cover or similar part to coat one face of the gasket with gold size and to stick it to the cover. This will keep the gasket properly in place and ensure that it is not damaged when the cover is removed. The other face of the gasket must not be coated with any form of adhesive but a light film of oil or grease is sometimes an advantage.

## Useful Plug Tester.

THE value of being able to check accurately the bridging capacity of the spark at the plug terminal was mentioned recently by Mr. Mantell. A useful testing gauge can easily be made at home and will give better results than the rather haphazard screw-driver test. The gauge consists of a strip of ebonite about 6 ins. long, 1 in. wide and  $\frac{1}{4}$  in. thick; a wireless terminal, or a small brass block, provided with a horizontal screw, is fitted near one end of the strip



and secured to the terminal is a length of flexible wire or a piece of light brass "picture chain." The method of using the tester is to hold the terminal end of the strip against the plug insulator and, with the wire, or chain, "earthed," to adjust the gap by means of the screw until the spark jumps. Having checked one plug, the tester can be moved to the others and as, with the end of the ebonite acting as a limit stop against the insulator, the gap at any plug must be of constant size—provided the plugs are all of the same make and type—an accurate guide to sparking efficiency can be obtained.

B28

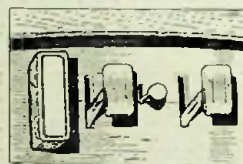
## Austin Seven Greasing.

OWNERS of early model Austin Sevens should remember that lubrication points are provided at the end of the torque tube and at the universal joint. Grease-gun attention should be given to these points about every 300 miles. It is advisable to inject a fair amount of lubricant, the torque-tube end in particular being capable of holding a moderately large quantity. With a small grease-gun the job is rather lengthy.

A hint worth noting is that a gun of the old type with a wooden plunger can be used for quickly filling the universal joint and torque-tube end. The nipples can be removed and the nozzle of the gun simply pushed into the orifices, care being taken afterwards to replace the nipples.

## Jowett Foot Rest.

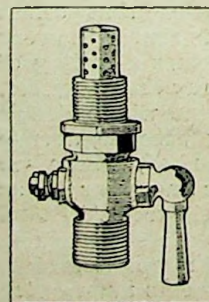
THE generous amount of leg room provided in most Jowett models is apt to make it difficult for a short driver to rest his left foot in comfort when it is not on the clutch pedal. It is very easy, however, to make a



comfortable foot rest by screwing to the floorboard ramp, alongside the clutch pedal, a piece of wood about 8½ ins. long, 2½ ins. wide and 3½ ins. thick; it is screwed to the board narrow side on. The exact position should first be found by trial and, for the sake of appearance, the face of the block should be covered with a piece of pyramid rubber matting, or similar material. The depth of the block should be such that the foot slides off it easily on to the pedal.

## Auxiliary Petrol Filter.

WITH the normal type of petrol tap screwed, as a rule, into a small sump in the base of the tank there is the risk that loose pieces of solder, detached from the tank joints, may settle over the bore of the tap and impede the fuel flow. A



simple remedy for this trouble is to enlarge the upper end of the tap bore and to solder into it a short length of copper tube in which a number of small holes are drilled. A disc of copper or brass is soldered over the open end of the tube. In this manner a very effective auxiliary filter is formed; it will not arrest jet-stopping particles, but a free flow of fuel will always be assured. If desired, the idea may be modified by cutting two vertical slots in the tube, instead of drilling it, and covering them with a piece of wire gauze carefully soldered to the tube.



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## HENLYS

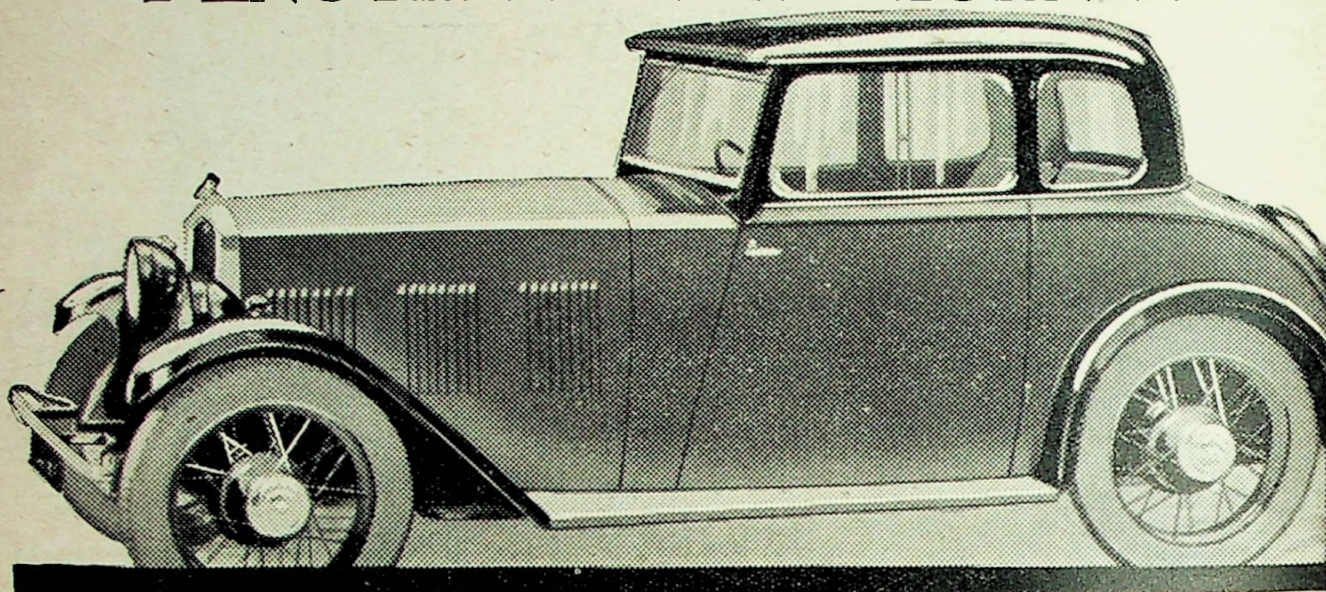
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# ANOTHER NEW HORNET



## The two-seater coupé—a fascinating addition to the famous Wolseley “HORNET” range . . .

This smart attractive Coupé, the latest of the “Hornets,” has jumped into instant popularity. Graceful in line and finely proportioned, it appeals strongly to the discerning motorist as an ideal double-purpose car. Its stylish modernity fits it admirably for use in town : whilst the sunshine roof and capacious luggage boot make it equally suitable for long-distance touring.

It is easy of access on either side, has plenty of head-room, and the leather-trimmed bucket seats are adjustable. Lockheed Hydraulic brakes, Triplex glass, 12-volt lighting and starting and automatic radiator shutters are all included in its very full specification.

*The HORNET*  
*Six-cylinder*

**TWO SEATER  
COUPÉ**

**£215**

*Other Models from £175*

**T H E   W O L S E L E Y**

# HORNET “6”

*Full details of the above, or of any Wolseley model, from the authorised distributors.*

Issued by Wolseley Motors (1927) Ltd.

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



## TECHNICAL ASPECTS

THEORY AND PRACTICE  
OF STEAM COOLING

By L. MANTELL

What is actually Required of the Ideal System—A  
Brief Description of a Successful American Layout  
Working on Novel Lines

LAST week I started to describe the principles of steam cooling, but the lengthy preamble involved in first attempting to analyse the thermal shortcomings of existing systems and the necessity for arriving at some more suitable method exhausted all the available space. I will therefore continue.

Although great alterations have been made in engine design since the earliest motorcars made their appearance, the fundamentals of cooling have remained unchanged for over 30 years, and while thermal calculations have all given the impression that the whole question of heat abstraction, or, as the case might be, conservation, needed a complete overhaul it is only within the past few years that the real facts have begun to crystallize out and the suspicion become a certainty that mean temperature ranges and balances were not all that could be desired.

Ordinary steam-cooling has been tried, but not successfully, and, although the introduction of high boiling-point dopes into the cooling water has shown promise, it is not very practical if applied in an open system, because steam-pocketing can occur here also and one is also limited greatly in one's choice of cooling agents.

By means of special methods, however, and the employment of high boiling-point liquids, together with means for preventing steam pockets, a series of experiments has recently been made to try to ascertain approximately the best general temperature.

The experiments would at present appear to show that it lies somewhere in the neighbourhood of 300 degrees Fahr., and at this mean heat it is stated that in the test engine an improvement of about 5 per cent. was noted in the m.e.p. and over 20 per cent. in the thermal efficiency (that is, in effect, miles per gallon) as compared to the normal figures respectively. It is also stated that the running was much smoother and that there was a marked freedom from carbonization and detonation when driven under a combination of speed, load and ignition advance that ordinarily would have induced this condition.

The absence of detonation and the more perfect lubrication with a 50 per cent. better engine may strike many as

being in the nature of a physical contradiction; I would impress, however, that it all hinges on the portentous difference between mean, or general heat, and local heat.

The normal engine, with its "hit-or-miss" methods of cooling, is certainly at a lower general temperature, but very much better *locally*—especially round the exhaust valves—than the other, and it is this local heat, which can be very high indeed, that does the damage.

Various steam-cooling investigations have been going on in England for some time, but I understand that they are, on the whole, unsuccessful, mainly on account of the difficulty of control. There is, however, a method in operation in America called the Foutz system, of which I read excellent reports, and its description may serve to indicate the general lines upon which one has to go in developing modified cooling methods. \* \* \*

First let me explain to the non-technical that although water boils at 212 degrees this figure assumes atmospheric pressure, which, in effect, means boiling more or less in the open. If the steam produced is confined, and thus allowed to exert a pressure on the surface of the water, the boiling point begins to ascend proportionately with the pressure.

Given a sufficiently strong containing vessel it would, in fact, be possible to have water *red* hot and still not boiling: it is all a question of the pressure on the surface. Again, water ordinarily contains air in solution which greatly lowers its boiling point; when the air is expelled the boiling point becomes very much higher—over 50 degrees—and the Foutz system takes advantage of this in the following way:—

To begin with, the whole arrangement is sealed in because it operates under pressure. The jacketing system, with its intake and offtake, is substantially normal, but the radiator and pipe work are special.

The former has an upper and lower water compartment, the top part communicating with the bottom by two side water "legs," as they are called, and in the centre, cut off from the circulation, is a steam condenser, the whole being approximately the size of an ordinary radiator.

The condenser communicates with the space above the upper tank, where water vapour gradually forms as the temperature rises, and having reached a predetermined pressure opens a spring-loaded valve and escapes to the condenser, down which it passes, and the resultant water, as it collects at the bottom, is drawn by pump suction via a special nozzle into the circulating stream again, thus cooling it.

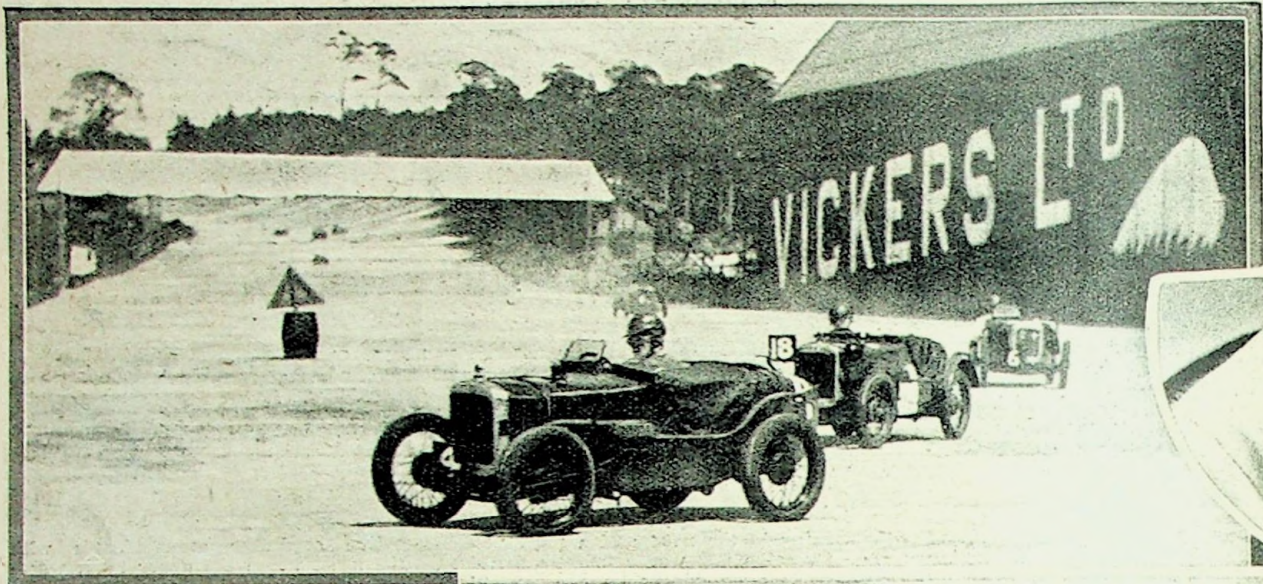
The action is, perhaps, a little difficult to grasp readily, but I will endeavour to convey it. When the engine is first started up the water contains a considerable amount of air in solution, and therefore it boils easily, or, rather would boil but for the fact that the rising pressure on the surface of the top tank prevents it from doing so, and as the system is sealed in this pressure is communicated to every part, and therefore prevents the formation of steam pockets the local pressure of which automatically stops the formation of vapour.

The immediate action of the increased pressure on the upper surface of the top tank is to force a more rapid circulation of water, with, of course, improved cooling, and as the dissolved air is gradually expelled from the water its boiling point proportionately rises.

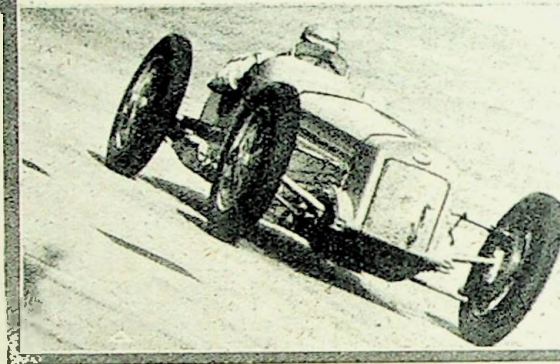
The temperature of the whole system thus becomes gradually higher, up to the maximum governed by the blowing-off point at which the valve spring to the condenser is set. The greater the working heat to be dissipated the more vapour is released to the condenser; consequently, the greater is the influx of cool water into the moving stream at the bottom and the higher simultaneous vapour pressure at the top produces, at the same time, a more rapid circulation, but always in a completely liquid form, for any local attempt at boiling will, of course, automatically defeat itself by increasing the pressure on the surface with a consequent increase of the boiling point and suppression of the boiling.

A pressure of 5 lb. or 6 lb. per sq. in. is stated to raise the maximum general temperature by about 50 degrees Fahr. after air expulsion, and, of course, higher pressures will give a *pro rata* increase.





(Above) The first Mountain race of the day. Balls—who was third—leads Boote and Elwes round the fork turn. (Right) Earl Howe swooping off the banking in the last lap of the "Gold Star." (Inset) Earl Howe at the wheel of the winning Delage.



**B**ROOKLANDS at its gayest. Long before 11 a.m. on Monday last a white-coated attendant said, "it's going to be a big day; you can always tell." And he was right.

The smooth green slopes of the hill beckoned invitingly under a hot white sun, the admission was cheap—only half-a-crown—and the programme held promise of being good.

A steady stream of humanity poured into the grounds; for the most part they left their cars in the parks near the gates and tramped in happily on foot. By 1 p.m. the car parks were full and the vehicles had to be lined up on the roads themselves; by 1.30 p.m. every programme had been sold; the hill presented a variegated carpet of colour—solid with bright frocks, and parasols to make a vivid splash here and there—and every point of vantage was taken up. Athletic youngsters even swarmed up the skeleton of the big electric score board.

"Told you so!" said the attendant laconically.

Chaplin's Austin, driven by E. C. H. Randall, won the first race—a "mountain" event; Hebler (M.G. Midget) was only 2 secs. behind, and 2 secs. behind him was Vernon Balls's Austin. Good for you, Mr. Ebbelwhite—real good handicapping. Incidents? Yes, two. Gardiner (M.G.) overshot the mark at the fork and went straight on; Fotheringham Parker went one better by crashing into the barriers and sending

332

Whit Monday at

# BROOKLANDS

One of the Best Meetings Ever—Earl Howe's Fine Victory in "Gold Star" Race—Blue Bird's Triumphant Parade—"Aldy" Wins Another "Mountain" Race

ing splintered pieces of wood high into the air; then he slewed his car round and, unaware of the fact that he was actually pushing a large piece of the broken framework in front of him, commenced to accelerate down the straight. Officials wildly gesticulated, the pale blue flag was waved frantically to warn overtaking cars, a dash was made for the piece of framework—now shot to one side—and the race went on.

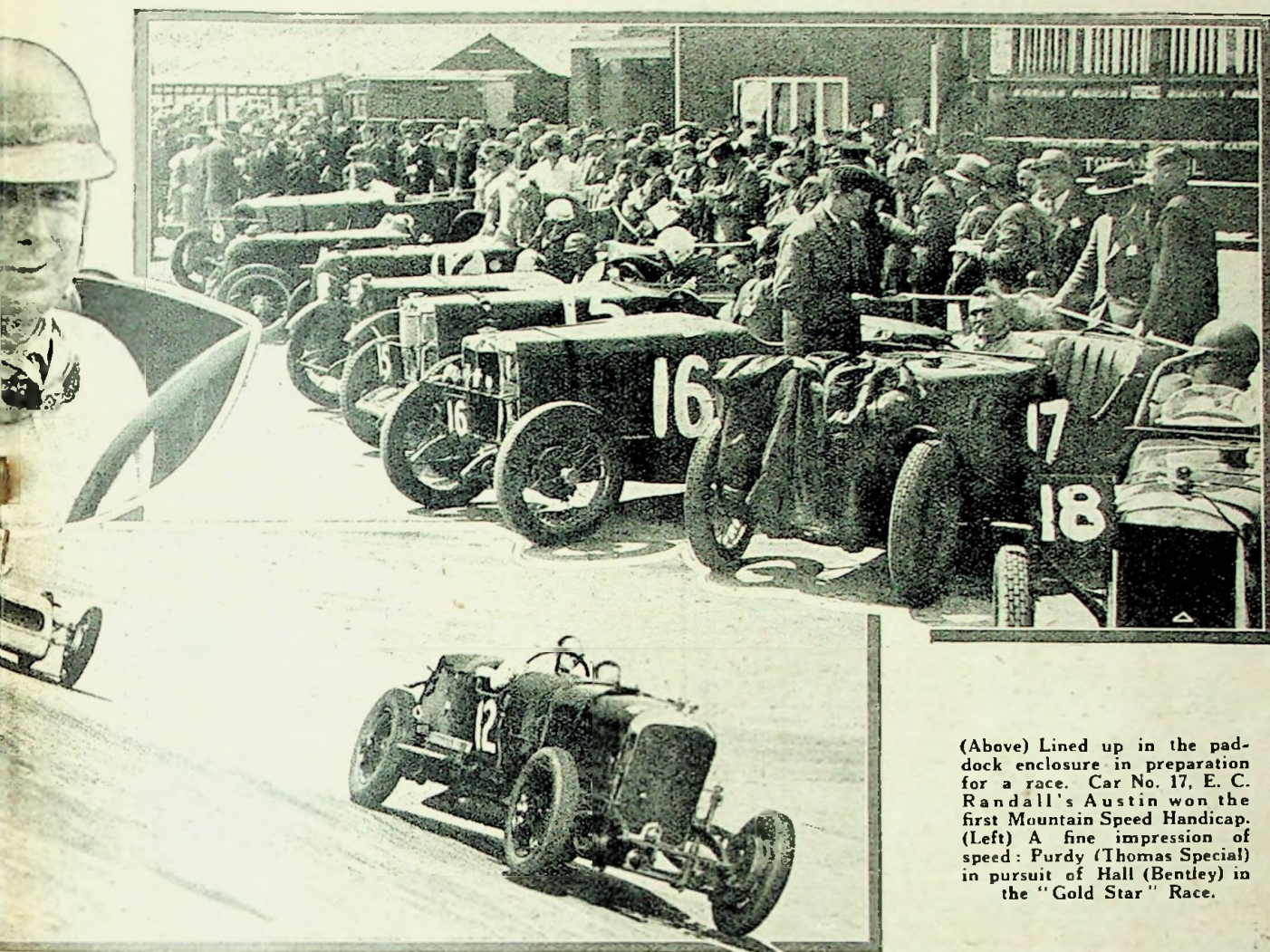
Then the "Junior Short." Victory fell to a big car—Meeson's Vauxhall—but Burcher's Riley was very close behind, and Ford's 1,496 c.c. Bugatti was a good third. Bartlett's Salmson limped hors de combat into the paddock half-way through. "Trouble with the water-cooling system," it was said.

"Len" Cushman drove the single-seater Austin Seven in fine fashion, but the pace of the leaders was much too great.

"Ehby" decreed that Meeson must be put back from 1 min. 5 secs. to 47 secs. for the next race—the "Senior Short"—but Meeson did not care. He won just the same, with Selby (two-litre "Bug") second and Sir Henry Birkin (Bentley) third. Earl Howe (Delage, late of Sir M. Campbell's stable) was a non-starter. "Saving it for the 'Gold Star,'" said his lordship, and his lordship knew what he was talking about, too.

The "Junior Long" fell to an Invicta. Try as he would, Horsman in his old car, Triumph 11 (yes, he has a new one, Triumph 1, wider, lower and





(Above) Lined up in the paddock enclosure in preparation for a race. Car No. 17, E. C. Randall's Austin won the first Mountain Speed Handicap. (Left) A fine impression of speed: Purdy (Thomas Special) in pursuit of Hall (Bentley) in the "Gold Star" Race.

prettier), could not keep his lead. He had to be content with a second place. Williams's Bentley was third. The pace told, for four cars "packed up." They were the little Austin and the B.C. Special (both misfiring), "Orionde's" Austin, and Hawker's Vauxhall with what sounded distinctly like big-end trouble.

Talking of new cars, C. A. Villiers's Austin was down to be driven by Raymond Mays in the next item on the programme—the Whitsun "Mountain"—but the car was scratched. During practice it refused to "blow" at more than 10 of its 16 lb., so the blower was boosted up—and a gasket went. Subsequently Villiers discovered that the throttle was sticking. "And who on earth would have thought of looking there for the cause of the bother," he said lugubriously. Anyway, Farquharson (Salmon)—a newcomer—won by 600 yards; Penn Hughes (Bugatti) was second; and Brian Lewis (Talbot), driving a nice, clean race, was third.

Farquharson drove without either goggles or crash hat—the real holiday spirit; and Salmon's seem to like the "Mountain" course. Sir M. Campbell delighted the crowd in his 1½-litre "Bug," but could do no better than fourth.

Vernon Balls kept the light car flag

flying in the One-lap Sprint; by running home third in his Austin (the winner, Munday's Vauxhall, averaged 93.09 m.p.h.), and then came the 20-mile "Gold Star."

You could get 25 to 1 on Earl Howe, and why on earth you hadn't thought about it you didn't know. He just streaked through the field ahead, and even Cobb (Delage), who was second, couldn't overtake him. It was good to see Purdy's Thomas Special third. Earl Howe won at 120.8 m.p.h., but his best lap was at 126.41 m.p.h. By way of contrast, Cobb put up 132.80 m.p.h. and Sir H. Birkin (Bentley) 128.69 m.p.h. on their fastest laps. Cobb had a real slice of bad luck for, putting in an extra lap by mistake, he wrecked his engine.

Next, Sir M. Campbell was cheered lustily as he drove the "Blue Bird" round the track. Majestic but not fast enough for some of the crowd, who failed to realize that the car was designed for the billiards table smoothness of the sands at Daytona.

Put back from the 23-second to the 6-second mark, Earl Howe again delighted his supporters in the "Senior Long"; but what a Homeric battle! For the last quarter of a mile his Delage ran bonnet to bonnet with Paul's Sunbeam, and crept forward only an

inch at a time—or so it seemed to the agonized punters who had their money on him. Officially the Delage won by 2 yards; good for you again, "Ebby." Whew! 119.47 m.p.h. from 1,484 c.c.

Finally, the second "Mountain Speed" and a fine "come back" for H. J. Aldington (Frazer-Nash), who swept quietly round the course oblivious of the shrieks of Sir M. Campbell's supercharged Mercedes and seven others all with "blowers." The Frazer-Nash won by 600 yards; then came Gilbert driving Balls's Talbot, and the "Merc." Apart from a threatened mix up between the Mercedes, Esplen's Talbot and Couper's Lagonda at the fork, the race went off like clockwork. Sir Malcolm covered one lap at 73.86 m.p.h. and averaged 70.4 m.p.h. "Aldy" in his unsupercharged Frazer-Nash averaged 61.40 m.p.h.

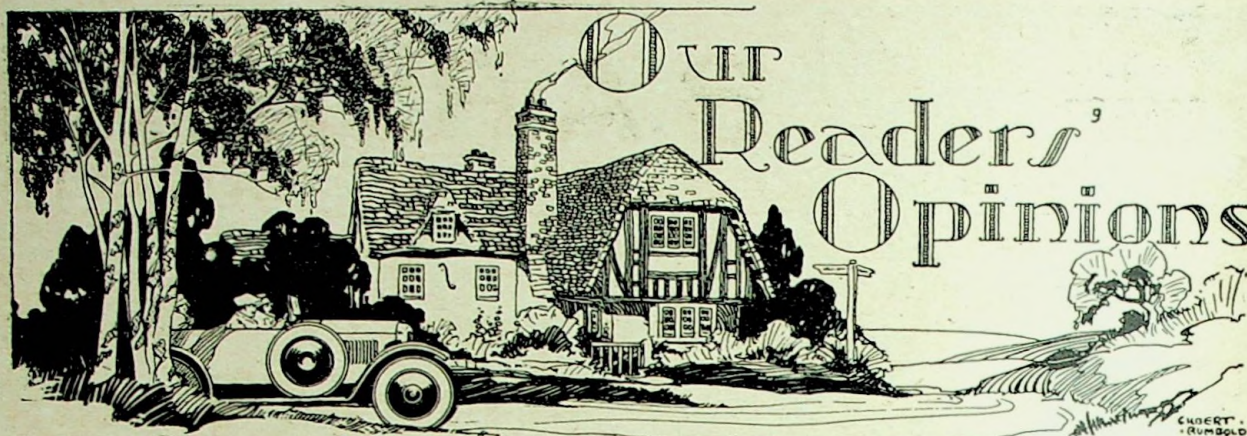
Somewhere about 6.30 p.m. the public enclosure was empty again; but, oh! those once bright green slopes; they looked as though it had been bailing and raining litter—mostly paper bags.

The white-coated assistant gazed at the spectacle sadly.

"Ain't none of 'em got any dust-bins at home?" he said plaintively.

(Results on page 30.)





We welcome letters for publication in these columns. No anonymous communications will be accepted, but writers may use a nom de plume. To ensure publication in the next issue, letters should be addressed to the Editor, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1, and should reach us on Monday. Please write only on one side of the paper and leave a wide margin.

## WEIGHT MUST BE REDUCED

### Speed for Modern Roads and—

You have my whole-hearted support in your repeated pleas for lighter light cars. As things are at present, anyone who wants reasonable performance, coupled with low tax and moderate first cost, has nothing for it but to buy a pukka sports car. Surely this is all wrong. There must be thousands who, like myself, do not wish to be passed by every cheap American saloon, but who do not actually want an out-and-out sports car with its limited seating accommodation, poor weather protection and general discomfort.

Yet we shall have to put up with one or other of these evils until manufacturers at last come to their senses and realize that the light-car public has no use for cars that will not go. Modern roads demand a high cruising speed and modern traffic calls for good acceleration. Unfortunately the average "modern" light car is hopelessly out of date, as it possesses neither of these characteristics and no amount of chromium plating, finger-tip controls, dipping lamps and other pretty-pretty features will make it really suitable for modern conditions.

The only remedy is weight reduction and if makers do not get this fact into their heads the British light car will soon see its popularity waning.

H. L. HURST.

### Overburdening Bodies.

"Hear, hear!" to the sentiments expressed in "Topics of the Day" last week regarding the unduly high weight of modern "light" cars. The present tendency to ruin the fine performance of a willing little engine and well-designed chassis by placing a large cumbersome body on the top of it is surely a suicidal policy on the part of manufacturers. We do not want vehicles that are big cars, but light, compact and economical models that have a worth-while road performance.

J.L.P.

### Cast-iron Taboo.

The suggestion that light cars should be lighter is to be heartily commended. Why, indeed, should the power of our engines be used largely in pulling useless weight? Years ago when cast-iron and bronze were in regular use the weight of a car was necessarily high, but now that aluminium is firmly established, together with duralumin, and Elektron is being so successfully used I really do think that manufacturers should use these metals wherever possible. Why not Elektron cylinder blocks with nitralloy liners?

J. BENJAMIN.

## More "Practical" Hints for Drivers

Having read with interest your correspondents' hints upon how to back out of a garage and through the gate without carrying it (the gate) away with them, might I offer the following information upon certain problems that every motorist must face at some time or another?

### Some Amusing Notions.

*How to get to a petrol station without loss of dignity.*—When stranded with a dry tank and a drier mouth a mile or so from the nearest petrol station, the best plan is to place one's weakest passenger at the wheel and then to knock a hole through the rear floorboards, so that one can "walk" the car along whilst giving the appearance of riding as a passenger.

*The polite way of refusing a stranger a lift when you don't quite like the looks of him.*—Pull up politely, listen attentively to the request for a lift and then burst into tears. Between your sobs you must then explain that you live but 200 yards up the road, and were it not for the fact that it was your bath night you would be simply delighted to drive anyone anywhere. Then offer the stranger a cigarette and drive quickly away.

*How to ride in comfort when the wife drives.*—Procure a

book so interesting that you can hardly tear your eyes away from each page as you turn over the leaves. Then sit on the floor in the back of the car with a large rug completely covering you and with an electric torch to enable you to see to read, and pretend that you're perfectly safe in a submarine on its way to the North Pole under the ice. You must, of course, plug the ears with cotton wool so that you won't hear the policemen swearing.

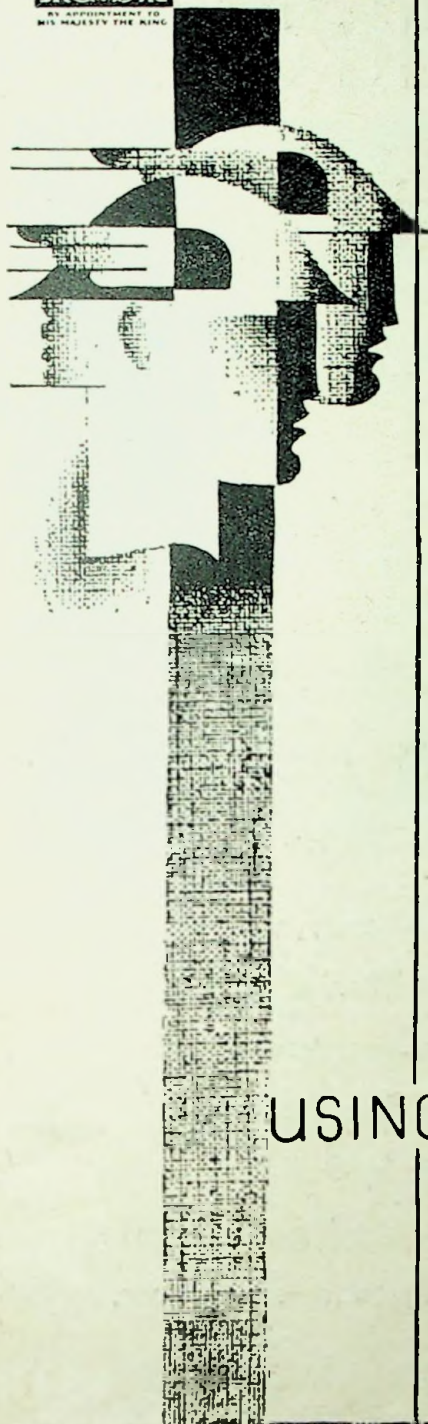
*How to place a car on an even keel when one tyre is flat.*—Let all the air out of the other three.

