

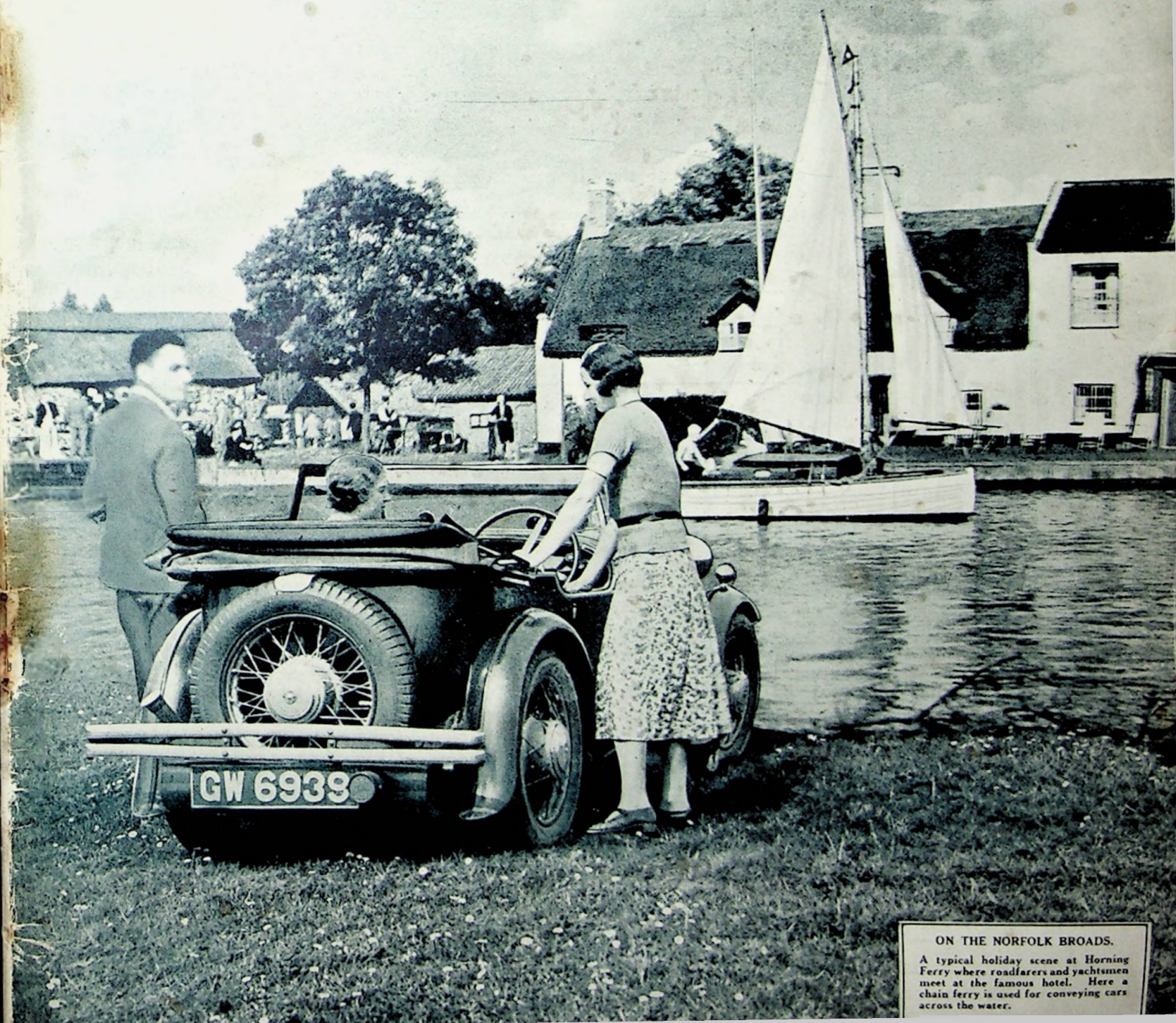
# The Light Car & Cyclecar

3<sup>D</sup>

The Only  
Small Car  
Journal  
Founded 1912.

Head Offices:  
5-15, Rosebery Ave., E.C.1  
Telephone: Clerkenwell 6000

Vol. XL, No. 1027  
Friday, Aug. 12, 1932  
Registered at the G.P.O.  
as a Newspaper.



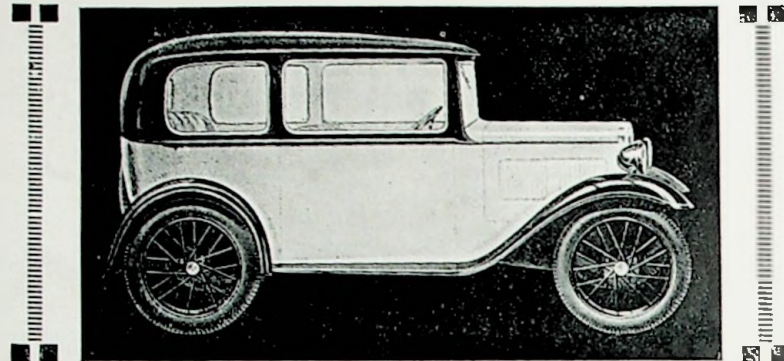
**ON THE NORFOLK BROADS.**

A typical holiday scene at Horning Ferry where roadfarers and yachtsmen meet at the famous hotel. Here a chain ferry is used for conveying cars across the water.



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# ONE OF THE 100



## The AUSTIN SEVEN DE LUXE SALOON £128

Sunshine Roof, Real Leather Upholstery

A wheelbase 6 inches longer than previous Austin Sevens, a sunshine roof that is easily opened or closed from the driver's seat, deep pneumatic cushions, both front seats made to tip and independently adjustable, very wide doors, chromium plated centres to wheels.

Also the Austin Seven Saloon, £118

Any make of car supplied for cash or on our own financed deferred terms (arranged in 48 hours). Your present car taken in part exchange. Best possible prices given

# NORMAND GARAGE LTD.

OPEN EVERY  
SATURDAY  
TILL 6 P.M.

OPEN EVERY  
SUNDAY  
(Oxford Street  
Branch)  
FROM 10 a.m.  
TILL 1.30 p.m.

489, OXFORD STREET - - - LONDON, W.1.

LIGHT CAR SHOWROOMS.

BETWEEN SELFRIDGE'S AND MARBLE ARCH. Mayfair 6801/2

11, Hammersmith Avonmore Place,  
Road - - W.14 Avonmore Road, W.14

TROJAN SHOWROOMS. SERVICE DEPT. Fulham 4972  
Opposite Olympia. Fulham 3477/8

AUSTIN  
FORD  
MORRIS  
ROVER  
STANDARD  
TRIUMPH  
TROJAN  
WOLSELEY

### HIRE AND DRIVE YOURSELF

Austin 7 and Morris Cowley Saloons

WEEK ENDS - - from £3-3-0 (Taxed and Insured)

From £4-10-0 WEEKLY (UNLIMITED MILEAGE).


Hire Department: 92, GLOUCESTER ROAD, S.W.7.

FROBISHER 3037.

*For immediate delivery*



Specialty Hardened Patent Revolving Handles



**CHAPMAN-JENBRO STARTING HANDLES**

For Morris Minor .. 3/6  
 " Austin 7 .. 4/6  
 " Triumph 7 .. 6/6

SPORTS GAMES

EST. 1876

**JAMES GROSE LTD.** Cycles and Accessories

379 Euston Road  
 Great Portland Street  
**LONDON N.W.1**

**GARAGE HOSE**



25 ft. 5-ply Best Quality Hose, tap union for any size tap. Adjustable NOZZLE giving mist, spray and full jet. Complete with HANGER.

**HYDRAULIC JACKS**



A super Jack which will lift your car with no effort. Complete with handle

**14'6**

Usual Price 25/-

**AMAZING BARGAIN!**

OUR PRICE **9'6**

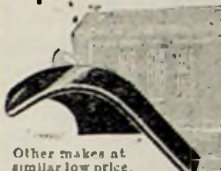


**Genuine STADIUM front DIRECTION INDICATORS**

This Direction Indicator is electrically operated by a simple 2-way switch fitted on steering column or dashboard and denotes the intention of the driver to turn right or left.

Usual Price 35/-  
 Supplied to fit Saloon or Open Touring Cars. State whether 6 or 12 v. when ordering.

**Replacement MUDGUARDS FROM 8/-**



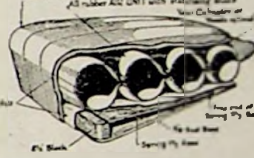
Other makes at similar low price.

	Front	Rear
For Morris Minor	16/-	8/-
" Austin 7	14/-	11/-
" Morris Cowley 11	10/-	10/-
" Jowett 1925-8 18	14/-	14/-
" Clyno 3	21/-	12/-
" Morgan, Studd 15	11/-	11/-
" Morgan, Aero 19	—	—
" Triumph 7	22/-	19/-

**THE J.G.L. SPARE WHEEL MIRROR 3/6**




**Special HUTCHINSON Replacement SEAT for Austin 7. 17/6**



Taking the place of the existing seat, this AIR cushion makes riding a pleasure for the Austin 7 owner.

Carr. free Usual price 20/-

**DESMO OIL GAUGE 5/6**



The DESMO Usual Price 12/6 for Austin 7. Price 5/6

**REAR BLINDS for Saloons 5/-**



**SMITH'S "Baby Gripper" INSPECTION LAMP 5/6**

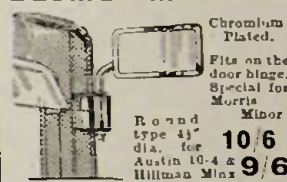


**J.G.L. CAR MIRRORS 3/6**

for Saloon or Touring Cars

4 1/2" x 2 1/2"	3/6	Chromium	4/6
5" x 2 1/2"	4/6	"	5/6
P & H. make	7/6		
4 1/2" x 2 1/2"	7/6		

**DESMO MIRRORS 10/6**



Chromium Plated. Fits on the door hinge. Special for Morris Minor

Round type 4 1/2" dia. for Austin 10-4 & Hillman Minx 9/6


**FOOT PEDAL RUBBERS 9 D.**



for Clutch and Brake

For Accelerator 6d.

**EXTRA STRONG LUGGAGE 1 1/2 in. wide STRAPS 1/6**



Fitted with Special Cover-slip Buckles

7 foot	1/9
8 "	2/-
9 "	2/3

**TERRY'S LEAF SPRING GREASER 8/6**



**SPARE WHEEL COVERS 7/6**




for 26x3.50 Tyres 7/6  
 " 27x4.00 " 7/6  
 " 27x4.40 " 9/6  
 " 28x4.95, 29x5.00 " 9/6

**THE "MAGNALITE" MAGNETIC INSPECTION LAMP. 12/6**

Just plug in and you have an inspection lamp that will stick on anywhere.

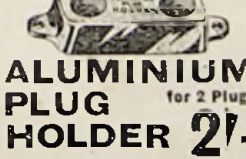
**ENGINE BONNET BUFFERS 30/-**



These rubber Buffers take the place of the ordinary webbing and prevent all bonnet rattle.

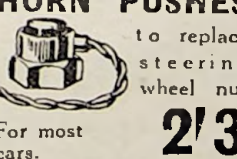
Size 2, 3, 4d. Size 3d. 1 3d.

**ALUMINIUM PLUG HOLDER 2/-**



for 2 Plugs

**HORN PUSHES 2/3**



to replace steering wheel nut

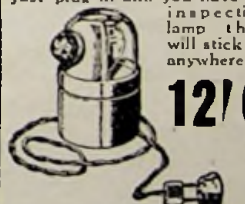
For most cars.

**THE "CLIP-IT" STARTER KNOB LOCK. 5/-**



Foils the Car Thief.


**STONE-GUARDS for RADIATORS 36/-**



Chromium Plated

Austin 7, etc., M.G. Midgat, 30/-  
 Wolsley Hornet, etc. 36/-

**CHEMICO FLUSHING OIL 1/3**



for after engine overhaul.

PER QUART

**STOP & REAR LAMP 6/6**



Combined. Complete with bulbs. Our Price 6/6

**Genuine C.A.V. and LUCAS ELECTRIC HEAD LAMPS 10/6**



for Austin 7, etc. Complete with Bulb. OUR PRICE 10/6

**'BROOKLANDS' HUB CAPS for Austin 7, Riley, Talbot, etc. 2/-**



Set of 5

**'BROOKLANDS' HEAD-LAMP GRILLE 22/-**



7 in. and 8 in. 22/- Pair

**The LUCAS ROOF LAMP 10/6**



Of pleasing design this lamp is fitted with self-contained switch. Complete with bulb.

J.G.L. Roof Lamp, special value, less switch, 2/6

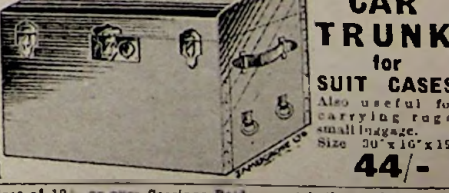
**Crystal Clear CELLULOID For Car Side Screens 14**



20" x 16"	14
25" x 20"	19
50" x 10"	19
50" x 20"	36

Car Side Screens, repaired and Fitted with New Celluloid. Quotations by Return on receiving Screen.

**CAR TRUNK for SUIT CASES 44/-**

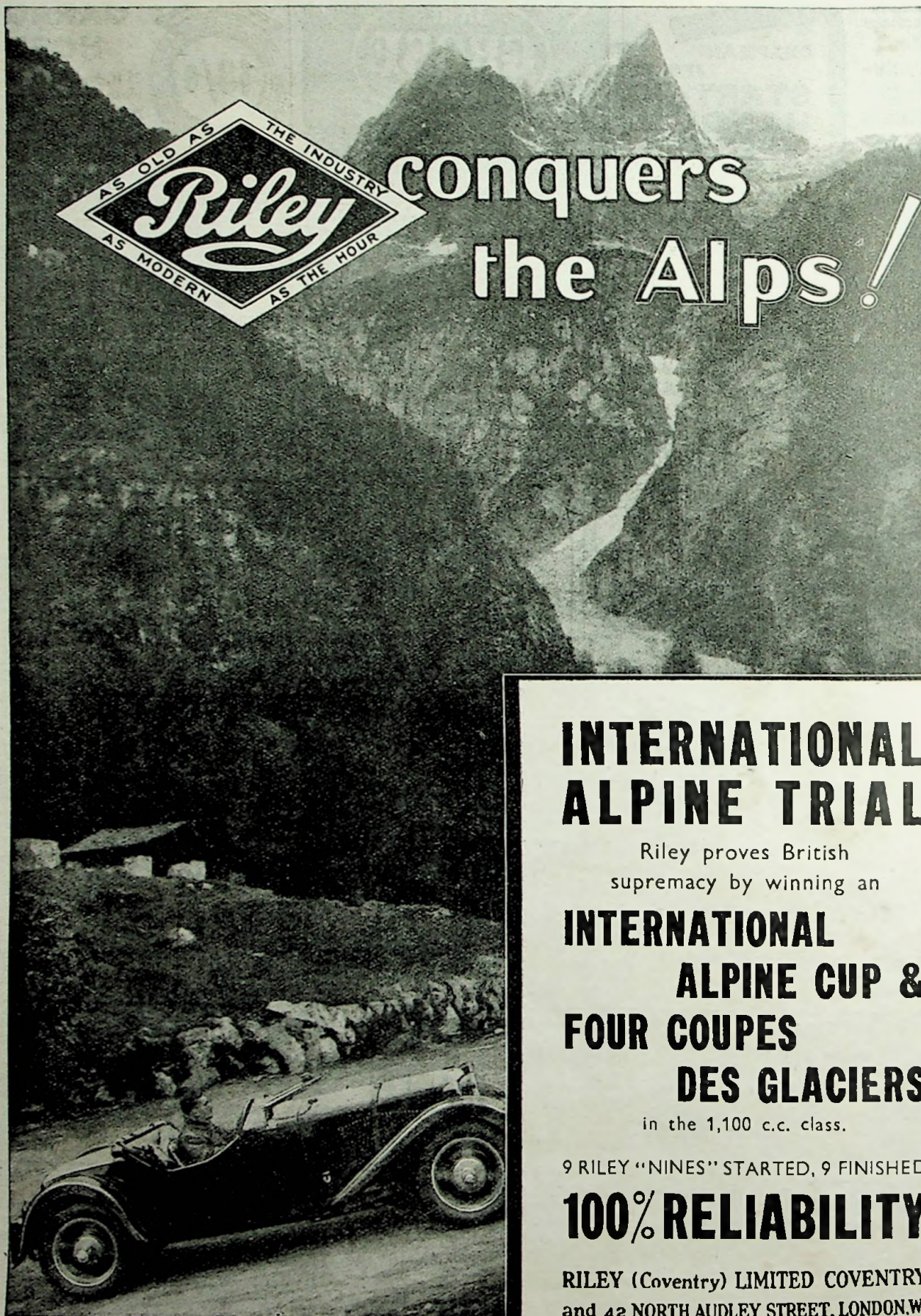


Also useful for carrying rags, small luggage. Size 30" x 10" x 19"

Special Postal and C.O.D. Dept. from Euston Road only. 25/- deposit must accompany foreign C.O.D. Orders. Orders of 10/- or over Carriage Paid, except bulky goods. Our only City Depot, 4, OLD JEWRY, CHEAPSIDE. North London, 235, HOLLOWAY ROAD.

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





**AS OLD AS THE INDUSTRY**  
**Riley**  
**AS MODERN AS THE HOUR**

# conquers the Alps!

**INTERNATIONAL  
ALPINE TRIAL**

Riley proves British  
supremacy by winning an

**INTERNATIONAL  
ALPINE CUP &  
FOUR COUPES  
DES GLACIERS**

in the 1,100 c.c. class.

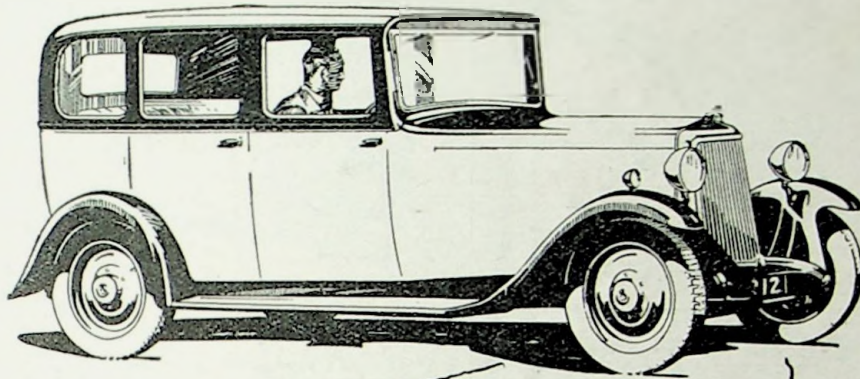
9 RILEY "NINES" STARTED, 9 FINISHED

**100% RELIABILITY**

RILEY (Coventry) LIMITED COVENTRY  
and 42 NORTH AUDLEY STREET. LONDON.W1



# PROVED POINT-TO-POINT PERFORMANCE



The Coppice, Upper Woodcote Village, PURLEY.  
13th July 1932.

You will recollect that we recently purchased from you a 12 H.P. Armstrong Siddeley Saloon Car.

The following details of a trip to North Cornwall will interest you and show you the capacity of the car in, I think, a remarkable way.

We left Purley at 6.12 a.m. on Sunday, June 19th, my wife driving unchanged through the journey. We did 35 miles in the first hour and 72 in two hours. We rested twice on the way for a period of 45 minutes in all and entered Exeter at 11.55 a.m. having driven 173 miles in as near as possible 5 hours flat.

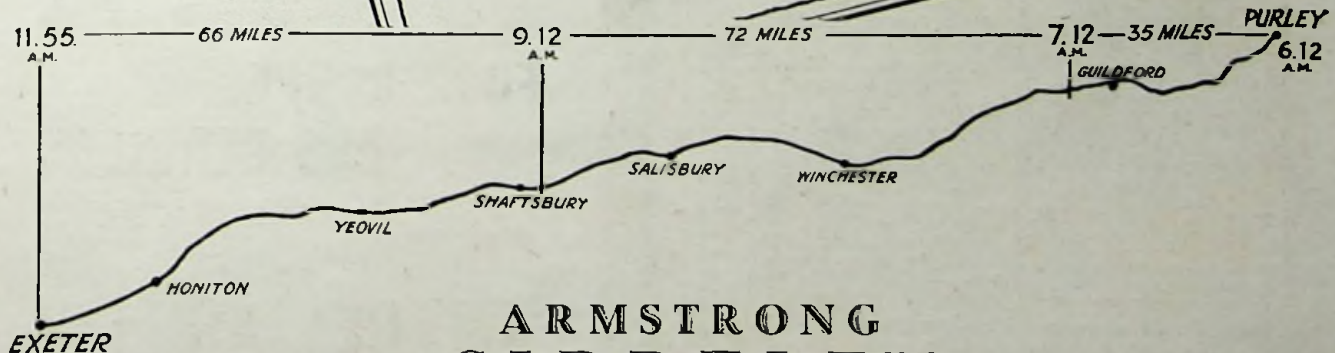
This was done without in any way pushing the car. We reached the neighbourhood of 60 m.p.h. twice but only for very short distances, and our two passengers were not put to the slightest discomfort; and our small dog slept practically the whole way.

The plain facts are these—

- 1) The ease of the self-change gear eliminates fatigue.
- 2) The gear-change itself involves no loss of speed.
- 3) The car is fast, silent and comfortable and at the price a cheap and reliable production.

We have now had three Siddeleys and my wife has driven nearly 50,000 miles without a mechanical breakdown. Her average is nearly 1,000 miles a month.

You are at liberty to make what use you like of this letter which is a genuine testimonial to the value of a most excellent car. I am, Yours faithfully,  
(SIGNED) E. A. R. BURDEN.



## ARMSTRONG SIDDELEY WITH SELF-CHANGING GEAR

ARMSTRONG SIDDELEY MOTORS LTD., COVENTRY  
 London: 10 Old Bond Street, W 1      Manchester: 35 King Street West  
 Agents in all centres      Write for Catalogue BE.

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



Travel with your Car  
by the Motorists' Ship  
"AUTOCARRIER"  
to

# THE CONTINENT

**Saloons**  
**Restaurants**  
**Bath Rooms**

Special Fare for  
Passengers travelling  
with their Cars  
**10/-**

..... DAILY .....

Dover dep. 11. 0 a.m.  
Calais arr. 12.45 p.m.  
Calais dep. 2.15 p.m.  
Dover arr. 4. 0 p.m.

**Cheap Rates**  
for Cars from  
**37/6**  
Tri-Cars or 3-Wheel  
Run-abouts  
**30/-**

For full details of these and other Cross-Channel Services. Rates for conveyance of Cars, etc., see handbills, etc., at S.R. Stations, Offices and Agencies.

by Motor Ferry  
to and from  
the

# ISLE OF WIGHT

Via  
**PORTSMOUTH & FISHBOURNE (near Ryde)**

..... DAILY .....

From **PORTSMOUTH**  
(Broad Street Slipway)  
**WEEKDAYS**  
9.45 & 11.0 a.m.; 2.0, 3.0, 5.30  
& 6.30 p.m.  
**SUNDAYS**  
11.15 a.m.; 12.30, 2.0, 3.30, 5.0  
& 6.15 p.m.

From **FISHBOURNE**  
**WEEKDAYS**  
9.45 & 11.0 a.m.; 1.30, 3.30,  
5.15 & 6.45 p.m.  
**SUNDAYS**  
11.15 a.m.; 12.30, 2.0, 3.30,  
5.0 & 6.15 p.m.

Additional Services during  
Holiday periods.

COMFORTABLE  
PASSENGER  
ACCOMMODATION

REFRESHMENT BUFFETS

ACCOMMODATION  
RESERVED

**CHEAP RATES FOR CARS**

	Single	Return
Motor Cars from	15/-	27/6
Motor Cycle & Side Car	5/-	9/-
Motor Cycles	3/-	5/6
Tri-Cars	13/3	24/-

**FARE** for persons accom-  
panying Cars 1/6 in each  
direction

Cars must be at respective slipways 30 minutes  
before departure.

Full details from DIVISIONAL MARINE SUPT., Southern  
Railway, Broad Street, Portsmouth (Phone: 4655). Tel.  
Address: "Foremost, Portsmouth"; or at Fishbourne  
Slipway (Phone: Wootton Bridge, 32)

# SOUTHERN RAILWAY

# INSURE

**Now!**

**FULL THIRD PARTY POLICIES**  
WITH ROAD TRAFFIC CERTIFICATE  
AVAILABLE ON DEMAND AT COUNTER  
OR RETURN OF POST.

ANY DRIVER	ANNUALLY	QUARTERLY
8 h.p.	£3 - 10 - 0	18 - 6
Cowleys	£4 - 5 - 0	£1 - 2 - 3
12 h.p.	£4 - 13 - 6	£1 - 4 - 6

NO CLAIM BONUS ALLOWED ON TRANSFER  
10% REDUCTION FOR OWNER DRIVER



**FULL COMPREHENSIVE POLICIES**

ANY DRIVER	Annually	Quarterly
8 h.p.	£7 00	£1 17 0
Cowleys	£8 10 0	£2 4 6
12 h.p.	£9 7 0	£2 9 0

**DEPT. 6.**  
**Insurance Brokers.**  
**40, KING WILLIAM ST., THE MONUMENT, E.C.4.**

TEL.: MANSION HOUSE 9944 (seven lines).  
(We are between the Monument and London Bridge. Book to London  
Bridge or Cannon St. (S.R.), Bank or Mark Lane (3 mins.), Monument  
(1 min.). And at 1, Manchester Road, Bradford. Tel.: 5342.)  
**APPLICATIONS FOR AGENCIES INVITED.**

... you ought to afford  
them :

because they'll noticeably improve and modernize  
your car; they're most moderately priced ...  
and they're from DERRINGTON'S.

- SPECIAL QUICK-FILLER CAPS.**  
(Petrol or Oil). Instant action, easily fitted. Prices 2 in. 4/6, 2 1/2 in. 6/3.
- "BROOKLANDS" HUB CAPS.**  
For Austin 7, Midget, Minor, Hornet, etc. Chromium plated, 2 1/2 set 5; Talbot, 22/6; for Rudge Spare Wheels, 7/6. Post 9d.
- BROOKLANDS RADIATOR STONE GUARDS.**  
Chromium plated on solid brass. Easily attached. Austin 7, 30/-; M.G. Midget, 30/-; Riley 8, 32/6 and 35/-; Hornet, 36/-. All makes available. Post 1/3.
- "AERO" WINDSCREENS.**  
Ideal for Sports Cars. Highly polished alum. frames. Triple glass. Adjustable any angle. 12x6 in., 12/6. Carriage 2/-.  
**5. BROOKLANDS FULLY FLEXIBLE STEERING WHEELS.**  
For all cars. 1 1/2 in. from 36/-, 1 3/4 in. from 40/-. Steering column extensions for Hornet, Midget, Minor, 12/6.
- MORRISCOET PETROLIFT.**  
Replaces uncertain vacuum feed with latest absolutely positive reliable system. Independent of air pressure, feed is always constant, giving utmost economy and power. Fitted in a few minutes. 12 or 0 volt. 50/.

Write for full fittings list. Ask about "ALTA" Shock-absorbing cylinder heads for AUSTIN, TRIUMPH 7, and MORRIS MINOR (S.V.), etc., etc.

**DERRINGTON KINGSTON 3720**

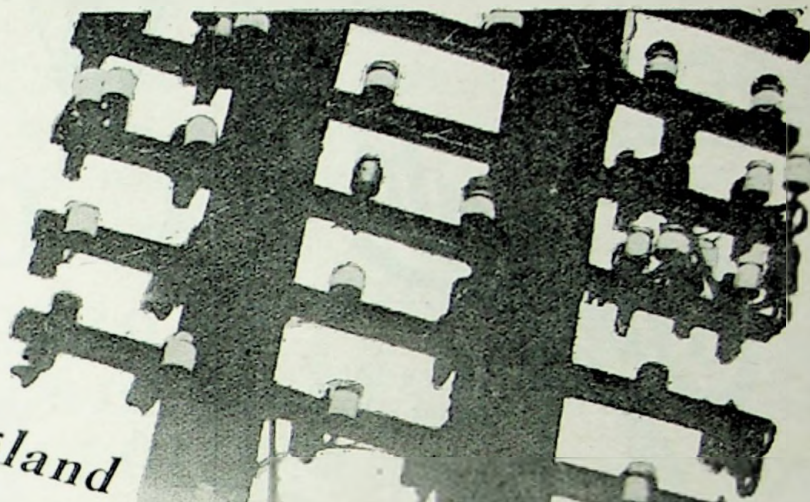
Recognised specialist in Super-Tuning for Road and Track. Ask for details.

139, LONDON ROAD, KINGSTON-ON-THAMES. Near Norbiton Station.  
Open 8.30 to 7.30. Wednesday 8.30-1.

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



A message from  
the heart of England



# .. TO THE WORLD!

You remember the announcement of the 1932 Standard cars? How wonderfully they were received by the whole world? How, in a year of thrift and cautious spending, they leapt into fame? And now—with five more months of 1932 to go, the 1933 Standards are here. Not only announced to the world, but already the choice of many thousands of motorists who realise that a series of cars worthy to succeed the 1932 Standards must be good indeed.

*Two worthy successors to the 1932 Standards and two magnificent newcomers!*

THE NEW STANDARD "LITTLE TWELVE" Six Cyl.	THE NEW STANDARD "BIG TWELVE" Six Cylinder	THE 1933 STANDARD "LITTLE NINE"	THE 1933 STANDARD "BIG NINE"
Saloon - - £189	Saloon - - £215	Saloon - - £159	Saloon - - £205
Special Saloon £204	Special Saloon £235	Special Saloon £174	Special Saloon £225
2 or 4 str. Tourer £189	2 or 4 str. Tourer £215	2 or 4 str. Tourer £159	2 or 4 str. Tourer £205

## 1933 STANDARD CARS

All 1933 models fitted with Dunlop tyres. All prices ex works. Send postcard for 1933 literature to: The Standard Motor Co. Ltd., Canley, Coventry. West End Showrooms: The Car Mart Ltd., 46-50 Park Lane, W.1, & 297-9 Euston Rd., N.W.1

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



# SPORTS

*Filtrate*  
REGD

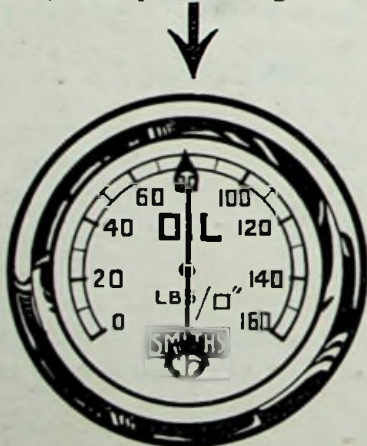
THE OIL WHICH  
"STANDS UP TO IT"

A NEW GRADE  
**ESPECIALLY  
MANUFACTURED  
FOR  
SPORTS MODELS**

The Sports Car Owner's happiness largely depends on an Oil which will keep the pressure up on his Oil gauge under all conditions of high speeds and fast "revving."

Anxiety sets in when the pressure is seen to drop, as he knows well his engine is not getting the assistance it needs and that there is danger ahead.

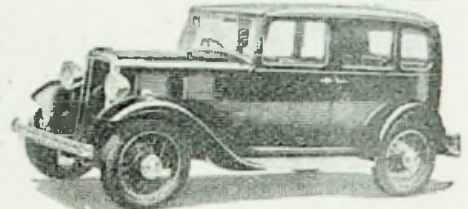
In SPORTS "FILTRATE" (Regd.) nothing has been spared to ensure freedom from anxiety—the Oil which stands up to extreme heat and extreme speeds, and gives an exceptionally clean engine.



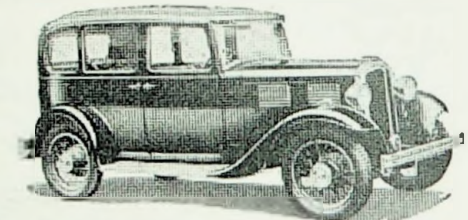
**KEEPS  
THE PRESSURE UP**  
UNDER ALL CONDITIONS

# Who's Coming

into  
the  
1933  
class



1933 STANDARD "Little Nine" £159  
Coachbuilt Saloon  
On self-financed terms: Deposit £31 10 0  
and 12 monthly payments of ... £11 2 7  
or 18 " " " " " £7 11 11  
or 24 " " " " " £5 18 7  
or otherwise as arranged between ourselves.



1933 STANDARD "BIG NINE" £205  
Saloon (Bumpers extra)  
On self-financed terms: Deposit £41 0 0  
and 12 monthly payments of ... £14 7 0  
or 18 " " " " " £9 16 0  
or 24 " " " " " £7 10 4  
or otherwise as arranged between ourselves.

1933 HILLMAN "MINX" (Family) £159  
Saloon  
On self-financed terms: Deposit £31 10 0  
and 12 monthly payments of ... £11 2 7  
or 18 " " " " " £7 11 11  
or 24 " " " " " £5 18 7  
or otherwise as arranged between ourselves.

1933 ROVER "10" Special Saloon .. £228  
On self-financed terms: Deposit £45 12 0  
and 12 monthly payments of ... £15 18 2  
or 18 " " " " " £10 17 9  
or 24 " " " " " £8 7 2  
or otherwise as arranged between ourselves.

Who does not desire to enjoy the benefits of TOP-CLASS motoring? It's not expensive. Through The Service Company you get FULL VALUE for your present car in part exchange. The balance can be cleared by convenient monthly instalments under our privately self-financed ALL IN Deferred Payments plan. You get complete SERVICE facilities. In fact you obtain the cheerful knowledge that you have secured a NEW CAR very well indeed — through THE SERVICE COMPANY.

Specialists in:—  
**AUSTIN, HILLMAN,  
JOWETT, MORRIS,  
(DISTRIBUTORS)  
ROVER, SINGER,  
STANDARD, TRIUMPH  
CARS.**  
*Demonstration Runs without obligation with pleasure.*

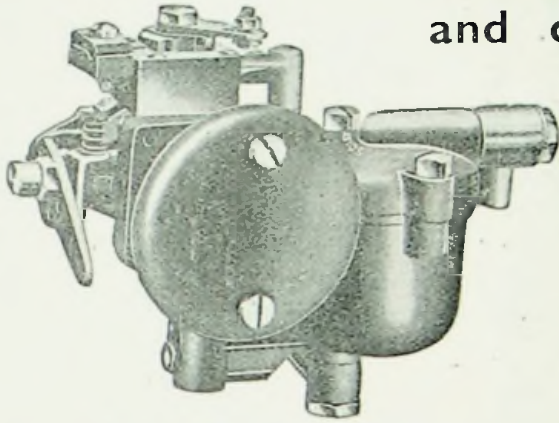
*The Service  
Company Ltd*  
273-274, HIGH HOLBORN, W.C.1  
\*Phone: Holborn 0664 (3 lines). Established 1889.  
Hours: Mon.—Fri. 9 a.m. to 6.30 p.m. Sats. 9 a.m. to 1 p.m.

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



# CONVERSION .....

Consider your own Exchequer and change to "Solex"—the carburettor that makes motoring more pleasant, and certainly more economical.



## Fit the NEW SELF STARTING SOLEX "F" TYPE CARBURETTOR

### 30 DAYS' FREE TRIAL OFFER

Fit the new Self-Starting "Solex" at our expense. Post the coupon, and we will quote you for "Solex" to suit your car—a special price, taking your existing carburettor in part exchange.

SOLEX LIMITED, SOLEX WORKS,  
223-231, MARYLEBONE ROAD, LONDON, N.W.1

Telephone .. .. Paddington 8621, 8622, 8623, 8624, 8625, 8626  
Telegrams .. .. "Solexcarb, Edge, London."

Please send me, post free, your illustrated catalogue and full details of your 30 DAYS' FREE TRIAL OFFER.

Name .....

Address .....

Make of Car..... H.P..... Year..... L.C.19.....



**FLUXITE**  
A BOON  
TO THE  
MOTORIST  
*It simplifies  
all soldering*

"We're Fluxite and Solder, the reliable pair, Famous for Soldering—known Everywhere! Now here is a statement—bound to come true. If you'll invite US to come and help YOU!"

See that Fluxite and Solder are always by you—in the house, workshop, garage—anywhere where simple, speedy soldering is needed. They cost so little but will make scores of everyday articles last years longer. For Pots, Pans, Silver and Brassware; Radio; odd jobs in the GARAGE—there's always something useful for Fluxite and Solder to do;

All Hardware and Ironmongery Stores sell Fluxite in tins, 8d., 1/4 and 2/8.  
NEW "JUNIOR" size, 4d. per tin.

**FLUXITE SOLDERING SET.**  
Simple to use and lasts for years in constant use. Contains special "small space" soldering iron with non-heating metal handle; pocket blow-lamp, Fluxite, Solder, etc., and full instructions.

COMPLETE 7/6 or LAMP only, 2/6

**FLUXITE LIMITED**  
(Dept. 420),  
Rotherhithe, S.E.16

**ALL MECHANICS WILL HAVE**

# FLUXITE

IT SIMPLIFIES ALL SOLDERING



# INVINCIBLE



**MOTOR POLICIES  
QUARTERLY**  
without extra cost.

**BE SAFE! INVINCIBLE INSURANCE IS  
the SOUNDEST Quarterly Proposition.**

Lowest rates consistent with solid security.  
"No Claims Bonus" allowed on transfer.

R.T.A. CERTIFICATES BY RETURN—POLICIES SENT AT ONCE  
IMMEDIATE COVER can be obtained from

BRANCH OFFICES:

Birmingham ..	6, New Street
Blackpool ..	3, Yorkshire Penny Bank Chambers
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Croydon ..	36, High Street
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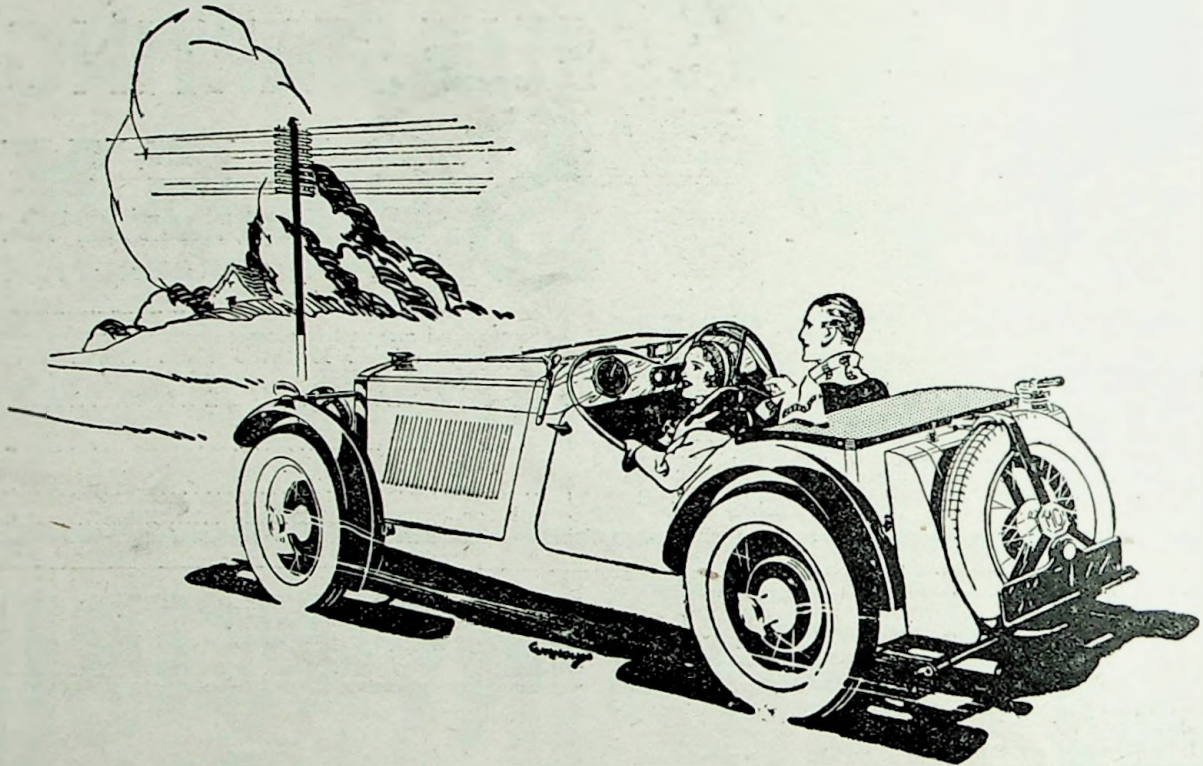
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# The Light Car & Cyclecar

**A WEIRD EFFECT**  
The combined bonnet and front wings of this air-cooled Tatra, one of the team which competed in the Alpine Trial, have, when raised, the appearance of a strange bird watching over the driver whilst he makes a roadside adjustment.

**BRITISH LIGHT CARS** scored heavily over their continental rivals in the Alpine trial, a full report of which appears in this issue.

**PARIS** has 22 bridges over the Seine but several of them are proving too narrow to cope with present-day traffic. They are to be widened or rebuilt entirely.

**MAPS** printed on both sides of the sheet are getting very popular. The latest Ordnance Survey map to be issued covers Great Britain on one sheet in this way, the scale being 10 miles to 1 inch.

**A FOUR-POSTER** robot traffic signal costs £24 per annum to operate, whilst the net annual cost of a point-duty policeman is £214, says the Liverpool city treasurer in a volume of statistics which he has prepared.

**AMHERST VILLIERS**, famous in light car circles a few years ago as the man who put pep into Raymond Mays's Bugattis and who so consistently swept the board at hill-climbs and speed trials, has recently married Mme. Maya de Lisle, who is described as a well-known Mayfair hostess.

**LOST MOTORISTS** to the number of 282,758 made inquiries of A.A. patrols during the Bank Holiday period, this being the number of "Which is the way to —?" which the men received. The Association claims that its patrols, during the three busy days of the holiday, saved six cars from destruction by fire, recovered 120 articles lost on the road and erected over 1,000 loop-way signs.

No. 1027. VOL. XL.



## What's On . . .

### The Cream of the News

**OVER 30,000** spectators are said to have attended the Klausen hill-climb. As reported on another page, British cars won the 1,100 c.c. class.

**NEOLITHIC WESSEX** has been mapped by the Ordnance Survey, Southampton. Flint mines, habitation sites and other interesting details are shown on the map.

**VIOLETTE CORDERY**, now Mrs. John Stuart Hindmarsh, well known until her marriage about a year ago as a very successful racing driver, has given birth to a daughter.

**PARKING** a car outside a private house often makes the occupier extremely cross. A South London motorist returned to his car last week and found a message on the seat which read as follows:—"This is not a garage; there is one opposite."

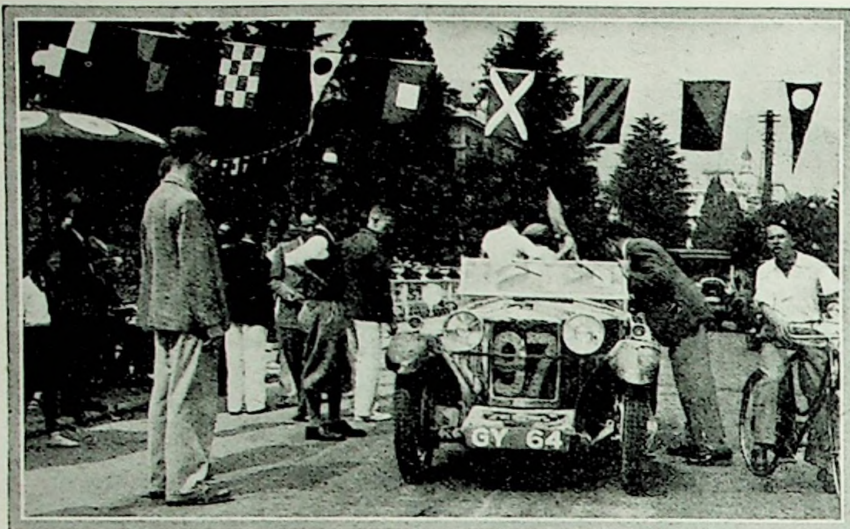
**SEVERAL TRAFFIC** roundabouts are included in the new Ewell, Surrey, by-pass which is now open.

**NEW ZEALAND'S** imports of cars for the first six months of this year were the lowest since 1921. She took 1,415 British cars out of a total of 1,883.—Reuter.

**EXPERIMENTS** with a new fuel are being made in Jugo Slavia. Rumour hath it that acetylene gas may be one of the ingredients, but not, we hope, in its normally detonative state.

**CASTLEY FORD**, at Arthington, on the River Wharfe, a popular picnic spot with Yorkshiremen, has been made inaccessible due to the way to it being blocked by a post alleged to have been put there by a local landowner. The position is under the notice of the Wharfedale R.D.C.





Major C. Montague-Johnstone (Riley Gamecock)—who had no penalty marks and won a Glacier Cup—at the Stresa control.

## BRITISH LIGHT CARS' TRIUMPH

### A Team Award and Ten Glacier Cups in the Alpine Trial

**T**HIRTEEN British light cars completed the 1,600 miles of the International Alpine Trial last week without loss of a single mark, thus qualifying for first-class awards in their categories. Three of them—the Riley team—beat all comers in the 1,100 c.c. class of the team competition and thus won Alpine Cups, and the other ten drivers received Glacier Cups, which correspond to the familiar gold medals of M.C.C. trials.

The light car results are as follow:—

**Alpine Cups** (for manufacturers' teams).—1,100 c.c. Class: The Riley team (C. Riley, V. E. Laverett and G. F. Dennison). No penalty points.

**Second** (8 penalty points): The Hanomag (German team). **Also finished** (80 penalty points): The D.K.W. (German) team.

**Glacier Cups** (for individual entrants).—1,500 c.c. class: First (no penalty points): A. G. Gripper (Frazer-Nash), H. J. Aldington (Frazer-Nash), Mrs. Lionel Martin (Wolsley Hornet), Miss M. Allan (Wolsley Hornet), W. C. Watkinson (M.G. Magna).

**Second** (one penalty point): W. E. Belgrave (M.G. Magna), R. Hasse (Adler, German).

**Third** (five penalty points): W. Hansen (Adler, German).

**1,100 c.c. Class.**—First (no penalty marks): O. Montague-Johnstone (Riley), J. Hobbs (Riley), G. M. D. Maltby (Riley), R. Franey (Riley), E. W. Dookey (Singer), and O. Enoch (Hanomag, German).

**Second** (one penalty mark): A. N. Huntley Walker (Riley) and E. Voigt (D.K.W., German).

**Third** (two penalty points): J. Kagerer (Hanomag, German).

In the 1,500 c.c. class the entry was composed of 22 cars. Of these, 12 were British—two Frazer-Nashes, two Aston-Martins, four Wolsley Hornets, three M.G. Magnas, and a Swift. Opposed to them were the German contingent of four Adlers and a Stoewer, the French Peugeot, the three Czechoslovakian Tatras and a Swiss driver of an M.G. Magna.

The 1,100 c.c. class was composed of seven Rileys, an M.G. Midget and two Singers carrying the British banner, and four German cars—three Hanomags and a D.K.W. In the 1,100 c.c. team competition there were the Rileys, Hanomags and D.K.W.s.

It will thus be seen that the British victories were won in the teeth of Con-

tinental competition and on the home ground of the opposition.

"The Blower" described last week the opening stages of this six days' trial, during which British cars made outstanding performances in the timed climb of the Stelvio Pass—12 miles with 49 hairpins.

A. G. Gripper's Frazer-Nash was the fastest 1½-litre car with 27 mins. 43



Typical Alpine Trial scenery: one of the German Hanomags at the summit of the Falzarego Pass.

secs., J. Hobbs (Riley) was the fastest "cleven-hundred" with 29 mins. 51 secs., Donald Healey (Invicta) was the fastest car of all with 23 mins. 43½ secs., and W. M. Couper's Lagonda won the 2-litre class. The Stelvio was an overwhelming demonstration of British motor engineering!

The first four routes of the trial were from Munich to Merano, a circular

run over 250 miles in the Dolomites, from Merano to St. Moritz (211 miles), and from there to Stresa (215 miles), which was reached on Monday, August 1st.

The next stage, from Stresa to Grenoble, was the most gruelling day of the trial, for 320 miles had to be covered, and en route was the timed climb of the Little St. Bernard. This pass was in a very bad condition, with a surface composed of slimy clay which was rapidly torn up as the string of cars roared up at speed. The 1½-litre cars were called upon to average 22.37 m.p.h. minimum, and the 1,100 c.c. class 21.75 m.p.h.—no mean task. Over 40 competitors lost marks in this test, and not many had more than a few seconds in hand at the top.

Mrs. Lionel Martin (E.W. Wolsley Hornet) had very bad luck in the last day of the trial, from Grenoble to San Remo (262 miles). One after another two petrol pumps ceased to work, and progress was made by repeated fillings of a one-gallon gravity tank under the bonnet.

Most crews were running behind time until well after mid-distance, so difficult was the route, but during the last 100 miles conditions eased somewhat and by dint of road race driving the lost time was regained when the Italian frontier was reached at Ventimiglia.

The excitement in Italy was intense, in contrast with the cool attitude of the French. Cheering crowds lined every village street through which the cars hurtled as in a race, and the police urged on the drivers while they held up all cross traffic.

All San Remo turned out to watch the arrival of the cars as they checked in under a blazing sun, and an armed soldier mounted each machine to conduct the tired competitors to the official parking place.

Some misconception has arisen by the publication in various quarters of results suggesting that one driver rather than another had won the Trial. The conditions are that in the various classes the drivers qualify for an award exactly as in an M.C.C. event. Cars may be penalized en route for various reasons, and the driver who gets the least number of penalty points—or none at all—wins a Glacier Cup in his class. Thus, in the 1,500 c.c. class, five cars won cups with equal performances and six in the 1,100 c.c. class.

#### NOTES FROM THE COURSE

Thick mist in the descent from the Little St. Bernard enlivened any tedium and fast cornering became extremely exciting.

