

bill

# The Light Car & Cyclecar

3<sup>D</sup>

The Only  
Small Car  
Journal  
Founded 1912.

Vol. XXXVIII, No. 986  
Friday Oct. 30, 1931  
*Registered at the GPO  
as a Newspaper*



A GIFT OF WILLIAM THE  
CONQUEROR.

On a site presented to him in 1066,  
Ralph de Pomeroy built Berry Pomeroy  
Castle 7 miles from Torquay. Many  
visitors go there to explore the old  
pile on fine week-ends.

**100 CARS  
 IN STOCK**

**1932 MODELS**

**FOR IMMEDIATE DELIVERY**

AUSTIN  
 MORRIS  
 WOLSELEY  
 STANDARD  
 ROVER  
 TROJAN  
 ANY MAKE OF CAR  
 SUPPLIED.

VIEW IN COMFORT. UNDER ONE ROOF.  
 ALL THE POPULAR CARS. AT  
 489, OXFORD ST., LONDON, W.1.

OPEN UNTIL 6 P.M., SATURDAYS.

VARIOUS  
 SPORTS, TWO  
 AND FOUR  
 SEATERS  
 ON



AUSTIN,  
 MORRIS,  
 STANDARD  
 & WOLSELEY.  
 CHASSIS  
 FOR IMMEDIATE DELIVERY.

**HIRE DEPARTMENT**

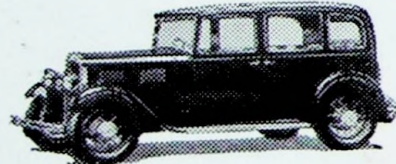
Special Winter Tariff.  
 Late Models — Austin  
 Seven and Morris Saloons.

**THIS WEEK'S BARGAIN**

1931 Austin Seven Coach  
 Saloon (del. '30). Tax  
 Paid. Excellent Con-  
 dition. Any Trial.  
 **£77 - 10 - 0**



**AUSTIN** Every Model  
 Twelve Austin on View.  
 Six Saloon For immediate  
 £198 and early de-  
 livery. Prices  
 from £118.



**STANDARD** FOR  
 Big Nine IMMEDIATE  
 Saloon DELIVERY.  
 £205 Prices  
 from £145.



**ROVER** FOR  
 Pilot IMMEDIATE  
 Saloon DELIVERY.  
 £225 Prices  
 from £85.

ALSO MORRIS, WOLSELEY, TRIUMPH, TROJAN,  
 etc.

CARS SUPPLIED ON OUR OWN FINANCED  
 DEFERRED TERMS FROM £5 - 10 - 0 DOWN.

Highest Prices allowed in  
 Part Exchange.

**NORMAND  
 GARAGE LTD**

We always have in stock  
 a varied supply of second-  
 hand Austin Seven Saloons.

11, Hammersmith  
 Road - - - W.14  
 (Opposite Olympia)  
 'Phone: Fulham 3477/8

489, Oxford Street  
 London - - - W.1  
 (Between Selfridges and Marble Arch)  
 'Phone: Mayfair 6801/2

92, Gloucester Road,  
 S.W.7  
 (Five doors from Gloucester Road Station)  
 'Phone: Frobisher 3037

OPEN UNTIL SIX P.M. SATURDAYS.

PLEASE REFER TO "THE LIGHT CAR AND CYCLECAR" IN YOUR LETTERS TO ADVERTISERS.

NEARLY OVER-RAN THOSE TRAFFIC SIGNALS AGAIN!

MY BRAKES NEED ADJUSTING.

MUST HAVE THEM TESTED MORE OFTEN.

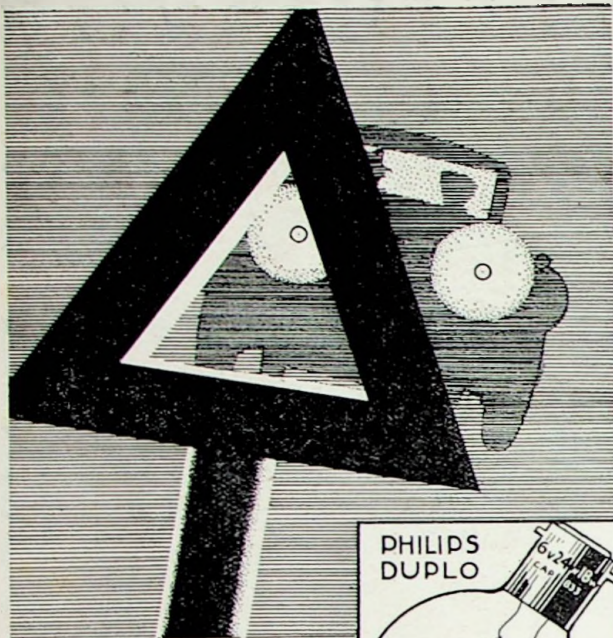
The complexity of local traffic regulations and the increasing congestion of the roads under modern conditions put a heavy strain on the driver of to-day. When you find yourself right on top of unsuspected traffic signals or among the bewildering "one-way" mazes of a strange town, only brakes that are perfectly adjusted can save you in an emergency. It's a small price to pay for confidence and security to have your brakes tested every 1,000 miles. Make this your rule of the road and if re-lining should be necessary specify and see that you get Ferodo Brake Linings.



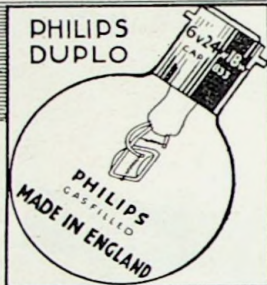
**FERODO**  
**BRAKE LININGS**

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

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



**Philips give you time to act . . . !**



A lot can happen in 30 seconds. No lamp can give you a bigger margin of safety than a Philips.

As headlights we recommend Philips 'duplo' as demonstrated at the recent anti-dazzle demonstration at Cambridge.

6 volt 24/18 watt Duplo - - 4/3

12 volt 24/24 watt Duplo - - 4/3

**MADE IN ENGLAND**

Over 40 years' experience in the manufacture of electric lamps. Use Philips Motor Bulbs—and see.

**PHILIPS**  
HIGH EFFICIENCY  
GAS FILLED MOTOR BULBS

Philips Lamps Ltd., Philips House,  
145, Charing Cross Road, London, W.C. 2

ARKS

**STUARTSON**

**Divide that Premium by FOUR!**  
**You MUST Insure.**  
**But why not pay QUARTERLY?**  
WITHOUT EXTRA COST.

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

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

Write, Phone, or Call—  
**STUARTSON (INSURANCE) LTD.**  
34, Leadenhall Street, LONDON, E.C.3.  
Telephones: Monument 2151/2, 4270.

**"How to Drive a Car."**

130,000 Copies of "How to Drive a Car" have been sold since its first publication—a striking proof of its popularity. The 11th Edition is brought right up to date and is profusely illustrated. Among the subjects dealt with are:—

- The Art of Changing Gear.*
- The Correct Use of the Brakes.*
- How to Correct Skids.*
- How to Act in Emergencies.*
- The Cultivation of 'Road Sense' Traffic Driving.*
- Recent Improvements in Transmission Mechanism and how these Modify the Art of Driving.*
- Motoring Measurements, Calculations, Formulae and Abbreviations.*

Etc., etc.

**2/6 net**  
or 2/9 post free from the Publishers.

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

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

D8

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

# Arrow

DE LUXE  
COACHWORK

## STANDARD = FOURSOME LITTLE — "9"

ARROW COACHWORK  
Also fitted on:—

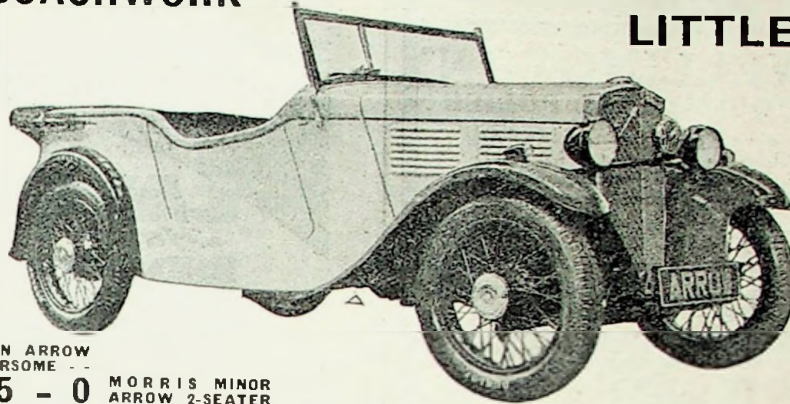
WOLSELEY HORNET  
ARROW 2 4-SEATER  
-- OPEN SPORTS --  
£232 - 10

MORRIS MINOR  
ARROW FOURSOME  
£155 - 0

AUSTIN ARROW  
FOURSOME  
£155 - 0

MORRIS MINOR  
ARROW 2-SEATER  
£148 - 0

WOLSELEY HORNET  
ARROW COUPE  
£242 - 10



PRICE  
£172 - 10

★  
DEMONSTRATION  
GIVEN ANYWHERE  
IN GREAT BRITAIN  
THROUGH YOUR  
LOCAL AGENT.

**A. P. COMPTON & Co., LTD.,**  
ARROW COACHWORKS,  
BOSTON ROAD, HANWELL, W.7. Phone: EALING 2611—5570

★ ANY ACCREDITED MOTOR AGENT WILL BE PLEASD  
TO HAVE YOUR ENQUIRIES.

PLEASE SEND ME YOUR ILLUSTRATED CATALOGUE

Name.....

Address.....

I am Interested In  
ARROW FOURSOME (AUSTIN MORRIS CHASSIS)  
ARROW 2-Seater (HORNET STANDARD)

(Please cross out Models not required.)

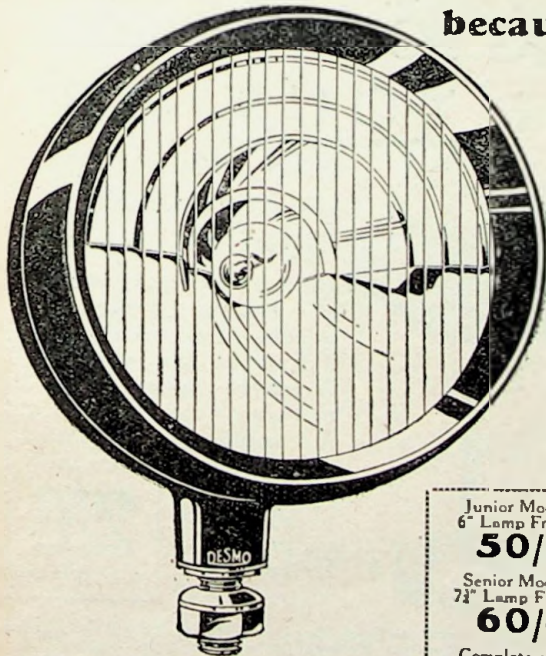
### "The Safebeam Satisfies"

because the "Safebeam"

# Safebeam

ANTI-DAZZLE

## Roadlamp



1. Complies with the Draft Regulations.
2. Gives a steady, long and wide driving light, and is guaranteed absolutely "non-blinding."

### All Dipping & Dimming abolished

Fully descriptive brochure on application.

Junior Model  
6" Lamp Front  
**50/-**  
Senior Model  
7 1/2" Lamp Front  
**60/-**  
Complete with  
bracket, cable and  
switch.

Patent Nos.: 288898, 327540 and 352063.  
Regd. Design Nos.: 748202 and 749096.

# DESMO

DESMO LIMITED, Stafford Street, BIRMINGHAM

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

Oakeys helps to motorists



**"WELLINGTON"**  
LIQUID METAL POLISH

gives a supreme lasting burnish to ALL METALS and GLASS — motor mirrors, lamps, windows, screens, etc.

In tins 3d., 4d., 7½d. and 1/3. Also in ½ and 1 gallon cans.