*How to get out of a bad traffic jam.*—Get out and go home by tube and then collect your car from the police station the next morning. If someone steals it then collect the insurance money instead and buy a new car.

*How to start an engine that won't!*—First press the starter button until your battery runs out; then crank the bus until you can crank no longer; then push the car to the top of a long, steep hill and start coasting down in gear. If she still refuses to start when you are three-quarters of the way down the hill, run straight into a brick wall or deep ditch and put yourself out of your misery.

ARTHUR GROOM.





# B.A.R.C. WHITSUN MEETING BROOKLANDS, MAY 25TH



SOMERSET JUNIOR SHORT HANDICAP

## FIRST

E. L. MEESON (Vauxhall) at 94 M.P.H.

SOMERSET SENIOR SHORT HANDICAP

## FIRST

E. L. MEESON (Vauxhall) at 98 M.P.H.

ONE LAP SPRINT HANDICAP

## FIRST

R. J. MUNDAY (Vauxhall) at 93 M.P.H.

### ANOTHER RECORD AT MONTLHERY

On May 21st, Mrs. Stewart driving Mr. W. D. Hawkes Derby-Miller-Special, broke the following World's Record:

100 KILOMETRES at 128.09 M.P.H.

USING

WAKEFIELD

# CASTROL

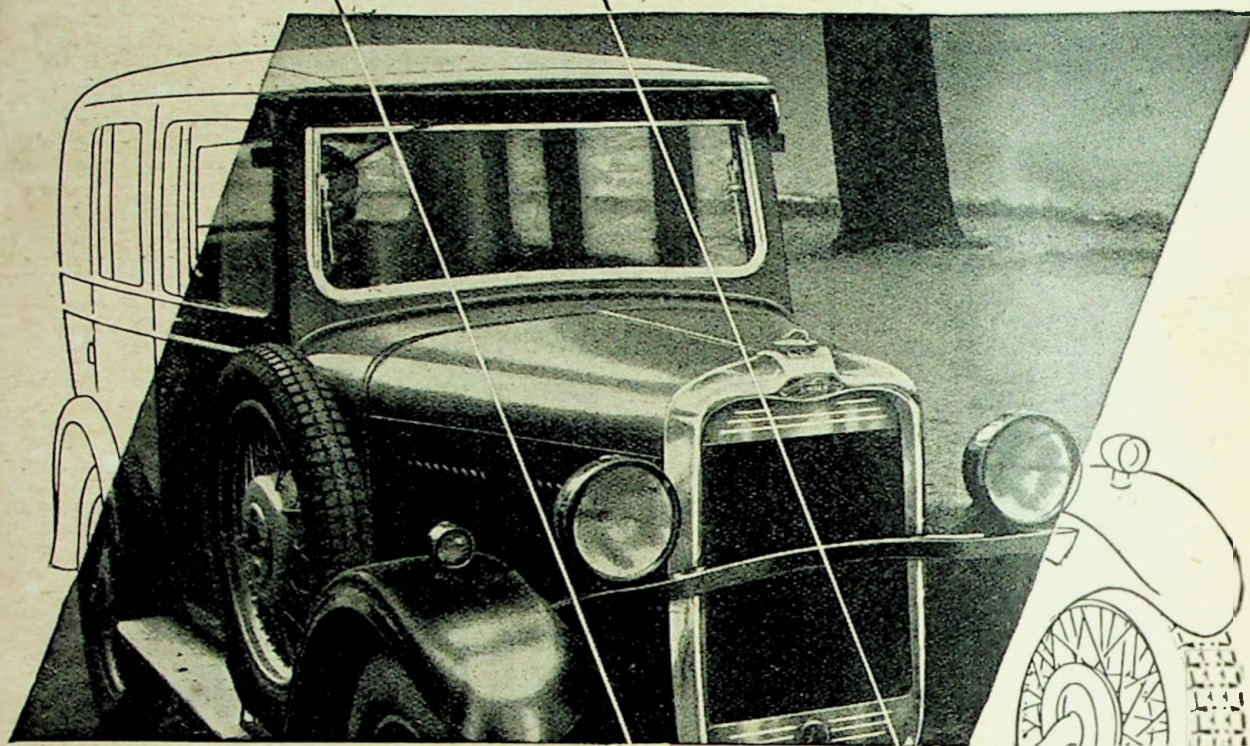
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## OUR READERS' OPINIONS (contd.)

### Steam Cooling Years Ago.

I was very glad to see that Mr. L. Mantell has been giving some thought to the question of steam cooling. His ideas and suggestions are always so practical that one has the utmost confidence in any remark he may make. I have often wondered why steam cooling has received so little attention; it is not a new idea, as I remember that the monoplane used by the late Hubert Latham in the very early days of flying was fitted with a steam-cooled Antoinette engine. To-day the R.A.F. is experimenting with steam cooling, and I hope soon to hear that motorcar manufacturers are following suit.

M. BERMON.

### Sparing the Birds.

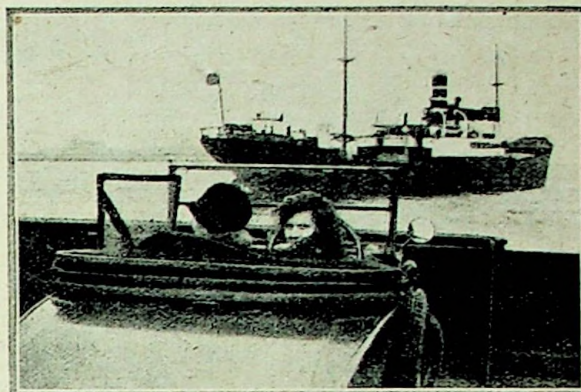
Whilst I have no doubt that your correspondent "SY4053" is quite serious in his plea for "our bird friends," I must say that I have never read a more perfect example of sentimental nonsense than his letter headed "Spare the Birds." What it Would Mean. Let me say at the outset that I, also, am somewhat of a Nature lover and would never needlessly harm either bird or beast. At the same time I should like to ask "SY4053" if he considered exactly what the effect would be if everyone responded to his plea.

He must surely realize—if he knows so much about the habits of birds—that the only way to make absolutely sure of avoiding the possibility of killing them is not to exceed a speed of 25 m.p.h.

This being so, every car driver, no matter whether engaged on business or not, would find himself crawling along our main roads at this funereal pace; every long-distance motor coach driver would find himself doing the same and turning out his irate passengers some hours late at their destination; every engine driver would have to disregard his time-table and upset the whole working of the railway; and, finally, flying would censa altogether, because aero-

planes cannot fly at a speed that will definitely ensure against "avian casualties."

Surely "SY4053," you do not suggest that the entire business of the country should be upset in this way merely to respect "our wild birds' rights"? R. JENSEN.



A reader's snap, taken whilst crossing the Gravesend-Tilbury Ferry with a Jowett (see letter below).

### Crossing the Ferry.

I enclose a photograph taken when crossing the Tilbury Ferry with my Jowett. The journey is most interesting, for the Thames is always a delight with its constantly changing panorama of shipping. In the photograph a big cargo boat can be seen, whilst during the journey we also saw quite a fleet of barges and tugs. The ferry runs between Tilbury and Gravesend, and the fare for a car not exceeding 10 h.p. is 4s. single and 6s. return.

D.W.

## "THE WALL OF DEATH"—More Views

### Yet Another Explanation.

We have been much interested by the correspondence relating to the "Wall of Death," and especially by Mr. Hillary's contribution to the discussion. Surely so far as friction is concerned the facts are simple enough. It is a fundamental law of mechanics that the sum of the external forces on a body must be zero. Since gravity is the only external force acting on the motoreycle or car in a vertical direction, when circling the "Wall of Death," there must be an equal and opposite force also acting vertically. The only point where this force can be applied is at the point of contact between the wall and the tyres, and the only vertical reaction that can be obtained from the vertical wall is that due to friction. No amount of misapplied ingenuity can escape these facts.

Even Mr. Hillary's "upward drive" is produced by the vertical component of the friction existing between the back wheel (or wheels) and the wall.

In addition to the sums of the forces (both vertical and horizontal) being zero, it is necessary also to preserve equilibrium that the sum of the moments of these forces should be zero. The moment due to the weight of the machine, acting at a definite distance from the wall, must be balanced by an equal and opposite moment. Without going into this matter too deeply it can be said that this balancing moment is produced by the sum of a series of smaller moments, due, for example, to gyro action, the "offset" centrifugal force due to the upward inclination of the back wheel (or wheels), and in the case of the motoreycle the possible upward "bank" given to the machine by the rider.

In general, the attitude of the machine to the wall is adjusted until the forces produced bring about this condition of equilibrium, and the attitude will vary with the speed of the machine, all other things being equal. This attitude will be such that the front wheels will run truly in line with the general direction of the machine, whilst the rear wheels will run "crabwise."

Mr. Hillary is surely wrong again in his remarks concerning the effects of centrifugal force on a body. The effect of this force is to increase the apparent weight of the body, and this cannot be better illustrated than by reference to the physical effects produced on the pilots of the Schneider Trophy seaplanes when these are engaged on fairly sharp turns.

In the case of the carburettor of our car or motoreycle, centrifugal force will cause the petrol in the float chamber and the float to become "heavier." The density of the petrol will remain appreciably unaffected, therefore the "heavier" float will cause the petrol to rise higher in the float chamber, and incidentally higher in the jet, thus tending to cause a richer mixture. But, to balance this, the constant volume of air can take up only a diminished quantity of the "heavier" petrol. In practice, according to Mr. Mantell, these two conflicting phenomena just about cancel out.

A. E. ELLISON AND I. J. REES.

### The Wail of Death.

Why all this confusing rhetoric about the Wall of Death? It sounds more like the Wail of Death. Has none of your correspondents ever attached a rope to a bucket full of water and, beginning by swinging it

A Mere Tyro's Views. gently round, gradually increased the speed until the cord is in the same plane as the ground, the bucket being horizontal?

It can be done without spilling a single drop of water. The only agency at work that matters is centrifugal force, and that, to my mind, is the only agency that matters in considering the Wall of Death. The bucket of water experiment, moreover, clearly explains why carburation is only slightly affected; I say slightly because obviously centrifugal force is acting on the fuel in the pipe from tank to carburettor and, also, in the jet itself. It would appear, too, that a kind of "blower" effect is introduced on the induction stroke, but this is probably counterbalanced by gas lag owing to centrifugal force on the exhaust stroke. Finally, how does the same force affect engine balance? STUDENT.



## OUR READERS' OPINIONS (contd.)

### Rear Tanks for Small Cars.

One sometimes hears the contention that the rear of the chassis is not the right place for a petrol tank. In my opinion it is the obvious place, first, because it enables the weight of several gallons of petrol to be carried low down and well back, ensuring greater stability, and, secondly, because it is as far removed from the carburettor, with its possibilities of fire, as possible.

#### The Safety Aspect.

I think the Singer Co. are to be congratulated on being the first people to produce a really complete small car with a rear tank, and I am certain that their foresight in adopting this safety policy as regards the fuel tank will show itself in increased popularity of this car. L. A. CLARK.

### Safety on the Roads.

I read with interest your article, "Abusing the Code," which appeared last week in "Topics of the Day." It is true that motorists in general are behaving splendidly, but it is my opinion that quite 50 per cent. of the non-motoring public do not know that a Road Traffic Act is in existence—or, if they know, they do not care. I think, therefore, that the time has come for the great G.P. to be educated in traffic matters. This might be done largely by the use of posters prominently displayed.

#### Education Needed.

I have been driving a London bus for the past 18 years: I am also a car owner, and—touch wood—have not yet had any accident involving personal injury, but there have been many occasions when my nerves have suffered owing to the carelessness of pedestrians. BE FAIR.

### The Flowing Bowl.

The Minister of Transport is being urged to issue, through local authorities, an alcohol warning card to each applicant for a driver's licence. In some countries this is already done. It is coming to be regarded as anti-social behaviour for a motorist to consume alcohol whilst in charge of, or for some hours prior to

#### Drink and Safety First.

taking charge of, a motor vehicle. A liquor trade journal recently pointed out that "Drink does not do if you have to depend on your dexterity with a car," whilst Sir Arbuthnot Lane has said: "Any alcohol should be consumed only when the car has been replaced in the garage."

It would thus seem that drinking by a motorist whilst on the road, or shortly prior to driving, is quite incompatible with Safety First. ARTHUR G. BARKER.

Western Temperance League.

### Tyre Pressures in Trials.

In his reply which appeared beneath my letter in your issue of May 22nd, "The Writer of the Article" on "How 'Golds' are Won" seems to have ignored several important points in laying down 12 lb. as a reasonable pressure for tyres on slippery surfaces in trials. The main considerations are tyre section and axle loads.

#### Mr. Nelson's Suggestion.

Obviously, what would apply on a car weighing 10 cwt. would not do on another vehicle weighing a ton, given similar section tyres. Trials should "improve the breed," and to go about year after year on under-inflated tyres in order to climb greasy hills is the wrong policy. It is about as sound as slipping a clutch because one's gear ratio is too high. If tyres are not capable of holding at correct inflation pressures, I am certain that the tyre companies would be only too pleased to sit down and think seriously.

Given a suitable section tyre, it should hold on any surface if correctly inflated, but, in my estimation, most cars have tyres of too small a section. Of course, some cars, for no very apparent reason, are subject to wheelspin with any tyres, at any pressures, whilst other cars can be driven up the same hill without wheelspin almost irrespective of tyre conditions.

I can assure "The Writer of the Article" that I do know something of tractive resistance. I should define it simply as the force that tends to keep the tyre back when the wheel "wants to go on." With under-inflation both wheel and tyre are more or less free to have their own way. The tractive resistance is raised and the tyre tends to stop behind, whilst at the same time resistance between rim and tyre is decreased and the rim continues forward. Result, either valve out or tyre in two pieces.

B38

Having no great ability to discuss the really technical side of tyres, I would like to suggest that we appeal to the Dunlop Co., Ltd., for information. I make this suggestion, as I feel that it is of the greatest interest to everyone.

Meanwhile, I am pinning my faith to the real competition tyre correctly, if not slightly over, inflated.

D. NELSON.

## CONDENSED CORRESPONDENCE.

Mr. N. L. Dunn writes to say that he is glad to note a definite attempt amongst motorecyclists to improve their road manners in the shape of a recent "goodwill" competition in which a cup was offered to the most courteous rider.

## READERS' WANTS.

ROVER.—An instruction book relating to the 1925 9 h.p. model.—H. C. Montagu, 80, Leander Road, Thornton Heath, Surrey.

SALMON.—An instruction book dealing with the 1925 9.5 h.p. model.—Fred. K. Hall, Old Dalby, Melton Mowbray, Leicester.

## ASKED AND ANSWERED.

F.H. (Taunton).—Electric cars are rated at 6 h.p. for the purposes of taxation, and, therefore, the annual tax is £6.

K.R. (Halifax).—In view of the fact that you allowed your engine to run short of oil we should imagine that the knock which has been noticeable ever since is due to a big-end bearing that has "run." The only remedy is, of course, to have it remetalled.

H.A.J. (Kingston-on-Thames).—Whilst we are quite aware that tyre mileages of 15,000 and even 20,000 are not uncommon, we certainly do not think you have any cause for actual complaint because you find it necessary on your 10 h.p. car to replace a rear tyre after 10,000 miles.

L.M. (Dover).—No. You should certainly not flush out the sump of your engine with paraffin after draining, as small quantities are sure to be left behind, when they will, of course, contaminate the new oil. We should advise you to use Chemico flushing oil, which is produced specially for this purpose; a quart tin, which costs 1s. 3d., should be sufficient for your Morris Minor.

D.B. (Liverpool).—The clicking noise which you notice when your engine is stopped after a run need cause you no alarm, as it is merely produced by the various joints in the engine as the metal contracts on cooling. The different coefficients of expansion of the various metals used result in slight movement taking place between the parts, this, of course, setting up the noise in question.

D.V. (Crewe).—Yes, it will be quite possible for you to use your 6-volt horn on your new car, although the latter has a 12-volt circuit. You must wire the horn direct to the battery, taking one of the leads to one or other of the end terminals in the normal manner and the second lead to the bus-bar connecting the middle two cells. In this way you will be tapping the battery in such a manner as to obtain only 6 volts.

D.I.H. (Durham).—A slight crack in the exhaust manifold of an engine will not in any way affect its pulling powers or speed. We should advise you, however, to have the fault rectified either by welding or by fitting a new manifold, as exhaust fumes escaping at this point may find their way into the body with harmful effects on the health of the occupants; there is also a slight risk of fire should the carburettor be on the exhaust side of the engine.

J.R. (Edinburgh).—An ammeter does not give any indication of the state of charge of a battery, but is merely an instrument for measuring the flow of current. The centre zero type usually fitted to a car gives a good general indication of the working of the electrical system. The current generated by the dynamo is recorded on the "charge" side and that taken by the lamps, ignition and so on is shown by the position of the needle on the "discharge" side, whilst, when the lamps are in use and the dynamo is charging, the balance of current flowing into or out of the battery is recorded. You will readily see from this that such troubles as dynamo failure are instantly discernible, whilst the readings of the ammeter are also a valuable guide when adjusting the current output of the dynamo or when fitting lamp bulbs of a different power. Do not, however, imagine that the instrument has any direct reference to the state of the battery.



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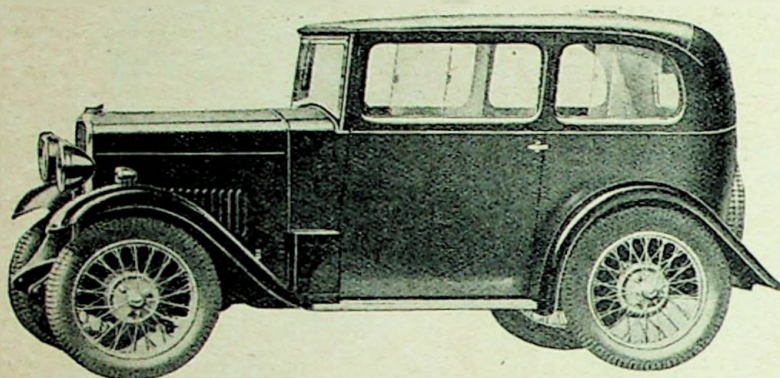
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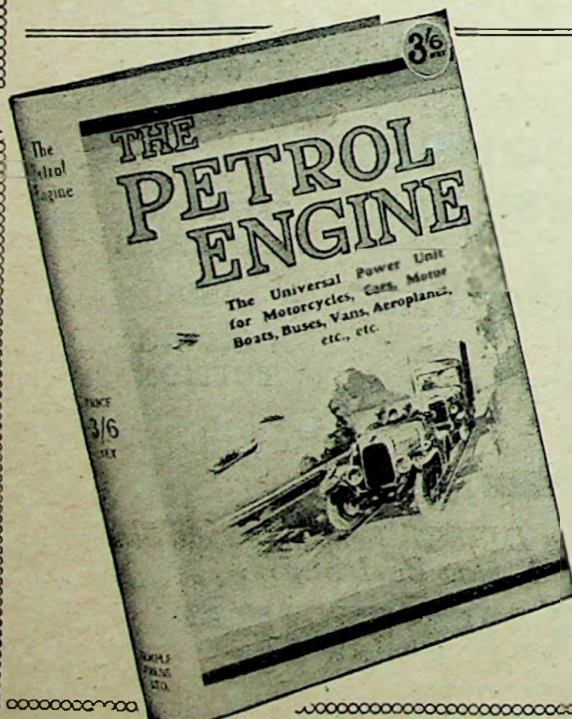
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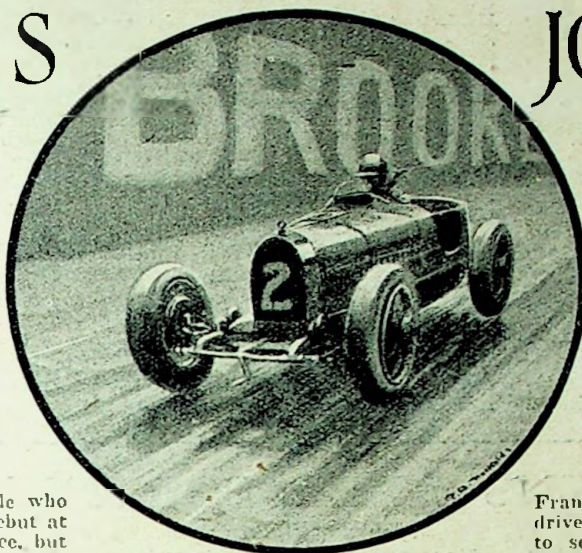
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## SPORTS

## JOTTINGS

Who Wants a Garage at Dublin?—The Rabassada Hill-climb—Good Entry for the French Grand Prix—Notes at Random



115 M.P.H.

A Brooklands sketch of a 1½-litre Bugatti travelling fast by the Vickers sheds, where the tall building flings back the screaming wail of the supercharged eight-cylinder engine.

WHERE are all those people who are keen on making their debut at Brooklands in a long-distance race, but who have been debarred from taking part owing to financial considerations? Mr. Yule, of The Light Car Club, tells me that they are not coming forward in large numbers, and he asks me to stress the fact that the Relay Grand Prix really provides a unique opportunity for them to realize their ambitions.

Entries at ordinary fees close in a little over a fortnight's time, so hustle, ye would-be speed merchants, and let Mr. Yule have your entry for one of the most novel and attractive races of the year.

I wonder whether Morgan owners really appreciate the fact that this is a race in which they have every chance of shining? An example has been set by the Morgan Motor Co., Ltd., which intends to enter an official team composed of H. C. Lones, A. C. Maskell and T. A. Rhodes. The cars to be driven by the first two named will have air-cooled J.A.P. engines, whilst the third machine will have a water-cooled Blackburne.

Another very interesting entry received is that of Mr. Hugh C. Hunter. His team will consist of an Aston-Martin, an Alfa-Romeo and a two-seater sports Riley—all unsupercharged.

A DUBLIN gentleman signing himself "Enthusiast" has written to me to say that he is willing "to offer any competitor in the Irish Grand Prix races on June 5th and 6th the use of a garage, together with a large closed-in yard and an unequipped workshop." The garage, he says, is well situated in the city and has ample room for two small cars.

Should any competitor wish to take advantage of this offer, I will be pleased to forward his letter to "Enthusiast."

ON Sunday, May 17th, the Rabassada Hill-climb was run off—the Spanish event which counts towards the Hill-climb Championship of Europe, as the Shelsley open event does in this country. The climb seems to have been an outstanding success with a crowd of 50,000 people. Caracciola, of course, won the sports car class with his 7½-litre Mercedes, and made the fastest climb of the day. In the sports car events Rodriguez (Amilear) won the 1,100 c.c. class; the 1½-litre class was won by Elevros (Bugatti), the 5-litre

class by Kotty (Ford), and the 8-litre class by Caracciola. The results of the racing car categories were: 750 c.c., Stahl (Austin); 1,100 c.c., Castello (Amilear); 1,500 c.c., Anglada (Bugatti); 2-litres, Oliveras (Bugatti); and the 3-litre class, Tort (Nacional-Pescara).

THE French Grand Prix—which used to be the Grand Prix—is already working the Continent into a state of excitement. The race will be run on the "road circuit" at Montlhéry on June 21st, and is open to pukka racing

France by the prospect of seeing British drivers in this event, and it is pleasing to see their names in the list. They include Kaye Don (Grand Prix Sunbeam), W. B. Scott (1½-litre straight-eight Delage), and Earl Howe (Bugatti). I have not seen the final list of entries, and as I write it is fully expected that there will be official teams of Alfa-Romeo and Maserati.

HOSTS of people missed the cheery presence at Brooklands on Monday of Sammy Davis, but hosts of people, I venture to suggest, were thinking about him and recalling his amazingly bad luck at the Easter meeting, when, owing to the ultra treacherous state of the track due to rain, Davis skidded down the home banking and crashed. As usual, wild and unfounded rumours were soon current as to the extent of his injuries, and it was hinted that one of his legs would have to be amputated. I understand that there was never any question of this, but it must not be inferred, therefore, that his injuries were slight. Apart from a compound fracture there was a hole clean through the leg, which might have been made by the gear lever, and only those who have had experience of this kind of thing know the agonies which Davis must have endured and must still be enduring.

Yet he is still his bright and optimistic self. In a little note which I received last week he said, "Things are going better, but, as you know, it is a long job, and lots of it anyone can have for a couple of yen, which, I understand, go 100,000,000 to the penny."

Here's to his speedy recovery—a toast to which many of us drank in the cup that cheers on Monday last.

MR. M. A. McEVROY, of Derby, I hear, is forming a Wolseley Hornet Club for the Midlands. He writes that the first assembly will take place on Sunday afternoon, May 31st, at the Derwent Hotel, Whatstandwell, about 12 miles out of Derby on the Matlock road. Any Hornet owners who care to roll along to the meeting will be very welcome.

I HAVE an amendment to make to the results of the Vesey Cup Trial, given in the issue of last week, in which the winner of the Carless Trophy—R. Baker—was given as driving a Wolseley

n41

## FORTHCOMING EVENTS.

May 30th.

N. London M.C. Moonlight Treasure Hunt.  
Bugatti Owners C.C. and M.G. Car Club.  
Hill-climb.  
Cavendish A.C. Night Trial.  
Coventry Triangle M.C. Junior's Day.  
W. Kent M.C. Treasure Hunt.

May 31st.

Southern Jowett L.C.C. Rally.  
Insurance Officers' M.C. Social Run.  
Norwood M.C. Midnight Run.  
Coventry Triangle M.C. Social Run.  
W. Middlesex Amateur M.C. Social Run.  
Leicester and D. M.C. Social Run.

June 5th-6th.

R.I.A.C. Irish International Grand Prix.  
S. Jowett L.C.C. Run to Jowett Factory.

June 6th.

Brooklands Aero Club Display.  
Sporting Owner-drivers' Club. Night Run.

June 6th-7th.

C.S.M.A. (Midland Centre). Week-end Run.

June 13th.

J.C.C. London and Inter-centre Rally.

June 20th.

B.A.R.C. Club Meeting.

June 27th.

Southport M.C. 100-Mile Race.

July 11th.

Midland A.C. Shelsley Walsh Open Hill-Climb.

cars—one of the few first-class events which are open to purely racing machines.

Entries have not reached phenomenal figures—as is to be expected in these days of sports car racing—but appear to make up in quality what they lack in numbers. Among those down to run are the official Bugattistes, Chiron, Varzi, Divo and Bouriat; Robert Sénéchal (Delage), Williams and Lehoux (Bugattis), and Ivanovsky and Stoffel (Mercedes).

Great interest has been aroused in



Hornet. As a matter of fact the car was a Wolseley Hornet Patrick Special—one of the attractive open two-seater sports Hornets which are proving so popular for competition work.

**W**ELL, after Park Rash, no one can say that this year's "Edinburgh" was a social event and no more. And it was not so much the Rash itself as the Upper Rash—where cars wallowed and floundered in the mud—which caused this year's event to become a lively topic of conversation.

Strange tales were current in Kettlewell at the foot of the hill, from which it would appear that heroic things were done to extricate cars from the morass, including the efforts of a far-seeing inhabitant of those parts who produced a

Fordson tractor, with which he proceeded to extract machines, with much benefit to the drivers' timekeeping and financial advancement to himself.

It strikes rather a dull note, however, to hear from certain of the crews that while cars were hub-cap to hub-cap in the mud there seemed a certain reluctance to band together to get them out, on the score that those who, by united effort, were got out would gain perceptibly on time—which seems to show the wrong spirit.

**T**HE Italian Grand Prix was run at Monza last Sunday, starting at 8 a.m. and continuing for ten hours. It must have been a terrific race, for Campari and Nuvolari, in a 2-litre Alfa-Romeo, won at 95.17 m.p.h.—and

this on the road circuit, with its dangerous so-slightly banked curves. The second men home were Minoia and Borzacchini (23-litre Alfa-Romeo), at 94.73 m.p.h., and third came Divo and Bouriat (Bugatti), at 93.55 m.p.h. Another Bugatti was fourth.

After 10 laps at 101 m.p.h., Varzi (Bugatti) led Campari and Lehoux (Bugatti). At 20 laps the speed was 102 m.p.h., and the same three cars were still together. Varzi went out at 44 laps and Campari led to the end, breaking the lap record en route at 104.88 m.p.h. In the 1½-litre class there was a very close finish between Ruggeri and Balestrero (Talbot) at 80 m.p.h., and Pirola and Lurani (Alfa-Romeo), who were a fraction slower.

THE BROWNE.

## CLUB ITEMS AND SPORTING EVENTS

### INSURANCE OFFICERS' M.C.

The first club fixture—the treasure hunt on May 17th—was a great success, and the winner proved to be A. G. Brown (Hillman). The next event is a social run, starting from the Ace of Spades Garage, on the Great West Road, at 11 a.m. on Sunday, May 31st. Inquiries regarding the club should be made to Mr. T. Cotter, 8, Spring Terrace, Sheen Road, Richmond, Surrey.

### ILFORD M.C. AND L.C.C.

The club is organizing the second Inter-club Trial of the Eastern Centre A.C.U., to take place on June 6th and 7th, starting at midnight.

The event is open to motorcycles and cars and is described as being of the "easy" variety. The start will be from the White Hart Hotel, Springfield, near Chelmsford, and the finish will be at Springfield at about 10 a.m. on the following day. The 120-mile night section of the route will be over main roads, and after breakfast a section of 40 miles will be marked with blue dye.

Entries—at 4s.—close on June 2nd, and tickets for breakfast, 3s. each—must be ordered at the time of entering.

The hon. secretary of the meeting is Mr. O. H. Verrall, 32, Courtland Avenue, Ilford, Essex.

### SOUTHERN JOWETT L.C.C.

The next rally of the club will be on Sunday, May 31st, at 12.30 p.m., in Shardeoles Park, Amersham, Bucks. All Jowett owners in the London district who care to attend will be welcome. Full particulars may be obtained from the hon. secretary, Mr. E. A. Dudley Ward, 186, Tamworth Lane, Mitcham, Surrey.

### FOREIGN EVENTS.

May 30th.

U.S.A.: Indianapolis Grand Prix.  
Czechoslovakia: Zbraslav-Jihoviste Hill-climb.

June 7th.

Italy: Roman Grand Prix.  
Italy: Circuit of Mugello.  
Poland: Circuit of Lwow.  
France: Colonial Exhibition Grand Prix.  
Belgium: Malchamps Hill-climb.

June 5th will be the date of the annual all-night club run to the Jowett works, and members should notify the hon. secretary at once if they intend to join the party. The Mitchell Cup Trial will be held on July 4th.

### WOOD GREEN AND D. M.C.

The club is to hold a gymkhana at Grovelands Park in aid of the Royal Northern Hospital on July 18th.

Mr. M. E. Foster, the popular hon. secretary of the club, has been obliged to resign owing to pressure of work. His place has been taken by Mr. C. F. Hill, 41, The Ridgeway, Friern Barnet, London, N.11, who will be pleased to supply full particulars of the club's activities.

### THE CAMPING CLUB

The following motor tours have been arranged for the forthcoming season:—June 30th-July 4th, August 8th-22nd; Scotland July 11th-25th, August 22nd-September 5th; North Wales (July 18th-August 1st, August 1st-15th); Devon and Cornwall (July 25th-August 8th, August 15th-29th); Lake District and Teesdale (September 5th-19th); Sweden (August 1st-15th, or 22nd).

Membership of the club is essential for joining any of these tours, in which travel is individual but all arrive at the same camping sites at night.

Full particulars are obtainable from the club at 2 and 3, Greville Street, Hatton Garden, Wulbarn, London, E.C.1.