On the long descent of the Col d'Allos, on the last stage, a Riley saloon caused irritation by travelling so slowly on the narrow road that seven other competitors were held up, blowing their horns and shouting, without effect.

Mrs. Dinsdale's Singer Nine made a rousing ascent of the Falzarego Pass on the second day and was warmly applauded.

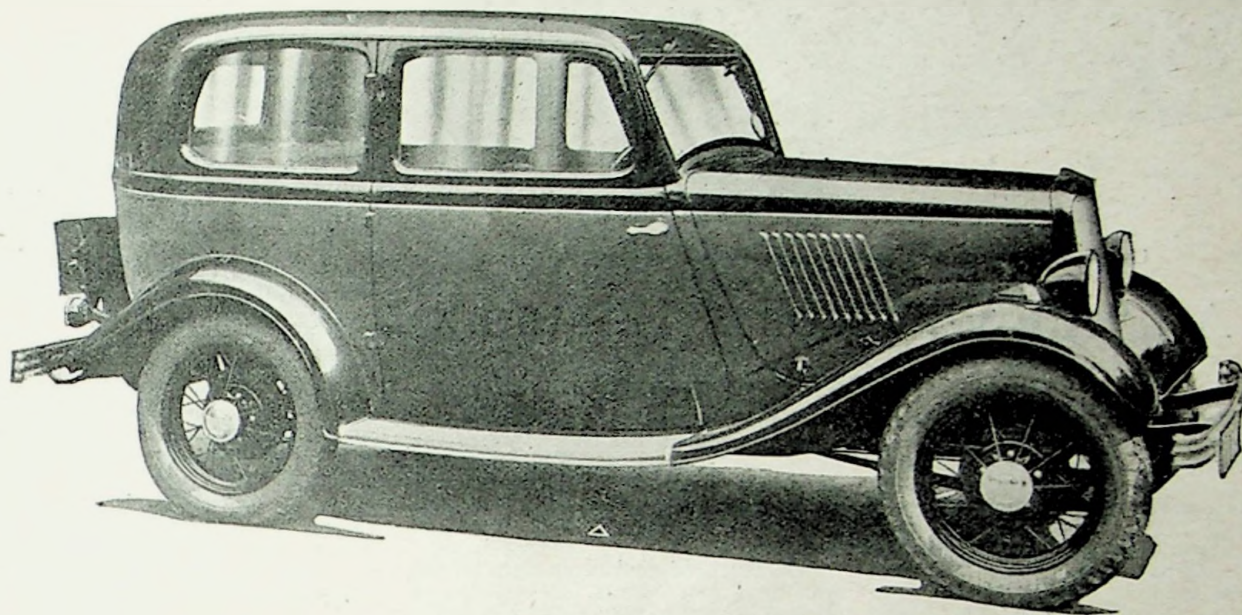
On the same day Roy Franey broke a petrol pipe on his Riley and had a puncture. Despite these things, he was

(Continued at foot of next page).



# THE FORD EIGHT REDESIGNED

Tudor Model at £120. Fordor at £135



The Tudor has an entirely different appearance from the model shown at the Albert Hall.

NO car for years was more eagerly awaited than the 8 h.p. Ford which made its bow to the public in a great Albert Hall Exhibition on February 19th of this year.

But when the curtain rose and a huge army of Ford dealers and newspaper correspondents saw the latest product of the giant Ford organization the spontaneous burst of cheering which might well have been expected lacked the healthy bellow which would have proclaimed the introduction of a masterpiece.

The new car was clever in many respects, but it was possible to find fault with it.

### The Production Model.

Now, after the lapse of six months, the production model has arrived. What has happened during the intervening period?

If you go down to the mountainous parts of the country they will tell you that cars not unlike those which were at the Albert Hall have been about the place. In Bala they tell tales of a

little Eight which simply streaked up Pwll-y-Groes when it paid them a visit a few weeks ago.

At the head of this page is the result of months of painstaking experiment, of careful redesigning, and of planning to obtain a foothold in the most competitive field of present-day commerce. It is no easy thing to butt in on a market already so well covered by cars with years of popularity behind them and with, apparently, more years of prosperity before them.

### New Features.

What has been done to the Ford Eight to give it the big sales appeal which it will need? First and foremost, its appearance has been greatly improved, its lines are now thoroughly "modernistic," and it looks (and indeed is) more roomy, more comfortable and more of a motorcar than were its forebears at the Albert Hall.

In place of the rather cramped seating there is now generous accommodation for four, the upholstery is nicely sprung and attractively covered. The

front seats are both adjustable and there are foot-wells at the rear which give an impression of even greater roominess.

Towards making the design more up to date, the makers have removed the tank from the dash to the rear. A mechanically operated petrol pump takes care of the supply to the down-draught Zenith carburetter. It will be recalled that the previous model had a vertical carburetter hung very low; the new arrangement overcomes this drawback.

In many other directions, too, the engine has been made much more accessible. The distributor, for example, is on the cylinder head and the dynamo is also mounted high and driven by a belt, the arrangement being similar to that of the Austin Twelve-Six. This takes the place of the rather cumbersome triangulated belt-drive that was at first employed.

### Synchro-mesh.

With this new model the synchro-mesh principle makes its entry into the light-car world. The latest box has three speeds working on this plan to ensure an easy change.

The engine dimensions are the same as originally decided, namely, bore 56.6 mm., stroke 92.5 mm., capacity 940 c.c. The tax is £8 per annum.

An outstanding feature of the car is that it has transverse springing back and front; hydraulic shock absorbers are used.

A four-door model is offered at £135, the two-door model illustrated costing £120.

Next Tuesday *The Motor* will publish a full description and a road-test report of this new car, showing that it has a maximum speed of 58 m.p.h. on top and 45 m.p.h. on second. We shall give further details and pictures in *The Light Car and Cyclecar* next Friday.

BT

over 40 minutes early at the next check—which included climbing the Falzarego!

The D.K.W.s and the Hanomags were very slow on the passes, but, if slow, were "exceeding sure."

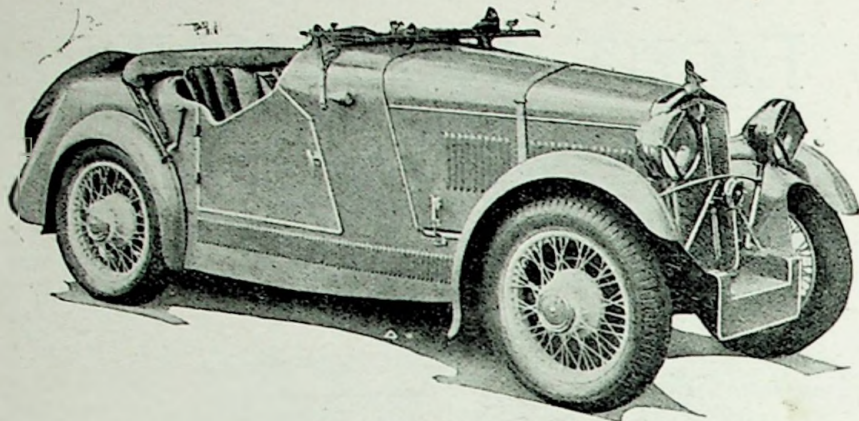
On the third day one of the Singers ruined two tyres. The cost of new ones in St. Moritz was—£7!

The Bernina Pass was taken in darkness on the fourth day, and what the worried light car contingent thought

was the motorist's worst enemy—fog—turned out to be the dust cloud of a large car ahead!

P. L. Armstrong's perfectly standard Triumph, "Southern Cross"—the only alteration to which was the addition of two dials to the instrument board—easily overtook the Hanomags on the Splügen Pass just after dawn on the fourth stage, and made a very fast climb of this tricky pass. This driver lost his Glacier Cup owing to a blocked petrol pipe, which delayed him too near a check. Otherwise the car ran faultlessly.





Unusual lines are seen in this A.E.W.-bodied Hornet.

## AN "A.E.W." SPORTS HORNET

A Wolseley Special at £235

ILLUSTRATED on this page is the latest product of the Bedford Garage Bedford Road, Alexandra Park, London, N.22, builders of A.E.W. sports bodies—a two-seater Wolseley Hornet Special listed at £235. It is a full two-seater, with unusual room for luggage in the tail, to which access is gained by means of a lid from the outside, but the body builders are willing to incorporate any modifications in the design to customers' choice.

Pneumatic upholstery is used for the two bucket seats, which are individually adjustable. The screen is arranged

both to fold flat and to open upwards. Special attention has been given to the design of the hood, which is claimed to be a genuine "one-man" affair which can be put up without leaving the car and which dispenses with the need for side screens.

The standard equipment includes the usual instrument board on the Wolseley Hornet Special chassis, together with stone guards to the lamps and a thick strap across the bonnet, which is louvred on top as well as at the sides. A tandem windscreen wiper is also fitted and the scuttle is shaped to form windshields.

## GATE-CRASHING—NEW STYLE

Traffic Hold-up Protest

THE county surveyor for Holland, Lincolnshire (Major W. A. Rogerson), in a letter—a copy of which he has sent to the Board of Trade, the Ministry of Transport, the Lindsey County Council, and the Chief Constable of Lincolnshire—makes complaint of a serious hold-up of motor traffic at Wainfleet level-crossing, near Skegness, on the London and North-Eastern Railway, on Bank Holiday evening, when he declared there was a queue four miles long.

In the letter he states that many hundreds of motorists were delayed when returning from Skegness by road, by reason of the action of the railway company in obstructing the free passage of the highway through keeping the level-crossing gates closed for the passage of special excursion trains which were running to London, the Midlands and the North.

Major Rogerson states that it took

(Continued at foot of next column.)



A MOTORING  
FILM.

Owen Nares and Winifred Shoster in a film with an appeal to motorists—"The Love Contract"—showing at the Capitol, London, from Monday next.

B8

## SELF-CHANGING GEARS

Alpine Trial Success

A MOST convincing demonstration of the efficiency of the self-changing gear was given by the three Armstrong Siddeleys which took part in the Alpine Trial, and each of which gained a premier award.

The trial is one of the stiffest events in the calendar, involving timed ascents of Alpine passes and six days' "blinding" over rough roads which are constantly climbing for thousands of feet.

It would be hard to imagine any test better calculated to stress a car with the utmost severity. That the self-changing gears came through with flying colours is a fine testimony to their ability to withstand hard usage and to run for miles on end with the intermediate ratios in use.

## Wolseley Works Expansion.

After a season of record sales, considerable extensions are being carried out to the already vast machine shops of the Wolseley concern at Ward End, Birmingham.

## Rubber Roads.

It is reported from Amsterdam that a Dutch engineer has perfected a method of producing rubber in powdered form for use as a road surface. It is claimed that roads prepared with this material are noiseless and "non-skid" and that they can carry traffic within an hour of the surface being laid.

Details of the process are secret at present, but it is understood that the working methods are extremely simple.

## Singer Successes in New Zealand.

Singer and Co., Ltd., Coventry, inform us that the Tench Brothers, Singer distributors in Christchurch, New Zealand, have been awarded the David Crozier Light Car Challenge Cup by the Pioneer Sports Club. The brothers have raced Singer light cars in 13 events, of which they have won no fewer than 11.

## For Motor Campers.

The August issue of "Camping," the official organ of The Camping Club of Great Britain and Ireland, is devoted almost exclusively to motor camping in its various aspects. It includes illustrated articles on camping in France, motor camping for families, tents, the cost of camping for motorists, and other articles of kindred interest.

him one hour and a quarter to travel from the Clock Tower at Skegness to the Clock Tower at Wainfleet, a distance of five miles.

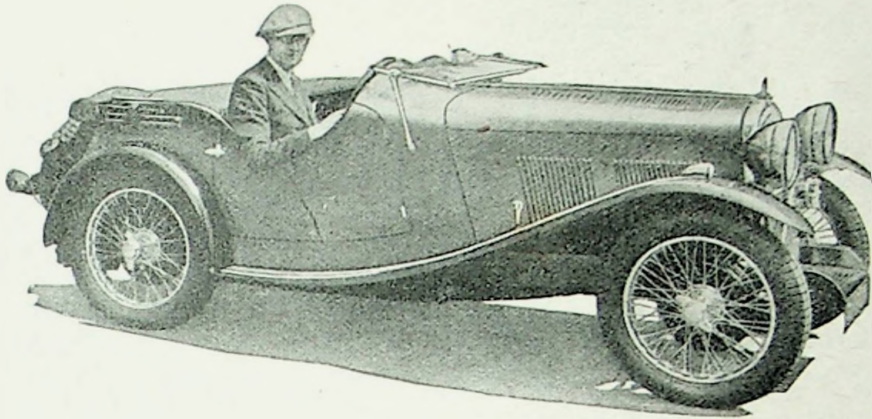
The county surveyor says this nuisance occurs every Bank Holiday, and is likely to get worse every year, owing to the increase of road traffic.

He concludes his letter as follows:—"If it is impossible to obtain legal redress, members of the motoring public know what the remedy is, and were I the driver of a heavy motor vehicle I should have no hesitation in going through the gates where there was unnecessary and undue delay in opening them to the road traffic."



# THE "MARCH" HORNET SPECIAL

Attractive Sports Model at £289



The body of the "March" Hornet is wide and comfortable.

THE comparatively recent advent of the Wolseley Hornet Special chassis has resulted in the appearance on the road of some very striking sports models which combine handsome appearance and lively performance with moderate price, the bodies of which are built, of course, by specialist concerns.

One of the most recent additions to these ranks is the car illustrated on this page and sponsored by the Earl of March, of Kevill-Davies and March, Ltd., 9, Bruton Street, London, W.1, who provided a car for test.

The March Hornet Special, as it is called, is an open four-seater sports model on the Wolseley Hornet Special chassis, and is listed at £289. The Earl of March has built up for himself a reputation as a motorist of experience and a racing driver of skill and judgment. The body of the March Hornet obviously reflects the ideas of a man who "knows," rather than of one

who wants simply to build a "pretty" car.

The car has, for instance, genuine Rudge-Whitworth wheels, a 12-gallon rear petrol tank with a 2-gallon reserve, and a screen which can be folded flat without risk of its vibrating into splinters in that position, and, above all, a surprising amount of elbow room for the driver.

The car bristles with interesting detail-work. The large rear tank is protected with wooden slat armouring. A large tool container is disclosed on top of the tank behind the rear seat squab, which also conceals the side screens, and another large compartment is found under the bonnet for the tools needed most—the jack, wheel-hammer, oil-can, and so on. The door on the driver's side is cut sensibly low and is more for use than ornament, and the weep of the wings forms a running board which keeps a protruding elbow

dry in wet weather, besides protecting the body from up-flung grit and stones.

A hand rail on the passenger side is a much appreciated fitment in the case of those passengers who have a fast driver at the wheel.

The driving position is excellent. The metal wind-shields do not obscure the view ahead, the large Ashby "Brooklands" steering wheel is nicely placed, and the stubby remote-control gear lever is placed just where the hand drops, expecting to find it.

The hood folds neatly away, as the photographs show, but in action gives full protection without impeding vision or preventing the wearing of a hat.

The twin bucket seats in front are pneumatic and run on Leverroll mountings, and the occasional seat at the rear is also pneumatic.

### A Versatile Tonneau Cover.

The tonneau cover calls for special mention. It is designed to cover at will the rear seats, three seats, or all four—in which latter position it obviates erection of the hood when the car is parked in the open.

On the road the March Hornet behaved in the well-bred manner the Special chassis has led one to expect—smooth, effortless, and fast enough for most drivers. The body was dead silent and showed no tendency to roll on fast corners, and long distances were covered without those insidious aches and stiffnesses which make for fatigue.

The car tested had accomplished over 3,000 miles and had not been de-carbonized since it was new, and undoubtedly a little attention to the cylinder head and valve seatings would not have been wasted. However, as the car stood, it carried through a 600-mile road test of hard driving with much use of a delightful gearbox without missing a beat, and the hearty roar of the exhaust never wavered after miles of "flat-out" motoring across inviting stretches of Salisbury Plain.

### Maximum Over 70 m.p.h.

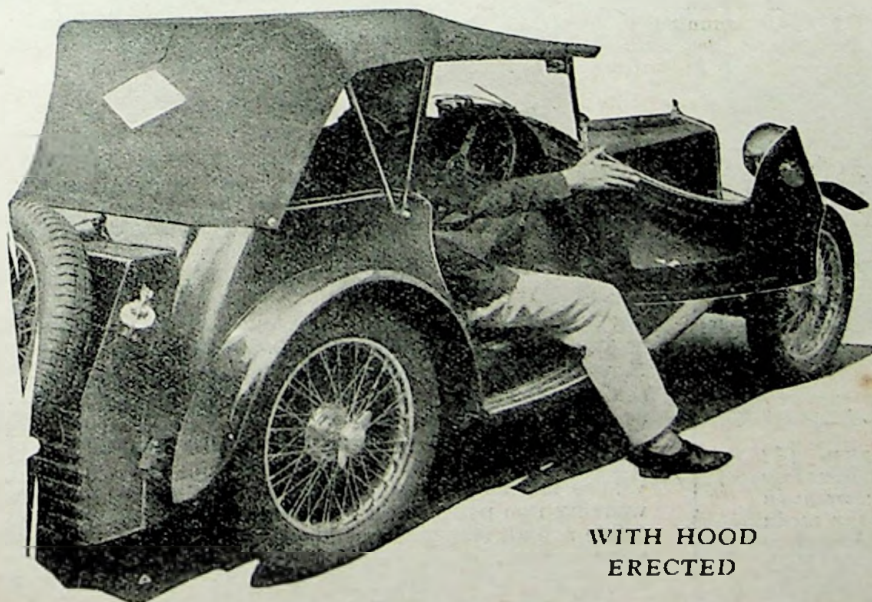
The car was timed over a flying quarter-mile at 72 m.p.h. in one direction and at 65 m.p.h. in the other, giving a mean timed speed of 67.92 m.p.h. The speedometer—which was about 5 per cent. fast—could be kept at 60-62 m.p.h. indefinitely, and 70-75 m.p.h. could be reached on any half-mile stretch of road with some ease.

The acceleration of the March Hornet was good. From rest to 40 m.p.h. needed 11½ secs., without crashing through the gears. Second speed produced a hearty kick in the back and sent the needle up to 35 m.p.h., and at 4,800 r.p.m. third gear produced a nice "mile-a-minute."

The following are some brief particulars of the chassis for those unfamiliar with its details. The six-cylinder engine has a capacity of 1,271 c.c. and is taxed at £12. The wheel-base is 7 ft. 6½ ins., the front track 3 ft. 9 ins. and that of the rear 3 ft. 6 ins. The gear ratios are 4.89, 6.64, 11.35 and 17.5 to 1. Twin S.U. carburettors—completely devoid of flatspot—are used in conjunction with an S.U. Petrolift pump.

Other features are duplex valve springs, an oil-cooler beneath the radiator, 12-in. brake drums to the Lockheed hydraulic brakes, 10-in. headlamps and 12-volt electrical system.

B0



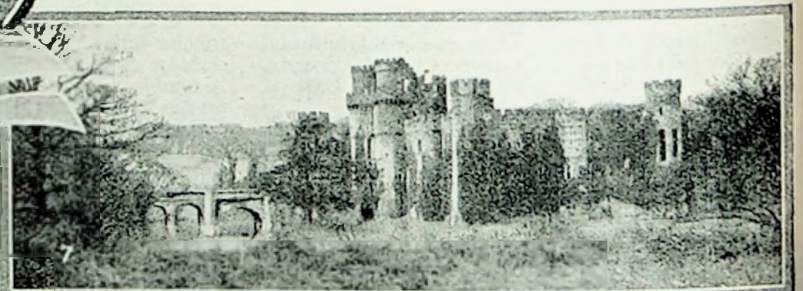
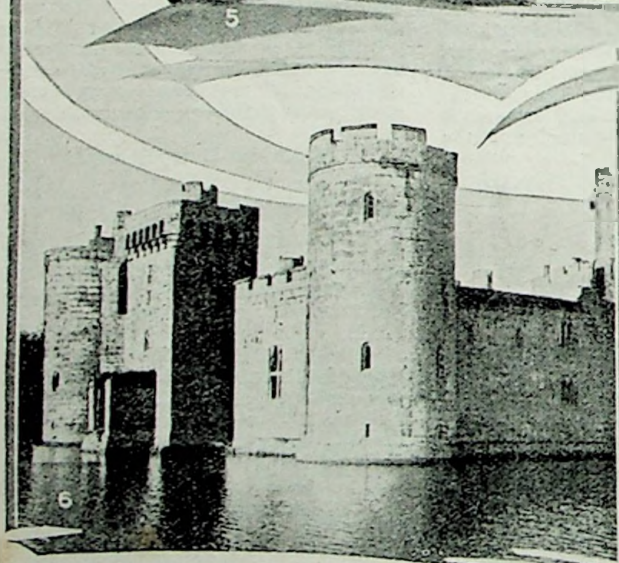
WITH HOOD  
ERECTED

Getting in and out of the car is unusually easy, thanks to the wide doors, even with the hood up. Note the sensible "cut-away" to the driver's door. The side screens are stowed away behind the rear squab.





# "The Gentlemen"



Five and twenty ponies  
Trotting through the dark—  
Brandy for the Parson,  
"Baccy for the Clerk,  
Them that asks no questions isn't told a lie—  
Watch the wall, my darling, while the Gentlemen  
go by!

Rudyard Kipling.

(1) The quaint old church at Jevington. (2) Pevensey's famous Minthouse. (3) Pevensey Castle—with a Sussex cast iron cannon in position in the foreground. (4) In the main street of Jevington. (5) The churchyard at Hawkhurst and the old workhouse. (6) Bodiam Castle, in the heart of the old smuggling country. (7) Hurstmonceux Castle—about which there are many old smuggling legends.

**I**F you did not play at "Smugglers" you were no normal child. If you haven't been a smuggler yourself—well, either you have never been abroad or you are no normal grown-up.

Who has not enjoyed that illicit little thrill of sneaking a box of 50 smokes past the Boulogne Customs? Where is the woman tourist who has not come back wearing two pairs of silk stockings?

We are all smugglers at heart. Diddling the Government out of the duty on a V.P.K. gives us more of a thrill than an evening at a dirt-track.

With your smuggling instincts well awake, perhaps you would care to follow me through Smuggling Sussex—haunt of one of England's most flourishing of by-gone trades,





I will presume you live somewhere around London because you ought to start from Tonbridge. I shall not bother you with explicit directions, for if you have a decent map you will be able to follow the route if I just mention the places—and it is worth taking a good map because there are so many places of interest on the way which I shall have no room to point out.

# en Go By . . .

Well, we start from Tonbridge and go to Goudhurst. Although I am supposed to be taking you through smuggling Sussex we cannot avoid passing through this corner of the alluring county of Kent.

Goudhurst is famous in smuggling history as the headquarters of the Goudhurst Militia which was formed to suppress smuggling. Many a pitched battle occurred between the Militia and the "free-traders," as the smuggling gentry called themselves, and particularly violent were the affrays with the notorious Hawkhurst Gang. Let us, therefore, pass on to Hawkhurst.

This village was the very hub of the Weald's nefarious trading and the Hawkhurst Gang was a notoriously brutal company of smugglers. It is said that 500 "free-traders" could be mobilized in an hour at Hawkhurst!

It seems strange that the centre of the smuggling operations should be so far from the sea, but it must be remembered that the whole of the South of England was engaged in the business. Hardly a house, a farm, a church or a cottage between the coast and London was not involved somehow in the game, and nearly all were riddled with "hid-y-holes" and secret store places. Landing the cargoes was by no means the most difficult part of the job. Getting the goods to London was even more tricky.

The Hawkhurst Gang flourished for many years and became so powerful that it dominated the countryside; in fact, when the company was at last broken up in



## A Run Through the Haunts of the old Sussex Smugglers—Jigg of Jevington, the Hawkhurst Gang, and Other Picturesque Rascals.

By  
Robert Reade

1749, the authorities had great difficulty in persuading witnesses to give evidence against the leaders. When, eventually, a witness was found, he had to come all the way from Fordingbridge, in Hampshire, to give his evidence at Chichester Assizes.

This man, a shoemaker, was accompanied on his journey by a Customs officer. When half their ride was accomplished they stopped at an inn—and found the gang awaiting them. The two unfortunate men were captured, tortured and callously murdered.

Before we go on I ought to mention that by far the most interesting way from Goudhurst to Hawkhurst is through Bedgebury Park and Flimwell. After leaving Goudhurst we pass through the village of Smugley (whether that has anything to do with my subject I do not know!), and Bedgebury House and lake are on the left.

I suspect that the lake was once one of the hammer-ponds made by the old Sussex iron-masters to provide water power for their bellows and hammers. My suspicion is borne out by the fact that quite near is a furnace farm. Where there are lakes in the middles of woods and with such names as Furnace, Forge, Cinderhill and Cylinders in the vicinity it is certain that there was once the clangour and smoky grime of a Sussex iron foundry in the now quiet woodland.

Just south of Hawkhurst, about a mile on the Bodiam Road, lies the old manor-house of Great Wigsell. It is a beautiful example of an old English home and, although I cannot find any definite stories about it, its hoary old gables must have sheltered many a keg of Nantz brandy and many a bale of silk—on which no duty was paid!

Nor, so far as I know, are there any authentic smuggling tales connected with Bodiam Castle, but as we are now close by we ought to stop and look at it.

Going south from the Castle we come to Cripps Corner and here bear left to Rye, if we have time. It is rather a long way round, but it is well worth it for it gives us a glimpse of the mysterious Romney Marshes.

If ever there was a place suited to the night operations of the smugglers it was the Marshes. Imagine the string of laden ponies trotting across the dike-dissected flats, noiseless with their muffled hoofs and with never a glint of

harness to catch the light of the moon should it break from behind the clouds. To appreciate Romney and its "free-traders" you ought to read Russell Thorndyke's novel "Dr. Syn." Wild nights on the marshes, gibbous moons, "riders," ghosts and gallows that fit in perfectly with the atmosphere of these eerie levels.

On the way to Winchelsea we pass Camber Castle on



"THE GENTLEMEN GO BY" (contd.)

the left—the remains of a wasted fortune, a fortress that was never used, built in fear by Henry VIII to defend himself against a Continent tired of his Church plundering, his marital infidelities and his swift beheadings. But if Camber was never used, it served to frighten off the threatened invasion from the European Alliance and in after years its ruins gave shelter to many a "free-trader" as he waited for a signal from the sea, and here less than a hundred years ago the last fight took place between the Preventive Officers and the smugglers.

Incidentally, as we motor along the concrete road and approach Winchelsea—the marooned Cinque Port—we should remember that the "running" of French wines, bacey and silks was only one side of the business. England smuggled exports as well.

In the seventeenth century the law forbade the export of wool in order to protect the Wealden broad-cloth industry. In consequence, the shipping of illicit cargoes to France became a very profitable business and many a person of property took it up as a profession. These wool-smuggling night-birds were called "owlers" and it is recorded that in two years 40,000 packs of wool were shipped to Calais alone from the Sussex and Kent coasts. The Romney Marshes supplied a good deal of the material but the Marsh men were not satisfied with what their own sheep could produce but actually bought wool from the Weald.

The square-planned streets of Winchelsea are worth a pause before we pass on to Battle. Now, if, on leaving Bodiam, we decided not to go to Rye, we should have taken the Holme Place road to Battle—so here our routes meet.

**Hurstmonceux.**

The 1066 Senlac affair was fought on the hillside just opposite the spot where the workhouse now stands, which we pass on our way to Ashburnham and Boreham Street. Before reaching Hurstmonceux village we turn left and take a look at the old Castle which boasts a lovely smuggling legend in the "Ghostly Drummer." This apparition was said to be of immense height and to make a drumming sound which could be heard far out to sea. There is no doubt that this was a smuggling trick to frighten the simple country folk away from the Castle.

If it were possible to trace the origins of the ghosts of all the haunted houses in Sussex I am sure that the wily "free-traders" would be found responsible for most.

The smugglers, as a rule, were extremely popular with the countryside, for nearly everyone benefited by their operations. I recently met an old farmer, whose home is near the Lamb Inn on the Pevensey Levels and who showed me a large plant pot, containing a box bush, which stood just outside his front porch.

"What of it?" I inquired.

"Push 'un," said he.

I pushed 'un, and the pot swung on a pivot revealing quite a deep cavity beneath.

"My gran'feather," continued my friend, "and my feyther used to leave you gate up top o' Barnhorne unlocked o' nights. We'd keep indoors dark nights and in t'morning there'd like enough be a pound o'bacca nor a bottle o' Hollands in this yur crib!"

Everyone helped, including the clergy, and several tales are told of parsons who declared "No service to-day" because the church was full of last night's "run" of kegs!

Like the Romney Marshes, the Pevensey Levels were a nest of smugglers. So great was the activity here that there are no fewer than five Coastguard stations in the eight-mile stretch between Eastbourne and Bex-

hill. But the Preventive men were always in the minority and, although brave, were very poorly paid. In fact, they were known as "ten-shilling men," as that was their wage.

They were the butts of all sorts of jests and pranks and the smugglers were always up to some new trick for deceiving them or making a mock of them. Here is a typical verse from a song I found in Crosbie Garstin's smuggling romance "The West Wing."

*Ten busy gaugers\* prowling on the shore,  
Saw a barrel floating and straightway put to sea.  
They hauled at it, and hove at it, till they could heave*

*no more.  
Up sailed an Admiral. "Perish you!" says he.  
Fol de lol de leero,  
De leero, de leero.  
"You leave my moorings be!"*

\* Gaugers were Customs men.

Pevensey is worth a pause and, if we have time, we might look round the Castle and the old Mint House, and then push on to Westham and Polegate, from here making for Jevington.

This little downland village was once the home of a notorious smuggler—one Jigg—now known as "Jevington Jigg," who kept an inn in the village on the site now occupied by a private house, the Homestead. Jigg combined the pastimes of horse thieving, coining and murder with his smuggling and inn-keeping—and probably a good deal more besides. After harassing the neighbourhood for years, he was eventually sent to Botany Bay under Captain Cook, but he either escaped or worked out his time, for he returned to Sussex, just as bad as ever. Horse stealing again got him into trouble, but his death sentence was commuted to transportation for life and back he went to Botany Bay.

I must tell you the story of his capture. The Preventive men had learned that Jigg had a quantity of smuggled liquor in his inn and also that he was sheltering some wanted criminals. The officers surrounded the inn and a seige took place. One of the women in the tavern had a fit of hysterics and a truce was made while the defenders pushed her outside the door to get fresh air which, according to a contemporaneous newspaper report, "had such an effect as to deprive her . . . of bonnet, cloak and petticoat, and she was left at large on the wide world with nothing but the sable robe of night (except boots, leather breeches and a round frock) to conceal that very person the constables had come after and imagined was still in the house." And so Jigg was caught.

**A "Double-crosser."**

He was what the Chicago smugglers of to-day would call a "double-crosser," for he sometimes worked with the "boot-leggers" and sometimes with the Excise men.

If we run down to Birling Gap, at the foot of Beachy Head, we can see the white cliffs of the Seven Sisters, all mined with smugglers' caves, among them being Parson Darby's Hole, a cave mid-way up the cliff and one much favoured by the Alfriston Gang.

Quite close to this is the spot where a Preventive man was done to death by the gang. The officer's beat along the cliff top was marked with white chalk stones which he followed on dark or misty nights. The gang were expecting a cargo, so the stones were altered to lead to the cliff edge and the unfortunate guard walked over the verge to his death on the beach below.

Now I am going to send you home through Friston, Westham, Alfriston, Berwick and Lewes and so to the London road. I wish I could show you more of this fascinating old-time Chicago-land, but if you're keen you'll find records galore in Lewes.

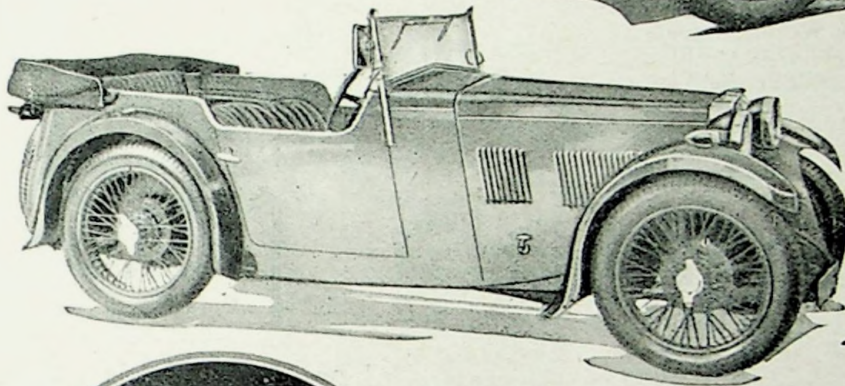
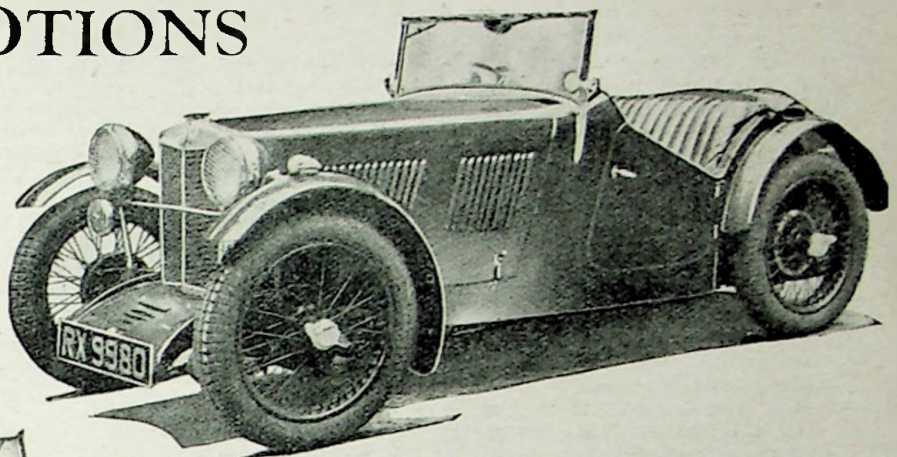




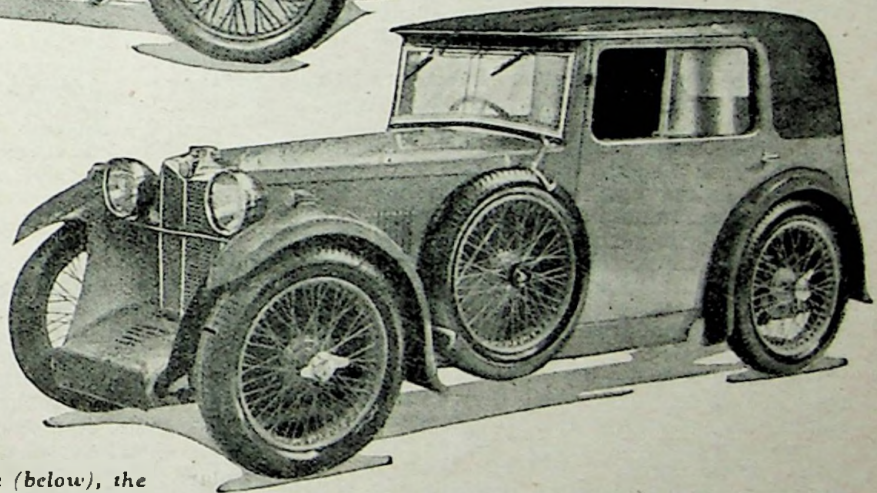
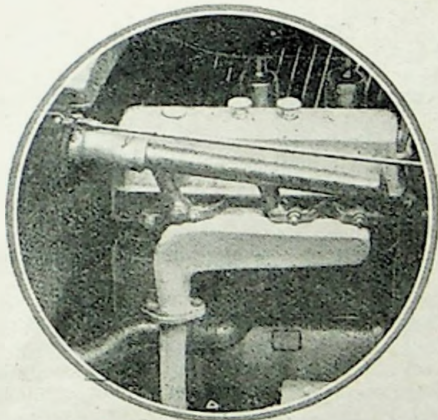
# CLEVER NOTIONS

on

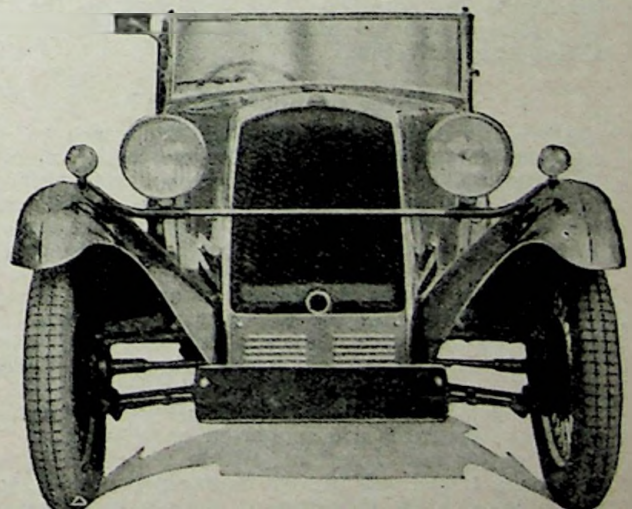
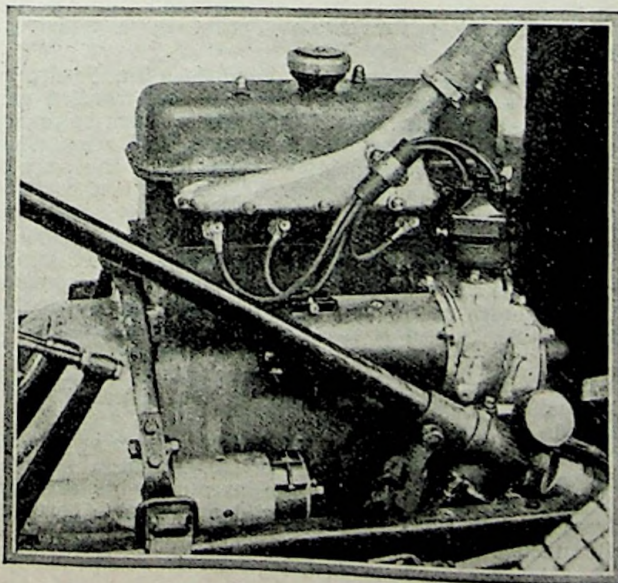
## 1933 MODELS



Bristling with novelties is the 1933 M.G. Midget which was fully described last week. The range is shown here, the prices being: two-seater, £199 10s.; four-seater, £220; saloonette, £255.



In common with the 1933 Singer Nine (below), the new M.G. Midget engine (in circle) has water outlets along the whole length of the head.



An interesting detail of the new four-cylinder B.S.A. four-wheeler is the method of mounting the side-lamps on extensions of the cross bar instead of on the wings. This car is particularly interesting on account of its front wheel-drive.



# KEEPING THE RIGHT WAY UP

*Steering and Stability with  
Three Wheels and Four*

By

Dr. STUART, Ph.D., B.Sc.

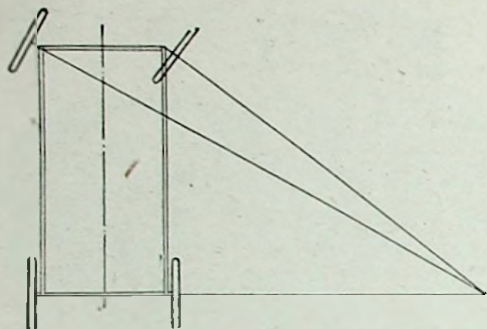


Fig. 1.—(Above) Showing the common point of intersection of the front and rear wheel axes. This is the turning circle.

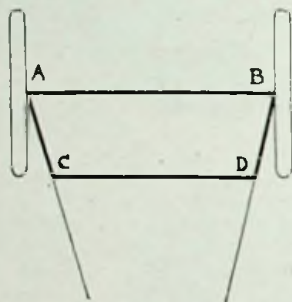


Fig. 2.—(Right) The layout of the steering levers in the Ackermann system.

**A** MECHANICAL engineer for whom I have a profound respect recently volunteered the information that he did not like three-wheelers. Knowing that he had never been in one in his life I naturally asked why. The reply was "They don't look right."

As there was a suggestion of finality in this I went away and thought about it. I asked myself whether the reply was prompted by mere unthinking prejudice, or is there some sound mechanical reason why they do not "look" right.

Now I do not propose to discuss how the rules of taxation discriminate between cars with three or four wheels. This is governed by the whims of politicians and one can never tell what will happen next in such matters, but there are other things, such as road-holding qualities, steering, stability on corners and mechanical soundness which may be submitted to scientific scrutiny.

Designers sometimes talk about a "simplest mathematical vehicle," with which they do the most amazing things (on paper). It consists of two weightless wheels supporting a "body" whose centre of gravity is at ground level. It lends itself to very ready handling (mathematically), and although it is a quite impossible ideal practically, it does show us the type of vehicle we should aim at if we wish to approach theoretical perfection.

### Three or Four Wheels?

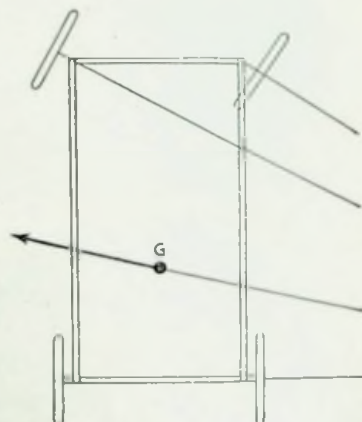
Obviously the nearest practical approach to this hypothetical abstraction is a bicycle, but readers of *The Light Car and Cyclecar* have arrived at the stage of desiring a vehicle with a body and which has the capacity of standing still without support. The first question to ask is, therefore, three or four wheels?

Anyone who has attempted to erect and level a billiard table knows the difficulty of keeping all the legs in contact with the floor simultaneously, and it requires only a very slight irregularity in floor level to upset the stability of any four-legged table.

It is for this reason that almost all pieces of delicate physical apparatus are supported on tripods.

No matter how irregular, within reason, a surface may be, a tripod will always maintain contact. From this point of view, therefore, a three-wheeled car has an advantage over one with four wheels, for, while the latter may appear to have all its wheels in contact with an irregular road surface, the appearance may quite well be due to the accommodation of the sus-

Fig. 3.—The centrifugal force generated when turning a corner acts outwards radially through G, the centre of gravity, and in the direction shown by the arrow.



pension of the car, and effective support by one of the wheels may be lacking.

In so far as road-holding qualities go it would certainly appear that a three-wheeler is at least as good as a car with four wheels, other things being equal.

The problem of steering a car is much more complex than it appears on the surface. All existing methods of steering are unsatisfactory in some particular, and the attainment of the ideal does not at present appear to be in sight.

It is readily seen that when a car is turning, that is, travelling along the arc of a circle, all its wheels should possess rolling motion only, and there should be no necessity for skidding, that is, a side-ways motion.

Fig. 1 shows the necessary conditions for the attainment of this ideal in the case of a four-wheeled car. It will be seen that the two front wheels must be turned at different angles so that their axes of rotation, when produced, meet at a point which falls on the axis of rotation of the back wheels. This common point of intersection is, of course, the centre of the circle round which the car is travelling.

No steering mechanism has yet been devised which will secure these conditions. A compromise in common use is known as the Ackermann rule and is illustrated in Fig. 2. A and B represent the steering knuckles, AC and BD the knuckle arms, and CD the track rod. When the car is on a straight track the knuckle arms, AC and BD produced should meet at a point in the middle of the back axle.

A slight modification of this rule has been suggested, in which the point of intersection has been brought slightly forward. Both these arrangements are far from perfect, there being a quite appreciable error at all turning angles.



Yet another scheme is to arrange for the angle made by the knuckle arms in the backward direction, to produce what is called the optimum condition for turning circles within certain limits. This gives a very much closer approximation to the perfect for turns of long radii, but the error is very much worse than that of the Ackermann rule when the radius of turn is short. This arrangement is now largely used, however, for fast cars, they being the most seriously affected by error on slight curves.

It is this rather unsatisfactory compromise in the design of our steering mechanism which makes our front tyres show the effects of wear more rapidly than those at the rear, in spite of the fact that it is the latter in the vast majority of cases which are transmitting the drive.

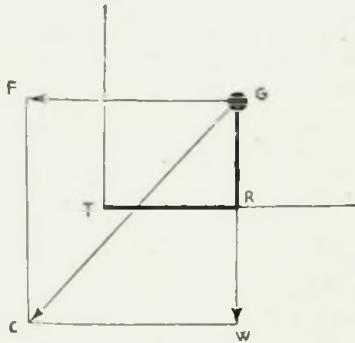
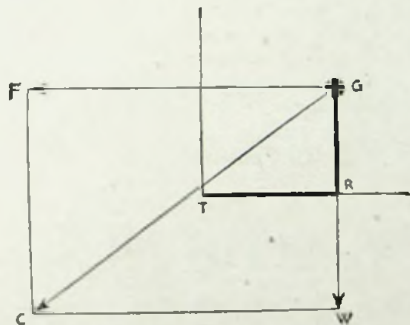


Fig. 4.—The effect of centrifugal force, viewed in a vertical plane. If the line GC falls within the track TR the car will not turn over.

Fig. 5.—If an increase in the force GF causes the line GC to fall outside the track the car will turn over.



Since existing passenger three-wheelers are as a rule steered by mechanism very similar to that of other cars, there is little to choose on this point.

Having settled on the means used to persuade a car to turn a corner, we next come to the question of the stability of the car while it is performing this curved motion, and this is the most important matter.

**A Popular Problem.**

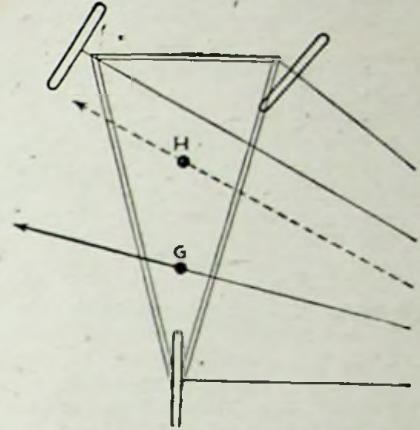
During the summer of 1910 there was a problem which appeared to be under discussion by about 90 per cent. of the population of this country, and although it has cropped up in a milder form on one or two occasions since, it is now, I sincerely hope, quite dead. The problem was to decide in which direction a car would turn over if it were cornered at too high a speed, the adherents to the *inside* theory always illustrating their case with a rolling coin.

A sufficient number of cars have overturned during the past 20 years to have settled the matter!

Fig. 3 is a portion of Fig. 1 with sufficient indication of the position of the centre of the circle round which the car is travelling. The position of the centre of gravity of the car is shown at G. The centrifugal force will act *outwards* through this point in a radial direction as shown by the arrow. Its magnitude will

be  $\frac{s^2}{r}$  — times the weight of the car and its passengers, where *s* is the speed of the car in m.p.h. and *r* is the radius of the turning circle in feet.

Fig. 6.—If in a three-wheeler the centre of gravity is at G, the force diagram becomes as in Fig. 5. By arranging it at H, CG is brought within the track (Fig. 4).



The effect which this force is likely to have is shown in Figs. 4 and 5. These figures represent the case in a vertical plane, G being the centre of gravity, R the road level and T the track of the outside wheels. (Strictly speaking, it is the line joining the two outside wheel contacts.) GF represents the centrifugal force which may be calculated as shown. GW is the weight of the loaded car.

**Overtuning Avoided.**

If the lines GF and GW are drawn of length proportional to the forces they represent and the rectangle completed as shown, the diagonal GC represents the direction in which the resultant force will act. If it falls within the track as shown in Fig. 4, the car will stay on its wheels (which does not necessarily mean that skidding will be avoided) but if GC falls outside the track as in Fig. 5, the car will most certainly overturn.

Fig. 6 illustrates a three-wheeler of the same track and wheelbase as the four-wheeler illustrated in Figs. 1 and 3. If the centre of gravity were in the same relative position, G, the centrifugal force on a turn would act in the direction shown by the arrow.

It is at once seen that the distance between the position of G and the line joining the front and rear wheel contacts is much shorter than in the case of the four-wheeled vehicle, and if a force diagram similar to Fig. 4 were drawn for this case, the line RT would be so short that a relatively small centrifugal force would be required to bring the resultant

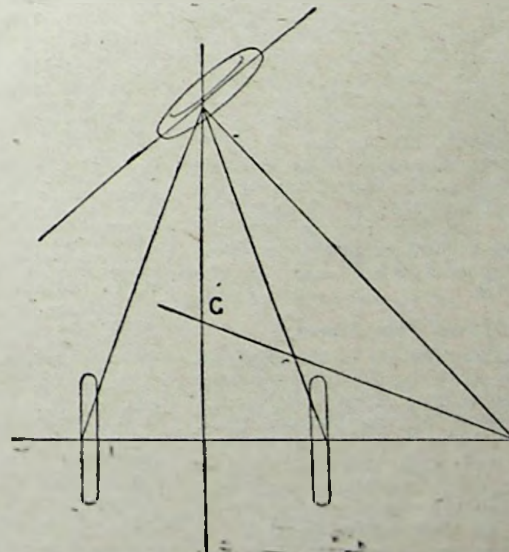


Fig. 7.—This three-wheeler layout has several advantages, provided that G be kept well to the rear. This is the reverse of the Fig. 6 layout.



**KEEPING THE RIGHT WAY UP (contd.)**

GC outside the track and thus produce the condition for overturning.

If, however, the centre of gravity is brought forward to a position such as that shown at H, the case is very much improved. A further reference to Figs. 4 and 5 will make it clear that a greater degree of safety is secured by making TR as large as possible and GR as small as possible. In other words, a wide track and a low centre of gravity are the essentials for safe cornering.

The term "track" here indicates the horizontal distance between the centre of gravity and the line joining the wheel contacts on the outside of the curve. In the case of a three-wheeler it is readily seen that in this sense the "track" is materially improved by keeping the centre of gravity well forward.

**With One Wheel in Front.**

There is more than a little interest to be obtained by considering the case of a three-wheeler in which the single wheel is placed in the forward position as shown in Fig. 7. A number of advantages immediately suggest themselves.