(Also makers of non-inflammable LIQUID METAL POLISH.)

**"WELLINGTON"**  
VALVE GRINDING PASTE

FINE or COARSE.

A perfect paste made of the finest materials. Absolutely non-greasy, it possesses great cutting properties. In Tins and Tubes.



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

**A HEAP**  
of  
**Good Things**



FOLLOW FITTING

**LAYSTALL**  
*Hardened Steel*  
**BRAKE DRUM LINERS**

Such as

FRICION SURFACE ALWAYS SMOOTH  
NO WEAR — NO SCORING OF DRUM  
DEFINITELY BETTER BRAKING  
SHOE FABRIC LASTS MUCH LONGER  
BRAKE ADJUSTMENT SELDOM NEEDED

**LAYSTALL**

EWER ST., SOUTHWARK, LONDON, S.E.1.  
Tel: HOP 6140  
55, FONTENOY ST., LIVERPOOL. CENTRAL 5306.

**INVINCIBLE**



**POLICIES**

PAY YOUR PREMIUM  
**QUARTERLY**  
WITHOUT EXTRA COST

Certificates  
by  
Return

**INSIST**  
**INVINCIBLE**  
**INSURANCE**

Policies  
Issued  
Immediately

**INVINCIBLE POLICIES LIMITED**

Palmerston House

51, BISHOPSGATE — LONDON, E.C.2

Telephone . . . . . London Wall 0464

DISPLAY THIS  
HAIG POPPY MASCOT  
ON YOUR CAR



AND HELP EARL HAIG'S (BRITISH LEGION) APPEAL

Wear it clipped to your radiator cap for the week up to and including Armistice Day, November 4th to 11th. It is a large realistic Poppy in red with green leaves, and is completely weatherproof. Made by disabled ex-Ser-vice men in the British Legion Poppy Factory

PRICE ONLY

**2/6**

or 2/9 post free

Obtainable from your local Poppy Day Committee or from British Legion Poppy Day Headquarters, 18, South Street, Park Lane, London, W.1.

Earl Haig's (British Legion) Appeal Fund

26, ECCLESTON SQUARE, LONDON, S.W.1

Knox-Hord

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

# All Quiet.

The shouting's over, we've got our man in, or some of us have, and we're hoping for the best.

With the Jowett you get the best.

Take the "Blackbird."

Rear tank.

Silent block oilless bushes.

Pytchley sliding roof.

Automatic ignition.

8-day clock.

Etc., Etc.

The wonderful performance and economy that go with every Jowett; and the price for Long saloon in fabric is only £157-10-0.

Other models from £135.

Send for catalogue.

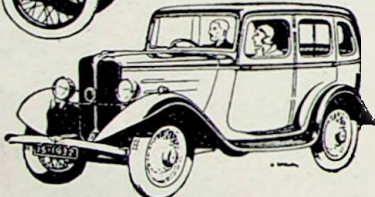
**JOWETT CARS LTD., IDLE, BRADFORD**

# Now the best show of 1932 Cars IN TOWN!

The Olympia Show over NOW the best range of light cars is to be seen in High Holborn at THE SERVICE COMPANY. Convenient to get to and convenience when you get here. If you come only to look around, or for a demonstration, or to buy your chosen model on our own financed deferred terms you'll be surprised how convenient things are at THE SERVICE COMPANY. Why not come along to-day?



1932 AUSTIN "7" £128  
de Luxe Saloon...  
or on "Service" own financed  
terms. Deposit £25-12-0  
and 12 monthly payments of  
£8-19-2  
or 18 " " " £6-2-3  
or 24 " " " £4-13-10  
or otherwise as arranged  
between ourselves.



1932 SINGER Special Saloon... £185  
or on "Service" own financed  
terms. Deposit £37  
and 12 monthly payments of £12-19-0  
or 18 " " " £8-16-9  
or 24 " " " £6-15-8  
or as arranged between ourselves.

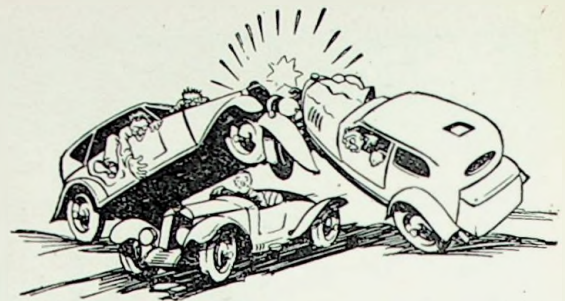


1932 STANDARD "BIG NINE"  
SALOON (Bumpers extra) £205  
Deposit £41  
and 12 monthly payments of £14-7-0  
or 18 " " " £9-16-0  
or 24 " " " £7-10-4  
or as arranged between ourselves.

Specialists in:—  
**AUSTIN  
JOWETT  
MORRIS  
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. Sat. 9 a.m. to 1 p.m.



TAKE A DEFENCE POLICY AND PASS THROUGH THE WORST SAFELY

## FULL THIRD PARTY POLICIES

WITH ROAD TRAFFIC CERTIFICATE  
AVAILABLE ON DEMAND AT  
COUNTER OR BY RETURN OF POST.

EXAMPLES.	ANNUALLY.	QUARTERLY.
8 h.p. - -	£3 10 0	18/6
Cowleys - -	£4 5 0	22/3
12 h.p. - -	£4 13 6	24/6

10% REDUCTIONS—OWNER OR NAMED DRIVER.  
COVER RESTRICTED TO ACT REQUIREMENTS  
ONLY. BONUS ON TRANSFER.

## FULL COMPREHENSIVE POLICIES DOUBLE ABOVE FIGURES.

APPLICATIONS FOR AGENCIES INVITED.

## DEFENCE LTD.,

Insurance Brokers,

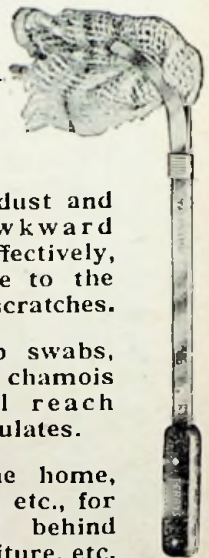
40, KING WILLIAM STREET, E.C.4.

TEL.: MANSION HOUSE 9022 (six 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.

## Car cleaning made easy!

## The "Avecta" CLEANING TONGS



will chase away oil, dust and  
dirt from those awkward  
places—easily and effectively,  
and without damage to the  
hands from burns and scratches.

The tongs will grip swabs,  
dusters, sponges or chamois  
leathers, and will reach  
wherever dirt accumulates.

Indispensable in the home,  
hotel, club, hospital, etc., for  
cleaning under and behind  
radiators, heavy furniture, etc.

Price 2/6 each.

From Garages, Ironmongers, etc. If unobtainable,  
order from us.

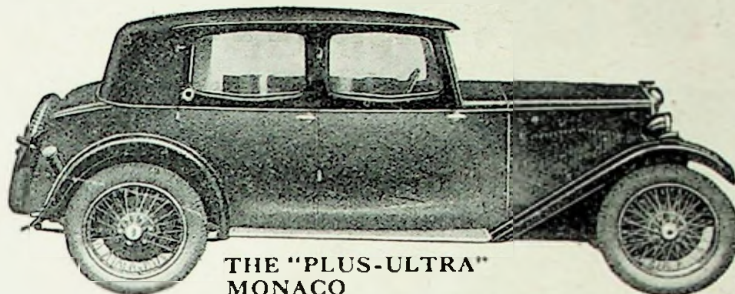
HERBERT TERRY & SONS LTD., MFRS.  
REDDITCH, ENGLAND. Est. 1855.



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



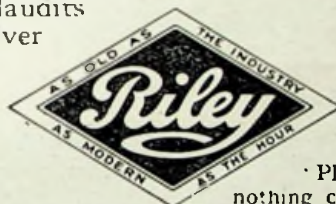
and



THE "PLUS-ULTRA"  
MONACO

(With Dunlop Tyres and Triple Glass) £298

THERE has been nothing more pronounced in the history of Motor Car construction than the enthusiastic plaudits of the Lady driver for the



Here you see it in its "Plus-ultra" form — nothing could be daintier — nothing more easily controllable — nothing more easily handled in traffic — nothing more speedy or more safe

Lady-owners with one accord say that they can sit all day at the wheel of a Riley and not feel fatigued.

And it is offered in a really attractive range of colour schemes

Let us give you details, send you Catalogue, arrange a demonstration

RILEY (COVENTRY) LIMITED, COVENTRY  
And 42, NORTH AUDLEY STREET, LONDON, W.1

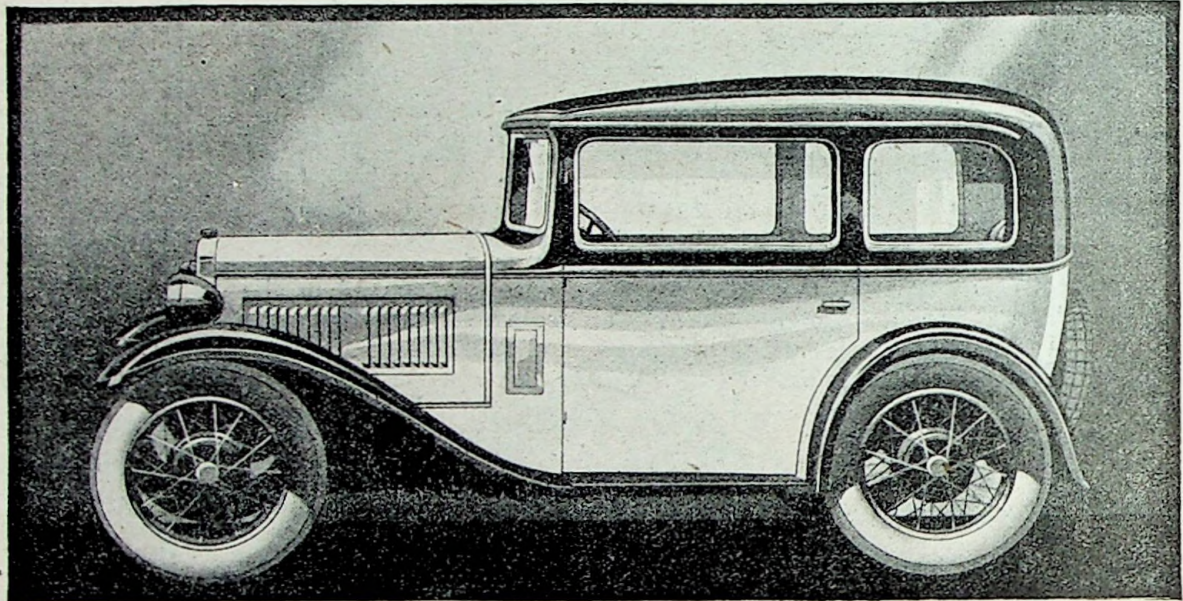
You should write us for catalogue and demonstration

Ladies - "it's such fun to drive"!

AS : DEPENDABLE : AS : AN : AUSTIN

**By far the most popular  
and most dependable**

**Now ONLY £118!**



THE SEVEN SALOON

The Austin Seven was the first to show the enormous possibilities of the light car. Other cars of similar type have been introduced. But the fact remains that none of these has won the favour of the great majority of motorists who wisely appreciate what Austin Dependability really means. *The Austin is by far the most popular and most dependable of light cars*—a truth which the evidence of the road confirms.

At £130 the Austin Seven Saloon was the greatest value obtainable. Now,

with a finer appearance and many improvements it is priced at £118—a reduction of £12!

Call round and see this car at any Austin dealer's showrooms—and note the new refinements: the new type wings and new headlamps with a dipping beam device controlled from the steering column; the real leather upholstery, the finer interior finish and sliding roof on the de luxe model.

May we send you literature? A post-card will be sufficient.