## B.A.R.C. WHITSUN MEETING RESULTS

### THE FIRST WHITSUN MOUNTAIN SPEED HANDICAP.

(Distance, about 12 miles.)  
1. E. C. H. Randall (Austin), won by 75 yds. at 53.60 m.p.h., h'cap. 1 min. 45 secs.;  
2. R. S. S. Heblner (M.G. Midget), h'cap. 1 min. 20 secs.;  
3. V. S. Balls (Austin, S.), h'cap. 10 secs.  
Also started: W. G. Fiske (Alvis, S.), 1 min. 45 secs.; E. Farley (Alvis, S.), 1 min. 45 secs.; N. W. Gardiner (M.G.), 5 secs.; J. C. Davis (Mercedes, S.), 10 secs.; J. C. Elwes (Austin Seven, S.), 10 secs.; P. Fotheringham Parker (Alvis), 25 secs.; N. A. Berry (Frazer-Nash), 25 secs.; J. H. P. Clover (M.G. Midget), 40 secs.; Major A. T. G. Gardner (M.G. Midget), 40 secs.; V. E. Horaman (Triumph), 1 min. 20 secs.; D. C. Short (M.G. Midget), 1 min. 20 secs.; R. S. L. Boote (Austin), 1 min. 50 secs.

### THE SOMERSET JUNIOR SHORT HANDICAP.

(Distance, about 6½ miles.)  
1. E. L. Meeson (Vauxhall), won by 125 yds. at 94.44 m.p.h., h'cap. 52 secs.;  
2. F. D. H. Burcher (Riley), h'cap. 1 min. 35 secs.;  
3. J. L. Ford (Bugatti), h'cap. 1 min. 6 secs.  
Also started: E. L. Bous (Sunbeam, S), 1 min. 10 secs.; N. Spottiswoode (Bugatti), 1 min. 31 secs.; T. H. Widdow (Frazer-Nash, S.), 36 secs.; J. H. Bartlett (Salmon, S.), 43 secs.; A. L. Baker (Salmon, S.), 43 secs.; L. A. Cushman (Austin, S.), 52 secs.; D. S. E. Heritage (Riley), 52 secs.; P. Fotheringham Parker (Alvis), 52 secs.; C. G. M. Boote (Riley), 1 min. 9 secs.; R. Ormonde (Austin, S.), 1 min. 20 secs.; G. G. L. Willis (B.C. Special), 1 min. 20 secs.; G. L. Baker (Minerva), 1 min. 24 secs.; Major A. T. G. Gardner (M.G. Midget), 1 min. 27 secs.; V. E. Horaman (Triumph), 1 min. 42 secs.

### THE SOMERSET SENIOR SHORT HANDICAP.

(Distance, about 6½ miles.)  
1. E. L. Meeson (Vauxhall), won by 400 yds. at 97.97 m.p.h., h'cap. 47 secs.;  
2. A. N. Spottiswoode (Bugatti), h'cap. 34 secs.;  
3. Sir H. Birkin (Bentley, S), 34 secs.  
Also started: E. L. Bous (Sunbeam, S), 13 secs.; R. O. Williams (Delage, S), 13 secs.; M. A. Carr (Bugatti, S), 20 secs.; R. Grant (Bugatti, S), 20 secs.; F. V. G. Selby (Bugatti), 26 secs.; L. P. Driscoll (Lea-Francis, S), 44 secs.; G. H. V. Butler (Vauxhall), 47 secs.; H. T. M. Clayton

(Amilcar, S.), 1 min.; R. J. Munday (Sunbeam), 1 min. 8 secs.; A. S. Llewellyn (Riley), 1 min. 22 secs.

### THE SOMERSET JUNIOR LONG HANDICAP.

(Distance, about 9 miles.)  
1. G. Field (Invicta), won by 200 yds. at 100.21 m.p.h., h'cap. 31 secs.;  
2. V. E. Horaman (Triumph), h'cap. 2 min. 4 secs.;  
3. T. K. Williams (Bentley), h'cap. 16 secs.  
Also started: T. V. G. Selby (Bugatti), 1 min. 26 secs.; A. N. Spottiswoode (Bugatti), 1 min. 26 secs.; F. Hallam (Lagonda, S), 31 secs.; P. S. Hawker (Vauxhall), 31 secs.; A. H. Beadle (Bugatti), 37 secs.; H. T. H. Clayton (Amilcar, S), 47 secs.; A. B. Gilbert (Talbot), 55 secs.; L. A. Cushman (Austin, S), 55 secs.; T. S. Heritage (Riley), 55 secs.; J. L. Ford (Bugatti), 1 min. 14 secs.; A. S. Llewellyn (Riley), 1 min. 17 secs.; R. Ormonde (Austin, S), 1 min. 28 secs.; E. F. Phillips (B.C. Special), 1 min. 35 secs.; Major A. T. G. Gardner (M.G. Midget), 1 min. 43 secs.

### THE WHITSUN MOUNTAIN RACING HANDICAP.

(Distance, about 12 miles.)  
1. P. L. Farquharson (Salmon), won by 600 yds. at 61.94 m.p.h., h'cap. 1 min. 20 secs.;  
2. C. Penn Hughes (Bugatti, S), 1 min. 20 secs.;  
3. B. E. Lewis (Talbot), h'cap. 50 secs.  
Also started: Sir Henry Birkin (Mercedes, S), 6 secs.; Sir Malcolm Campbell (Bugatti, S), 6 secs.; Flight-Lieut. C. S. Stannard (Bugatti, S), 6 secs.; E. S. C. Cooper (Cooper Special, S), 1 min. 30 secs.; E. F. Phillips (B.C. Special, S), 2 mins. 10 secs.; R. Ormonde (Austin, S), 2 mins. 35 secs.

### THE ONE-LAP SPRINT HANDICAP.

(Distance, about 2½ miles.)  
1. R. J. Munday (Vauxhall), won by 10 yds. at 93.09 m.p.h., h'cap. 21 secs.;  
2. J. R. Cobb (Delage), 21 secs.;  
3. V. S. Balls (Austin, S), h'cap. 38 secs.  
Also started: Flight-Lieut. C. S. Stannard (Bugatti, S), 7 secs.; R. G. J. Clover (Bugatti), 18 secs.; L. P. Driscoll (Lea-Francis, S), 21 secs.; O. Bertram (Vauxhall), 25 secs.; P. Fotheringham Parker (Alvis), 25 secs.; C. L. Quiver (Salmon, S), 38 secs.; G. G. L. Willis (B.C. Special, S), 44 secs.

### THE "GOLD STAR" HANDICAP.

(Distance, about 20 miles.)  
1. The Earl Howe (Delage, S), won by 150 yds. at 120.8 m.p.h., h'cap. 42 secs.;  
2. J. R. Cobb (Delage), h'cap. 5 secs.;  
3. H. W. Purdy (Thomas Special, S), h'cap. 1 min.  
Also started: Sir Henry Birkin (Bentley, S), 1 min. 38 secs.; W. B. Scott (Delage, S), 38 secs.; E. L. Bous (Sunbeam, S), 42 secs.; R. Grant (Bugatti, S), 53 secs.; Flight-Lieut. C. S. Stannard (Bugatti, S), 53 secs.; A. N. Spottiswoode (Bugatti), 1 min. 28 secs.; J. H. P. Clover (Bugatti), 1 min. 28 secs.; E. R. Hall (Bentley), 1 min. 38 secs.; J. C. Carlson (Bentley), 1 min. 44 secs.; R. J. Munday (Vauxhall), 1 min. 52 secs.; B. E. Lewis (Talbot), 1 min. 52 secs.

### THE SOMERSET SENIOR LONG HANDICAP.

(Distance, about 9 miles.)  
1. The Earl Howe (Delage, S), won by 2 yds. at 119.47 m.p.h., h'cap. 6 secs.;  
2. C. Paul (Sunbeam, S), h'cap. 19 secs.;  
3. E. R. Hall (Bentley), h'cap. 45 secs.  
Also started: Sir Henry Birkin (Bentley, S), 19 secs.; W. B. Scott (Delage, S), 19 secs.; N. A. Carr (Bugatti, S), 27 secs.; T. V. G. Selby (Bugatti), 38 secs.; A. N. Spottiswoode (Bugatti), 38 secs.; Jack Dunfee (Ballot), 54 secs.; G. H. V. Butler (Vauxhall), 1 min. 9 secs.; V. S. Balls (Talbot), 1 min. 33 secs.

### THE SECOND WHITSUN MOUNTAIN SPEED HANDICAP.

(Distance, about 12 miles.)  
1. H. J. Aldington (Frazer-Nash), won by 600 yds. at 61.40 m.p.h., h'cap. 1 min. 48 secs.;  
2. A. B. Gilbert (Talbot), h'cap. 1 min. 44 secs.;  
3. Sir M. Campbell (Mercedes, S), 1 min. 44 secs.  
Also started: The Earl Howe (Bugatti, S), 44 secs.; Major F. H. Cairnes (Invicta), 1 min. 14 secs.; W. M. Couper (Lagonda, S), 1 min. 19 secs.; D. G. Evans (Bugatti, S), 1 min. 19 secs.; F. T. Hutton (Lagonda, S), 1 min. 19 secs.; J. W. Dickens (Alvis, S), 1 min. 34 secs.; T. G. Clarke (Lea-Francis, S), 1 min. 34 secs.; G. T. Delaney (Lea-Francis, S), 1 min. 34 secs.; L. P. Driscoll (Lea-Francis, S), 1 min. 34 secs.; W. Eaplen (Talbot), 1 min. 44 secs.; O. Bertram (Vauxhall), 1 min. 59 secs.; M. C. Hepburn (M.G. Midget), 2 mins. 54 secs.  
S, supercharged; \* under 1,500 c.c.



MAY 29, 1931.

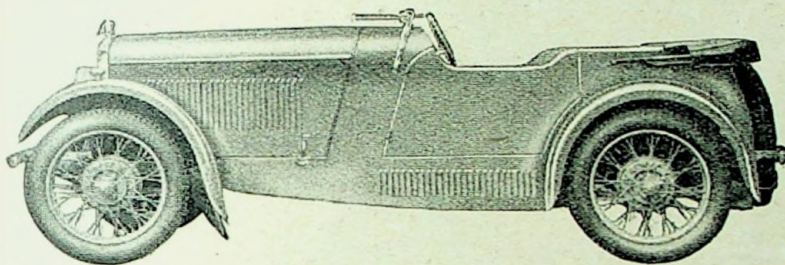
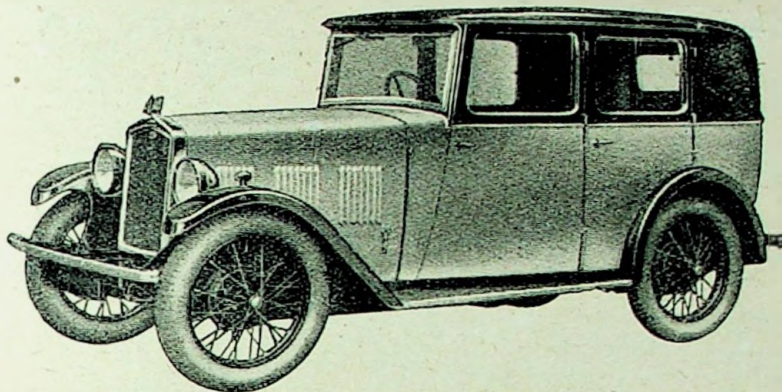
# E.W. SPECIAL COACHWORK

The Light Car 21  
& Cyclecar

## 4-door Saloon on 'Hornet' Chassis

● Full 4 door saloon with sliding roof. Standard 'Hornet' chassis, Weymann body, supplied in various colour schemes. A sturdy, comfortable car for all-the-year-round motoring.

Price £225



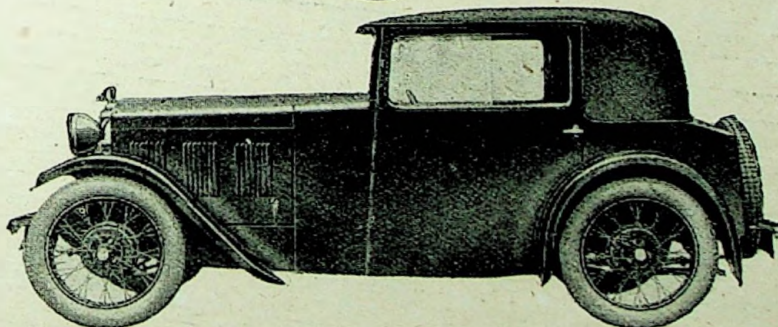
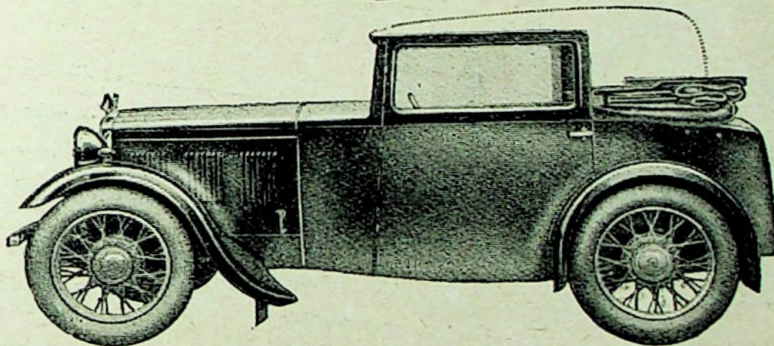
## 2/4 Seater Sports Tourer on 'Hornet' Chassis

● A genuine speed model for the sporting motorist. Fast and flexible with fine acceleration and perfect for cornering. Exceptional equipment. Price £225

## Tickford Coupe on 'Hornet' Chassis

● A smart 2/4-seater coupe with Tickford head. Head and rear fold back completely when desired, turning car into an attractive tourer. Simple to operate. Ideal all-weather car.

Price £245



## Occasional 4 seater Sports Coupe on 'Hornet' Chassis

● A particularly attractive Sportsman's car with a body designed to aid speed, acceleration and road holding properties. Aluminium panels, comfortable bucket seats with two occasional seats behind. Best furniture hide upholstery. Price £235

12 BERKELEY ST.  
LONDON, W.1  
MAYFAIR 5084

# EUSTACE WATKINS LTD

WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar."



## AROUND THE TRADE

In view of the fact that the majority of insurance policies are invalid if the holder allows his driving licence to lapse, it is of interest to note that Associated Insurance Agencies, Ltd., 29, Lime Street, London, E.C.3, who issue Mascot policies, offer a free licence reminder service to their policy holders.

Joseph Lucas, Ltd., have now opened new showrooms, offices and trade department at 319, Regent Street, London, W.1, in place of their branch in Shaftesbury Avenue, London. In addition to Lucas products, C.A.V., Rotax, Luvax, Powell and Hammer and M.L. products will be represented.

Readers who are interested in the motorcycle T.T. races in the Isle of Man should write to the Leicester Rubber Co., Ltd., Evington Valley Mills, Leicester, for a copy of the 1931 edition of their T.T. souvenir booklet. In addition to lists of entries for this year's races, the booklet gives full details of past events, a speed table, useful advice to visitors to the Isle of Man, rail and boat time-tables, and much other interesting information.



**Mr. H. C. M. Stevens,** who has recently been appointed designer and production engineer of Singer and Co., Ltd., of Coventry. He has played an important part in the development of internal combustion engines in Italy, America and France, as well as in this country.

Amalgamated Carburettors, Ltd., Holford Works, Perry Barr, Birmingham, inform us that the Singer Super Six saloon which, subject to official confirmation, broke class records for 48, 72 and 96 hours at over 60 m.p.h., was fitted with an Amal down-draught pump carburetter.

Fiat Nine owners who are without instruction books should note that handbooks for these cars can still be obtained from Fiat (England), Ltd., Western Avenue, Acton, London, W.3, price 2s. 9d. post free. When writing for a handbook it is important that the chassis number of the car should be stated.

Lissen, Ltd., Lissenum Works, Worple Road, Isleworth, Middlesex, have just issued two folders dealing respectively with their sparking plugs, and car and motorcycle batteries. Both folders are informative, and include recommendation charts showing the correct types or models for practically all makes of car and motorcycle.

Barimar, Ltd., 18, Lamb's Conduit Street, London, W.C.1, inform us that they are in a position to undertake welding repairs to Elektron, the new magnesium alloy, which is much lighter than aluminium and, at the same time, stronger. They have sent us a sample of a bar of Elektron, which has been welded, and the repair appears to be particularly well carried out, being entirely free from blowholes.

Best and Lloyd, Ltd., Cambray Works, Watville Road, Handsworth, Birmingham, inform us that, owing to the rapid development of the electrical side of their business, they have been obliged, in order to make room for the expansion, to sell the department which has been known as the Automatic Products Department. This department, which deals with components and accessories for the car, motorcycle, aircraft and general engineering trades, has been purchased by Benton and Stone, Ltd., Bracebridge Street, Birmingham, and after June 20th, when the transfer takes place, all orders, inquiries and correspondence connected with Best specialities and other goods listed in the concern's catalogue of motor fittings, should be addressed to Benton and Stone, Ltd.

## The Motor CAR INSURANCE POLICIES

Clearly worded; free from ambiguities. Prepared by "The Motor" and a leading firm of Lloyd's Brokers. Ranging from the most comprehensive car insurance obtainable to the minimum required by the new Traffic Act.

SUBSCRIBED BY UNDERWRITING MEMBERS OF LLOYD'S, who alone are responsible for carrying out the terms and conditions. No liability attaches to the Proprietors of "The Motor," who obtain no benefit whatever excepting the goodwill of motorists.

**POLICY B.—LOSS, DAMAGE AND THIRD PARTY ONLY.** Covers loss of or damage to car and Third Party claims only. Insured pays the first £5 of each accidental damage claim. Fire and theft claims paid in full. No "No Claim" Bonus.

### SCHEDULE OF PREMIUMS.

SCHEDULE OF PREMIUMS.																			
FULL VALUE OF CAR (INCLUDING ACCESSORIES AND SPARE PARTS) NOT EXCEEDING																			
Premium No.	Treasurer's Rating and excess.	£200	£250	£300	£350	£400	£450	£500	£550	£600	£650	£700	£750	£800	£850	£900	£950	£1,000	
1	H.P.	£ 2 17 6	£ 2 19 3	£ 2 4 6	£ 2 8 9	£ 2 15 0	£ 2 10 3	£ 2 5 6	£ 2 10 9	£ 2 16 0	£ 2 11 3	£ 2 16 6	£ 2 11 9	£ 2 17 2	£ 2 12 5	£ 2 17 8	£ 2 13 1	£ 2 18 4	
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4	15	10 15 3	10 17 0	10 18 9	11 0 6	11 2 3	11 4 0	11 5 9	11 11 0	11 16 3	12 1 6	12 6 9	12 12 0	12 17 3	13 2 6	13 7 9	13 13 0	13 18 3	
5	17	11 0 6	11 2 3	11 4 0	11 5 6	11 7 3	11 9 3	11 11 0	11 19 0	12 6 6	12 14 6	13 2 6	13 7 9	13 13 0	13 18 3	14 3 6	14 8 9	14 14 0	
6	20	11 16 3	11 18 0	11 19 9	12 1 6	12 3 3	12 5 0	12 6 9	12 14 8	13 2 6	13 10 6	13 18 3	14 6 0	14 14 0	14 19 3	15 4 6	15 9 9	15 15 0	
7	23	12 17 3	12 19 0	13 0 9	13 2 6	13 4 3	13 6 0	13 7 9	13 14 3	14 1 0	14 7 6	14 14 0	15 2 0	15 9 9	15 17 6	16 5 0	16 10 0	16 16 0	
8	25	13 14 0	13 14 9	13 14 0	13 14 0	13 14 9	13 16 6	13 18 3	14 5 0	14 11 6	14 18 0	15 4 6	15 11 0	16 17 6	16 4 3	16 10 9	16 18 6	17 6 0	
9	30	14 2 6	14 2 6	14 2 6	14 2 6	14 2 6	14 4 6	14 6 0	14 12 9	14 10 3	15 5 9	16 12 6	15 19 0	16 5 6	16 13 3	17 1 3	17 8 0	17 14 6	
10	35	15 1 0	15 1 0	15 1 0	15 1 0	15 1 0	15 2 9	15 4 6	15 11 0	15 17 6	16 4 0	16 10 9	16 17 3	17 4 0	17 11 9	17 19 6	18 8 9	18 18 6	
11	41	15 10 0	15 10 9	15 10 9	15 10 9	15 10 9	15 10 9	16 0 3	16 5 6	16 10 9	17 0 0	17 9 0	17 16 9	18 2 3	18 10 0	18 18 0	19 4 9	19 11 6	
12	48	17 18 0	17 18 9	17 18 9	17 18 0	17 18 9	18 0 6	18 2 3	18 10 0	18 18 0	19 4 6	19 11 0	19 17 9	20 4 3	20 12 0	21 0 0	21 9 0	21 9 0	

In applying the above Schedule of Rates a Car exceeding any of the stated horse-powers is to be rated according to the next highest horse-power in the schedule, but decimal points may be ignored.  
FOR VALUE IN EXCESS OF MAXIMUM VALUE IN THE SCHEDULE an additional premium of 5s. 3d. for each £50 or part thereof must be charged.

**Rates for comprehensive policies and other limited policies can be given on application.**

Inquiries may be made to any Insurance Broker or to any garage or motor dealer who acts as an insurance agent. In the event of any difficulty in this respect, the inquiry can be sent to The Manager of "The Light Car & Cyclecar," 5-15, Rosebery Avenue, London, E.C.1, and it will be forwarded to a recognised broker or motor agent in the vicinity of the reader.

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



**Arrow**

# COACHWORK!

ALSO FITTED ON THE  
FOLLOWING CHASSIS:

**AUSTIN SEVEN  
MORRIS MINOR  
TRIUMPH SEVEN  
WOLSELEY HORNET**

PRICES FROM

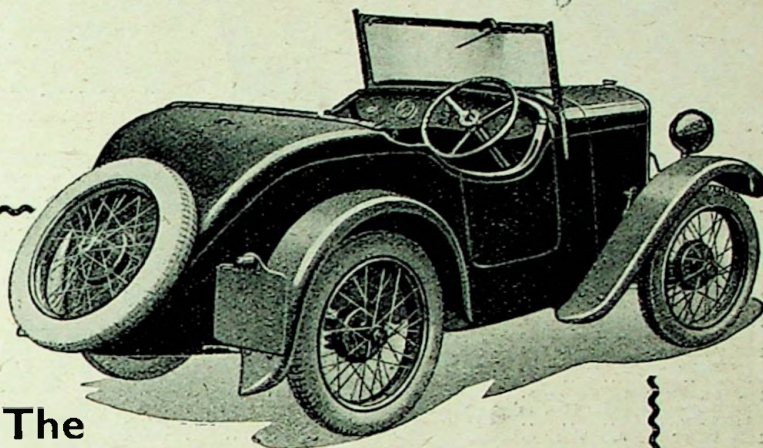
**£140**



THE SEAL OF  
SATISFACTION



DEMONSTRATION  
GIVEN ANY-  
WHERE IN GREAT  
BRITAIN  
THROUGH YOUR  
LOCAL AGENT.



## The Austin Arrow 2 Seater

When your friends exclaim "What a smart car!" you'll be repaid for your discrimination in choosing an Arrow Body.

There's a grace of contour, a general rightness of design, about an Arrow Body, which sets it apart from the mass-produced coachwork so common to-day.

Choose the coachwork for your car as carefully as you choose your own suits. Spurn the "ready-made" — specify an Arrow Body, and get that style and refinement which makes an irresistible appeal.

**£145**

Coachbuilt and Cellulosed  
£7-10-0 extra.  
FABRIC BODY  
COLOURS & LEG ROOM  
TO CHOICE.

WE CAN ALSO SUPPLY AN  
"AUSTIN"  
OCCASIONAL 4-STR.  
SPORTS.

**£155**

Coachbuilt and Cellulosed.

## The Car You Want—As You Want It—?

PLEASE SEND ME YOUR ILLUSTRATED CATALOGUE

Name.....

Address.....

at present I own a.....H.P.....

YEAR.....please let me know what you can arrange  
for an exchange deal.

Sole Distributors for Austin and Morris Arrow Bodies in London.  
**NORMAND GARAGE LIMITED,**  
489, OXFORD STREET, LONDON, W.1  
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\*Phone :  
Mayfair 6801-2.

Open until 6 p.m.  
Saturdays.

**A.P.COMPTON  
& CO.....LTD.**

ARROW COACHWORKS.

**BOSTON RD., HANWELL, W.7.**

\*PHONE.....EALING 2611 and 6570

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



# "Yes, Sir! You can have immediate delivery of your Bargain."



If you will come along now and take your choice we will have everything—Terms, Licence, Insurance, etc.—all arranged within an hour and the car ready for you to drive away. We have over 50 up-to-date models in stock and all are guaranteed. Yes, Sir! We assure you of absolute satisfaction.

1931 SINGER JUNIOR, coachbuilt saloon, sliding roof, only 6 weeks old £135  
1931 TRIUMPH Super 7, de luxe saloon, Blue and Sportop, as brand new £145  
1931 AUSTIN 7, Mulliner, special sports seater, black and blue, as new £125  
1931 MORRIS MINOR, coachbuilt saloon, sliding roof, as brand new £120  
1931 AUSTIN 7, coachbuilt saloon, blue, small mileage, new condition £110  
1930 M.G. MIDGET, sports 2-seater, many extras, beautiful condition £135  
1930 TRIUMPH Super 7, de luxe fabric saloon, Blue and Sportop, as new £118  
1930 AUSTIN 7, Swallow coachbuilt saloon, dual tone blue, as brand new £120  
1929 SWIFT 10, de luxe fabric saloon, many extras, wire wheels, as new £115  
1929 STANDARD 9, Telgoumouth fabric saloon, very smart car, several extras £105

1929 M.G. MIDGET, sports 2-seater, fast, good tyres, exceptionally smart £105  
1929 ROVER 10, Riviera sunshine fabric saloon, Maroon, many extras, taxed £110  
1930 AUSTIN 7, coachbuilt saloon, very small mileage, new condition £99  
1929 STANDARD 9, sunshine fabric saloon, almost new tyres. Taxed December £85  
1929 SINGER JUNIOR, coachbuilt saloon, one owner since new, very smart £79  
1929 AUSTIN 7, Wydor fabric saloon, black and red, absolutely new condition £75  
1929 AUSTIN 7, Taylor sports 2-seater, many extras, black and cream £79  
1929 SINGER JUNIOR, 2-seater and dickey, dual tone fawn. Taxed December £69  
1929 ROVER 10, Riviera sunshine fabric saloon, very smart car, taxed £79  
1929 TRIUMPH Super 7, coachbuilt tourer, wire wheels, dual tone colours £69

1929 RENAULT 9, de luxe tourer, usual accessories, excellent condition taxed £59  
1928 SINGER JUNIOR, fabric saloon, almost new tyres, reg. 1929, new condition £65  
1928 AUSTIN 7, cup model, sports 2-seater, excellent condition, taxed, red £62  
1927 AUSTIN 7, tourer, very good tyres, extremely smart, blue, taxed £45  
1925 SWIFT, 9 h.p., de luxe tourer, good tyres, absolutely 1000 condition £25

Wherever you live we can satisfy you by post quickly. Any bargain sent up to 50 miles from London for free trial. Call, write or phone at once.

## NAYLOR & ROOT

LIMITED

25, EAST HILL, CLAPHAM JUNC., S.W.11  
Open Weekdays 9 a.m. to 8 p.m.  
Open Sunday mornings 10 a.m. to 1 p.m.  
Phone: Battersea 6188/9

## The Motor

## Special Features of this Week's Issue

RECORD WHITSUN MEETING AT BROOKLANDS.  
First Fully Illustrated Report.

THE LONDON-EDINBURGH RUN.  
Thirty per Cent. of Cars Fail on Park Rash.

CHANGES IN CAR CONSTRUCTION FORECAST.  
How New Materials are Paving the Way for the Development of Lighter and More Durable Motorcars.

WHERE TO GO—WHAT TO SEE.  
Somerset Manors, a Thames-side Retreat and an Excellent Hotel.

SIX MONTHS' NEW CAR FIGURES.  
Cars Licensed for the First Time give a Clue to the Sales of Each Particular Make.

ROAD TEST OF THE 12.2 H.P. MATHIS COUPE.  
NEW ACCESSORIES REVIEWED.

STANDARDISED CAR COMPONENTS:  
HOW THEY WORK.

The S.U. Carburettor. A Widely Used Instrument with Many Interesting Features.

THE DEATH-KNELL OF RACING?  
Useless Regulations and Poor Handicapping Killing Public Interest in Speed Events.

THE LICENCE-INSURANCE PROBLEM.  
Counsel's Opinion, and an Agreed Form of Words for Policies.

THE PURPOSE OF THE OIL GAUGE.  
How to Interpret Readings that Often Prove Misleading.

NEXT TUESDAY, June 2nd.

THIS APPETITE for REGULATIONS.  
A Protest at Pandering to the Official Glut of Restrictions. By Fingerprint.

THE IRISH GRAND PRIX.  
All About the Great Road Race on June 5th and 6th.

**NOW ON SALE . . . . . PRICE 4d.**

Offices: 5-15, Rosebery Avenue, London, E.C.1.

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



MAY 29, 1931.

The Light Car 25

# WANTED

## Modern Second-hand LIGHT CARS & MORGANS

Highest Prices Paid

SPOT  
CASH ON  
SIGHT

AUSTINS  
M.G. MIDGETS  
MORRIS MINORS  
RILEYS  
ROVERS  
SINGERS  
STANDARDS  
TRIUMPHS, etc.

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Purchase  
Accounts  
Settled.

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78, 79, 80, 81, HIGH STREET,  
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HOURS OF BUSINESS.

9 a.m. to 8 p.m. all week-days including Saturday.

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*"Safety First"* *"Buy at Kirk's"*  
**KIRK & CO.**  
CARS & MOTOR CYCLES

### THE CAR YOU WANT IS HERE

We give below a small selection from our  
stocks of over 250 LIGHT CARS, etc.

HIGHEST EXCHANGES.  
CONVENIENT EXTENDED TERMS  
and a  
THREE MONTHS' WRITTEN  
GUARANTEE

is given with all cars over £15—this is your  
safeguard!

Your personal visit will be non-obligatory to purchase.