(1) The steering problem as set out above has practically disappeared, as the projection of the axes of the three wheels can be made to intersect at a common point without difficulty. Thus pure rolling motion of all three wheels is maintained under all conditions. This is good for the tyres.

(2) Stability will now be secured by keeping the centre of gravity G as far to the rear as possible, and this is a much easier task for the designer than keeping it forward.

(3) It is possible to transmit the drive to two wheels instead of one through an orthodox differential, also good for the tyres.

These are very substantial advantages, are there any snags as offsets?

Please do not allow prejudice to influence your judgment. The arrangement "looks" unfamiliar, perhaps, but I can see no mechanical objection to it whatever, and, as we have seen, there is much to be gained by this layout.

Lastly, there remains the question of mechanical soundness. In view of the long record of outstanding performance of three-wheelers on racing track and road, it would be an act of unwarrantable presumption on my part to call this matter in question.

**"One-sided" Drive.**

If I may suggest one point in which a rear-drive three-wheeler of the normal type does not "look" right, it is that all the drive is administered on one side of the wheel. No doubt this point is not absent from the mind of the designer of the rear-wheel bearings, but the engineering instinct would be much better satisfied by a transmission more centrally applied.

Twin wheels suggest themselves with the driving member between them. Such an arrangement would be very pleasing indeed so long as it did not follow a tendency to grow up, so to speak, by developing into something resembling a four-wheeled vehicle with the rear wheels on a narrower track than the forward wheels.

I have not driven a vehicle of the latter class, but I once followed a very pronounced example for some little distance along the Great North Road, and it so fascinated me that I came near to driving to the public danger, so I overtook the thing in sheer self-defence.

Whether my judgment is prejudiced or not I cannot say, but to me it definitely did not "look" right. The three-wheeler, on the other hand, with a single rear wheel or a twin, not only looks right, but it is right. Long may it remain with us.

**LATEST NEWS OF THE T.T.**

**—and 500 Miles Race, Including Entries**

THE entry list for the R.A.C. Tourist Trophy Race to be held on the Ards Circuit, near Belfast, on August 20th next has finally closed with a total of 35, writes "The Blower."

It will be gathered from the full list that the prime interest of the race will devolve on the battle in the light car classes, as there are only seven cars over 1,500 c.c. in the race. The 750 c.c. class is composed entirely of 10 M.G. Midgets, all but one of which are supercharged models. The struggle for the honour of the fastest lap by the drivers of these cars will do much to compensate for the absence of the inter-marque rivalry of last year, when the Austin contingent had to be reckoned with.

**A Grand Prix Aspect.**

An interesting feature of the race this year will be that for the first time the standard sports type of car will be competing stripped of mudguards, hood, lamps and windcreens; thus the cars will benefit by a slight increase in speed, due to less wind resistance, and will look very like the genuine road-racing cars of the old Grand Prix days.

All inquiries concerning the race and the grand-stand seat bookings, tickets for the enclosures, car park discs and information regarding the train and boat services should be addressed to the Secretary of the R.A.C., Pall Mall,

London, S.W.1, or to the Ulster office of the R.A.C. at 49, Chichester Street, Belfast.

The R.A.C. grand-stand and enclosure

**T.T. ENTRIES.**

J. G. C. Low (M.G. Midget), G. F. A. Manby-Colegrave (M.G. Midget, S.), E. R. Hall (M.G. Midget, S.), S. Hailwood (M.G. Midget, S.), Major A. T. G. Gardner (three M.G. Midgets, S.), F. S. Barnes (M.G. Midget, S.), S. A. Crabtree (M.G. Midget, S.), N. Black (M.G. Midget, S.), V. Gillow (Riley), F. W. Dixon (Riley), Mrs. Wisdom (Riley), V. Balls (three Crossleys), J. L. Ford (Alfa), V. Riley (six Rileys), W. Sullivan (Loa-Francis, S.), R. O. Shuttleworth (Aston-Martin), A. P. F. Fane (Frazer-Nash, S.), T. G. Moore (Frazer-Nash, S.), E. Coleman (Alvis, S.), Soc. Anon. Alfa-Romeo (Alfa Romeo, S.), Earl Howe (Alfa-Romeo, S.), Sir H. Birkin (Alfa-Romeo, S.), A. W. Fox (three Talbots), W. Esplen (Talbot).

**500 MILES RACE ENTRIES.**

750 c.c.: D. G. Evans (M.G. Midget, S.), D. N. Lotts (M.G. Midget, S.), E. R. Hall (M.G. Midget, S.), N. Black (M.G. Midget), J. A. Palmos (M.G. Midget, S.), S. W. B. Hailwood (M.G. Midget), J. R. Jeffress (M.G. Midget), Sir Herbert Austin (three Austins, S.), G. G. L. Willis (Austin S.), V. W. Derrington and J. H. Raggert (Austin, S.).  
1,100 c.c.: W. A. Cuthbert (Riley), A. G. Miller (Riley), H. G. Dobbs (Riley), A. F. Ashby (Riley), C. G. M. Boote (Riley), F. W. Dixon (Riley), C. S. Dickson-Geertz (Salmson, S.), V. Riley (Riley).  
1½-litres: V. Riley (Riley), R. H. Munday (Thomas Special).  
Over 1½-litres: W. Barnato (8-litre Bentley), Earl Howe (2½-litre Bugatti, S.), A. W. Fox (four 3-litre Talbots), D. Froy (4½-litre Invicta), Count Czaykowski (2-litre Bugatti, S.).  
Not Specified: A. T. G. Gardner, D. F. A. Manby-Colegrave, F. Hallow W. Wright.

faces the start and finish of the race and occupies a site in front of the long line of pits, where a score-board will be erected showing the progress of every individual car throughout the race.

This year an additional enclosure will be opened near Quarry Corner.

**B.R.D.C. Entries**

THE first list of entries for the 500 Miles Race of the British Racing Drivers' Club (to be held at Brooklands on September 24th) has closed with a preponderance of light cars. Out of a total of 30 machines, 22 are under 1,500 c.c. The full list is given in the adjoining column.

It will be seen that Sir Herbert Austin is entering a team of supercharged Austins to do battle with the M.G. Midgets, which have the 750 c.c. field to themselves in the T.T.

This is the only long-distance event of the year open to genuine racing cars, and it is significant that only five entries could be described in that category, the others being highly developed sports models.

The 500 Miles Race enjoys the distinction of being the fastest race of that distance in the world. It is run under class handicaps on the full circuit of the track.



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Phone: Midland 4117 (3 lines).

COVENTRY: 6, Warwick Row.  
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(Private Exchange).

**The Alpine Trial.**

THIRTEEN British light cars completed the strenuous course of the International Alpine Trial last week without loss of a single mark, and won first-class awards in their categories. Among these was a team of three Coventry-built cars, which ran throughout to schedule and won the Alpine Cup in the 1,100 c.c. class. British light car manufacturers may well be proud of a performance which has attracted much comment throughout the entire motoring world, for the Alpine Trial is the world's most strenuous touring car event. Valuable lessons are to be learnt in such a trial, where conditions are far more arduous than anything a car could be called upon to undergo in this country. Every part of the car—chassis and body—is stressed to breaking point. Twenty-three British light cars underwent this ordeal, and the result is a convincing demonstration of roadworthiness before the eyes of the world.

Every type of present-day light car was represented in the trial—French, German, Czechoslovakian. The British entry was remarkably representative, from the out-and-out sports car to the little family "Nine."

There are invaluable lessons to be learnt in this trial—lessons in cooling, braking, road holding and, above all, sheer reliability. British manufacturers showed their confidence by excellent support this year. It is to be hoped this support will be even greater in 1933. It is impossible to disregard at once a reliability test of supreme value and the limelight of international publicity.

**The Boom in "Fours."**

THE six-cylinder engine, it now seems certain, is due to suffer a setback at the Show. Already there have been three new 1933 cars which favour the four rather than the six, and "Focus" hints this week that there are three more in the offing. What does this mean? Has the small six proved to be a "flop"?

The answer is that it has not; in most cases it has been a great success, as thousands of satisfied owners of cars in this class will testify. But a six is less economical than a four, and therein lies its shortcoming from the point of view of all who place £ s. d. before refinement of performance and

a very high power output delivered sweetly and accompanied by very pronounced reliability. We must not forget that the small six-cylinder engine has given us sports and touring models that are infinitely superior to any which were to be had in the heyday of the four. They are faster, quieter and more reliable than the fast cars of two or three years ago, and they possess a degree of staying power which is a revelation. Our belief is

that we are not about to witness anything in the nature of the eclipse of the small six, but rather that there lies ahead of the light car a period of even greater popularity than that of the past few years. The new "fours" will be economy-first models; they will be welcomed by the public.

**Sixes and Sevens.**

IT is strange that this realization by the manufacturers that low running costs are all-important to the majority of car users has not yet led to the introduction of a car with a £6 tax. That such a car is wanted cannot be denied, and it is equally a certainty that it is not beyond the ability and resources of the trade to make one. Whence the delay? And if there is reluctance to introduce a £6-tax car, why are there not more models with a £7 tax? At present there is only one, and it is significant that its bodywork is as roomy as that of many cars paying half as much tax again, whilst its ability to go on working hard for years and to give a high degree of reliability is unquestioned. It enjoys, indeed, a reputation that is positively unassailable, and a goodwill with the public and the retailers that even the largest manufacturers might very well covet.

This £7-tax car is definitely a success in spite of its ambitious proportions, and its makers have nothing to fear from competition. Probably, in fact, they would welcome the introduction of other very low-tax light cars and the useful expansion in car ownership which would unquestionably result. The time has surely never been more ripe than it is now for the introduction of another great economy wave like that which the existing so-called baby car set in motion 10 years ago. We should like to feel that all the manufacturers were literally (not metaphorically!) at Sixes and Sevens.

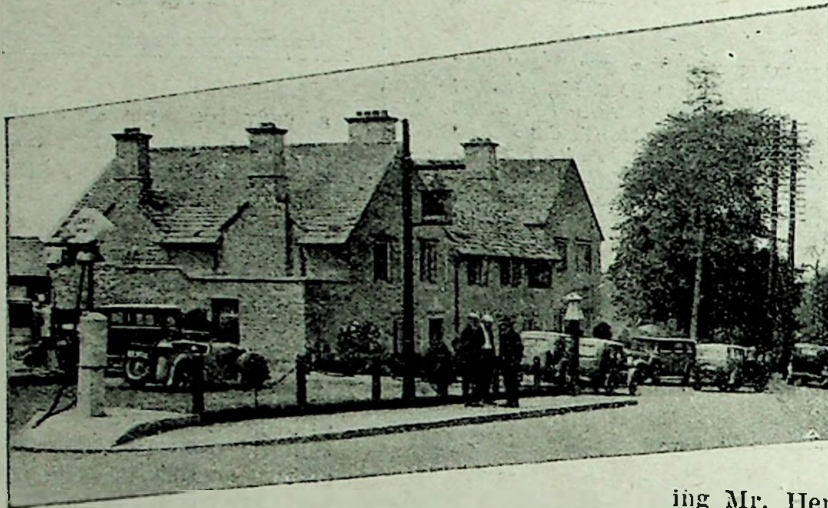
Topics of the Day



# RICH MIXTURE

## Light Car Commemorative

by *Focus*



### *Automatic Signallers.*

A FRIEND who has been to Germany came back with his Riley Nine fitted with a pair of most effective automatic signalling arms of the kind which fit to the screen pillars, and which, when you work a little switch, raise themselves to a horizontal position, at the same time showing a red light at their tips.

He told me that they were of a type which has become practically universal in Germany now that it is compulsory over there for cars to be fitted with signalling gadgets. He considers, incidentally, that the idea is one which would be well worth adopting in England. Of course, there are already fittings of this kind on the market, both home produced and foreign, but one does not see them often.

### *Compulsory.*

MY friend's idea, however, was that signalling devices should be compulsory. Personally, I do not like the sound of this, if only because everything that is compulsory is nearly always objectionable.

It is nice to think, though, that when the M.O.T. next gets busy framing new rules and regulations, there will be on the market plenty of reliable and satisfactory fittings of this kind ready to comply with them. It is quite probable, I think, that there will be compulsion concerning signalling appliances before many more years have passed.

### *"That Lovely Thing . . ."*

MR. PYBUS gave a distinct hint in this connection at Clacton recently when he mentioned that he had noticed that hand signals are often, at present, very badly given. He went on, of course, to suggest that folk should follow the precepts of that lovely thing The Highway Code. This literary effort, the work of the Ministry of Transport dur-

B18

ing Mr. Herbert Morrison's tenure of office, has been in the limelight of late. There have been suggestions that it should be distributed not only to motorists, but to all who use the road whether in a vehicle or on foot.

The aim seems to be to make a kind of "Pilgrim's Progress" of it. When it was first published I suggested that there seemed to be little more sense in it than there would be if the Royal and Ancient prepared a little brochure telling golfers that it hurts a caddy to bash him in the face with a nibble. My feelings in the meantime have remained entirely unchanged.

### *Do You Know Durdle Door?*

MOST of us know Lulworth Cove, which is approximately midway between Swanage and Weymouth. I can remember it as a very pleasant spot, but when I was last there I took away with me a recollection of folk wearing shorts (which they were anatomically ill-equipped to flaunt) and rather an excessive number of post-card sellers. The place, in fact, seemed to have been spoilt; but do you know that lurking next door to it, two or three miles along towards Weymouth, is a place called Durdle Door? It is a name which I think you will agree could not have been improved upon even by Lewis Carroll.

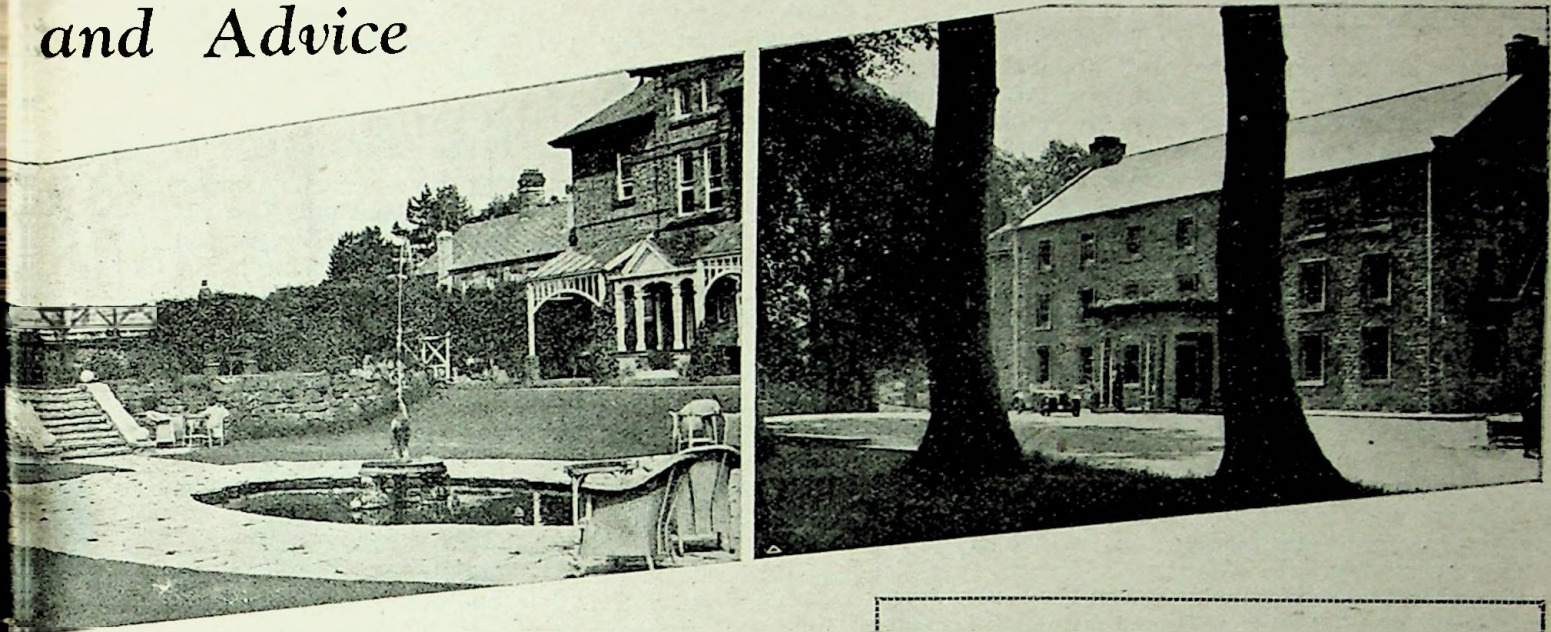
You get there by turning to the left off the Swanage-Weymouth road, a short distance after the turning which leads to Lulworth.

### *On the Dorset Coast.*

THIS little road ends up at a farm where they charge you 6d. for parking either in the farmyard or in a field some distance nearer the beach, to within two or three hundred yards of which you can get a car. Hereabouts there are no buildings at all and nobody tries to sell you post-cards. The beach is particularly safe for bathing, and, in the ordinary course of events, you are quite likely to have it to yourself.



## and Advice



It is the setting, however, which is the principal charm of this oddly named Dorset bay. Almost vertical cliffs make a perfect natural sun-trap, and to one's right when looking out to sea there is a promontory, whence the place gets its name, as part of it forms a huge arched doorway.

It is a pleasant piece of our coastline, made doubly so by the lagoon-like formation of the bay. Away up on the cliffs behind there are camping facilities for those who like to lead the simple life in a communal sort of way.

#### Safety Last Accusations.

**O**FTEN there come sailing into the offices of *The Light Car and Cyclecar* the letters of outraged readers who complain that cover pictures depict scenes which suggest that when the photograph was taken the safety of other road users was imperilled.

A number of such letters made their way to the Editor's desk, he tells me, following the publication, on July 29th, of that rather delightful picture of a girl leaning over some railings and looking at a stream. The writers pointed out that the car in the picture seemed to be taking up a useful chunk of roadway at what appeared to be a danger point, and, according to the temperaments of the individuals, they either slated the Editor roundly or were mildly admonishing.

#### Posing Our Covers.

**A** FACT which is not always realized is that these front cover pictures are not by any means the easiest things in the world to obtain. Further, it is seldom appreciated that their posing is often a full day's work, sometimes involving the employment of several folk as helpers and as scouts to warn other drivers. I can remember one occasion when it was even necessary to go to the length of conferring with the local chief constable and arranging for the police to be in attendance to divert the traffic slightly off its normal course, whilst a group was arranged and an exposure made.

Only once during the 20 years of the paper's

#### ON YOUR WAY TO SCOTLAND

(Left to right) *The Ram Jam Inn*, near Stamford, "*The Angel and Royal*," Grantham, "*The Three Arrows*," Boroughbridge and "*The Morrill Arms*," Rokeby, near Barnard Castle.

history has there been an accident whilst a front cover picture was being taken. It occurred about ten years ago, when the object of the picture was to show how awkward it was to see cyclists on the roads after dark. In those days, of course, cyclists were not required to carry reflectors and head-lamps were not nearly so good as they are to-day — indeed, my own car in 1922 had no electric light!

#### Deaf and Not So Sober.

**A**S the photograph was to be taken in the dark an exposure of about half an hour was needed, and it was decided that a quiet road should be chosen and a dummy cyclist taken along to the site. At about midnight everything was in working order with the dummy tied securely in the saddle of the bicycle, which was kept erect by wooden props that would not show in the photograph.

After the plate had been exposed for about ten minutes, there came shuffling along the road an old woman who was exceedingly deaf and not so very sober! Whilst she made her way past the scene of the operation the lens of the camera was temporarily covered, and it seemed that her arrival on the spot would not interfere with the job. As she passed the dummy cyclist, however, she swayed a little, causing the whole bag of tricks to collapse on top of her. Happily, the photographer in charge of the job was well equipped to cope with the somewhat hysterical consequences.

#### Tyre Inflation, Price 1d.

**A**RE you a consistent user of "free air"? Personally, I find that requests for a blow-up are often distinctly unpopular. So far I have never met with a complete refusal, but the filling station attendant is seldom more than barely civil and rarely takes pains to check the pressure with the care that is needed. I notice, too, that one very



**RICH MIXTURE (Contd.)**

frequently finds that "free air" apparatus is in very poor condition; sometimes there is a gauge which is out of order, and often the rubber hose and connector leak and are in a poor state of repair.

Personally, if I kept a filling station, I should charge a penny a tyre for inflation. I feel sure that customers would not resent it if they got really slap-up service with civility, patience and a smile in place of the customary churlish grunt.

**To Scrap the Caps.**

**T**HE foregoing observations are made after having expended a lot of toil of late blowing up 18-in. by 4.75-in. tyres with an old Wood-Milne foot-pump in preference to being sneered at and getting the wrong pressure at any of the score or more "free air" filling stations which I pass almost every day.

I wonder, by the way, whether on the tyre valves of the cars of 1933 there will be Schrader's Trutest quick connectors in place of the customary screw-on cap and shroud. These are splendid fittings, which are quite inexpensive and entirely reliable.

They live permanently on the tyre valves, and one can connect a pump or gauge to them direct without having anything to unscrew. Their reliability is proved by the fact that they have been in regular use by proprietors of big fleets of commercial vehicles for about a couple of years. Why have they not invaded the private car world?

**Free Wheels in America.**

**T**HE American Society of Automotive Engineers has been taking a lively interest in free wheels and the results of their deliberations have been interesting me for some time. It is an exceedingly live society, with a reputation for doing things most thoroughly. In their official journal for July a regular host of free wheels is described, going back to a pawl and ratchet type used in Haynes cars so long ago as 1907. It is remarked upon that free wheels now figure on about two-thirds of the present American production chassis and that the esteem in which they are held by the public suggests that they have come to stay.

I have been specially interested in a paper read before the society and suggesting that the ultimate outcome of present-day tendencies in free-wheel

design may well be the introduction of units which embody not only a free wheel but its locking mechanism (with a synchronizing clutch), a sprag and a service brake.

**A Transmission Brake Come-back.**

**I**T is pointed out that with tyres becoming larger and wheels smaller it gets increasingly difficult to accommodate brake drums of suitable size on the axle and that the logical development is for there to be a reversion to transmission brakes of a scientific and suitable type.

The author of the paper visualizes a unit so planned that when the brake pedal is used its first action would be to lock the free wheel in a frictional manner and then to cause the same friction surfaces to come into operation as a transmission brake. The idea is surely rather likeable.

**Four v. Six.**

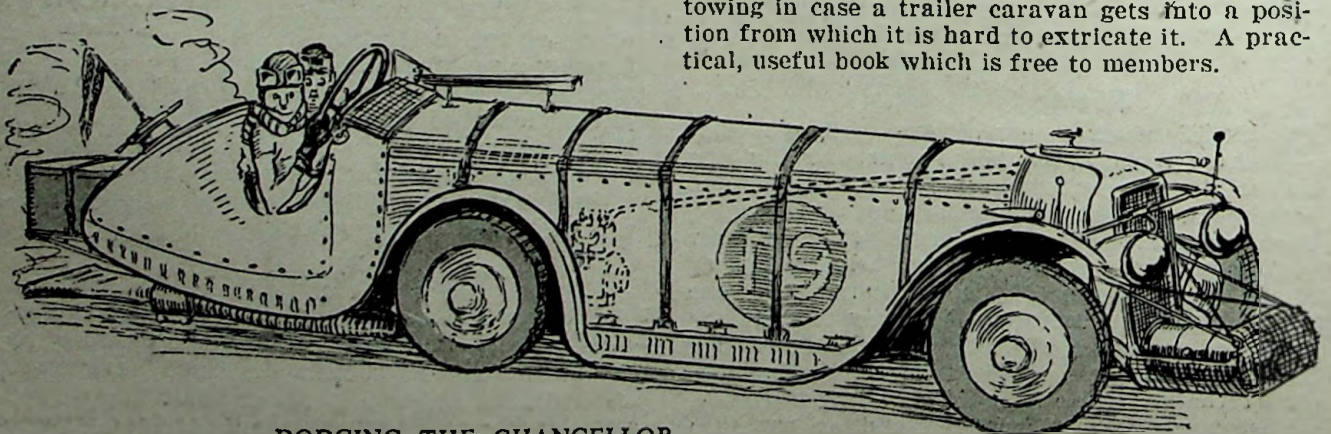
**O**NE of the most interesting features of the Coming Show will be the number of new four-cylinder engines. The Austin Ten-four is one which is now well established. The 12 h.p. Singer, has already been described, and so have the new B.S.A. and the Lauchester Ten.

I have advance information of a reliable nature regarding at least three others, although one of these may not be at Olympia. This does not altogether surprise me. A small six is something like the little girl who, when she was good, was very, very good, but when she was bad she was horrid. Experience has shown that engines of this type can be marvellous, but it has also shown that some of them are not. And that small sixes use more petrol than fours is the experience of nearly all who have tried them.

**For Campers.**

**A** SENSIBLE booklet issued by the A.A. runs to 16 pages and is entitled "Caravanning and Camping." It appears to be the accumulated hints and tips of dozens of different folk who have tried every known form of camping and discovered all the pitfalls.

It tells you, for example, to take a celluloid case for the soap, to sleep between blankets because sheets always get damp, to sew the children's bedding so that they cannot roll out of it, to remember that Meta fuel is a fine thing for getting a Primus going, and to carry a length of wire or rope for towing in case a trailer caravan gets into a position from which it is hard to extricate it. A practical, useful book which is free to members.



**DODGING THE CHANCELLOR.**

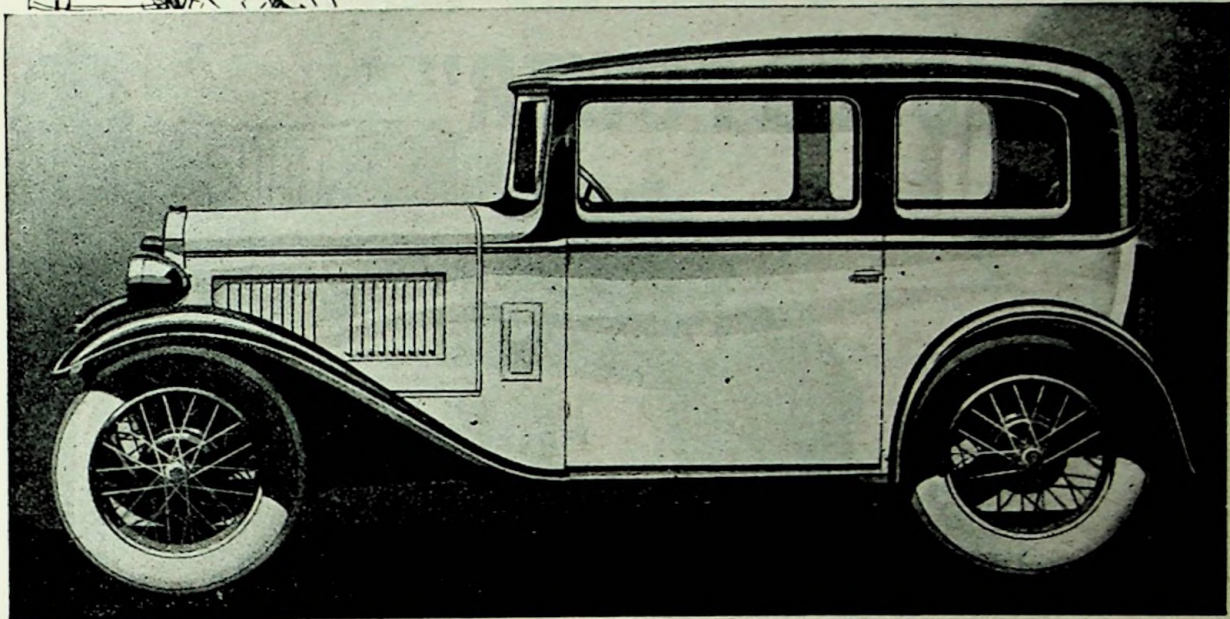
"A Six-pound-tax Car" is the facetious title which a "Light Car and Cyclecar" artist gave to this example of his handiwork.



A S . D E P E N D A B L E . A S . A N . A U S T I N



"And notice that the body "overhang" is reduced to a minimum, so that the rear passengers, being seated within the wheelbase, are assured of the most comfortable riding position possible."



**"I bless the day I bought an AUSTIN SEVEN"**

\*Owner Report No. 357; Registration No. F02485; Engine No. M102899.

That is what an owner of a Seven says—and you can well understand why when you read this enthusiastic report :

"I have been simply amazed at the all-round capabilities of the Austin Seven. The engine is as quiet and smooth at 35-40 m.p.h. as at 20. All my motoring life (now 30 years) I have been painfully conscious of the possession of sparking plugs! So that I particularly appreciate the freedom from plug trouble now—mine being quite clean and dry after 5,000 miles.

My motto is 'let well alone, but see that all is well,' and when one can get over 40 m.p.g. with the makers' setting, plenty of power and easy starting—don't tinker with the carburettor. That is why I say I bless the day I bought an Austin Seven."

Call round at any Austin dealer's and inspect this world-famous Seven.

*\*This is an Austin owner's experience. No specially made tests are published in this series of reports.*



The Seven De Luxe Saloon (as illustrated)

**£128**

Standard Saloon, Tourer or Two-Seater, £118. Triplex glass, Dunlop tyres and Chromium finish standard.

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**AUSTIN 7**

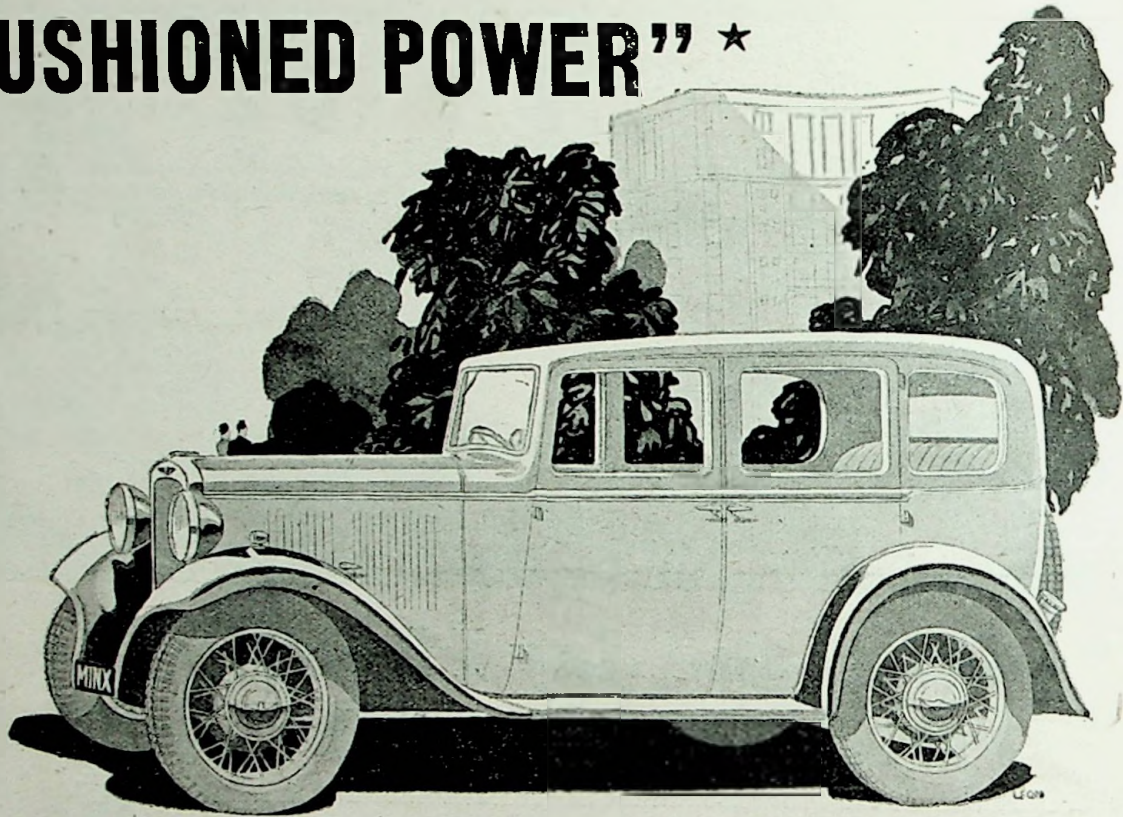


The Austin Motor Company Limited, Longbridge, Birmingham. Showrooms, also Service Station for the Austin Seven and Ten-Four: 479-483 Oxford Street, London, W.1. Showrooms and Service Station: Holland Park Hall, W.11.

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



# Wise motorists won't decide until they've tried the car with "CUSHIONED POWER" ★

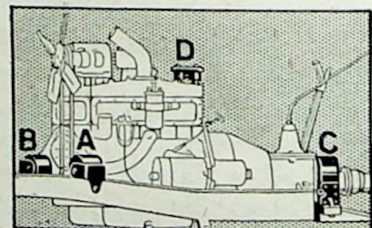


Not till they've inspected its sturdy chassis; sat in the four roomy seats; seen how every control is planned for easy driving.

Not till they've driven the Minx; felt it leap from 10 to 30 m.p.h. in under 13 seconds on "top"; wondered at a 10 h.p. engine that gives them 55 to 60 m.p.h. without a suggestion of fuss.

They'll decide when they experience the difference "Cushioned Power" makes; when they realise how like a BIG CAR this "light" car is.

Tax £10. Develops 30 H.P. High efficiency 4 cyl. side valve engine—3 bearing crank shaft—Long semi-elliptic springs (front 33" rear 44")—Hydraulic double-acting shock absorbers—Marles steering—Petrol consumption 35 m.p.g.—Six body styles—Rear seat width (Family Saloon, Saloon de Luxe) 50½" — Triplex glass throughout. **FAMILY SALOON**  
**£159** Triplex glass windscreen

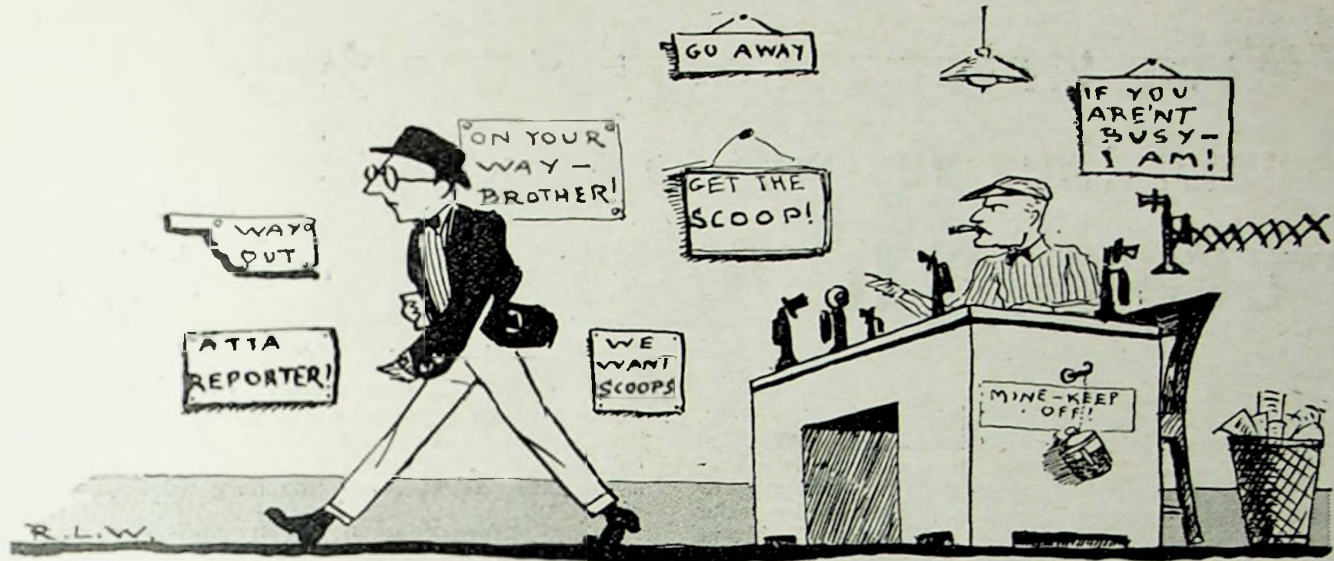


★ The Minx engine and gear-box are supported at points A, B and C. Not rigidly, but "cushioned" in resilient rubber, and steadied by a vibration damper (D). Past practice has been to leave the gear-box unsupported—yet it is at this very point that engine and transmission vibrations tend to concentrate. In the Minx, vibration is checked at its source—absorbed in rubber before it can reach chassis or bodywork. Ask your dealer for the "Cushioned Power" booklet.

## HILLMAN MINX <sup>10</sup>/<sub>30</sub> h.p. Easily the roomiest car at the price

The Hillman Motor Car Co. Ltd., Coventry. London Service Sta.: Lodge Place, St. John's Wood Rd., N.W. London Showrms. & Expt. Dept.: Rootes Ltd., Devonshire House, Piccadilly, W. 1. Every Hillman owner should read "Modern Motoring." Price 4d. monthly, obtainable through any newsagent. 6/6 per annum post free





## LATE SCOOP FINAL OR HOW WE GET THE NEWS

**T**HIS is by way of being a confession—and an indictment of a racketeering system of graft and baloney unsurpassed in the annals of crime.

Many readers may have wondered how it is we find out so much about manufacturers' 1933 programmes so early in 1932, and how we discover details of "hush-hush" chassis and mystery models which are so secret that each director in the firm is allowed to know only the particulars of a few feet of chassis.

As one who has had his unfair share in getting the news, I propose to tell how the secrets of a recent new programme were wormed from the unsuspecting factory.

I suppose I ought to begin by explaining that my real name is Scarface Blower Giuseppe Figoni—"Scar-



Journalists (or Press Gang).

face" because of my spectacles and "Blower" because of the number of factories I have blown up when out for scoops. Sit tight and listen, folks.

The Big Shot came into the office with a rush. "Say, heck," he barked; "stop talkin' into them six 'phones and get an earful of this. I got the low-down that them bum guys in Coventry, and you know who, are building a new line of automobiles for the Fall. Take the boys—get out and get it. Get the story."

"O.K., chief," I said. "And where do I get off?"

"Twen'y grand," he barked. "Now beat it."

I beat it. I found the boys down at Toomey's speak-easy. "Say, boys," I said. "The Big Shot has had someone buzz the noos that you know who is building a line for the Fall. We're going to get that story—and in a big way, sister."

Grimly the assembled journalists nodded,

"C'mon," I said. "Let's go."

Swiftly, silently three small close-coupled sedans,

with rumble seats and armoured fenders, swept into the gravel space before the factory office and parked by the side walk.

"Now, boys," I whispered. "You know your stuff. You, Butch, take care of the plant staff. If they start anything, give 'em the woiks. C'mon—let's go!"

We went.

Swiftly we sped into the palatial building and walked right through the startled office staff into the conference room. There sat the president, the vice-president, the vice-president-in-charge of sales, the vice-president-in-charge of service, and the vice-president-in-charge-of-Everything-Else.

"Stick 'em up, boys," I hissed. "Get over there and don't try start anythin', see?"

They saw.

"I'll get you for this, buddy," croaked the president.

"Sez you," I smiled.

"Sez me," he hissed.

"Come across, gorgeous," I said. "Give me the low-down on this new chassis line or I'll spill your brains."

"By heck and I won't," said the president, glaring.

"O.K. with me, big boy," I said. "Do your stuff, fellers."

Suddenly from outside came a burst of machine gun-



"... Three close-coupled sedans ..."

fire. I smiled. "That's Butch, giving 'em the woiks."

I walked over to the window and looked out.

There in the open space below stood a gleaming new chassis. Beside it, grinning fiendishly, stood Butch, his automatic rille to his shoulder, and in all directions fled the white-suited hands, fleeing from the deadly hail of bullets.

"Say, Hefty," I said to one of the boys. "Go get the stuff about that chassis down there. You, Al, fill



the pockets of your pants with these blue-prints. We've got the story—and is it a scoop? I'll say it is—and how."

At that instant there was a shout from Butch. "Hi! chief. Here's those smart guys!"

I looked out, and there, sweeping swiftly and silently into the factory, were five black, custom-built roadsters, with rumble seats and armoured fenders. Well did I know those tough guys—the hoodlums of The Other Papers. We were On The Spot. At any moment we might be Bumped Off. A handful of clouds for ours. Tough? I'll say it was!

"C'mon," I hissed. "Less go." From every window and porch we poured a stream of lead on those yaller rats. Slick they were, but they didn't make the grade. I recognized One-Eye Pete Malone—upper story man, yeg man, slickest con this side of East Ferry landing. I plugged him good.

For ten minutes the battle raged. All the vice-presidents crouched under the high-tone conference table. The president hung by his feet from the Lewis Quince electrolier. Gee, it was swell.

"C'mon, boys," I hissed. "Less go!" Out of their pants pockets the boys took those deadly little black cylinders. Flung them straight into the space below. The thunder of the explosion broke every window for miles. Gee, it was swell. When the smoke had cleared away the guys from The Other Papers were knocked for a row of ash-cans. Poor old Butch—a double-crossing four-flusher, anyway—looked like a piece of chop suey—and the new chassis line—waal, guess there weren't none.

"C'mon, boys," I said softly. "Less go!"

Swiftly, silently, three close-coupled sedans swept out of the factory gates.



"... Stick 'em up, boys ..."

we've a dandy spread for the five-star Friday final. That you, Mac? Hold five sticks on the front page, and cut that Love Nest stuff. That you, Slim, hold up for a man-size story'll knock this burg sideways—and I said it."

The chief turned to me. "Well," he said, "I'm waitin'. Spill your stuff, baby."

"Do I get my raise, chief?" I asked. "Twen'y grand was your spiel."

"Say, buddy," he said, "I told you to get that story and get it good. What d'ya think I pay them gorillas for? I want stories an' I'm goin' to have 'em. Come clean, Scar-face, or they'll take you for a test run, and when the cops find you six blocks down town on the sidewalk you'll be so full of holes they'll think you're a sieve."

"Do you think," he barked, "we're in this racket for our health? Where d'ya get that stuff, anyway? Say, if you don't talk—and talk good—you'll get an oxidized finish with a sawn-off shot-gun, you hijacking grafter."

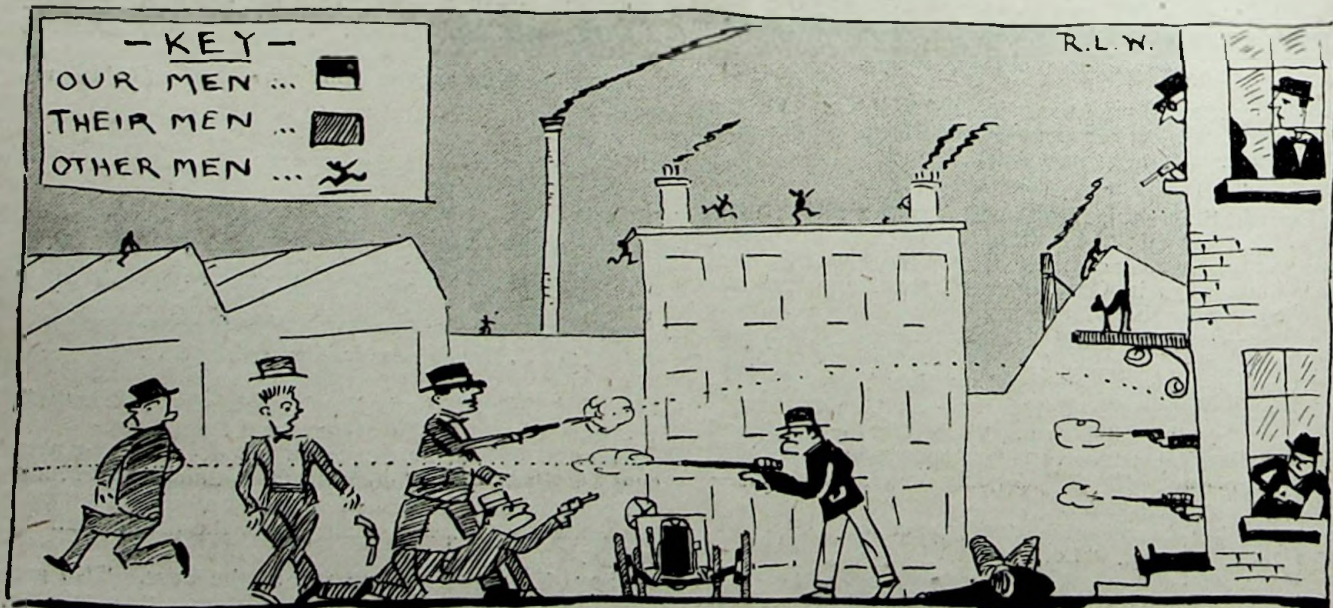
The Big Shot sat back, chewed three cigars to bits and drained two flasks.

"Aw, quit yer kiddin', chief," I said. "Here's a real scoop. None of them new automobiles is in the light car class. Now, do I get a raise?" THE BLOWER.

[We have now forbidden "The Blower" to see any more American gangster films.—ED.]



"... Butch giving 'em the woiks ..."





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NINE SPORTS**

by completing the Alpine Course without  
**PENALTY . . . . . GAINED A**

**COUPE des  
GLACIERS**

Highest award for individual performance in the 500-1,100 c.c. class.



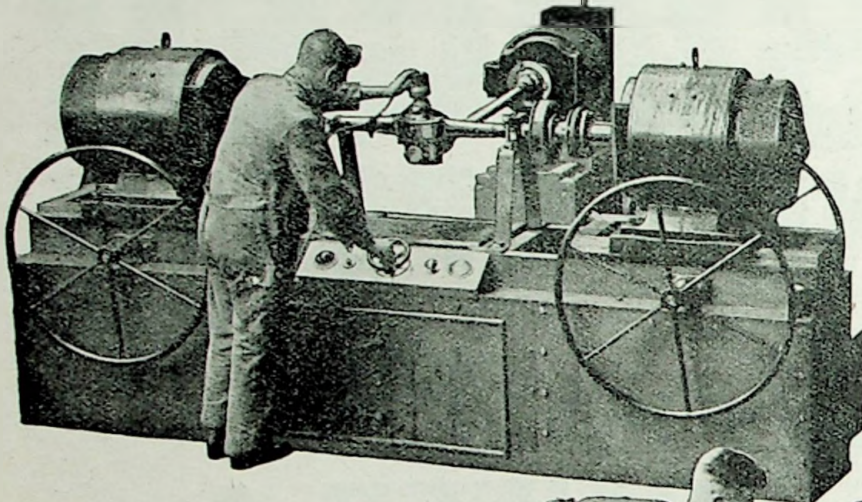
A similar high grade of performance and reliability with a most comprehensive equipment are available with all Singer 9 models. Prices from £159 to £185

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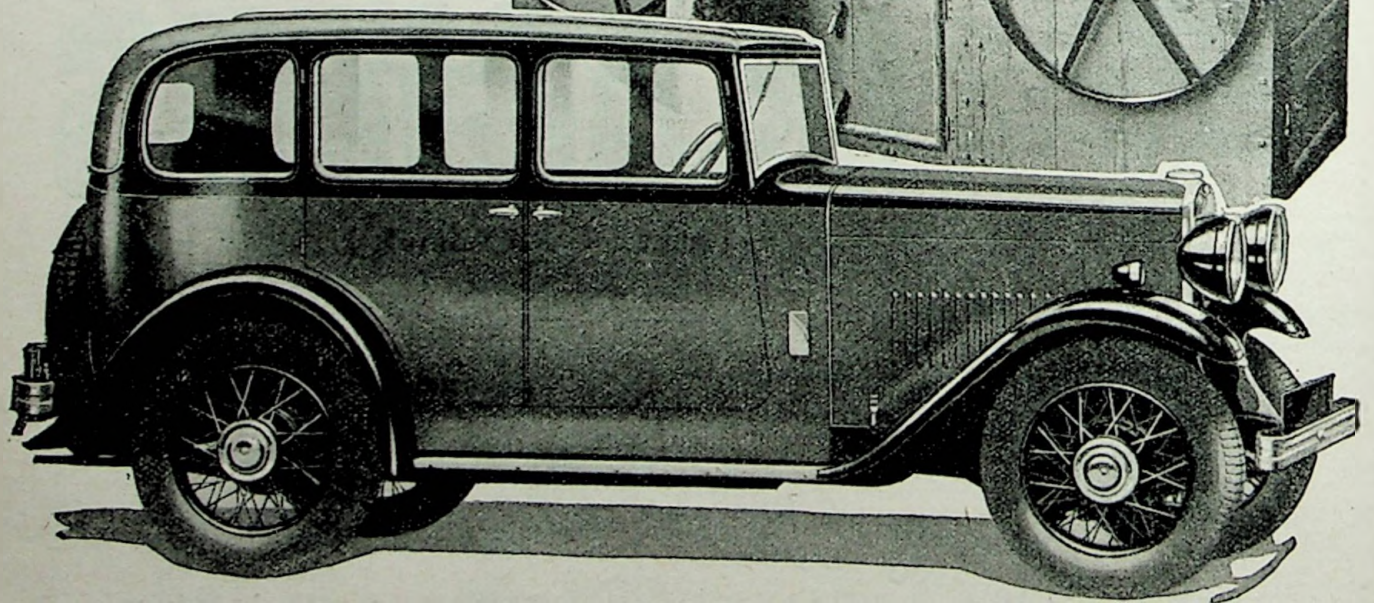
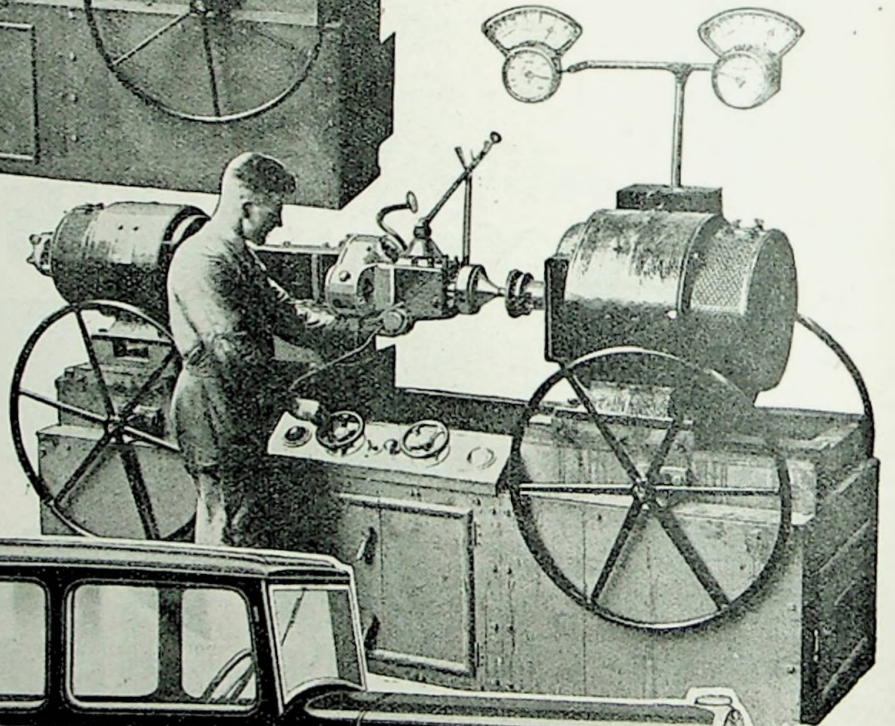


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*A full range of all models can be seen at:—*

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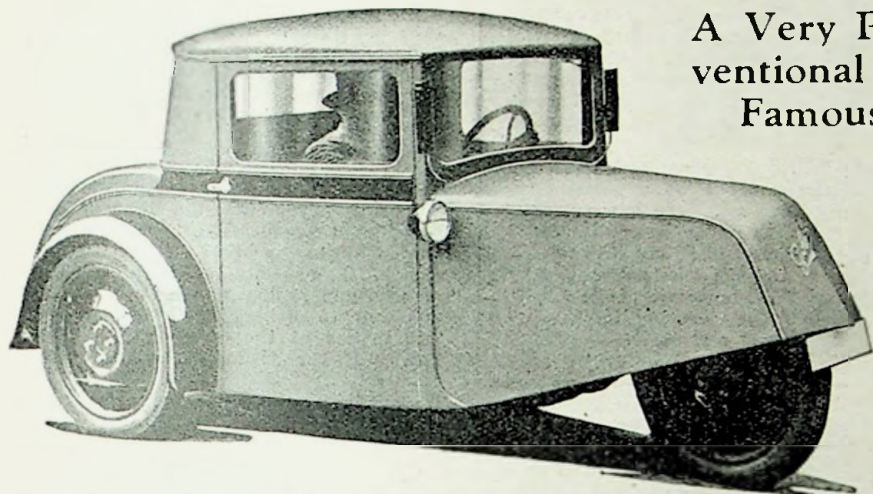
Triumph Motor Co., Ltd., Coventry. London: 218, Gt. Portland Street, W.1.