*The Seven Range includes:*

Standard Saloon - £118  
De Luxe Saloon - £128  
Tourer - - - - £118  
Two-Seater - - - £118  
(PRICES AT WORKS)

*Dunlop tyres, Triplex glass throughout and chromium finish standard.*

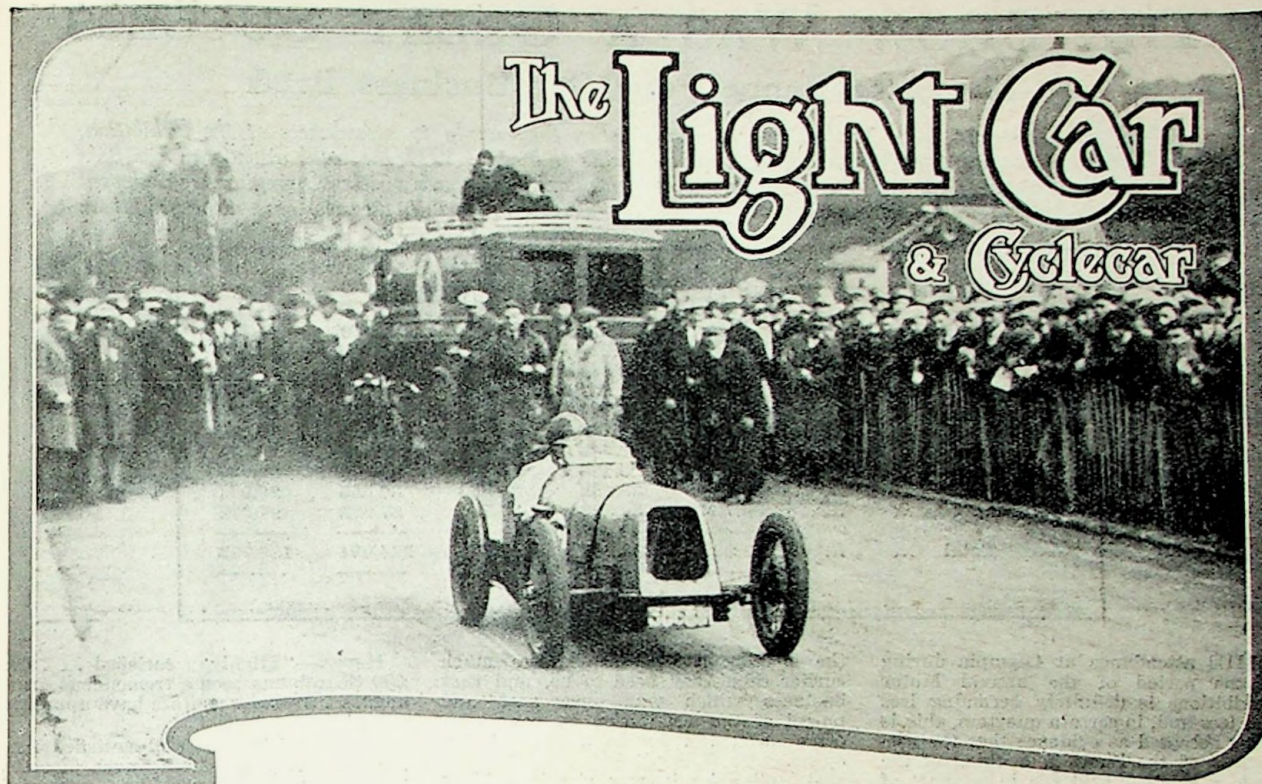
READ THE AUSTIN MAGAZINE 4d. every month

# AUSTIN 7



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

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



THE SPORT IN FRANCE — A view of the starting line at Le Chatel hill climb, held last Saturday. Pegulu (Rovin), who won the 1,100 c.c. class, is seen getting off the mark.

# What's On . . . .

## The Cream of the News

**THE** Scottish Show opens on November 13th—that is, in a fortnight's time—and closes on November 21st.

**TWICE** within a fortnight a commercial vehicle has crashed into a tramway standard in High Road, East Finchley, just south of the railway bridge. Road repairs are in progress and great care is necessary.

**THE** term "baby" as applied to modern and truly remarkable cars in the 7-8 h.p. class is a misnomer. Capable of carrying four people in comfort, with celerity and at a minimum cost, they deserve a more appropriate title. Can you suggest one?

**CROWDS** thronged Olympia until closing time on Saturday; in fact, the evening was probably one of the busiest of the whole period of the Show. Whatever the views held and expressed concerning the desirability of an annual exhibition, the 25th of the series will go down in history as one of the most magnificent and successful.

No. 986. VOL. XXXVIII.

### THIS WEEK

Fewer people visited Olympia, but the Show was a pronounced success for all that (page 692).

Fighting Fog: a discovery which may make all the difference, and one or two notable developments (page 694).

Over 100 m.p.h. already achieved, and now over 100 m.p.g. with a Morris Minor chassis (page 695).

Interesting lessons from large car practice, based on exhibits at the Olympia Motor Show (page 696).

Experiences by a member of our staff over 10,000 miles running with a Morris Minor four-seater—one of our first 1932 test run reports (page 706).

### NEXT WEEK

A special article by George Eyston—holder of *The Light Car and Cyclecar* Challenge Cup for the Brooklands 1,500 c.c. hour record—on "The Lure of Montlhéry." Out on Friday, 3d. as usual.

**THE** Light Car Club's annual dinner and dance takes place at the Park Lane Hotel, London, next Friday.

**WITH** the Show behind us we return to our normal publishing day, namely, Friday. If you are a new reader, why not place a definite order with your newsagent?

**WHAT** has the new Government in store for motorists? This question is on everybody's lips at the moment. Following the example of a famous politician, we can only exhort our readers to Wait and See.

**DURING** Show week a rumour was circulated to the effect that the single-seater Austins were fitted with twin-camshaft engines. On the authority of Capt. Arthur Waite, director and racing manager, we are able to issue a complete denial. "There is no Austin Seven engine with a twin-camshaft in existence," said Capt. Waite. Incidentally, the Austin is to attempt Class H records up to six hours at Brooklands to-morrow, Saturday.

# THE SHOW WAS A GREAT SUCCESS

## The Attendance Poor But Business Brisk

**FIGURES** are apt to be misleading—especially when they apply to attendances at the Exhibition. The accompanying table, for example, clearly reveals that since 1927 the total attendance has been steadily dropping; for all that trade has been brisk and the crowds visiting Olympia were composed of men and women taking a keen, as distinct from a casual, interest in the new cars displayed there

HOW THE TURNSTILES CLICKED					
	1927.	1928.	1929.	1930.	1931.
Thursday	7,227	7,912	6,602	4,954	6,056
Friday	27,767	24,514	22,005	20,174	15,543
Saturday	45,940	41,251	36,635	36,308	27,774
Monday	26,195	24,177	21,321	19,546	16,923
Tuesday	28,210	25,762	23,164	20,900	18,891
Wednesday	35,887	30,743	27,034	26,258	24,858
Thursday	32,765	28,788	25,075	26,474	24,866
Friday	37,468	35,222	32,883	34,555	23,947
Saturday	33,763	34,898	32,755	34,922	27,942
<b>Total</b>	<b>275,222</b>	<b>253,267</b>	<b>227,474</b>	<b>224,091</b>	<b>186,773</b>

THE attendance at Olympia during the period of the annual Motor Exhibitions is definitely becoming less and less and, in certain quarters, this is being accepted as evidence that the usefulness of the Show is a thing of the past. Further evidence in support of this contention is being put forward in the shape of well-substantiated rumours

the ensuing season are known much earlier than they used to be, and that business which was once part and parcel of the Exhibition is, nowadays, often settled long before the Show opens.

On all sides it was clearly evident that the people who visited the Show did so with the definite purpose of com-

Rover.—“Highly satisfied . . . the ES9 Scarab has been a tremendous draw and . . . overseas visitors have approved of it.”

Riley.—“We are well satisfied . . . have had inquiries from India. . . the 9 h.p. overseas model has attracted widespread attention.”

Singer.—“Our new programme has been excellently received . . . we are expanding our overseas representatives.”

Triumph.—“Business has been better than last year . . . the real business of the Show has been done in the small-car class. . . Orders received from Norway, Czechoslovakia, Spain, and other European countries.”

M.G.—“Demand for our new models exceptional . . . preparing to increase our staff by 75 per cent. and work night shifts to ensure a continuity of flow production.”

Austin.—“Sir Herbert, it is true, does not want a Show next year, but general satisfaction is felt with this year's business. . . The Twelve-Six has come in for a lot of attention.”

The story is the same amongst other light car exhibitors. The Morris stand was besieged during the Show and the Crossley people expressed concern because the estimated output for the next few months would have to be doubled. The Armstrong Siddeley with its self-changing gear created widespread interest, the Hillman Minx and the Standard were examined by thousands of prospective purchasers and the Jowett was one of the outstanding attractions of the Show. The 1931 Exhibition was a success.



ON THE LAST DAY — A photograph of the Grand Hall taken at 10.45 a.m. on Saturday, the last day of the 1931 Show.

that the business done at the Show just closed was far less than usual.

Inquiries made by a representative of this journal, however, clearly indicate that light car exhibitors are well satisfied.

“The whole point,” said one of them, “is that Olympia is failing to attract the mere sightseer and is being visited more and more by those who take a genuine interest—as prospective purchasers—in motoring—which, from our point of view, is just as it should be.”

The volume of business actually done at the recent Show may have been less than last year, but it must not be forgotten that manufacturers' plans for

paring one model with another so as to settle their ultimate choice. In some cases visitors with limited time at their disposal paid a special visit to Olympia only to examine two or three makes.

We, ourselves, chatted with the “chiefs” on the light-car stands and not one expressed disappointment with the Show. Said one: “It has been a relief to have fewer and more intelligent people to talk to.”

Finally, the following independent opinions may be quoted:—

Wolseley.—“Olympia has been an unqualified success. . . Our factory will be working at high pressure to cope with existing orders.”

### NEWS FOR SWIFT OWNERS

#### Service Station Available

THERE must be hundreds of Swift owners all over the country who are a little concerned as to whether or not they will be able to obtain spares; they will, therefore, be interested to learn that, under the personal supervision of Mr. M. G. Parkes, who previously held the position of service

manager at Walmer Road, London, W., a Swift repair depot and general engineering works is now in full operation at Colindale Avenue, Hendon, London, N.W.9. (Telephone, Colindale 6660.)

Complete overhauls can be undertaken, whilst a special service is being made of monthly maintenance at definite rates. Mr. Parkes is fortunate in having been able to enlist the support of a number of the expert mechanics who served under him at Walmer Road; in fact, the excellent service which Swift owners then obtained is now being continued at Hendon. In addition to the Swift, complete overhauls and a monthly maintenance in connection with any make of car can be undertaken.

### CLOSING FOR REPAIRS.

#### Brooklands Winter Sleep.

**S**PEED fans who are anxious to test the merits of their cars at Brooklands will have to get very busy to-day and to-morrow, because the track will be closed on Monday next, November 2nd, so that the usual winter repairs can be effected. Every endeavour, we understand, will be made to keep certain parts of the track free of obstruction throughout the winter, but the complete main circuit will not be available.

By way of winding up the season there will be an informal dance for members and their friends in the Club-house to-morrow, Saturday, night. Tickets at 3s. 6d. each can be purchased only by members. Supper will be served between 7 p.m. and 9 p.m., and dancing will commence at 8.30 p.m.

#### Standard Practice.

At midnight on Friday, October 23rd, the Coventry factory of the Standard Motor Co. closed down in order to allow the 5,000 employees to visit the Motor Show on the following day.

#### You May Tow Now.

The Ministry of Transport has made arrangements with the insurance companies so that, where no charge is made, one car may tow another without transgressing the law of third-party insurance.