M.G. MIDGET, 1930 Model, Sports 2-seater, fully equipped, cycle wings,  
"V" screens, etc., specially constructed sports body, fast and attractive  
sports bus (Paddington) £115  
ROVER TEN, 1929, Sunshine Roof, Sportsman's Coupe, full dash, pneumatic  
leather upholstery, black and red finish, wire wheels, f.w.b's, dress case,  
extremely attractive and serviceable car (Paddington) £110  
STANDARD, 9 h.p., 1929, Teignmouth 1-door, sliding roof Saloon, magnifi-  
cently equipped, numerous extras, very low mileage, practically un-  
scratched (Highbury) £105  
AUSTIN, 7 h.p., 1930 model, maroon Fabric Wydor Saloon, chromium  
fittings, triple glass, really magnificent car, unscratched (Highbury) £80  
Choice of two.  
SINGER JUNIOR, 1930, 8 h.p., 2-seater, full dash, double sunken dicker,  
chromium plated, f.w.b's, good tyres, smart 2-colour blue finish, splendid  
condition (Paddington) £79 10s.  
SINGER JUNIOR, 1929, 8 h.p., Fabric Saloon, fully equipped, f.w.b's, low  
mileage, exceptionally carefully used and economical car (Paddington) £70 10s.  
AUSTIN, 1929, 7 h.p., Mulliner Fabric Saloon, all equipment, plush uphol-  
stery, good tyres and appearance, year's tax, most carefully used  
(Paddington) £77  
SINGER SENIOR, 1928, 4-door Fabric Saloon, full dash equipment, f.w.b's  
blue Fabric finish, leather upholstery, really magnificent and luxurious car,  
taxed (Paddington) £75  
AUSTIN, Mulliner 1929 Saloon, blue Fabric body, sliding roof, f.w.b's, good  
tyres and appearance, carefully used by one owner (Paddington) £75  
AUSTIN, 1930, 8 h.p., Chummy, 4-seater Tourer, f.w.b's, rigid all-weather  
equipment, numerous extras, chromium, magnificently finished maroon and  
black (Highbury), Choice of three £72  
MORRIS MINOR, 1929, 8 h.p., Fabric Saloon, full dash, electric horn, auto-  
matic screen wiper, rear mirror, etc., great bargain, taxed (Paddington) £70  
JOWETT, 1929, 7 h.p., Fabric Saloon, full dash, double screen wipers,  
specially finished, very roomy and economical car, exceptional value  
(Paddington) £65  
MORRIS MINOR, 1929, Fabric Saloon, special brown finish, wire wheels to  
match, equipped (Paddington) £67  
AUSTIN, 1929, Chummy 4-seater, fully equipped, f.w.b's, screen wiper, all-  
weather equipment, good condition (Paddington) £65  
AUSTIN, 1929, 7 h.p., Chummy 4-seater, fully equipped, all-weather equip-  
ment, original cellulose, wine colour finish, good tyres and appearance  
(Paddington) £55  
AUSTIN, 1928, 8 h.p., Gordon England Cup Sports, fully equipped, hood,  
f.w.b's, very fast and of smart appearance, blue (Highbury) £55  
Choice of three.  
SINGER JUNIOR, 1928, 8 h.p., de Luxe 2-seater, fully equipped, f.w.b's,  
side screens, double sunken dicker, good tyres and appearance  
(Paddington) £52 10s.  
MORGAN DE LUXE, 1929, 8 h.p., J.A.P., f.w.b's, dynamo lighting, fully  
equipped, hood, screens, automatic lubrication, excellent tyres, original  
finish (Highbury) £45  
CITROEN, 1927, 11-9 h.p., de Luxe, 4-seater, splendidly fitted, throughout,  
rigid screens, luggage grid, etc., original paintwork, carefully used, taxed  
(Paddington) £35  
CLYNO, 1925/6, 11 h.p., 2-seater, double sunken dicker, f.w.b's, starter,  
splendid condition throughout, very serviceable car (Paddington) £29  
AUSTIN, 1925, 7 h.p., Coupe, 2-seater, all equipment, starter, electric horn,  
etc., nice condition, taxed (Paddington) £29  
MORGAN DE LUXE, 1929, 8 h.p., J.A.P., w.c., dynamo lighting, self-  
starter, equipped, hood, recently overhauled, excellent condition through-  
out, BARGAIN (Highbury) £29  
WOLSELEY, 1925, 11 h.p., de Luxe, 2-seater and dicker, dynamo lighting,  
self-starter, all-weather equipment, very smart and excellent car  
(Highbury) £19  
SINGER, 1924, 9 h.p., de Luxe, 2-seater, all-weather equipment, double  
sunken dicker, magnificently finished blue, unscratched, very economical  
and serviceable car (Highbury) £19  
CITROEN, 8 h.p., Cloverleaf 3-seater, all-weather equipment, starter,  
dynamo lighting, balloon tyres, very nice condition throughout (Highbury) £15

Sole London Distributors:  
COVENTRY-VICTOR 3-WHEELERS.

28-30-32, Highbury Corner, N.5.  
Phone: North 4784.

22-49, Praed Street, Paddington, W.2.  
Phone: Paddington 6049 and 6892.

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



# There's a BIGGER SELECTION AT BENMOTORS

## EXAMPLES FROM TO-DAY'S STOCK. TWO-SEATERS.

- 85 Pounds. AMILCAR, 1928, grand sports, almost as new, innumerable extras. Choice 1 other.
- 79 Pounds. A.C. 12/35, 1928, Royal, interior and bodywork tip-top, fully equipped. Choice 3 others.
- 79 Pounds. AUSTIN 7, 1929, Stadium sports, all extras and equipment, well kept. Choice 5 others.
- 59 Pounds. ALVIS 12/40, 1926, de Luxe, sunk dickey, bodywork and equipment excellent. Choice 4 others.
- 59 Pounds. CLYNO 12/35, 1929, de Luxe, sunk dickey, one owner, almost as new.
- 59 Pounds. FIAT 9, 1928-9, de Luxe, sunk dickey, bodywork and equipment tip-top, small mileage. Choice 4 others.
- 89 Pounds. HUMMER 9/20, 1928, sunk dickey, new tyres, all extras.
- 79 Pounds. JOWETT 7, 1930, short 2-seater, one owner, mileage 9,000.
- 95 Pounds. LEA-FRANCIS 12/40, 1927, specially tuned sports, fast and attractive. Choice 2 others.
- 69 Pounds. LEA-FRANCIS, 12 h.p., 1927-8, D.H. Coupe, fully equipped. Choice 4 others.
- 75 Pounds. PEUGEOT 12, 1929, D.H. Coupe, wonderfully well kept, all extras.
- 99 Pounds. ROVER 10/25, 1928, sportsman Coupe, very fast and attractive. Choice 3 others.
- 95 Pounds. RILEY 11/40, 1927, Redwing sports, all aluminium, £30 worth of extras. Choice 3 others.
- 99 Pounds. RENAULT 9/15, 1930, de Luxe, sunk dickey, one owner, fullest equipment.
- 95 Pounds. SALMSON, 10 h.p., 1929, grand sports, £20 worth of extras, unusually fast and attractive.
- 55 Pounds. SINGER 8, 1928, sunk dickey, all extras and equipment. Choice 3 others.
- 69 Pounds. SINGER 8, 1929, Porlock sports, bodywork and equipment tip-top, very small mileage. Choice 2 others.
- 95 Pounds. SWIFT 10, 1929, de Luxe, 4-speed, wire wheels, all extras, as new. Choice 3 others.
- 89 Pounds. STANDARD 9, 1929, D.H. Coupe, one owner, fully equipped. Choice 2 others.
- 95 Pounds. TRIUMPH Super 7, 1929, sports, special streamline body, very fast and attractive.
- ## TOURERS AND SALOONS.
- 89 Pounds. ALVIS 12/50, 1926 super sports Tourer, dual finish, wonderfully well kept. Choice 2 others.
- 99 Pounds. AUSTIN 7, 1929-30 special Gordon England dual finish Saloon (illustrated), fullest equipment. Choice 7 others.
- 59 Pounds. CLYNO 12/35, 1929 4-door Saloon, interior and bodywork tip-top. Choice 3 others.
- 89 Pounds. FIAT 9, 1929 4-door Saloon, low built, roomy and attractive. Choice 3 others.
- 49 Pounds. FIAT 9, 1927 Tourer, small mileage, very well kept, all extras.
- 79 Pounds. JOWETT 7, 1928 long Saloon, very well kept, fully equipped. Choice 2 others.
- 99 Pounds. LEA-FRANCIS, 12 h.p., 1928, 4-door Tourer, small mileage, fullest equipment.
- 55 Pounds. LEA-FRANCIS, 1926 Sports, 4-speed, close ratio gears, wire wheels, tip-top throughout.
- 99 Pounds. MORRIS Minor, 1930, fabric Saloon, mileage 5,000, spotless throughout. Choice 4 others.
- 79 Pounds. MORRIS Minor, 1929, fabric Saloon, many extras, Triplex glass all round. Choice 4 others.
- 85 Pounds. ROVER 10/25, 1928-9, 4-door Riviera Saloon, excellent throughout, roomy and distinctive.
- 39 Pounds. ROVER 9/20, 1927, 4-door Tourer, well-kept. Choice 3 others.
- 69 Pounds. RILEY 12/50, 1926, 4-door Saloon-type, allweather, low built, fast and attractive.
- 99 Pounds. RILEY 9, 1928, 4-door Tourer, all extras and equipment, excellent throughout.
- 85 Pounds. RILEY 12/50, 1927-28, special Tourer (illustrated), bodywork and equipment tip-top, tyres as new. Choice 3 others.
- 85 Pounds. RENAULT 9/15, 1929, 4-door low built Saloon, almost unmarked.
- 99 Pounds. SINGER 8, 1930, 4-door Saloon, cellulose finish, small mileage, fully equipped.
- 89 Pounds. SALMSON, 10 h.p., 1928-9, low built dome back Saloon, trunk on rear and many extras. Choice 2 others.
- 59 Pounds. SWIFT 10, 1927, 4-door coachbuilt Saloon, interior and bodywork tip-top, full standard equipment. Choice 6 others.
- 99 Pounds. STANDARD 9, 1929, fabric Saloon, small mileage, well equipped.
- 99 Pounds. TRIUMPH super 7, 1930 Tourer, latest ribbon radiator, tip-top mechanically. Choice 3 others.
- 69 Pounds. TRIUMPH super 7, 1928 fabric Saloon, small mileage, excellent tyres. Choice 2 others.
- ETC., ETC., ETC.

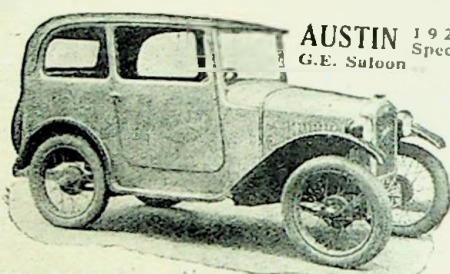
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under £100!

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AUSTIN 1929 30,  
G.E. Saloon Special £89

RILEY 12/50, 1927 8,  
Special Sports  
Tourer, £30 £85  
extras.



# Benmotors

THE CLEARING HOUSE FOR SMALL CARS

128-130, East Hill, WANDSWORTH, S.W.18.  
Phone: Battersea 2425-2426.  
Hours: 9.0-8.0; Saturdays 9.0-7.0

TO MESSRS. BENMOTORS.—Please quote me—with no obligation whatsoever on my part—a definite allowance for my present vehicle as described below, at the same time forward your illustrated lists for my consideration, together with details of your methods of business. I am inclined to favour a ("New".....) (Used Car from your stock). \*Delete or insert as required.

Make of Car or Motorcycle—		Date of Manufacture—		Type of Model—		No. of Cyls.— If Starter—	
Type of Body (or Sic.)—		Condition of Engine—		Rated H.P. If O.H.V. or Side-valve—		Type of Lighting— No. of Speeds—	
Body Work—		Paint—		Upholstery—		Tyres—	
NAME.....				Taxed till—			
ADDRESS.....				What Extras (if any)—			

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



## SECOND-HAND AND NEW LIGHT CARS, CYCLECARS and ACCESSORIES FOR SALE

"The Light Car and Cyclecar," deals with its own type of machine exclusively. Cars with an engine of a cubic capacity exceeding 1,500 c.c. cannot be accepted for its advertisement columns.

### RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Paragraphs of 12 words or less are charged at the minimum rate of 2s. Subject to a discount of 5 per cent. for 15 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52. Terms: Cash with order and otherwise net.

**DISPLAYED ADVERTISEMENTS.** Scale of charges, with reduction for series, sent on application. Cheques, Postal Orders, etc., should be made payable to Temple Press Ltd., and crossed: Midland Bank, Ltd., Bedford Row.

### REGULATIONS.

Copy must be supplied without application from the publishers, and current copy and blocks will be repeated if new copy is not received at the time of closing for press. Orders for advertisements are subject to acceptance in writing from the Head Office. Advertisement copy is subject to the approval of the publishers, who also reserve the right to reject any advertisement in whole or in part referring to cars or accessories which in the opinion of the publishers are outside the scope of the journal. All advertisements and contracts are accepted and made upon the express condition that the publishers have the absolute right to refuse to insert copy to which they may object for legal, public or trade reasons, and such refusal of copy shall not be a good ground for advertisers to repudiate a current contract or to refuse to pay for the same or for taking action for breach of contract. The Proprietors, whilst endeavouring to ensure that advertisements shall appear with all possible regularity, will not be held liable for any delays occasioned by the failure of any advertisement to appear for any cause whatever. Series orders are only accepted as firm contracts, that is, no cancellation of a series contract will be accepted by us either on payment of difference of rate or otherwise. The acceptance of an order does not confer the right to renew upon similar terms. Contracts relate to the advertiser's own goods or services, and the space may not be sublet or disposed of in any way. Conditions which are contained in order forms other than those of the Proprietors, and which do not conform to, or are in addition to the Proprietors' conditions, will not be recognized as binding. Special conditions must be subject to mutual agreement.

### NOTICES.

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

### DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or Money Orders save time. Cheques must be made payable to Temple Press Ltd., and crossed: Midland Bank, Ltd., Bedford Row, and are acknowledged to seller when "cleared." If a sale is concluded we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 14 per cent. (3d. in the £, 2s. 6d. minimum) on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 3 per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangements between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding to both parties.

**WARNING.**—Acknowledgments of deposits or instruction to forward goods advertised are only written on our special headed paper, which bears a facsimile of the title of this journal. To prevent fraud, the advertiser should **ACKNOWLEDGE IMMEDIATELY** any such letter apparently coming from us, and delay forwarding the goods for a day or so. Should we, on receiving such an acknowledgment, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

### CLOSING TIME.

Copy for and all matter relating to advertisements must reach our Head Office **first post Tuesday**, and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 5-15, ROSEBERY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy should be forwarded in sufficient time to allow of it being submitted and returned.

Whilst every precaution is taken to ensure accurate printing, the publishers will not be responsible for printers' errors, or for errors arising out of telephonic instructions relating to advertisement copy, nor will they be responsible for advertisement blocks destroyed by fire or that are left in their possession for more than one year.

Inserts, to conform with G.P.O. regulations, must be printed by TEMPLE PRESS LTD., the responsible printers of the journal.

Head Office: 5-15, Rosebery Avenue, London, E.C.1.

Inland Telegrams: "Pressimus, Holb., London."

Cables: "Pressimus, London."

Telephone: Clerkenwell 6000 (Private Exchange).

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

### NOTICE.

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

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

A.C.s. All under £100. See page 26. 964-55

A.J.S. demonstration cars for sale. Leeds and Oxley, 439 Edgware Rd., W.2. Paddington 3843. 964-349

A.J.S., 1931 fabric de luxe saloon, used demonstrations only, indistinguishable from new, £189, usual price £219. Iiyama Bros. and Heard, 19 Beynon Rd., Carshalton. Tel., Wallington 1917. 964-327

ALVIS, late 1925 12-40 saloon, f.w.b., 4 new tyres, taxed, many extras, open to any examination, £37 10s, or exchange. 339a Goldhawk Rd., W.6. Riverside 5113. 964-318

ALVIS, 1925, 12-50 sports 4-seater, red and black brown leather upholstery, original paintwork, in excellent order, good tyres, £62. Below exchanges. Page, 199b Upper Richmond Rd. Putney 7671. Sunday 10-2. 964-197

AMILCARS. Amilcars (G. Britain) Ltd., 95 High Holborn, W.C.1. Large stock of used Amilcars from £50. Chancery 8625. zzz-167

AMILCAR. We hold the largest stock of used Amilcars.

AMILCAR, 1927, 1926 Grand Sports, from £40. Largest selection of sports cars in Great Britain. Open Sunday morning. Exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 964-100

AMILCAR, 9hp, Weymann saloon, 1929, taxed, excellent condition, £110. 'Phone, Palmers Green 3437. 964-211

AMILCARS. All under £100. See page 26. 964-56

AUSTIN authorized main dealers. Immediate delivery of all models, new and second-hand in stock, exchange and deferred terms if desired. Beechings, Ltd., Farnborough, Hants. Telephone 279. zzz-718

AUSTIN, 1929 Taylor 2-seater, excellent condition, £85. Taylor 135 London Rd., Kingston-on-Thames. 'Phone, Kingston 1264. zzz-217

AUSTIN, 1930 saloon, coachbuilt, excellent condition, any trial, £79 10s.

On leave? Cars supplied on buy-back basis, on low deferred terms. Ask for particulars. Normand Garage Ltd., 489 Oxford St., W.1. Mayfair 6801-2. Open until 6 p.m. Saturdays. zzz-369

AUSTIN 7, 1929 tourer, one owner, excellent condition, £65. Gore Ravenswood, Saddlebow Rd., King's Lynn. 965-222

AUSTIN 7 1929 wide door fabric saloon, black and red, beautiful condition throughout, £78; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 964-453

AUSTIN 7 latest 1931 light blue coachbuilt saloon, sliding roof, free wheel and other extras, £115. Chomley, 18 Belsize Park, N.W.3. 'Phone (evenings), Primrose 5538. 964-274

AUSTIN 7 1930 coachbuilt sunshine saloon, late delivery, one owner, splendid condition throughout, written guarantee, taxed, unique deferred terms, £89. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 964-91

AUSTIN 7. We have several saloons and tourers, for disposal, prices ranging from £35 to £100, all cars offered are in good condition; deferred terms. Ingrave Motors, Ltd., Ingrave St., Clapham Junction, S.W.11. Battersea 5360. zzz-350

AUSTIN 7. £65!!! 1928 Gordon-England Cup 2-seater, colour mottled silver, in exceptional condition throughout, bargain. Below.

AUSTIN 7. £65!!! 1929 tourer, in absolutely new condition throughout, fitted with luggage grid, taxed, bargain. Below.

AUSTIN 7. £70!!! 1929 Wydor saloon, colour maroon, maroon leather upholstery, exceptional condition, taxed, bargain.

Morgan Hastings, Ltd., 212 New Kings Rd. (opposite Putney Bridge Station), S.W.6. Tel., Putney 7611. zzz-380

AUSTIN 7, 59 guineas!! Mulliner saloon, 1928-9, many extras, marvellous condition, taxed year, 1924 chimney model, 19 guineas: Austin 7 Cup model, 1927 (September), in exceptionally nice condition, tax paid, 42 guineas. Comerfords, Portsmouth Rd., Thames Ditton. 964-354

AUSTIN 7. E. A. Cullum, A.M.Inst.B.E., M.I.M.T., offers:—1927 (August) Austin 7 chummy, good condition, £40. 36 High St., Eton. 'Phone, Windsor 308. 964-259

AUSTIN 7, 1930 Wydor saloon, £85; choice of three motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 964-355

AUSTIN, 1930 7hp tourer, in new condition, £85 cash, or £8 10s. down and 10 monthly payments of £8 10s. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 964-292

AUSTIN, 1928 7hp tourer, very good condition, taxed, £60 cash, or £6 down and 10 monthly payments of £6. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 964-293

AUSTIN 7hp, 1928 saloon, in very clean condition, £55 cash, or £15 down and 12 monthly payments of £3 15s. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 964-297

For immediate attention, address G.P.O. BOX 147, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1.



## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**AUSTIN 7.** 1927 (late) Cup model, in very nice condition, fast, taxed to end of year, £55. Below.

**AUSTIN 7.** 1927 coachbuilt saloon, in very nice order, good tyres, £42 10s.; exchanges, deferred. Haskins, 155 Ladbroke Grove, North Kensington, W.10. Park 5541. 964-281

**AUSTIN 7.** 1930 fabric saloon, excellent conditions throughout, sliding roof, black and red, £85; 1930 Austin 7 tourer, 5,000 miles, as new, £79. G. J. Shaffer and Co., 45 Newman St., W.1. Museum 6663-4. 964-275

**AUSTIN 7.** 1927, tourer, black and cream, in really exceptional condition, new hood, nearly new tyres, £48, guaranteed by Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 964-420

**AUSTIN 7** saloons. We have two in really new condition. £65 and £85; easy extended terms. Buntings Exchange, Wealdstone. 964-438

**AUSTIN 7.** 1927, chummy, in sound condition throughout, exchange, terms, £35. Ward and Co., 5 Upper Richmond Rd., Putney 2818. 964-443

**AUSTIN 7.** Premier have some excellent second-hand 1928, 1929 and 1930 saloons and tourers. Very reasonable prices. Write for full list of bargains. Each car guaranteed. Terms of payment to suit purchaser. Free delivery. Premier Motor Co., Aston Rd., Birmingham. 964-407

**AUSTIN 7.** 1931, saloon, £105. South London Car Sales (behind Brixton Palladium), S.W.2. Brixton 7030. 964-409

**AUSTIN 7** Wyder fabric saloon!!! Genuine 1929, taxed for year, finished black and red, one owner, small mileage, equal to new throughout, £72, any trial. H. Bath, 15 Kynance Mews, Gloucester Rd., Kensington, S.W.7. 964-x557

**AUSTIN 7.** 1931 coachbuilt sunshine saloon, dark blue, mileage 200 only, owner exchange for larger car, £122 10s. Below.

1931 coachbuilt saloon, new February, guaranteed mileage 1,100 only, quite spotless, £112. Below.

1930 (February) sunshine saloon, black, perfect mechanically, one owner, very attractive, guaranteed, £93. Below.

1930 (June) coachbuilt saloon, blue, in unsoiled condition, taxed and ready for the road, £92. Below.

1929 (September) wide-door saloon, black-red, leather upholstery, extra fine order, taxed year, £80. Below.

1929 (February) saloon, grey, mileage 13,000, grid, various extras, owner going abroad, £68. Below.

1929 Stadium 2-seater, cream-black, cycle-type wings, various extras, tuned for speed, any trial, £85. Below.

1929 4-seater, maroon, loose upholstery covers, step mats, new tyres, one owner, guaranteed, £65. Below.

1928 Gordon Cup 2-seater, recently overhauled, tyres almost new, a beauty, £65. Below.

1928 (February) Mulliner fabric saloon, maroon, A1 mechanically, clean coachwork, very attractive, £55. Below.

1928 (February) coachbuilt saloon, primrose-black, new tyres and battery, loose covers, very attractive, £55; another, taxed, £55. Below.

1928 (April) 4-seater, kingfisher blue, exceptionally sound, fully equipped, very reliable, £48. Below.

1927 (May) Gordon 2-seater, same owner always, Triplex, new tyres, coachwork first-class, taxed, £58. Below.

1927 4-seater, blue, one change ownership, overhauled March, 4 new tyres, £40. Below.

1926 (March) 4-seater, rigid side screens, two owners, overhauled, brakes, electrical equipment perfect, £54. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 964-205

**AUSTIN 7.** £72 10s.: Wyder fabric saloon, 1929, splendid order throughout, taxed for year. Bell Motor Mart, Ltd., Bath Rd., Crippenham, near Slough. Phone, Burnham 149. 964-457

**AUSTIN 7.** 1929, Widor black fabric saloon, really excellent condition, very clean, £72; exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426-7. 964-218

**AUSTIN 7.** 1928 Mulliner saloon, very good tyres, taxed, luggage trunk fitted at rear, ball change, many extras, £55. Below.

**AUSTIN 7.** 1927 chummy, taxed, very good runner, exceptionally clean, £45; exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426-7. 964-219

**AUSTIN 7.** 1930, 4-seater, very small mileage, beautifully kept, taxed and complete, £75; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 964-148

**AUSTIN 7** chummy, 1927 (September), perfect condition throughout, original paintwork as new, new tyres, £39; another, taxed £41; terms and exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 964-242

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**AUSTIN 7.** 1928, coachbuilt saloon, blue and black, black leather upholstery, original paintwork, in excellent order, good tyres, £62. Below.

**AUSTIN 7.** 1927, coachbuilt saloon, taxed for year, recently overhauled, excellent mechanical order, repainted, £45. Below.

**AUSTIN 7.** 1928, Taylor 2-seater, red and cream, Triplex glass, perfect order throughout, good tyres, exceptional chassis, taxed, £65. Below.

**AUSTIN 7.** 1927, tourers, choice of three, all in perfect order and taxed, from £35. Below.

1928 Avon sports 2-seater, very clean condition throughout, taxed, good tyres, £62; terms, exchanges. Page, 199b Upper Richmond Rd., Putney 7671. Sundays 10-2. 964-198

**AUSTIN 7.** 100 cars in stock, list free. Exchanges. Rowland Smith. Below.

£8 deposit, 85 guineas cash. 1930 model Wyder fabric saloon, maroon, very exceptional condition; free year's tax, free insurance to cash buyers. Below.

£6 deposit, 65 guineas cash. 1929 coachbuilt saloon, blue, exceptional condition; free tax, free insurance to cash buyers. Below.

£5 deposit, 52 guineas cash. Late 1928 tourer, blue, practically new, tyres, carefully used, exceptional order; free tax, free insurance to cash buyers. Below.

£4 deposit, 39 guineas cash. 1927 tourer, blue, exceptionally good condition, free tax, free insurance to cash buyers. Below.

Rowland Smith, 78-81 High St., Hampstead. Open all week-days, including Saturdays, 9-8, Sundays 9-1. One minute Hampstead Tube. Phone, Hampstead 4881. 964-186

**AUSTIN.** 1930, Swallow coachbuilt saloon, dual tone blue, as brand new, taxed December, £115. Below.

**AUSTIN.** 1928, Gordon England fabric saloon, exceptionally nice condition, taxed, £58. Below.

**AUSTIN.** 1927, tourer, fully equipped, good tyres, recently repainted, wonderful value, £42; exchanges and deferred terms. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 964-167

**AUSTIN.** Merton Motor Mart have several Austin saloons for sale. Example: 1929 (June) Austin 7 saloon, 4 new tyres, one owner, £57 10s.; exchanges. Merton Motor Mart, 114a Kingston Rd., Merton, S.W.19. Phone, Wimbledon 4186. 964-163

**AUSTIN 7.** 1925-6, 4-seater, exceptionally well kept, £25. Below.

**AUSTIN 7.** 1927, 4-seater, finished blue, very smart and sound, £35, choice of 2. Below.

**AUSTIN 7.** 1928, Mulliner fabric saloon, splendid condition, £48. Below.

**AUSTIN 7.** 1929 (September), 4-seater, all-weather equipped, excellent condition, taxed, £55. Below.

**AUSTIN 7.** 1929, coachbuilt saloon, dual colour, new condition, taxed, £69; exchanges, instalments. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sundays. 964-162

**AUSTIN 7.** Brooklands model, 1926, finished green and cream, 4 new tyres, outside exhaust, full dash, oil and petrol gauge, 80 m.p.h., speedometer, clock, radiator thermometer, etc., new battery, taxed, very fast, £57 10s. 5 Petersham Mews, Gloucester Rd., S.W.7. 964-a235

**AUSTIN 7.** 1927 model chummy, repainted maroon, nickel radiator, 4 new Dunlop tyres, taxed year, £41. Below.

**AUSTIN 7.** 1927 chummy, starting and lighting, in very good condition, £36. Below.

**AUSTIN 7.** 1926 chummy, starting and lighting, a very nice little car, taxed, £26. Earls, 75 Heath St., Hampstead, N.W.3. Open until 1 p.m. on Sundays. 964-144

**AUSTIN 7** 1931 coachbuilt sunshine saloon, taxed year, mileage 5,000, many extras, £115. Below.

**AUSTIN 7** 1930 fabric saloon, taxed, one owner, original tyres, very carefully kept, £89. Below.

**AUSTIN 7** 1926 chummy, taxed, good condition, £32. Paul and Co., 51-53 The Mall, Ealing 4635. 964-72

## A Quick Sale!

"Orpington.

"I should be glad if you would cancel further insertions of my advt. re Morris Minor, as, through the large circulation of your excellent journal, I was able to dispose of it yesterday.—W.A.K."

Readers are referred also to "THE MOTOR" (Tuesdays, 4d), which contains each week many hundreds of advertisements of new and second-hand cars of all kinds.



# SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**AUSTIN.** Newnham's, as Austin agents, always have an excellent selection of used models of this make available. Few examples below, but full list on request.

1930 7hp coachbuilt sliding-roof saloon, maroon, perfect little car, £85.

1930 7hp chummy, maroon, run very small mileage only, £75.

1929 7hp fabric saloon, maroon, very smart and generally attractive, £59.

1928 7hp coachbuilt saloon, dual colours, beautiful condition throughout, £52.

1928 7hp chummy, blue, exceptionally nice order, £45.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 964-130

**AUSTIN 7.** 1925. chummy model, £24 10s. R. N. Judd, Motor Exchange, High St., Edgware. Phone 0862. 964-74

**AUSTIN 1928** chummy, excellent mechanically, good appearance and tyres, written guarantee, taxed, unique deferred terms, £48. 616-522  
Streatham High Rd., S.W.16. Phone, Pollards 4444. 964-82

**AUSTIN 7.** 1929, maroon, splendid mechanical condition and appearance, taxed, written guarantee, unique deferred terms, £58. 616-522  
Streatham High Rd., S.W.16. Phone, Pollards 4444. 964-90

**AUSTIN** Swallow, 1928; open sports, cellulosed ivory and maroon, chromium, servo free wheel, Port Dunlops, perfect, £80. Richardson, 84 Lutteridge Rd., Middlesbrough. 964-a215

**AUSTIN** Arrowy 1930, 2-seater, sports, fast, privately owned, £95. 4 Shawville Gdns., Ilford. 964-a231

**AUSTIN 7.** late 1925, 2-seater sports, taxed, splendid condition, £52. Gregory, 50 Lessor Avenue, Clapham Common. 964-a224

**AUSTIN 1928 7hp** 4-seater, exceptional condition throughout, £49; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4635. 964-98

**AUSTIN 7.** £75. 1930 Wydor fabric saloon, chromium plating, full equipment, magnificent condition.

**AUSTIN 7.** £48. 1928 coachbuilt saloon, full equipment, exceptional condition.

**AUSTIN 7.** £40. 1928 4 seater, full equipment, exceptional condition.

**AUSTIN 7.** £55. 1927 4-seater, full equipment, exceptional condition throughout; choice of 2; exchanges, deferred. 86 Acra Lane, Brixton. Phone 3401. 964-a217

**AUSTIN 7.** Steele Griffiths, agents of repute and Austin specialists, offer:—

1931 Austin 7 sunshine saloon, as new, £113.

1930 Austin 7 coachbuilt saloons, choice of 4, from £82.

1929 Austin 7 saloons, choice of 6, from £65.

1928-9 Austin 7 tourers, from £40.