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## THE GOLIATH 198 c.c. THREE-WHEELER

A Very Practical but Unconventional Vehicle Built in the Famous Bremen Factory



The coupe-body provides ample room for two people and luggage.

THE tax concession in Germany which allows all motor vehicles having engines not exceeding a capacity of 200 c.c. to be used free of tax, and which also allows the vehicles to be driven without a licence, has resulted in a number of small machines being produced. It is necessary only to have them registered for a small fee, for which a number is allocated to them to be displayed in the same manner as on larger vehicles.

The interesting 198 c.c.-engined three-wheeler illustrated on this page is made by the Goliath works of Bremen, in Germany. It has a sturdy chassis frame of channel-section steel, with two driven wheels at the rear and one steering wheel in front. The engine is a single-cylinder two-stroke of about 5.5 h.p. maximum rating.

### Forced-draught Cooling.

It is cooled by an air current supplied from a blower attached to the Bosch flywheel magneto, and is combined in unit with a single-plate clutch, a three-speed gearbox with reverse and a differential. The unit is so arranged that the cylinder with the blower casing is at the extreme rear.

Mounted on an extension of the fly-wheel magneto shaft is a belt pulley through the medium of which a dynamo mounted on the right-hand side of the engine is driven. An electric starter is also provided; it is mounted at the side of the gearbox, and has a sliding pinion for engaging with the toothed rim of the flywheel in the ordinary manner.

Each rear wheel is suspended between the ends of two superimposed quarter elliptic springs; these take both propulsion and braking torque. The wheels are connected with the differential by short shafts which have fabric universal joints at each end, thus each wheel is able to move up and down independently of the other.

The front wheel is supported on one side only, so as to enable the wheel to be readily detached. All wheels, in-

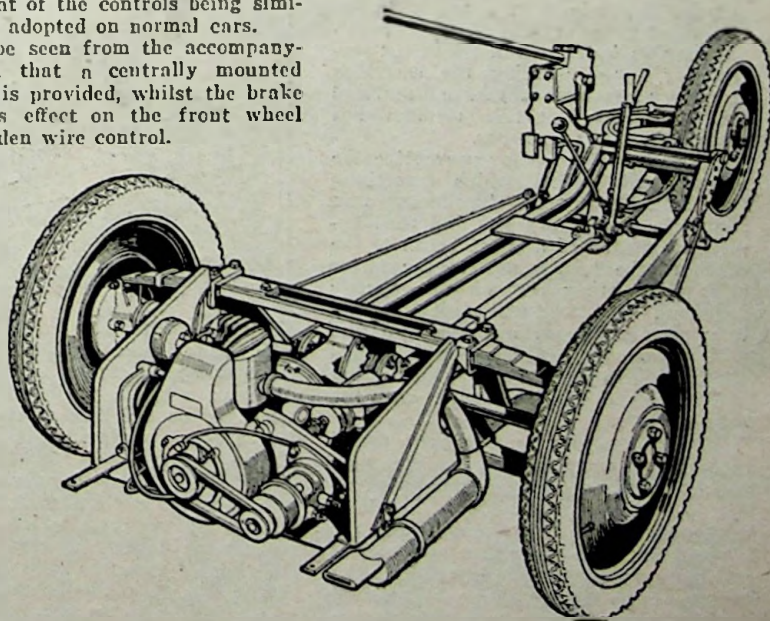
identally, are interchangeable. The stub axle is swivelled on the end of a hook-shaped member, which is supported by two bearings on a transverse shaft at the forward end of the frame.

One of the bearings lies on the longitudinal axis of the vehicle, and adjacent to this is fitted a lug to which the rigid end of a quarter-elliptic spring is bolted. The free end of the spring rides on a roller mounted on the brake shaft which occupies a position behind the shaft carrying the hook member.

The ends of the brake shaft project through the side members of the frame, and carry drop levers which are connected by means of adjustable rods with the brakes on the rear wheels. Brake operation is by means of a pedal secured direct to the shaft. Mounted loosely on the shaft is a second pedal connected to the clutch, the general arrangement of the controls being similar to that adopted on normal cars.

It will be seen from the accompanying sketch that a centrally mounted gear lever is provided, whilst the brake lever takes effect on the front wheel via a Bowden wire control.

LAYOUT  
OF THE  
CHASSIS



All the major details of the design can be seen clearly in this sketch. The sheet-metal dashboard and flooring have been broken away to show the front suspension.

The steering reduction box is bolted on the front face of what may be termed the dashboard, whilst the drop arm is connected by a normal type of drag link with the steering arm of the stub axle. It will be noticed in the sketch that the controls are arranged for left-hand drive, in accordance with the usual practice on the Continent.

Two body styles—saloon and open—are available. The seats are said to be very comfortable, whilst behind them a spacious luggage locker is arranged. The standard equipment on each car includes semaphore direction indicators—in accordance with German law—speedometer, combined head and side-lamps and a tail lamp.

The maximum speed of the vehicles is said to be 32-35 m.p.h., whilst the fuel consumption is 65 m.p.g. The overall length of the Goliath is about 9 ft. 6 ins., whilst its width is 4 ft. 11 ins., the wheelbase and track measurements being 7 ft. 3 ins. and 4 ft. 2 ins. respectively. The wheels are of the disc type shod with 26-in. by 3½-in. tyres.

Owing to the independent springing of the three wheels and the low centre of gravity, the car is very steady on bad roads, whilst by careful attention to silencing and the elimination of mechanical noise it is claimed that very little sound of the mechanism can be heard within the body.

We have no details regarding prices, nor as to whether the vehicle is likely to be marketed in this country.

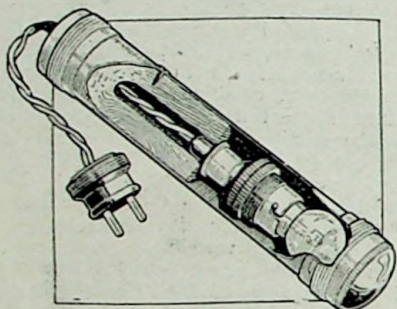


# OTHER READERS' IDEAS

## Useful Inspection Lamp.

**A**N inspection lamp of the wandering lead type often proves very useful on a car, especially if the lead be long enough to enable the lamp to be used when changing a rear wheel at night. An ordinary torch fed by a dry battery forms a very useful substitute, provided, of course, that care is taken to renew the battery from time to time. One of the advantages of a torch is that a concentrated beam of light can be projected, whilst the average inspection lamp allows the light to be diffused in all directions.

It seems logical, therefore, to combine both types of lamp upon the lines shown in the accompanying sketch, where it will be seen that the casing consists of



an ordinary lens-ended torch with the battery removed and in which a small lamp holder is secured by means of a cylindrical wooden plug. The lamp holder is arranged to take a standard type of sidelamp bulb, whilst, of course, the flex can be of any desired length. It is wound round the body of the torch when not in use.

## Uses of Paraffin Wax.

**R**EADERS who adopted the suggestion contained in a recent prize-winning "Idea" to the effect that molten paraffin wax could be used most successfully for preventing the corrosion of battery terminals may have discovered for themselves that this medium has many other uses on a car.

It is very effective for preventing the squeaks and groans which sometimes arise from floorboards. The molten wax should be made very hot and then applied by means of a paint brush to the edges of the boards and to the under sides where they rest on the chassis members. The wood will absorb the wax to a certain extent, whilst a thin film will set on the surface, the combined effect being to provide ample lubrication and entirely to eliminate noise when the boards chafe.

The molten wax is also very useful for painting on to the fabric strips upon which the bonnet rests. The application should continue until the fabric is saturated; the bonnet should not be lowered until the wax has set, and it will be found afterwards in use that the surface of the fabric takes a high polish—which seems largely to eliminate the wear on the fabric and, at the same time, to prevent creaking.

B28

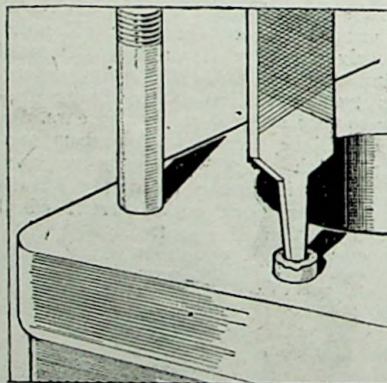
**T**HE choice of a sparking plug or 5s. is offered for every reader's hint published in this feature. No hint should exceed 200 words in length; if necessary a rough sketch should accompany it, and the sender must indicate whether, in the event of publication, he prefers 5s. or a sparking plug.

**T**HERE is a guinea each month to be won for the best "Idea" published during the month. The winner's name and address, together with the title of the "Idea" and the date on which it was published, will be announced in the first issue of the next month.

The wax will prove effective also as a lubricant for the latches of slam-type door locks. The latch should be warmed by having a hot iron held against it for a minute or two before painting on the molten wax, which will be found much more stable than grease; it has, also, no tendency to rub off on the clothes should they come into contact with the latch. The wax is readily obtainable from most chemists in the form of slabs.

## Removing Broken Studs.

**W**HEN a stud breaks off short so that there is no projecting part upon which a grip can be obtained with gas tongs, its removal may present difficulties to an amateur mechanic. As a rule, however, the broken piece can be unscrewed fairly easily by, first of all, drilling vertically down its centre a hole which is just a little less than the stud diameter; that is to say, a  $\frac{1}{8}$ -in. stud



should be drilled with a  $\frac{1}{8}$ -in. or 9-32-in. hole. Into the hole is then hammered a piece of square-section steel such as a file tang, upon the projecting portion of which or on the base of the file itself leverage can be obtained by means of a shifting spanner.

It must be borne in mind that a file tang may be relatively soft, whilst the file itself is hard; therefore, if the stud is very tight there is a possibility of twisting the tang or of breaking the end of the file. For this reason it may be worth while to make a key, suitably squared at the end, from a piece of cast steel tempered to a blue colour,

Special stud-extracting tools which take the form of a kind of coarse-pitch and left-hand threaded tap can be obtained from any good tool monger. They are used in the drilled hole but are more effective than a squared key.

## For Adjusting F.w.b.

**O**WNERS of cars with wing-nut brake adjusters close to the axles will find it worth while to make up the simple adjusting tool shown in the sketch. It consists merely of a length of iron gas piping which is slotted at one end to fit round the wing nut and drilled at the other for a tommy bar. If the piping is of a suitable



length for the car concerned, it will then allow the wing nuts to be turned without the need for kneeling down and stooping under the car. Incidentally, the best way of slotting one end of the tube is to drill right through at the point where the bottom of the slot is to be and then to cut down from the end to this hole with a hacksaw.

This hint is by no means new, but it is a very useful one and many new owners are probably unfamiliar with it.

## Morgan Engine Oiling.

**O**N certain types of J.A.P. engine fitted to Morgans, it may be found an advantage to arrange for a little extra oil to be fed to the front cylinder. It is suggested that this can be done quite simply by unscrewing the "Castrol" sign from the valve chest. This will leave a small  $\frac{1}{8}$ -in. tapped hole, into which is screwed a 14-in. length of  $\frac{1}{8}$ -in. copper tubing, which is then bent upwards and connected by means of a brass reducing nipple to the existing union on the front cylinder.

This union incorporates a disc non-return valve which ensures that on each upward stroke of the piston oil will be drawn from the valve chest to the rear wall of the cylinder, thereby adequately lubricating the piston.

## Draining Oil Drums.

**M**ANY a discarded five-gallon oil drum contains quite a useful amount of oil owing to the fact that to drain "the last drop" is an inconvenient and messy business. No difficulty, however, will be experienced if a hole is made flush with the bottom of the container by the simple expedient of driving a large nail through at this point. The surface of the drum round and below the hole should be carefully wiped with a rag, and the remaining oil can then be tapped off quite easily.





Every  
Motorist  
must  
reserve  
a night  
next week  
to see

Winifred  
Shotter

and  
Owen Nares

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Technical Aspects**BLOWER SYSTEMS EXPLAINED****Reasons Why "Pushing" is Sometimes Better Than "Sucking"—Seeking the Ideal Induction Layout**

By  
**L. MANTELL**

I NOTE that a correspondent has been good enough to invite my opinion as to the respective merits of blowing through versus drawing through the carburetter in supercharging. In view of the fact that each system has thoroughly responsible advocates, however, I rather fear that distinctions may be invidious, and, indeed, the correspondent in question has covered the ground very thoroughly and left but little for me to say.

From a performance point of view I do not think there is a great deal to choose between the two systems. The usual argument in favour of mounting the blower between the carburetter and the engine is that, owing to the disintegrating action of the former and to the adiabatic heat of the transfer pipe, all questions of distribution automatically vanish.

Actually, however, this need not be the case, because all blowers do not churn the spray equally; thus, if the supercharging pressure is light and certain types of blower be used, maldistribution, especially at partial throttle openings, can easily occur if the induction design and entry of the transfer pipe is not carefully studied. This proves that disintegration is by no means complete in all circumstances, as is apt to be claimed. The effects, also, of backfires in blowing carbon into the blower bearings when it is placed close to the engine are not to be discounted.

One of my objections to this system from a functional standpoint is the necessity for petrol. Apart from the action of the oil in lowering the volatility of the fuel, with its attendant effects upon starting and slow running, petrol so treated—especially if ordinary lubricants are used—tends to carbon up the head very quickly.

As the supercharger relies solely upon this mixture for its lubrication, much more oil is necessary than in the case of the relatively minute quantities of special and very thin oil added for top-cylinder lubrication.

AGAIN, regarding the effects of compressing and adiabatically pre-heating the air prior to its carburation, as compared with churning and subsequently heating the already formed spray as in the alternative system, the distinctions are very fine.

According to the reports of careful laboratory tests it seems that pre-heated air applied to the fuel at the moment of its disintegration is better than a subsequent warming.

Experiments for the determination of this are carried out with glass insets at suitable points in the induction manifold and appear to show that the eventual state of the fuel as delivered

to the head is finer with a blown carburetter than with the alternative arrangement.

This, however, must not necessarily be taken as conclusive evidence of superiority, because it all depends upon the head design; some heads require a wetter mixture than others, and "meat" for one can therefore easily be "poison" for another. It revolves, in fact, round the head construction from a knock-resisting standpoint, and space does not permit even touching upon this most complicated technical question.

In short, the advocates of each system can be right according to the type or design of the engine on which the trials are made.

Personally, I like the blown carburetter best for several reasons. Apart from those already mentioned above and also by Mr. Boddy, I prefer a system of blowing which enables the blower to be cut out when not required—and that is very often—in preference to this member being in action whether wanted or not. I am obliged to agree that sealing and balancing the petrol tank and float chamber is a nuisance, especially the latter.

As pointed out by Mr. Boddy, however, one's tribulations on that score, even if the blower is permanently in action, are balanced by the comforting reflection that any disorder of this machine need not represent a permanent hold-up, reversion to ordinary atmospheric carburation being generally possible with the aid of a spanner.

SPEAKING of induction systems, by the way, we have a good distance to go yet before these are perfect. The modern system of centrally hot-spotting was a great advance in many respects on the old method, but there can be one bad fault if it is not very exactly carried out—to wit, the production of "gulps," as they are called.

This annoying trouble takes the form of a transmission jerk when opening out gradually, which can occur in varying degrees of intensity, from a faint and momentary hesitation to a most emphatic kick, suggestive of switching off and on again quickly. It is more noticeable in the lower gears than in top speed, and usually is very difficult to cure.

It is a complaint that was completely non-existent a few years ago, when induction pipes were merely warm. Now that they are hot it is most frequently met with and is due to over-heating of the pipe or to making

the heat general instead of central. It is difficult and sometimes impossible to get local heating on a short pipe, and therefore more in evidence on small than on big engines. The trouble is entirely absent just after starting up and sets in only when the pipe has got thoroughly hot; in fact, on some cars it takes several miles before the gulp is felt.

It is caused by the sudden entry of the main jet which, in most static carburetters, is submerged, and even if it were not the surface tension in a jet which is about to deliver always tends to check the commencement of the output just as though a very fine elastic membrane were drawn over the spraying orifice, preventing its entry until, above a certain suctional critical—to illustrate it in popular terms—the skin gives way, and the output starts up with a slight preliminary jerk.

WHEN the pipe is cool this little temporary overplus is splashed, as it were, over the internal walls and taken up gradually by the rising current velocity. But after it has attained a certain temperature the hot surface flashes the fuel into vapour and, for a fraction of a second, charges the manifold with an incombustible over-rich mixture, which causes a dead misfire in the cylinders drawing their charge during the period that the overdose lasts.

The amount is very trifling and the period of the super-enrichment very short, but its effects are progressively more noticeable as the pipe gets hotter. First, a very slight hesitation over several revs., and finally, when thoroughly hot, a pronounced and sudden jerk, after which the pick-up continues normally.

It is worst with volatile petrols of low latent heat, and progressively disappears as alcohol or other dopes of high latent heats are added.

It is curable in some carburetters by the introduction of what are termed "air bleed holes" at the spraying orifice, and in some it does not exist at all, according to the design of the spraying member; but its remedy by carburetter modification is always difficult without robbing the engine of a certain amount of power.

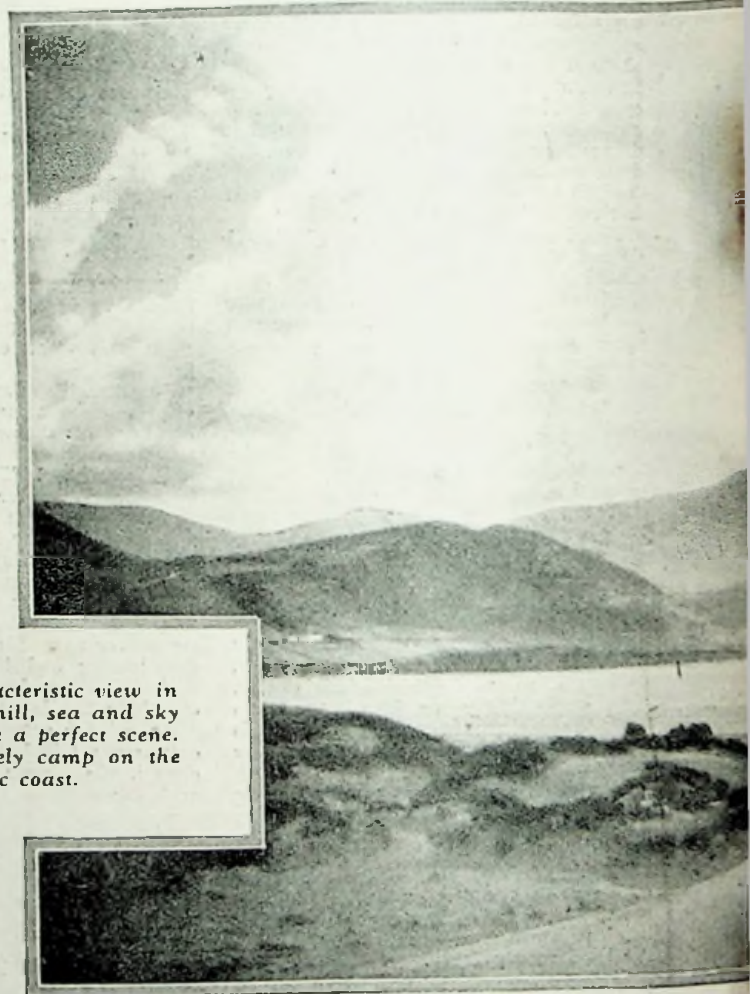
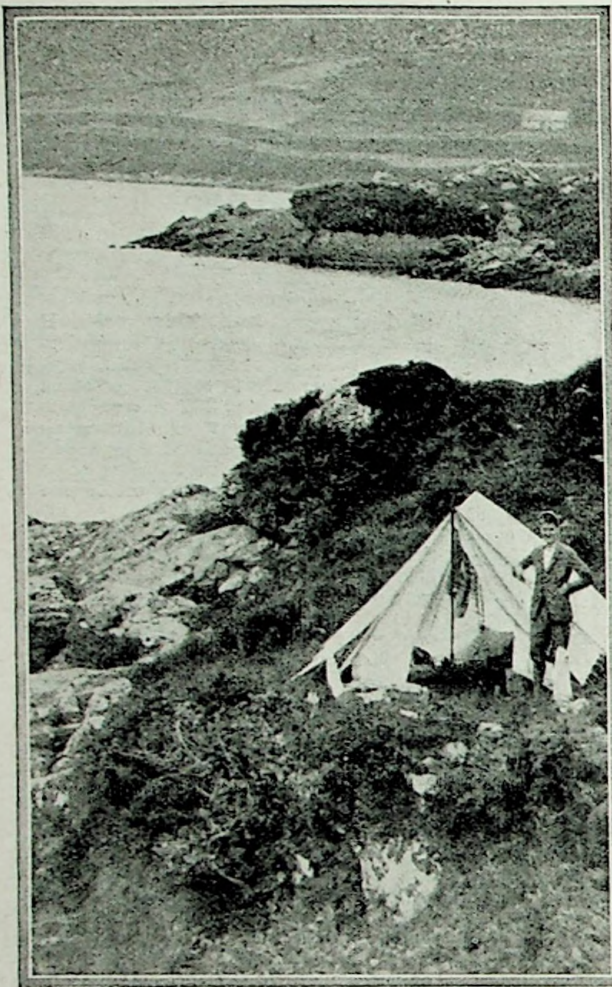
The best method is to control thermostatically the temperature of the hot-spot, or take steps to produce intensive central heating and cool extremities in the induction pipe.

Both are difficult to do by simple means, but anyone who can devise a method of stabilizing the temperature of the manifold without expensive and derangeable complications will have achieved something. Now then, inventors, what about taking this problem in hand?



# TOURING IN THE HILLS

A Corner of Ireland Where  
Quaint and One Enjoy  
Travel With Few



**I**F you drive out on a summer evening through the peaceful lanes of Donegal and, breasting the last green ridge of hills, look down to the Atlantic coast where the peat smoke rises from a hundred thatched and scattered cottages, then, indeed, will something of the spell of old Ireland seize and hold you. In Donegal you will meet with everything to satisfy a flair for adventure and more than enough of fascinating scenery.

I had opened, one morning, a letter from an old friend of a score of motoring holidays, to find that something had most evidently fired his enthusiasm for Ireland, and the outcome was that a week or two later we were both on the Belfast boat with our Austin stowed safely below. Seldom can human ingenuity have contrived to pack into a light car such a varied assortment of fishing tackle, camping kit and cameras.

Little time was spent in Belfast, for we soon set out north-westward across country towards Donegal, by Antrim and Randalstown and the north shore of Lough Neagh, making fairly good speed, although all roads there are not exactly racing tracks. At one place we saw a train halted along the road-side, amid much shouting and commotion. An old woman was endeavouring, with the assistance of the engine-driver and a handful of passengers, to drive away a very fat pig which was fiercely rooting up the cinders of the track.

Passing through hilly country, we came by Plomb Bridge and Strabaue to Lifford, where we crossed the frontier into the Free State, presenting to the Customs officials our papers obtained through the A.A. That night, on the fringe of the Donegal mountains beyond Letterkenny, we made our first camp and discovered,

(Right) A characteristic view in Donegal where hill, sea and sky combine to make a perfect scene.  
(Above) A lonely camp on the Atlantic coast.

too, many of the necessary items which we had forgotten to pack. The tin opener and the corkscrew were there all right, but absolutely nothing in which to boil any water. There was a suggestion to use an old oilcan, but we decided that a walk and a Guinness was better than Castrol-flavoured tea.

We ran up to Rosapenna, where there is a fine hydro, and explored many of the mountain roads around the Hogs Back and Errigal, a most imposing mountain with a cone of white quartz which looked the exact replica of the popular volcano of the children's picture books. From many of the high roads we could see the wild coast line, and here and there some island with great cliffs standing like some castellated fortress in the blue Atlantic.

I read once how a vessel had been wrecked and abandoned on such an island and how for several weeks all the tiny boats of the coast had streamed out to "rescue" what they could. Strange cargo made its appearance in many a lonely cabin, and welcome it would be, too, for many of these people live on barely



# WILD OF DONEGAL

Traffic is Scarce, Customs are  
the Charm of Foreign  
of Its Disadvantages

The R.A.C. Tourist Trophy Race takes place near Belfast on August 20th. Readers crossing for the race might well extend their stay to explore the country dealt with in this article.

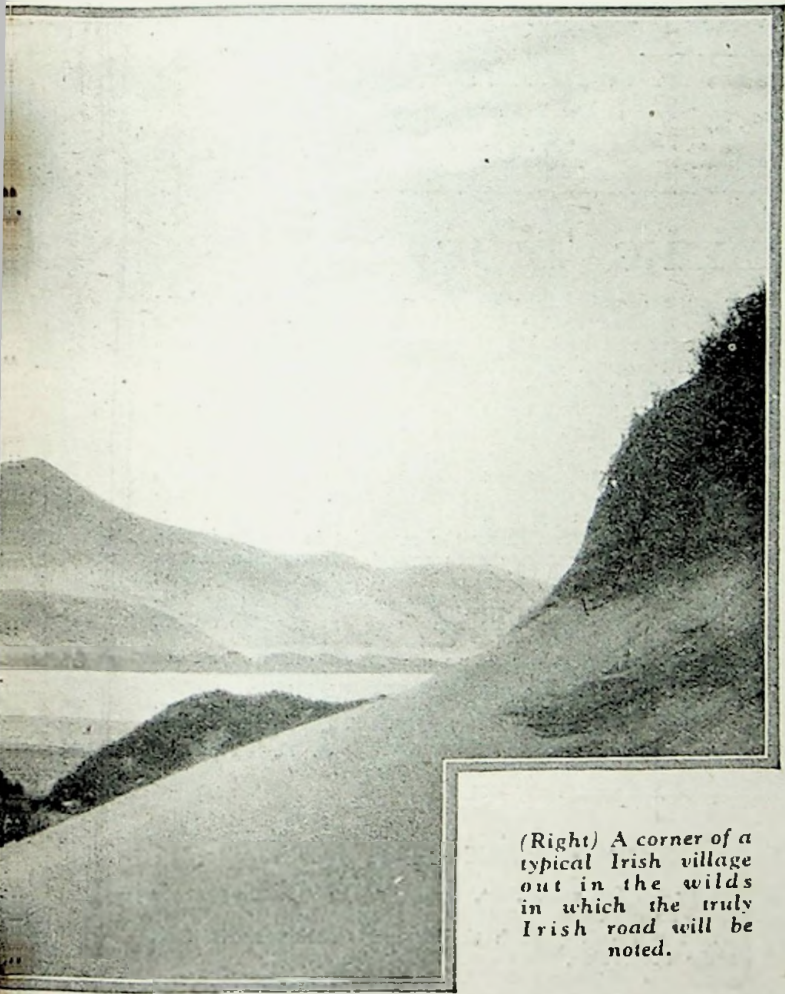
car we had heard was undoubtedly transporting the stuff, probably in petrol tins.

Once or twice we stayed at an hotel in some small country town, and although we found them clean and comfortable we met with some peculiar customs. At one hotel they kept a large communal dump of slippers, and these were brought into the smoke room at 10.30 each night. The visitors take off their boots, select a pair of slippers and the boots are taken away for the night and cleaned. In Donegal it is rash to use the phrase "if I were in his shoes," for to-morrow night you may in all truth find that you are!

There is a story, too, of an hotel where once a visitor was knocked up very deliberately, but quite contrary to the usual practice, at seven in the morning. As he did not show any signs of activity there were further loud knockings, and these persisted until he inquired what all the unusual fuss was about. Bridget explained. "Well, sir, the hotel was sure very thronged last night, and the two gentlemen from Dublin are wishing to catch the early train." And then, as an afterthought, "You've got the coffee room tablecloth for your bed top sheet!"

And so from such amusing incidents we made our way by the town of Donegal eastward across Ireland to catch the homebound boat. I often look back with great delight on what was a most entertaining tour, and imagination will always take me again into those pleasant Donegal hills, with their wonderful views of the Emerald Isle.

J.E.K.



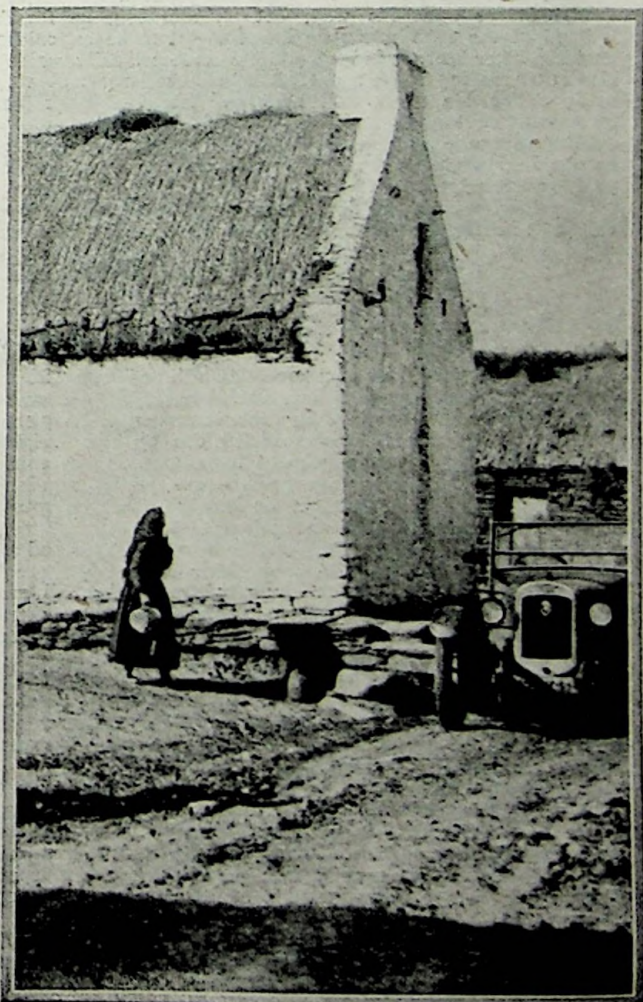
(Right) A corner of a typical Irish village out in the wilds in which the truly Irish road will be noted.

a dozen pounds a year. They will often point to the family pig as "the gentleman that pays the rent."

After fishing at Gweedore, where trout abounded like flies around a honey pot, we went out to the wild and rugged coast on the far west. The isolation was complete, and all day we never saw a soul, but here we met with one of our queerest adventures.

About two in the morning we were awakened by the noise of an old car passing down the rough road with much complaint. We almost forgot the incident, but at the same hour the following night the car passed again, and our curiosity was aroused. Next morning, in exploring mood, we followed the track to the cliffs at the end of the headland. Descending a steep path we came to a cave which at first appeared to be a veritable smuggler's lair. Among other things there was a built-up fireplace and numerous empty treacle tins. Chalked on a rock was some writing and figures, which read "2 Wash, 20 galls. Ask Pat."

We had, indeed, stumbled upon a secret poteen still, and these were some rough notes of instruction. The







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.

## BEWARE THE PARKING TOUT

I think your readers should be warned against unscrupulous parking touters who are now getting unwary drivers into trouble in many large towns. Their methods are illustrated by the following recent instance. A

**A Trap for the Unwary.** The motorist, who was a stranger in the locality, drove his car into a side street in a large northern city, as he had been told that there was a park in that particular street. A man on the pavement waved him into the roadside in quite a business-like manner, opened the door, and stood by.

"Yes, sir," he said. "Be quite all right here." The driver went his way, but on returning he found, instead of the man whom he had thought to be an official parking attendant, a heated policeman occasionally wading into the traffic to sort out little obstructions, and very anxious for his name and address. The real park was farther down the street.

Motorists who wish to abide by the law in such matters as parking in the right place must beware of these pseudo-parking attendants.

The idea, of course, is beautifully simple. There is a car park nearby—usually in the same street—with the usual

notice up and complete with the usual attendant. Along comes the parking tout, who gets down to business farther up the street and proceeds to wave unwary motorists into the side of the road. He tells them the car will be all right and collects the usual tip when the driver comes back.

One of these parking touters was caught red-handed in the same city a few days ago, and in the police court evidence it was stated that where there should have been no cars at all, 26 vehicles were parked, playing havoc with the traffic, and the man was diligently collecting tips. He was handsomely fined for his pains.

The police, of course, know the motorist is not to blame, but then, if a policeman comes round a corner and sees about half a dozen cars playing havoc with the traffic, and no attendant, bona fide or otherwise, in sight (the tout having seen him first) what else can he be expected to do but issue summonses?

This is a growing practice which is spreading all over the country, and it has already cost unwary motorists quite a lot of money. The moral is to ignore any parking invitation unless the man concerned bears some definite indication of an official position.

G. L. TAYLOR.

## Modern Garages and Their Critics

I notice in your issue of August 5th a letter from "M.R." re petrol pump shortage, which proves again the old saying that a little knowledge is dangerous, inasmuch as he queries the tests carried out by the Weights and Measures inspectors. Is he aware that the pumps are tested regularly every three or four months by a special

### Reply to Short-measure Charge.

container graduated from one gallon to five gallons? The pumps are operated at a fast, medium or slow rate and are often left unused for at least an hour to test if there is any leakage past the valves and then rechecked all over again. In almost every case our pumps have been found to be giving a few ounces over—certainly not much, but, at least, they have not been giving short measure.

We were informed by the inspector, upon our questioning him, that he found that less than 10 per cent. of the total number of pumps he tested throughout all his territory gave short measure, and then a very small quantity—less than half a pint in five gallons.

If "M.R." and other people, including "Focus," who started this controversy, and who ought to know better, knew more about the motor trade, they would realize that the average proprietor or manager is much too busy attending to the wants of very-hard-to-please motorists to spend time trying to give short measure of petrol, as some of your correspondents appear to think.

In conclusion, may I mention that all of our staff will be only too pleased to fill any two-gallon tins "P.G.T." cares to bring along, and have the pleasure of relieving him of

2s. 5d. or 2s. 9d. each time, according to whatever grade of petrol he uses.

I trust you will publish this letter, coming, as it does, from the other side.

T. M. GUIVER,  
For William F. Guiver.

\* \* We are always pleased to give equal prominence to both sides of a controversy.—ED.

### A Plea for Better Garages.

So much is written and talked nowadays about suggested improvements in car design that we lose sight of a very vital point in submitting to the inaptitude of modern garages. With the exception of a very

#### Easier Entry and Exit.

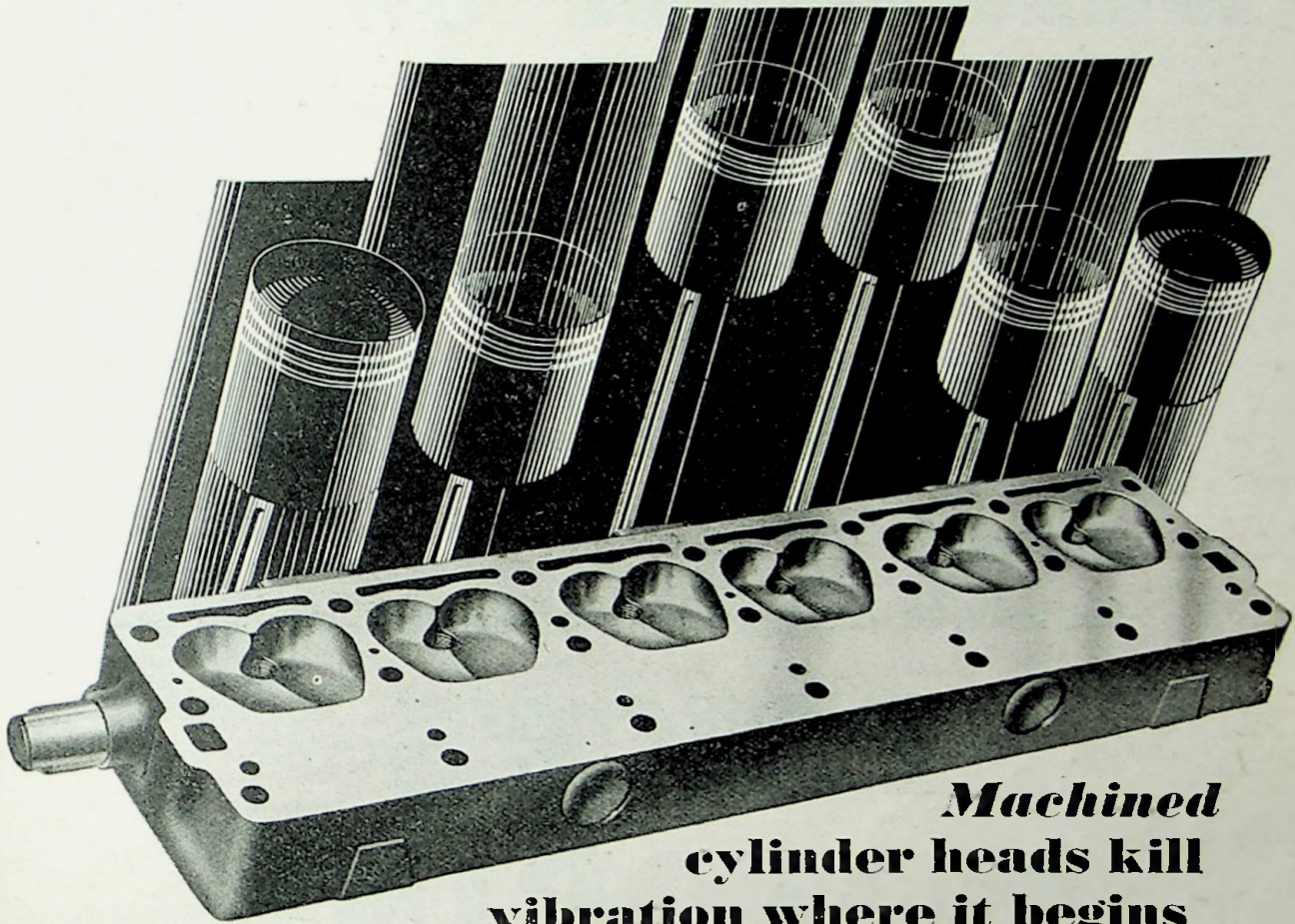
few, garages do not cater seriously for the motorist who wants to leave his car somewhere for several hours. They seem to imagine that all that is required of them is to provide just enough space for cars to stand, with no thought as to ease of entry and exit, whilst such little items as preserving the coachwork from accidental damage does not appear to find place in their "service."

There is, I feel sure, a whole heap of money coming to firms who open garages where facilities exist for easy access to every car; where motorists are met and directed to safe standing room by a polite, smart and attentive attendant who possesses a lot more sense than the average car park attendant; and also where cars can be valeted and oiled and greased speedily, effectively and economically.

JOHN W. E. WILLS.



# One example of Morris thoroughness— 'balanced combustion'



## Machined cylinder heads kill vibration where it begins

You may have noticed that exceptional smoothness of all Morris 'sixes'. One factor accounting for this is 'balanced combustion'. The Morris cylinder heads are first designed to give the most even and equalised combustion—and then they are machined all over to assure it. No other manufacturer of cars in the same price category as the Morris, takes the extra time and trouble, installs the extra patented plant, to carry out machining.

The expense is fully justified in the results obtained. Machining rounds off the interior surface and polishes it to a dead-smooth finish. There is not the slightest roughness or pitting to encourage carbon and pre-ignition. The petrol charge surges freely in and fires with full, unhampered energy. Each cylinder develops equal effort. Smooth running follows as a matter of course. Bear that Morris machining in mind when you are comparing moderate-priced 'sixes'. Make sure of that extra smooth, sweet running which lasts you the entire life of the engine.

THE MORRIS RANGE INCLUDES:—The Morris Minor, Two-seater, £100, Tourer £115, Saloon (Fixed head) £122 10s. Saloon (with Pychley Sliding head) £125, and the Morris Family "light" Saloon £152 10s. Sports Coupe £175. Both models fitted with Pychley Sliding head. Prices ex Works



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



OUR READERS' OPINIONS (contd.).

**Modern Bodies "Positively Dangerous"**

It is a pity that the same considerations of safety that characterize so many chassis are not continued in the design of the bodies built upon them. There is a craze for high waists and consequently shallow windows that is positively dangerous.

**The Earl of Cottenham's Views.** To obtain a low, sweeping effect, the roofs of many saloons and coupés are dropped until the driver is seated so low that he has precious little windscreen left to look through. As for seeing his mudguards, especially the near-side one, it is quite impossible.

Windscreen pillars are apt to be too thick and clumsy; productive, in fact, of serious blind spots; the windscreen itself is often set too far away from the driver, and he, poor fellow, is sometimes swamped behind an unnecessarily

large, high wheel, through or round which he is constantly forced to peer in his efforts to obtain a clear view of the road ahead.

It is all a very idiotic practice, born of trying to make medium-priced cars look like 100 m.p.h. sporting cars. It fails in its object, but it succeeds in making them uncomfortable, unpractical and not a little dangerous.

Although I imagine that the proportion of accidents due to these and other similar faults is small, yet it is truthful to say that the elimination of the blind-spots would do much to render a driver's task an easier one—which, in turn, would be bound to have some effect on his safety as a road user.

COTTENHAM,  
Chairman of the Executive Committee,  
The Order of the Road.

**Readers' Fads and Fancies**

Your correspondent "Senex" is only half right in blaming the indiscriminate use of the strangler for the very high rate of cylinder wear in modern engines. Even the most careful expert suffers in like

**Aluminium Pistons Condemned.** manner and, although at first sight it may seem strange, the greater cause of the trouble is the "aluminium"

piston. Excepting some of the expensive alloys which take an impervious polish, the metal used for ordinary aluminium pistons has a great affinity for grit.

Unlike cast iron, aluminium collects instead of rejects the ever-present particles floating around in the oil and the combustion chamber and soon the piston is acting as an abrasive on the cylinder wall.

The obvious remedy is the featherweight cast-iron piston for any touring car, very light pistons being required only for super-tuned racing jobs. It is rather pitiful to see the engine manufacturer saving an ounce on his piston when so many more serious causes of inefficiency are "sticking out a mile."

ROBT. E. GOLDSBROUGH.

**Push-on Hand Brakes.**

"Focus" touched on an interesting point when he referred to the push-on type of brake lever. Although, as he says, there is nothing wrong with the idea, it seems to me to be a survival of the old days when

**A Seldom-realized Advantage.** brakes did not amount to much. At that time, an emergency stop demanded very energetic work at the driver's end of the

brake controls. It was argued (by Dr. Lanchester, among others, I believe) that as braking tended to throw the driver forward, he would be able to use more force on the brake lever if he had to push it forward rather than pull it back; in other words, something approaching a servo effect was claimed.

Whatever value may have attached to this idea in those days has certainly disappeared now, if only because the hand

brake of a modern car is rarely used for anything but holding the car when it is parked.

However, there is an advantage in this push-on arrangement, particularly when the lever is on the driver's right. When the car is stationary and the hand-brake is applied, the lever is clear of the door opening instead of being pulled back across it. Thus entrance to and exit from the driving seat are improved.

W.E.P.

**Lockable Cubby Holes with—**

The idea of a lockable cubby hole, as suggested by "Focus," is an excellent one, particularly for open cars. If the ignition switch is to be placed inside the cubby, how-

**—An Ignition Switch Inside.** ever, I think it should be an additional switch placed in series with the usual one on the instrument board. It might be rather a nuisance to have to open

the cubby for every little stop and start, as when shopping, for instance. Further, an intending thief would probably never think of searching for another switch if he had already operated one on the instrument board. J. INGLEBY JOINS.

**"You Must Pay for Speed."**

Mr. Norman Conquest's article, "You Must Pay for Speed" was most interesting. Surely two of the most desirable improvements on light cars would be nitralloy

**Improvements Reader Considers Overdue.** cylinder liners and better cooling systems. We can do our best for the cylinder bores by using an upper cylinder lubricant, but it seems surprising

indeed that a light car, in which the engine has relatively more work to do than in larger models, should have the crudest cooling system. A water pump would keep the cooling water well below boiling point, instead of just on the verge of boiling as in a thermo-siphon-cooled engine, and the oil would consequently be cooler. HARD DRIVER.

**A Conversion Scheme for Motorists**

Says the Chancellor of the Exchequer to the British Public: "If you buy that little car you must pay me £10— or whatever the sum may be—for the privilege of being

**Some Facts About Taxation.** allowed to drive it on the roads!" And, being a long-suffering fellow, John Bull puts his hand in his pocket each year

with nothing more than a gentle grumble. If he thought seriously about the monstrous injustice of this imposition, he would surely, at least, insist that the first benefits accruing from the War Loan Conversion and other Government economies should be applied to his relief.

Just think what he could do with £10 worth of indirect taxation spent in other ways less beneficial to trade and less healthy to himself and his family. He could have the most expensive seats at the average provincial cinema some 800 times in the year or drink 4,800 half-pint mugs of beer,

or smoke heaven knows how many hundred thousand cigarettes.

Alternatively, he can spend his holidays abroad and thus present the foreigner with as much money as he likes; or stay in luxury hotels at home which cost him a modest 30s. a day; or plaster his lady friends with the costliest of furs and jewellery—and in each case officialdom will smile benignly on him.

"But," says the Chancellor of the Exchequer, "if you insist on buying that little car—knowing how distasteful they are to all holders of my office—then you must pay me £10 a year; and even then be very careful how you behave yourself, for you will be a suspected person so soon as you let in the clutch and may find yourself in prison if you annoy P.C. Dullwitz or any of his friends!"

Can nothing be done about converting the Chancellor?

F.H.M.  
B37



OUR READERS' OPINIONS (contd.)

Effect of Spark on Performance.

I note Mr. Wilson's very ingenious theory as to the advancing action of increasingly hotter sparks and, up to a point, I am in agreement with him. I do not think, however, that the more rapid heating of the

Are "Fat" Sparks Best? combustible in the neighbourhood of a stronger spark and, consequently, its earlier ignition, can be accepted as a

tenable explanation because this must assume that the duration of the discharge is a tolerably measureable period in relation to piston movement and that the charge inflammation actually commences either at the earlier or later part of this discharge period according to its heat.

If the spark occupied any very appreciable period of time this view would be quite acceptable, but as its duration is generally reckoned to be less than the 50,000th of a second, and no further heating can take place when the discharge is complete, I cannot see how the theory can possibly hold.

In my humble opinion, a more probable explanation is that flame is constant at 80 ft. per second only when it has attained that speed, but that at the instant of its initiation its rate of propagation is relatively very slow and in direct proportion to the area of charge instantaneously ignited.

This theory is not accepted because it clashes with the constant flame speed tenet, but I have the impudence to refute this, despite the authorities which back it. I do not believe that anything—even an explosion flame—can be translated from rest—or, in this case, from actual non-existence—to an 80 ft. per second velocity *instantaneously* in its literal sense. So I still court a trouncing from one of the Lords of Ignition and plump for an acceleration period.

L. MANTELL.

CONDENSED CORRESPONDENCE.

The Rev. P. Hemming informs us that he has a number of blue prints and so on dealing with the Rover Eight which he would be pleased to pass on to any readers who would find them useful. His address is Kelsbam, Headeorn, Kent.

"B.G." (Elham) informs us that he recently drove his B.S.A. three-wheeler a distance of 134 miles and found that the petrol consumption was exactly 2½ gallons, which he rightly considers an excellent performance, especially as the car was well loaded and several stops were made.

READERS' WANTS.

SINGER JUNIOR.—An instruction book for the 1929 model.—H. T. Bush, Claremont Lodge, Montpellier Spa Road, Cheltenham.

CAR BREAKERS.—Information regarding any dump in the Midlands where old cars are broken up.—"Cyclecar," care of The Editor.