#### A Winter Warning.

With the arrival of cold weather many owners will be tempted to work upon their cars in their garages with doors and windows closed. An engine should *never* be run in such circumstances, but only with the garage doors open.

Carbon monoxide present in exhaust fumes is a deadly and insidious poison.

#### The Motor Ball.

Sir George Beharrell, president of the Motor and Cycle Trades Benevolent Fund, returned from America in time to preside, with Lady Beharrell, at the annual Motor Ball and Carnival, held at Grosvenor House, Park Lane, London, on October 21st, in aid of the fund.

The famous skating-rink was transformed into a ballroom for the occasion, and private boxes lined the balcony.

The ball was well supported, and leading men in the motor world brought parties to one of the most brilliant of all functions connected with the industry.

## REPAIRING ROMAN ROADS

### Restoring Two Ancient Norfolk Tracks



WHERE THE LEGIONS MARCHED.

A section of the Roman way between Roundham Heath and Thompson, in Norfolk, which is to be cleared and repaired.

**F**OR some time past the Thetford District Council has had under consideration a scheme for the preservation and improvement of those ancient highways known as Peddar's Way and Peddar's Drove. These roads were constructed by the Romans, and although in parts overgrown, are practicable for light traffic over certain sections.

The Peddar's Way runs across the length of Norfolk from Brancaster in the north to the Little Ouse River, near Thetford, in the south; the Peddar's Drove—or Drift—branches from the Way at Roundham and runs in a westerly direction to Weeting. Members of the Thetford Council recently visited the sections of these two roads which lie within the Thetford boundary, and recommended that they should be clearly defined, that the roadways should be repaired and ruts filled in, and also that direction signs and notices indicating the right of way should be erected at all intersections with main roads.

During a trip along these roads with a light car a considerable distance was covered under fairly comfortable conditions, although the grass surface covering many unseen ruts made anything in the nature of fast touring decidedly unwise. From a point of view of getting

off the beaten track, however, these roads are ideal, and they run through an amazing variety of country, comprising fine avenues of trees, open heath and farm land. Not a person or vehicle of any description was encountered during several hours' running except where main roads had to be traversed to avoid those sections which were either blocked by gates or impassable owing to poor surface.

To the north of the Thetford-Bridgham road a plantation obstructs the route, but between Roundham Heath and Thompson the road is well defined and easily followed. The Drove Way can be easily reached from Croxton village, but is in a much poorer condition than the Peddar's Way, whilst the surface is bad and needs considerable repair. Between Roundham and the Thetford-Watton road several gates have been erected across the track, and westwards from Croxton it is badly rutted.

But taking one as they do into the more remote parts of the country, these ancient roads are of considerable interest. It is pointed out that a number of unemployed could be engaged in the work of repair, and the council is to be congratulated on its move to preserve these links with the past.

#### Three-wheelers Still Going Strong.

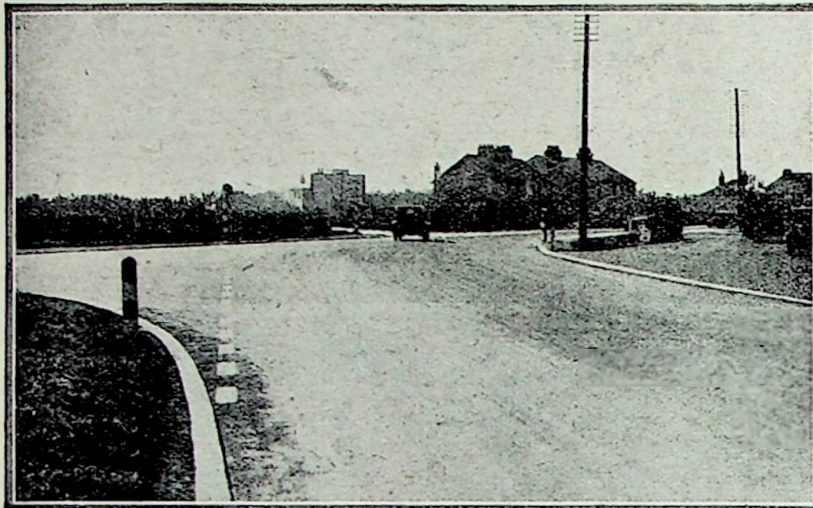
During the month of August 284 new three-wheelers came on to the roads of Great Britain. The figure for August, 1930, was only 70. Enthusiasts are predicting a big three-wheeler comeback.

#### Honour for Mrs. Stewart.

The authorities of the Monthléry track have awarded their annual challenge trophy to J. D. Hawkes, the owner of the 2-litre Derby-Miller, in which Mrs. Stewart has set up four world's records in the past year.

# FOG-FIGHTING METHODS

## A Clever New Discovery



**THE GUIDING LINE.** — At Bedford, on the Great West Road. The line enables drivers to pick out their course across the junction in foggy weather.

**F**OG—one of the motorist's worst enemies—is with us again in its true winter guise. Last Tuesday, polling day, one of the real yellow variety visited London and seriously disorganized the efforts of motor helpers to get electors to the poll.

The situation regarding fog is not so black—or so yellow—as it seems, however, for Dr. A. H. Stuart, a physicist

### FOGGY DAYS ARE HERE AGAIN!

A fog light mounted low down on the front near side dumbiron and amber-tinted caps for the side and head lights will rob driving in fog of many of its terrors.

well known to our readers, has been pursuing the subject of fog penetration with commendable vigour.

As the result of spectroscopic analysis Dr. Stuart has discovered a yellow colouring medium which cuts off the short-wave light beams that cause "fog glare." Dr. Stuart is continuing his experiments, upon which considerable hopes may be built, and we expect, in the near future, to publish full details of the discovery.

Until we have fog-penetrating lights the usual procedure when the fog demon has us in his grip will have to be followed—namely, to slow down to a snail's pace and creep along with eyes glued to the side of the road for the few feet visible in the wreaths of mist. Irrespective of what science may do, it is in this direction that road authorities can accomplish much to help us.

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On the London-Coventry road, for instance, between South Mimms and London Colney, the kerbstones which line one side of the highway have been painted white, and it is astonishing what a difference this has made in the recent thick fogs to the easy following of the road. Farther along towards London Colney there is no continuous kerb, so whitened stones have been placed in the grass verge at intervals of a few yards, which have the same excellent effect.

The simplicity of this scheme should make a strong appeal to local authorities, and its efficiency can be vouched for by all fog-bound drivers.

We all know the ease with which we are able to follow a white line on a bad bend in the thickest fog, and the thought must have occurred that a white line painted down the centre of all roads would be a great help at this time of the year.

Steps have been taken at Bedford, Middlesex, at the junction of the Great West Road with the Staines and Hounslow roads to obviate that bugbear of fog driving, following a kerb right round, and, unwittingly, turning up the wrong road and becoming hopelessly lost.

As our photograph shows, a dotted line has been painted to show the continuation of the main road across the Staines road, so that in the thickest fog a driver can simply follow the dotted line across the open space of the road junction—which seems such a wilderness on a foggy night—until he picks up his kerb again on the far side and so is able to creep steadily on his way.

As we stand at the threshold of the fog season, let us make this plea for more whitened kerbs, whitened stones and dotted lines leading across intersections.

Something must be done to remove the danger represented by the red lights

of island beacons and refuges, which look so much like rear lights; we suggest a few yards of white line in the centre of the road before and after the obstruction. Other simple precautions which will aid in fog driving, we suggest, are that all telegraph poles should be whitened at the foot, and all road-side posts and kerbs of street islands also painted white.

### Rovers to Build in Australia

Arrangements have just been completed between the Rover Co. and Williams, Hill and Cameron, of Sydney, by which certain parts of Rover cars will be imported into Australia, where Australian-made parts will be used to produce the complete car.

This is an important effort on the part of a British manufacturer to build up prestige in the Dominion and to combat the virtual American monopoly.

### POPPY DAY

#### A Mascot for Motorists

**N**EARLY 300 men, badly disabled from injuries received in the Great War, have been working for the past year making Haig Poppies for Remembrance Day, November 11th.

These Poppies are a replica of the Flanders Poppies which were seen by our troops growing in profusion in the cornfields of Belgium when the British Army arrived in Flanders in 1914; on a metal centre in raised letters the Poppies bear the words, "Haig's Fund."

The Haig Poppies are offered for sale on Remembrance Day on behalf of Earl Haig's British Legion Appeal Fund, and are sold to the public to be worn for a two-fold purpose: first, as a tribute of remembrance to those who died in the Great War; and, secondly, to pro-



The Flanders Poppy mascot for motor cars. It costs 2s. 6d.

vide funds to enable the British Legion to help the survivors who are in need.

The usual form in which the token is sold is a single Poppy, but a number of Poppies can be made into a button-hole; for use as a motor mascot there is also a specially prepared and waterproofed Poppy fitted with a clip for

fixing to the radiator; in addition, there are wreaths, in the making of which the men at the British Legion Poppy Factory have become adepts.

The organizers of the appeal hope that for a week prior to and including Remembrance Day every motor vehicle will display on the radiator cap one of the striking weather-proof Poppies. They cost 2s. 6d. each or 2s. 9d. by post from the Poppy Day Headquarters, 18, South Street, Park Lane, W.1.

Supplies can be had on sale or return to be sold in motor showrooms and garages, entirely for the benefit of the fund.

### New York Show.

No foreign cars will appear at the New York Show, which is to be held from January 9th to 16th.

### When Robots Err.

A traffic signal in Southport recently showed green both ways, the result being a broadside collision!

### The Peeping "Proc."

In Cambridge the garage lock-ups used by undergraduates are to have peep-holes, in order that it may be seen whether the cars are in or out.

### Pioneers to Dine.

The fifth annual dinner of the Circle of 19th Century Motorists will be held on November 20th at the R.A.C., with the president, Sir Arthur Stanley, in the chair.

### R.A.C. Members in Ireland.

Arrangements have been made by which R.A.C. members touring in the Irish Free State after January 1st, 1932, will be able to enjoy the Club's get-you-home services.

### When to Stop.

There still appears to be a certain amount of confusion concerning the duty to stop in case of accident. The position is as follows:—

In case of an accident involving damage or injury—to a person, horse, cattle, ass, mule, sheep, pig, dog or goat—the driver must stop and give his name and address—and that of the owner of the car—together with the registration number of the machine to anyone reasonably requiring these particulars.

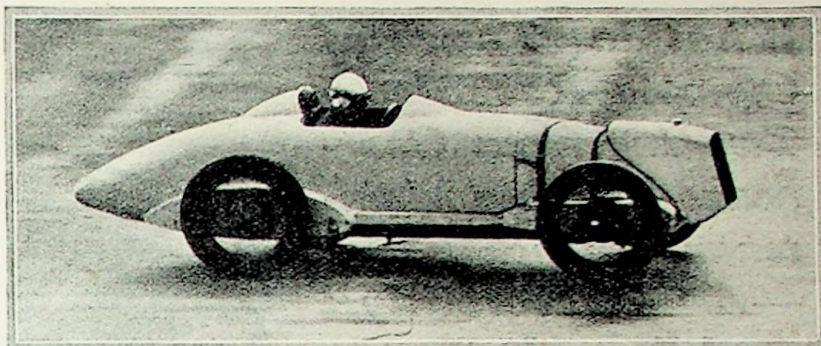
If the particulars are not given, the accident must be reported to a police station or constable within 24 hours.

### Fined for "Abetting."

A young man was charged at North London Police Court recently with dangerous driving, and his father was charged with "aiding and abetting."

Evidence was given that at the time of the alleged offence both accused were in the car, and the son, who had been driving for two or three months only, was following his father's advice. The magistrate remarked that a young driver at the wheel should not be spoken to because "his whole attention is required for his machine and instructions, however well meant, are liable to distract him." He therefore dismissed the summons against the son but fined the father two pounds plus five guineas costs.