Written guarantees, free driving tuition, after sales service, full lists on request. Abbey House, Victoria St., facing Westminster Abbey (Vict. 04671); Court House, Camberwell New Rd., S.E.5 (Rodney 2201); S.G. House, Camberwell Green, S.E.5 (Rodney 2203). 964-125

**AUSTIN.** See the Naylor and Root bargains on page 24. 964-170

**AUSTIN 7.** 1928 (late). Cup model, blue, very nice condition, £60. Stuart and Co., 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 967-114

**AUSTIN 7** 1928 Mulliner fabric saloon, smart appearance, very clean inside, good mechanically, £55. Bell Motors, Church St., Staines. Phone 401. Open Sundays 10-1. 964-109

**AUSTIN 1931** 750 c.c. supercharged low chassis Ulster 2-seater, mileage 2,000, unscratched, £175; also 1931 Austin 750 c.c. Ulster model, brand new, unregistered, £185; also 1930-31 Austin 750 c.c. Ulster T.T. model, £125; exchanges, deferred. Bartlett, 27a Pombrige Villas, Notting Hill Gate. 964-103

**AUSTINS.** All under £100. See page 26. 564-57

**AUSTIN 7.** Renno's. 1929 Gordon England saloon. Triplex glass, like new, 75 guineas, or terms, 232-34 Upper St., Islington, N.1. Near Tubes. Phone, North 4467-8. Open Sunday mornings 10.30 to 1.30. 964-380

**AUSTIN 7.** 1927 saloon, coachbuilt, primrose and black, perfect condition, 45 guineas; exchanges and deferred. Palmers, 55 York St., Twickenham. Popesgrove 1454. 964-381

**AUSTIN 7.** Finchley Motors offer: 1929 saloon one owner, not used last 12 months, exceptional condition, £75. 132 High Rd., East Finchley. Phone, Tudor 2358. 964-381

**AUSTIN 7.** 1925 model sports 2-seater, overhauled, engine rebored, new pistons, etc., fitted by Austin Motors, recoachpainted, exceptionally smart and good, £29 or terms. Shakespeare Garage, Queensborough Passage, Porchester Terrace, Bayswater, Fadd. 1747. 964-a236

# SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**AUSTIN.** 1930 7hp tourer, £80; also 1930 7hp Austin 2-seater, £80; both cars in excellent condition. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Gerrard 6254-5. 964-317

**AUSTIN 7.** 1928; Gordon England Cup model, in really 100% condition throughout, finished in red and black, small mileage, £60, or exchange motorcycle or Morgan. 339a Goldhawk Rd., W.6. Riverside 5113. 964-320

**AUSTIN 7.** £115. 1931 coachbuilt sunshine saloon, blue and black, sliding roof, pneumatic upholstery, total mileage 3,200, equal to new (licensed to December 31st); deferred terms. Phillips and Powis, 10-24 South St., Reading. Phone 2600. 964-405

**AUSTIN 7.** Stadium 2-seater, late 1929, very small mileage, completely overhauled at a cost of £50, absolutely perfect, £72 10s.; exchanges or deferred payments. C and K. Motors, 5 Putney Bridge Rd. Putney 2728. 964-398

**AUSTIN 7.** 1929 Cup model, one-shot lubrication, splendid condition, £69. Below.

**AUSTIN 7.** 1929 saloon, one owner, condition as new, £65; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0503. 964-395

**AUSTIN 7s.** Carlton Garage. 1930 7 saloon, Wydor, 85 guineas; 1927 Cup sports, new tyres, 49 guineas; terms, exchanges. 79 Carlton Vale, Kilburn (10 mins. from Marble Arch). 964-387

**AUSTIN 7.** Brooklands Motor Co. offers: 1931 fabric saloon, upholstered in leather, mileage under 1,000, used for demonstration purposes only, £112 10s.; exchanges, deferred. 331 Euston Rd., N.W.1. Museum 3145-4. 964-376

**AUSTIN 7.** 1929, tourer, tax paid, oversize tyres, excellent order, except £52 10s. Whiby's, 1 and 7 The Vale, Acton, W.3. Phone, Shepherd's Bush 1513. 964-370

**AUSTIN 7.** 1930, saloon, in new condition, £87 10s.; exchange or deferred. Whiby's, 7 The Vale, Acton, W.3. 964-368

**AUSTIN 7.** 1931 saloon, taxed year, mileage 3,000 only, condition as new throughout, £115. Below.

**AUSTIN 7.** 1929 coachbuilt close-coupled saloon, taxed, excellent condition throughout, £75. Paul and Co., 114 Gt. Portland St. Museum 4117. 964-261

**AUSTIN.** Bournemouth. Black and red fabric saloon, clean, smart, two new tyres, any trial, terms arranged, £70 or near offer, 1929 model. Phone 1793. Surplice, Poole Hill. 964-374

**AUSTIN 7.** Cooke's Motors offer several bargains. 1927 4-seater, £39; 1927 4-seater, £45; 1928 4-seater, £55; 1928 Gordon England saloon, £59. 366 High St., Sutton, Surrey. Phone 4560-1. 964-385

**AUSTIN 7s!!!** Humphreys, Ltd., offer this week:—

1930 Wydor saloon, black, chromium, very small mileage, as new, £89. Below.

1929 Wydor saloon, maroon, taxed December, tyres unmarked, beautiful mechanical condition, magnificent appearance, £78 10s. Below.

1929 coachbuilt saloon, maroon and black, excellent tyres, leather upholstery, taxed, small mileage, beautiful order throughout, £76 10s. Below.

1928 Wydor fabric saloon, blue, taxed, very clean, excellent mechanical condition, £60.

1927 Chummy, blue, full all-weather equipment, clock, speedometer, screen wiper, etc., good tyres, really exceptional condition, bargain, £46. Your motorcycle or present car taken in exchange; deferred payments. Humphreys, Ltd., 120-2 Hampstead Rd., N.W.1. (Two minutes Euston Station.) Phone, Museum 9513. 964-222

**AUSTIN 7s.** 1926-28, overhauled, insured and ready for the road, £30 to £50. Ruffells Motors, White Hart Lane, Barues. Prospect 6549. 964-263

**AUSTINS.** F. G. Smith (Motors), Ltd., Austin 7 sports 2-seater, Gordon England Cup model, a good car, deposit £20, balance £65. Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 964-247

**AUSTIN 7.** 1928 tourer, in magnificent condition throughout, full equipment, hood, side curtains, perfect, 43 guineas. R. Parsons, 1 Acton Lane, Chiswick. Phone 6028. 964-x532

**AUSTIN 7.** 1927 (late) tourer, perfect condition, insured July, bargain, £33. 298 Fulham Rd., Flaxman 8239. 964-269

**AUSTIN 7.** 1926, chummy, taxed, insured, fine condition, £27. Manktelow, 12 Lamerton St., Deptford. 964-x554

**AUSTIN 7.** 1930, sunshine black fabric saloon, mileage 9,000, new condition throughout, £87 10s. Wreast Villa, Wolsey Rd., Esher. Phone, Esher 352. 964-263

**AUSTIN 7** saloon, Gordon England, one owner, £65; exchanges. Snow, 42a Wilton Rd., Dalston, E.8. 964-255

**AUSTIN 7.** The Specialists have Bughley Cup and K.C. specials from £40, saloons from £45, tourers from £55. Glover-Motors, 3-5 Chelverton Rd. Putney 7134. 964-241



## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**AUSTIN.** A. Rix offers 1930 Austin 7hp Swallow saloon, taxed, in very nice order, £125. 153 Euston Rd., N.W.1. Museum 1618. Open 8 p.m. and 1 p.m. Sundays. 964-229

**AUSTIN 7, 1931.** opal blue, coachbuilt sunshine saloon, extra side light, stop light, Porlock, mileage 2,500, and condition in keeping, taxed, accept £115. Exchanges entertained. Wilson Motors, 4 Euston St., Victoria. Sloane 7201. 964-260

**AUSTIN 7. £65.** 1929 Wydor saloon, really beautiful order throughout. Below.

**AUSTIN 7. £42.** 1928 chummy, very nice condition, good tyres and head; exchanges, deferred. Maynards, 241a High Rd., Wood Green. 964-271

**AUSTIN 7, 1931** coachbuilt sunshine saloon, practically new, £115. Below.

**AUSTIN 7, 1929.** saloon, small mileage, faultless condition, £75. Lionel H. Pugh, 56 South Molton St., W. Maglair 4435. 964-321

**AUSTIN 7, 1929 (July)** coachbuilt coupe, just rebored Lavatall, excellent tyres, beautiful condition throughout, £68. H. Hyams Bros. and Heard, 19 Beynon Rd., Carshalton. Tel., Wallington 1917. 964-325

**AUSTIN 7\*** Andrews Automobiles for Austin 7 bargains.

**AUSTIN 7, 1927-30,** tourers and saloons, £40 to £90, ready for the road, taxed, insured, and guaranteed 3 months; simplest hire-purchase scheme in existence. Write for list of 100 light cars or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 964-328

**AUSTIN 7, 1930** Arrow 2-seater, taxed year, perfect condition, small mileage, £95. Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 964-338

**B.S.A.** Let G. A. Norchi demonstrate this fine engineering job to you, the easy running will amaze you.

**B.S.A.** from Hackford Motors, Ltd. for exchanges and easy terms. 182 Acre Lane, Brixton. Phone 3062. zzz-368

**BUCATTI.** We specialize in these cars. 1929, 1928 and 1927 in stock. Written guarantee with every car. Largest stock of sports cars in Great Britain. Open Sunday morning. Exchanges, deferred. Bartlett, 27a Penbridge Villas, Notting Hill Gate. 964-107

**BUCATTI, £30!!** Brescia, roller bearing, Compton's 3-seater, sports body, first registered late 1926, good battery over 70 m.p.h. and will not oil up; exchanges. Metro Motors, 45 Newman St., W.1. Museum 9955. 964-289

**BUCATTI** Carlton Garage. 1924 clover-leaf pukka sports, 29 guineas; terms, exchanges. 79 Carlton Vale, Kilburn (10 mins. from Marble Arch). 964-388

**BUCATTI, 1926, 1½-litre** modified Brescia 4-seater sports, model 2556, pneumatic upholstery, recently overhauled and repainted, good tyres, £75; terms, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. Sundays 10-2. 964-199

**CITROEN, 7.5hp** cloverleaf, practically as new throughout, 5 new tyres, taxed for year, £23; terms and exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 964-a243

**CITROEN 7, 1926,** cloverleaf 3-seater, almost new tyres, very smart and sound, taxed, £18; another, £15; exchanges, instalments. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sundays. 964-160

**CITROEN 7, late 1925,** Cloverleaf 3-seater, very smart, been beautifully kept, bargain £15; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 964-149

**CITROENS.** All under £100. See page 26. 964-58

**CITROEN 7, 1926** cloverleaf 3-seater, splendid condition, taxed, £15; also 1925 7hp coupe, £15. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 964-594

**CITROEN 7, 1926,** cloverleaf, taxed, 3 new tyres, £14. 181 The Grove, Goldhawk Rd., W.6. 964-224

**CITROEN, 7.5, 1926** cloverleaf, taxed, insured, perfect, £15, offers. 12 Scarsdale Villas, W.8. 964-x553

**CITROEN 7, 1926,** cloverleaf, taxed and insured, £12 10s. Snow, 42a Wilton Rd., Dalston, E.8. 964-253

**CITROEN 7s, 1925-6,** fully equipped, sound condition, insured, £15 to £25. Ruffells Motors, White Hart Lane, Barnes. Prospect 5549. 964-260

**CLYNO, 11hp** 1928 fabric body 2-seater and dickey, well maintained since new, exceptional condition, year's licence, £38; also 1926, £14; exchanges, instalments. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sundays. 964-161

**CLYNO, 1927** model de luxe saloon, 12hp Royal, four doors, leather upholstery, shock absorbers, balloon, cigarette lighters, rear blinds, runs beautifully, examination invited, sacrifice 39 guineas. 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 964-119

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**CLYNO, Royal** tourer, 1927, in perfect condition, original paintwork as new, leather upholstery, new tyres, £25. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 964-a247

**CLYNOS.** All under £100. See page 26. 964-59

**CLYNOS.** Andrews Automobiles for Clyno bargains.

**CLYNOS,** tourer and saloons, £10 to £60, ready for the road, taxed, insured and guaranteed 3 months; simplest hire-purchase scheme in existence. Write for list of 100 light cars or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 964-329

**CLYNO** Royal 1928 tourer, 10.4hp, f.w.b., taxed, real bargain, 37 guineas. Chantry Motors (formerly South Ealing Garage), 30 Uxbridge Rd., W.3. Ealing 4161-2. 964-198

**CLYNO, 1927** 2-seater, f.w.b., faultless condition, £23, insured. Ruffells Motors, White Hart Lane, Barnes. Prospect 5549. 964-262

**CLYNO, 1927, 11hp** 4-seater 4-door saloon, f.w.b., good tyres, mechanically very sound, a cheap car, £45; exchanges, easy payments. Houghings, Ltd., Farnborough, Hants. Telephone 279. 964-196

**CLYNO, 1928, 12-35hp** 5-seater, maroon, 3 new Michelins, repainted wings, splendidly kept, £45. Below.

1927 Royal 4-seater, maroon, new tyres, rear screen, in magnificent condition, £30. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 964-206

**CLYNO, 1928,** super de luxe, latest model touring car, and also 4-door coachbuilt saloon, perfect order throughout, prices £45 to £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. 964-435

**COVENTRY-VICTOR** 1931 family model, unused, shop-soiled only, starting and lighting, exchanges or terms, £95. George Taylor, 442 Coventry Rd., Birmingham. 964-a79

**FIAT 12, 1927, 4-seater, 4 speeds,** f.w.b. and full equipment, a good sound touring car, tax £11, insured, £32; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 964-1225

**FIAT, 1928,** drop-head coupe, 8hp, many extras, very good tyres and a really smart car, £58. Below.

**FIAT, 1927, de luxe** tourer, f.w.b., side screens, splendid condition, taxed. Exchanges and deferred terms. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 964-166

**FIATS.** All under £100. See page 26. 964-60

**FIAT 9, 2-seater,** dickey, f.w.b., new balloons, very smart, insured, £35. Ruffells Motors, White Hart Lane, Barnes. Prospect 5549. 964-264

**FIAT.** See the Naylor and Root bargains on page 24. 964-179

**FIAT, 1928** drop-head coupe, in splendid condition throughout, appearance very smart indeed, recommended, bargain, 49 guineas. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 964-396

**FIAT, 8hp** saloon, late 1926, fast and sound, £55. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 964-432

**FRAZER-NASH** cars offer for sale or exchange a number of used cars, including 1928 Boulogne 3-seater, 1929 super-sports, 1927 super-sports 4-seater. London Rd., Isleworth. Hounslow 3171-2. zzz-390

## If you have

a "used" small car, or any small-car equipment, for disposal, try the effect of a small advertisement in these pages.

There is no better or quicker means of finding a customer.

"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.



## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**FRAZER-NASH** 1924 2-seater, boat body, Anzani, taxed, price £15. Tel., Sydenham 2965. 964-292

**GWYNNE**, £65!!! 1928 10-40 de luxe 2-seater and dickey, really high average speed car, Perrot l.w.b., handsome bodywork. Denmans, 132-3 Long Acre, W.C. Open week-ends. 964-437

**HANDS**, 1924 10hp 2-seater, just overhauled and repainted, perfect condition, £10. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 964-599

**HILLMAN**, 12 guineas, insured, 9.5hp Brooklands sports 2-seater, outside exhaust, dynamo lighting, sporty car and very fast. Barnes, The Cottage, 25 Leigham Court Rd., Streatham. Phone 9221. 964-314

**HUMBER**, 1925, 7.8 4-seater, sound mechanically, nice appearance, a really serviceable car, bargain, £22. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 964-81

**HUMBER**, 8hp, 1924, chummys, starting and lighting, full equipment, good tyres, any trial, £17. Earl, 75 Heath St., Hampstead, N.W.5. Open until 1 p.m. on Sundays. 964-145

**HUMBER**, 9, 4-seaters at £48, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 964-330

**IMPERIA**, 1928 4-door sunshine saloon, perfect condition, £85. Paul, Sawyer and Co., 130 Gt. Portland St. Museum 1925. 964-539

**JOWETTS**, 1928 long 4-seater and 2-seater, £75; 1929 short fabric saloon, £86; 1929 long fabric saloon, £100; 1929 4-seater, as new, £90; and several other Jowetts. Westminster Bridge Garage and Eng. Co., Ltd., 5 Lambeth Palace Rd., S.E.1. Hop 1665. zzz-83

**JOWETTS**, Manchester, 1927, 1928, 1929 and 1930 saloons, tourers, and 2-seaters, always in stock. Main distributors, Saxon Jeffries, Ltd., Deansgate. Phone, 1015 Central. zzz-63

**JOWETT**, 1926, tourer, June delivery, blue-black, one change owner, nice appearance, good mechanical condition, tyres excellent, £25. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 964-84

**JOWETT**, Chingford Automobiles, Ltd., distributors and engineers. Trade supplied. Opposite Chingford Station. Tel., Silverton 1032. 971-333

**JOWETT** long tourer, 1925, taxed, any trial, £23. Ross, 20 Hertford Rd., N.1. Chis. 4036. 964-206

**JOWETT**, 7hp 2-seater, 1925, taxed, beautifully kept, £18. 68 Cromwell Avenue, Highgate, N.6. Mountview 6934. 964-227

**JOWETT** 7, 1927 model, 2-seater and dickey, long chassis, starter and full equipment, re-coachpainted, £35; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 964-221

**JOWETT**, 1929 (June), long 4-door saloon, excellent condition throughout, 3 months' written guarantee, unique deferred terms, £89. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 964-83

**JOWETT** saloon, short, blue fabric, perfect condition. 16 Watfield Rd., Clapton, E.5. 964-235

**JOWETT**, 7hp, 1926, long chassis, 4-seater, excellent appearance and condition, £24; another, with attractive aluminium body, taxed, £32; exchanges, instalments. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sundays. 964-159

**JOWETT** 1925 long-chassis tourer, 5 nearly new tyres, taxed, rare bargain, £28. Chantry Motors (formerly South Ealing Garage), 30 Uxbridge Rd., W.5. Ealing 4161-2. 964-267

**JOWETT**, 1924-5, 2-seater, leather upholstery, starter, good tyres, nice condition, £17. Ruffell's Motors, White Hart Lane, Barnes. Prospect 5549. 964-261

**JOWETT**, F. G. Smith (Motors), Ltd. 1930 Black Prince saloon; this car has been very carefully used; deposit £25, balance £100. Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 964-248

**JOWETT**, F. G. Smith (Motors), Ltd. 1928 4-door saloon, taxed for year, deposit £15, balance £50. Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 964-249

**JOWETT**, 1928 2-seater and dickey, taxed, 2 spare wheels, indistinguishable from brand new, £36. 34a Hereford Rd., Westbourne Grove, W.2. 964-246

**JOWETT** 1927 long 4 tourer, any trial. 2 Little Woodcote Estate, Wallington. 964-242

**JOWETT**, £43, exchange!!! 1928-9 long chassis 2-seater, dickey, in remarkable condition throughout, taxed for the year. Chidley, 569a High Rd., Tottenham. Phone 2920. 964-353

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**JOWETTS**, F.O.C.H., the distributors, have all models in stock. Come to us for the cheapest guaranteed Jowetts in London. Cash, exchange and deferred. F.O.C.H., Ltd., 5 Heath St., Hampstead. Phone, Hampstead 3752. Close daily at 8 p.m.; Sundays 2.30. 964-252

**JOWETTS**. All under £100. See page 26. 964-61

**JOWETTS**, Andrews Automobiles for Jowett bargains—

**JOWETTS**, £15 to £35, ready for the road, taxed, insured and guaranteed 3 months; simplest hire-purchase scheme in existence. Write for list of 100 light cars or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station) Phone, Richmond 0576. 964-331

**JOWETT**, £27!!! 1927 long-chassis 2-seater, not used 12 months, new battery; exchanges, deferred. 368 Hornsey Rd., N.19. Archway 3294. 964-267

**JOWETT**, 1930 Black Prince long chassis saloon, black-red, wire wheels, beautiful order throughout, taxed, £115. Below.

1929 saloon, long chassis, brown, very completely fitted, one change only, owner buying new model, £85. Below.

1927 full 4-seater, blue, good tyres, one owner throughout, taxed, £40. Below.

1926 (July) full 4-seater, blue, same owner since new, 2 horns, various extras, £33. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 964-207

**JOWETT**, 1929, short chassis tourer, very clean condition throughout, £62; terms, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. Sundays 10-2. 964-200

**JOWETT**, 1922, 7hp, 2-seater and dickey, good tyres, very sound mechanical condition, £18; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 964-195

**JOWETT**, £4 deposit, 39 guineas cash. Late 1928 7hp long 2-seater, blue, carefully used, exceptional condition; free tax, free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 964-187

**JOWETT**, 1927 (July), 4-seater tourer, long chassis, exceptional condition, fully insured, taxed, 2 horns, rear screen, luggage grid, inspection lamp, hood envelope, extras, present owner only, £39 10s., inspection invited. Box No. 2436, c.o. "The Light Car and Cyclecar." 964-222

**JOWETT**, 1929, short chassis brown fabric saloon, condition almost as new, £69; exchanges, terms. Below.

**JOWETT**, 1927, short 4-seater, one owner, very good condition, dipping headlights, £29; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 964-275

**JOWETT**, Cooke's Motors offer 1926 2-seater aluminium and red, splendid runner, £25. 366 High St., Sutton, Surrey. Phone 4660-1. 964-383

**JOWETT** 1927 (July) 7hp, taxed, 2-seater, good dickey, long chassis, starter, etc., one owner, perfect condition and appearance £29, bargain. Malby, Bridge Farm House, High St., Edgware. Phone 1355. 964-267

**JOWETT**, 1929 long saloon, maroon, perfect condition, many extras, £88; choice of two. Best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 964-455

**LAGONDA**, 1924, 2-seater, in excellent condition throughout, good balloon tyres, pneumatic upholstery, £9; exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 964-244

**LAGONDA**, special sports 2-seater racing body, starter, full dash, very fast, new condition throughout, insured, £45. Ruffell's Motors, White Hart Lane, Barnes. Prospect 5549. 964-259

**LEA-FRANCISES**. All under £100. See page 26. 964-62

**LEA-FRANCIS**, 1927, 12hp 4-door saloon, 4-speed, f.w.b., just overhauled, an attractive car, £55. Below.

1925 (July) 12hp tourer, maroon, good tyres, £32. Smith and Hunter, Ltd., 407 Edgware Rd. Evenings 8, Saturday 6, Sunday 10-1. 964-208

**LEA FRANCIS**, 1926 12hp 4-5-seater, 4-speed, f.w.b., real leather upholstery, very nice condition throughout, taxed, £55. Haskins, 155 Ladbroke Grove, North Kensington, W.10. Park 5541. 964-280

**LEA-FRANCIS**, late 2-seater, 12hp, 4 speeds, maroon, safety glass, bargain, £37. 97 Streatham Hill. Tel., Streatham 9520-1. 964-302

**M.G. Midget**, 1931, 8hp 2-seater, really splendid condition throughout, 12 months' guarantee, genuine bargain as owner returned abroad, £140. Baxter, 6 Spencer St., Victoria St., S.W.1. Victoria 7548-9. 964-122



## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**M.G.** The Central Motor Institute, Finchley Rd., Hampstead, N.W. 3, wholesale and retail distributors for North-west London and North Hertfordshire. Special tuning and service by experts. A selection of cars always in stock. 'Phone, Primrose 1161 and Hitchin 494. zzz-375

**M.G.**, 1930 special Double-Twelve car, £165.

**M.C.** 1930 Midget, big sump, choice of 3, from £150.

**M.C.** 1931 Midget, black and red, as new, £145.

**M.G.** 1929 Midget, blue, £95. Exchanges, deferred. Largest stock of sports cars in Great Britain. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 964-102

**M.G.** Midget, 1929 sports 2-seater, thoroughly overhauled at cost of £15, a real bargain. £105; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. 964-164

**M.G.** Midget 1930 2-seater, taxed for the year, really first-class condition, exceptionally fine chassis, everything perfect, £135; exchanges, deferred. Open week-ends, Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.6. Macaulay 4426-7. 964-220

**M.G.** Midget. See the Naylor and Root bargains on page 24. 964-174

**M.G.**, 1930 (August), Midget sports, red, mileage about 5,000, quite as new, taxed, £130. Below.

1930 (July) Midget sports, broad-base sump, quite unscratched condition, one owner, taxed, £130. Smith and Hunter, 407 Edgware Rd. Ambassador 1011. 964-209

**M.G.** Midget, 1930 model, sunshine coupe, as brand new, hardly used, £157. Rose and Young, Ltd., 97 Streatham Hill, Tele., Streatham 9520-1. 964-301

**M.G.** Midget, £12 deposit, 119 guineas cash. 1930, super sports 2-seater, red, ribbed brakes, excellent condition, free tax, free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 4881. 964-188

**M.G.** Midget, 1930 (late), sportsman's coupe, taxed year, big sump, condition as new, £175. Paul, Sawyer and Co., 130 Gt. Portland St. Museum 1925. 964-340

**M.G.**, 1930, red 2-seater, only done 4,000 miles, new condition, taxed, £127 10-; motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 964-358

**M.G.** Midget, 1930, coupe, grey and blue, guaranteed by the M.G. distributors. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. 'Phone 2526. 964-421

**M.C.** Jarvis of Wimbledon M.G. distributors, offer two Midget shop-fitted bargains this week. One Midget 2-seater blue, £165; fabric Jarvis Midget 2-seater, black-red, £195. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. 'Phone 2526. 964-419

**MORGAN.** Beards of Kingston, Morgan distributors and specialists. New and guaranteed second-hand Morgans always in stock. Liberal exchange allowances. Special hire-purchase terms. 102 London Rd., Kingston-on-Thames. 'Phone 5148. zzz-49

**MORGAN** Service Depot. Official appointed repairers for the Morgan Motor Co. for London. Full range of spares-carried. New and second-hand machines always in stock, trade supplied. Official agents, Homac's, 243 and 247 Lower Clapton Rd., E.5. 'Phone, Clissold 9616-17. zzz-955

**MORGAN.** Maskell for Morgans. Sole London agents, south of the Thames. Spares and overhauled. New and second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E.5. Brixton 5725. zzz-122

**MORGANS!!!** About 1925-26, 1926-27, family 4-seaters, Grand Prix 2-seaters, water-cooled, dynamo lighting, fully equipped, from 19 guineas. Exchange motorcycles; easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth. (Town Station.) 964-76

**MORGAN.** 1925, de luxe, dynamo lighting, mechanically perfect, good tyres, smart appearance, £15; terms and exchanges. Cross, 54 Durham Rd., S.W.20. 'Phone, Wimbledon 2558. 964-a245

**MORGANS.** Homac's have for disposal the following guaranteed Morgans:-

1929 super-sports, o.h.v. J.A.P., dynamo lighting, speedometer, Dunlop tyres, very fast, guaranteed perfect, £87 10s. Below.

1927 Family, 8hp J.A.P., dynamo, speedometer, side screens, £39 10s. Below.

1927 De Luxe, 8hp J.A.P., dynamo lighting, side screens, excellent condition, £35. Below.

1925 De Luxe, 8hp w.c. J.A.P., Lucas dynamo, excellent condition throughout, £29 10s. Below.

1924 De Luxe, 10hp w.c. M.A.G., extra wide body, dynamo lighting, in good running order, £15 10s.

Deferred terms arranged.

Homac's, the Official Morgan Service Depot, 243 and 247 Lower Clapton Rd., E.5. Telephone, Clissold 9616-7. 964-147

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**MORGAN.** Naylor and Root, Ltd.,

**MORGAN** specialists.

Highest exchange allowance for your present machine and the balance extended over 12 or 18 months.

Satisfaction guaranteed. Send for our list giving detailed specification of each model, its cash price and lowest deferred payment terms.

£110. 1930 super-sports, o.h.v. racing J.A.P., many extras, really beautiful condition, taxed; also one at £105.

£89. 1929 super-sports, similar to above, finished dual tone, cycle wings, many extras, very attractive.

£69. 1928 Aero, o.h.v. racing J.A.P. cycle wings, speedometer, hood, geared steering etc., choice of four similar models with different colour schemes.

£62. 1928 Aero, a.v. J.A.P., starter, f.w.b., cycle wings, foot accelerator, almost new tyres, very smart.

£62. 1928 Aero, o.h.v. Anzani, f.w.b., hood, speedometer, new tyres, original coach finish maroon, as new.

£57. 1927 Aero, o.h.v. racing J.A.P., f.w.b., s.s. tyres, hood, speedometer, other extras, exceptionally smart.

£42. 1925 Aero, o.h.v. Anzani, good tyres, speedometer, hood, repainted dark blue, excellent condition.

£68. 1930 Family 4-seater, a.c. J.A.P., f.w.b., speedometer, side screens, good tyres, small mileage, very smart.

£62. 1929 Family 4-seater, w.c. J.A.P., starter, side screens, speedometer, electric horn, taxed December, choice of two.

£59. 1930 de luxe, a.c. J.A.P., M. chassis, starter, good tyres, usual accessories, very smart appearance, taxed.

£39. 1927 de luxe 2-seater, w.c. J.A.P., speedometer, good tyres, exceptional condition, taxed December.

Mail Order Department. If you cannot call, we can serve you by post and assure you of satisfaction. Write for lists.

Naylor and Root, Ltd., the Morgan Specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. Open 9 a.m. to 8 p.m., Wednesday 1 p.m., Sundays 10 a.m. to 1 p.m. 964-185

**MORGAN.** 100 cars in stock, list free; exchanges. Rowland Smith. Below.

£8 deposit, 82 guineas cash. 1930 model, Aero, 1,100 o.h.v. specially tuned racing J.A.P., red, f.w.b., dynamo lighting, hood, small mileage, new condition, free tax, free insurance to cash buyers. Below.

£8 deposit, 82 guineas cash. Late 1929, super Aero, specially tuned racing o.h.v. J.A.P., black and red, cycle-type wings, straight-through exhausts, reduced steering, carefully used, exceptional condition, free tax, free insurance to cash buyers. Below.

£7 deposit, 75 guineas cash. 1929-30 Aero, 1,100 o.h.v. racing J.A.P., blue, f.w.b., dynamo lighting, straight-through exhausts, reduced steering, hood, carefully used, new condition, free tax, free insurance to cash buyers. Below.

£6 deposit, 62 guineas cash. 1929 model, Aero, 8hp o.h.v. w.c. Anzani, f.w.b., dynamo lighting, reduced steering, hood, straight-through exhausts, exceptional condition, free tax, free insurance to cash buyers. Below.

£6 deposit, 62 guineas cash. 1930, Family, 8hp J.A.P., f.w.b., dynamo lighting, hood, side screens, small mileage, carefully used, practically new condition, free tax, free insurance to cash buyers. Below.

£5 deposit, 55 guineas cash. 1929, Aero, 8hp J.A.P., green, dynamo lighting, f.w.b., reduced steering, hood, exceptional condition, free tax, free insurance to cash buyers. Below.

£5 deposit, 49 guineas cash. 1927, Aero, 1,100 o.h.v. racing J.A.P., cream and red, dynamo lighting, f.w.b., straight-through exhausts, very good order, free tax, free insurance to cash buyers. Below.

£3 deposit, 35 guineas cash. Late 1926, Family, 8hp w.c. J.A.P., dynamo lighting, speedometer, electric horn, carefully used, exceptional condition, free tax, free insurance to cash buyers. Below.

£3 deposit, 29 guineas cash. 1928, 8hp J.A.P., black and red, dynamo lighting, f.w.b., very good condition, free tax, free insurance to cash buyers. Below.

£3 deposit, 29 guineas cash. Late 1925, Aero, 8hp o.h.v. Anzani, red, dynamo lighting, hood, f.w.b., straight-through exhausts, Aero screens, Bonnikson, foot accelerator, reduced steering, practically unworn tyres, very good order, free tax, free insurance to cash buyers. Below.

Rowland Smith, 78-81 High St., Hampstead. Open all week-days, including Saturdays, 9-8. Sundays 9-1. One minute Hampstead Tube. 'Phone, Hampstead 4881. 964-193

**MORGAN.** Aero, 1926, J.A.P. engine, collapsible hood, good condition, taxed, £32. Below.

**MORGAN.** Aero, 1928 model, J.A.P. engine, very attractive and sound, f.w.b., taxed, £45. Below.

**MORGAN.** special Brooklands model, 1928, wide track, almost new tyres, remarkably good performance, super condition, year's licence, £75; exchange, instalments. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sundays. 964-158

"THE MOTOR SHIP REFERENCE BOOK FOR 1931." A Mine of Essential Information on Motor Ships and Shipbuilding. 5s. net. 5s. 6d. post free.



## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**MORGAN.** 1926. Aero-Blackburne, perfect condition throughout, good tyres, mechanically perfect, £42; terms and exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 964-a246

**MORGAN.** 1929 (September) Family 4-seater, o.h.v. J.A.P., used once weekly only, guaranteed mileage 2,500, absolutely unscratched, £60. Below.

1927 (March) Aero de luxe, plated bumpers, superb order, in 1930 condition, taxed, £45. Below.

1926 (July) Aero J.A.P., red-cream, dynamo speedometer, 2 new tyres, very last, £40. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 964-210

**MORGAN.** 1928, de luxe, w.c. J.A.P., dynamo, starter, f.w.b., perfect, £42. Below.

**MORGAN.** 1928, de luxe, J.A.P., w.c., paintwork, upholstery perfect, dynamo, £40. Below.

**MORGAN.** 1925. Aero, o.h.v. f.w.b., geared steering, dynamo, recellulosed, nickel plating as new, good tyres, taxed, £36 10s. Below.

**MORGAN.** 1926½. Aero, o.h.v. Blackburne, w.c., completely reconditioned and repainted, good tyres, taxed, in 1930 condition, £42 10s. Below.