LEA-FRANCIS OWNERS.—Any owners of 1926-1927 Brooklands-type two-seater Lea-Francis models living in or around London are asked to communicate with R. P. Tholet, 102, Sinclair Road, London, W.14.

BACK NUMBERS.—Copies of this journal for June 6th, June 13th, June 20th and June 27th, 1930, containing articles dealing with the tuning and maintenance of the Austin Seven.—D. B. Cooke, 4, Hopton Road, Hereford.

BACK NUMBERS.—Copies of this journal for July 11th, July 18th, August 1st and August 8th, 1930, containing articles dealing with the tuning and maintenance of the Jowett.—C. F. Swain, Estate Office, Merton, St. Boswells, N.B.

Questions Asked and Answered

Queries of general interest will be answered under this heading, but a stamped addressed envelope must be enclosed for a reply by post.

Weight of Petrol.—H.R. (Minehead).—Petrol is distinctly lighter than water. Actually, a gallon of petrol weighs approximately 8 lb., whilst the weight of this volume of water is 10 lb.

Battery Connection.—M.K.H. (Derby).—It is a mistake to attempt to make connections to the battery terminals by soldering, as solder is readily attacked by acid, which thus not only spoils the joints, but endangers the plates if any of it should find its way into the cells.

Choice of Plugs.—E.O. (Tring).—Judging by the fact that you have "hotted up" your engine to a considerable extent, we should imagine that the slight misfiring which you notice during a spell of high revs in one of the lower gears is due to unsuitable sparking plugs. In all probability, the original touring plugs which are standard for your engine are unable to withstand the additional heat, and we should advise you to change to a sports plug.

Fitting Tubes.—S.D. (Manchester).—You are quite correct in supposing that french chalk should be rubbed over tubes before fitting, but it is a mistake to use too much as it may form into lumps which, far from acting as a lubricant and preventing chafing, will actually cause it. The best plan is to sprinkle some french chalk on the hands and rub them over the tube, allowing any surplus to fall off. This is much better than tipping a quantity of french chalk into the cover.

Reducing Oil Consumption.—Y.C. (Plymouth).—It is quite probable that a change over to an oil one grade heavier than that which you are using at present may materially reduce your oil consumption and also, to some extent, cut out the trouble you are having with oily plugs. We should not advise you, however, to use an oil more than one grade heavier than that recommended for the engine as the circulation—particularly when the engine is cold—may prove somewhat sluggish, with harmful results. If, therefore, a change-over to the next heavier grade does not produce a material improvement, it is obvious that new piston rings or, possibly, reboring and new pistons are necessary.

B38

Tar Remover.—L.H. (Birmingham).—The best way of removing the tar spots from the cream bodywork of your car is by one of the special preparations—such as Chemico Tar Remover—sold for the purpose.

Checking a Speedometer.—E.W. (New Malden).—If you have no table available giving the speeds in m.p.h. corresponding to various times in seconds for covering one mile, you can easily work out the speed by dividing 3,600 by the time taken. If, for example, you cover a mile in exactly 90 seconds, your speed in m.p.h. is  $3,600 \div 90 = 40$ .

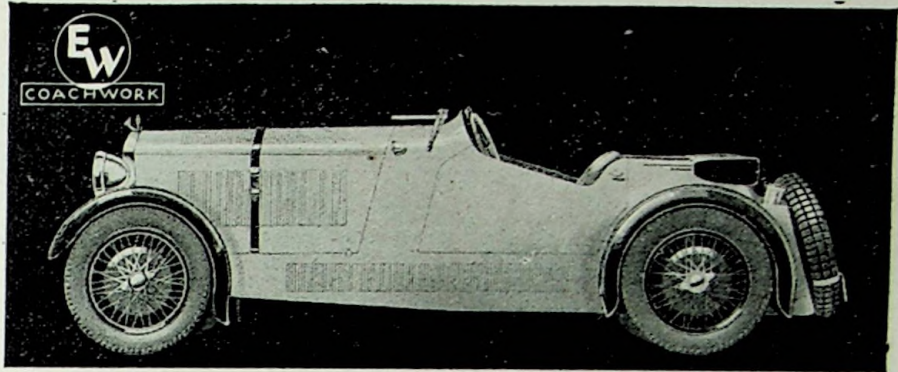
9 h.p. Clyno.—A.C. (Leicester).—The 9 h.p. Clyno was introduced in October, 1927, and the main details of its specification were as follow:—Engine, four-cylinder, 58 mm. by 90 mm. (950 c.c., tax £9); transmission, three-speed gearbox (ratios, 19, 10.2 and 5.5 to 1), open propeller shaft and spiral bevel final drive; suspension, semi-elliptics at front, quarter-elliptics at rear; brakes, internal-expanding on all four wheels.

Number Plates.—C.H. (Skegness).—Strictly speaking, it will not be in order for you to paint your rear number direct on to the curved tail of your sports model, as the law requires that numbers shall be on flat rectangular plates or on unbroken rectangular surfaces forming part of the vehicle, and must be in a vertical position. If, however, you can find a spot on the rear of the tail where the panelling is almost flat and almost vertical, the police are unlikely to take any action.

Servo Brakes.—H.G. (Glasgow).—The term "servo" as applied to brakes denotes that a device is incorporated in the system which supplements the effort applied by the driver to the pedal. Various systems are employed; in the Dewandre, for example, induction-pipe depression is used, operation of the brake pedal opening valves which allow the engine suction to take effect in a cylinder in which is a piston connected to the brake gear; it is the pull on this piston which supplements the pressure applied by the driver on the pedal. Another arrangement is to couple up the brake pedal to shoes acting on a drum on the transmission; the shoes are arranged to "float" and are coupled up in such a way that when they are partially dragged round the drum by friction they apply the normal four-wheel brakes. Yet another plan is to arrange the brake shoes in the wheel drums in a special way so that the friction acting on one of the shoes partially drags it round and serves to apply the other shoe with considerable force.



**ANOTHER  
E.W.  
DAYTONA  
WOLSELEY  
HORNET  
SUCCESS**



In the International Alpine Trial Mrs. Lionel Martin, driving her E.W. Daytona Wolseley Hornet Special, tied for

**THE LADIES' CUP**

and gained a Premier Award  
**(A Glacier Cup) in Group III**  
incurring no penalty marks

*(Subject to official confirmation)*

The International Alpine Trial is the world's most strenuous reliability event, and is open only to standard production cars. The trial lasts for six gruelling days, and covers over 1,600 miles of mountain roads. The light cars are called upon to average over 20 m.p.h. throughout, including the ascent of 37 Alpine passes; and to finish the trial without incurring a single penalty mark is no small achievement.

Mrs. Lionel Martin's car is now on view in our Showrooms at 12, Berkeley Street, W.1.

The E.W. Daytona "Wolseley Hornet Special" 2-4 Seater	£275
E.W. International (2-4 Seater) "Wolseley Hornet Special" chassis	£250
E.W. International (full 4 Seater) "Wolseley Hornet Special" chassis	£255

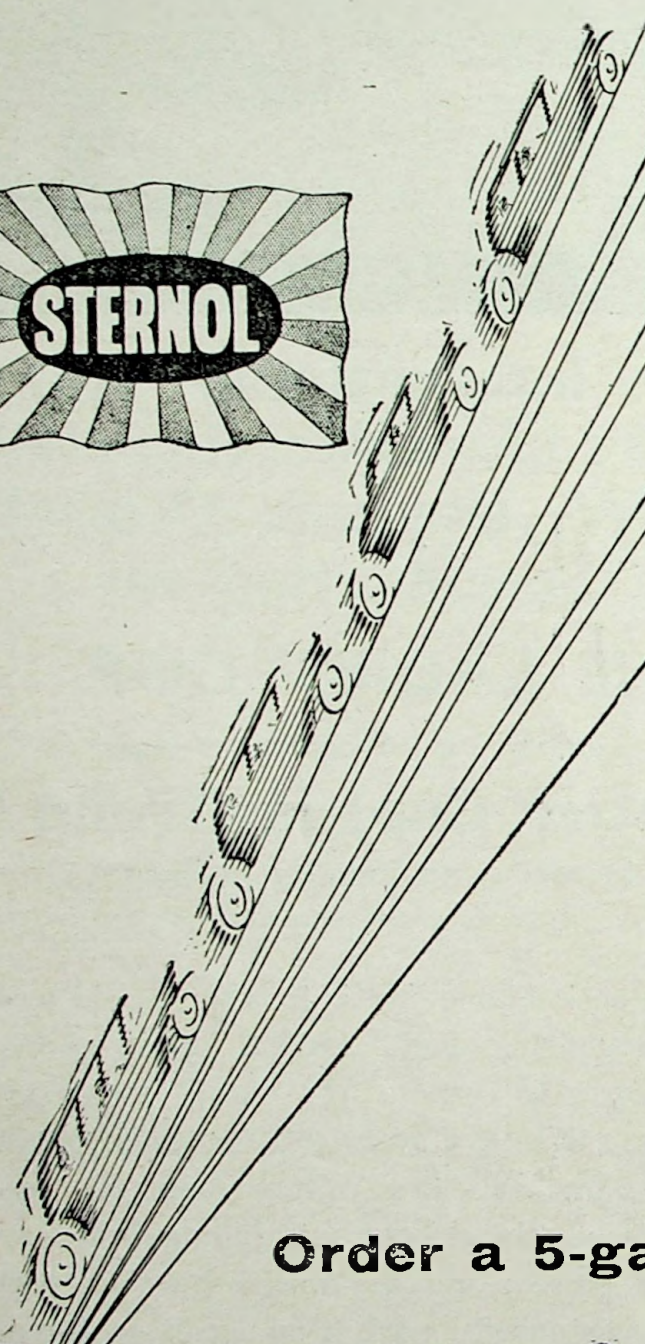
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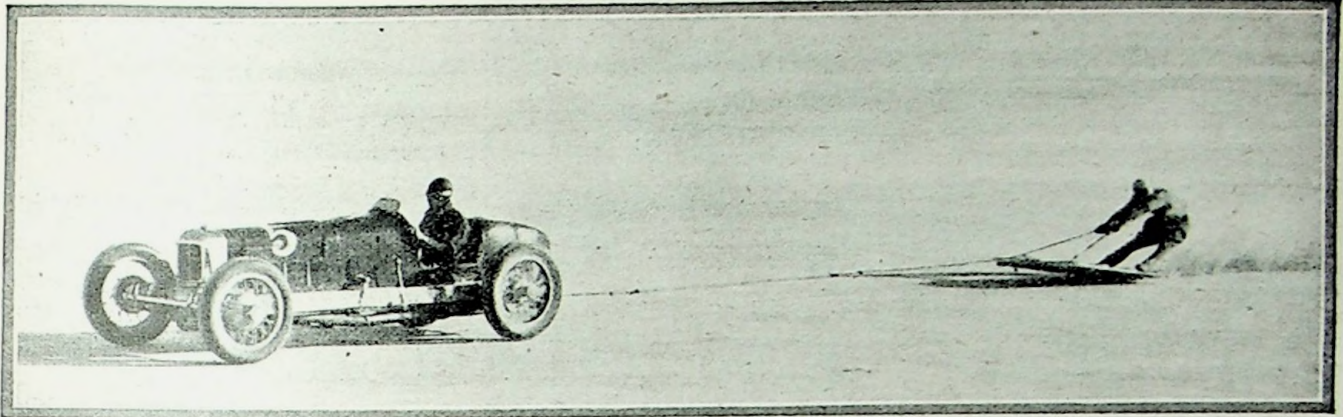
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**WORKS - LONDON AND BRADFORD**

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





FOR THRILL  
SEEKERS.

Those on whom ordinary fast motoring palls might try this new American sport of surf boarding at 70 m.p.h. on sand. Incidentally this is the dry Lake Muroc, California, where a 1½-litre Miller—similar to the one seen here—broke the Class F flying mile record at 164.01 m.p.h. in 1927, driven by the late Frank Lockhart.

CONGRATULATIONS to the Alpine Trial drivers, now back in this country after showing said Alps a thing or two. They have all got excellent reason to feel pleased with themselves. Thirteen of them—seven Rileys, two Frazer-Nashes, two Wolseley Hornets, an M.G. Magna and a Singer—had no penalty marks at all.

A clean sheet for six days of the Alpine Trial is no mean motoring, for there is no doubt that this is really the world's stiffest thing in trials bar none, and is several times more difficult than anything we could possibly produce in this country.

The concluding stages of the trial are dealt with at length elsewhere in this issue, and it will be gathered that the event called for real "he-man" motoring in the fullest sense. Special praise is due to the gallant women drivers, Mrs. Lionel Martin and Miss Margaret Allan, both of whom are no newcomers to competitions, although I believe I am right in saying that neither of them have competed in the Alpine Trial before. Mrs. Lionel Martin drove a Daytona model Eustace Watkins Hornet Special, and Miss Allan was at the wheel of an Abbey model on a similar chassis.

Apropos of which, I hear that Mrs. Lionel Martin's Eustace Watkins Daytona Hornet is on show at the E.W. showrooms, 12, Berkeley Street, London, W.

SOME 30,000 people paid for admission to the Klausen Pass on Sunday last, August 7th, to see the classic hill-climb which is the Swiss event for the European Mountain Championship. The whole mountain or, at any rate, some 30 miles of it, was closed to the public, who had to pay a franc a head (about 1s.) and about 30s. per car, if they wanted to reach the 6,000-ft. summit, from which the best view is obtained.

Incidentally, last Sunday was the first fine day for some time, and crowds of people seized the chance of a day's outing. Having reached the top of the Klausen, many went to sleep in the fragrant grass and took no notice of the speeding cars. The men-folk took off their shirts and spent the day sunbathing. When they became tired of watching the cars they gazed skywards

## SPORTS JOTTINGS

By "THE BLOWER"

at the tiny form of a balloon at a colossal altitude. This was alleged to be Professor Piccard exploring the stratosphere; or it may have been, of course, Dr. Strabismus (whom God preserve) of Utrecht.

The course of the hill-climb was 13½ miles long, had an average gradient of 1 in 12 or so and 45 sharp bends, not to mention a vast number of dangerous curves. The difference in altitude between the start and the finish (which was just below the snow-line) amounted to nearly 4,000 ft.

On Saturday, August 6th, local club members competed in the so-called "Touring" class. In the 1,500 c.c. class three M.G. Magnas competed, but one had a minor crash low down and did not finish. The other two, driven by Regazzi and Maag, climbed in 24 mins. 59.6 secs. and 25 mins. 42.2 secs. respectively, equivalent to about 37 m.p.h.

A 750 c.c. Austin won the 1,100 c.c. class, in the hands of Bigler, whose time was 27 mins. 43.4 secs.

The real sport came on the Sunday, when the sports and racing classes were run off.

The only two cars to finish in the 1,100 c.c. sports class were a supercharged 746 c.c. Monthéry M.G. Midget which, driven by H. Ruesch, climbed the hill in 20 mins. 24 secs., skidding his corners in pretty style, and Zahnd (Austin) which took 23 mins. 1.8 secs. for the ascent.

The 1,500 c.c. sports class was won by P. Dusio in a supercharged Alfa-Romeo, in 19 mins. 4.6 secs. Della Chiesa, in a similar car, was second in 20 mins. 19.4 secs.

G. Aymini, of Turin, won the 1,100 c.c. racing class in an extraordinary vehicle called a Monaco, which looked (I am told) like a Shelsley-Walsh G.N. It had a 990 c.c. twin engine and

climbed the pass in 18 mins. 39.4 secs.! Steinweg (Amilcar) was second in 19 mins. 58.8 secs., and Markiewicz (supercharged 750 c.c. Austin) was third in 21 mins. 52.2 secs.

The 1,500 c.c. class for racing cars was won by H. Simons in a supercharged 1½-litre four-cylinder Bugatti in 17 mins. 53.6 secs. Tauber (Alfa-Romeo) was second in 18 mins. 33.8 secs. and Zigrand (four-cylinder 1½-litre supercharged Bugatti) third in 21 mins. 23.2 secs.

While many of the famous drivers competing provided plenty of thrills, none approached the really amazing record-breaking run of R. Caracciola in one of the twin-drive single-seater supercharged Alfa-Romeos, who flashed up the 13½-mile mountain pass in 15 mins. 50 secs., equal to over 50 m.p.h. average! Stuber was second in this class (three-litre racing), while Lord Howe, who drove his Bugatti with his usual dash and skill, was third in 17 mins. 21.8 secs.

In the 5-litre touring class Healey and Needham were respectively second and fourth in their Invictas, their times being respectively 19 mins. 49.8 secs. and 20 mins. 18.8 secs., despite the fact that Healey skidded into the rocks on one corner and had to reverse back on to the road.

MY friend, M. Letorey, tells me that the long and dismal insurance squabble arising from the fire at Monthéry has ended at last and repair work has already been started on the eastern banking, so that the fastest speedway in Europe will be opened again for use in October. Monthéry does not close for the winter, and many of the most famous records have been made there during the "dead" months.

The fire last spring was a much more serious affair than has been generally imagined. The banked portion of the track is like a thin boarding of ferro-concrete and cement, and it suffered a severe "cooking" from the terrific conflagration of petrol and oil in the garages underneath.

The damage will take from six to eight weeks to put right, now that the lawyers have finished their little argument, and the first week in October may be regarded as the time of re-opening, of which news several British record fiends will be glad.





**ON THE  
KLAUSEN PASS.**

The annual Swiss hill-climb on the Klausen Pass was held last Sunday, as described in these notes. Here is Herr Zahnd (supercharged Austin) sliding one of the 45 corners on the course.

**SPORTS JOTTINGS (contd.)**

THE regulations are now available for the Midland A.C. Shelsley Walsh Amateur Hill-climb (September 3rd), and copies are obtainable from the hon. secretary, Mr. Leslie Wilson, 415, Stratford Road, Birmingham.

The climb is a trade-barred event in two divisions—first, a team event for racing cars, and second, for the fastest climb by (a) a racing car, and (b) a sports car. These categories are further divided into the usual 850 c.c., 1,100 c.c., 1,500 c.c., 2-litres, 3-litres, 4½-litres and over.

There are lots of special cups and sundry prizes—prizes for the fastest man in each class, a cup and £50 for the driver (if any) who breaks the record for the course, a cup for the fastest lady driver of a sports car, and a cup for the fastest driver of a car entered by him for an International race during this year—all being non-trade drivers, of course.

The team event is for teams of three cars and one reserve, and the award goes to the team making the best aggregate time. There is a special award for the best performance by a team which ran in the L.C.C. Race.

Entry fees for the team event are three guineas per team, and for the other classes two guineas per class. The list closes on August 25th.

SAW an amusing thing on the Barnet By-pass the other day. I had just finished telephoning at the A.A. box, which stands at the junction of the by-pass with the old Great North Road just north of Hatfield, when I saw a Moth flying slowly and gently Londonwards towards me, very low and obviously following the road. I watched the aircraft, interested, and then, as the pilot came over the junction, he promptly stuck out his hand, banked his plane, and hummed off down the by-pass, still a few hundred feet up.

ULSTER is becoming all "motoring minded" next week, commencing to-morrow with the Craiganlet Hill-climb. On Monday next the Ulster Motor Rally starts, in which competitors will cover a 750-mile course, eventually arriving at Bangor for the finish, where a concours d'élégance will be held on the afternoon of Wednesday

next, August 17th. In the morning of that day practising begins for the T.T. There is practising also next Thursday morning, and in the evening there is a special motor ball at Bangor, at which function prizes in the rally and concours will be presented. Tomorrow week will, of course, be the Ulster T.T. Race—with all that it implies. \* \* \*

SPEED-TRIAL enthusiasts should make a note of Saturday, September 10th, when the Kent and Sussex Light Car Club are holding more speed trials at the Race Hill, Lewes. The event will be precisely similar to those which this well-known club have held for so long on this well-known course, and there will be 14 classes for touring, sports, super-sports and racing cars with special classes for ordinary M.G. Midgets, any type M.G. Midgets, and any type Wolseley Hornets. The entry is 10s. per class, and entries close on September 10th. Full particulars can be had from the hon. secretary, Mr. H. V. Warren, 51, Ringwood Road, Eastbourne. Two runs are allowed in each class; the length of the track is one-third of a mile from a standing start. \* \* \*

IT is now confirmed that *The Light Car and Cyclecar* Challenge Cup in the Relay Race has been awarded to Capt. Waite's team of single-seater Austins driven by L. P. Driscoll, J. D. Barnes and C. Goodacre. \* \* \*

ENTRIES for the "M.C.C. High-speed Trial and other Events" close on August 24th, mark ye, said trial and other events being due to take place at the track on September 3rd.

The chief events of the day will be the high-speed trial, which will be run in three separate events of one hour each, as usual, starting at 11 a.m., 3.20 p.m. and 4.40 p.m. The first and second are for cars and the third for three-wheelers and motorcycles.

In addition there will be a series of two-lap handicap races, the car classes being 850 c.c., 1,500 c.c., and over 1½ litres. These races will be held from 12.20 p.m. to 3 p.m. and from 5 p.m. to 5.40 p.m. Nor is this all. There will also be a two-lap scratch relay race for motorcycles and three-wheelers, and a similar entertainment for cars, the teams to be of four vehicles apiece.

**CLUB ITEMS**

**NEW MORGAN CLUB.**

There will be a social run to Birling Gap, near Eastbourne, on Sunday, August 14th. The party will start from Caterham at 10 a.m. Hon. secretary: Mr. S. R. Sherwood, 82, Edgley Road, Clapham, London, S.W.4.

**LONDON EAGLE M.C.**

The following events appear in the club calendar: August 14th, run to Arundel; August 21st, support Newlands Scramble; August 27th-28th, week-end camp at Ashridge Park; September 4th, run to St. Osyth.

**WOOD GREEN AND D.M.C.**

Forthcoming events published in the August issue of the club gazette include a social run to Hurdlefoot Woodlands, Pavenham, near Bedford, on August 14th, a sweepstake run on August 21st and a camping week-end at St. Osyth on September 3rd and 4th. Hon. secretary: Mr. S. J. Barnes, 44, Park Road, Haringay, London, N.

**FORTHCOMING EVENTS.**

- August 13th.  
Southport M.C. 100-mile Car Race.  
Ulster A.S.C. Craiganlet Hill-climb.  
Sunbeam M.C. Speed Trials at Gatwick.  
Wyo Valley A.C. Speed Trials at Michaelchurch Court.
- August 14th.  
London M.C. Run to Eastbourne.  
Triumph M.C. Run to Bexhill.  
London Eagle M.C. Run to Arundel.  
Wood Green and D. M.C. Run to Hurdlefoot Woodlands, Pavenham.  
C.S.M.A. (Birmingham Centre). Run to Cleo Hills.  
New Morgan Club Run to Birling Gap.
- August 15th-17th.  
Ulster A.S.C. Irish Motor Rally.
- August 20th.  
R.A.C. Ulster T.T. Race, Belfast.
- September 3rd.  
Midland A.C. Shelsley Walsh Amateur Hill-climb.  
M.C.C. High-speed Trial, Brooklands.
- September 7th.  
Eastbourne Concours d'Élegance.
- September 17th.  
Brighton and Hove M.C. Speed Trials on Brighton Front.
- September 24th.  
B.R.D.C. 500-miles Race.

**BRIGHTON AND HOVE M.C.**

The Brighton Corporation is to present a cup for the fastest run of the day at the speed trials to be held on the Madeira Drive on September 17th. Full particulars from the hon. organizing secretary, Mr. C. L. Clayton, 10, Prince Albert Street, Brighton.

**C.S.M.A.**

Forthcoming events announced in the August issue of the Association Gazette include the following—August 14th, Birmingham Centre run to the Cleo Hills and Temo Valley; August 21st, River Rally at Pangbourne, South Wales Centre Chairman's surprise run and Manchester Centre run to Knaresborough; September 25th, the Annual Reliance Non-stop Trial.

All events are closed to racing machines and open to everything else.

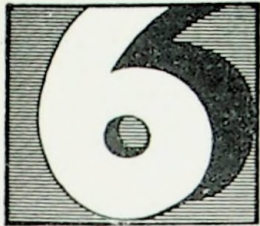
Enclosed with the prospectus I note a little chit which must be used by those who have not driven at Brooklands before. It requests the issue of a permit to do a few laps under observation before the day of the trial. Novices, therefore, please note.

At this juncture I see I have omitted an important thing. The minimum average speeds to be maintained in the high-speed trials are as follow:—850 c.c. cars: 55.34 m.p.h. for a premier award, 49.80 m.p.h. for a second-class, and 44.27 m.p.h. for a third-class; 1,100 c.c.: 58.10 m.p.h., 52.57 m.p.h., and 47.04 m.p.h. respectively; 1,600 c.c. cars: 63.63 m.p.h., 58.10 m.p.h., 52.57 m.p.h. respectively; over 1,600 c.c.: 66.40 m.p.h., 60.87 m.p.h., and 55.34 m.p.h. respectively; three-wheelers: 58.10 m.p.h., 52.57 m.p.h., and 47.04 m.p.h.

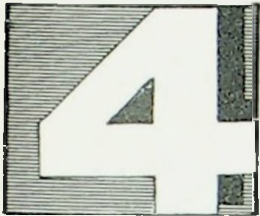


August 12, 1932.

The Light Car 19  
a Cyclecar



CYLINDER

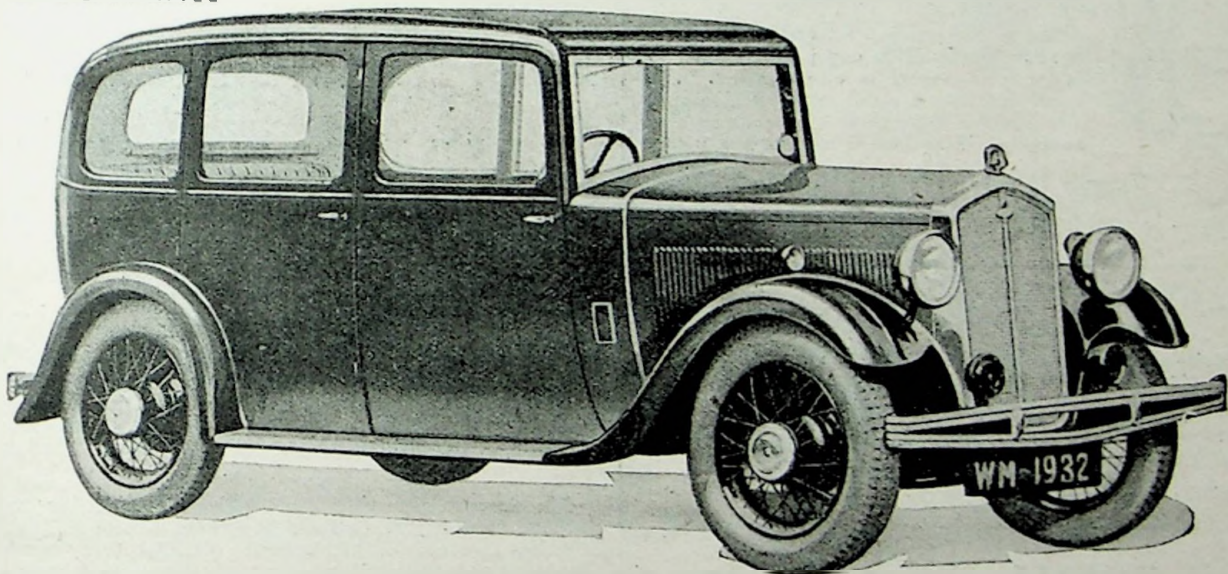


SPEED GEARS



YEARS' GUARANTEE

# 3 reasons why others have bought a HORNET



## These apply equally to YOU

1

Every Wolseley car is a "6.4.2." — You are buying from specialists. The Hornet at £198 10s. is the lowest-priced "6.4.2." car on the market. Tax £12.

2

The specification includes all the following valuable features:—Lockheed hydraulic brakes, hydraulic shock absorbers, sunshine roof, rear petrol tank, Triplex windscreen, winding windows on all four doors, etc., etc.

3

The Hornet has a full-size four-door saloon body, which provides comfortable accommodation for four six-foot people.

# WOLSELEY

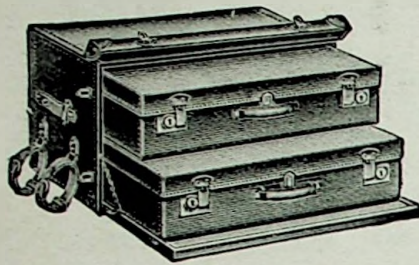


Wolseley Motors (1927) Ltd., Ward End, Birmingham. Governing Director - Sir Wm. R. Morris, Bt.

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



# HOLIDAY EQUIPMENT



## "Duco" Luggage Trunks.

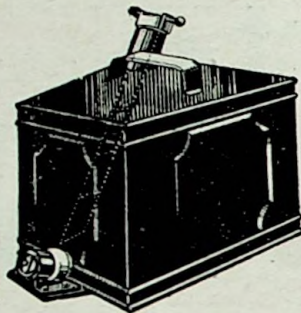
A strong serviceable outfit. Compact yet roomy. Three-ply foundation, covered black waterproof leather cloth complete with 2 fibre suit-cases. No. T7/3, size 27" x 15 1/2" x 15" deep.

**£2/2/9** each.  
Size 30" x 15" x 17 1/2"  
**£2/6/0** each.

## Spare Petrol Can

For Austin 7

Complete with Dip Stick. For fixing to running board. No. P6/28 .. each **9/6**



## DUCO ALUMINIUM KETTLE SET

Fitted with screw-cap lid and screw-cap to spout. Handle folds down and is fixed to body. Tea infuser is also supplied. The kettle fits into a stand when not in use. The stand is fitted with a spirit stove and supports, which form a hob for the kettle.

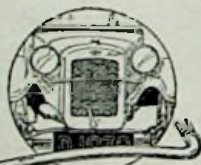
No. L88/75. Capacity 1 1/2 pints .. .. Each **3/6**  
No. L88/76. Capacity 2 1/2 pints .. .. Each **4/-**

## RADIATOR TIE BAR

For Austin 7

For mounting horns, club badges, etc. Chromium Plated.

No. AR2/105 .. Each **6/6**  
1932 model.  
No. AR2/105a.  
Each .. **7/6**



## BRIPAL BRUSHING LACQUER

Specially prepared for owners of Austin, Morris, M.G., Rover and Wolseley Cars, in the exact colours to match the original Bripal Cellulose Finish.

Have a tin handy to make good scratched or otherwise damaged Wings and Panels.

Your local Garage can supply you at **2/-** and **3/9** per tin.

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LONDON, E.C.2.  
128, George St., EDINBURGH,  
and Branches.



# AROUND THE TRADE

The three cars comprising the Riley team which won its class in the Alpine Trial were all equipped with Bosch horns.

Dunlop tyres were fitted to the winners of seven out of the nine events at the August Bank Holiday meeting at Brooklands.

Jowett Cars, Ltd., Idle, Bradford, inform us that their works will be closed from 5.30 p.m. to-day (August 12th) until 7.45 a.m. on Monday, August 22nd, for the receipt of goods other than passenger deliveries.

New premises were opened at 117, Park Lane, Leeds, recently by the Euston Ignition Co., Ltd., who undertake electrical repairs of every description and are official Lucas, C.A.V. and Rotax specialists as well as being B.T.H. service agents.

Herbert Terry and Sons, Ltd., of Redditch, have just issued a new catalogue of their products, which is available to manufacturers and traders. It covers an extremely wide range of products, including springs of every conceivable kind, flexible shaft outfits, wire cables, hose clips, spanners, split pins, washers, and so on.

The India Tyre and Rubber Co. (Great Britain), Ltd., Inchinnan, Scotland, inform us that Raymond Mays, who gained first place in the August Lightning Mountain Handicap and a second place in the August Senior Mountain Handicap at Brooklands on August Bank Holiday, was running on standard India Super Non-skid tyres.

Mr. D. H. G. Richardson, A.M.I.A.E., F.I.M.T., who is well known in the motor trade, has now started business on his own account and is managing director of Nustyle Motors, Ltd., Vivian Avenue, Hendon Central, London, N.W.4. Nustyle Motors are handling Singer, Hillman and Humber cars for a large territory in the Hendon area.

The Light Production Co., Ltd., 60-66, Rochester Row, Westminster, London, S.W.1, have just issued the 1932-3 edition of their catalogue and directory. It is well arranged for easy reference, and gives full details of Cygnet rings suitable for practically every make of car, motorcycle, commercial vehicle, tractor, and so on, whilst details are also included of Aerolite pistons, another product of the concern.

The August issue of "The Cadison Bulletin," a monthly leaflet issued by R. Cadisch and Sons, 5 and 6, Red Lion Square, London, W.C.1, contains details of a number of interesting accessories, including a new creeper which should interest garages. It is constructed of channel steel, and useful features are a hammock-type head rest and an adjustable safety-glass vizor which can be arranged so that it prevents dust and dirt from falling into the eyes of the operator—a very good idea. Its price is 31s. 6d.

Readers who have listened in to the very detailed weather forecasts which are broadcast on a wave length of 833 metres by the Automobile Association from Heston air port, will be interested to learn that Exide batteries form part of the installation of the transmitting equipment. Incidentally, the officer in charge of the station, Mr. T. Herbert, will be pleased to hear from readers concerning the reception obtained, and will also be pleased to receive any suggestions that they may care to make concerning possible improvements.

The Newnham Motor Company inform us that they have been appointed joint distributors for Triumph cars in London and sole distributors for an extensive area in the Home Counties; this appointment marks the renewal of a close business relationship between the two companies which commenced over 30 years ago. The Newnham Motor Company, incidentally, continues to expand, and has just acquired premises in the Golders Green district, which will be opened as an additional branch showroom and service depot so soon as the necessary alterations have been completed.

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



# Don't spoil the trip for a ha'porth of...



Stranded . . . and the nearest help lies miles away. If only the oil had been **Castrol**! Using "cheap" oil is like "spoiling the ship for a ha'porth of tar" . . . "cheap" oil leads to expensive repair bills and a ruined engine. In the long run—as well as the short run—it will be worth while to use only

### Oil is the smallest item of the year's motoring bill

Average COST PER YEAR to run 10h.p. Car	
Tax ... ..	£10
Insurance ... ..	£12
Garage at 5/- per week ... ..	£13
Depreciation ... ..	£30
Petrol for 10,000 miles (35 m.p.g.) 1.4/- per gal. ... ..	£19.12.10
Tyres (2 new or 4 half worn) ... ..	£4. 4. 0
Oil ... ..	£3.15.10
<b>TOTAL</b>	<b>£92.12.8</b>

### Analysis of OIL COST (per year or 10,000 miles)

<b>Castrol XL</b> of proved uniform quality	"CHEAP" OIL variable quality unguaranteed
5 gallons for "topping up" at 2/- per qt. ... ..	5 gallons for "topping up" at 11d per qt. ... ..
£2. 0. 0	18. 4
5 gallon drum for use after draining sump ... ..	5 gallon drum ... ..
£1.15.10	12. 6
<b>£3.15.10</b>	<b>£1.10.10</b>
	But remember the consumption of "cheap" oil will <b>PROBABLY BE DOUBLED</b>

Why risk disaster to "save" a few shillings!

WAKEFIELD  
**Castrol**  
 MOTOR OIL

QUALITY is the Best Policy

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



# NAYLOR & ROOT

- have an astoundingly wide range of Second-hand Cars, each thoroughly overhauled, reconditioned and covered by a 3 months' **Written Guarantee**.
- So why not visit their Showrooms, choose just the right model to suit your requirements and your pocket and spend a really enjoyable motoring holiday?
- If you cannot call, deal with them by post. Any car sent up to 50 miles for a free trial.
- Naylor & Root accept Cars and Motorcycles in Part Exchange and can arrange the easiest of easy Terms. Call or write to-day.

1930 RILEY 9, Monaco saloon, sun roof, wire wheels, brown, exceptionally smart car .....	£145	1930 M.G. MIDGET, 2-seater, large 4-amp, good tyres, splendid chassis, blue .....	£95
1932 M.G. MIDGET, 2-seater, red fabric, mileage 5,000, new condition throughout .....	£135	1931 MORRIS MINOR, coachbuilt saloon, sun roof, very small mileage, maroon, Taxed .....	£82
1931 STANDARD Big 9 saloon, sun roof, wire wheels, leather, black, Taxed December .....	£119	1930 TRIUMPH Super 7, de luxe tourer, duo grey, good tyres, Taxed .....	£68
1931 MORRIS MINOR, special Malby foursome drop-head coupe, red and fawn, Cost £185 ..	£115	1930 MORRIS MINOR, coachbuilt saloon, sun roof, Taxed December, duo tone fawn .....	£75
1931 M.G. MIDGET, 2-seater, small mileage, several extras, finished blue, super smart .....	£110	1929 M.G. MIDGET, 2-seater, cycle wings, sprung wheel, good tyres, blue, Fast .....	£79
1929 RILEY 9, Biarritz saloon, very good tyres, safety glass, exceptionally clean .....	£110	1929 ROVER 10, special 2-seater, diekey, wire wheels, blue and cream, Taxed December .....	£69
1932 AUSTIN 12/8, de luxe Harley saloon, sun roof, leather, black and green, 5,000 miles .....	£169	1929 STANDARD 8, 4-door saloon, standard equipment, blue fabric, very clean .....	£55
1929 RILEY 9, Monaco Mark IV saloon, almost new tyres, Maroon, lovely condition .....	£105	1930 TRIUMPH Super 7, fabric saloon, leather, safety glass, good tyres, Choice two .....	£72
1931 AUSTIN 7, Ulster sports 2-seater, black and green, many extras, tuned engine .....	£115	1929 SINGER 8, tourer, side screens, wire wheels, good tyres, maroon, very clean .....	£49
1930 ROVER 10, saloon, sun roof, wire wheels, leather, bumpers, good tyres, black and red ..	£95	1929 STANDARD 8, Stadium sports, 2-seater, wire wheels, good tyres, black and cream, Fast .....	£58
1931 SINGER 8, saloon, sun roof, 4-speed, wire wheels, very nice condition .....	£80	1929 TRIUMPH Super 7, tourer, small mileage, good tyres, black, Taxed .....	£49

75 cars in Stock.

Open Daily 9-8. Sundays 10-1.  
Phone: BAttersea 6187-8-9.

25, EAST HILL,  
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**3 MONTHS' FREE INSURANCE**

**EXAMPLE:—**  
Third Party Only.  
**AUSTIN SEVEN**  
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**MORRIS MINOR**  
from  
**£2/15/0** Yearly  
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*All types of vehicles including Motor Cycles.*

Special attention is called to the unprecedented offer made by STUARTSON (Insurance) LTD., the PIONEERS of MOTOR INSURANCE by QUARTERLY PAYMENTS without extra cost.

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THE technical motoring terms that often puzzle you are clearly explained in this booklet issued by "The Motor."

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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.



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**THE LARGEST LIGHT CAR BUYERS**

HEAD OFFICE AND SHOWROOMS:  
78, 79, 80, 81, HIGH STREET,  
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(One minute from Hampstead Tube Station.)

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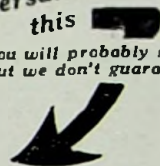
Open all Weekdays 9-9 (including Saturdays).  
SUNDAYS 9 a.m. to 1 p.m.



HIGHBURY CORNER SHOWROOMS

*If you were behind these doors, the showrooms to which all discerning motorists come, you would hear a conversation something like this*

*(If you look carefully, you will probably see the caller, who has just gone in, but we don't guarantee THAT.)*



MR. KIRK. "Good day, Sir, can I help you?"  
MR. N. QUIRER. "Oh, yes; I am interested in the purchase of a used car. I have been recommended by a number of my friends who have purchased cars and motorcycles from you, and who are full of praise for the courtesy and satisfaction they have received."  
MR. KIRK. "Satisfaction is our one aim—we have every confidence in our cars and 3-wheelers; that is why we give a Three-Months' Written Guarantee. In what type of car are you interested?"  
MR. N. QUIRER. "Well, my friend has gone to your Paddington Depot to complete the purchase of a super sports Morgan, and I thought I would see what you have here; but I have not thoroughly made up my mind whether to have a Saloon Tourer or Sports car. I notice you have a large stock, perhaps you would show me round."  
MR. KIRK. "Yes, Sir, with pleasure. Here we have an exceptionally nice SINGER 1929, 8 h.p., 'Porlack' Sports 2-seater, F.W.B.'s, equipped, hood, rigid sidescreens, speedometer, attractively finished, undoubtedly a bargain at £42; or a very roomy, economical touring ROVER, 1928, 10 25 h.p. Sports 4-seater, F.W.B.'s, wire wheels, pneumatic leather upholstery, spring steering, 'V' single piece screen, bucket seats front and rear, exceptionally fast and, as you see, an extremely attractive car, £45 10s."  
MR. N. QUIRER. "What car is that? What an attractive body and colour scheme!"  
MR. KIRK. "Yes, that is a 1931 Triumph Super Seven Special Sports 2-seater Drop Head Coupe, as you see, fitted with F.W.B.'s, bumpers, clock, speedometer, and numerous other accessories, an exceptionally fast car, attractively finished cream and crimson, chromium plated throughout, at £85. Undoubtedly your friends also told you that we go completely over our cars, and they are passed out by a skilled tester before they are delivered. What is more, you are invited into the workshops to see your car undergoing a thorough mechanical inspection, after you have made your selection. Here is a car that I can thoroughly recommend—1928 SINGER, 12 h.p. 4-door Saloon, F.W.B.'s, leather upholstery, fully equipped, dash, very roomy and economical car, specially finished in our own coachpaint shops at £49."  
MR. N. QUIRER. "It is extraordinary how you are able to sell your cars in such beautiful condition and so cheaply in comparison with others I have seen."  
MR. KIRK. "That is quite easily explained. We are able to offer really good cars that we know will bring recommended business, which ensures a quick turnover and, therefore, enables us to offer at low prices."

We are specialists in all makes, including:—  
AUSTIN SEVENS MORRIS MINORS  
SINGER JUNIORS AMILCARS  
JOWETTS MORRIS COWLEYS  
STANDARD NINES WOLSELEY HORNETS  
B.S.A. THREE-WHEELERS, AERO, MORGANS  
etc.

See our next advertisement for another of these interesting chats, next week.

**22-49, PRAED ST., PADDINGTON, W.2**  
'Phone: Paddington 6049 and 6892.  
**28-30-32, HIGHBURY CORNER, N.5**  
'Phone: North 4784.  
SUNDAYS—10 a.m. till 1 p.m. Weekdays—8 p.m.



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emphasize **BENMOTORS** value as greater than ever.

Terms to suit the times! That is Benmotors motto to-day. Nowhere is motoring made more possible—nowhere is greater value offered. Don't take our word for it. Give us details of your present car or motorcycle, get our definite exchange offer through the post, then select a reconditioned model from our stock of some 200 odd modern small cars all under £100. You will be astounded at the possibilities of our service. ★ Remember that every guaranteed car Benmotors sell is subject to 7 days' trial. Get in touch with us now.

Examples from to-day's stock.

**TWO-SEATERS**

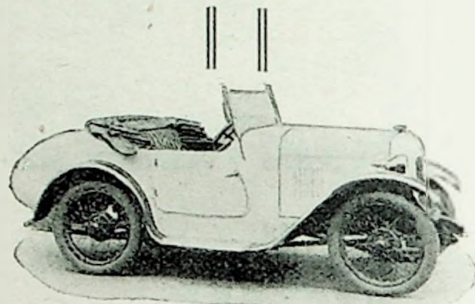
- 99 Pounds. AUSTIN 7, 1931, Arrow sports, mileage only 4,000, absolutely as new. Choice 2 others.
- 69 Pounds. AUSTIN 7, 1930-31, Stadium sports, dual finish, innumerable extras, spare unused. Choice 4 others.
- 65 Pounds. AMILCAR, 1929 grand sports, 2-seater, cycle guards, cowled radiator, streamline body, very attractive. Choice 2 others.
- 59 Pounds. FIAT 9, 1929, de Luxe 2-seater, cellulose finish bodywork, well kept, excellent tyres, all extras.
- 98 Pounds. HUMBER 9-28, 1929, 2-seater, sunk dickey, original condition throughout, one owner, fullest equipment.
- 95 Pounds. LEA-FRANCIS, 1928, 12/50 super sports, twin carburettor, 2-seater, amazingly fast, particularly well kept.
- 89 Pounds. LEA-FRANCIS, 1929, 12/40 2-seater, all extras and equipment, 4-speed, specially tuned, wire wheels. Choice 2 others.
- 89 Pounds. MORRIS Minor, 1931, special Arrow sports coupe, ultra low build, streamlining tail, beautifully appointed.
- 65 Pounds. MORRIS S.V., 1931, 2-seater, full standard equipment, excellent tyres, small mileage.
- 59 Pounds. ROVER 10/25, 1928-9, sports, dual finish, wire wheels, interior well kept, specially tuned. Choice 4 others.
- 85 Pounds. ROVER 10/25, 1930, de Luxe 2/3-seater, sunk dickey, excellent hood and equipment, very small mileage, almost as new.
- 68 Pounds. RILEY 9, 1928, sports 2-seater, sunk dickey, 3 tyres as new, 4-speed, silent third, excellent throughout. Choice 4 others.
- 39 Pounds. SINGER 8, 1928, de Luxe 2-seater, sunk dickey, original condition throughout, small mileage, all extras, economical.
- 59 Pounds. STANDARD 9, 1929, short 2-seater, particularly well kept, excellent tyres, one owner, all extras.
- 65 Pounds. SALMON, 1924, grand sports, double c.h. camshaft, V-screen, cycle guards, particularly fast. Choice 2 others.
- 68 Pounds. SENECA, 1930, sports, 2-seater, 4-speed, particularly fast, streamline body, cycle guards, very attractive.
- 69 Pounds. TRIUMPH Super 7, 1929-30, sports 2-seater, wire wheels, excellent tyres, dual finish. Choice 4 others.
- 79 Pounds. VERNON DEBBY, 1929, super sports, underslung chassis, wire wheels, 4-speed, specially tuned, amazingly fast.

**TOURERS AND SALOONS**

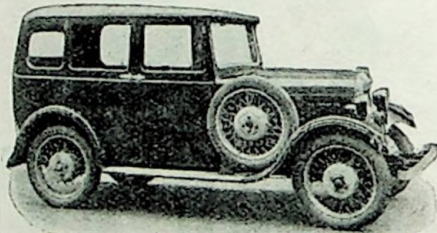
- 79 Pounds. AUSTIN 7, 1931, Saloon, interior and bodywork absolutely as new, beautifully kept, very small mileage. Choice 5 others.
  - 59 Pounds. AMILCAR, 1928-9, 9 h.p., sports, 4-door, low-bull Saloon, well kept, recently completely overhauled, particularly fast.
  - 69 Pounds. FIAT 9, 1928-9, 4-door fabric Saloon, beautifully kept, interior and bodywork tip top, excellent tyres.
  - 49 Pounds. FIAT 9, 1929, 4-door, Tourer, bodywork unmarked, small mileage, one owner, excellent throughout. Choice 2 others.
  - 99 Pounds. HUMBER 9-28, 1929-30, 4-door low built Saloon, excellent tyres, hide interior, tip top throughout. Choice 2 others.
  - 59 Pounds. JOWETT 7, 1929, short fabric Saloon, excellent tyres, bodywork and equipment excellent, well kept. Choice 2 others.
  - 89 Pounds. LEA-FRANCIS, 1928-9, special 12/50 sports Tourer, excellent tyres, 2 spare wheels, particularly fast, £30 worth of extras.
  - 59 Pounds. MORRIS Minor, 1930, small mileage, excellent tyres, bodywork and equipment tip top. Choice 4 others.
  - 99 Pounds. ROVER 10/25, 1930, sportsman's Coupe, sunshine roof, chromium fittings, particularly sound throughout.
  - 85 Pounds. ROVER 10/25, 1930, coachbuilt Tourer, 4-doors, well equipped, excellent tyres, small mileage. Choice 2 others.
  - 69 Pounds. RILEY 9, 1928, Saloon, interior and bodywork well kept, 4-speed, excellent tyres. Choice 3 others.
  - 79 Pounds. RILEY 9, 1928, sports Tourer, excellent tyres, 3 as new, good hood and equipment, original condition throughout.
  - 95 Pounds. SINGER 12, 1930, special Tickford sunshine Saloon, bodywork absolutely unmarked, chromium fittings, as new.
  - 59 Pounds. SINGER 8, 1930, coachbuilt Tourer, bodywork and equipment unmarked, excellent tyres, chromium fittings. Choice 5 others.
  - 89 Pounds. STANDARD 8, 1930, sunshine Saloon, particularly well kept, 3 new tyres, many extras. Choice 4 others.
  - 79 Pounds. TRIUMPH Super 7, 1930, Tourer, dual finish, ribbon radiator, chromium fittings, one owner, excellent throughout.
  - 79 Pounds. TRIUMPH Super 7, 1930, Saloon, hydraulic brakes, wire wheels, all extras. Choice 3 others.
  - 99 Pounds. WOLSELEY Hornet, 1930, coachbuilt Saloon, almost unmarked, excellent tyres, wire wheels, particularly attractive.
  - 79 Pounds. WOLSELEY Hornet, 1930, fabric Saloon, very attractive, dual finish, excellent tyres, perfect mechanically. Choice 3 others.
- Etc., etc., etc. Call and see them all or get list of 200 others post free. All open to A.A. or R.A.C. examination willingly.

★ Any car delivered anywhere in England, Scotland or Wales for only 50/- extra—(this price includes collecting your old one). Our Brochure "Ways and Means" will show you how easily and safely you can buy through the post.

EVERY CAR IS SOLD ON THE UNDERSTANDING THAT IF YOU ARE NOT SATISFIED WITH YOUR PURCHASE FOR ANY MECHANICAL REASON WITHIN SEVEN DAYS OF PURCHASE, RETURN THE CAR AND YOUR MONEY WILL BE CREDITED ON ANY OTHER CAR IN STOCK.



AUSTIN 7, 1930, Swallow Sports, 2-str., innumerable extras, very small mileage £79



SINGER 8, 1931, Safety Saloon, sun roof, mileage 9,000, absolutely as new £99

(Actual photos from stock.)