## MORRIS MINOR'S 107.4 M.P.G. Test Under R.A.C. Observation



BASICALLY THE FAMOUS MINOR — A glimpse of the car as it was used for the 100 m.p.h. track attempt which preceded the consumption test.

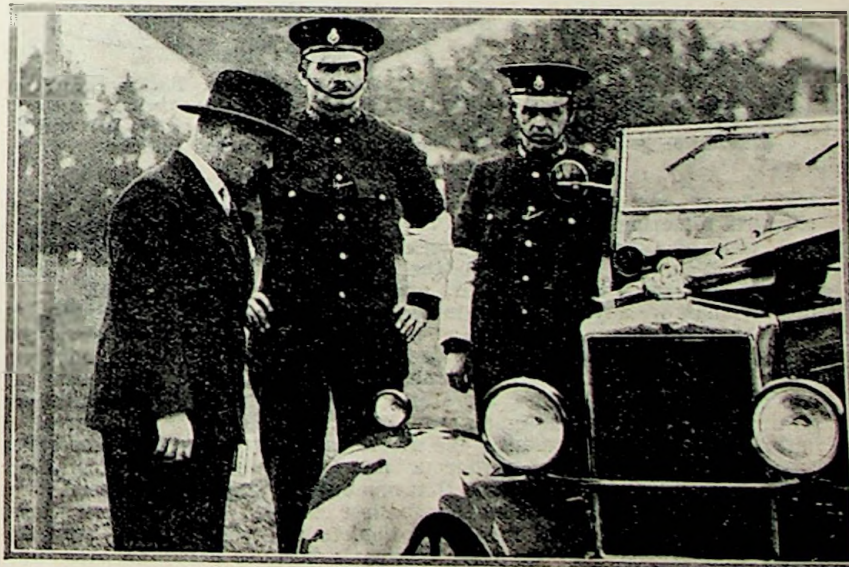
DULY authenticated details of a remarkable performance by a Morris Minor S.V. have come to hand in the form of an R.A.C. observed trial report. The object of the trial was to ascertain the maximum distance which could be travelled on one gallon of fuel—first upon Brooklands track and, secondly, upon the road. In the first test the actual distance covered was 94.97 miles, which is equal to a ton m.p.g. of 52.2. The car ran at an average speed, excluding stops, of 15.5 m.p.h. During the ensuing road test the total distance covered on one gallon of fuel was actually 107.4 miles, the average speed being 15.3 m.p.h. and the ton m.p.g. 59.1.

The car used was the same as that which, on August 10th last, covered the kilometre at Brooklands at a speed of 101.96 m.p.h. when driven by A. Van der Becke. Basically, the vehicle is

the £100 Morris, which can thus lay claim to have attained 100 m.p.h. and 100 m.p.g. It is fitted with a streamlined racing body, the total running weight being 1,232 lb., i.e., 11 cwt.

There was, it will be observed, a substantial difference obtained in the m.p.g. on the road and the m.p.g. on the track, the lower consumption during the latter test conclusively proving the value of coasting, for during the track test no coasting whatever took place, whilst during the road test the car coasted on all suitable declines.

The fuel used was benzole, and the carburetter was a type H.V. S.U., which forms the subject of a separate R.A.C. report of the trial. The S.U. carburetter has, of course, established a reputation for economy and also for very easy starting, and the trial is a convincing testimony of the merits of the instrument.



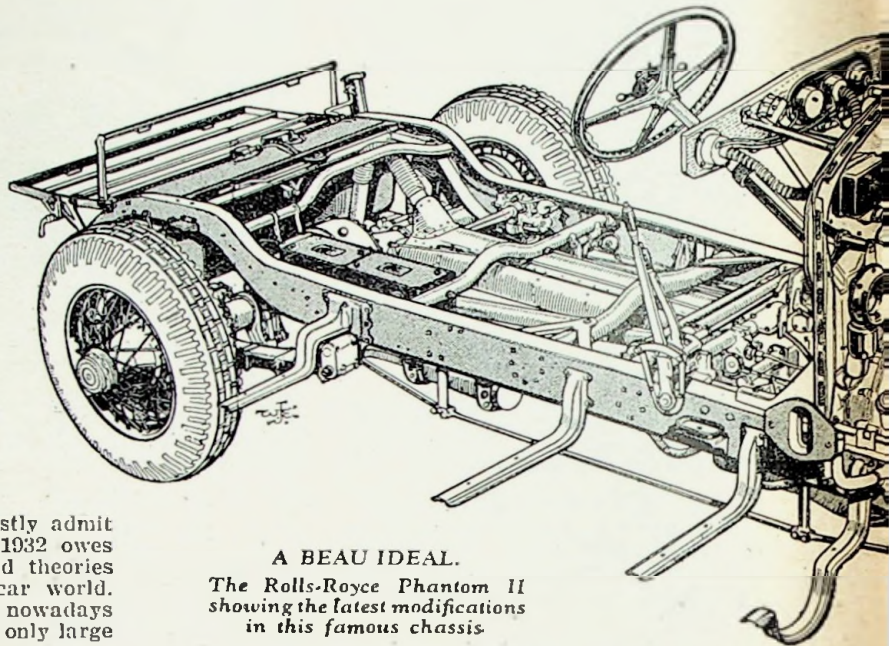
THE EYE OF THE EXPERT. — Sir Malcolm Campbell—whose life story is told in a book, just published, called "Speed," examining one of the many Morris cars used by the mobile police.

# LESSONS FROM LAR

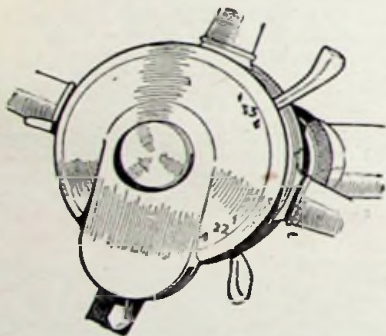
(With Illustrations)

*What a Tour of  
Olympia Revealed—  
Two Ingenious Gear-  
boxes—Making Main-  
tenance Much Easier  
—A “Universally”  
Adjustable Seat*

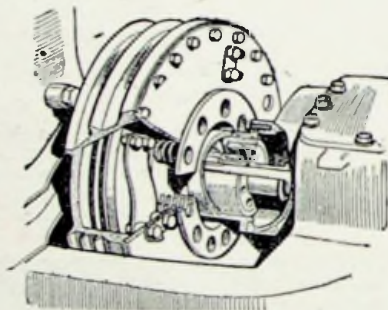
**S**INCE the days when light cars first came into being they have progressed in many respects along their own individual lines, and one can recall the fact that light cars first incorporated ideas which are now found on all types of vehicle both large and small. For all that, it will be true to say—and one must honestly admit it—that the perfected 1,500 c.c. vehicle of 1932 owes much in its make-up to ideas, devices and theories which have been well tested in the large-car world. This, of course, is more than ever the case nowadays when so many firms which at one time made only large



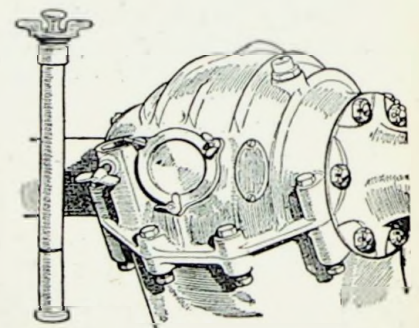
**A BEAU IDEAL.**  
The Rolls-Royce Phantom II showing the latest modifications in this famous chassis



Pre-selective gear control on the Lagonda. A set of four lower alternative gears is provided.



The 14-45 h.p. Talbot clutch is finned and the thrust race is within, and directly lubricated from, the gearbox.



Daimlers have adopted this neat combined dipstick and oil injector for the back axle.

cars have now entered the extensive field of the cheapest motoring.

A tour of Olympia clearly revealed many advantages which the designer of the large, luxurious vehicle has over his neighbour, whose task it is to evolve, shall we say, a chassis in the baby class. For one thing, he has more room at his disposal in the chassis itself, and, for another, he is not bound down so rigidly by cost. In reviewing one or two interesting aspects of large-car design, therefore, we are not suggesting that light-car designers are lacking in either initiative or inventive genius. We are merely drawing attention to features of either a novel or useful character, and we add the hope that one day the more useful of them may be seen on the smallest chassis.

The large drawing on this page depicts the very latest Rolls-Royce, and we have chosen it because it is, perhaps, the beau ideal of British craftsmanship. On the face of it there is a marked similarity in general outline between the Phantom II model and any

modern six-cylinder light car. One of the essential differences is what we may term the elaboration of the Rolls-Royce chassis, as a careful investigation of the various features shown in the drawing will clearly reveal.

Actually, the Phantom II model, which is of 40-50 h.p., shows but few mechanical changes for the coming year, but it may be mentioned that the rear-wheel track has been slightly increased whilst the centralized lubrication system has been extended to include the axle parts. The radiator shutters are now automatically controlled by a thermostat, the pedals are adjustable and the control for the reserve supply of petrol is accessible from the driver's seat.

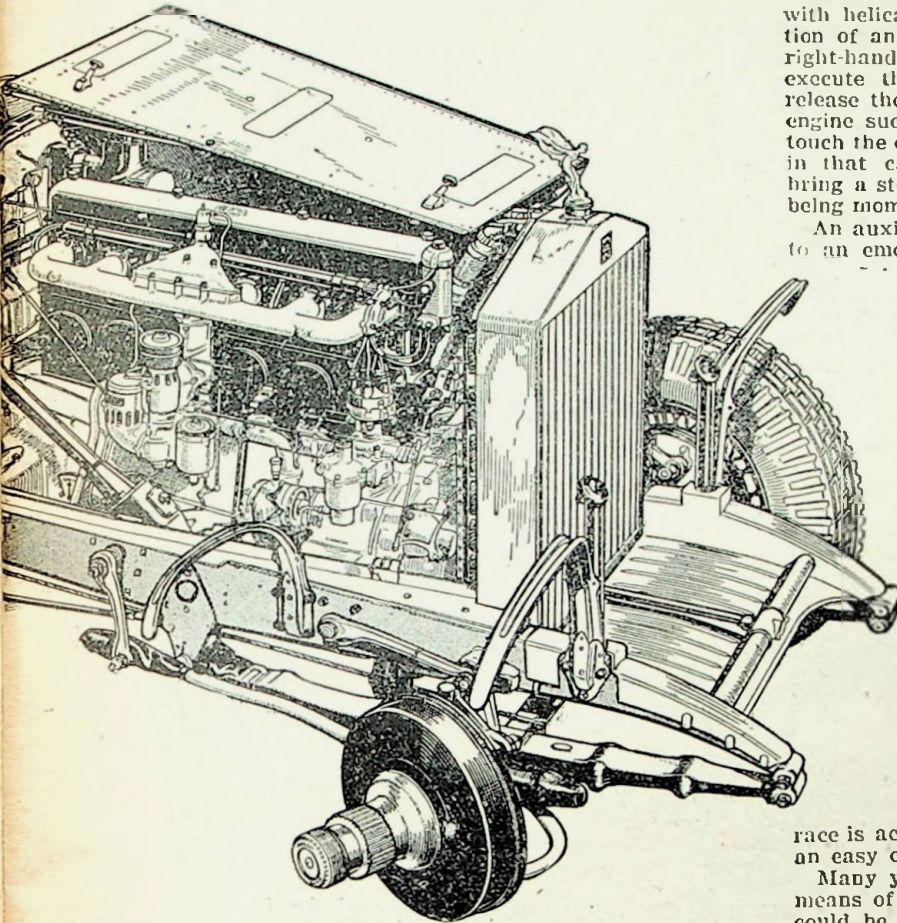
Keen students of light-car design will notice at once that even the Rolls-Royce has adopted this year, for the first time, features which have been common on light cars for several years.