**MORGAN.** 1923, de luxe, J.A.P., dynamo, good running order, £17. Below.

**MORGAN.** 1927, Family. 8hp J.A.P., f.w.b., dynamo lighting, speedometer, exceptionally clean condition, excellent runner, £37; terms, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. (Sundays 10-12) 964-201

**MORGAN.** Carlton Garage. 1927 Aero, o.h.v. J.A.P., 45 guineas; terms, exchanges. 79 Carlton Vale, Kilburn (10 mins. from Marble Arch). 964-390

**MORGAN** 1930 Super Aero 10-40 o.h.v. J.A.P., separate headlamps, nearly new tyres, taxed year, absolutely new condition throughout, guaranteed, £85; exchanges or deferred payments to and K. Motors, 5 Putney Bridge Rd. Putney 2728. 964-403

**MORGAN** 1924½ Anzani, taxed, insured, f.w.b., good condition, £17; exchanges. 26 Grosvenor Rise, Hoe St. Walthamstow, E.17. 964-a268

**MORRIS** Minor, 1930 saloon, one owner, excellent condition, £95. Gore, Ravenswood, Saddlebow Rd., King's Lynn. 965-e23

**MORRIS** Minor, 1929 fabric saloon, blue, good tyres, little used, perfect, £58. K.J. Motors, Bromley, Ravensbourne 3456-7. 965-386

**MORRIS** Minor Arrow coupe?? 1930 (April), genuine mileage only 7,000, 2-colour scheme, green and black, many extras, one owner, taxed, cost nearly £200, in absolute perfect condition throughout, open to any trial, £95 cash. H. Bath, 15 Kynance Mews, Gloucester Rd., Kensington, S.W.7. 964-a82

**MORRIS** Minor, 1930, saloon, very good condition throughout, guaranteed, unique deferred terms, £82. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 964-79

**MORRIS** Minor, 1930, coachbuilt sunshine saloon, very low mileage, cellulose unscratched, tax and insured for year, £95. Bell Motors, Church St., Staines. Phone 401. Open Sundays 10-1. 964-111

**MORRIS** Minor, 1930, saloon, fabric, one owner, guaranteed faultless, £87 10s.; terms arranged. Homac's, 243 and 247 Lower Clapton Rd., E.5. Telephone, Clissold 9616-7. 964-146

**MORRIS.** Newnham's always have an excellent selection of used cars available. Full list on request.

**MORRIS** Minor, 1931, 8hp, o.h.v., coachbuilt opening roof saloon, maroon, hardly soiled, £112.

1929 8hp fabric saloon, very nice condition, £59.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 964-128

**MORRIS** Minor, £88. 1930 coachbuilt saloon, sunshine roof, complete equipment, new condition.

**MORRIS** Minor, £65. 1929 fabric saloon, complete equipment, exceptional condition.

**MORRIS** Minor, £60. 1929 4-seater, complete equipment, exceptional condition; exchanges, deferred. 86 Acro Lane, Brixton. Phone 3401. 964-a218

**MORRIS** Minor 1929 blue saloon, taxed, insured, first-class condition and appearance, fully equipped, trial by appointment, £72. V.B. 2 Drayton Gardens, Winchmore Hill, N.21. 964-a226

**MORRIS** Minor sports 2-seater, mileage under 2,000, cream and green, cost £175, bargain at £95, taxed and insured; exchanges and cash considered. Snow, 42a Wilton Rd., Dalston, E.8. Clissold 8645. 964-254

**MORRIS** Minor, F.O.C.H. offer 1931 saloon, almost new, bargain 100 guineas; many other bargains in stock; exchanges and deferred. F.O.C.H., Ltd., 5 Heath St., Hampstead (Hampstead Tube). 964-237

**MORRIS** Minor, 1929 4-seater, blue, exceptional condition, £59. Rose and Young, Ltd., 97 Streatham Hill. Tele., Streatham 9520-1. 964-300

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**MORRIS** Minors. Andrews Automobiles for Morris Minor bargains:—

**MORRIS** Minor tourers and saloons, £56 to £68, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 964-332

**MORRIS** Minor 1930 saloon, in excellent condition, fabric, 80 guineas. Below.

**MORRIS** Minor 1929 fabric saloon, taxed, choice of 2, £67 10s.; motorcycles in part, deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 964-357

**MORRIS** Minor. See the Naylor and Root bargains on page 24. 964-178

**MORRIS** Minor. £7 deposit, 75 guineas cash. 1929 fabric saloon, brown, carefully used, very exceptional condition; free tax, free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1, Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 964-189

**MORRIS** Minor, 1931 sunshine saloon, blue, run negligible mileage, full guarantee, taxed December, £120. Below.

1930 (April) sunshine saloon, dark maroon, same owner throughout, spotless order, taxed year, £100. Below.

1930 fabric saloon, blue, sound mechanically, moderate mileage, full equipment, £85. Below.

1929 (July) saloon, blue, same owner always, beautifully clean, guarantee given, £70. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 964-211

**MORRIS** Minor 1929 saloon, condition as new, small mileage, £65. Below.

**MORRIS** Minor, 1930 saloon fabric, very little used, £79; also 1930 coachbuilt folding roof, as new, £90, exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 964-397

**MORRIS** Minor. Cooke's Motors offer unregistered 1930 coachbuilt sunshine saloon, usual list price £145, our price £112 10s. 34 and 56 Brighton Rd., Sutton, Surrey. Phone 3800-1. 964-382

**MORRIS**, 1931 2-seater, s.v. 8hp, small mileage, £89. Denmans, 132 Long Acre, W.C.2. Open week-ends. Temple Bar 8135. 964-423

**MORRIS** Minor. Premier have some excellent second-hand 1929 saloons from £70, 1930 saloons from £80. Each car overhauled and in splendid condition, terms of payment to suit purchaser. Free delivery. Premier Motor Co., Aston Rd., Birmingham. 964-408

**PEUGEOT**, late 1926, 11hp tourer, taxed, very fast, good condition, £18. 68 Cromwell Avenue, Highgate, N.6. Mountview 6934. 964-a229

**PEUGEOT** 7, 1927 (late), all-weather 4-seater, starter and full equipment, well-kept car, £35; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 964-a220

**PEUGEOT** 7 1927 model all-weather 2-seater and dickey, starter and full equipment, very good condition, small mileage, £20. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 964-a222

**RENAULTS.** The following cars, together with several others, carry our usual guarantee; deferred terms; part exchanges arranged. Call and inspect. 20 cars in stock. Welham, Renault Sales and Service Distributors, Surbiton Hill Rd., Surbiton, Elmbridge 1873.

1531 12.5hp Monasix saloon de luxe coachbuilt shop-soiled, unregistered, £165.

1930 9-15 saloon de luxe coachbuilt, chromium, bumpers, tax paid, £90.

1929 12.5 Monasix coachbuilt saloon, bumpers, chromium, etc., £110.

1929 9-15 saloons de luxe, Weymann or coachbuilt, bumpers, carrier, etc. £75 and £80.

1928 12.5 Monasix Weymann saloon, bumpers, carrier, spotlight, indicator, special job, tax paid, £70.

1928 9-15 coachbuilt saloon, blue, wire wheels, tax paid, £60; also earlier models, £45-£50.

1928 9-15 tourer de luxe, blue, excellent order, £40. 964-70

**RENAULT.** See the Naylor and Root bargains on page 24. 964-176

**RENAULT** 1927-28 9hp sporting type 4-seater, dynamo, starter, fully equipped, guaranteed, only 29 guineas; exchange motorcycle, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 964-77



## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**RENAULT**, 1927 (late) 9hp 4-seater, first-class order throughout, f.w.b. £22. 16a Trinity Square, Brixton, S.W. Phone 4549. 964-215

**RENAULTS**. All under £100. See page 26. 964-63

**RENAULT 9**. Andrews Automobiles for Renault bargains:—

**RENAULT 9**, £14 to £36, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 964-353

**RENAULT 9**. Carlton Garage. 1930, 4,000, cost £200, unspratched, 98 guineas; terms, exchanges. 79 Carlton Vale, Kilburn (10 mins. from Marble Arch). 964-386

**RENAULT**, 1928, de luxe 4-seater, recently very thoroughly overhauled at cost of £20, a bargain at £39; also 1926 4-seater tourer, one owner, little used, sacrifice, £17 10s. Falkland Park Garage, 179 South Norwood Hill, South Norwood. Livingstone 1000. 964-449

**RILEY specialists**. Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. zzz-691

**RILEY 9**, 1931. Plus series Monaco sunshine saloon, run 350 miles only, £258. Olympia Motor Co., Riley London Distributors, 3 Hammer-smith Rd., Kensington. Opposite Olympia, Fulham 4217. zzz-516

**RILEY 9**. £195!!! 1930 Monaco saloon, colour dark blue, cream wheels, small mileage, carefully driven by one owner since new. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), Putney 7611. zzz-358

**RILEY**. Reward for person giving information leading to whereabouts and possession of 9hp Riley saloon, registered number W.M.3983, engine No. 15832, chassis No. 606242. 7 Gladstone Rd., Meols Cop, Southport. 965-674

**RILEYS**. F. G. Smith (Motors), Ltd.

**RILEY 9**, 1929 special sports 2-seater, twin carburetter, double dickey seat, very fast, deposit £50, balance £120.

**RILEY 9** sports 4-seater, 2 shade blue, brand-new tyres, taxed for year, deposit £25, balance £95.

**RILEY 9** special sports 4-seater, twin carburetters, deposit £30, balance £100.

**RILEY 9** Monaco saloon, 2-tone grey, with blue wheels, deposit £35, balance £90.

**RILEY 9** special Brooklands model, taxed for year, very fast, deposit £40, balance £155. Goodwayes, Ilford. Phone, Seven Kings 1000 (7 lines). 964-250

**RILEY**. Truscott for saloons. 1930 9hp Biarritz saloon, black green wire wheels and upholstery, low mileage, condition as new, £185; exchanges, deferred. 173a Westbourne Grove, W.11. Park 7785. 964-227

**RILEY 9**, brand new, unlicensed, and unregistered Monaco saloon, blue and black, full maker's guarantee, £215. Bell Motors, Church St., Staines. Phone 401. Open Sundays 10-1. 964-108

**RILEY** Monaco special saloon, 1930, 2 carburetters, spring steering wheel, Triplex glass, red wheels, exceptionally fast, perfect condition, £195; exchanges, deferred. Allery and Bernard, 3/4 King's Rd., Chelsea. Flaxman 4635. 964-99

**RILEYS**. 400 Car List post free. 1924 to 1931 new and used cars in stock; saloons, coupes, sports, landaulets, tourers, 2-seaters, etc.; open till 8.30 p.m., week-ends included; exchanges and terms; distance no object. (The Northern Motor Olympia) Banbers, near Birkdale Station, Southport. Phone, Birkdale 66161. (Branch Showrooms at 4 Guildford St., Leeds, and 16 Cambridge St., Sheffield.) zzz-398

**RILEY 9**, 1930 special tourer, two carburetters, spare wheel unused, tonneau cover, brand new condition, mileage 7,000, black and green, has been stored for many months, bargain £195. Rose and Young, Ltd., 97 Streatham Hill. Tele., Streatham 9520-1. 964-304

**RILEY 9** Biarritz saloon, first-class condition throughout, £185 cash, or £45 down and 12 monthly payments of £10. McCarthy's Motors (1926), Ltd., 28 Queen's Rd., Baywater, W.2. Park 7766. 964-296

**RILEY**. £22 deposit, 225 guineas cash. 1931 model, 9hp Plus series Monaco saloon, black and red, one owner, brand-new condition, free tax, free insurance to cash buyers; exchanges. Rowland Smith. Below.

**RILEY**. £14 deposit, 139 guineas cash. Late 1929 9hp Mark IV Monaco saloon, blue, Triplex, carefully used, exceptional condition, free tax, free insurance to cash buyers; exchanges. Rowland Smith. Below.

**RILEY**. £10 deposit, 99 guineas cash. 1928 Monaco saloon, blue, exceptionally good condition, free tax, free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 964-190

**RILEY 9**, 1930 saloon, £174. South London Car Sales, behind Brixton Palladium, S.W.2. Brixton 7069. 964-410

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**RILEY 9**, 1930 Biarritz saloon, £35 worth of extras fitted, £185. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6. 964-428

**RILEY**. Jarvis of Wimbledon offer 1930 Biarritz saloon, black and red, excellent condition throughout, £185. Victoria Crescent, Wimbledon. Phone 2526. 964-417

**RILEY**, 99 guineas. 1928 saloon, beautiful condition, 100%, taxed for year. Bell Motor Mart, Ltd., Bath Rd., Cippenham, near Slough. Phone, Burnham 149. 964-458

**ROVER** 1929 Riviera 10-25 sun-hine saloon, maroon, brand-new balloons, just overhauled, superb order, taxed year, £120. Below.

1929 (February) 10-25 4-door Paris saloon, maroon, leather upholstery, quite as new, various extras, taxed December, £115. Below.

1929 (August) sportsman's sunshine coupe, chromium plating, wire wheels, superb order, taxed December, £120. Below.

1928 (March) 10-25 4-door saloon, black, leather upholstery, coachwork as new, one owner only, beautifully clean, £78. Below.

1928 (April) 10-25 4-seater, all latest improvements, dark blue, grid, 2 horns, £60. Below.

1925 9hp 4-seater, maroon-black, in good running order, to clear, £18. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 964-212

**ROVER 9**, 20 guineas, exchanges, 1926, 2-seater sports, very smart and fast, taxed. Maynards, 241a High Rd., Wood Green. 964-270

**ROVER**. Truscott for saloons. 1929 10-25hp Riviera 4-door sunshine saloon, black fabric, red leather upholstery, very complete equipment, exceptional condition throughout, £110; exchanges, deferred. 173a Westbourne Grove, W.11. Park 7785. 964-228

**ROVER**. Newnham's always have an excellent selection of used cars available. Full list on request.

1929 10-25 opening roof saloon, blue, trimmed brown leather, exceptionally attractive car, £95.

1927 9-20 4-seater, maroon, smart and serviceable little car, £28. Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 964-127

**ROVER 10** 1931 coachbuilt 4-door 5-seater saloon, one owner, excellent mechanically, written guarantee, taxed, unique deferred terms, £149. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 964-82

**ROVER 1931** Family 10 coachbuilt saloon, dark blue, mileage 3,000 late owner forced to sell, taxed December, bargain, £165, exchanges and deferred terms. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 964-165

**ROVER 9** 1925 4-seater, engine thoroughly overhauled, new hood, good appearance, taxed, £18, exchange, instalments. Harrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 964-156

**ROVER**. See the Naylor and Root bargains on page 24. 964-172

**ROVER 10-25** sportsman's coupe, late 1929, fitted bumpers, etc., small mileage, car like new, £115; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 964-150

## Selling a Car?

If you are thinking of disposing of your old car, try an advertisement in the Sale and Exchange Section of "The Light Car and Cyclecar" which has a wide reputation for immediate and satisfactory results. You will note that all advertisements in this section are classified according to make of car this simplifies reference and makes it easier for buyers to find the type of car they are looking for



## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**ROVER** 1930 10-25hp Weymann sunshine saloon, 6 windows, leather upholstery, small mileage, as new, £160. Below.

**ROVER** 1930 10-25hp special coachbuilt saloon, 6 windows, leather upholstery, small mileage, as new, £160. Below.

**ROVER** 1930 10-25 Weymann saloon, 6 windows, leather upholstery, wire wheels, small mileage, as new, £150. Pickworth and Hull, Rover Specialists, 107 Gt. Portland St., W.1. Langham 1998. 964-143

**ROVER** 1929 10-25 sportsman's sunshine coupe, cream and black, condition almost as new, taxed for year, £110; exchanges, terms. Below.

**ROVER** 1927 9-20 super-sports 2-seater, very nice condition throughout, taxed, £40, exchanges, terms. Yarwoods, Stoney South, High Rd., Tottenham. Phone 3122. 964-274

**ROVER**, 1931 10-25hp fabric saloon, 4-door, sliding roof, mileage 900, accept £135. 69 St. Paul's Avenue, Willesden Green, London. 964-309

**ROVERS**. All under £100. See page 26. 964-64

**ROVER** 1931 10-25 coachbuilt sunshine saloon, practically new, £165. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4453. 964-322

**ROVER** 9s. Andrews Automobiles for Rover bargains:—

**ROVER** 9s. £15 to £68, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme to existence. Write for list of 100 light cars, or call.

Andrews Automobiles, 57 Sheen Lane, Mortlake (Station). Phone, Richmond C576. 964-354

**ROVER**, 1930, 1925 4-seater, perfect condition throughout, £15. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 964-400

**ROVER**, 1930, 1926, f.w.b., 9hp 5-seater; also 4-seater without f.w.b., £25. Bennans, 133-3 Long Acre, W.C. Open week-ends. 964-434

**ROVER** 10, 1931, fabric saloon, taxed, bumpers, spotlight, mileage 5,000, exchanges, terms, £152 10s. Ward and Co., 5 Upper Richmond Rd. Putney 2818. 964-445

**ROVER** 10, 1927, £54. South London Car Sales, behind Brixton Palladium, S.W.2. Brixton 7080. 964-411

**ROVER** 10, £82 10s. 1928 fabric saloon, sun roof, taxed December, 100% condition throughout. Below.

**ROVER** 10, £45 10s. 1927 de luxe tourer, taxed, dual-colour scheme, definitely as new, exchange terms. Ward and Co., 5 Upper Richmond Rd. Putney 2818. 964-441

**SALMSON**, 1926-7, 2-seater sports, perfect running order, £30 or near offer, 23 Piperharow Rd., Godalming. 964-480

**SALMSON** 1926 10hp 4-seater, blue, brown leather upholstery, 4 new balloon tyres, f.w.b., good hood and side curtains, in splendid order throughout, £28, terms, exchanges. Page, 199b Upper Richmond Rd., Putney, 7671. Sundays 10-2. 964-202

**SALMSON**, 1931 9hp Grand Sports, latest-type underslung body, mileage 1,000, absolutely brand-new, £145; also 1929 9hp Grand Prix, £87. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 964-104

**SALMSONS**. Vadum Co., Specialists, for Salmson value. A.A. or R.A.C. examination invited, all cars 9.5hp, 35-40 m.p.g., compulsory insurance £1 Os. 6d.; deferred, exchanges. Open Saturdays.

139 Guineas. 1930 (Anril) Grand Prix, metal body, large steering wheel, shock absorbers, one owner; taxed; bargain.

85 Guineas. Unique 1928 Grand Prix Special streamlined long-tail sports saloon de luxe, 4 speeds, ball-bearing crankshaft, splendid balloons, f.w.b., Hartfords, really handsome car.

23 Guineas. 1925 1/2 sports, o.h.v., handsome polished aluminium body, scuttle ventilators, arco screens, well shed, taxed.

19 Guineas. 1925 sports, red, black wings, good appearance, runs well.

**SALMSONS** urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 964-120

**SALMSON** sports, 1926 1/2, 2-seater, 9.9hp, lighting, starting, little used, £26. Highlands, Stockton St., Billingham-on-Tees. 964-a214

**SALMSONS**. All under £100. See page 26. 964-65

**SALMSON**, 1925 sports, black and red, new balloon tyres, raked steering, outside hand brake, £15. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 964-402

**SALMSON**, £20 sports 2-seater, taxed, ready for road; also Grand Prix 2-seater, taxed; exchanges. 230 King St., Hammersmith. Riverside 5832. 964-440

**SALMSON**, £12 10s. 1925 de luxe 2-seater, good tyres, perfect chassis. Ward and Co., 5 Upper Richmond Rd. Putney 2818. 964-442

**SENECHAL** 2-seater sports, first registered 9.11.1928, 6 wheels, fast, 9hp, £40. 702 High Rd., Tottenham. 964-276

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**SENECHAL**, 1927, Grand Sports 2-seater, taxed, chromium-plated, new hood, new pneumatic upholstery, just overhauled, new tyres, spotlight and extras, any trial, ideal fast sports car at a very low price, 45 guineas. A. Morriss, 5a Normand Rd., Fulham 2628. 964-a212

**SINGER**, 1929, 8hp Junior 4-seater, excellent condition, choice of 3, £77 10s. Taylors, 135 London Rd., Kingston-on-Thames. Phone, Kingston 1264. zzz-218

**SINGER**, 1931, Junior sunshine saloon, used 2 weeks only, mileage 207, too small for owner, £135. Below.

1930 (May) Junior sunshine saloon, black-cream, mileage moderate, spot-less order, taxed to 1932, £115. Below.

1929 Junior saloon, maroon-black, tyres as new, quite faultless, taxed year, £83. Another, taxed June, £78. Below.

1928 sports 2-seater, disc wheels, private owner, superb order, 11,000 miles, £52. Below.

1928 Junior saloon, blue, leather upholstery, very full equipment, taxed, £58. Below.

Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 8, Saturday 6, Sundays 10-1. 964-213

**SINGER** 10 1926 coachbuilt saloon, exceedingly nice condition throughout, taxed, £55. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 964-95

**SINGER** 10 1927 saloon, brown leather and pneumatic upholstery, repainted maroon and black, 4 new tyres, taxed, £47; terms, exchanges. Page, 199b Upper Richmond Rd., Putney, 7671. Sundays 10-2. 964-203

**SINGER** 1924 10hp 2-seater and dickey, 3 new tyres, good hood and seats, £25; exchange, easy payments. Beechings, Ltd., Farnborough. Hants. Telephone 279. 964-194

**SINGERS**. Newnham's always have an excellent selection of used cars available, full list on request.

1931 8hp coachbuilt sliding-roof saloon, blue, small mileage only, £125.

1929 8hp coachbuilt saloon, in dual maroon, exceptional order, £68.

1928 8hp 4-seater, blue and black, nice condition, £45.

1926 10-26 coachbuilt saloon, maroon, f.w.b., etc., exceptional value, £28.

1927 10-26 4-seater, maroon, one owner and particularly attractive, £32.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 964-126

**SINGER** 10 1927, one-change ownership, excellent mechanical condition, original paintwork as new, splendid set of tyres, £44. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 964-94

**SINGER**, 1927 10hp de luxe tourer, repainted, good tyres, bargain, £35; also 4-seater at £15, exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 964-169

**SINGER**, late 1929 Porlock sports 2-seater, small mileage, many extras and complete; exchanges or deferred; bargain, £65. Cummings, 101 Fulham Rd., London, S.W.3. 964-151

**SINGER** Junior 1929 4-seater, £52; 1928 SINGER Junior 4-seater, £35. Taylors, 135 London Rd., Kingston. Phone, Kingston 1264. zzz-392

**SINGER** 10 1931 4-door coachbuilt sunshine saloon, wire wheels, maker's guarantee, taxed, unique, deferred terms, £175. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 964-92

**SINGER** 1928 Junior 4-seater, good mechanical condition, nice appearance, sound set of tyres, excellent proposition, £39. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 964-95

**SINGER** 1929 Porlock, licensed, £65; eronings. Sunnyside, Orchard Avenue, Wickham Rd., Croydon. 964-a225

**SINGER** 10hp late 1926 tourer, new tyres and battery, perfect, £27 10s., or exchange for Citroen Cloverleaf and cash. 86 New Heston Rd., Heston, Hounslow. 964-a216

**SINGER**, 1925 saloon, repainted, nearly new tyres, absolutely perfect condition, £27 10s.; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 964-401

**SINGER**, 1924 10hp Weymann saloon, taxed, very good tyres and smart appearance, splendid condition, bargain, £18. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0503. 964-595

**SINGER** 10 1927 4-door coachbuilt saloon, leather pneumatic upholstery, f.w.b., very good chassis, everything working, £49; exchange, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426-7. 964-221

**SINGER** 10, 1926, 2-seater, f.w.b., very sound, £24, insured. Ruffells Motors, White Hart Lane, Barnes. Prospect 5549. 964-257



## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**SINGER.** F. G. Smith (Motors), Ltd. 1930 10hp 4-door saloon, chromium fittings, Triplex glass, colour scheme deep maroon and red upholstery to match, wire wheels, bumpers, practically new condition; deposit £35, balance £130. Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 964-251

**SINGERS.** F.O.C.H. Hampstead, offer smart 1929 Junior tourer, one owner, £55; also 1927 10hp tourer, exceptionally smart, £35; many other bargains in stock; exchanges and deferred. F.O.C.H., Ltd., 5 Heath St., Hampstead (Hampstead Tube). 964-231

**SINGER.** Truscott for saloon, 1931 Junior coachbuilt 4-door saloon, sunshine roof, very complete equipment, negligible mileage, as new, £125; exchanges, deferred. 173a Westbourne Grove, W.11. Park 7785. 964-226

**SINGER** 1930 model Porlock sports 2-seater, as new, £68. Rose and Young, Ltd., 97 Streatham Hill. Tele., Streat. 9520-1. 964-298

**SINGER.** See the Naylor and Root bargains on page 24. 964-171

**SINGER** Junior, 1929, saloon, black and red, as brand new, £75. Rose and Young, Ltd., 97 Streatham Hill. Tele., Streat. 9520-1. 964-299

**SINGER** Junior, 1931, 4-door saloon, brand new condition, colour maroon, small mileage, taxed, £119. Rose and Young, Ltd., 97 Streatham Hill. Tele., Streat. 9520-1. 964-303

**SINGER** Junior 1928 coachbuilt saloon, nice condition, good tyres, £47 10s.; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 964-272

**SINGER** saloons, tourers, 2-seaters; also 40 other cars to select from. 702 High Rd., Tottenham. 964-278

**SINGERS.** All under £100. See page 26. 964-66

**SINGER.** £37 10s. Junior, late 1928, 4-seater, f.w.b. nearly new tyres, taxed, in excellent condition throughout, open to any examination. 339a Goldhawk Rd., W.6 Riverside 5113 964-319

### SINGERS.

Your Singer is our business.

Fixed repair charges. Save you money. Send for our list.

**SINGER** 10 1925 saloon, taxed, good tyres, £19.

**SINGER** Sales Service Spares. Murphy, 17 Sheen Lane, Mortlake. 3303 Richmond. 964-373

**SINGER** Junior saloon, 1930, in practically new condition, £97 10s.; exchange or terms. Whitby's, 1 and 7 The Vale, Acton, W.3. 964-369

**SINGER** Junior 1930 coachbuilt saloon, 2-tone brown, indistinguishable from new, mileage under 8,000, £95, motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mavfair 5489. 964-356

**SINGERS.** Andrews Automobiles for Singer Juniors and Singer 10s:—

**SINGER** Junior 8hp, 1928 and 1929 tourers and saloons, £40 to £68; Singer 10s, £10 to £30, ready for the road, taxed, insured and guaranteed, simplest hire-purchase scheme in existence. List of 100 small cars free on request.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone. Richmond 0576. 964-355

**SINGER.** 1931, 4-speed, sunshine-roof saloon, 8hp, practically new, year's tax, £135. Deumans, 132 Long Acre, W.C.2. Open week-ends Temple Bar 8135. 964-422

**SINGER** Junior 1927-28. £44. South London Car Sales, behind Brixton Palladium, S.W.2. Brixton 7080. 964-412

**SINGER** 1930 saloon, taxed to December 31st, used week-ends only, chromium plating, etc., perfect mechanical condition, bargain, £95. Falkland Park Garage, 179 South Norwood Hill, South Norwood. Livingstone 1000. 964-447

**SINGER** 1929 saloon, taxed to December 31st, very smart throughout, good tyres, carefully used, a bargain at £72 10s. Falkland Park Garage, 179 South Norwood Hill, South Norwood. Livingstone 1000. 964-448

**SINGER** 8. £72 10s. Coachbuilt saloon, 1929 model, in exceptional condition, as new. Bell Motor Mart, Ltd., Bath Rd., Cippenham, near Slough. Phone, Burnham 149. 964-456

**STANDARD** 9, 1930 de luxe 4-door saloon, wire wheels, spotless condition throughout, tyres as new, comprehensive three months' guarantee, unique deferred terms, £149. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 964-88

**STANDARD.** Newnham's always have an excellent selection of used cars available; full list on request.

1931 Big 9 fabric saloon, black, with red w.w., 2,000 miles only, £175.

1930 9hp short-wheelbase sliding-roof saloon, dual colours, perfect little car, £108.

1928 9hp sliding-roof saloon, one owner and very attractive, £72. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 964-125

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**STANDARD** 9, 1928, 2-seater and dickey, f.w.b. and full equipment, good condition in all respects, insured, £45; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 964-a219

**STANDARD.** 15 guineas. 1924 11.4hp Kenilworth 2-seater, exceptional condition; 100 cars in stock; list free. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 964-191

**STANDARD** 1930 Teignmouth sunshine saloon, beautiful order, repurchased from owner going abroad, full guarantee, taxed year, £140. Below.

1929 (September) sunshine saloon, black-red, same owner throughout, exceptionally clean, guaranteed, £105. Below.

Smith and Hunter, Ltd. 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 964-214

**STANDARD** Big 9, 1931 saloon, first registered February, negligible mileage, otherwise new, full guarantee, taxed, unique deferred terms, £169. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 964-87

**STANDARD** 9, 1928 tourer, blue, new tyres, bodywork and all-weather equipment perfect, excellent mechanically, taxed, £49. K.J. Motors, Bromley. Ravensbourne 3456-7. 965-386

**STANDARD** 9 1928 4-door fabric saloon, very smart condition, several extras, perfect chassis, tax paid, £75. Bell Motors, Church St., Staines. Phone 401. Open Sundays 10-1. 964-110

**STANDARD.** 1931 Big 9 saloon de luxe, 4 speeds, safety glass, wire wheels, bumpers, sunshine roof, small mileage, as new, £219. Parkworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 964-142

**STANDARD** 9 1928 2-seater and dickey, small mileage, excellent condition, taxed, £58; exchanges, instalments. Notttingham, 243 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 964-157

**STANDARD** 1929 Selby tourer, 9hp, 4-door body, very fine condition, good tyres, taxed, £78; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 8187-9. 964-168

**STANDARD** 9 1930 Teignmouth Special sunshine saloon, taxed year, supplied and maintained by use from new, original tyres, owner purchase Standard Six, any examination, £155. Paul and Co., 61-53 The Mall, Ealing 4633. 964-73

**STANDARD** 9. F. G. Smith (Motors), Ltd. Teignmouth saloon. Deposit £25, balance £110. Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 964-252

**STANDARD.** See the Naylor and Root bargains on page 24. 964-175

**STANDARDS.** 400 Car List post free. 1924 to 1931, new and used cars in stock, saloons, coupes, sports, landaulets, tourers, 2-seaters etc. Open till 8.30 p.m., week-ends included. Exchanges and terms. Distance no object. (The Northern Motor Olympia), Hammers, near Birkdale Station, Southport. Phone, Birkdale 66161. (Branch Showrooms at 4 Guildford St., Leeds, and at 16 Cambridge St., Sheffield.) 222-399

**STANDARD** 9 saloon, sunshine roof, small mileage, year's tax, £80. 702 High Rd., Tottenham. 964-277

**STANDARDS.** All under £100. See page 26. 964-67

**STANDARD** 9. Finchley Motors offer 1928 sunshine saloon, in exceptional condition throughout, taxed, £82 10s. 132 High Rd., East Finchley. Phone, Tudor 2338. 964-382

**STANDARD** 9, 1930, Teignmouth sunshine saloon, taxed year, exceptional condition and appearance, £145. Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 964-341

**STANDARD** 9, 1929 Teignmouth fabric saloon, sliding roof, black and cream, £105. Below.

**STANDARD.** 1929 9hp Fulham saloon, brown, one owner only, taxed to December, £90. Leeds and Oxley, 439 Edgware Rd., W.2. Paddington 3843. 964-350

**STANDARD** 9. Carlton Garage. Teignmouth, 1930, sunshine, 119 guineas; terms, exchanges. 79 Carlton Vale, Kilburn (10 mins. from Marble Arch). 964-389

**STANDARD** 1926 2-seater, new tyres, recently overhauled at cost of £25, many extras; exchange, terms, £25. Ward and Co., 5 Upper Richmond Rd. Putney 2818. 964-444

**STANDARD.** 1931 model Teignmouth sun saloon, black, red upholstery, red wire wheels, run low mileage as demonstrator, makers' guarantee, £182 10s. Best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 964-454

**STANDARD.** 1929 (late) Teignmouth sun saloon, maroon fabric, orange wheels and line, almost new condition throughout, specially recommended, £118. Best possible deferred terms. The Service Co., 273 High Holborn. 964-452

**STANDARD** 1930 model 9hp Fulham sun saloon, overhauled and in perfect condition throughout, one owner, £111. Best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 964-451

**STONELEIGH** (Armstrong Siddeley) 3-seater 9hp, splendid condition, any trial, £12. Ross, 20 Hertford Rd., N.1. Clissold 4036. 964-a207

"MOTOR REPAIR MANUAL." For the Owner Driver and Amateur Mechanic.  
2s. 6d. net. 2s. 9d. post free.



## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**SWIFT.** Newnham's, as Swift distributors, always have an excellent selection of used cars of this make available. Few examples below, but full list on request.

1931 8hp Cadet fabric sliding-roof saloon, black and red, small mileage and as new. £118.

Brand-new but slightly showroom-soiled 10hp Crusader sliding-roof saloon, brown, one only. £195.

Brand-new slightly showroom-soiled 10hp 4-seater, maroon, one only, £165.

Brand-new slightly showroom-soiled drop-head coupe, one only, £195.

1931 10hp Paladin coachbuilt sliding roof saloon, hardly soiled, £185.

1931 10hp sliding-roof Foursome coupe, dual colours, very small mileage. £185.

1930 10hp Paladin coachbuilt sliding-roof saloon, maroon, beautiful condition. £135.

1930 10hp drop-head coupe, maroon, w.w., and several extras, £138.

1930 10hp 4-seater, black and red, offered with our special recommendation. £119.

1929 10hp Paladin coachbuilt saloon, blue, smart and generally attractive. £110.

1928 10hp 4-seater, dual-brown cellulose, smart and attractive, £46.

1927 10hp 4-seater, blue, f.w.b., new tyres, etc., £35.

1925 10hp 4-seater, blue, fitted 22 balloons, etc., nice order throughout. £18.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646.  
964-129

**SWIFT** 9 December 31, 1925, luxurious 2-seater, capacious dicky, leather upholstery, rigid all-weather equipment, Boyometer, speedometer, clock, starter, balloons, good appearance, taxed, ready for holidays, 19 guineas. 352 High Rd., Willesden Green, N.W.10. Willesden 2469.  
964-121

**SWIFT**, 1931 fabric 4-door saloon, small mileage, absolutely as new throughout, three months written guarantee, taxed, unique deferred terms. £177. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444.  
964-80

**SWIFT**, 10hp 2-seater, newly painted, new hood, side screens, mechanically perfect, offer wanted; seen after 7 p.m. 96 Dora Rd., Wimbledon.  
964-475

**SWIFT** 1926 9hp 2-seater, dicky, f.w.b., new hood, good tyres, 2 horns, splendidly kept, recently thoroughly overhauled, taxed, £30. Smith and Hunter, Ltd., 407 Edgware Rd.  
964-215

**SWIFT** 10, 1925 4-seater tourer, brown leather upholstery, rigid side curtains and hood, in perfect order, good tyres, taxed. £20. terms, exchange. Page, 199b Upper Richmond Rd. Putney 7671. Sundays 101.  
964-204

**SWIFT** 8hp saloon, new, unregistered, no reasonable offer refused. Brown's Garage, Hayward's Heath.  
965-174

**SWIFT** 1930 10hp sun saloon, 4 speeds, taxed, excellent condition, bargain. £138; exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2182-1688.  
964-233

**SWIFT** 1931 4-seater, 2 shades of blue, wire wheels, as brand new, hardly used, £155. Rose and Young, Ltd., 97 Streatham Hill. Telephone, Streatham 9520-1.  
964-305

**SWIFT.** See the Naylor and Root bargains on page 24.  
964-177

**SWIFT** 1931 model 4-door coachbuilt sunshine saloon, mileage 500, taxed, £170. Rose and Young, Ltd., 97 Streatham Hill. Telephone, Streatham 9520-1.  
964-306

**SWIFT** 1931 8hp Cadet saloon, too small for owner, £125. Rose and Young, Ltd., 97 Streatham Hill. Telephone, Streatham 9520-1. 964-307

**SWIFTS.** All under £100. See page 26.  
964-68

**SWIFT.** Andrews Automobiles for Swift bargains.

**SWIFT** 4-seaters and saloons, £40 to £75, ready for the road, taxed, insured and guaranteed 3 months simplest hire-purchase scheme in existence. Write for list of 100 light cars or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576.  
964-336

**SWIFT** 9, 1926, 4-seater, £35; 1925 chummy, £20. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 964-429

**SWIFT**, 1930 Swallow saloon, fast car, in beautiful order, £185. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6.  
964-431

**SWIFT** 9, 1929, 8hp, sunshine-roof saloon, splendid order, £110. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6.  
964-433

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**SWIFTS.** Practically new cars. Denmans have several 1931 and 1930 late model Swift 10 closed or open cars, guaranteed sound, including 1930 fabric 4-door saloon, 1930 Swallow coachbuilt saloon, etc., prices from £150 to £185. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7.  
964-436

**TALBOT** 8, 1925, 2-seater, sound, fast, economical, £10; Austin 12, Harley all-weather, 1924 model, 200 miles, trial to genuine buyer, £25; exchange Morgan or solo. Newlands, London Rd., Staines. 964-230

**TALBOT**, 1925 10-23 (£29 tax) de luxe 4-seater, small mileage, insured and ready for an immediate tour, £38. Ruffell's Motors, White Hart Lane, Barnes. Prospect 5549.  
964-258

**TALBOT** 1926 10-23 folding-head coupe, grey, exceptionally good condition, taxed. £70. Leeds and Oxley, 439 Edgware Rd., W.2. Paddington 3843.  
964-351

**TRIUMPH.** Authorized main dealers. Immediate delivery of all models. New and second-hand in stock; exchange and deferred terms if desired. Beechings, Ltd., Farnborough, Hants. Telephone 279.  
zzz-719

**TRIUMPH.** Sportsmen. Look! Look! Look!

£145!!! 1931 Triumph Seven Gnat Sports 2-seater, specially tuned engine, aluminium panelled body, cycle-type wings, single-piece screen, safety glass, pneumatic leather upholstery, colour black and green, mileage 3,000 cost £185; bargain. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station). Tel. Putney 7611.  
zzz-346

**TRIUMPHS.** Morgan Hastings, Ltd., largest distributors of Triumph cars, offer the following:—

£155!!! 1931 7hp de luxe fabric saloon, colour black, with chromium bead, mileage 3,000, absolutely as new.

£120!!! 1930 7hp de luxe fabric saloon, colour duo blue, safety glass throughout, carefully driven by one owner since new.

£95!!! 1929 7hp fabric saloon, in exceptional condition throughout.

Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tel. Putney 7611.  
zzz-381

**TRIUMPH.** 1929-30 8hp supercharged 2-seater, cost £250; my price £125. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 964-105

**TRIUMPH.** Newnham's always have an excellent selection of used cars available. Full list on request.

1929 super 7hp fabric saloon, blue, fitted safety glass, etc., exceptionally nice condition. £72.

Brand new but slightly showroom soiled super 7hp fabric saloon, dual colours, £165.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646.  
964-124

**TRIUMPH** Scorpion, fully taxed, maroon, perfect condition, coachbuilt, sunshine roof, de luxe, mileage 3,000, £190. Box No. 2548, c/o The Light Car and Cyclecar.  
964-455

**TRIUMPH** 1929 Super 7, one owner, splendid condition throughout, including tyres, comprehensive guarantee, unique deferred terms. £73. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 964-85

**TRIUMPH.** We hold a large selection of Triumph 7 models, ranging in price from £57 10s., 1929 models, and £100, 1930 models. All models carry our usual 3 months guarantee. Make a special point of seeing our cars before purchasing elsewhere. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603.  
964-115

**TRIUMPH** 1930 Super 7 2-seater de luxe, shop soiled, makers' usual guarantee, £135. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603.  
964-116

**TRIUMPH** 1931 fabric saloon de luxe, tax paid, mileage negligible, £165. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603.  
964-118

**TRIUMPH** 1930 Super 7, fitted with Tickford sunshine saloon body, small mileage, condition as new, 3 months' guarantee, £145. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603.  
964-117

**TRIUMPH** Tickford sunshine saloon, 1930, 6,000 miles, very attractive car, £125; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633.  
964-96

**TRIUMPH** 1930 Super 7 saloon, mechanically excellent, any trial, unique deferred term. £105. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444.  
964-80

**TRIUMPH** 7, late 1930 de luxe 4-seater, magnificent condition and complete, bargain. £105; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3.  
964-152

**TRIUMPH** 1930 model Super 7 saloon de luxe, guaranteed perfect, £100. Below.

**TRIUMPH** 1929 Super 7 2-seater, perfect condition, £75; exchanges; deferred. Martin's Garages, Highgate Village. Phone, Mountriv 1228.  
zzz-393

**TRIUMPH**, exceptionally nice 1930 coupe, mechanically perfect, spotless appearance, £100. E.S. Motors, 325 High Rd., Chiswick, W.4. Chiswick 2246.  
964-308

"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.



## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**TRIUMPH**, 1929 8hp saloon, first-class order £80 cash, or £20 down and 12 monthly payments of £5 10s. McCarthy's Motors (1925), Ltd., 25 Queen's Rd., Bayswater, W.2. Park 7766. 964-295

**TRIUMPH**. See the Naylor and Root bargains on page 24. 964-173

**TRIUMPH 7**. Brooklands Motor Co. offers 1929 touring car, exceptional condition throughout £70, exchanges, etc. 351 Euston Rd., N.W.1. Museum 3143-4. 964-375

**TRIUMPH** super 7 de luxe saloon, hardly soiled, absolutely like new, year's tax. £115; liberal exchanges and deferred terms. Waldron Motor Mart, 645 Garrett Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 964-377

**TRIUMPH**, 1929 Gordon England saloon, in unusually good condition throughout, carefully used, small mileage, blue and grey, very smart, £90. Below.

**TRIUMPH** Scorpion, 1931, 6-cylinder coachbuilt saloon with sliding roof, used few demonstrations only, usual price £237 10s., our price £207 10s. Hyams Bros. and Heard, 19 Beynon Rd., Carshalton, Tel., Wallington 1917. 964-326

**TRIUMPH 7** 4-seaters and saloons, from £65 to £75, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 964-337

**TRIUMPH** 1929 G.E. saloon, black and red, excellent condition, £85; also another, £75. Leeds and Oxley, 439 Edgware Rd., W.2. Paddington 3843. 964-348

**TRIUMPH** super 7 2-seater, 1930, low mileage, taxed, one owner, choice of two, at £115; exchanges and deferred terms. Open till 8. Phone, Popesgrove 1035. Spinkins (Twickenham), Ltd., Heath Rd., Twickenham. 964-391

**TRIUMPH**. Cooke's Motors offer 1930 7hp de luxe fabric saloon, cost over £200, just like new, £125. 366 High St., Sutton, Surrey. Phone 4660-1. 964-384

**TRIUMPH**, 1929 model Super 7 tourer, maroon, beautiful condition, one owner, £69. Best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 964-450

**TRIUMPH**, £110 Super 7 tourer, exceptional condition, 1930, spotless. Bell Motor Mart, Ltd., Bath Rd., Clippenham, near Slough. Phone, Burnham 149. 964-459

**TROJANS**. Always several in stock. Send for details. Lewes Motors, Lewes, Sussex. zzz-972

**WOLSELEY**, £15. 1924 10.5hp 2-seater and dickey, dynamo lighting, starter, good running order, bargain. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.16. Tel., Putney 7611. zzz-251

**WOLSELEY** Hornet, coachbuilt saloon, late 1930, taxed to end of year, mileage 4,500, indistinguishable from new, £140; appointment. Clarke, 128 Chingford Rd., E.17. 964-c231

**WOLSELEY** Hornet, 1930 (August), sunshine saloon, sliding roof, spring steering wheel, adjustable front seats, Triplex glass, gear lock, taxed and insured, spotless condition throughout, £125; exchanges. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 964-97

**WOLSELEY** 10hp tourer, late 1925, taxed, new condition, good tyres, fast, £16. 68 Cromwell Avenue, Highgate, N.6. Mountview 6934. 964-a228

**WOLSELEY** 1930 Hornet saloon, new August, mileage 3,700 only, unscratched and as new, £120. Smith, 407 Edgware Rd. 964-216

**WOLSELEY**, 23 guineas. 1927 11-22hp 4-seater, lawn, f.w.b., very good condition; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 964-192

**WOLSELEYS**. All under £100. See page 26. 964-69

**WOLSELEY**, 1930 Hornet, coachbuilt saloon, taxed, excellent condition and appearance, £127 10s. Paul and Co., 114 Gt. Portland St. Museum 4117. 964-262

**WOLSELEY**, 1926 4-seater, £25 f.w.b., etc.; also 1924 2-seater, £5. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 964-430

## SPARE PARTS FOR LIGHT CARS.

**HOMAC'S**. Morgan official service depot

**MORGAN**. All spares in stock; c.o.d. service; trade supplied.

**OFFICIAL** repairers appointed by the Morgan Co. for London.

**SERVICE** overhauls and repairs our speciality.

**DEPOT**: Homac's, 245-7 Lower Clapton Rd., N.E. Clissold 9616-7. zzz-954

**CALTHORPE** and Hands spares of all models supplied from stock by the manufacturers. The Calthorpe Motor Co., Ltd., Cherrywood Rd., Bordesley Green, Birmingham. zzz-608

## SPARE PARTS FOR LIGHT CARS (continued).

**TRIUMPH** spares, complete stock for Triumph Super Seven, trade and retail. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603. zzz-605

**ROVER** 8 spare part and repair specialists. Write for our complete price list of second-hand spares in excellent condition, approval. Clare's Motor Works, 118 Tulse Hill, S.W.2. Brixton 6507. zzz-636

**ROVER** 8 maintenance instructions, 1s. 6d., post free. Second-hand parts. State car number. Pollitt, 3 Marlows Rd., Wallasey. 964-287

**GENUINE** spares and parts for all makes of Hampton cars. London Depot, 40 Woburn Place, W.C.1. Tel., Museum 3831. Factory Depot, Hampton Works, Stroud, Gloucester. 974-365

**RHODE**. All spares in stock. Repairs. Rhode Motor Co., Webb Lane, Hall Green, Birmingham. Phone, Shirley 194. zzz-1111

**WINDSOR**. Only genuine spares for the above cars can be obtained from the manufacturers. Watkins and Doncaster (Services), Ltd., Windsor Works, 78a High Rd., N.17. Tottenham 3171. zzz-915

**A.C.** All replacements stocked for all models, also guaranteed second-hand parts. Elephant.

**BELSIZE**. All models. Genuine parts only obtainable from Elephant Motors, new and second-hand.

**ELEPHANT** service. New and second-hand parts for Fiat, Renault, Citroen, Bonnet, Wolseley, Ansaldo, Austin, A.B.C., Deuster, Calthorpe, Zebre, Grey, Horstman, Marsal, Rhode, Riley, Rover, Calcutt, Crouch, Castle, Enfield, G.N., G.W.K., Hillman, Humber, Singer, Swift, Albert, Ariel, Autocrat, Lagonda, Hammond, Hampton Standard, Straker, Mathis, Lea-Francis, Berliet, Peugeot, etc.

**CLYNO**. For prompt service try Elephant first. Complete stock of new and second-hand parts. Reduced price list 1924-9 models, 1s. post free.

**ELEPHANT**. Special parts made or repaired, gears, worm wheels, shafts, etc., quick service.

**ELEPHANT MOTORS, LTD.**, 97-103 Newington Causeway, London, S.E.1. Phone, Hlop 7076-7-8. zzz-106

**CLYNO** spare parts. Send for our new revised list. Many prices reduced. Post free 1s. 3d. There is a better service behind Clyno cars to-day than ever before.

**R. H. COLLIER AND CO., LTD.**, successors to the Clyno Engineering Co. (1922), Ltd., South Yardley, Birmingham. Telephone, Acock Green 1331. Telegrams, "Colspar, Birmingham." zzz-194

**MASKELL** for Morgans. Official repairers, carry a complete stock of Morgan spares; write for spare list gratis. 6 Station Rd., Camberwell, S.E.6. Brixton 5725. zzz-203

**LEA-FRANCIS**, Salmson, Rhode, Talbot, 8-10hp G.N., Frazer-Nash, Mathis, Standard, Trojan. All spares in stock. The Headingley Motor and Engineering Co., Ltd., Otley Rd., Leeds. Phone 52080. Wire, "Trubie, Leeds." zzz-236

**SALMSON** 10, 1925, 1926. Kirtou, Honiton, Devon. zzz-262

**SCOTIA MOTOR WORKS** have enormous stocks of parts for practically all makes and types of cars, including:-

A.C., A.B.C., Anzani, Austin, Alvis, Albert, Angus, Bean, Belsize, Belsize-Bradshaw, Buick, Buckingham, Clyno, Calthorpe, Calcutt, Citroen, Chevrolet, Crouch, Coventry-Premier, Darracq, Deuster, De Dion, Essex, Fiat, Ford, Galloway, G.N., G.W.K., Gwynne, Humber, Hillman, Hurfin, Hotchkiss, Horstman, Hampton, Lagonda, Morris, Marsal, Maxwell, Mercury, McKenzi, Overland, Peugeot, Rover 8, 9 and 12, Riley, Renault, Rhode, Salmson, Swift, Standard, Singer, Stellio, Scripps, Booth, Talbot, Talbot-Darracq, Trojan, Wolseley and many others. Also large stock of accessories and equipment, including screens, mirrors, lamps, tyres, etc. Prompt attention. Call, write, phone or wire as below.

**SCOTIA MOTOR WORKS**, 126 Upper Tooting Rd., London, S.W.17. Phone, Streatham 6187-8. Telegrams, "Scotia, Streatham 6187, London." zzz-221

**MORGAN** spares. We carry full stocks of Morgan chassis parts in addition to J.A.P. engine spares, for which we are wholesale distributors. S. Norrish, Ltd., 59 Gt. Portland St., W.1. Phone, Langham 1196. 970-66

**DISMANTLING** hundreds of light cars, all makes. We hold the largest stocks in Great Britain of second-hand engines, gearboxes, back axles, spare parts, accessories, cheap; inquiries invited. Caplans, Ltd., Motor Demolition Works, Possil Rd., Glasgow. Phone, Douglas 4090. Telegrams, "Demolition, Glasgow." 965-u701

**SPARE** parts for Rover, Austin, Talbot, Star, Gwynne, Rhode, Singer, Riley, Salmson, Amilear, A.C., Lea-Francis, Peugeot, De Dion, Delage, Clyno, Fiat, Citroen, A.B.C., Darracq, Humber, Standard, Wolseley, Lagonda, Morris, Galloway, Renault, Baylis-Thomas, Autocrat, Swift, Calcutt, Bean, Calthorpe, Belsize, Coventry Premier, Straker-Squire, and many others; also dynamos, magnetos, lighting sets and tyres. The Balham Motor Mart, Ltd., Elton Garage, 260 Balham High Rd., S.W.17. Phone, Battersea 2969. zzz-338

**AUSTIN** 7hp dynamos, brand new, 37s. 6d. each, or 30s. plus your old one; many other spares for Austins. Clare's Motor Works, 118 Tulse Hill, S.W.2. zzz-272

**G.N.** spares, new and second-hand replacements for all models. G.N., Ltd., 300 Balham High Rd., S.W.17. Phone, Battersea 0035. zzz-383

"THE MOTOR MANUAL." 27th Edition. 770th thousand. The standard work on motors and motoring. 2s. 6d. net. 2s. 10d. post free.



## SPARE PARTS FOR LIGHT CARS. (continued).

**SENECHAL** cars. Sales, spares and service at the Winter Garden Garage, 10 Macklin St., Drury Lane, W.C.2. Telephone, Holborn 4236. zzz-574

**CLARE'S MOTOR WORKS** for spares: 300 cars dismantled, all makes; quotation by return, approval. 118 Tulsa Hill, S.W.2. Brixton 6507. 964-656

**PARWOOD** for Austin spares, large quantity in stock; repairs, overhauls. Open 9-9, Sundays 9.30-1. East Hill, Wandsworth. 964-187

**DISMANTLING A.C.** Austin 7 and 12, Bean, B.S.A., Clyno, Calcott, Calthorpe, Citroen, Coventry-Premier, Fiat, Galloway, Gwynne, Jowett, Lea-Francis Peugeot 7, Renault, Rovers, Swift, Salmon, Seabrook, Standards Singers, Talbot, etc. Cheapest quotation. Snow's.

**ROVER** 8 spares. Send for our list. Snow's, 42a Wilton Rd., Dalston, E.8. Chisold 8645. 964-256

**MORGAN** spares by return, hundreds of second-hand parts, large stock of Anzani parts, repairs engine and chassis. F. H. Douglass, St. Mary's Square (Ealing 6470), Ealing, W.5. 964-310

**BREAKING-UP** Wolseley 10s, Singer 10s, Standard 14s, Rover 8s, Fiat 10-15; also several other makes. 702 High Rd., Tottenham. 964-279

**SINGER** spares. We specialize. Send requirements. Murphy, 17 Sheen Lane, S.W.15. Richmond. 964-372

**CONWAY**, the cheapest man in the trade for good second-hand spares for the following—

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## SPARE PARTS—Wanted.

**WANTED**, a quantity of Salusson parts. Kirton, Honiton, Devon. zzz-322

## NEW LIGHT CARS AND CYCLECARS

**A.J.S.** Southampton and Mid-Hants distributor. Demonstration, part exchange and deferred payments. B. B. Tebbutt, Commercial Rd., Southampton. Phone 4863. zzz-197

**A.J.S.** Taylor's of Kensington. A.J.S. London distributors. Immediate delivery from stock. All models. Call and inspect and avail yourself of demonstration. 52 Sussex Place, South Kensington Station. Phone, Kensington 8841. zzz-394

**A.J.S.** Hyams Bros and Heard, sole district agents. Immediate delivery from stock all models. 19 Beynon Rd., Carshalton. Tel. Wellingdon 1917. 964-324

**A.J.S.** Leeds and Oxley, 439 Edgware Rd., W.2. Paddington 3845. £50 deposit secures delivery, including tax and insurance. Part exchange. 964-347

**AMILCARS.** Amilcars (Gt. Britain), Ltd., 95 High Holborn, W.C.1. Part exchanges, spare parts and service. Chancery 8623. zzz-168

### ASTON-MARTIN.

Mr. H. J. Aldington,  
Sole distributor for the British Isles.  
Immediate delivery of 1931 models.

All enquiries re part exchanges, hire purchase and demonstration runs should be addressed to Mr. H. J. Aldington, Sales Department, 400 London Rd., Isleworth, Hounslow 3171-2. zzz-255

**AUSTIN.** Archie Simons and Co., Exchange Specialists, Authorized Agents, 135 Tottenham Court Rd., W.1 (opposite Maple's). Museum 3268-9. zzz-21

**AUSTIN.** Weybridge Automobiles, Ltd., Official main dealers and specialists; unique exchange and deferred scheme; specialized service. York Rd., Weybridge. Phone 235-6-7. zzz-888

**AUSTIN.** £12 deposit secures delivery of new Austin 7. Rowland Smith Motors, Ltd. (Austin agents). Open all week-days, including Saturdays, 9-8; Sunday, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-108

### AUSTIN.

No deposit. Tourer, £6 14s. 9d. monthly.

Guaranteed after-sales service.

Distributors for Boyd-Carpenter (B.C.) and Arrow Special bodies.

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11 Hammersmith Rd., W.14 (opposite Olympia). Phone, Fulham 3477-9.

92 Gloucester Rd., S.W.7. Phone, Frobisher 3037.

Open till 6 p.m. Saturdays zzz-280

## NEW LIGHT CARS AND CYCLECARS (continued).

**AUSTIN** agents. Immediate delivery of 7hp model. Deferred terms, exchange, highest exchange allowances. Open all week-days, including Saturdays, 9-8, Sundays 9-1. 78-81 High St., Hampstead (one minute Hampstead Tube). Phone, Hampstead 4881. zzz-107

**AUSTIN.** Newnham's supply Austins better through having large stocks, plus advantages of self-financed hire-purchase terms and generous part-exchange allowances. 237 Hammersmith Rd., London, W.6 (River-side 4646). Branch showrooms, 136 Streatham Hill, S.W.2 (Streatham 8830). 964-132

**AUSTIN.** Stuart and Co., specialists. Immediate delivery all models. 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 964-112

**AUSTIN.** Taylor. Austin special de luxe sports 2-seater, very roomy, renowned for comfort. Full all-weather equipment and luggage space. Write for List 1. Taylor's, 52 Sussex Place, South Kensington Station. Phone, Kensington 8841. zzz-395

**AUSTIN.** F.O.C.H., Ltd., Austin Specialists, immediate delivery; highest exchange allowances; easiest terms. 5 Heath St., Hampstead. Phone, Hampstead 3752. 964-240

**AUSTIN** Swallow, Lancashire distributors. Largest stock. Parker's, Ltd., 246-252 Deansgate, Manchester, also Bradshawgate, Bolton. 964-245

**AUSTIN.** Authorized agents. All models in stock. Immediate delivery. Parker's Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 964-244

**AUSTIN.** Exchange your present car, motorcycle or combination for a new Austin light car. Keenest allowance, attractive deferred payment. Distance no object. Hamber's ("The Northern Motor Olympia"). 2 Eastbank St., Southport. zzz-396

**AUSTIN** 7 and Twelve-Six saloons in stock for demonstration. Earliest delivery assured. Exchange and deferred terms over 2 years. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6188-9. 964-181

**AUSTIN.** Henlys for Austin cars.

Best terms, best allowance, best service.

Henlys, Henly House, opposite Gt. Portland St. Station, Euston Rd., N.W.1. Tel., Museum 7734. 964-282

**AUSTIN.** Bruton Garages, Ltd., Official Austin agents. Early delivery all models; part exchange and lengthy deferred terms. 4 Blenheim St., New Bond St., W.1. Gerrard 5264-5. 964-315

**AUSTIN** Showrooms, Bayswater. Before buying your new car visit us and inspect a complete range of the new model Austin car. We can deliver all models on payment of £25 upwards and balance spread over 12, 18, or 24 months, liberal part exchange allowances. Yearly replacement scheme, £40 for 7hp models, £75 for the new 12.6 model, £100 for 12hp models, and £120 for 16hp models, including free service for 12 months. McCarthy's Motors, 28 Queen's Rd., Bayswater, W.2. Park 7766. 964-294

**AUSTIN** 7 1931 models actually in stock, fabric or coachwork saloon, £130; with sliding roof, £135; you get the latest and best if you buy direct from the firm on the spot. Easy payments over 12, 18 or 24 months, financed by Colmore, no delay, strictly private. Colmore Dept., 51 Colmore Row, Birmingham. 964-413

**AUSTINS.** Denmans for new Austin 7. All models for early delivery; highest allowance for your present car. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 964-424

**B.S.A.** 3-wheelers. Get yours from Naylor and Root.

Immediate delivery of sports models from stock. Demonstrations willingly arranged. Best exchange allowances. Deferred terms over 18 or 24 months. Let us quote you. Naylor and Root, 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6188-9. 964-182

**DERBY.** Morgan Hastings, Ltd., sole concessionaires for Great Britain. 9hp Derby sports cars. Spare parts and service; part exchange, deferred terms. 17 Berkeley Sq., W.1. Mayfair 5323. zzz-956

**FRAZER-NASH.** All enquiries re hire purchase or part exchange should be addressed to Frazer-Nash Cars (Sales Department), 400 London Rd., Isleworth, Hounslow 3171-2. 2-seater models from £325. Demonstration runs at any time, anywhere. zzz-256

**JOWETT.** Farnham, Surrey. Sales and service. Barnett and Small, West St. Phone 216. zzz-104

**JOWETT.** The Service Company, trade and retail distributors. Sales, services, spare depot. All models on view. Part exchanges. Best possible deferred terms. 273 High Holborn, W.C.1. Holborn 0666. zzz-168

**JOWETT.** Croydon. Wholesale and retail agents. Official Jowett sales and service depot. Turner's, Lower Addiscombe Rd. and Dingwall Rd. Phone, Addiscombe 5131. zzz-935

**JOWETT.** Godfreys are trade and retail distributors. Large stocks for immediate delivery. For easy terms and fair exchanges. Godfreys, Ltd., 366-368 Euston Rd., London, N.W.1. Phone, Museum 3401-2. zzz-32

**JOWETTS.** Manchester main distributors. Saxon Jeffries, Ltd., Deansgate. Comprehensive stock, special easy terms. zzz-64



# NEW LIGHT CARS AND CYCLECARS (continued).

**JOWETT** service station (London), main agents. Immediate delivery new Jowett saloons; part exchanges and deferred payments, service after sale; overhauls and repairs. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hlop. 1665. zzz-82

**JOWETT** cars, 1931 models, trade and retail main district agents and service station. The Turpin Engineering Co., Ltd., 177 The Vale, Acton, W.3. Shepherd's Bush 2040. zzz-185

**JOWETT.** Lovatts for Jowetts.

South London Service Depot and trade distributors. Early delivery of all models; cash or deferred. To ensure Jowett service consult the Jowett specialists.

Mitcham: 191 Streatham Rd. Phone, Mitcham 1597.

Croydon: 189 Handcroft Rd. Phone, Thornton Heath 2468. zzz-257

**JOWETT** Specialists. A. V. Motors, Ltd. We have had many years' experience with these cars and can give you excellent service. Phone, Kingston 0710. Address, 28 The Causeway, Teddington. zzz-85

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**JOWETT.** F.O.C.H., London showrooms and distributors, for easiest payments and interest exchanges. Come direct to F.O.C.H., Ltd., 5 Heath St., Hampstead, (Hampstead Tube.) Phone, Hampstead 3752. Close daily 8 p.m., Sundays 2.30. 964-230

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**MORRIS** Minor. Archie Simons and Co., exchange specialists, authorized agents, 135 Tottenham Court Rd., W.1 (opposite Maple's). Museum 3268. zzz-230

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**COMPARE** these rates with what you are now paying: 8hp cars, £7; 9hp cars, £7 7s.; 10hp cars, £8 7s. (£100 value); Morris-Cowleys, £8 10s.; Morris-Oxford £10. Write for prospectus to North and South Insurance Corporation, Ltd., Orleans House, Edmund St., Liverpool. zzz-221

**MASCOT POLICIES.** Premiums payable quarterly. Comprehensive or third-party quotations by return.

**MASCOT POLICIES.** Safest quarterly premium insurance. Prompt claim settlements. Certificates issued immediately.

**MASCOT POLICIES.** 30 Lime St., London, E.C.3. Telephone, Monument 1159. 967-284

**E. C. DARWIN CLAYTON AND CO.,** Incorporated Insurance Brokers, offer professional advice gratuitously on all classes of automobile insurance. Write, phone or call. Bush Lane House, Cannon St., E.C.4. Telephone, Mansion House 8511. 967-714

**EFFECT** your motor insurance on sound basis. Lowest rates, first-class companies. Warwick and Co., 27-28 King William St., E.C.4. Mansion House 9360. zzz-361

**LOWEST** possible premiums for all motor insurances; cash and instalments. Save pounds by consulting Automobile Insurance Agency, 8 St. Martin's-le-Grand, E.C.1. Nat. 0458. 965-e67

**DEFENCE, LTD.,** 40 King William St., E.C.4 (Mansion House 9022-3), for lowest rates, payable by instalments. See page 10. 964-1429

**QUARTERLY** premiums without additional cost. Austin 7s, £2 2s. 6d.; other cars, lorries, motorcycles, etc., at competitive rates. Security, Service, Satisfaction, under a Sturston policy. Sturston (Insurance), Ltd., 34 Leadenhall St., E.C.3. Monument 4270. See displayed advertisement page 4. 964-75

**LAMPS.**

**RENNO'S.** Colossal purchase 150,000 Sphinx electric lamp bulbs, side and tail, 6d. each; headlamps, 1s. each; twin filament, 1s. 9d.; postage 16d. each, all voltages, contacts and candle-powers. 232-3-4 Upper St., Islington, N.1. Near Tubes. Phone, North 4467-8. Open Sunday mornings 10.30 to 1.30. 964-079

**MAGNETO AND DYNAMO REPAIRERS.**

**FOR** these units we have the most up-to-date testing and service machinery in London. See below.

**TROUBLE** located and the faulty unit exchanged while you wait, from 30s. per unit. See below.

**1,000** different type replacement magnetos, dynamos and starters in stock ready to fit. See below.

**BEARDMORE SERVICE, LTD.,** 12-18 Queen's Rd., Hyde Park, W.2. Phone, Park 8641-2. zzz-737

**IMMEDIATE** magneto exchange service! Your magneto exchanged same day for same make and type at cost of repairing your faulty one. Guarantee given. Super Power Co., 81 North Side, Clapham Common, London, S.W.4. Phone, Battersea 0270. Telegrams, "Superpower, Batt., London." zzz-84

**MISCELLANEOUS.**

**COLEY** radiator thermometers, 25s.; Coley oil gauges, 25 lb., 6s. 6d.; altimeters, 11s.; air gauges, 5 lb., 2s. 9d.; K.L.G. plugs, F.7, 1s. 9d.; spanners, assorted dozen, 3s. 6d.; files, recuts, assorted dozen, 4s.