## Benmotors

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.

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—	
Taxed till—							
NAME.....				What Extras (if any)			
ADDRESS.....							

**ALWAYS SEE WHAT BENMOTORS HAVE BEFORE YOU BUY**



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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.

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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 13 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52. Terms: Cash with order and otherwise net.

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### 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 Offices. 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 is 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, which includes the right of rejection of advertisements, whole or part, containing cut prices of goods coming under an approved price maintenance scheme, and such refusal of copy shall not be a good ground for advertisers to stop 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 loss occasioned by the failure of any advertisement to appear from 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 sub-let 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" c/o "The Light Car and Cyclecar," count part of the advertisement.

### DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or Money Orders save time. Cheques must be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row," and are acknowledged to the seller when "cleared." If a sale is concluded we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1/2 per cent. (minimum charge 1/-) on amounts deposited to cover our expenses of booking, postages, 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.**—Acknowledgements 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 acknowledgement, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

### CLOSING TIME.

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

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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

ALVISES. Under £100. See page 24. 27-195

ALVIS 12-50 super sports, aluminium body, outside exhaust, exceptionally well kept, guaranteed 70 m.p.h., £48, licensed; exchange motorcycle. Tippett, Arlington Rd., Surbiton. Elmbridge 1274. 27-b9e2

ALVIS. J. K. Greenwood and Co., Ltd., offer:—  
£26 10s.!!! Alvis super sports 2-seater, aluminium body, very fast. Exchanges. J. K. Greenwood and Co., Ltd., 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 27-405

ALVIS, 12-50 sports o.h.v. engine, 4-speed close-ratio gearbox, fitted with a standard sports saloon with adjustable front seats, colour scheme is black with blue rings and blue leather upholstery, chromium plated. This car is in magnificent condition throughout, having just had the engine rebored and new parts fitted to the gearbox; it is exceptionally fast, and will do over 70 m.p.h., 30 m.p.g., and over 2,000 on a gallon of petrol, it is undoubtedly a bargain at £95 or £25 deposit. United Motors, Ltd. North Rd. near King's Cross. 27-248

ALVIS, 1927 12-50 super sports 2-seater, pointed tail, red and black taxed, £85, low deposits; exchanges. Page, 199b Upper Richmond Rd., Putney 7671. 27-249

ALVIS, Brooklands 70 m.p.h. sports 12-50 4-seater, cut-away driver's side, numerous extras, recently overhauled and specially tuned, absolutely 100% condition, £37 10s., exchanges. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 27-258

ALVIS, 1923-4 12hp 2-seater and dickey, £9. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 27-396

AMILCARS, under £100. See page 24. 27-195

AMILCAR. Camden Motors offer 2 1927 surbaisse Amilcars in first-class condition; one has 2 spare wheels, Eldridge cowling, Vee screens, etc., and is finished in blue and red cellulose, £49 10s.; the other has 2-piece screens, Bosch hooter, tonneau cover, etc., at £42 10s. Camden Motors, Buck St., behind Camden Town Underground. Gulliver 4089. 27-457

AMILCAR. J. K. Greenwood and Co., Ltd., offer:—

£47 10s.!! Amilcar 9hp 2-seater, Eldridge cowling, etc. Below.

£39 10s.!! Amilcar 9hp 3-seater, taxed. Below.

£37 10s.!! Amilcar 3-seater, blue. Below.

£20 10s.!!! Amilcar 3-seater, black and red; exchanges, deferred; written guarantee. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 27-402

AMILCAR. Park Garage (Leyton) offer:—

1929-30 9hp grand sports 2-seater, cellulose blue and red, chromium plated, taxed and insured, positively the finest and fastest grand sports offered, price £87 10s. Park Garage, Skelton's Lane, Leyton. Leytonstone 1437. 27-543

ARMSTRONG SIDDELEY. F. G. Smith (Motors), Ltd. 12-6 1930 saloon, finished blue, exceptionally nice condition throughout, £75. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 27-451

ARMSTRONG SIDDELEY, 1929 12 6-cylinder saloon, splendid order, leather upholstery, £75. Denman, 152-3 Long Acre, W.C. Open weekdays. Temple Bar 8135-6-7. 27-460

ASTON-MARTIN, 100 m.p.h., overhead camshaft, first registered 1929, 12hp, 1,500 c.c. special job throughout, fitted with beautiful streamlined super-sports 2-seater body, cycle-type mudguards, f.w.b., with aluminium cooling fins, recently repainted and overhauled, just the car for racing, speed trials, hill-climbs, etc., £85; exchanges. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 27-239

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

AUSTIN, 1931 model coachbuilt saloon, excellent condition, any trial, tax paid to end of year, £75; 1930 saloons, coachbuilt, from £55. Cars supplied on repurchase basis on low deferred terms. Ask for particulars. Normand Garage, Ltd. 489 Oxford St., W.1. Phone, Mayfair 6801-2. Open till 7 p.m. week-days, 6 p.m. Saturdays, 10-1.30 Sundays. zzz-47

AUSTIN 7, 1932 series, 2-seater, condition as new, very carefully used, taxed year, £88 cash. Box No. 5241, c/o "The Light Car and Cyclecar." 28-h284

AUSTIN, £65!!! 1930 Wrdor saloon, mileage 8,000, unscratched. Morgan Hastings, Ltd. 95 New Bond St., W.1 (Mayfair 5323), and 212 New King's Rd., Fulham, S.W.6 (Putney 7611). zzz-176

AUSTIN 7 1932 de luxe, buff and black, sliding roof, several special accessories, under 4,000, licensed to December, perfect condition, £100. R. C. G., 8 Victoria Avenue, Bishopsgate, E.C.2. 27-h870

AUSTIN 7 1930 Mulliner de luxe saloon, sunshine roof, visor, one owner, £65, or close offer. 17 Canning Rd., Croydon. 28-h958

AUSTIN 7, late 1929, R.C. special sports 2-seater, in exceptionally smart and sound condition, fully equipped, £65, or exchange Morgan or motorcycle. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5115. 27-224

AUSTIN 7 1931 supercharged Ulster model, mileage 3,000, orange and black, one owner, as new, £125; exchanges. Prince Albert Garage, Staines Road, Sunbury, Middlesex. Telephone, Sunbury 423. 27-h956

AUSTIN 7 1929 tourer, one owner, splendid condition, sound all-weather equipment, £42. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 27-189

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**, 1950 tourer, excellent condition throughout, £52. 1929 tourer, completely overhauled, new tyres, spotless condition, taxed, £48. 1926 G.E. sports special, mechanically perfect, taxed, wants seeing to be appreciated, £28. 12 Temple Sheen Rd., East Sheen, S.W.14. Pros. 1872. 27-117

**AUSTIN**. Newnham's gigantic annual stocktaking sale now in progress. Few examples below, but full list on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

1932 7hp de luxe coachbuilt sliding-roof saloon, very attractive, £98.

1951 7hp coachbuilt sliding-roof saloon, absolutely first class throughout, £72.

1929 7hp de luxe sliding-roof saloon, fitted several extras and exceptionally good, £45.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 27-357

**AUSTIN** 7. £30. 1928 Mulliner saloon, splendid condition and taxed December, mark you; exchanges. Maynards, 241a High Rd., Wood Green. 27-354

**AUSTIN** 7. 1932 sun saloon de luxe, blue, leather upholstery, used few demonstrations, full guarantee, £110. Below.

1932 coachbuilt sunshine saloon, grey, leather upholstery to match, long chassis, perfect order, taxed year, £105. Below.

1931 (March) Swallow saloon, cream-maroon, very small mileage, tyres as new, guaranteed, £105. Below.

1931 coachbuilt sunshine saloon, blue, leather upholstery, carefully used, one owner, taxed, £80. Below.

1930 (May) saloon de luxe, Triplex throughout, leather upholstery, spotless condition, taxed, brown, £57. Below.

1929 wide-door saloon, brown, leather upholstery, good tyres, taxed year, £47. Below.

1929 (May) wide-door saloon, black-red, in exceptional condition, very sound, insurance included, £50. Below.

1928 4-seater, brown, good tyres, sound running order, well kept, insured January, £28. Below.

1927 (June) coachbuilt saloon, blue, leather upholstery, very attractive order, £35. Below.

1926 (April) 4-seater, blue, good tyres, speedometer, clock, grid, 2 horns, splendidly fitted, £18. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 27-359

**AUSTIN** 7. £45. 1928 sports Cup model, Alfa head, stone guard, Brooklands hub caps, air cowls, chromium plated, taxed, many extras; exchange and cash. 51 Bello Bridge Rd., Acton, W.3. 27-115

**AUSTIN** 7. 1925 chummy, very first-class condition, speedometer, clock. Wilstead Garages, Bedfordshire. 27-116

**AUSTIN** 7 chummy, July, 1928, repainted, overhauled, good tyres and taxed year, £32 10s. Also Gordon England Cup 2-seater, taxed, nice condition, £35. R. Skudder, Alma, Pound Lane, Laindon, Essex. 27-111

**AUSTIN** 7, 1929 Cup, hood, screens, refabricized '31, four nearly new tyres, large lamps, deep exhaust, crowded dash, new battery, just completely overhauled, £44. Orr, 21 Connaught Rd., Sittingbourne. 27-110

**AUSTIN** Swallow 2-seater, 1928-29, taxed, insured, £50. 66 River Avenue, N.13, or write. 27-19

**AUSTIN** 7 tourer, 1926, bargain, £25. Whitby, 47 Oak Grove, Cricklewood, N.W.2. 27-15

**AUSTIN** 7. £35, 1928, fabric saloon, leather upholstery, taxed, completely equipped, excellent condition, exchanges, deferred. 86 Acro Lane, Brixton. Phone 3401. 27-12

**AUSTIN** 7a. Earls for bargains.

**AUSTIN** 7, 1930, Wydor fabric saloon, black body and red upholstery, Triplex glass all round, in wonderful condition throughout, taxed, £57. Below.

**AUSTIN** 7, 1950, Stadium sports 2-seater, finished blue and silver, chromium plating, five nearly new tyres, a very fast and exceptional car, £57. Below.

**AUSTIN** 7, 1929, Wydor fabric saloon, black body and red wheels, two new tyres, in splendid condition, taxed December, £48. Below.

**AUSTIN** 7, 1927, Gordon England Cup model, finished black and red, in good condition, taxed, £30.

**AUSTIN** 7a. Earls, 75 Heath St., Hampstead, N.W.3. Open until 9 p.m. on Saturday. 27-338

**AUSTIN** 7 tourers and saloons, £30 to £75. Ready to drive away; taxed, insured and guaranteed 3 months; 100 popular makes in stock; from £10 to £65.

Exchanges and simplest hire-purchase; neither references nor securities required; drive away same day.

Example:—Austin 7, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 27-532

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

**AUSTIN** 7, 1929 4-seater tourer, good condition, £58.

**AUSTIN** 7, 1928 4-seater tourer, good condition, £32.

**AUSTIN** 7, 1928 4-seater tourer, good condition, £30. Ruffells Motors, 97 White Hart Lane, Barnes, S.W.13. Prospect 5549. 27-526

**AUSTIN** 7 Swallows. 1931 saloon, handsome little car, £85. Sports 2-seater, 1930, like new, £65. Bunting's Exchange, Harrow. 27-530

**AUSTIN** 7. 34 guineas!! 1929 Austin 7 saloon, Mulliner, good tyres, tax paid, fine condition; exchanges, terms. Comerlords, Portsmouth Rd., Thames Ditton. 27-520

**AUSTIN** 7, 1929 Wydor saloon body, 1928 engine, 4 new tyres, taxed, insured, perfect condition, upholstery as new, cash £36. 2 Poplar Rd., Leatherhead. 27-x105

**AUSTIN** 7. 1929 G.E. saloon, ball change, Triplex, taxed, perfect condition, £39. Scott, 79 Highgate Hill, N.19. Phone, Arch 3335. 27-b977

**AUSTIN**, 1928 chummy, excellent condition throughout, taxed, £35. Haskins, 155 Ladbroke Grove, North Kensington, W.10. Park 5541. 27-554

**AUSTIN** 7 tourers and sports, several from £30; Austin 7 1928 saloon, good runner, £35; Austin 7, October, 1928, sports, nice condition, fast car, £35; Austin 7 chummy, 1928, good condition throughout, £35. Frenzel's, 319 Edgware Rd. 27-569

**AUSTIN**, 1930 saloon, good tyres, perfect condition, 49 guineas. Elite Motors, Garratt Lane, Tooting Broadway, Wimbledon 2925. 27-527

**AUSTIN** 7a, good used models at Prims Motors.

1927 G.E. saloon, black fabric, exceptional value, £37.

1926 chummy, in very good order, taxed, £23.

1927 chummy, very good order, repainted, £26.

1928 G.B. saloon, 4 new tyres fully insured, £45; part exchanges. Park 0210. 2 Codrington Mews, Blenheim Crescent, London, W. 27-567

**AUSTIN** 7, 1927, tonner, well equipped, recolonized, nice condition, £24. Also 1928 model tourer, licensed, £30. Below.

**AUSTIN** 7, 1927, Gordon Cup sports 2-seater, recently renovated, very attractive, licensed, £32. Another, £26. Below.

**AUSTIN** 7, 1929, Swallow sports 2-seater. Very small mileage, excellent condition, licensed and insured, £65. Below.

**AUSTIN** 7, 1931, coachbuilt saloon, small mileage, £72; exchanges, terms. Noringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 27-311

**AUSTIN** 7 saloon, 1930, coachbuilt, tax paid, £60. Choice of six others from £38. Exchanges, terms. Whitby's, 7 The Vale, Acton, W.3. Phone, Shepherd's Bush 1513. 27-321

**AUSTIN** 7, 1929, Wydor saloon, taxed year, £47; 1930 (late) Austin 7 van, good condition, £55. Love and Sons, Ltd., Walton-on-Thames 35. 27-329

**AUSTIN**.

F.O.C.H. LTD. 1931 (July) Swallow coachbuilt saloon, blue and primrose, f.w.b., extras, magnificent condition, extremely smart, taxed, 85 guineas. Below.

F.O.C.H. 1928 Gordon England Cup, black and red, f.w.b., chromium, new hood, cycle-type wings, excellent tyres, many extras, superb condition throughout, recently completely overhauled at cost of £14, year's tax, 38 guineas. 3-5 Heath St., N.W.5. Hampstead 2215-6. Open Sunday mornings. 27-331

**AUSTIN** 7, 1926 2-seater sports, Stadium type, all metal body, red and black, £35; or exchange Austin tourer. Buckingham, 24 Lattom St., Camberwell. 27-b965

**AUSTIN** 7 1927 tourer, excellent condition, engine recently overhauled, £30. 46 Woodford Avenue, Ilford. 27-b960

**AUSTIN** 7. 1931 (June), a.s., unsoiled, taxed and insured, extra gadgets, £90; giving up; seen after 4 p.m., Jackson, 12 Wickham Rd., Croydon. 27-b959

**AUSTINS**, under £100. See page 24. 27-197

**AUSTIN** 7a. Max Murray Motors is the firm for these wonderful little cars.

Call and see them or we will gladly send them to you.

**AUSTIN** 7, 1931, coachbuilt saloon, in fine order inside and out, £77 10s.

**AUSTIN** 7, 1927, Cup model, very fast, £35.

**AUSTIN** 7, 1928 (August), coachbuilt 2-seater, taxed, very clean, £40.

**AUSTIN** 7, 1928, van, painted, ready for hard work, very sound, £34.

**AUSTIN** 7 Cup models always in stock at the lowest prices.

Generous allowances made for any make of car or motorcycle. Deferred terms.

Max Murray Motors, 70 High St., Tally Ho! Corner, North Finchley. Open on Sunday mornings. Hillside 3366. 27-417

**AUSTIN** 7, 1931, Swallow sliding roof saloon, black and cream, bumpers, numerous extras, spare wheel unused, one careful owner, indistinguishable from new, £115. Exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2182-1688. 27-416

**AUSTIN** 7, 1930, blue tourer, Triplex, chromium, small mileage, mechanically perfect, good tyres, excellent condition, taxed, £50. 330 Burdett Rd., Limehouse, E.14. 27-x101



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

**AUSTIN 7**, late model sports 2-seater, black and red, excellent order throughout, £26. Exchanges and deferred terms. Waldron Motor Mart, 645, Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 27-432

**AUSTIN 7**, 1930, 2-seater, blue, insured, £70. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 27-433

**AUSTIN 7**, 1931, Swallow coachbuilt saloon, two-colour finish, chromium plating, bumpers, positively as brand new, £105. Below.

**AUSTIN 7**, 1931, saloon, sunshine roof, finished black, licensed to December, mileage 8,000, new condition throughout, £80. Below.

**AUSTIN 7**, 1928 Chummy, finished dark blue new tyres all round, magnificent condition throughout, £39. Exchanges deferred payments. W. E. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. Phone, Museum 9515-6. 27-274

**AUSTIN 7**, 1928 special coachbuilt 2-seater, taxed, £38. Below.

**AUSTIN 7**, 1927 Cup, exceptional condition, taxed, £37. Below.

**AUSTIN 7**, 1924-S chummy, good order, £17, low deposits; exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 27-250

**AUSTIN 7s**. Carlton Garage for Austin 7s.

1931 Boyd-Carpenter sports, cream, cycle wings, 95 guineas.

1929 Boyd-Carpenter sports, perfect, 69 guineas.

1932 type tourer, registered 1931, 69 guineas.

1932 model supercharged Ulster sports, 112 guineas.

1930 Stadium sports, blue and black, 65 guineas.

1929 Stadium sports, cream and black, 47 guineas.

1931 Ulster sports, 1932 improvements, 92 guineas.

1929 and 1930 saloons, several from 41 guineas.

1927 saloon, engine just overhauled, 27 guineas.

1928 Cup sports, special wings, 42 guineas. 79 Carlton Vale, Maida Vale. Open Sunday mornings. 27-261

**AUSTIN 7**, Cup model, 1929 model, recently overhauled and in really 100% condition throughout, numerous extras, guaranteed, £42 10s.; exchanges or deferred payments. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 27-240

**AUSTIN 7s** always available, tourers and saloons. 781b London Rd., Thornton Heath. Phone 3456. 27-552

**AUSTIN 7** Swallow saloon, 1930, very nice condition, thoroughly recommended, hire-purchase, exchanges; £72 10s. Taylors. Below.

**AUSTIN 7** fabric saloon, one owner, thoroughly overhauled, choice of 2, from £59. Taylors, 135 London Rd., Kingston. 1263. zzz-185

**AUSTIN 7** 1932 coachbuilt long sunshine saloon de luxe, full equipment, one owner, as new throughout, guaranteed, £97. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 27-190

**AUSTIN 7**, exceptionally good and clean 1927 tourer, 27 guineas. Millars. Exchanges, deferred. 95a Mitcham Lane, Streatham. Phone 5159. 27-433

**AUSTIN** Cup model, with special detachable hood and special wind-screen, very fast car and in splendid condition throughout, £30. Below.

**AUSTIN**, genuine Brooklands model, tulip valve, high lift camshaft and special exhaust, 35 mm. Solex carburettor, rev. counter, etc., wonderful performance and easy starter, body requires attention, accept £32 10s. Camden Motors, Duck St., behind Camden Town Underground. 27-436

**AUSTIN 7s**. "There's no place like Holmes." It will pay you to inspect our present stock of exceptionally nice clean second-hand cars. 1929 Swallow saloon, black and cream, fine condition, a bargain, £59, or £18 deposit, including 12 months' insurance; 1929 saloon, £48, or £15 deposit, including insurance; 1928 tourer, £36, or £12 deposit, including insurance; 1926 tourer, £27, or £10 deposit, including insurance; also a 1928 van, a bargain, £40; exchanges. Herbert W. Holmes, 29 Foley St., Gt. Portland St., W.1. Museum 1414. 27-264

**AUSTIN 7**, 1927, chummy, full equipment, taxed till January, insured, splendid condition, £42; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 27-226

**AUSTIN**, £24; exchanges!!! 1927 tourer, new tyres, taxed, first-class condition throughout; also saloon. Chidley, 579b High Rd., Tottenham. Phone 2920. 27-441

**AUSTIN 7**. Cass's Motor Mart, Ltd. (established 1911). 1932 de luxe coachbuilt sunshine saloon, £108; also 1931 at £85; written guarantees, demonstrations free within 50 miles; exchanges, extended payments. Cass's, 5 Warren St., W.1. Museum 0623. 27-443

**AUSTINS**. A.Z. Motors for Austins. Below.

1930 Austin 7 black fabric saloon, taxed, £52 10s.

1929 Austin 7 Mulliner sunshine saloon, £47 10s.

1925 Austin 7 chummy, taxed, good condition, £20.

A.Z. Motors, 180 West End Lane, West Hampstead. 0523. 27-414

**AUSTIN 7**, £69 10s. 1931 coachbuilt saloon, sun roof, one owner, positively as new throughout; another, £75 10s.; exchanges, terms. Below.

£27 10s. 1927 Austin 7 tourer, particularly attractive condition. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 27-307

**AUSTIN 7**. Brooklands Motor Co. offers 1930 supercharged sports 2-seater, very small mileage, exceptional condition, £125; written guarantee, exchanges and private deferred terms. 410-416 Euston Rd., N.W.1. Museum 3143-4. 27-294

**AUSTIN 7** Gordon England saloon, 1928, black and brown, leather upholstery, taxed year, £45. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 27-284

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

**AUSTIN 7**, 1929 chummy, excellent condition, £42 10s. G.I.M. Motor, 13 Worple Rd., Wimbledon. Telephone 6026. 27-550

**AUSTIN 7**, 1932 coachbuilt sunshine saloon, blue, 2,000 miles, extras, perfect, £105, taxed December. Box No. 5327, care of "The Light Car and Cyclecar." 27-133

**AUSTIN 7**, 1931 Swallow saloon, small mileage, excellent condition, £99.

1931 Austin 7 chummy, taxed, nice condition, £65. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 27-496

**AUSTIN 7**, 1928 Cup model excellent condition throughout, £39. W.J.C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. Exchanges, deferred. Send for list. 27-493

**AUSTIN 7**, Mulliner sports coupe, sun roof, 1930-31, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6. 27-461

**AUSTIN 7**, 1931 saloon, small mileage, sun roof, black and red, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. 27-462

**AUSTIN 7**, £30, 1928 chummy. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 27-463

**AUSTIN 7**, 1931 coachbuilt saloon, sun roof, £75. Denmans, 132 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 27-464

**AUSTIN 7**, 1928 saloon, Triplex, all good tyres, excellent chassis, £32. Clapham Automobiles, Ltd., 72 Park Hill, Clapham. Macaulay 4426. 27-1078

**AUSTINS**. F. G. Smith (Motors), Ltd. for Smith-conditioned cars. Austin 7s: 1931 saloons from £85; 1930 saloons from £70; 1929 saloons from £55; 1927 tourers from £50; 1929 tourers from £50. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 27-452

**AUSTIN 7**. Broadway Motors offer 1931 Swallow saloon, bumpers, hardly used, 100 guineas; choice of 6 from £65.

1929 Austin 7 Swallow saloon, excellent condition, £62; choice of 2, 1930 Austin 7 K.C. special sports 2-seater. Alta head, Solex carburettor, very fast, £82 10s. Many others from £25.

1931 Austin 7 coachbuilt saloon, indistinguishable from new, taxed year, £77 10s.; choice of 8 from £35; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 27-523

**AUSTIN 7** 1929 tourer, tonneau cover, Alta aluminium head and induction, reserve petrol feed, nearly new tyres, spotless condition, £45; exchanges, deferred. Allery and Bernard, 344 Kings Rd., Chelsea. Flaxman 4633. 27-266

**AUSTIN 7** 1932 coachbuilt sunshine saloon, leather upholstery, long chassis, very small mileage, taxed, £98. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tele., Streath. 9520-1. 27-296

**AUSTIN 7** 1925, bargain, £16. Medlock, 14 St. Margaret's Rd., Peterborough. 27-h988

**AUSTIN 7**, 1929 Cup Model, cycle-type wings, perfect condition, taxed year, £47 10s.; bought larger car. Pollitt, Moorgate, Bury. 27-h991

**AUSTIN 7** Swallow 2-seater, 1929, taxed, insured, £55, private, Kennedy, 16 Hayne Rd., Beckenham. 27-h992

**AUSTIN 7**, 1931 sunshine saloon, practically new, £75. Below.

1932 Austin 7 van, specially fitted, cost £130, practically brand new. £95. Lionel H. Pugh, 55 South Molton St., W.1. Mayfair 4433. 27-281

**AUSTIN 7A**. Ambassador Motors offer:—

1927 Coachbuilt saloon, 100% condition, £32 10s.; 1927 chummy, good order, £25; 1931 coachbuilt saloon, as new, £75.

Call and see these bargains; exchanges. Ambassador Motors, 1013b Finchley Rd. (1 minute Golders Green Station). Hendon 2253. 27-j29

**AUSTINS**. Naylor and Root for the best selection.

£85. 1931 coachbuilt saloon, sliding roof, taxed December.

£65. 1930 Stadium sports 2-seater, taxed, excellent car.

£72. 1930 coachbuilt saloon, wonderful condition.

£59. 1930 Avon sports 2-seater, exceptional performance.

£45. 1928 4-seater, one owner, taxed December, any trial.

£42. 1928 Cup sports 2-seater, good order, taxed.

£65. 1930 Wydor saloon, black and red, attractive.

15 models to choose from. Demonstration at your door. Phone an appointment. We vouch for the mechanical condition of each car.

Have you a part-exchange proposition? Let us have it. Three-wheelers or motorcycles accepted at competitive market values. 12 or 18 months deferred.

Naylor and Root are almost certain to have what you want at the price you wish to pay. Write for complete list. 248-250 Lavender Hill, Clapham Junction, S.W.11. Car Showroom at 25 East Hill, S.W.11. Phone, Battersea 6187-9. Open 9 a.m. to 8 p.m. and Sunday mornings 10 a.m. to 1 p.m. 27-389

**AUSTIN 10-4**. Sale!! 1932 saloon, mileage 1,400, £155. Steele Griffiths, Abbey House, Victoria St., S.W.1 (facing Westminster Abbey). Victoria 0467. 27-508

**AUSTIN 7**. Sale!! 1930 saloons, choice of 5 good cars, from £49. Steele Griffiths, Court House, Camberwell New Rd., S.E.5. Rodney 2201-4. 27-507

**AUSTIN 7**. Sale!! 1929 saloon, excellent, £49. Steele Griffiths, 89 Gt. Portland St., W.1. Langham 1601. 27-506



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

- AUSTIN 7.** £7 deposit, 69 guineas cash. Late 1931 chummy, very carefully used, practically new, year's tax; exchanges. Rowland Smith. Below.
- AUSTIN 7.** £3 deposit, 29 guineas cash. Late 1927 coachbuilt saloon, very good condition, taxed; exchanges. Rowland Smith. Below.
- AUSTIN 7.** £4 deposit, 59 guineas cash. 1928 model Gordon England Cup, very good condition, taxed; exchanges. Rowland Smith. Below.
- AUSTIN 7.** £4 deposit, 59 guineas cash. 1929 Wydor fabric saloon, very good condition; list free; exchanges. Open all week-days, including Saturdays, 9-9; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 27-378
- AUSTIN 7.** McCarthys Motors (1925), Ltd., bargains:-  
1931 7hp coachbuilt saloon, perfect condition, £75.  
1931 7hp sunshine coachbuilt saloon, new condition, £80.  
1930 Anstin 7 tonner, one owner, very clean, £60.  
Part exchange and deferred terms arranged.  
McCarthys Motors (1925), Ltd., 28 Queen's Rd., W.2. Park 7766. 26-574
- AUSTIN,** 1930 Avon sports, £65; 1929 saloon, Wydor, £45; 1928 saloon, £35; 1928 chummy, £32; 1926 chummy, insured, £27; 1924 chummy, £12; exchanges and deferred. Palmers, 55 York St., Twickenham. Popesgrove 1454. 27-576
- AUSTIN Arrow** 1930 7hp sports 2-seater, full dash, pneumatic leather upholstery, very attractive cream and black finish. Don't miss this snip! £59 Kirk, below.
- AUSTIN 1929 7hp Mulliner saloon,** nicely fitted interior, good condition and appearance. Genuine Kirk bargain, £47 10s. Kirk, below.
- AUSTIN 1927 7hp saloon,** usual equipment, f.w.b., starter and other equipment, black and red finish. Can you beat this value! £32 10s. Three-months-written-guarantee, exchanges, terms. 100 other cars. 22, 49 Praed St., W.2. (Paddington 60\*9.) 27-580
- B.S.A. Hackford Motors, the B.S.A. 3-wheeler specialists.** Eighteen months to pay, good prices in part exchange; trade supplied. Write for catalogue. Below.  
Hackford chromium luggage carrier, sports 32s. 6d.; de luxe and family, 29s. 6d. Below.  
Hackford's for guaranteed second-hand 3-wheelers from £65. Inspection invited at our showrooms.  
Hackford Motors, Ltd., 182 Acro Lane, Brixton. Phone 3062. zzz-85
- B.S.A. 3-wheeler, sports, latest model, taxed, run 500 miles, perfect, guaranteed, 92 guineas; monthly payments, exchanges. Taylors, London Rd. Kingston 1265. 27-213**
- B.S.A. 1931 3-wheeler sports, excellent condition, spare unused, taxed December, 75 guineas. Reynolds, Draper, Burry Port. 27-h931**
- B.S.A. 1931 sports, front drive, taxed year, small mileage, excellent condition, £59 10s. S. D. C. Taylor and Co., Ltd., 6 Kendrick Place, near South Kensington Station. Kensington 8965. 27-192**
- B.S.A. 1931 (August) sports 3-wheeler, mileage 7,000, perfect, £80 or nearest. West, "Dunromyn," North Dean, High Wycombe. 27-h981**
- B.S.A. 3-wheeler. Carlton Garage, 1952 standard 2-seater, black and red, 81 guineas. 79 Carlton Vale, Maida Vale. Open Sunday mornings. 27-259**
- B.S.A. 3-wheeler, 1932 Family model, taxed to December, mileage 1,700, definitely as new, £85; exchanges, terms. Whitbys, 7 The Vale, Acton, W.3. She. 1513. 27-323**
- B.S.A., 1932 4-wheel 2-seater, tax paid, black and red, small mileage, condition as new, £79; motorcycle part exchange. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 27-269**
- B.S.A. 3-wheelers.**  
Naylor and Root again offer a wonderful selection.  
£69. 1931 de luxe 2-seater, saxe blue, excellent order, taxed.  
£72. 1931 sports 2-seater, black and red, 8,500 miles.  
£82. 1932 de luxe 2-seater, wiper, spotlight, taxed.  
£85. 1931 special sports, black and red, taxed year.  
£79. 1931 family 4-seater, 4,000 miles, taxed, special.  
9 models in stock. Usual generous exchange allowances and deferred terms. Your motorcycle, Morgan or car accepted in part exchange.  
Naylor and Root, B.S.A. Specialists. Full list on request. 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.; Sunday, 10 a.m. to 1 p.m. 27-390
- B.S.A. 3-wheeler, 1931 (June), sports model, fitted with family wind-screen and hood, black and red, small mileage, excellent condition throughout, taxed, £75. C. G. Norman and Co., Ltd., 46-58 Vauxhall Bridge Rd., S.W.1. Phone, Victoria 7611. 27-393**
- B.S.A., 1931 sports, small mileage, new tyres, taxed year, as brand new, £75. A.Z. Motors, 180 West End Lane, Hampstead 0523. 27-412**
- B.S.A. £6 deposit, 65 guineas cash. 1932 model, sports 3-wheeler, one owner, very good condition; list free, exchanges. Open all week-days, including Saturdays, 9-9. Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 27-377**

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

- BUGATTI, 70 m.p.h. 1½-litre 12hp super sports 4-seater, overhauled recently, repainted, 2 new tyres, 2 spare wheels, Hartfords, numerous extras, £225; exchanges. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 27-241**
- BUGATTI, genuine 85 m.p.h., twin magneto, full Brescia, fitted with beautiful mottled aluminium streamlined body, costing over £200, overhauled and reconditioned throughout, one of the prettiest sports cars on the road at the moment, £255; exchanges, Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 27-242**
- BUGATTI, genuine 80 m.p.h., twin magneto, full Brescia super sports 4-seater, cut-away driver's side, recently reconditioned throughout and fitted with 27 by 44 wellbase wheels and tyres, f.w.b.s., tax paid, £60; exchanges. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 27-243**
- CEIRANO, J. K. Greenwood and Co., offer:-**  
£27 10s. 10-40hp super-sports 4-seater, taxed September, f.w.b., 4-speed, colour black and ivory, wire wheels, tonneau cover, concealed hood, etc., fast and sporty car, in nice condition; exchanges or deferred. 30 and 30a Highbate Rd., N.W.5. Gulliver 2251-2. 27-407
- CITROEN 7, new tyres and hood, mechanically sound, 1925, £10. 195 Meadow Estate, Greenford Rd., Greenford, Middlesex. 27-h964**
- CLYNO 1928½ 9hp 4-seater, 4 new tyres, perfect, £16. 3 Providence Place, Kilburn. 27-226**
- CLYNO 9, 1928 4-seater, f.w.b.s. and full equipment, splendid condition throughout, £25. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 27-244**
- CLYNOS, tourers and saloons, £10 to £30, ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.  
Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day.  
Example:-Clyno, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.  
Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 27-533**
- CLYNO, 1928 11hp Royal saloon, superb condition, £35. Paul and Co., 51 The Mall, W.5. Ealing 4653. 27-485**
- DE DION-BOUTON, F.O.C.H., Ltd. 1925 (October) 9.5hp drop-head coupe, double dickey, f.w.b., Magna-type wire wheels, remarkably fine car, in excellent condition throughout, 14 guineas. 3-5 Heath St., N.W.3. Hampstead 221-6. Open Sunday mornings. 27-330**
- FIAT 8hp coachbuilt saloon, very good condition, good tyres, taxed, insured June, 1933, £32. 28 Dollis Hill Avenue, N.W.2. 27-h935**
- FIAT 8 1928 drop-head coupe, very nice order, £28; exchanges. Prince Albert Garage, Staines Rd., Sunbury, Middlesex. Telephone, Sunbury 423. 27-h937**
- FIAT, 1926 9hp 2-seater, perfect order, £24; low deposits, exchanges. Page, 199b, Upper Richmond Rd. Putney 7671. 27-251**
- FIAT 8hp 2-seater, excellent condition, appearance and tyres, taxed, £19. 181 The Grove, Goldhawk Rd., Shepherd's Bush 2230. 27-231**
- FIATS, under £100. See page 24. 27-198**
- FIAT 8hp, recently completely overhauled, new appearance, taxed, £50. 8 Embankment, Bedford. 27-h998**
- FIAT, 1929 8hp 4-seater, maroon, engine rebored and overhauled, very exceptional order throughout, £39 10s. Harry Nash, 548 King St., Hammersmith. 27-287**
- FIAT 9, 1930 model Swallow saloon, exceptionally nice order throughout, £90. W. T. Dunn, Ltd., 307 Euston Rd., N.W.1. Museum 5391. Exchanges, deferred terms. 27-285**
- FIAT, 1927 9hp 2-seater, f.w.b., £30. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 27-424**
- FIAT 10hp, 4-seater, 1927, f.w.b., beautiful order, nearly new tyres, sacrifice £25. Nightingale 2a Balham Hill, S.W. Phone, Battersea 0554. 27-118**
- FIAT 8, 1926 4-seater, chassis literally faultless, paintwork dull, excellent all-weather equipment, 3 good tyres, 2 smooth, taxed December, £22 10s. Read and Bennett, 40 Linhope St., Upper Park Place, N.W.1. Paid. 9550. 27-553**
- FIAT 12, 1928 touring car, fine order, £50. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 27-466**
- FIAT 12, 1931 2-seater Roadster, fine order, £110. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 27-465**
- FRAZER-NASH cars offer for sale these reconditioned cars:-1931 Falcon o.h.v. 4-seater; 1931 Interceptor 3-4-seater, 3 speeds; 1930 Boulogne o.h.v. 3-4-seater, 4 speeds; 1927 super sports, lowered chassis, 4 speeds, 3-seater. Full particulars on application, Falcon Works, London Rd., Isleworth. Hounslow 3171-2. zzz-182**
- FRAZER-NASH, £20. 12hp semi-sports 3-4-seater, good condition. Coles, Clarence Yard, 1 Southern St., King's Cross, N.1. 27-87**

"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.



AUGUST 12, 1932.

(Supplement v.)

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

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

**CWYNNE** 8. special sports streamline 2-seater, f.w.b., pneumatic upholstery, dynamo, starter, new balloons, full dash, wonderful engine. £12. 42 Edith Rd., Peckham. 27-85

**HILLMAN** Minx. Sale!! 1932 saloon, demonstrator, taxed, £149. Steele Griffiths, Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. 27-509

**HILLMAN** Minx, saloon de luxe, unscratched, mileage under 1,500, taxed to December. What offers? Box No. 5328, c.o. "The Light Car and Cyclecar." 27-121

**HUMBER** 8. 29 guineas! 1925 saloon, very good condition throughout. Farwood, East Hill, Wandsworth. 27-220

**HUMBERS**, under £100. See page 24. 27-199

**HUMBER**, 1930 9-20 coachbuilt sliding roof saloon, exceptional little car, £110. Newnham, 237 Hammersmith Rd., W.6. Riv. 4646. 27-358

**HUMBER** 9. 1930 coachbuilt saloon, taxed year, as new, £155. Paul, Sawyer and Co., 72 Gt. Portland St. Museum 1925. 27-490

**HUMBER** 9. Cookes Motors offer 1927 coachbuilt saloon, a perfect motorcar in every way, nearly new tyres all round, taxed, real bargain at £59; terms and exchanges. 366 High St., Sutton. Open Sundays. 'Phone 4660. 27-1080

**HUMBER**. £20!!! 1923 coachbuilt saloon, blue, 11hp. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-5-7. 27-467

**JOWETT**, 1930 Black Prince saloon, beautiful condition, £67 10s.; exchanges, deferred. Martins Garages, Highgate Village. 'Phone. Mountview 1128. 27-135

**JOWETT**. Manchester. 1929, 1930, 1931 saloons and tourers always in stock. Distributors for Lancashire, Cheshire and North Wales. Saxo, Jeffers, Ltd., Deansgate. Bla. 1122-3 27-927

**JOWETTS**. 1928 4-door saloon, taxed, exceptional condition, £40; 1928 2-door fabric saloon, very fine chassis, £40; 1929 brown 4-door saloon, £65; 1930 Black Prince saloon, £75; 1931 Black Prince long 4-door saloon, £100; taxed year. Paters Motors, Jowett specialists, Bedford 3319. 27-h933

**JOWETT** 1929 saloon, carefully used, excellent tyres, full equipment, £52. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 27-180

**JOWETT** 1932 long coachbuilt de luxe 2-seater, taxed, brand new, full makers' guarantee, customer unable to complete purchase, cost £150, amazing offer, 129 guineas. Wellfords Motors, Brighton. 27-228

**JOWETTS**, under £100. See page 24. 27-200

**JOWETT, F.O.C.H.**, Ltd. Established 20 years. Jowett distributors and second-hand specialists. Send for free list. Below.

**F.O.C.H.** 1930 7hp long-chassis Black Prince de luxe 4-door saloon, black and red, wire wheels, f.w.b., chromium, one owner, magnificent condition throughout, 75 guineas. Below.

**F.O.C.H.** 1930 (July) 7hp long chassis 4-door fabric saloon, maroon, f.w.b., chromium, electric screen wiper, one owner, exceptionally good condition, 72 guineas. Below.

**F.O.C.H.** 1929 (April) 7hp long-chassis 4-door 4-seater, blue, f.w.b., excellent hood and side curtains, practically unworn tyres, fully equipped, magnificent condition, taxed, 54 guineas. Below.

**F.O.C.H.** 1925 (late) 7hp short chassis 4-seater, maroon, very good condition, taxed, 19 guineas; exchanges, deferred. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 27-352

**JOWETT**, 1928, 2-seater, 7hp, 50 m.p.g., perfect condition, taxed and insured till May, 1933; bargain, £28. After 7.30. 9 Englewood Rd., Clapham Common (South). 27-h997

**JOWETT**, 1925 2-seater, overhauled, repainted, taxed, insured, full equipment, £15. 10 Ewald Rd., Hurlingham, Fulham, S.W.6. 27-130

**JOWETT**, 1930 long-chassis saloon, taxed year, £70. A.Z. Motors, 180 West End Lane, Hampstead. 0523. 27-411

**JOWETTS**, used models on offer, cheap, at Sibson's Garage, Jowett Agents, Leicester. 27-349

**JOWETT**, 1931 Black Prince, just like new, £100; several others. We specialize in these, and shall be pleased to advise you. Buntlings, Wealdstone, Harrow. 27-531

**JOWETT** tourers and saloons, £20 to £25. Ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day.

Example: Jowett, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. 'Phone, Prospect 3332. 27-534

**JOWETT**, 1931 coachbuilt saloon, blue and black cellulose, oversize tyres, £92 10s.; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 27-501

**JOWETT**, 1930 Black Prince saloon, finished black and cream, exceptionally fine condition throughout, one owner since new, £78; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 27-499

**JOWETT**, 1929 7hp 4-seater, exceptionally smart, mechanically perfect, 35 guineas; exchanges and deferred. Palmers, 53 York St., Twickenham. Popesgrove 1454. 27-575

**JOWETT, F. G. Smith (Motors), Ltd.**, 1931 Jowett long-chassis coach-built saloon, in really as new condition, £105; extended payments; 1928 tourer, taxed, £30. High Rd., Goodmayes. 'Phone, Seven Kings 1000 (7 lines). 27-453

**LEA-FRANCIS**, Carlton Garage. 1929 12-40 tourer, wide chassis, 79 guineas. 79 Carlton Vale, Maida Vale. Open Sunday mornings. 27-260

**LEA-FRANCIS**, 1927 12-40 sports 2-seater, repainted, overhauled, £32. Low deposits; exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 27-252

**LEA-FRANCISES**, under £100. See page 24. 27-201

**LEA-FRANCIS**, 1927, drop-head coupe, 12hp, £40. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 27-468

**LEA-FRANCIS**, £60, 1928 touring car, 12hp, low-built body, good order. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 27-469

**LEA-FRANCIS** 1927 12-22 4-seater, taxed, recellulosed, exceptional condition, £54. Paul and Co., 51 The Mall, W.5. Ealing 4633. 27-484

**MARENDAZ**, 1932 2-litre International Sports, like new, 2-4-seater, owner ordered abroad, cost £425, accept £275. Denmans 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 27-470

**M.G.**, 1931, 2-seater, very fast, appearance as new, bumpers, indicators, fog light, etc., guaranteed, £109. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 27-181

**M.G.**, 1930 Double-Twelve No. 75 Midget, team-prize winner, total mileage only 21,400, most carefully kept, price 100 guineas. Pollard, Red House, Golf's Oak, Cheshunt, Herts. 'Phone, Cuffley 88. 27-h868

**M.G. Midget**, £78! 1930 2-seater sports, perfect condition, new tyres. Motor Bodies and Engineering, Ltd., 39 Hartham Rd., N.7. North 5407. 27-h907

**M.G. Midget**, 1930, 2-seater sports, maroon, excellent condition and appearance, privately owned, £75. Rosa Garage, Grange Park, Winchmore Hill, N.21. Enfield 1189. 27-h905

**M.G. Midget**, 1932, new 8hp special sports folding-head coupe, full guarantee, two only, list £265, £195. Stuarts, 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 27-219

**M.G. Midget**, 1931 Double Twelve, rev. counter, outside exhaust, etc., £120. Cole, "The Limes," Beehive Lane, Ilford. 27-h978

**M.G. Midget**, 1932 2-seater, very small mileage, many extras, practically brand new, bargain, £125. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 27-280

**M.G. Midget**, 1930 sunshine coupe, big sump, black and green, Bosch horn, exceptionally nice car, £100; exchanges, deferred. Allery and Bernard, 344 King's Rd, Chelsea. Flaxman 4633. 27-267

**M.G. Midget**, 1930 (July) 2-seater sports, red, 5 new Dunlop tyres, large sump, ribbed drums, several extras, exceptional condition, £77 10s.

**M.G. Midget**, 1932 2-seater fabric sports, black and red, brand new, unregistered, makers' guarantee, special reduced price, £147 10s. Harry Nash, 348 King St., Hammersmith. 27-286

**M.G. Midget**, F.O.C.H. 1931 8hp super-sports 2-seater, black and red, cycle-type wings, exceptionally fine condition, 99 guineas. Below.