It is interesting to recall that the successful series of Lagondas have grown up from the 10 h.p. model,



# GE CAR PRACTICE

rom "The Motor")



with helical teeth giving four silent speeds, the selection of any one being made by the upper of the two right-hand levers seen in the picture. In order to execute the change of gear, the driver has only to release the accelerator pedal momentarily, whereupon engine suction does the rest and there is no need to touch the clutch unless a very quick change is desired; in that case the clutch pedal is depressed fully to bring a stop into action, the throttle at the same time being momentarily closed.

An auxiliary lever enables the driver to change over to an emergency reduction gear which has the effect of giving four lower forward speeds for use in difficult country. Additionally—and not shown in the sketch—there is a short gear lever which provides reverse and the normal and emergency bottom gears.

Of equal interest is the synchro-mesh gearbox which first appeared on the Cadillac and is now being used on the Vauxhall Cadet. Briefly, the system depends on simple cone clutches adjacent to the dogs which have to be meshed, and so arranged that they engage first, thus bringing the two rotating members to synchronous speeds before they are meshed.

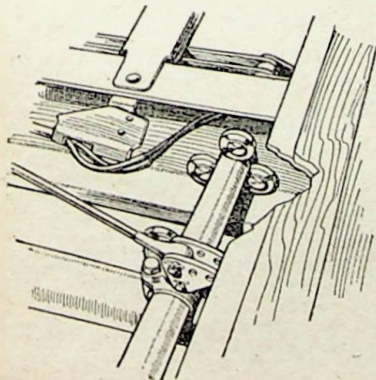
Next we come to a refinement found on the 14-45 h.p. Talbot in the shape of automatic chassis lubrication with warm oil from the engine, the clutch withdrawal mechanism, the gearbox and the forward universal joints receiving a continuous supply without calling for any attention on the part of the driver. A neat arrangement of piping enables a charge of oil from the same source to reach such important parts as the steering head, brake gear and so on. The clutch is finned, and the thrust

race is actually within the gearbox itself. Think what an easy clutch it is to keep in order!

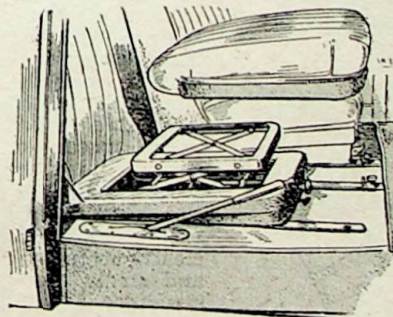
Many years ago we made a plea for a dipstick by means of which the level of the oil in the back axle could be ascertained without difficulty. The Daimler people have perfected a feature of this kind, the dipstick itself serving also as an oil injector. It fits snugly into its own cored boss, and is locked in position by a simple thumb-screw.

Now we come to a feature, the merits of which we stressed about this time last year, namely, the anti-friction roller mounting employed by the Essex people for the brake cross-shaft. The mounting of brake

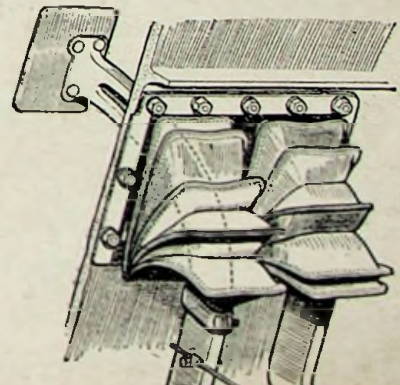
examples of which are still giving satisfaction in the hands of private owners. For the coming season the Lagonda concern has set its mark on the history of progress by adopting the famous Maybach vacuum-operated pre-selector gearbox, and one of the sketches on the previous page shows the two simple levers by means of which the pre-selector mechanism is controlled. Briefly, the gearbox employs constant-mesh gears



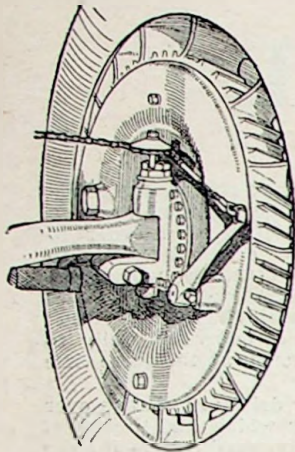
Frictionless bearings for the brake cross-shaft—a feature continued on the Essex.



On the Star Comet the seat can be raised and lowered as well as moved fore and aft. This point was commented on by "Focus" recently.

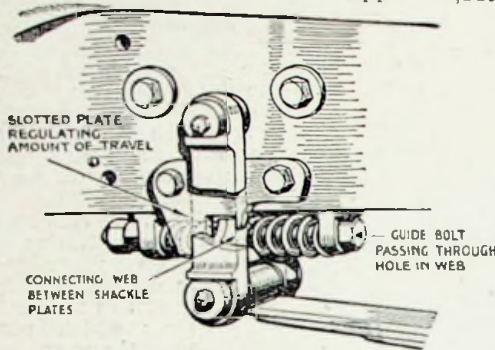


Air and dust-tight pedal slots are a very good feature of the Isotta-Fraschini.



**WHEEL AND BRAKE DRUM COMBINED.**

A feature of the new Type 50 supercharged Bugatti is the combination in cast aluminium of wheel and brake drum.



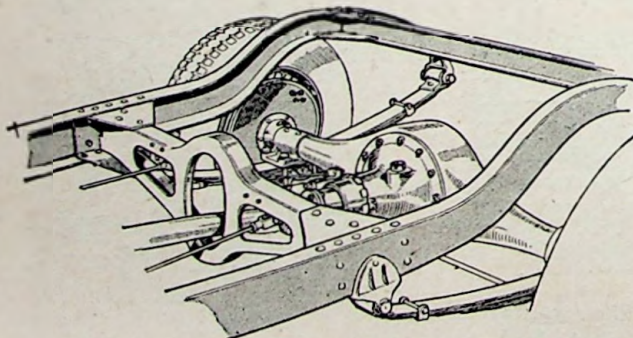
Definitely to prevent wheel shimmy the Morris Isis incorporates a steadying device in the shackles of the front springs.

cross-shafts has, of course, been improved enormously, but in the majority of cases the bearing at each end of the shaft, or shafts, calls for attention with the greas-gun periodically. With the Essex system, this point for maintenance work is definitely cut out.

Only a few weeks ago "Focus" drew attention to the views of one of his friends on the ideal car, and one point in the specification was a seat that could be adjusted not only fore and aft, but up and down. It is indeed interesting to observe that on the Star Comet saloon a seat of this kind actually exists. Its function is to suit drivers of differing stature, but, quite obviously, this vertically adjustable seat could be employed to fulfil the purpose aimed at by "Focus's" acquaintance. In other words, on a misty night it could be lifted to its fullest extent so as to give the driver a wider view all round, whilst for cross-country going in clear weather it could be lowered, thus giving that sports-car feeling which none of us despises.

In the light-car world only feeble efforts are being made to cut out the inconveniences caused by badly fitting pedals; these may be summed up as a tendency to induce draughts and, worse still, to allow oil-laden fumes and dust to find their way into the interior of the car. Particular interest, therefore, attaches to the bellows which the Isotta-Fraschini people have fitted to the pedals and by means of which an hermetically sealed joint is maintained, no matter whether the pedal is in or out.

It is the practice on some small cars to fit rubber buffers on the pedal arms so that when the pedals are not being used the rubber buffers will make a perfect



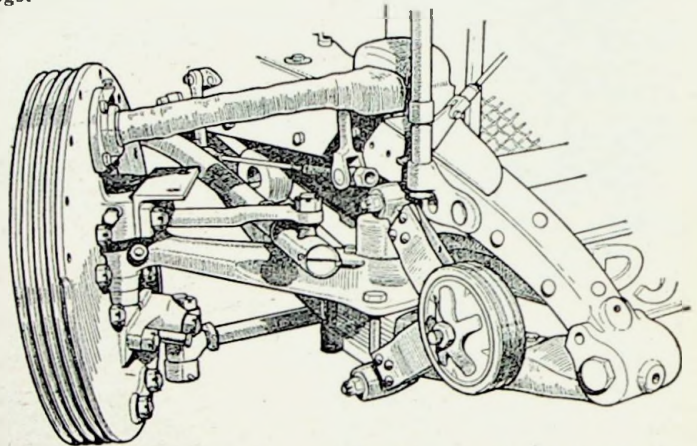
**LIGHT AND STRONG.**

The girder-like cross-member of the Lorraine incorporates a hoop through which the prop. shaft passes.

joint and definitely seal the hole in the floorboard; but that, apparently, is as far as they have progressed, and the idea adopted on the Isotta-Fraschini can be very cordially recommended as a refinement for the light cars for 1933.

For the coming season Ettore Bugatti has adopted a bold method of front-wheel construction on the new Type-50 4,840 c.c. model. The wheels are of the cast-aluminium type and the brake drum is cast integrally with the wheel rim, the spokes being set at an angle so as to constitute fan blades which draw air over the drums and assist in cooling. On the latest models the drums are provided with a number of fins set at the same angle as the spokes and serving to strengthen the drum as well as to assist cooling.

Front-wheel shimmy is, fortunately, rare nowadays, but Sir William Morris evidently believes in leaving nothing to chance if one may judge by the anti-shimmy device incorporated in the front spring assembly of the Morris Isis. One of the sketches shows the assembly which is fitted to the rear front spring



A STURDY ASSEMBLY. — The steering layout of the Lagonda "Selector" Special. Only the brake cross-shaft is protected.

shackle on each side. A slotted plate regulates the amount of travel of the shackle, and strong helical springs tend to damp out oscillation. This, in turn, steadies the whole front axle assembly and enables the car to hold the road like a leech even at high speeds.

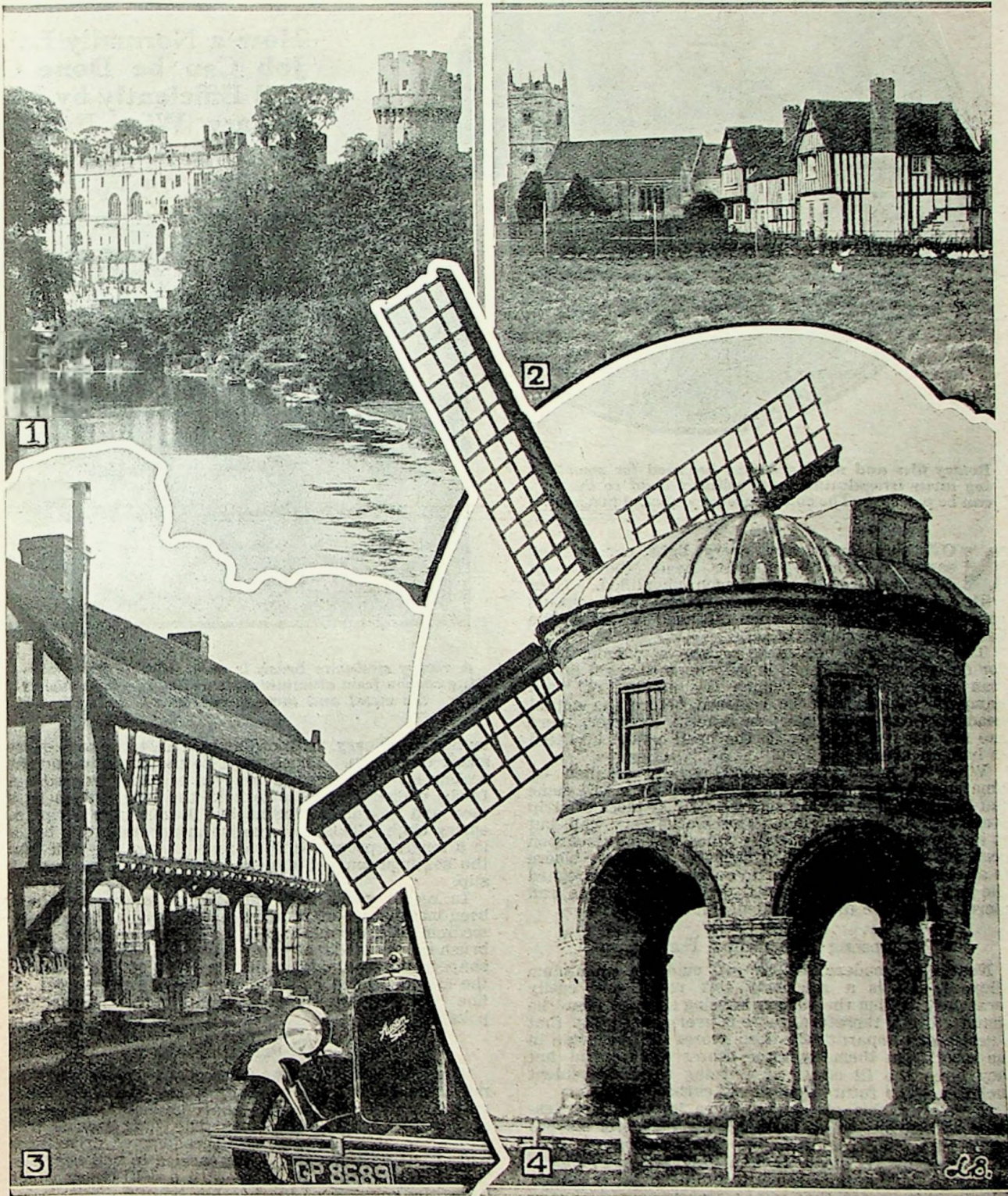
A sketch on this page draws attention to the business-like layout of the Lagonda "Selector" model, of which mention was made earlier in this article. One excellent feature will be noted, namely, the water and dust-proof cover in which the front brake cross-shaft is housed. For the rest, however, the Lagonda merely reveals in its front axle assembly a failing which is noticeable in both large and small cars, namely, an entire absence of any effort similarly to protect the steering head, drag link and track-rod connections.