**AEROPLANE** wheels, fitted with new heavy-tread tyres and new tubes, pair with axle, 70s.; crew pickets, 12 ins. and 24 ins., 9d.; propellers, in cases, 7s. 6d., carriage forward.

**WINDSCREEN** frames, 13 by 3½ ins., 1s. 9d.; 6-volt Stewart horns, new, 17s.; chamois leathers, 16 ins. square, 1s. 9d.; bolts, nuts, washers, 7 bag, assorted, 4s.

**ABOVE** postage paid. Send for illustrated list. Coley, Ltd., Ordnance Works, Queen Elizabeth Rd., Kingston-on-Thames. 969-54

**DECARBONIZER.** Cleans cylinder valves; efficient, harmless; saves dismantling; 2s. 6d., 6s. 6d. Shipley Bros., 108 City Rd., E.C.1. 973-c360

**£6.** Two bivouac tents, 10 ft. by 6 ft. by 5 ft. 6 ins. high, in excellent condition, new last season. Walsh, West Bungalow, Colchester Rd., Harold Park, Romford, Essex. 964-a91

**PRIDE AND CLARKE.** Radiator thermometers, latest type, dash fitting, 15s. 6d.; Boyce meters, large, 8s. 9d.; gradient indicators, 1s. 6d.; altimeters, 10s. 6d.; air speed indicators, 5s.; pressure gauges, 5s. 9d.; approval; postage extra, or c.o.d. 158 Stockwell Rd., S.W.9. 964-266

**MUDGUARDS.**

**MUDGUARDS** for Austin 7, Morris (all models), Morgan, Rover, Singer, Standard, Clyno, Swift, Triumph, from 35s. act. Cycle type for Austin 7, 70s. set. Quotations by return. Young's, 32 Tooting Bec Rd., S.W.17. zzz-353

**MUDGUARDS** for Austin, Morris, Rover, Singer, Standard, etc., from 35s. set. Send for list, post free. Marble Arch Motor Supplies, 135 Edgware Rd., W.2. 964-344

**NUMBER PLATES.**

**BALE,** 44 Howland St., Tottenham Court Rd., London, W.1. Phone, Museum 6731. Special terms to the trade; contractor for quantities.

**BALE'S** high-grade plates. Olympia model, bold, raised figures and heading, polished, by return (one hour), 10s. 6d., 12s. 6d. or 15s. 6d. per pair according to quality. Postage 9d.

**BALE'S** solid aluminium plates. Vanguard model, bold, raised, polished figures, mirror finished, 4s. per plate. Post 6d., by return.

**BALE'S** supply domed porcelain white, figured plates, 2½ pair; ordinary raised white Sello figures, 12s. 6d. per pair. (Return service)

**BALE** supplies polished aluminium figures and letters, with register for mounting own plates, also ready drilled plates, for assembling on the spot; no special tools required; the least expensive and the most efficient components. Send us your inquiries.

**BALE'S** aluminium (pressed) plates, London model, raised figures and heading, 5s. 6d. per pair net.

**BALE'S** supply good and inexpensive name plates, embossed and stove enamelled, for all purposes, such as streets, houses, doctors, dentists, registered offices, direction signs, etc. zzz-301

**CAST** aluminium polished plates. Headless 3s. 9d. each, beaded 4s. 6d. and 5s. 6d. each. Post free. Moseley and Son, Founder, Wolverhampton. zzz-35

**PATENT AGENTS.**

**A. P. THURSTON AND CO.,** Chartered Patent Agents, British and Foreign Patents. Trade Marks and Designs. 329 High Holborn, W.C.1. zzz-158

**KING'S PATENT AGENCY, LTD.** (B. T. King, G.B. U.S. and Can. Patent Agents), 146a Queen Victoria St., London, E.C.4. "Advice Handbook" and consultation free; 45 years' service. 964-785

**RADIATORS.**

**SERVICE,** workmanship, economy. For guaranteed radiator repairs, petrol tanks, wmg's, lamps, bonnets, super stone guards, chromium plating, etc., consult Motor Car Components Co., 43 Jonsdale Rd., Kilburn. Maida Vale 0082. 964-346

**CONWAY,** the cheapest man in the trade for good sound second-hand radiators (all makes). Phone, Chiswick 5531, Gloucester Rd., High St., Acton. 964-313

**REPAIRERS.**

**BARIMAR** scientific welding is better and 75% cheaper than new parts. As the largest welders in Great Britain we offer guaranteed repairs to broken cylinders, combustion heads, flanges, brass water jackets, cracked, burnt and worn valve seatings, smashed aluminium crankcases and gear-boxes, axle cases and axle shafts, crankshafts, steel road wheels, etc. Worn parts built up by electro-deposition. Any metal welded and machined ready for assembly. Guaranteed cylinder grinding and Barimar de luxe pistons. The best, quickest and cheapest service.

**SCORED** and worn cylinders (air-cooled and water-cooled) can be repaired by Barimar metallurgical (patented) process, to fit existing pistons and returned in two days under money-back guarantee at low cost. Write to-day for Barimar booklet.

**LONDON:** Barimar, 14-18 Lamb's Conduit St., W.C.1.

**BIRMINGHAM:** Barimar, 116-117 Charles Henry St., Birmingham.

**MANCHESTER:** Barimar, 67 Brunswick St., Ardwick Green, Manchester.

**NEWCASTLE-ON-TYNE:** Barimar, 31 The Close, Quayside, Newcastle-on-Tyne.

**GLASGOW:** Barimar, 134 West George Lane, Glasgow, C.2. zzz-629

**SCORED** cylinders. Scores in cylinder bores repaired by the Laystall process to fit existing pistons and returned in two days; repairs are permanent and guaranteed. Laystall, Ewer St., Southwark, London, S.E.1. zzz-915

**AUSTIN 7s.** Let the official appointed agents and service station execute your repairs. All work guaranteed. Advice given. Spares stocked. Phone, Battersea 5360. Write or call, if in trouble. Ingrave Motors, Ingrave St., Falcon Rd., Clapham Junction, S.W.11. zzz-331

**AUSTIN 7.** Authorized agent and repairers, late foreman Austin London service. Thompson Garage Works, Ballard's Lane, North Finchley, N.3. Finchley 1750. zzz-337

**JOWETT** repair specialists, advice and estimates free, standard repair charges, guaranteed work. T. W. Cooter, A.M. Inst. B.E., 110 Canterbury Rd., West Croydon. Thornton Heath 2487. zzz-162

**HENLYS** wonder service station, Hawley Crescent, Camden Town, N.W., is completely equipped for repairs and overhauls of every description; all makes of car; specialists in Alvis, Swift, Austin, Riley, Clyno, cylinder grinding, cellulosing, body repairs, carried out on the premises, expert workmanship at low cost, estimates free. Henlys, Camden Town, Hampstead 8177. 964-287

**"THE MOTOR SHIP REFERENCE BOOK FOR 1931." A Mine of Essential Information on Motor Ships and Shipbuilding. 5s. net. 5s. 6d., post free.**



## SALOON FABRICS.

**HARRISON'S.** See Hoods, Screens, Saloon, Fabric Columns. Saloons, tourers, retrimmed in latest upholstery designs; loose covers all makes; cars retrimmed in moquette from £4. zzz-893

## SPARKING PLUGS.

**PRIDE AND CLARKE.** Lodge clearance, brand-new, in makers' boxes, 1s. 3d.; K.L.G., F.7. 1s. 6d.; A.C. 9d.; K.L.G., soiled, 6d.; 5s. dozen; postage extra; approval. 158 Stockwell Rd., S.W.9. 964-264

## TUITION.

**BRITISH SCHOOL OF MOTORING.** Private driving lessons on 1931 cars (topes or saloon) at times to suit each pupil. All B.S.M. cars have safety controls and are in charge of expert instructors. Write or call, The British School of Motoring, Ltd., 5 and 6 Coventry St., Piccadilly Circus, W.1. Regent 7141 (3 lines). Established 21 years. Over 73,000 taught. zzz-158

**FOREST HILL.** F. Hillier, of Titjen and Hillier, 110 Wood Vale, S.E.25, gives course of driving and technical instruction inclusive with service before and after purchase of a new car. All makes supplied. Sydenham 2432. zzz-973

**THE MOTOR TRAINING INSTITUTE** is entirely devoted to individual private tuition. Established in 1907. 24 years' experience at your service. Courses for every need, including "Special Austin Course." Prospectus free. Inspection invited. 90 George St. (bus stop, Baker St.), W.1. Welbeck 2947. zzz-229

**CENTRAL MOTOR INSTITUTE,** Finchley Rd., Hampstead, N.W.3, the best school for owner-drivers.

**SPECIAL** training for R.A.C. certificate, small classes and private lessons every week-day from 9 a.m. to 7 p.m.

**FULLY** detailed prospectus on application. 'Phone, Primrose 1161. Nearest stations, Swiss Cottage or Finchley Rd., Met. Rly. Buses 2, 13, 31, 48, 121. 971-748

**VERNON NASH.** 21s. individual course, 4s. 6d. single. Day, evening, Sundays. (Adjoining Regent's Park.) 16 Cornwall Mews, behind Madame Tussaud's. Welbeck 4288. zzz-325

## TUNING.

**HORNET** special tuning: Twin carburettors, £10; high-compression pistons, £7 10s.; heads polished and ports streamlined, £2 10s.; 48 hours service. Cars fetched and delivered. McEvoy, Leaper St., Derby. zzz-589

## TYRES AND TUBES.

**MASONS.** RECOGNIZED for the Most Comprehensive Stocks in the Country and the best New Tyre Value possibly obtainable! LITERALLY HUNDREDS UNSOLICITED TESTIMONIALS. Approval against remittance or c.o.d. Carriage Paid! Immediate Despatch! Do not confuse New Tyres with remoulded!

**MASONS.** GREAT PRICE REDUCTIONS!! GOODYEAR PATH-FINDER "Supertwist," DUNLOP CLIPPER and FIRESTONE OLD FIELD "Gumcapped," all latest buttressed Reinforced Cords, perfect, in Makers' Wrappings, Makers' Guarantee (NOT soiled or clearance!);—700 by 80-85, 21s.; 710 by 90, 28 by 3½, 27s.; 30 by 3½, 29s.; 26 by 3.50, 22s.; 27 by 4.00, 25s.; 27 by 4.40, 32s.; 25 by 4.40, 30 by 4.50, 36s. 6d.; 28 by 4.95, 29 by 5.00, 38s. 6d.; 29 by 4.95, 30 by 5.00, 45s. 6d.; 28 by 5.25, 44s. 6d.

**MASONS.** STEPFNEY Super-heavy Roadgrip (Genuine latest!) HEAVY SERVICE Cords, Perfect, Makers' Guarantee! Special Surplus 700 by 80 (26 by 3½, 17s. 6d.; 28 by 3½, 19s.; 710 by 90, 28 by 3½, 22s. 6d.; 700 by 85 (Super Reinforced Morgans), 25s.; 26 by 3½, 3.5. (Morgans), 25s. Balloons Reinforced—26 by 3.50, 21s.; 27 by 4.00, 25s.; 27 by 3.85 (Balloons for 700 by 80-85), 25s.

**MASONS.** BRAND NEW (Clearance) Tyres. Just received from the Leading Manufacturers! ALL BEST MAKES and Latest Tyres. We guarantee minimum 10,000 miles! Note—These are genuine New goods. NOT reconstructed or remoulded! 550 by 65, 25s.; 700 by 80/85 (26 by 3½, 16s.; 710 by 90, 28 by 3½, 21s. 6d.; 30 by 3½, 20s.; 760 by 90, 25s.; 765 by 105, 35s.; 28 by 3½, 17s. 6d. Balloons Reinforced—26 by 3.50, 16s. 6d.; 27 by 4.00, 18s. 6d.; 27 by 4.40, 24s.; 29 by 4.40, 30 by 4.50, 24s.; 28 by 4.40, 27 by 4.75, 29 by 4.50, 32s. 6d.; 28 by 4.95, 29 by 5.00, 28s. 9d. and 32s. 6d.; 29 by 4.95, 30 by 5.00, 30s.; 715 by 115, 720 by 120, 24s.; 730 by 130, 35s.; 27 by 3.85, 21s.; Tubes, 3s. 6d. to 5s.

**MASONS.** FREE INSURANCE! AVON Democrat (Latest) Cords, Perfect, in Makers' Wrappings, Makers' Special Written Guarantee against everything! (NOT Clearance!); 30 by 3½, 24s.; 26 by 3.50, 18s. 6d.; 27 by 4.00, 21s. 6d.; 27 by 4.40, 26s.; 29 by 4.40, 30 by 4.50, 30s.; 28 by 4.95, 29 by 5.00, 32s. 6d.

**MASONS.** ASTOUNDING VALUE in new super remoulded reinforced tyres on special GUM DIPPED CASINGS, guaranteed 9,000 miles, 26 by 3.50, 15s.; 27 by 4.00, 16s.; 27 by 4.40, 17s. 6d.; 28 by 4.95, 29 by 5.00, 730 by 130, 24s. 6d. (28 by 4.95 clearance, 18s. 6d.); 720 by 120, 22s.; 715 by 115, 19s. 6d.; 775 by 145, 30s.; 700 by 80-85, 15s.; 710 by 90, 28 by 3½, 18s. 6d.; 760 by 90, 30 by 3½, 19s. 6d.; 765 by 105, 24s. 6d. Masons, "A" Dept., The Tyre House, Ipswich. 964-217

20 by 3.50 brand-new Michelin covers, special offer, 17s. 9d., postage 1s. 3d. Marble Arch Motor Supplies, Ltd., 135 Edgware Rd., London, W.2. 964-342

**TYRES.** 5s. with order secures delivery of any size brand-new Dunlop, Michelin, or Firestone tyre (balance monthly). State size and make required. Pride and Clarke, 158 Stockwell Rd., S.W.9. 964-263

## TYRES AND TUBES (continued).

### THE BIRMINGHAM MOTOR TYRE REPOSITORY CO.

NEW and additional Show and Sale Rooms at

84 and 85 BROAD ST., BIRMINGHAM. Telephone, Midland 3393.

NEW Branches:

HARTSHILL RD., STOKE-ON-TRENT. Telephone, Hanley 48432.

19 MARKET SQUARE, NORTHAMPTON.

20,000 Car covers to be cleared immediately. All brand-new goods.

WE have, without doubt, the largest stock in the country. Goods dispatched, carriage paid, against cash, seven days' approval, first passenger train or c.o.d.

FURTHER Huge Price Reductions.

WRITE for price list.

NEW All-weather Remoulded Covers, double weight guaranteed 9,000 miles, minimum; these are giving wonderfully good service. 700 by 80-85, 15s.; 710 by 90, 28 by 3½, 18s. 6d.; Balloons: 26 by 3.50, 27 by 4.00, 27 by 4.40, 28 by 4.40, 18s. 6d. All other sizes in stock.

5,000 Second-hand Tyres; every size in stock. Taken off conversion jobs. All one price, 11s. each. Tubes, 4s. each. Suitable for many thousands of miles.

THOUSANDS of Ford Dunlop Cords and Goodyear Heavy Duty Tyres in stock.

IF the cover you require does not appear we will quote you prices by return of post

SPECIAL prices to Factors and genuine Tyre Dealers

THE BIRMINGHAM MOTOR TYRE REPOSITORY CO., Broad St., Birmingham. Telephone, Midland 3393. zzz-321

THE DUNLOP RUBBER CO. accepts no responsibility for tyres purchased at prices other than those authorized. In the interests of the public the prices of Dunlop car, motorcycle and bicycle tyres are protected, and the sale of any such tyres at prices above or below those appearing in current lists constitutes a breach of the company's conditions of licence. zzz-105

THE DUNLOP RUBBER CO., LTD., announce that their productions offered to the general public at prices other than those appearing in their current retail list are either shop-soiled clearance surplus stock of an obsolete type or pattern, or are sold in contravention of the company's conditions of licence. Any matter arising out of such a purchase will not be dealt with in any way by the company. zzz-104

HOMERTON RUBBER WORKS, LTD., the right place to purchase your tyres. Our goods, prices and service cannot be beaten. Tyres fitted free while you wait. Goods dispatched carriage paid or c.o.d.

HUGE REDUCTIONS. WONDERFUL BARGAINS. NEW EXTRA HEAVY REMOULDED COVERS. Guaranteed 9,000 miles minimum, same are giving service to 20,000 miles and upwards: 700 by 80-85, 12s. 6d.; 710 by 90, 28 by 3½, 760 by 90 17s. 6d.; 765 by 105, 25s.; 715 by 115, 20s.; 730 by 130, 25s.; 775 by 145, 30s.; 27 by 4.00, 15s.; 27 by 4.40, 16s.; 28 by 4.95, 22s.

NEW HEAVY DUTY COVERS. Guaranteed 10,000 miles: 700 by 80, 17s. 6d.; 700 by 85, 18s. 6d.; 710 by 90, 28 by 3½, 21s.; 760 by 90, 25s.; 30 by 3½, 22s. 6d.; 26 by 3.50, 18s. 6d.; 27 by 4.00, 20s.; 27 by 4.40, 24s.; 28 by 4.95, 29 by 5.00, 27s. 6d.; 30 by 4.50, 25s.; 30 by 5.00, 35s.; 715 by 115, 25s.; 730 by 130, 35s.; 775 by 145, 32s. 6d.

SECOND-HAND covers in good condition: 700 by 80, 10s.; 700 by 85, 710 by 90, 28 by 3½, 26 by 3.50, 27 by 4.00, 27 by 4.40, 12s. 6d.; 28 by 4.95, 29 by 4.95, 715 by 115, 730 by 130, 775 by 145, 15s.

HOMERTON RUBBER WORKS, LTD., 11 Upper Saint Martin's Lane, W.C.2 ('Phone, Temple Bar 3137, 2 lines); and 140 Lower Clapton Rd., E.5 ('Phone, Amburst 2889) zzz-349

REPETITION rebuilds are guaranteed 10,000 miles in 12 months. See display advertisement. 964-347

BULL'S. 'Phone, Temple Bar 1747. THE OLDEST Name in the Tyre Trade. Experience counts. Expert buying means good value for you. West End Agents for Dunlop, India, Goodyear, Firestone, Pirelli, etc. Fitted free; no waiting.

BULL'S GOODYEAR PRICES REDUCED! New latest pattern "Supertwist" Buttressed Cords, guaranteed, Seals Unbroken. Don't be misled by other offers; these are really genuine: 700 by 80-85, 21s.; 710 by 90, 28 by 3½, 27s.; 30 by 3½, 29s.; 26 by 3.50, 22s.; 27 by 4.00, 25s.; 30 by 4.50 (29 by 4.40), 36s. 6d.; 28 by 4.75, 37s. 6d.; 27 by 4.40, 32s.; 29 by 4.95, 38s. 6d.; 29 by 5.00, 38s. 6d.; 30 by 5.00 (29 by 4.95), 45s. 6d.; 28 by 5.25, 44s. 6d. We can also supply new Dunlop and Firestone at above prices in "Clipper" and "Oldfield" Tyres. Fitted free.

BULL'S SPECIAL OFFER. If you require a new "Clearance" Tyre you may deduct 15% from above prices. New Tubes, 4s. 6d. to 6s. 6d.

BULL'S NEW TYRES. Deferred payments. Pay as you ride. Write for form, mentioning size.

BULL'S BRAND-NEW CABLE CORDS: 27 by 3.85, 22s. 9d.; 715 by 115, 24s.; 720 by 120, 24s.; 730 by 130, 35s.; 740 by 140, 35s.; 775 by 145, 42s. 6d.; 765 by 105, 35s.; 760 by 90, 25s.; 28 by 3, 17s. 6d.

BULL'S. Hundreds of really sound bargains in all sizes. Second-hand, 10s. to 15s. each. New tyres in all sizes, special clearance, 25% to 40% below makers' prices. These are better value than "remoulded."

BULL'S. All above carriage paid, approval against remittance, or C.O.D. if desired. Bull's Rubber Co., Ltd., 3 Upper Saint Martin's Lane, London, W.C.2. 'Phone, Temple Bar 1747. zzz-364



# TYRES AND TUBES. (continued).

## THE GENERAL MOTOR AND TYRE CO.,

81 QUEEN ST., Hammersmith, W.6. Tel., Riverside 6388.

370 GRAY'S INN RD., Kings' Cross, W.C.1. Tel., Terminus 4429.

DEPUTS: Paris, Brussels.

LARGEST tyre factors in the world.

OUR stock is the largest assorted stock in the world. Tyres fitted while you wait at either Depot. All tyres are New and Guaranteed by us. All well-known makes in stock. Send for detailed price list. Tyres, Accessories, Starter Batteries, Jacks, Clothing, etc., etc. London area tyres delivered c.o.d. All goods, except to Ireland, goods-carriage paid, if required. Passenger add 1s. per tyre. 6d. per tube. All goods sent on 7 days' approval. Cash refunded if not satisfied. These are not remoulded or reconstructed but New Goods:—

NEW COVERS: 26 by 3, 700 by 80-85, 16s.; guaranteed tubes, 3s. 6d.; 710 by 90, 20s.; tubes, 3s. 6d.; 765 by 105, 35s.; tubes, 6s.; 28 by 3 1/2, 20s.; tubes, 5s. 6d.; 30 by 3 1/2, 17s. 6d.; tubes, 4s. 6d.

NEW BALLOON: 26 by 3.50, 15s.; guaranteed tubes, 3s. 6d.; 27 by 4.00, 16s.; tubes, 3s. 6d.; 27 by 4.40, 22s. 6d.; tubes, 4s. 9d.; 29 by 4.40, 30 by 4.50, 34s.; tubes, 4s. 6d.; 28 by 4.75, 28s. 3d.; tubes, 4s. 9d.; 30 by 4.75, 30s.; tubes, 5s.; 29 by 5.00, 26s. 6d.; tubes, 5s.; 30 by 5.00, 27s. 6d.; tubes, 5s.; 715 by 115, 24s. 10d.; tubes, 4s.

NEW GUARANTEED 12,000 miles brand-new buttressed tyres, by well-known makers, extra heavy super tyres:—27 by 4.40, 25s.; 30 by 4.75, 35s.; 30 by 5.00, 35s. 4d.; 30 by 5.25, 38s. 4d.; 29 by 5.50, 42s. 9d.; 32 by 6.00, 52s. 3d.; 30 by 4.50, 26s.; 29 by 5.00, 28s. 10d.; 31 by 5.00, 34s.; 31 by 5.25, 40s. 4d.; 30 by 5.50, 41s. 8d.; 30 by 3 1/2, 25s.

WELCH reconstructed tyres. Guaranteed 10,000 miles: 26 by 3.50, 14s.; 27 by 4.00, 16s.; 27 by 4.40, 18s.; 30 by 4.75, 25s.; 29 by 5.00, 28 by 4.95, 24s. 6d.; 30 by 5.00, 29 by 4.95, 24s. 6d.; 30 by 5.25, 29s.; 31 by 5.25, 29s. 6d.; 31 by 5.00, 30 by 4.95, 25s. 6d.

FULLY guaranteed by factory.

SEND us any make of old tyre carriage paid, collected in London area free of charge) with remittance and we will return to you same day (carriage paid) a reconstructed tyre indistinguishable from a new tyre. Following sizes only:—

26 by 3.50, 12s.; 27 by 4.00, 14s.; 27 by 4.40, 16s.; 30 by 4.75, 22s. 6d.; 28 by 4.95, 29 by 5.00, 22s. 6d.; 29 by 4.95, 30 by 5.00, 23s.; 30 by 5.25, 26s. 6d.; 31 by 5.25, 26s. 6d.

THE Welch method of reconstruction is a new process and not the old method of retreading. In addition to the tread, the walls are strengthened and entirely covered with new Rubber, only the original cord casing is used as a foundation. Other popular sizes will be in production later. Tyres may be left at either our Hammersmith or King's Cross Depot or we will collect London area.

GENERAL MOTOR AND TYRE CO.

964 391

LADBROKE'S new depot. New prices. New stocks.

Opening offer by Ladbroke.

26 by 3.50 new cord surplus covers, guaranteed by Dunlops, 14s. 9d., post 1s. 3d.

Goodyear Pathfinder and Avon Democrat, guaranteed by makers reinforced cords, clearance 26 by 3.50, 18s.; 27 by 4.00, 21s. 6d.; 27 by 4.40, 24s. 6d.; 29 by 4.40, 30s.; carriage extra.

Ladbroke Motor Stores, 204 Ladbroke Grove, W.10. Also at 105 Goldhawk Rd., Shepherd's Bush. Phone, Park 5569. 964-404

# UPHOLSTERY.

HARRISON'S. See Hoods, Screens and Upholstery Columns. Expert fabric repairers; materials, new designs. zzz-892

# VALVES.

VIC DAVIES. Aero valves made from special h-t valve steel, guaranteed 12 months, any make, 4s. 6d. Fair St., Cambridge. 969-296

# HOTELS.

LLANDRINDOD WELLS. Ye Wells Hotel. 100 bedrooms, with running water, lifts, billiards, hard tennis courts. Near golf. Good garage adjacent. A.A.; R.A.C.; Michelin. zzz-258

# HOTELS (continued).

CHALFONT ST. PETER. Spend a week-end or longer in this lovely spot near London. Old house, completely modernized; every comfort; over two acres of private grounds, tennis court, golf. Many historical places near. Moderate terms. Write or call on Major and Mrs. Lewis Day. "The Wheatleys," Chalfont St. Peter, Bucks. zzz-210

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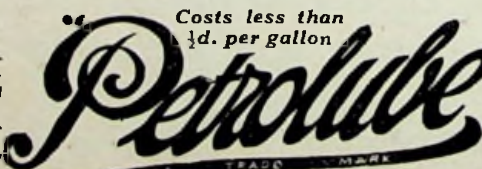


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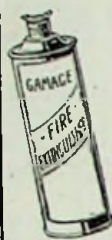
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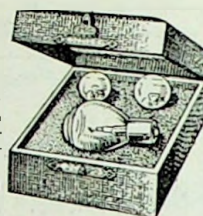


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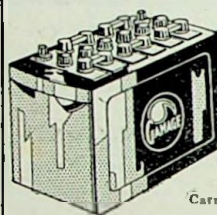
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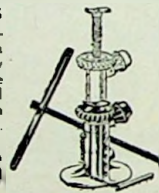
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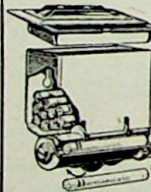
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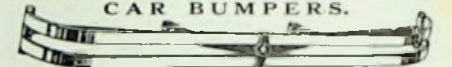
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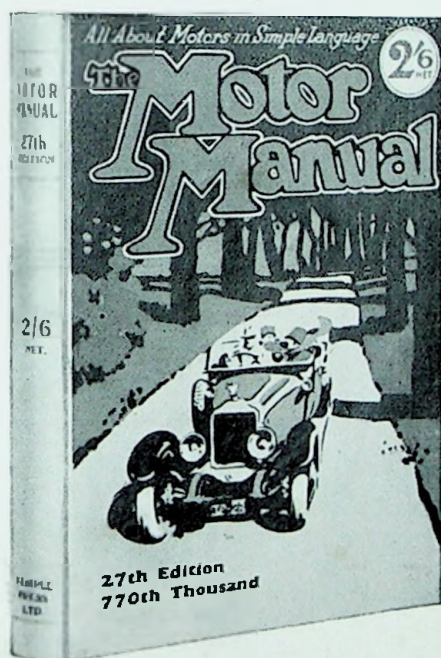
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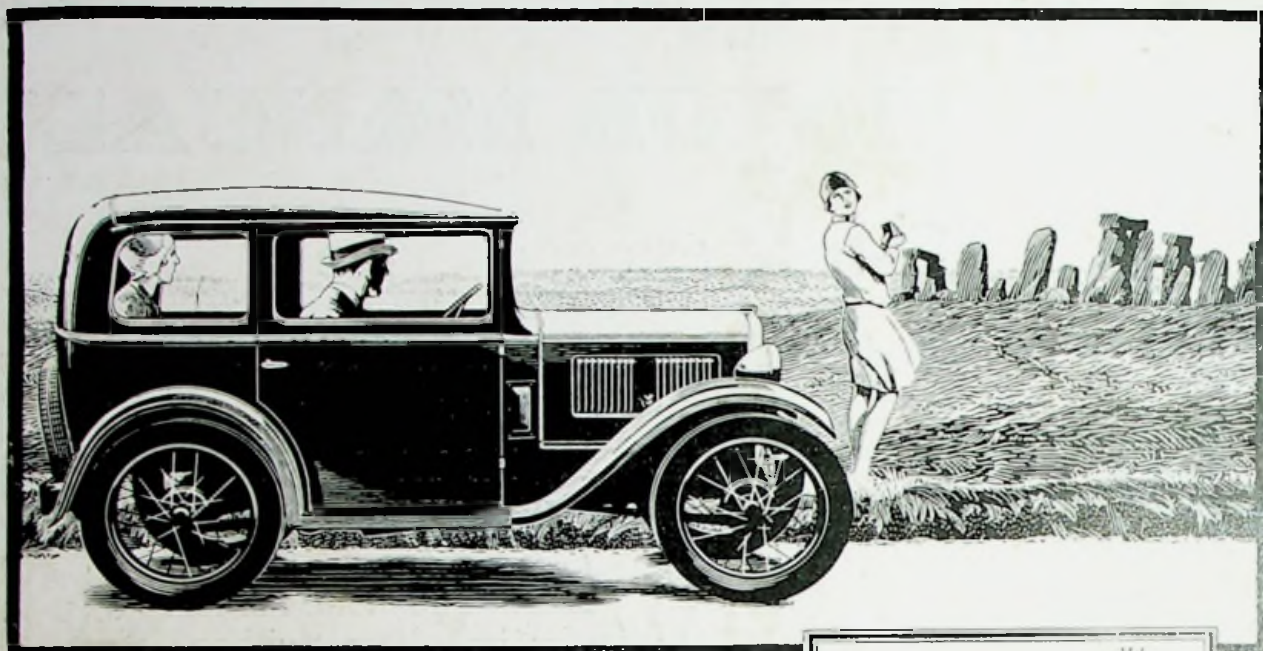
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