**F.O.C.H.** 1930 8hp super-sports 2-seater, grey and green, 1931 type radiator, one owner, very carefully used, 80 lb. oil pressure, 68 m.p.h., superb condition, year's tax, 78 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 27-3333

**M.G. Midget**, 1931 2-seater, excellent condition, 85 guineas, taxed. E. H. Hora, Rainsford Rd., Chelmsford. 27-86

**M.G. Midgets**. For better value see page 22. 27-382

**M.G.s**, under £100. See page 24. 27-202

**M.G. Midget**, 1930, attractively finished in blue and silver, just overhauled and in excellent condition, privately owned, taxed and insured, £85. 12 Grove Crescent, Kingston. 'Phone, Kingston 0423. 27-119

**M.G.**, 1930 (August) Midget 2-seater, large sump, red, A1 lot, selling for private owner, taxed year, £85. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. 27-341

**M.G.**, 1931 Midget sports 2-seater, indistinguishable from brand new, small mileage, light blue, £120. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 27-400

**M.G.**, 1930 Midget sports 2-seater, overhauled and repainted, blue and cream, £93. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 27-401

**M.G. Midget**, 99 guineas!!! 1930 (June) coupe, taxed December, insured, one owner, immaculate. Sloane Square Motors, 18 Culford Gardens, S.W.3. 27-421

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

- M.G. Midget**, 2-seater, 1929 (May), excellent condition, good tyres, £70. Phone. Sutton 1543. 27-x100
- M.G. Midget** Cass's Motor Mart, Ltd. (established 1911), 1931 Jarvis Special 2-seater, black and cream, superb condition, £125, written guarantee. Demonstrations free within 50 miles; exchanges, extended payments. Cass's, 5 Warren St., W.1. Museum 0623. 27-444
- M.G. Sprosen, Ltd.** (Norman Black), 80 sports cars, fully guaranteed; deferred payments, repurchase.
- M.G.**, 1932 Midget 2-seater, black and red, coachbuilt, choice of three, from £135.
- M.G.**, 1931 Midget 2-seater, choice of five, all in excellent condition, from £110.
- M.G.**, 1930 Midget 2-seater, choice of two, carefully used, small mileage, from £85.
- M.G.**, 1930 Midget coupe, sliding roof, many extras, choice of two, from £120.
- M.G.**, 1931 Monthery Midget, almost unused, one owner, negligible mileage, just run in, £185. Sprosen, Ltd. (Norman Black), 109 Gt. Portland St., London. Langham 1212. 27-380
- M.G.**, 1932 Magna, mileage 3,000, as brand new, £185.
- M.G.**, 1931 750 special competition Monthery 2-seater, cheapest ever offered, £185.
- M.G.**, 1931 specially tuned 4-speed Midget, year's tax, 4 brand new tyres, £115.
- Open Sunday morning. Exchanges, deferred. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 27-395
- M.G. Midget**, 1931, sunshine coachbuilt coupe, exceptional condition throughout, £159. W. J. C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. Exchanges, deferred. Send for list. 27-492
- M.G.** Jarvis of Wimbledon for second-hand M.G. bargains.  
1932 supercharged Midget, low chassis, Jarvis 2-seater, British racing green, 4-speed gearbox, mileage 5,000, taxed year, £199.  
1932 Midget, low chassis, occasional 4-seater standard tourer, demonstration model, small mileage, black and green, taxed year, £165. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 27-1086
- M.G. Midget**, unregistered, 1932 coachbuilt 2-seater, full guarantee, £165. Paul and Co., 51 The Mall, W.5. Ealing 4633. 27-488
- M.G. Midget**, 1931, like new, black and red, small mileage, £105. Denmans, 132-3 Long Acre, W.C. Open week-ends. 27-471
- MORGAN**. Maskell for Morgans. Solo London agents, south of the Thames. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E.5. Brixton 5725. zzz-122
- 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 9616-9617. zzz-955
- MORGAN**, 1931, super-sports 2-seater, M chassis, 2 carburettors, competition gearbox, very many extras, exceptionally good condition, very fast, taxed for the year, £90. Ray Powell, Ltd., opposite Leytonstone L.N.E.R. Station. Telephone, Leytonstone 3366. 27-216
- MORGANS**. Carlton Garage for Morgans.  
1928 Aero, o.h.v. J.A.P., geared steering, f.w.b., 35 guineas.  
1927 Aero, J.A.P., geared steering, f.w.b., 33 guineas.  
1926 Aero, o.h.v. Blackburne, black and red, cycle wings, 29 guineas.  
1928 model Family, f.w.b., geared steering, 33 guineas. 79 Carlton Vale, Maida Vale. Open Sunday mornings. 27-258
- MORGAN**, 1928 Aero, o.h.v. Anzani, f.w.b., geared steering, dynamo, £40. Below.
- MORGAN**, 1926 Aero, o.h.v. Anzani, w.-c., dynamo, speedometer, £29. Below.
- MORGAN**, 1927 De Luxe, Aero chassis, starter, f.w.b., w.-c., J.A.P., £24. Below.
- MORGAN**, 1924 De Luxe, o.h.v., w.-c., magneto, excellent condition, taxed, insured, £17. Below.
- MORGAN**, 1924 Grand Prix, w.-c. J.A.P., dynamo, £17. Below.
- MORGAN**, 1923, dynamo, w.-c. J.A.P., £9. Low deposits; exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 27-253
- MORGANS**. Homac's have for disposal the following guaranteed Morgans:—  
1932 Super-sports 10hp o.h.v. J.A.P., three speeds and reverse, absolutely new condition, unscratched, guaranteed faultless, taxed year, £110.  
1931 Super-sports 10-45 o.h.v. J.A.P., M chassis, f.w.b., Vee screens, hood, speedometer, etc., taxed, £85.  
1928 Super-sports 10-45 o.h.v. J.A.P., starter, cycle-type wings, new tyres, hood taxed, perfect throughout, £59 10s.  
1927 Family, 8hp w.-c. J.A.P., dynamo, f.w.b., side screens, good tyres, excellent order, £37 10s.  
1926 Standard model 8hp J.A.P., dynamo lighting, good serviceable machine, £12 10s.  
Exchanges or deferred.  
Homac's Official Morgan Service Depot, 243 and 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. 27-263

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

- MORGAN de luxe**, 1927½, J.A.P. a.c. 2-seater, dynamo lighting, steering damper, taxed December, £25. 63 Montbello Rd., New Eitham, S.E.9. 27-x99
- MORGAN**, super-sports, 1931, 10-40hp J.A.P. M chassis, mileage 9,000, one owner, green and light green, £78. Stokes, Underhill, Betchingley, Surrey. 27-b982
- MORGAN**, 1930-31 Family 4-seater, dynamo, starter, f.w.b.s, unscratched, 49 guineas; motorcycle part. 1 Ebner St., Wandsworth. 27-246
- MORGAN**. F.O.C.H., Ltd.: 1931 (regd. 1932) Aero, 8hp water-cooled J.A.P., primrose and black, cycle-type wings, dynamo lighting, f.w.b., very small mileage, almost new condition, 62 guineas. Below.
- F.O.C.H. 1930 Family, 8hp water-cooled J.A.P., f.w.b., rigid side screens, speedometer, one owner, small mileage, practically brand-new condition, 48 guineas. Below.
- F.O.C.H. 1929 (late) de luxe 2-seater, maroon, 8hp J.A.P., dynamo lighting, very carefully used, small mileage, superb condition throughout, 38 guineas; exchanges, deferred. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 27-355
- MORGAN Aero**, 8-10hp o.h.v. J.A.P. engine, f.w.b.s, almost new s.s. tyres, very smart, licensed December, bargain, £32; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 27-312
- MORGAN**, 1928 family model, J.A.P. engine, exceptional condition, £32 10s.; exchanges. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 27-373
- MORGAN**, £3 deposit, 32 guineas cash. 1926 Aero, racing o.h.v. Blackburne, f.w.b., dynamo, straight-through exhaust, reduced steering, exceptional condition; exchanges. Rowland Smith. Below.
- MORGAN**, £2 deposit, 19 guineas cash. 1926 Aero, 8hp J.A.P., black and green, dynamo, straight-through exhausts, very good condition. List free; exchanges. Open all week-days, including Saturdays 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 27-376
- MORGAN**, 1929 Aero, 10-40 o.h.v. racing J.A.P., geared, f.w.b., extras, 50 guineas. A.Z. Motors, 180 West End Lane, Hampstead 0523. 27-410
- MORGAN**. Naylor and Root offer:—  
1932 Super sports, 3-speed, black and red, taxed, 120 guineas.  
1930 Aero, o.h.v. J.A.P., red, splendid condition, 66 guineas.  
1929 Aero, o.h.v. J.A.P., 52 guineas; 1929, o.h.v., Anzani, 49 guineas.  
1929 Family, 4-seater, w.-c. J.A.P., very clean, 45 guineas.  
1927 Aero, s.v. J.A.P., starter, taxed, 32 guineas.  
1929 de luxe 2-seater, maroon, f.w.b., taxed, 39 guineas.  
1927 de luxe 2-seater, f.w.b., good tyres, w.-c. J.A.P., 24 guineas.  
1926 Family 4-seater, w.-c. J.A.P., excellent order, 20 guineas.  
1924 Grand Prix 2-seater, dynamo, w.-c. J.A.P., remarkable condition, taxed year, any trial, 16 guineas.  
We have undoubtedly the finest selection of models to offer you. Come and see them for yourself. Your present vehicle accepted in part exchange, motorcycle, Morgan or car.  
Distance need be no obstacle to our doing business. We will bring any model for your inspection, and quote you deferred terms over 12 or 18 months.  
Naylor and Root, Morgan specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. Open 9 a.m. to 8 p.m. (Wed. 1 p.m. or by appointment.) Sunday morning 10 to 1 p.m. 27-391
- MORGAN**, £45; exchanges, terms!!! 1929-30 family, dynamo lighting, starter, speedometer, f.w.b., absolutely perfect throughout. Chidley, 579b High Rd., Tottenham. Phone 2920. 27-440
- MORGANS**. F. H. Douglas, St. Mary's Square, Ealing, W.5, always has a good selection in stock, spares and repairs. Telephone, 6470 Ealing. 27-447
- MORGAN Aero**, 10-40hp, o.h.v. Blackburne, S.S. tyres, geared steering, outside exhaust, flared wings, 22 guineas; exchanges. Millars, 95b Mitcham Lane, Streatham. Phone 5159. 27-434
- MORRIS Minor**, 1930 fabric saloon, blue, first-class condition, highly recommended, A.A. inspection invited, £55. Taylors. Below.
- MORRIS Minor**, 1929 saloon, blue, very clean, £42 10s.; hire purchase; exchanges. Taylors, 135 London Rd. Kingston 1263. zzz-184
- MORRIS Minor**, 1930 saloon, in exceptionally sound and smart condition, one owner, small mileage, fully equipped, open to any examination, £50, or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 27-225
- MORRIS Minor saloon**, 1929, excellent condition, taxed, £40. 181 The Grove, Goldhawk Rd., Shepherds Bush. 2230. 27-232
- MORRIS Minor**, 1931 (June) sunshine saloon, perfect, unscratched, £75. Pirery Motor Works, rear of G.P.O., New Malden, Surrey. 27-b976
- MORRIS Minor**, £48, 1930 8hp coachbuilt 4-seater, colour blue, safety glass, bumpers, excellent condition, taxed; exchanges, deferred terms. Phillips and Powis (Motors), Ltd., 470-478 Oxford Rd., Reading. Phone 2600. 27-337
- MORRIS Minor**, 1931 series sunshine coachbuilt saloon, almost new condition, £79; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherds Bush, W.12. Riverside 2365. 27-313
- MORRIS**, 1932 Family 8 4-door sun saloon, mileage 2,000, as brand new, taxed, £118. Rose and Young, Ltd., 97 Streatham Hill, facing "Locarno." Tele., Streath. 9520-1. 27-304



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

**MORRIS** Minor, £57 10s., 1931 s.v. 2-seater, small mileage, one owner. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 27-310

**MORRIS** Minor. Brooklands Motor Co. offers:—1930 tourer, very good condition, £57 10s.; written guarantee; exchanges and private deferred terms. 531 Euston Rd., N.W.1. Museum 8143-4. 27-295

**MORRIS** Minor, 1930 o.h.v. coachbuilt sunshine saloon, finished beige and brown, safety glass all round, numerous extras, including sun visor and luggage carrier, licensed to December, very low mileage, unscratched, £75; exchanges, deferred payments W. E. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. Phone, Museum 9515-6. 27-273

**MORRIS** Family 8 saloon, 1932, practically brand new, £139. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4435. 27-279

**MORRIS** Minors. For better value see page 22. 27-383

**MORRIS**. Newhams gigantic annual stocktaking sale now in progress; few examples below, but full catalogue on request. Self-financed hire-purchase and generous part-exchange allowances arranged.  
 Family 8. 1932 special Calshott sports 4-seater, hardly soiled, £145.  
 Minor, 1931 8hp saloon, blue, exceptionally nice order throughout, £65.  
 1929 8hp saloon, blue, very attractive appearance and general condition, £59.  
 Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 27-359

**MORRIS** Minor, 1932 (March) sunshine saloon, mileage 1,200, quite indistinguishable from new, grid, bumpers and £10 extras, cost £140, taxed, £110. Below.  
 1932 2-seater, green, new February, small mileage, taxed September, £84. Below.  
 1931 (April) coachbuilt sunshine saloon, grey, very sound, one private owner only, guaranteed, £77. Below.  
 1931 coachbuilt 2-seater, side-valve, tyres very good, in most attractive order, £65. Below.  
 1930 (April) fabric saloon, blue, serviceable tyres, exceptionally sound and well-kept, £55. Below.  
 1930 Stadium sports 2-seater, maroon, very attractive throughout, complete equipment, £72. Below.  
 Smith and Hunter Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 27-343

**MORRIS** Minor, 1931 s.v. 2-seater, blue, very smart, £69. Below.  
**MORRIS** Minor, 1932 s.v. 2-seater, very small mileage, £87.  
 Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Exchanges and deferred. Phone, Battersea 6187-9. 27-392

**MORRIS** Minor, 1930 coachbuilt sun-roof saloon, perfect, £62 10s. A.Z. Motors, 180 West End Lane. Hampstead 0523. 27-408

**MORRIS** Eight. Cass's Motor Mart, Ltd. (established 1911), 1932 Family Eight sunshine saloon, black and green, small mileage, new condition; written guarantee, demonstrations free within 50 miles, exchanges, extended payments. Cass's, 5 Warren St., W.1. Museum 0623. 27-445

**MORRIS** Minors. F. G. Smith (Motors), Ltd. Smith-conditioned Morris Minors, 1929 saloons from £55; 1930 saloons from £70; 1931 saloons from £90, with sliding roof; extended payments and trial. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 27-454

**MORRIS** Minor, 1929, 4-seater, taxed, thoroughly sound, £42 10s. Paul and Co., 51 The Mall, W.5. Ealing 4633. 27-486

**MORRIS** Minor, 79 guineas. 1931 sunshine coachbuilt saloon, as new, taxed. Short and Glass, Ltd., 52, 54 and 56 Fitzroy St., London, W.1. Open Saturdays 9-6. Museum 8176, 8177. 27-527

**MORRIS** Minor tourers and saloons, £50 to £75. Ready to drive away, taxed, insured and guaranteed three months; 100 popular makes in stock, from £10 to £65.  
 Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day.  
 Example:—Morris Minor, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 27-535

**MORRIS** Minor sale!! 1931 2-seater. £79. Steele Griffiths, S.G. House, Camberwell Green, S.E.5. Rodney 2203. 27-513

**MORRIS** Minor sale!! 1932 saloon, shop-soiled, only £108. Steele Griffiths, 89 Gt. Portland St., W.1. Langham 1601. 27-512

**MORRIS** Minor sale!! 1932 sun saloon, demonstrator, £115. Steele Griffiths, Abbey House, Victoria St., S.W.1 (facing Westminster Abbey). Victoria 0467. 27-511

**MORRIS** Minor. Cookes Motors offer 1931 sports 2-seater, in spotless condition, very fast and economical; this season's bargain, £60. Another 1932 coachbuilt 2-seater, s.v., guaranteed positively as new, £78; terms and exchanges. Grove Rd., Sutton (opposite P.O.). Open Sundays. Phone 3800-1 and 4661. 27-183

**MORRIS** Minor, 1932 model 2-seater, fully equipped, wire wheels, etc., very good tyres, extremely carefully used car by one owner only, £75. Kirk, below.

**MORRIS** Minor 1930 8hp fabric saloon, full dash, Triplex glass, chromium plating, superb little car, taxed to December. Why not see this one? Genuine snip, £59 10s. Three-months' Written guarantee, exchanges, terms. 100 other cars. Kirk and Co., 22, 49 Praed St., W.2. (Paddington 6049). 27-581

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

**MORRIS** Family 8 sale!! 1932 saloon, mileage 1,800, £129. Steele Griffiths, S.G. House, Camberwell Green, S.E.5. Rodney 2203. 27-510

**PEUGEOT**, 7hp comps, overhauled, new tyres, bargain sale, £29. H. Taylor, Old Loose Hill, Loose, near Maidstone. 27-h890

**PEUGEOT**, 1929, 7hp 2-seater coupe, taxed and insured year, perfect condition, £25. A.Z. Motors, 180 West End Lane. Hampstead 0523. 27-413

**RATIER**, 90 m.p.h. supercharged 9hp, 1,100 c.c., late 1931, taxed year, in absolutely new condition throughout, streamlined super-sports 2-seater body, helmet-type cycle-type mudguards, numerous extras, the prettiest small car on the road, £87 10s.; exchanges. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 27-237

**RENAULTS**, under £100. See page 24. 27-203

**RENAULT**, 9hp 1928 4-door saloon, well equipped, £30. Also 1928 9hp tourer, all-weather equipped, good tyres, licensed, £19; exchanges, terms. Noringtons, 245 Goldhawk Rd., Shepherds Bush, W.12. Riverside 2365. 27-314

**RENAULT**, 9hp fabric saloon, 1929, £37, taxed, tyres O.K., new spare, top light, bumpers, wiper, coachwork, upholstery perfect, overhauled. See it evenings, 7 p.m.; trial. Lawrence, 11 Bonham Rd., Brixton Hill. 27-j34

**RENAULTS**. The following cars, together with several others, carry our usual guarantee; deferred terms, part exchanges. Welham, Renault Sales and Service Distributors, Surbiton Hill Rd., Surbiton. Elbridge 1873.  
 1932 shop-soiled cars to clear, 25% to 40% reductions.  
 12.5 six saloon de luxe, special, blue, list £250, £175.  
 15hp speed four saloon, 4-5-seater, maroon, list £220, £170.  
 10.8 saloon, 4-5-seater, blue or maroon, list £210, £165.  
 1928 12.5 Monasix Weymann saloon, completely overhauled, new batteries, bumpers and carrier, £45.  
 1928 9-15 saloon, as above, £45; tourer, £30.  
 1927 9-15 saloon de luxe, overhauled, recellulosed, etc., £35.  
 1927 9-15 tourer de luxe, 4-5-seater, very economical cars, £20 to £23. 27-381

**RENAULT**, £20, 1927, f.w.b., 8hp touring car, fine runner. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 27-472

**RENAULT**, 1925, 9hp all-weather coupe, f.w.b., very good tyres, splendid order, £12. Beechings, Ltd., Farborough, Hants. Telephone 279. 27-547

**RHODE** standard saloons, £36 to £48. Ready to drive away; taxed, insured and guaranteed 3 months; 100 popular makes in stock, from £10 to £65.  
 Exchanges and simplest hire-purchase. Neither references nor securities required; drive away same day.  
 Example: Austin 7, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.  
 Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 27-536

**RILEY** 9, 1931, Monaco saloon, specially tuned, excellent throughout, guaranteed, £169. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 27-186

**RILEY** 9, 1932 Monaco coachbuilt saloon, sunshine roof, colour brown, cream wheels, 3 weeks old, mileage 600 only, taxed, positively brand new, full makers' guarantee, cost £510, great sacrifice £259. Welfords Motors, Brighton. 27-229

**RILEY** 9, 1930 Biarritz saloon, 2 carburettors, etc., recently overhauled, taxed to end of year, £120. Full particulars of F.P.G., c/o Quich's Garage, Albion Rd., Margate. 27-x98

**RILEY** specialists. Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. zzz-474

**RILEY** 9, 1928 saloon, really excellent throughout, full equipment, written guarantee, £69. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 27-185

**RILEY** 9, £122 10s., 1930 Monaco saloon, perfectly sound throughout. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 27-306

**RILEYS**, under £100. See page 24. 27-204

**RILEY** 9 1928 Monaco saloon, Special, 2 carburettors, 18-in. spring steering wheels, sunshine roof, in excellent condition, 70 m.p.h., taxed, 70 guineas. Walters, 200 Sketty Rd., Enfield, Middlesex. Phone until 6 p.m., Enfield 0565. 27-h984

**RILEYS**. For better value see page 22. 27-384

**RILEY**, F. G. Smith (Motors), Ltd. Smith-conditioned Riley 9s, 1930 2-seater, special series engine, twin carburettors, £135; extended payments. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 27-455

**RILEY** 9, 1930 Monaco saloon, sun roof, £140. Denmans, 132-3 Long Acre, W.C. Open week-ends. 27-473

**RILEY** 9. Cookes Motors offer: 1928 saloon, in really nice order, f.w.b., starting and lighting, everything works, only wants seeing, a bargain at £64; terms and exchanges. 366 High St., Sutton. Open Sundays. Phone 4660. 27-1079

**RILEY** 9, 1930 (late) Monaco saloon, new Fort Dunlops, one owner, unused last 6 months, definitely perfect, £135. Paul and Co., 51 The Mall, W.5. Ealing 4633. 27-489



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

**RILEY.** Nounhams gigantic annual stocktaking sale now in progress; few examples below, but full catalogue on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

1931 9hp Monaco sliding-roof saloon, really beautiful car, £178.

1930 9hp Monaco sliding-roof saloon, black and red, most attractive throughout, £129.

1928 9hp Monaco saloon, particularly smart and sound, £75.

Newham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 27-360

**RILEY.** 1929 Monaco fabric saloon, recently overhauled, £95. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 5122. Open Sundays 11-1 p.m. 27-425

**RILEY.** 1951 9 Monaco sunshine saloon, spotless condition, only run 6,000 miles, one owner-driver, mechanically perfect, absolutely unscratched, tyres as new, taxed December, 11 months' full insurance, £210 or near offer; no dealers. Write, Noble, 9 Station Parade, Wau- 27-332

**RILEY.** J. K. Greenwood and Co., Ltd., offer:—

£37 10s. Riley 10.8hp genuine Redwing super-sports 4-seater, finished green and cream, fitted large f.w.b.s, wire wheels, tonneau cover, all good tyres, 4-speed box, Vco screens, safety glass, 80 m.p.h. speedometer, rev. counter, etc., bucket seats, etc., etc., very fast and economic car in 100% condition, 32 m.p.g.!! Written guarantee. Exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 27-403

**RILEY.** 1929 Monaco saloon, black in most excellent condition throughout, completely equipped and spotlessly clean, any trial and terms if you wish, 89 guineas. R. Barter, 143 Astonville St., S.W.18. Putney 3491. 27-122

**RILEY** 9. £6 deposit. 62 guineas cash. Late 1928 Monaco saloon, very good condition. List free; exchanges. Open all week-days, including Saturdays, 9-9; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 27-375

**RILEY** 9, 1930 Monaco saloon, read and black, taxed December, very good tyres, exceptionally clean, £130. Leeds and Oxley, 1a Maida Hill West, W.2. Paddington 3843. 27-549

**RILEY** 9 sale!! 1931, twin carburetter, saloon, £199. Steele Griffiths, Abbey House, Victoria St., S.W.1. (facing Westminster Abbey). Victoria 0467. 27-514

**ROVER** 9, 1926, super 4-seater, blue, original paintwork, upholstery and hood as new, good tyres, safety glass, rear screen, mechanically perfect, one owner, £22 10s. Below.

1932 Rover 10-25 coachbuilt sunshine saloon, 4 speeds, brand new and unregistered, slightly soiled only, £170. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7.

**ROVER.** 1931, 10-25 coachbuilt saloon, in blue and black, one owner, spotless condition, any trial, terms arranged, £98. L. A. Hills (Hendon), Ltd., Finchley Lane, Hendon, N.W. Phone, Hendon 1145. 27-214

**ROVER** 10, 1931 4-door saloon, one owner, excellent mechanically, guaranteed, £99. 516-522 Streatham High Rd., S.W.16. Phone, Pol- 27-182

**ROVER** 8, 1923, perfect running order, new battery and tyres, also quantity of spares, licensed until September 30th. Horton, 5 Station St., Cheshyn Hay. 27-h990

**ROVER.** 1931 10hp coachbuilt de luxe 4-door saloon wire wheels, as brand new, £105. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streatham 9520. 27-300

**ROVER** 10. £99 10s. 1931 saloon de luxe, sun roof, small mileage, positively as new throughout; exchanges, terms; another, £107 10s. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 27-509

**ROVER** 10. Brooklands Motor Co., offers:—1931 sportsman's coupe, exceptional condition, £95; written guarantee, exchanges and private deferred terms. 351 Euston Rd., N.W.1. Museum 3145-4. 27-293

**ROVERS,** under £100. See page 24. 27-205

**ROVER** 9, 1927 4-seater tourer, leather upholstery, one owner, in 1930 condition throughout, £27 10s. Harry Nash, 348 King St., Hammersmith. 27-292

**ROVERS.** For better value see page 22. 27-385

**ROVER.** £29!!! 1927 super 9-20, o.h.v., fast, smart grey and black 2-seater, overhauled and fitted special pistons, spring steering wheel, good balloons, complete equipment, carrier, wiper, etc., taxed, ready for 1,000 miles' tour, any trial; hire purchase considered. Leebury, 70 Lordsmead Rd., N.17. 27-j8

**ROVER.** Nounhams, 136-8 Streatham Hill, S.W.2., offer 1931 10hp coachbuilt sliding roof saloon, one owner, beautiful order, any trial, £115. Streatham 8830. 27-505

**ROVER.** 1931 10hp saloon, finished black and red, bumpers front and rear, etc., £105; best possible deferred terms. The Service Co., 273 High Holborn, Holborn 0666. 27-500

**ROVER** 10, 1928 sunshine 4-door saloon, in exceptionally good condition, £44. Below.

**ROVER** 10, 1931 4-door coachbuilt saloon, wire wheels, one owner, year's licence, £98; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherds Bush, W.12. Riverside 2366. Open Sunday mornings. 27-315

**ROVER.** F.O.C.H., Ltd. 1928 10hp 4-seater, maroon, f.w.b., 4 doors, leather upholstery, clock, speedometer, very carefully used, magnificent condition, taxed, 36 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 27-334

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

**ROVER** 10, 1928 sunshine saloon, taxed, new tyres, £45. Paul and Co., 51 The Mall, W.5. Ealing 4633. 27-487

**ROVER** 10. Cokes Motors offer: saloon, fitted sun roof, leather upholstery, f.w.b., starting and lighting, safety glass all round, a bargain not to be missed, 3 months' guarantee with service. £75; terms and exchanges. Brighton Rd., Sutton. Open Sundays. Phone 3800-1 and 4661. 27-1081

**ROVER** 10. Save £50 on latest £225 special coachbuilt saloon with radiator shutters, real hide upholstery, 4 speeds. Denmans, 152-3 Long Acre, W.C. Open week-ends. Temple Bar 8155-6-7. 27-474

**ROVER** 9 sports streamlined 2-seater, cherry and cream, £55. Denmans, 152-3 Long Acre, W.C. Open week-ends. Temple Bar 8155-6. 27-475

**ROVER** 10, 1931 (late) sportsman's coupe, black and red, like new, £115. Denmans, 152-3 Long Acre, W.C. Open week-ends. 27-476

**ROVER.** Nounhams gigantic annual stocktaking sale now in progress; few examples below, but full catalogue on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

1931 10-25 coachbuilt sliding-roof saloon, exceptionally nice condition, £112.

1927 9-20 4-door saloon, first-class order throughout, £25.

Newham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 27-361

**ROVER.** 1932 10hp coachbuilt sunshine saloon, blue, Magna wheels, mileage 5,000, spare unused, usual guarantee, £140. Smith and Hunter, Ltd., 407 Edgware Rd. Abassador 1011. 27-342

**ROVER.** F. G. Smith (Motors), Ltd. Smith-conditioned Rover 10 coachbuilt saloon, 1931, as new, choice of two, £120; Rover 10-25 1931 sportsman's coupe, black and red, £117 10s.; extended payments. High Rd., Goodmayes. Phone, Seven Kings 1,000 (7 lines). 27-456

**ROVER.** Broadway Motors offer 1931 Regal sunshine saloon, Magna wheels, bumpers, leather upholstery, one owner, very small mileage, indistinguishable from new, £110.

1929 Rover 10hp sportsman's sunshine coupe, mechanically perfect, £77 10s.; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 27-522

**ROVER** 9 sports 4-seater, £48, ready to drive away, taxed, insured and guaranteed 3 months; 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required; drive away same day.

Example: Rover 9, taxed, insured and "self-financed" hire-purchase guaranteed, £54, or £18 deposit and 12 monthly payments of £3.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3532. 27-541

**ROVER** 9. Sale!! 1928 sun saloon, well equipped, £49. Steele Griffiths, 8.G. House, Camberwell Green, S.E.5. Rodney 2203. 27-515

**ROVER** 1928 10-25hp sports 4-seater, f.w.b., wire wheels, pneumatic leather upholstery, spring steering, V single-piece windscreen, exceptionally fast. If you really want an attractive sports 4-seater, here it is! (Highbury). £49 10s. Three-months' written-guarantee, exchanges, terms. 50 other cars. Kirk and Co., 28, 30, 32 Highbury Corner, N.5 (North 4784). 27-581

**SALMSONS.** Intending purchasers of second-hand Salmsons are requested to apply to the makers. Up-to-date facilities for repairs offered, large stock of spares. Salmson cars also urgently required for cash. S.M.S., Ltd., Church Wharf, Chiswick, W.4. Phone, Chiswick 3531. zzz-171

**SALMSONS,** under £100. See page 24. 27-206

**SALMSON.** Carlton Garage. 1929 10.4hp 2-seater sports, 55 guineas. 79 Carlton Vale, Maida Vale. Open Sunday mornings. 27-255

**SALMSON,** 1929 10.5hp fabric saloon, re-sprayed, twin o.h. camshaft, smart and sound car at bargain price. Atkin, 1 Somers Rd., Reigate. 27-h987

**SALMSON.** 14 guineas!!! 1926 9.9hp 2-seater, dickey, 58 m.p.h., 36 m.p.g. starter, taxed, insured, hardly used. 109 Balfour Rd., Ilford. 27-j51

**SALMSON,** very decided sports twin o.h.c. model, £25. Cowley, 27 St. Mary's Rd., Reigate, Surrey. 27-h929

**SALMSON,** £27 10s. 1926 Grand Sports, very smart, excellent condition throughout; exchange. Parwood, East Hill, Wandsworth. 27-221

**SALMSON.** 1924 (June) sports 2-seater recently overhauled, good, road-worthy order, £15. Smith, 407 Edgware Rd. 27-346

**SALMSONS.** Vadum Co. specialize in 9.5hp Salmsons, twin camshafts, tuned to 50 m.p.h. in second, effortless high cruising speed, 35-40 m.p.g.; A.A. or R.A.O. inspection welcomed; quarterly insurance; deferred terms; overhauls; good used spares.

87 guineas. Superb 1930 model (one owner), underslung Grand Prix, large f.w.b., beautifully low maroon long-tail body, cream wire wheels, Vco screens, 12-volt starter, concealed hood.

49 guineas. 1928% Grand Prix saloon, 4 doors, large f.w.b., 12-volt lighting and starting, cowled radiator, runs beautifully.

39 guineas. 1927% Grand Prix drop-head coupe de luxe, dickey seat, excellent balloons, quiet and comfortable fast car.

39 guineas. Grand Prix, special engine, ball-bearing crankshaft, 4 speeds, balloons, Vco screens, streamline coachbuilt body.

Salmsons urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 27-1085



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

**SCHNEIDER** sports 4-seater coachbuilt body, 10-30, cutaway driver's side, guaranteed sound and reliable, £65. Denmans, 132-3 Long Acre W.C. Open week-ends. Temple Bar 8135-6-7. 27-477

**SENECHAL** Super-sports 2-seater, streamlined sports fabric body, £20. Denmans, 132-3 Long Acre, W.C. Open week-ends. 27-478

**SINGER** 9, 1932, saloon, sun roof, slightly soiled, makers' guarantee, £165. Taylors, Below. 27-191

**SINGER** Junior, 1931, saloon, sunshine roof, taxed end of year, one owner, excellent condition, A.A. inspection; hire-purchase, exchange. Taylors, 135 London Rd. Kingston 1264. zzz-185

**SINGER** 8hp, 1932, special Kaye Don saloon, unregistered, cost £185, bargain £149; deferred or exchange. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4453. 27-277

**SINGER** Junior, 1930, 4-door coachbuilt saloon, dual green finish, wire wheels, taxed December, very low mileage, chromium plating, new condition throughout, £72 10s.; exchanges, deferred payments. W. E. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. Phone, Museum 9515-6. 27-272

**SINGER** Junior sportsman's coupe, 1931, fitted with sliding roof, black and green, taxed, excellent condition, £85. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 27-283

**SINGERS**, under £100. See page 24. 27-207

**SINGER** Junior saloon, 1932, black and brown, used for few demonstration runs only, list price £150, our price £125. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 27-282

**SINGERS**. For better value see page 22. 27-386

**SINGER** Junior, 1930 coachbuilt 4-door saloon, with wire wheels, chromium plate, full equipment and extras, and in very nice condition throughout, £69. Harold Simons, Ltd., 311 Euston Rd., N.W.1. Museum 9764. 27-262

**SINGERS**. Carlton Garage for Singers.

1932 8hp Kaye Don, only 2,000 miles, 135 guineas.

1931 8hp sunshine saloon, as new, 79 guineas.

1929 8hp Porlock sports, 35 guineas. 79 Carlton Vale, Malda Vale. Open Sunday mornings. 27-257

**SINGER** 8, 1927 Junior tourer, perfect, taxed, insured, £28, low deposits; exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 27-254

**SINGER** 8, 1930 sunshine saloon, 12,000 only, tyres excellent, de-carbonized, all brakes relined July, licensed September, chromium, Triplex, extras, genuine showroom condition, £70; wire appointment week-end, 109 Leaton Boulevard, Nottingham. 27-h939

**SINGER** 9.8 2-seater, 1926, f.w.b., taxed, insured, good mechanical condition, £10 (offer); seen evenings. Willesden 6195. 27-h986

**SINGER**, 10hp, 1925, 4-seater, full equipment, good order, taxed, £7 10s. G., 76 Red Lion St., Holborn, W.C. 27-h985

**SINGER** 9, 4-door, 1932 coachbuilt saloon, furniture hide upholstery, taxed, Magna wheels, sunshine roof, mileage 1,200, too small for owner, £128. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Streatham 9520. 27-302

**SINGER** Junior, brand new, unregistered, slightly shop-soiled, 4-door coachbuilt sun saloon, four speeds, rear petrol tank, makers' guarantee, £129 to clear. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streat. 9520-1. 27-301

**SINGER**, 1932, Junior 4-door coachbuilt sun saloon, mileage 1,200, cost with extras £160 in March, unscratched, £108. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streat. 9520. 27-299

**SINGER** 10, 1932 4-door coachbuilt 4-speed saloon, as brand new, mileage 1,200, cost £200, price £132. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streat. 9520. 27-298

**SINGER** 9, 1932 super-sports 2-seater, mileage 700, black and green, cost £160 a few weeks ago, £120. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streat. 9520-1. 27-297

**SINGER** 10, 1926, 2-seater and dickey, f.w.b.s and full equipment, good condition, taxed, £12 10s. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 27-j25

**SINGER**. J. K. Greenwood and Co., Ltd., offer:—

£39111 Singer, 8hp special streamlined Swallow 2-seater, red and cream, folding screen, etc., 35-40 m.p.g. in exceptionally nice condition throughout; written guarantee, exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 27-404

**SINGER** Junior saloon, 1932, 4 doors, 4 speeds, sliding roof, list price £150, accept £118, unrepeatable offer, mileage under 200. Whitbys, 7 The Vale, Acton, W.3. 27-324

**SINGER**, 1929 8hp Junior 2-seater, finished maroon, one careful owner, perfect condition, taxed, £42 10s.; exchanges, terms; good selection new, used and shop-soiled Singers. Whitbys, 7 The Vale, Acton, W.3. Phone, Shepherds Bush 1513. 27-322

**SINGER** Junior, 1929 8hp 4-door saloon, finished blue, almost new Fort Dunlops, clock, speedometer, etc., taxed till December, beautiful condition, 49 guineas; exchanges. Whitbys, 1-7 The Vale, Acton, London, W.3. 27-326

**SINGER** Junior saloon, 1929, fully insured, taxed December, Splintex screen, wire wheels, recently overhauled, £35. 32 Park Hall Rd., East Finchley, N.2. 27-j13

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

**SINGER**, 8hp Junior 1931 sunshine 4-door saloon, exceptional condition, £79. Also 1929 drop-head coupe with dickey, in positively new condition, year's licence, £58; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherds Bush, W.12. Riverside 2365. 27-316

**SINGER** Junior, £86. 1931 de luxe, 4-speed, sunshine roof, one owner, black-cream, in astonishingly good condition throughout, guaranteed; exchanges, deferred. Platers, 376 High Rd., Streatham. Phone, Streatham 8480. 27-191

**SINGER** Junior, 1931 coachbuilt 4-door sunshine saloon, excellent condition throughout, any trial, £78. 516-522 Streatham High Rd. S.W.16. Phone, Pollards 4444. 27-187

**SINGER** Perlock sports, £54 to £68, ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required; drive away same day.

Example: Austin 7, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3352. 27-537

**SINGER** Junior, 1928 tourer, good tyres, exceptional value, very clean, taxed, £27 10s. Barnikels, Kirchen Rd., West Ealing, W.13. Telephone 6378. 27-529

**SINGER** Junior tourers and saloons, £35 to £65; ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required; drive away same day.

Example: Singer Junior, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire purchase.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3352. 27-533

**SINGER** Nine, 1932 coachbuilt sunshine saloon, under 3,500 miles, full guarantee, unique deferred terms, £119. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 27-188

**SINGER** 8, 1928 4-door saloon, nice condition, £30; exchanges. Prince Albert Garage, Staines Rd., Sunbury, Middlesex. Telephone, Sunbury 425. 27-h938

**SINGER** 8, 39 guineas 1928 saloon, excellent condition throughout; exchange. Parwood, East Hill, Wandsworth. 27-222

**SINGER** Junior saloon, 1929, taxed, insured, perfect, many extras, £55. 4 Hewitt Avenue, Wood Green, N. 27-h930

**SINGER** Junior, £45. 1929 model 8hp 4-door saloon, wire wheels, new tyres, positively amazing condition; exchanges, terms. Maynards, 241a High Rd., Wood Green. 27-553

**SINGER**. Newnham's gigantic annual stocktaking sale now in progress; few examples below, but full catalogue on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

1932 8hp coachbuilt sliding-roof saloon, blue, almost as new, £115.

1931 8hp tourer, maroon, smart and generally attractive, £72.

1929 8hp coachbuilt sliding-roof saloon, beautiful little car, £49.

1928 8hp coachbuilt saloon, blue, an exceptionally good example, £35. Newham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 27-362

**SINGER** Junior, June, 1929, 4-door coachbuilt saloon, black and red, exceptionally quiet and efficient engine, part exchange, deferred terms, any trial, £58. Tamplin and Pangbourne, Ltd., 66 York St., Twickenham. Popesgrove 2251. 27-442

**SINGER** Porlock sports, in very nice condition, chromium plating and new brakes, any trial given and part exchanges, £37 10s. Camden Motors, Buck St., behind Camden Town Underground. 27-435

**SINGER** Junior, 1928 8hp 4-seater, maroon, one owner, small mileage, taxed, £25. Rose and Young, Ltd., 97 Streatham Hill (facing Locarno). Telephone, Streatham 9520. 27-438

**SINGER** 1931 Junior c.b. saloon, black and cream, beautiful condition, low mileage, one owner, £95; best possible deferred terms. The Service Co., 275 High Holborn. Holborn 0666. 27-497

**SINGER** 1931 Junior c.b. saloon, blue, beautiful condition, bumpers front and rear, one owner, £92 10s.; best possible deferred terms. The Service Co., 275 High Holborn. Holborn 0666. 27-498

**SINGER** Junior 1931 8hp coachbuilt saloon, finished in maroon and cream, in excellent condition throughout, £82. Newnham's, Ltd., 164-168 Fulham Palace Rd., W.6. Fulham 0071. 27-503

**SINGER** 8 Sale!! 1932 saloon, shop soiled only, £129. Steele Griffiths, 89 Gt. Portland St., W.1. Langham 1601, 27-517

**SINGER** 8 Sale!! 1932 saloon, demonstrator, taxed, £115. Steele Griffiths, Abbey House, Victoria St., S.W.1 (facing Westminster Abbey) Victoria 0467. 27-516

**SINGER** 9, 1925, taxed September, nice condition, £10. Frenzels, 319 Edgware Rd. 27-570

**SINGER** cars from Singer specialists.

1932 Kaye Don 9hp saloon, demonstrator, taxed and as new, list £185, offered at £135.

Murphy, Singer specialists for 8 years, 17 Sheen Lane, S.W.14. Prospect 3305. 27-556

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

**SINGERS.** Cookes Motors offer—A real economical buying. 1932 shop-soiled Singers, carrying the makers' full guarantee, the following models: 9hp Special saloon, maroon and black, £139.  
8hp Junior saloon, light blue and black, £125.  
10hp de luxe saloon, maroon and black, £158; terms and exchanges. 366 High St., Sutton. Open Sundays. Phone 4660. 27-1084

**SINGER 8** 1930 saloon, like new, £68. Denmans, 132-3 Long Acre, W.O. Open week-ends. Temple Bar 8135-6-7.

**SINGER Junior.** Cookes Motors offer 1931 saloon, 4-speed gearbox, in absolutely spotless condition, 3 months' guarantee, a real bargain, £74; terms and exchanges. Brighton Rd., Sutton. Open Sundays. Phone 3800-1 and 4661. 27-1082

**SINGER, £25!!!** 1927, coachbuilt 6-cylinder saloon, ready for use. Denmans, 132-3 Long Acre, W.O. Open week-ends. Temple Bar 8135-6-7.

**SINGER.** F. G. Smith (Motors), Ltd. 1931 coachbuilt saloons, sliding roof, choice of three faultless cars, from £105; also Junior tourer, in spotless condition, £35. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 27-457

**SINGER Junior** 1932 4-door coachbuilt saloon, sunshine roof, fullest equipment, all chromium fittings, 2-colour black and cream finish. See this car to appreciate the beautiful condition (Paddington), £110. Kirk, below.

**SINGER Junior** 1930 4-door coachbuilt saloon, full dash, very good tyres, exceptionally smart appearance, 2-tone cellulose finish (Paddington), £69 10s. Kirk. Below.

**SINGER 10** 1928 4-door saloon, f.w.b., leather pneumatic upholstery, fully equipped, dash, very roomy and economical car; this car has been exceptionally well cared for; why not see it! (Highbury), £49. Three months' written guarantee. Exchanges, terms. 100 other cars. Kirk and Co., 22, 49, Praed St., W.2 (Paddington 6049), and 28, 30, 32 Highbury Corner, N.5 (North 4784). 27-581

**S.S. H. A. Saunders** offers 1932 9hp sports coupe, small mileage, very attractive and as new, £175. 350 Euston Rd., N.W.1. Museum 4511. 27-546

**STANDARD Big Nine,** 1930 Teignmouth sunshine saloon, practically new tyres, blue, beautiful condition throughout, £89; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4653. 27-265

**STANDARD 9hp,** 1931, saloon with sliding roof, in very good condition, £117 10s. Ratcliffe Bros, 200 Gt. Portland St., W.1. Museum 8603-4. 27-270

**STANDARDS,** under £100. See page 24. 27-208

**STANDARD,** 1932, Little Nine coachbuilt special sunshine saloon, practically brand new, bargain, £139. Below.

**1932 Standard Big Nine** coachbuilt saloon, small mileage, otherwise brand new, £169. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4453.

**STANDARDS.** For better value see page 22. 27-387

**STANDARD 9** 5-seater saloon, dynamo, starter, balloons, runs beautifully, only wants seeing, 25 guineas; motorcycle part. 1 Ebner St., Wandsworth. 27-247

**STANDARD 9,** Carlton Garage. 1930 sunshine saloon, 75 guineas 79 Carlton Vale, Maida Vale. Open Sunday mornings. 27-256

**STANDARD 9,** £79 10s. 1930 Teignmouth saloon, sun roof, exceptional condition, wire wheels; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 27-308

**STANDARD,** brand new, unregistered, shop-soiled, Little Nine coachbuilt saloon, £158. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel. Street. 9520-1. 27-303

**STANDARD 9,** 1930, Teignmouth sunshine saloon, taxed, insured, £120; exchange 4-seater, 3-wheeler or similar and cash. Austin, Disswell, Welwyn, Herts. 27-127

**STANDARD 9,** 1929 long chassis sun-roof saloon, perfect, £65; terms, exchanges. A.Z. Motors, 180 West End Lane, Hampstead 0523. 27-409

**STANDARD.** 1932 Little 9 saloon de luxe, black-cream, Triplex, bumpers, as new throughout, guaranteed, £145. Below.

**1932 Little 9** sunshine saloon, guaranteed mileage 2,600, quite unscratched, taxed, £135. Below.

**1930.** Teignmouth sunshine saloon, black-red, very complete equipment, one owner, quite perfect, £90. Below.

**1929** Teignmouth saloon, black-white line, leather upholstery, good tyres, one owner throughout, £70. Below.

**1928** Fulham saloon, 4-door, just repainted, brown-black, very sound condition, fully equipped, taxed, £48. Below.

**Smith and Hunter, Ltd.,** 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 27-345

**STANDARD.** Newnham's gigantic annual stocktaking sale now in progress. Few examples below, but full catalogue on request. Self-financed hire-purchase terms and generous part exchange allowances arranged.

**1932 Little 9** coachbuilt sliding roof saloon, moderate mileage and most attractive, £125.

**1932 Big 9** de luxe coachbuilt sliding roof saloon, hardly soiled, £175.

**1931 Big 9** Avon sports 2-seater, very exceptional appearance, etc., £135.

**1930 Big 9** sliding roof saloon, carefully used by one owner, £85.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 27-363

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

**STANDARD.** 400 Car List post free; 1927 to 1932 new and used cars in stock. Saloons, coupes, sports, landaulets, touring, 2-seaters, etc. Open till 8.30 p.m., week-ends and holidays included. Distance no object. "The Northern Olympia." Better exchanges at Rambers, near Birkdale Station, Southport. Phone 66161. (117 The Hendrow, Leeds; 16 Cambridge St., Sheffield.) 27-212

**STANDARD,** 1932, Big 9 saloon, very low mileage, perfect condition, £155; year's guarantee, exchanges, deferred. Truscott for Saloons, 173a Westbourne Grove, W.11. Bayswater 4274. 27-394

**STANDARD 9,** 1929, registered March, 1930, 4-door saloon, sunshine roof, bumpers, in really excellent condition, £65; exchanges, terms; also 1928 saloon at £45. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 27-374

**STANDARD Big 9,** 1931, black, sliding roof, moderate mileage, owner-driven, several extras, exceptional condition, taxed September, bargain, £100. 102 Pinner View, Harrow. 27-114

**STANDARD,** 1932!! 8.8. only a few weeks old, 9hp sunshine sportsman's close-coupled coupe, finished blue and black, positively new condition, numerous extras, £175. Below.

**STANDARD,** Big 9, 1931, coachbuilt sunshine-roof saloon, negligible mileage, finished blue, licensed; another Big 9, fabric sunshine saloon, exceptional condition, £115. Below.

**STANDARD 9,** 1928 4-door saloon, well equipped, excellent condition, £42; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday morning. 27-317

**STANDARD,** 1932 Little 9 saloon, finished blue, fitted with bumpers and stop-light, £120; exchanges, deferred. Whitbys, 7 The Vale, Acton, London, W.3. Phone, Shepherd's Bush 1515. 27-325

**STANDARD Big Nine,** 1931 saloon, splendid condition throughout, written guarantee, unique deferred terms, £105. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 27-183

**STANDARD Little Nine,** 1932, 6 months old, taxed year, absolutely as new, £125, bargain for quick sale. Paters Motor Depot, Bedford. 5319. 27-1932

**STANDARD.** F. G. Smith (Motors), Ltd. Smith-conditioned Standards. 1931 Big 9 4-door saloon, choice of two, £130, sliding roof, £125 fixed head; extended payments; 1929 9hp saloon, sliding roof, £65. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 27-458

**STANDARD Big 9,** 1930 saloon, sun roof, £85. Denmans, 132-3 Long Acre, W.O. Open week-ends. 27-481

**STANDARD 9,** 1931 Swallow saloon, 4-speed, taxed year, mileage 7,000, as new, £165. Below.

**STANDARD 9,** 1931 coachbuilt saloon, blue, taxed year, as new, £145. Paul, Sawyer and Co., 72 Gt. Portland St. Museum 1926. 27-491

**STANDARD,** 1931 Big Nine Teignmouth sunshine saloon, taxed year, £110. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 5122. Open Sunday 11-1 p.m. 27-426

**STANDARD.** Sale!! 1931 Swallow Big 9 saloon, £175. Steelo Griffiths, Abbey House, Victoria St., S.W.1 (facing Westminster Abbey). Victoria 0467. 27-519

**STANDARD 9.** Sale!! 1930 saloon, new tyres, £79. Steelo Griffiths, 89 Gt. Portland St., W.1. Langham 1601. 27-518

**STANDARD 9** tourer, 1928, excellent condition throughout, £35. Prentzel's, 319 Edgware Rd, 27-568

**STANDARD Nine,** 1929 saloon, nice condition throughout, written guarantee, unique deferred terms, £65. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 27-184

**SWIFTS,** under £100. See page 24. 27-209

**SWIFT,** 1930 10hp 4-door saloon, sunshine roof, wire wheels, etc., excellent condition, £79. 181 The Grove, Goldhawk Rd., Shepherd's Bush. 2230.

**SWIFT,** £112 10s. 1931 10hp drop-head coupe, as new. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 27-305

**SWIFT.** Newnham's gigantic annual stocktaking sale now in progress. Few examples below but full catalogue on request. Self-financed hire-purchase terms and generous part exchanges allowances arranged.

**1931 10hp "Migrant"** sliding roof saloon, beautiful appearance and general condition, £125.

**1931 10hp 8.8. "Foursome"** coupe, fitted rear tank, very exceptional opportunity, £119.

**1930 10hp** sliding roof saloon, fitted w.w., particularly attractive, £85.

**1930 10hp** drop-head coupe, blue, really first-class throughout, £79.

**1929 10hp "Paladin"** coachbuilt saloon, blue, one owner only, excellent car, £68.

**1928 10hp 2-seater,** fitted w.w., etc., smart and very good mechanically, £35.

**1927 10hp** tourer, fitted f.w.b., genuine opportunity, £22.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 27-364

**SWIFT 10hp** 1928 4-door saloon, taxed year, clean condition throughout, £47 10s. Paul and Co., 114 Gt. Portland St. Museum 8464-5. 27-355



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

**SWIFT** saloons and tourers, £50 to £55, ready to drive away, taxed, insured and guaranteed 3 months, 100 popular makes in stock from £10 to £65. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 27-542

**SWIFT** 9, 1925, 2-seater, taxed, insured, splendid condition, £12. Palmers Green 3436. 27-178

**TALBOT**, 10-23, blue saloon, recent complete overhaul, rebored, new pistons, brakes, etc., loose covers, smart, inexpensive running car, taxed, £40. 248 Elm Rd., Leigh-on-Sea. 27-b983

**TALBOT**, J. K. Greenwood and Co., Ltd., offer:—

£17 10s!!! Talbot, 10-23 2-seater, taxed September, maroon and black, engine recently fitted new pistons, etc.; exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 27-406

**TRIUMPH**, 1932 super 7 saloon de luxe, blue, unlicensed, demonstration, very small mileage, full guarantee, £150; exchanges, deferred. Martin's Garages, Highgate Village. Phone, Mountview 1228. zzz-126

**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**, Bablake Garage, Ltd., Queen Victoria Rd., Coventry (The Midland Triumph Specialists), solicit your custom. You can't beat Bablake Garage, Ltd., for new or used models. Used Triumphs urgently wanted in exchange for any car. zzz-75

**TRIUMPH**, 1929 (May) super 7 de luxe tourer, chromium, pneumatic upholstery, green and grey, faultless condition, £47 10s. Harry Nash, 348 King St., Hammersmith. 27-290

**TRIUMPH**, 1932 7hp 4-door 6-light, coachbuilt saloon, very small mileage, tax paid, £132 10s. Ratchliffe Bros., 200 Gt. Portland St., W.1. Museum 8605-4. 27-271

**TRIUMPHS**, For better value see page 22. 27-388

**TRIUMPHS**, under £100. See page 24. 27-210

**TRIUMPH**, Morgan Hastings, Ltd., the Triumph specialists, offer:— 1930 7hp de luxe saloon, engine rebored, excellent condition throughout, £65.

1931 12hp 6-cylinder coachbuilt sliding-roof saloon, safety glass throughout, unscratched condition, £105.

95 New Bond St., W.1 (Mayfair 5323), and 212 New King's Rd., S.W.6 (Putney 7611). zzz-188

**TRIUMPH**, 1930 saloon, Triplex glass, exceptionally nice condition throughout, £62; exchange motorcycle. Tippet, Arlington Rd., Surbiton. Elmbridge 1274. 27-b963

**TRIUMPH** Super 7, 1929, £45 or near, Gordon England saloon, excellent appearance, good condition, taxed; after G. Fazakerley, 28 Albert Square, Clapham Rd. 27-b980

**TRIUMPH**, 1932 saloon, shop-soiled only, £140; exchanges or deferred. Sydney G. Cummings, only address, 101 Fulham Rd., London, S.W.3. Sloane 8251-2. 27-236

**TRIUMPH**, 1929, 7hp coupe, splendid condition, £45. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 27-397

**TRIUMPH**, 1930, super 7 de luxe tourer, one owner, 100% condition, taxed, £57 10s. Ambassador Motors, 1013b Finchley Rd., Golders Green. Hendon 2253. 27-j28

**TRIUMPH**, Newnham's gigantic annual stocktaking sale now in progress. Few examples below, but full catalogue on request. Self-financed hire-purchase terms and generous part exchange allowances arranged.