How many people realize that very careful consideration must be given to frame design? The frame is rather like the foundation of a building, if it is insufficiently strong or not designed to withstand every stress and strain to which it will be subjected, the whole structure is in danger.

Now a bent cross-member loses some of its strength, and to indicate the degree of importance which some experts attach to adequate strength, the example of the Lorraine may be quoted. The intermediate cross-member in this chassis is almost of girder formation, and the propeller shaft passes through a large hoop specially prepared for it.

# IN THE MOTOR COUNTY

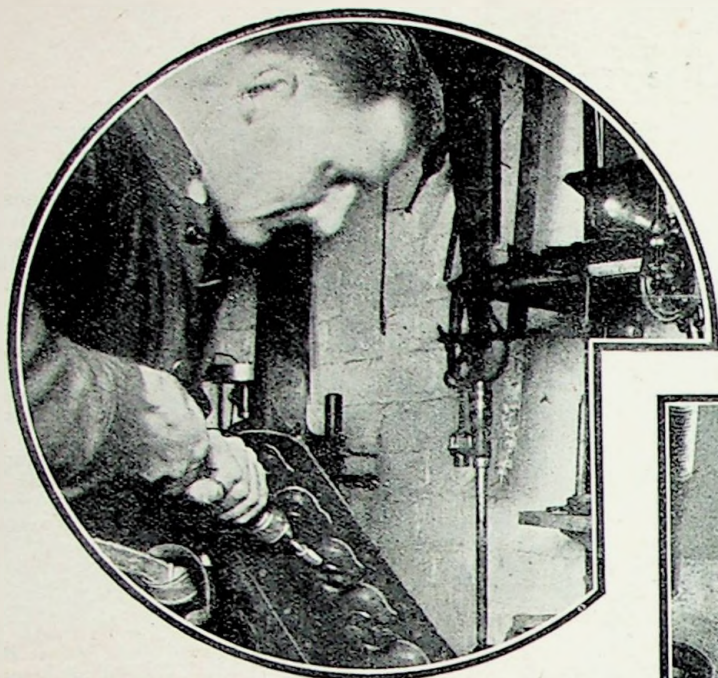
Scenes in Warwickshire, the Heart of the Industry



(1) Warwick Castle as seen from the River Avon. (2) The Tudor Vicarage at Clifford's Chambers, near Stratford-on-Avon. (3) The Guild House, Aston Cantlow, between Alcester and Henley, which stands opposite the church where Shakespeare's parents were married. (4) The 300-year-old Chesterton Mill which was designed by Inigo Jones and stands on the hill overlooking Leamington.

# A MECH

How a Normally Laborious Job Can be Done Quickly and Efficiently by Means of Rotary Wire Brushes and Cutters



Rotary files and milling cutters are used for smoothing away irregularities in a cylinder head so that it can be polished. The cutters are very efficient in action.

**N**OW that practically every light car has an easily detachable cylinder head, the job of decarbonizing is very much simplified. Even with overhead-camshaft engines, special arrangements are made to ensure that when the head is refitted the camshaft will be correctly set.

The actual time needed to remove a cylinder head for decarbonizing depends largely upon the skill of the man doing the job and upon the amount of "top hamper" which must be removed before the actual head nuts can be undone. In general, however, there are few engines from which the head cannot be lifted in half an hour.

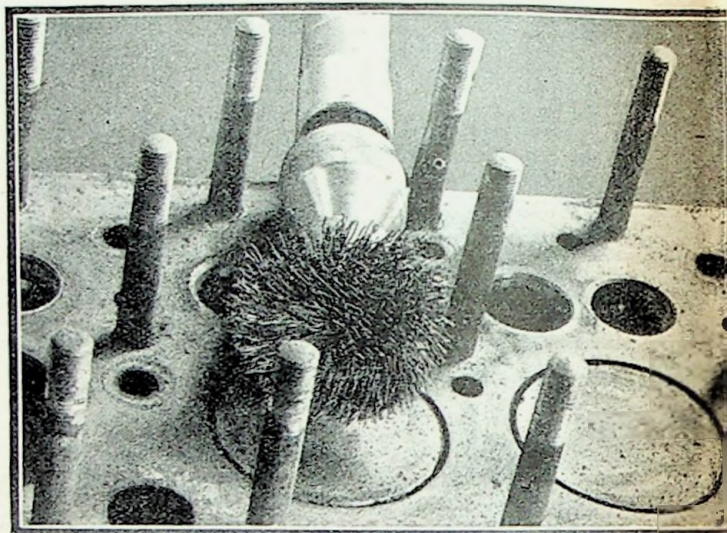
When it is off, the method usually adopted by amateurs for scraping off the carbon is to use some flat-bladed tool such as a screw-driver or piece of strip steel with a bevelled edge. This works very well, but is apt to be tedious, especially when getting at carbon securely lodged in awkward nooks or crannies. There is a tendency, in fact, either to overlook or to disregard the more awkwardly situated deposits of carbon and merely to scrape the convenient flat surfaces.

### Cleaning Aluminium Pistons.

Nearly all modern pistons are made of aluminium alloy, which is a relatively soft metal and easily scratched. When the carbon is being scraped from the piston crowns, therefore, there is every possibility that a series of comparatively deep scores will be made in the metal. In themselves the scores do no harm, but they have the ill effect of forming very convenient anchorages for future deposits of carbon.

To amplify this statement, there is much less tendency for carbon to be formed on a perfectly smooth polished surface than upon one which is rough; thus the scores, by retaining oil and other carbon-forming substances, enable the deposit to build up fairly easily. It is for this reason that piston crowns should always be polished as smooth as possible after removal of the carbon.

It will be noticed on most engines that specially hard deposits have formed in the exhaust ports, and as these, generally, are somewhat awkwardly shaped it is



A rotary steel-wire brush is very suitable for removing carbon from aluminium piston heads. It burnishes the metal and there is no risk of scoring.

by no means easy, with ordinary tools, to remove every speck of carbon. There are also the deposits and the scaling on the valves themselves to be considered. A fairly makeshift job is to hold the valve stems in a vice and to rub the necks and heads with strips of emery cloth. This does the job moderately well, but it is a lengthy process and there is always the risk that the seatings may be damaged should the emery cloth slip.

In recent years well-equipped service stations have been making use of rotary brushes, driven through the medium of a flexible shaft, for carbon removal. The brushes are made of steel wire and are of various shapes; the final high polish is given to the metal of the cylinder head or the piston crowns by the use of fine abrasive wheels rotated at high speed or by polishing buffs.

### Hand-driven Tools.

The tools necessary for mechanized decoking are by no means expensive, especially if the user be content with a hand-driven flexible shaft as distinct from one operated by an electric motor. The shaft itself is very similar to an extra-large size speedometer drive, each end of the flexible cable being carried in ball bearings. The working end is provided with a drill chuck which grips the spindles of the brushes or other tools being used. The shafts are designed to run at speeds up to about 3,500 r.p.m., which is ample for all ordinary purposes.

In the illustrations which accompany this article the flexible shaft shown is driven through the medium

# ANIZED DECOKE

of an electric motor. This runs at 1,800 r.p.m. and develops about  $\frac{1}{2}$  h.p. The coupling and the mounting of the shaft at the motor end are of a somewhat crude nature; they were, in fact, rigged up in rather a hurry, but proved to be entirely efficient.

For removal of carbon from the cylinder head a brush having tempered steel wire "bristles" is used. The "bristles" are arranged in a circle, but there is none in the middle—rather like a fairly large paint-brush with a hollow centre. This, pressed eudways on to the head, removes every particle of carbon in a very rapid manner, and leaves the metal with a burnished surface.

Another form of brush depicted clearly in one of the illustrations is used for removing carbon from the piston crowns and from the top of the block. It has less "cut" than the brush just described, and is, therefore, not likely to cut the aluminium. It leaves it with

quent performance and general tune of the engine.

A certain amount of carbon always collects in the valve guides; its removal by ordinary methods is not easy, but special tools are available for use with a flexible shaft and these, passed through the valve guides, not only remove carbon, but also burnish the bores of the guides.

Carbon which has been deposited on the valves can be removed rapidly by converting the flexible shaft into a rather crude form of lathe. This is done, as one of the illustrations shows, by holding the chuck end of the shaft in a vice and then using a smooth file or a strip of emery cloth on the valve. Here, again, considerable care is necessary to avoid spoiling the valve face, but otherwise the method is extremely satisfactory as highly polished valve necks and heads result, upon which carbon will not readily form.

## Cylinder-head Polishing.

The use of abrasive wheels for cleaning out the valve ports has already been mentioned. When it is desired to polish the cylinder head, rotary cutters made of hardened steel are readily obtainable quite cheaply. These are made in a great variety of shapes, and in general appearance, except that they are larger, are distinctly similar to the nasty little devices which dentists use upon their victims' teeth!

With these cutters every part of a cylinder head, no matter how complicated its shape, can be reached, and the surface roughness can be rapidly removed, after which, if desired, a still higher finish can be obtained by substituting specially shaped abrasive wheels—also easily obtainable—for the steel cutters.

There is a job which, as a rule, can be done with advantage on almost any production engine; it is the careful lining up of the inlet and exhaust manifolds with the port holes in the cylinder block. Careful examination will show, sometimes, that there is a slight overlap of the various holes; in the ordinary way this must be corrected by laborious hand filing, but with a flexible shaft equipment the work is easy.