1931 Super Seven sliding roof saloon, moderate mileage and perfect, £90.

1930 Super Seven saloon, dual colours, most attractive little car, £62.

1929 Super Seven tourer, dual colours, exceptional appearance, etc., £38.

1929 Super Seven saloon, particularly smart and sound, £39.

Newnham House, 257 Hammersmith Rd., London, W.6. Riv. 4646. 27-365

**TRIUMPH**, 1929 (March) 4-seater, maroon, good tyres, complete equipment, repainted, £38. Smith and Hunter, Ltd., 407 Edgware Rd. 27-344

**TRIUMPH**, 8hp 1930 sports saloon, leather upholstery, excellent mechanically, £68; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherds Bush, W.12. Riverside 2365. Open Sunday mornings. 27-318

**TRIUMPH**, 1930 Super 7 tourer de luxe, maintained like new, taxed December, £57 10s.; exchanges, deferred. Martin's Garages, Highgate Village. Phone, Mountview 1228. zzz-187

**TRIUMPH** Super 7, 1930 (September), 2-seater, duo blue, large dickey, engine perfect, paintwork as new, small mileage, £72. Francis, 10 Greenhill Parade, Harrow. 28-b934

**TRIUMPH** 7, 1929 sportsman coupe, very good condition, £40; exchanges. Prince Albert Garage, Staines Rd., Sunbury, Middlesex. Telephone, Sunbury 423. 27-b939

**TRIUMPH** Super 7, 1929 saloon, good mechanically, full equipment, any trial, £49. 516-522 Streatham High Rd., S.W.16. Phone, Polkards 4444. 27-179

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

**TRIUMPH** Super 7, 1929 4-seater tourer, buff, brown, excellent condition and appearance, £44. Rosa Garage, Grange Park, Winchmore Hill, N.21. Enfield 1189. 27-b904

**TRIUMPH** 2-seater, late 1929, taxed, ivory-black, good condition. Straker, The Knoll, Beckenham. 27-b869

**TRIUMPH** 7, 1930, saloon de luxe, coachbuilt, safety glass, taxed, £65. Sydney Hall, Catherine St., St. Albans. Telephone 636. 27-418

**TRIUMPH** 1930 Super 7 de luxe 4-seater model, cellulose grey and maroon, exceptionally nice condition, £55. Fraser Nash Cars, London Rd., Islington, Hounslow 3171. zzz-193

**TRIUMPH** 7, Cass's Motor Mart, Ltd. (established 1911), 1931 de luxe coachbuilt saloon, exceptional condition, £105.

**TRIUMPH** 7 1930 de luxe saloon excellent condition, £75. Written guarantees, demonstrations free within 50 miles; exchanges, extended payments. Cass's, 5 Warren St., W.1. Museum 0625. 27-446

**TRIUMPH** 1929 Super 7 4-seater tourer, maroon and grey, excellent order throughout, £37 10s.; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 27-431

**TRIUMPH**, 72 guineas, 1931 (June), Super 7 sunshine saloon, taxed December, immaculate. Sloane Square Motors, 18 Culford Gardens, S.W.3. 27-420

**TRIUMPH**, 1932, 7hp coachbuilt pillarless saloon, absolutely as new, tax paid until December, £135. Beechings, Ltd., Farnborough, Hants. Telephone 279. 27-548

**TRIUMPH**, 1931 Super Seven special coachbuilt drop-head coupe, lavishly equipped and in gorgeous condition, most attractive cream and crimson finish, ideal car for a lady, £85. Kirk, Below.

**TRIUMPH** 1929 Super Seven Gordon England saloon, full dash equipment, hydraulic f.w.b.s, wire wheels, beautifully kept, £59 10s. Three months written guarantee; exchanges, terms. 100 other cars, Kirk and Co., 22, 49 Praed St., W.2 (Paddington 6049). 27-581

**TRIUMPH** tourers and saloons, £50 to £65, ready to drive away; taxed, insured and guaranteed three months, 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required; drive away same day.

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Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 27-539

**TRIUMPH**, Newnham's, 136-8 Streatham Hill, S.W.2, offer 1930 7hp de luxe saloon, real leather, safety glass, etc., excellent condition, £68. Streatham 8830. 27-504

**TROJANS**, Always several in stock. Send for details. Lewes Motors, Lewes, Sussex. zzz-475

**VERNON-DERBY**, Broadway Motors offer 1928 sports 2-seater, excellent condition, £62 10s. 18 and 19 Woodstock St., Oxford St. 27-525

**WOLSELEY** Special E.W. International sports, 4-seater, black and green, Magna wheels, sports bumpers, thermometer, twin wiper, chassis louvres, very carefully run in and used, mileage 6,000 only, late 1931, taxed, £158. Sydney Hall, Catherine St., St. Albans. Tel. 636. 28-1038

**WOLSELEYS**, under £100. See page 24. 27-211

**WOLSELEY** Hornet, 1930 coachbuilt saloon, blue, spotless condition, £69. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4653. 27-268

**WOLSELEY** Hornet sports 2-seater, 1931, black and green, mileage 11,000, £125; exchanges, instalments. 4 Crossways, Gidea Park, Romford. Phone 1783. 27-j23

**WOLSELEY** Hornet, £15 deposit, 155 guineas cash. 1932 model 4-door coachbuilt sunshine saloon, 4 speeds, numerous extras, one owner, small mileage, practically brand new, year's tax, cost over £200; exchanges. Rowland Smith. Below.

**WOLSELEY** Hornet, £12 deposit, 125 guineas cash. 1931 Swallow 2-seater, cream and red, one owner, carefully used, very exceptional condition; list free; exchanges. Open all week-days, including Saturdays, 9-9; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 27-379

**WOLSELEY**, 1931 (May) Swallow Hornet 2-seater, black-green, carefully used and in 100% order, £135. Below.

1931 (March) coachbuilt Hornet sunshine saloon, maroon, wide body, all new tyres, "as new" throughout, £100. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011, Evenings 7, Saturday 5, Sunday 10-1. 27-340

**WOLSELEY** Hornet, 1932 E.W. sports 4-seater, black and green, taxed year, as new, £175. Below.

**WOLSELEY** Hornet, 1931 E.W. coachbuilt sportsman's coupe, sun roof, taxed year, mileage 7,000, £155. Below.

**WOLSELEY** Hornet, 1931 coachbuilt sun de luxe saloon Magna wheels, blue, exceptional condition, £105. Paul and Co., 114 Gt. Portland St. Museum 8464-5. 27-356

"COMPRESSION IGNITION ENGINES FOR ROAD VEHICLES." By the  
Editor of "The Commercial Motor." 2/6 net; 2/9 post free.



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

**WOLSELEY**, 1932 Hornet coachbuilt sunshine saloon, black and cream, mileage 6,000, taxed, perfectly maintained, indistinguishable now, £157 10s. Harry Nash, 548 King St., Hammersmith. 27-291

**WOLSELEY** Hornet, 1930 fabric saloon, recently overhauled, £75. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 5122. Open Sundays 11-1 p.m. 27-427

**WOLSELEY** Hornet E.W. "Sillex" coupe (2-door 4-seater), black and blue, 2,000 miles, £230. Glenluce, Wykeham Rd., Hendon. 'Phone 8813. 27-102

**WOLSELEY** Special E.W. International sports, 4-seater, black and green, Magna wheels, sports bumpers, thermometer, twin wiper, chassis lowrice, very carefully run in and used, mileage 6,000 only, late 1931, taxed, £140. Sydney Hall, Catherine St., St. Albans, Tel. 636. 27-419

**WOLSELEY** Hornet 1930 saloon, coachbuilt, overhauled, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 27-482

**WOLSELEY** Hornet 1931 saloon, coachbuilt, sun roof, Triplex glass, 115 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. 27-483

**WOLSELEY** Hornet. Broadway Motors offer 1931 coachbuilt sunshine saloon, large body, year's tax, exceptionally clean, 100 guineas; choice of two.

1931 Wolseley Hornet Swallow 2-seater, immaculate condition, colour cream and green, 4 speed gearbox, remote control, £150; another, £140. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 27-524

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**RHODE**. All spares in stock. Repairs. Rhode Motor Co., Webb Lane, Hall Green, Birmingham. 'Phone, Shirley 194. zzz-1111

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**TRIUMPH** spares. Complete stock for Triumph Super Seven, trade and retail. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603. zzz-605

**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

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**JOWETT**. Comprehensive spares stockists. F.O.C.H., Ltd., 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. zzz-598

**HEADINGLEY** for spares. Frazer-Nash, G.N., Horstman, Lea-Francis, Riley, Rhode, Salmson, Standard, Talbot. Large stocks. Expert advice. 'Phone 52080, or wire "Trubie, Leeds." The Headingley Motor and Eng. Co., Ltd., 8 Otley Rd., Leeds. zzz-868

**SPARES**, lowest prices, equal to new, for Austin, Morris, Rover, Swift, Clyno, Singer, Humber, Talbot, Rhode, Renault, Salmson, Standard, Gwynne, Peugeot, Jowett, Fiat, Calthorpe, and many others. All electrical accessories; approval. Balham Motor Mart, Ltd., Eton Garage, 260 Balham High Rd., S.W.17. 'Phone, Battersea 2969. zzz-94

**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, Fossil Rd., Glasgow. 'Phone, Douglas 4090. Telegrams, "Demolition, Glasgow." 34-404

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**AUSTIN** 7s, second-hand parts cheap, Peugeot radiator. 221 Maida Vale, W.9. 27-227

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**WITHAMS** for spares and prompt attention!!! Dismantling A.C., Ariel, Bean, Clyno, Citroen, Fiat, Gwynne, Humber, Lagonda, Morris, Morgan, Peugeot, Riley, Rhode, Rover, Renault, Standard, Singer, Swift, Talbot, etc. Oldridge Rd., Balham, Battersea 3280. And at Riverside Rd., Summerstown, Wimbledon 2513. (Back of Wimbledon Stadium.) 27-528

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NEW LIGHT CARS AND CYCLECARS  
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**B.S.A.** 3-wheelers stockists. Immediate delivery. Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-702

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NEW LIGHT CARS AND CYCLECARS  
(continued).

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**JOWETT.** Croydon. Turner's, Lower Addiscombe Rd. Addiscombe 3131. zzz-985

**JOWETT.** The Service Company, trade and retail distributors. Sales, service, spares depot. All models on view. Part exchanges. Best possible deferred terms. 273 High Holborn, W.C.1. Holborn 0666. zzz-204

**M.G.** Rowland Smith Motors, Ltd.,

**M.G.** agents. Immediate delivery. Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-703

**M.G.** Midget. Brighton and district M.G. agents. Mansfields, Ltd., Kingsway, Hove. 8490 Portslade. zzz-615

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**M.G.** F.O.C.H., Ltd., agents, 1932 models, immediate delivery from stock. Highest allowances. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-601

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**MORGANS.** Nottinghamshire. See these sturdily built machines and have a trial run at Bennetts (Nottingham), Ltd., 24-30 Shakespeare St., Nottingham. zzz-199

**MORGAN.** Rowland Smith Motors, Ltd.,

**MORGAN** agents. Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-704

**MORGANS!** Morgans!! Another special "snip" at Colmore; brand-new 1932 family 2-speed, with the £95 de luxe model body, only £75. Optional colours, dark blue or maroon. Only available for limited period. Colmore Depot, 77 Station St., Birmingham. 27-217

**MORGANS** in the West. Sales and service spares. Kettles, 90 Stoke Croft, Bristol. 27-1089

**MORRIS** Minor and Family 8. Part exchange, hire-purchase terms. Sole London distributors, Stewart and Ardern, Ltd., Morris House, 103 New Bond St., W.1; Morris House, The Vale, Acton, W.3; Morris House, Bensham Lane, Croydon; Morris House, High Rd., South Tottenham, N.15; Morris House, Finchley Rd., Golders Green, N.W.11. zzz-4

**MORRIS** Minor in stock at Platers, of Streatham. Authorized Morris dealers for sales and service. Platers, 376, 482 High Rd., Streatham, S.W.16. Phone, Streatham 8480. zzz-602

**MORRIS.** Try F.O.C.H., Ltd. Highest allowances. No waiting. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. zzz-602

**MORRIS.** Rowland Smith Motors, Ltd.

**MORRIS** dealers. Immediate delivery. Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-705

**MORRIS** Minor. No deposit, from £5 10s. monthly. Extended payments arranged in 48 hours. Normand Garage, Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. week-days, 6 p.m. Saturdays, 10-1.30 p.m. Sundays. zzz-164

**MORRIS** Minor, 1932, coachbuilt sunshine saloon, green, immediate delivery. List price £125. Terms, exchanges. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-192

**RILEYS.** Newnams supply Rileys better through having large stocks plus advantages of self-financed hire-purchase terms and generous part-exchange allowances. 237 Hammersmith Rd., London, W.6 (Riverside 4645). Branch showrooms: 136 Streatham Hill, S.W.2 (Streatham 8830); 164 Fulham Palace Rd., W.6 (Fulham 0071). 27-370

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**NEW LIGHT CARS AND CYCLECARS**  
(continued).

**ROVER.** Henlys, London distributors for Rovers. 155 Gt. Portland St., W.1. Museum 7754. zzz-650

**ROVER.** Immediate delivery from stock, 10-25 and the new 12hp 6-cylinder models; exchanges or deferred. Satisfaction guaranteed. Sydney G. Cummings, only address, 101 Fulham Rd., London, S.W.3. Sloane 8231-2. 27-254

**SINGER.** Croydon Service Depot, wholesale and retail. Turner's, Lower Addiscombe Rd. Addiscombe 3131. zzz-986

**SINGER.** Spikins (Twickenham), Ltd., all models in stock. zzz-27

**SINGER. F.O.C.H. (Distributors).** Immediate delivery. Highest allowances, 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. zzz-605

**SINGER.** Rowland Smith Motors, Ltd., **SINGER** agents. Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-706

**S.S.** Manchester. North Lancashire Distributors. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 27-399

**SS2 Standard.** Immediate delivery of 1932 models from stock; deferred; cycles in part. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. zzz-23

**STANDARD** Little Nine saloons (£155), actually in stock for immediate delivery; highest allowances; deposit £20. F.O.C.H., Ltd., 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-758

**STANDARD.** Guaranteed after-sales service. Extended payments arranged in 48 hours. Normand Garage, Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. week-days, 6 p.m. Saturdays; 10-1.30 p.m. Sundays. zzz-165

**STANDARD.** Truscott for saloons. All new models in stock for immediate delivery; exceptionally attractive terms. John S. Truscott, 175a Westbourne Grove, W.11. Park 7785. zzz-213

**STANDARD.** Rowland Smith Motors, Ltd. **STANDARD** agents. Immediate delivery. Deferred terms; highest exchange allowances. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6; zzz-966

**STANDARDS.** Newnhams supply 1933 model Standards better through having them actually in stock, plus advantages of self-financed hire-purchase terms and generous part-exchange allowances. 237 Hammersmith Rd., W.6. Riv. 4646. Branch showrooms: 136 Streatham Hill; 164 Fulham Palace Rd., W.6. 27-366

**STANDARD** 1933 models in stock. Exchanges or deferred terms. Sydney G. Cummings, Standard agent, only address, 101 Fulham Rd., London, S.W.3. Sloane 8231-2. 27-253

**STANDARD.** Bruton Garages, Ltd., special Standard agents; 1933 models on view; exchanges and terms. 52 Bruton Place, Berkeley Square, W.1; also 4, Blenheim St., New Bond St., W.1. Mayfair 4737. 27-494

**TRIUMPH.** Liverpool delivery all models, exchanges. Hire-purchase up to 2 years. Authorized agents, The Rodney Motor Co., Ltd., 39-43 Berry St. Royal 5736-7. Telegrams, "Motomart." zzz-700

**TRIUMPH.** Ratcliffe Bros., specialists and distributors for London, Middlesex and Essex, offer immediate delivery of all 1932 models, including the Royston drop-head coupe and Abbey sports models. A special range of models on view and demonstration cars are at your service. 200 Gt. Portland St., W.1. Museum 8603-4. zzz-880

**TRIUMPHS.** Morgan Hastings, Ltd. The largest and oldest distributors for London, Surrey and part Middlesex, offer immediate delivery of all the latest 1932 models. Demonstration cars available at 95 New Bond St., W.1 (Mayfair 5323), and at our Sales, Service and Spares Depot, 212 New King's Rd., Fulham (Putney 7611). zzz-150

**TRIUMPH.** Coventry. Bablake Garage, Ltd., Queen Victoria Rd. (The Midland Triumph Specialists), are well worth getting in touch with. Used Triumphs urgently wanted in exchange. zzz-76

**TRIUMPHS.** Newnhams as Triumph distributors supply these quality cars better through having large stocks plus advantages of self-financed hire-purchase terms and generous part-exchange allowances. 237 Hammersmith Rd., W.6. Riv. 4646. Branch showrooms: 136 Streatham Hill; 164 Fulham Palace Rd., W.6. 27-367

**TRIUMPH.** 1932 Super Nine coachbuilt saloon, sliding roof, reduced to £149. Used only for two short demonstration runs; maker's list price £185. Good second-hand motorcycle or 3-wheeler considered as a deposit, balance 12, 18 or 24 months. Colmore Depot, 77 Station St., Birmingham. 27-218

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**NEW LIGHT CARS AND CYCLECARS**  
(continued).

**WOLSELEY.** Weybridge Automobiles, Ltd., one of the largest Wolseley distributors. All models Hornets on view, Weybridge. Phones 255-6-7. Reading Depot: Caversham Rd. Phone 3140. zzz-401

**WOLSELEY** Hornet Swallow. Manchester. Lancashire main distributors. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 27-398

**WOLSELEY** Hornet. Extended payments arranged in 48 hours. Normand Garage, Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. week-days, 6 p.m. Saturdays, 10-1.30 p.m. Sundays. zzz-166

**WOLSELEY** Hornet. Rowland Smith Motors, Ltd., **WOLSELEY** Hornet agents. Immediate delivery. Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-967

**WOLSELEY.** Jarvis of Wimbledon for Wolseleys. Immediate delivery of the New Hornet Special with Jarvis 2-seater body, finished in grey and green, £265. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 27-1087

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**I BUY** motorcars for cash. **I SELL** motorcars for cash or easy payments. **I EXCHANGE** motorcars. **DROP** me a line, or call; we can do business. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Telephone, Sloane 8231. zzz-111

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**KIRK AND CO.** Write, 'phone or call, or we will collect free anywhere in British Isles.

**KIRK AND CO.** 22, 49 Prad St., W.2 ('Phone, Paddington 6049, 6892); and 28, 30, 32 Highbury Corner, N.5 ('Phone, North 4784). Hours of business: 9 p.m. week-days; Sundays 10 a.m. until 1 p.m. 27-518

**H. F. EDWARDS AND CO., LTD.**, 175 Gt. Portland St., W.1., offer immediate cash and absolutely best price for any modern light car; distance no object. Call, write or 'phone, Welbeck 4161. zzz-513

**JOWETT** short-chassis tourer or two-seater, 1927-9, sound. Box No. 6322, c.o. "The Light Car and Cyclecar." 27-h955

**WANTED** urgently, Austin 7 saloon, 1931, cash. Aris, 53 Chapel St., Islington. 27-120

**NEWHAMS** want unlimited number of recent cars for cash or in exchange for any new or used models; best possible prices offered. 237 Hammersmith Rd., W.6. Riverside 4646. 27-371

**WANTED** immediately, a good light car or Aero Morgan, cash. 5 Victoria Avenue, Surbiton. 27-112

**NORRINGTONS.** The big cash buyers of small cars. All makes and models entertained. Purchase on sight. Call or communicate. 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 27-319

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**WANTED,** Triumph 7 saloon 4, smart, about £45. Watson, Barfields, Bletchingley. 27-h995

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**W.-C. Anzani-engine** Morgans, any year, any condition. F. H. Douglass, St. Mary's Square, Ealing. Telephone 6470. 27-448

**B.S.A. 3-wheeler** or Aero Morgan, reasonable price. 368 Hornsey Rd., N.19. Archway 3294. 27-577

**WANTED,** smart and obsolete Morgans for cash. 8a Ainger Rd., N.W.3. Primrose 0046. 27-573

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**THE SERVICE CO.**, 273-4 High Holborn, London, urgently want light cars of recent date. Best cash prices given. zzz-611

**MANCHESTER.** Wanted for cash, B.S.A. 3-wheelers, M.G. Midgets, Morris Minor s.v. 2-seaters, Austin 7 Cup models, Arrow and Abbey foursomes, Stadium 2-seaters and super Aero Morgans. Best cash prices given; distance no object; hire-purchase accounts settled. Call, write or 'phone, Blackfriars 9352. Joseph Rhind and Co., 258 Deansgate, Manchester. zzz-18

**THE LIGHT CAR CO.** do buy highest prices for used cars. Call or send details. 404 Euston Rd., N.W.1. Museum 2122. zzz-919

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**JOWETTS.** F.O.C.H. definitely pay highest prices. Spot cash. F.O.C.H., Ltd., 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. zzz-600

**CASH** waiting for unlimited number of light cars, particularly saloons; highest prices paid; distance no object. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 'Phone, Prospect 3332. 27-540

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**RICE** folding caravan for safety, easy touring and care-free driving, with small cars, 2-berth 69 guineas, 3-berth 88 guineas.

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**MORRIS Minor, 6-volt, 60 a.h., 21s.**  
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**370-372 GRAY'S INN RD., King's Cross, London, W.C.1. Phone, Terminus 4429 (5 lines). Grams, Tyrepress, Kingscross, London. zzz-9**

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**MARBLE ARCH MOTOR SUPPLIES, LTD., 133-135 Edgware Rd., W.2. 27-424**

**DYNAMOS AND MAGNETOS.**

**LUCAS, O.A.V., Rotax Service Station. (Props., Cox and Co.) ELECTRICAL service, large stocks, replacements, exchanges; immediate delivery, low prices.**  
**CAMDEN TOWN: 91 Bayham St. Phone, Gulliver 4461-4.**  
**PUTNEY: 158 Felsham Rd. Putney 6193-4.**  
**KINGSTON-ON-THAMES: Elton Rd. Kingston 3557-8.**  
**BECKENHAM: Chaffinch Rd. (opposite Clock House). Beckenham 1146-7. zzz-109**  
**ROTAX, C.A.V., Lucas, Ducellier, Delco-Remy, Bosch, Brolt, etc., Service station. See below.**  
**DYNAMOS, starters, magnetos. 1,000 different reconditioned replacements ready to exchange while you wait, from 15s., allowing for part payment on old machine. See below.**  
**LET us quote you for specialized high-class electric service executed by skilled craftsmen, cheapest experts in London. See below.**  
**GOODS despatched on 7 days' approval against cash. Day, night and week-end service. See below.**  
**BEARDMORE ELECTRIC SERVICE, 18-28 Queen's Rd., Hyde Park, W.2. Telephone: Day, Park 8641-2; night, Park 7766. zzz-869**

**ELECTRO, CHROMIUM AND NICKEL PLATING.**

**CHROMIUM plating. Quality work at moderate charges by the original chrome platers in Manchester and district; also nickel, silver plating, enamelling and Parkerizing. F. Davis (Manchester), Ltd., East Stanley St., Salford. Phone, Blackfriars 4040. zzz-1**  
**CHROMIUM plating, high-grade work on heavy nickel deposit, with latest plant, keenly competitive prices. Cox and Co., Lower Richmond Rd., Putney, S.W.15. Putney 6133-6. zzz-872**

**ENGINES.**

**CITROEN, Rover, A.B.O., Anzani, Bean, Morris, Essex, Buick, Singer and Clyno engines, also most other makes. Inquiry invited. Scotia Motor Works, 126 Upper Tooting Rd., London, S.W.17. Phone, Streatham 6187-8. zzz-40**  
**CONWAY for good second-hand engines for almost every make of car. Call, write, wire or phone Acorn 1748. Gloucester Rd., and 19 High St., Acton, W.3. 27-429**  
**F. H. DOUGLASS, the Morgan specialist, has large stocks of parts for the following engines: Anzani, Blackburne, M.A.G., J.A.P., F. H. Douglass, St. Mary's Square, Ealing. 6470 Ealing. 27-449**

**EXCHANGES.**

**ROWLAND SMITH MOTORS, LTD., AUSTIN main agents. Immediate delivery of 7hp models. Deferred terms, highest exchange allowances.**  
**ROWLAND SMITH MOTORS, LTD., B.S.A. agents. Deferred terms, highest exchange allowances.**  
**ROWLAND SMITH MOTORS, LTD., M.G. agents. Deferred terms, highest exchange allowances.**  
**ROWLAND SMITH MOTORS, LTD., Morris agents. Deferred terms, highest exchange allowances.**  
**ROWLAND SMITH MOTORS, LTD., Singer main agents. Deferred terms, highest exchange allowances.**  
**ROWLAND SMITH MOTORS, LTD., will give you the highest price for your motorcycle or car in exchange for any make of new or second-hand car.**  
**TURN to our small advertisements under Classified Section. Rowland Smith (Motors), Ltd. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-119**  
**ARCHIE SIMONS AND CO., Exchange Specialists. Any make of car supplied; deferred terms, highest possible allowances. 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-470**  
**F.O.C.H. Exchange specialists. New or second-hand. Cash (other way). Deferred. Free list. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-607**

**NORMAND GARAGE, LTD., exchange specialists, offer highest possible price for your present car or motorcycle, on receipt of full particulars, in exchange for any make of new or guaranteed second-hand car, balance cash or exceptionally easy payments arranged in 48 hours, delivery and collection in England, Scotland or Wales, free service. Immediate delivery of Austin, Morris, Trojan, Triumph, Standard, Singer, Humber and Rover. Call, write or phone, 489 Oxford St., W.1 (Mayfair 5477-9), or 11 Hammersmith Rd., W.14 (opposite Olympia) (Fulham 5477-9). zzz-167**



## EXCHANGES (continued).

**NEWHAMS** allow best possible prices for used cars in exchange for new or other used models; distance no object; 200 cars always in stock; deferred arranged if desired. 237 Hammersmith Rd., London, W.6. Riverside 4646. zzz-372

## EXTENDED PAYMENTS.

## ROWLAND SMITH MOTORS, LTD.

**DEFERRED** terms. No references, no inquiries of employers, guarantors, and deposits not essential. Balance 6-24 months, charges from 3½%. Individual requirements given every consideration. Highest exchange allowances. Full particulars and list on request.

**TURN** to our small advertisements under Classified Section. Rowland Smith (Motors), Ltd. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-120

**THE SERVICE CO.**, the house of highest repute for extended payments, established over 30 years, no outside finance, easiest of terms to your convenience, new, second-hand, exchange, state requirements. 275 High Holborn, London. zzz-502

**F.O.C.H.** hire-purchase is simple and costs little. Minimum formalities. Very low deposits. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-608

**ALWAYS** at your service. We offer all types of motor vehicles on extended payment terms. Our new booklet, "Buying a Car," gives particulars of 700 cars, terms and general information; post free. Payment may be extended over 12, 18 or 24 months. Wm. Whiteley, Ltd., Queen's Rd., W.2, and 205-7 Gt. Portland St., W.1. zzz-175

## FRICTION DISCS.

**FOR G.W.K.** cars and all purposes. A. G. Grice, Richmond Rd., Caversham, Reading. 27-1716

## GARAGES.

**CHARING CROSS GARAGE**, Villiers St., Strand. Capacity 200 cars; always open, running repairs, accessories, etc.; theatre facilities. Gerard 1489. zzz-73

## HOODS AND SCREENS.

**HARRISON'S**. Hoods re-covered in few hours. Loose covers all cars. **HARRISON'S**. Replace celluloid while you wait or by return post or rail.

**HARRISON'S**. Carpets, envelopes, cushions, tents, tarpaulins, upholstery materials, all-weather equipment, reupholstering.

**HARRISON'S**, 355 Norwood Rd., Tulse Hill Station, S.E.27. Telephone, Streatham 6846. zzz-327

**ALLEN AND DORSETT** for hood re-covering. 2-seaters from 30s., 4-seaters from 40s., satisfaction guaranteed. Below.

**ALLEN AND DORSETT** for side screen reparations, quick celluloid replacing service, from 2s. 6d. per panel. 63-65 Aslett St., Wandsworth. zzz-845

**CENTRAL MOTOR INSTITUTE, LTD.**, for hoods, side screens, mats, fabric body repairs, loose covers, etc. New College Parade, Finchley Rd., London, N.W.3. Phone, Primrose 1161. Always open. zzz-813

**ASMUS** hood re-covering, highest quality, from 30s.; screens recellulosed cheaply. 63a High St., Clapham, S.W.4 (next to Jays). Macaulay 5042.

**COX**. Hood re-covers, best materials; skilled workmanship; side screens repaired or replaced, strictly reasonable prices.

**COX**. Hood cloths khaki or black. 5s. 6d. yd., 72 ins. wide; extra quality, 6s. 4d., 72 ins. wide; black leather cloth, 2-ply, 7s. 4d. yd., 60 ins. wide; coloured sports cloths, from 6s. yd., 72 ins. wide; webbing and hauding, 6d. yd.; British celluloid, 58 ins. by 18 ins. by 20-1,000 in., 5s. sheet; samples on application.

**COX**. Dickey-seat screens, £3 5s.; four-panel rear screens, £4; visors from 10s. 6d. Send for fully illustrated lists.

**COX AND CO.**, Lower Richmond Rd., Putney, S.W.15. Tel., Putney 6193-6. zzz-128

**HOODS**, re-covers from 30s., loose covers, any kind of upholstery, fabric bodies, re-covered and repaired. G. Cheny, 91 Little Albany St., N.W.1. Telephone, Museum 0671. 30-e18

**BONTOP** hood re-covering sets. Re-cover your hood in your own garage. Each set ready to fit frame, immediate delivery, carriage paid. Write for patterns, mentioning make and year.

**BONTOP**. A few slightly shop-soiled hood re-covering sets available. State make, etc.

**BONTOP**. Hoods re-covered. Sidescreens fitted, old screens repaired, envelopes, tonneau covers.

**BONTOP** sidescreens, two types, from 15s. 6d. per screen. Bontop Backlight replacements, no sewing, 7s.

**BONTOP** dickey screen, £2 17s. 6d.; hood extra 25s.; Bontop baby seat, for car, home and holiday, 10s. 6d.

**BONTOP** accessories fit easily. Trade supplied. Lists free. Grafton Engineering Co., Sycamore Grove, New Malden. zzz-186

**TODD AND CO.** Hoods re-covered and repaired, side screens recellulosed, general upholstery and repairs, fabric bodies re-covered or repaired. Duncan St., Islington. 32-155

**RECOVERS** from 30s., celluloid replacements, repairs. Henry Jones, 778 High Rd., Tottenham. 27-b993

## INSURANCE.

**ARMY, NAVY AND GENERAL ASSURANCE ASSOCIATION, LTD.** (established 1904).

**ALL** cars favourably rated. Specimen rate. Combined benefits £7 10s.; touring cars up to 10hp, third party only, £4; statutory, £3 8s.

**APPLY** Head Office, Trafalgar House, Waterloo Place, Pall Mall, London, S.W.1. Telephone No., Whitehall 9917. zzz-508

**COMPETITIVE** policies by instalments without additional cost. All bonuses allowed. Ernest J. Bass, 40 Chancery Lane, W.C. Holborn 0328. zzz-820

**QUARTERLY** premiums at annual rates; immediate certificates; all benefits; expeditious claims service. Special rates Ford, Austin and Morris. Carfax, Ltd., 13 Albemarle St., London, W.1. zzz-146

**QUARTERLY PREMIUMS**. No extra! Road Traffic Act cover, Austin 7, one driver, 16s. 2d. quarterly; Cowleys, 20s. 3d.; Fords, 20s. 3d.; Oxfords, 23s. 4d. Others and commercials equally low. Write for new advantageous scheme. Jackson's, 54 Old Broad St., E.C.2 (London Wall 0329), and Grand Buildings, Trafalgar Square. zzz-944

**COMPARE** these rates with what you are now paying: 8hp cars, £7; 9hp cars, £7 7s.; 10hp cars, £8 7s. (£100 value); Morris-Cowleys, £2 10s.; Morris-Oxford, £10. Write for prospectus to North and South Insurance Corporation, Ltd., Orleans House, Edmund St., Liverpool. zzz-577

**CONSULT** unbiased experts and secure the best and cheapest policy from Lloyd's and all leading offices for your particular requirements. Quarterly terms with company of unquestioned stability. Metropolitan Insurance Brokers, Ltd., Empire House, St. Martin's-le-Grand, E.C.1. National 5261. 32-744

**REDUCED** rates—write for quotation. Exceptionally low premiums for country risks. Policies issued for any period. Special instalment premium scheme. Mascot Policies, Ltd., 106 High St., Ruislip, Middlesex. Telephone, Ruislip 644. Agents wanted. zzz-180

**OLD-ESTABLISHED** companies offer through Andrews and Booth, Ltd., cash or dividend-payment insurance. Lowest rates obtainable. Let us quote you for private cars, motor coaches, commercial vehicles and self-drive hire. Any period. Immediate certificates. Andrews and Booth, Ltd. (Block X), 37 Sheen Lane, Mortlake (Station), S.W.14. (Prospect 1061, 5 lines.) Branches: 3 Gower St., Derby. Tel. 2818. 12 South Sherwood St., Nottingham. Tel. 40627. 6 St. Stephen St., Bristol. Tel. 22388. 9 Union St., Hereford. Tel. 2272. zzz-179

**DEFENCE, LTD.**, 40 King William St., E.C.4 (Mansion House 9944), for lowest rates payable by instalments. See page 4. zzz-356

**QUARTERLY** premiums at no extra cost under Invincible Policies. Certificates by return. Policies sent at once. No-claims bonus to 25%. Be safe. Invincible Policies are secure. Invincible Policies, Ltd., 51 Bishopsgate, London, E.C.2. Phone, London Wall 0464-5-6. See page 7. zzz-348

**QUARTERLY** premiums without additional cost. Austin 7s, £2 2s. 6d.; other cars, lorries, motorcycles, etc., at competitive rates. Security, service, satisfaction under a Stuartson policy. Stuartson (Insurance), Ltd., 34 Leadenhall St., E.C.3. Monument 4270. See displayed advertisement page 22. zzz-347

## LAMPS.

**RENNOS**. Electric bulb bargains. Side, tall, 6d.; head, 1s.; two filaments, 1s. 9d.; 24 by 24 twin filament, dipping for latest Lucas, 1s. 11d.; postage, 1½d. each bulb. C.O.D. service. Below.

**RENNOS**. Brand new 7-in. B.T.H. headlamps. Bright, dim fittings, two clips. Unrepeatable bargains, 18s. 6d., worth double. Postage 1s. 232-3-4 Upper St., Islington, N.1. Near Tubes. Phone, North 4467-8. zzz-275

## LUGGAGE GRIDS.

**PRESSED-STEEL** luggage carriers, latest type, fitted without drilling, for Austin 7, Morris Minor, Wolseley Hornet, 17s.; Cowley, 22s. 6d.; Oxford, 22s. 6d.; other types supplied. "Young's," 32 Tooting Bec Rd., S.W.17. zzz-115

## MAGNETO AND DYNAMO REPAIRERS.

**LUCAS, C.A.V.**, Rotax Service Station. (Props. Cox and Co.)

**ELECTRICAL** service, large stocks, replacements, exchanges; immediate delivery, low prices.

**CAMDEN TOWN**, 91 Bayham St. Phone, Gulliver 4461-4.

**PUTNEY**, 158 Felsham Rd. Putney 6193-4.

**KINGSTON-ON-THAMES**, Elton Rd. Kingston 3557-8.

**BECKENHAM**, Chaffinch Rd. (opposite Clock House). Beckenham 1146-7. zzz-110

**ROTAX, C.A.V.**, Lucas, Ducellier, Delco-Remy, Bosch, Brolt, etc., dynamos, starters, magnets, 1,000 different reconditioned types, any one ready to exchange while you wait for the price of repairing yours, from 10s. 6d. See below.

We have the most up-to-date testing machines, and give 12 months' guarantee with every job. See below.

**DAY**, night and week-end service.

**BEARDMORE ELECTRIC SERVICE**, 18-28 Queen's Rd., Hyde Park, W.2.

**TELEPHONE:** (Day) Park 8641-2. (Night) Park 7766. zzz-825

"THE MOTOR ELECTRICAL MANUAL." 5th Edition. A complete guide to motor electrical equipment. 2s. 6d. net; 2s. 9d. post free.



**MIRRORS.**

**RENNOS.** Special offer driving mirrors, black and plated finish, convex surface, originally 7s. 6d., clearance price 2s. 6d. C.O.D. service. 252-3-4 Upper St., Islington, N.1, near Tubes. Phone, North 4467-8. 27-276

**MISCELLANEOUS.**

**A REAL BARGAIN.** C.A.V. and Thomson-Bennett hand magnetos, fitted with contact breakers and genuine platinum points, complete with brushes, 10s. each, post paid.

**COLEY** thermometer, aeroplane wheels, motor accessories and tools for all trades. Free list on request. Coley and Barnett, Ltd., Ordnance Works, Kingston. zzz-894

**COACHWORK** materials. Screws, beadings, mouldings, leather, bandings, fabrics, twill, wood machined to pattern, etc. Hoods re-covered. Armstrong.

**GLASS,** safety or plain, any size. Armstrong, 4 Leysfield Rd. (near "Seven Stars"), Shepherd's Bush. Phone 1577. 27-527

**MUDGUARDS.**

**CHEAP** cycle-type and other wings. Large stocks for immediate delivery. Any type made to order on shortest notice. Please state exact requirements. Victoria Sheet Metal Co., Wellington, Shropshire. 51-c322

**YOUNG'S.** Mudguards for Austin 7 from 10s., for Morris from 8s.; mudguards for Jowett, Clyno, Morgan, Rover, Singer, Standard, Swift, Riley, Triumph, M.G. Midget, Wolsley Hornet, etc., keenest prices by return. Cycle type for Austin 7, 57s. 6d. set; complete comprehensive stocks. Prompt service. Young's, 32 Tooting Bec Rd., S.W.17. Phone. zzz-116

**MUDGUARDS,** competitive prices, suit all cars; lists. Syd Pearson, Gosford St., Coventry. zzz-144

**NUMBER PLATES.**

**BALE,** 44-46 Howland St., Tottenham Court Rd., London. W.1. Phone, Museum 6751. Telegrams, "Limitable, Wendo, London." Cable, "Limitable, London."

**BALE,** makers of every type and description of number plates, cheapest prices, contractors for quantities, ask for terms. Service, 1 hour for solid die-formed plates and 10 minutes for rapid model riveted plates, porcelain finish dome-white plates 15 minutes; separate components supplied.

**BALE** maintains a name that is known and recognized all over the world. Specify and see the name, you will get the best and they cost no more. 28-490

**CAST** aluminium polished plates. Headless, 3s. 9d. each; beaded, 4s. 6d. and 5s. 6d. each. Moseley and Son, Founder, Wolverhampton. Telegrams, "Plates." zzz-953

**OILS AND GREASES.**

**MOTOR** oils. Blenders of over 50 years' standing offer motor oils (state car): 5-gallon drums for 12s. 6d.; Ford oil, 11s. 6d.; delivery free London; cash with order to John Hatch, Ltd., 25 St. James's St., Islington, N.1. 36-g757

**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

**J. E. S. LOCKWOOD,** 5 New St., Birmingham. Phone, 3980 Midland. Patents guide free. 34-744

**PICNIC CASES.**

**LARGE** leather-covered picnic case for 6 persons, complete in every way, special motoring model, cost £32, accept ball, or near offer. 11 Cambridge Rd., Teddington. Kingston 3523. 27-193

**PISTONS AND PISTON RINGS.**

**MARTLET** high-efficiency pistons. Special sets, oversize, high ratio. Brooklands Engineering Co., Ltd., Brooklands Track. Phone, Weybridge 489. zzz-108

**RADIATORS.**

**CONWAY** for good second-hand radiators for almost every make of car. Call, write, wire or phone Acorn 1748. Gloucester Rd., and 19 High St., Acton, W.3. 27-428

**REPAIRERS.**

**BLACK LION WELDING WORKS.** Welding of every description, prompt despatch; lowest charges. 24 St. Peter's Grove, Hammersmith, Riverside 4652. zzz-918

**JOWETT.** F.O.C.H., officially appointed repairers by Jowett Cars, Ltd. 2500 spares stocked. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9 till 8; Sundays 9 till 1. zzz-867

**REPAIRERS (continued).**

**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, bores, 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. Insist on your motor engineer ordering a Barimar guaranteed repair in 12 to 24 hours. It is the cheapest, too, as bores are not enlarged and existing pistons and rings are refitted. Send carriage paid with piston, rings and gudgeon pins of scored or worn bore. Remove all other fittings. The Barimar process is patented and all motorists are warned that every genuine repair carries the Barimar guaranteed tag. See us on your job. All Barimar factories operate Barimar scored-cylinder process.

**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-850

**AUSTIN 7.** Authorized agent and repairers, late foreman Austin London service, Thompson Garage Works, Ballards 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

**MAKE** no mistake about your repairer. Let F. H. Douglass, the Morgan specialist, repair your car. St. Mary's Square, Ealing. Telephone 6470. 27-450

**TUNING.**

**POLISHING** cylinder heads. Hornets, 27s. 6d.; Midgets, 22s. 6d.; Minors (s.v.), 10s. 6d.; Austin 7, 10s. 6d., and any other makes. M. A. McEvoy (London), Ltd., 146 High St., Notting Hill Gate (Park 5438), and Leaper St., Derby. zzz-107

**TUITION.**

**BRITISH SCHOOL OF MOTORING.** Private driving lessons on latest cars (open 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, 5 and 6 Coventry St., Piccadilly Circus, W.1. Gerrard 5435 (3 lines). Established 22 years. Over 75,000 taught. zzz-906

**THE MOTOR TRAINING INSTITUTE** inaugurates the "Quarter-Century Celebration Year" by reduced fees and remaining entirely devoted to private individual instruction. "Special Austin course." Revised prospectus free. Inspection invited. 90 George St. (bus stop), Baker St., W.1. Welbeck 2947. zzz-843

**THE CENTRAL MOTOR INSTITUTE,** the most popular school in London. Driving lessons from 7s. 6d., complete maintenance courses from 30s. Day and evening lessons, also Saturdays and Sundays. Modern methods, expert gentlemanly instructors, individual attention. You should inspect the school and its records before deciding elsewhere. The Central Motor Institute, Ltd., Finchley Rd (near Swiss Cottage), Hampstead, N.W.3. Phone Primrose 1161 for prospectus. 76-h24

**LEARN** driving and repairs by instructor with life experience. Backward pupils a speciality. Six one-hour driving lessons £2 10s. Charles Ward, Manville Garage, 15a Brecknock Rd., N.7. Gulliver 1619. 29-h494

**TYRES AND TUBES.**

**THE BIRMINGHAM MOTOR TYRE REPOSITORY CO.** New and additional salerooms at 84 and 85 Broad St., Birmingham. Tel., Midland 3393.

**NEW** branches, Hartshill Rd., Stoke-on-Trent (Tel., Hanley 48432); and 19 Market Square, Northampton (Tel., Northampton 1975).

**FURTHER** huge price reductions.

**25,000** car covers to be cleared immediately. We have, without doubt, the largest stock in the country. Goods despatched carriage paid against cash, 7 days' approval first passenger train or C.O.D.

**THE** largest stockist of Fort Dunlop, Goodyear, Heavy Duty and Firestone Cords in the country. Prices on application. Please state your size.

**7s. 6d.** Real good second-hand Cords. All latest pattern tyres with our 5,000 miles' guarantee. All sizes in stock.

**15s.** Perfect Used Test Tyres, in the latest makes and pattern Cord Tyres. Real good treads. 6,000 miles' guarantee.

**32s. 6d.** 27 by 4.40 covers. Brand-new Heavy Duty Tyres in makers' wrappings. All guaranteed by makers, Dunlop Clipper Cords, Goodyear Pathfinder Cords, Regent Super Cords.

**BRAND-NEW** clearance tubes. All sizes up to 30 by 5.00, 4s. 6d. each.

**SPECIAL** prices to factors and genuine tyre dealers.

**THE BIRMINGHAM MOTOR TYRE REPOSITORY CO.** New and additional salerooms at 84 and 85 Broad St., Birmingham. Tel., Midland 3393.

**NEW** branches—Hartshill Rd., Stoke-on-Trent (Tel., Hanley 48432); and 19 Market Square, Northampton (Tel., Northampton 1975). zzz-14



**TYRES AND TUBES (continued).**

**MASONS.** RECOGNIZED for the Most Comprehensive Stocks in the Country, and the best New Tyre Values possibly obtainable! LITERALLY HUNDREDS UNSOLICITED TESTIMONIALS. Approval against remittance or c.o.d. Carriage paid! Immediate despatch! Do NOT confuse NEW TYRES with Remoulded or Reconstructed.

**MASONS.** Leading stockists for DUNLOP, MICHELIN, GOODYEAR, GOODRICH, INDIA, FIRESTONE, AVON, PIRELLI, STEPNEY, etc.; EVERY TYPE OF TYRE at the most competitive prices available, including Stepney (Special) Tyres for Morgans!

**MASONS.** BRAND-NEW (Manufacturers' Surplus and Clearance) Tyres. Huge Purchase from the leading Manufacturers! Best MAKES and Latest Types. We guarantee 12,000 to 15,000 miles! These are genuine New Goods, NOT reconstructed or remoulded! 550 by 65, 25s.; 700 by 80 (26 by 3), 14s. 6d.; 700 by 85, 16s.; 710 by 90, 28 by 3 1/2, 30 by 3 1/2, 18s. 6d.; 760 by 90, 22s. 6d.; 765 by 105, 26s. 6d.; 28 by 3, 17s. 6d.; 26 by 3 1/2 s.s. (Morgans), 25s.; Ditto Balloons, Reinforced and HEAVY SERVICE, 26 by 3.50, 14s. 10d. and 17s. 6d.; 27 by 4.00, 16s. 6d. and 25s.; 27 by 4.40, 19s. 6d. and 27s.; 29 by 4.40, 30 by 4.50, 20s. and 30s.; 29 by 4.50, 27s. 6d.; 27 by 4.75, 28 by 4.75, 25s. and 32s. 6d.; 28 by 4.95, 29 by 5.00, 24s. 6d. and 35s.; 28 by 5.25, 30s. and 37s. 6d.; 29 by 4.85, 30 by 5.00, 30s. and 36s.; 715 by 115, 720 by 120, 20s.; 730 by 130, 30s.; 27 by 3.85 (balloons for 700 by 80-85), 20s. Tubes, 3s. 6d. to 5s.

**MASONS.** ASTOUNDING VALUE! New Super-remoulded Reinforced covers an special GUM-DIPPED and "Supertwist" Casings, guaranteed 10,000 miles! 26 by 3.50, 11s. 6d. (Seconds, 9s. 6d.); 27 by 4.00, 14s.; 27 by 4.40, 15s.; 29 by 4.40, 30 by 4.50, 19s. 6d.; 28 by 4.95, 29 by 5.00, 22s. (Seconds, 18s.); 715 by 115, 17s.; 720 by 120, 20s.; 730 by 150, 22s.; 700 by 80-85, 12s. 6d.; 710 by 90, 28 by 3 1/2, 16s.; 760 by 90, 30 by 3 1/2, 16s. 6d. (Seconds, 13s. 6d.). Masons, "A" Dept., The Tyre House, Ipswich. 27-352

**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

**BULL'S.** Established 1895.

**BULL'S.** West End depot for Dunlop, Goodyear, India, Firestone and all first grade makes.

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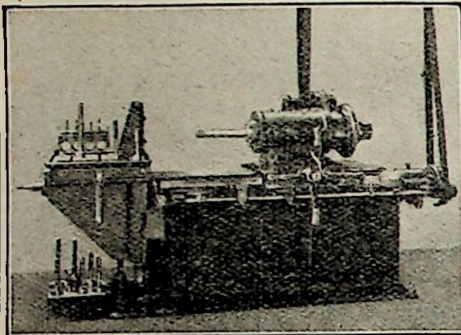
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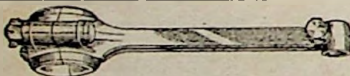
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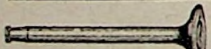
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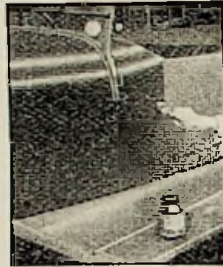
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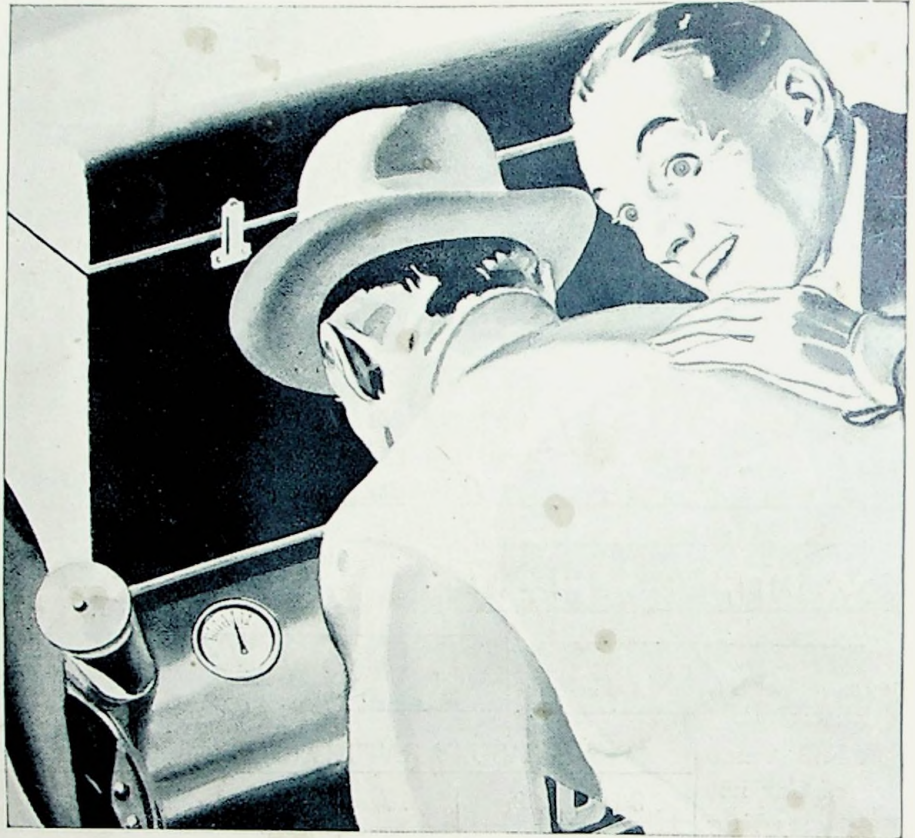
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