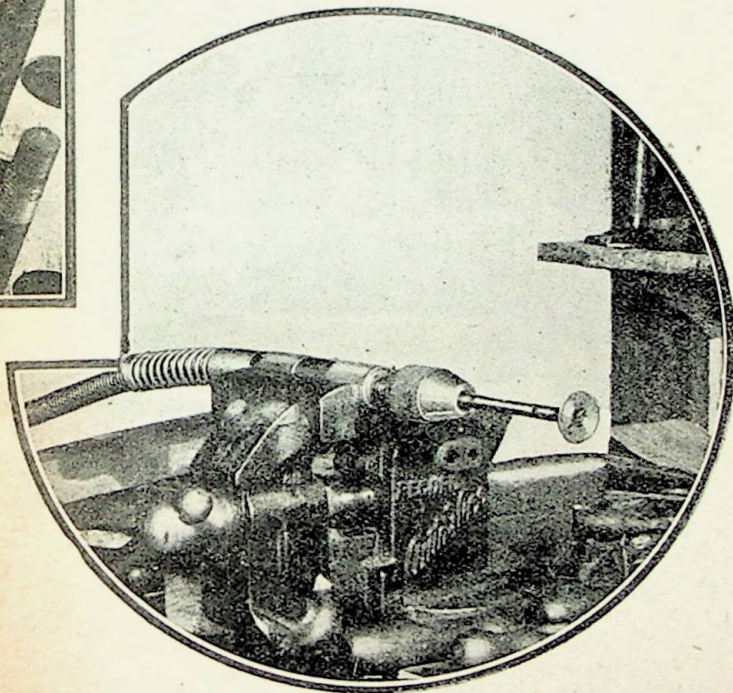
Rotary milling cutters or abrasive wheels will make short work of the unwanted metal, but owing to the rapid cutting speed care must be taken not to overdo the job. Any considerable alteration of port shapes or areas must be avoided, otherwise performance may suffer. As a rule, however, only small quantities of metal have to be cut away.

A fair amount of skill is necessary when using rotary cutters; amateur mechanics, therefore, should practise on scrap metal before attempting "tricky" work on a cylinder block.

## Inexpensive Equipment.

Those who take a pride in the performance of their cars will be well advised to consider equipping themselves for mechanized decoking; not only does this method save an immense amount of time and fatigue, but, as will have been gathered, the results are vastly superior to anything which can be obtained by hand, and, after all, the sum of £5 or so cannot be considered excessive for an equipment which will last practically for ever if carefully used and which can prove useful in so many other ways in the home workshop. As one instance, not altogether connected with this subject, what can be more efficient or easy to use than a high-speed buff for polishing the cellulose or fabric of one's bodywork?

The flexible shaft equipment dealt with in this article can be obtained from the Arrel Manufacturing Co., Ltd., 26, Charles Street, Hatton Garden, London, E.C.1.



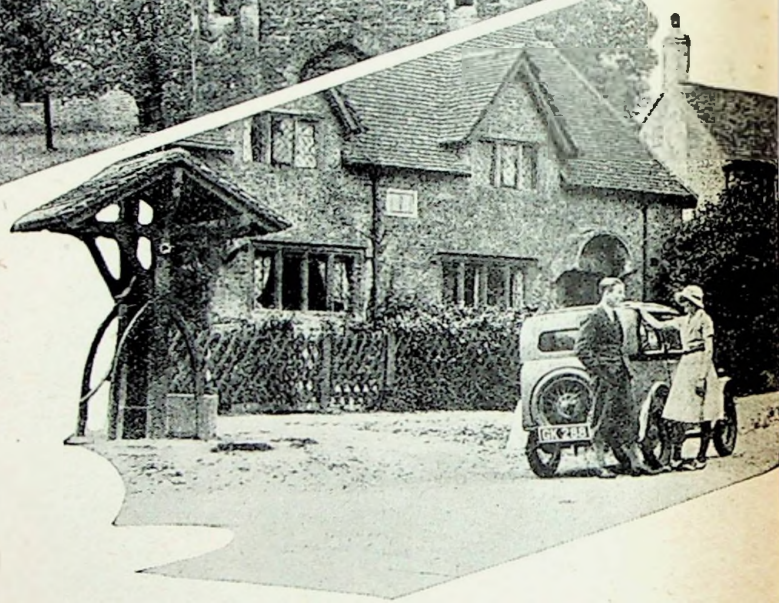
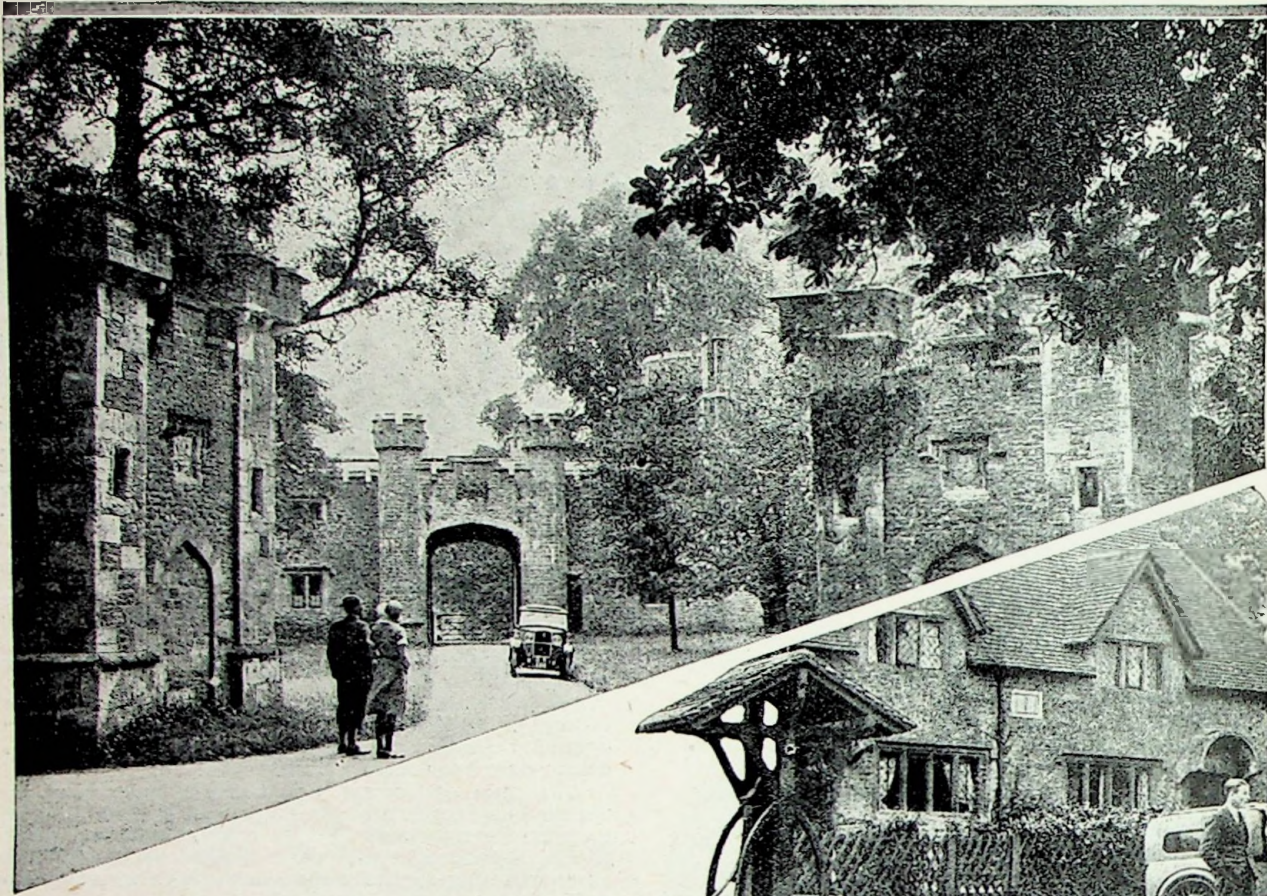
For cleaning valves the flexible drive can be rigged up in a vice to form a kind of lathe. A high polish can be obtained by the use of emery cloth.

a slightly frosted appearance, the frosting being caused by minute surface scratches which are easily polished out afterwards with a felt or calico buff.

Smaller brushes of similar type can be used in the valve ports, or, alternatively, these can be cleaned out by the use of a fairly coarse carborundum wheel. This, however, must be used with extreme care because the least slip may mean an ugly groove across a valve seating—a state of affairs which can be remedied only by recutting the seating.

An advantage of using a carborundum wheel is that not only is the carbon removed very rapidly, but the roughness of the casting is smoothed away. The process can, in fact, be continued by the use of finer abrasive wheels until a high polish is obtained. This, naturally, will have a beneficial effect upon the subse-

R



**Welcome Whitewash.**

**A**N angel with a whitewash pail has been doing some very useful work along the by-passes and main roads around London, whitening the granite kerbs which flank the roads. Along some of the new highways the kerbs are whitened over their whole length, and along others there are just dabs of white at intervals of about 10 ft. Both plans are extremely welcome on a foggy night, and are particularly acceptable at big crossings and at points where the road makes unexpected curves.

One looks forward to a wholesale development of this scheme.

**A £75 Tax.**

**T**HE Chancellor of the Exchequer in the new Government must have got a tremendous kick out of some of the big cars exhibited at the Show. There was the new Hispano model, for example, with a 12-cylinder engine, which is taxed at £75, and a 16-cylinder Marmon, which pays a £63 tax. Several cars there were taxed at over £40, including the big Cadillac (£47), the Isotta-Fraschini (£44) and the Rolls-Royce (£44).

**One Year's Motoring—£1,749.**

**I**MAGINE the total amount which a 12-cylinder Hispano owner pays in motor taxation each year. He starts on January 1st by paying down £75, and if he does 20,000 miles, presuming the consumption to be about eight miles per gallon, the Exchequer would get a further rake-off on the petrol tax of

420

20,000 pence, or nearly £84. On top of that he would have to pay an insurance premium of about £40, and his £3,300 car would cost him nearly £200 a year in loss of interest on capital, whilst depreciating fully £1,000, I should say, in its first year on the road.

Total these figures and add £350 for the chauffeur's wages and expenses, and you will find that motoring can be quite a costly pursuit.

**Highway Ramps—A New Sort.**

**E**ITHER because they have subsided or to smooth out the bumps, many new roads are being given a top layer of a few inches of surfacing material, and at the point where operations begin or leave off, the usual plan is for the contractors to leave a slope with a gradient of about 1 in 6 from the new level to the old level. As one approaches these slopes they look quite harmless, but if you strike them at more than about 20 m.p.h. rear-seat passengers are quite inclined to bash their heads against the roof!


Sometimes the contractors put up a warning notice, but frequently nothing of the kind appears. These unexpected ramps deserve respect.

# ICH MIXTURE

## Light Car Comment and Advice

by

Fous



One of the most remarkable churches in the West Country is to be seen in Orchardleigh Park, near Frome. Near an ancient manor house, it is on an island in the middle of a lake. The fine entrance gates (above) are about a mile from the church, which has to be approached on foot. Lullington Village (below) almost adjoins Orchardleigh, and this, too, is an old-world beauty spot of considerable charm.

### Who Pioneered Baby Cars?

AFTER this journal has been "focusing attention" on small economical cars for nearly twenty years I was astonished to read the following:—

At a time when economy is the watchword the British industry produces the best small family economical car.

These little vehicles, on which the *Daily Express* was first able to focus attention . . .

The article went on to say that the little vehicles concerned "are really baby cars that have grown from a two-seater into full family four-seaters." Perhaps it would be fair to describe the Jowett tourers and saloons as having sprung from two-seaters, but I can find no other small family car at the Show which has not been introduced as such. One has to go a long way back in light car pedigrees to get to the two-seater stock from which 1932 models have been developed, and when one traces them their chassis specifications bear practically no resemblance to those of their great-great-grandchildren now at Olympia.

### As They Were in the Beginning.

THE introduction of the "chummy" or occasional four-seater body really marked the beginning of the history of the present-day baby

car. The Austin Seven made its debut with a body of this kind in 1922, and the very first experimental model that was built would seat four under the hood. I went out in it with Sir Herbert Austin at the time.

The original Morris Minor, too, first saw the light of day with a four-seater body on its chassis, but the s.v. model came out first as a two-seater. The Singer Junior, of course, was introduced as a small four-seater, and so were the current series of Triumph and Standard chassis. The M.G. Midget was born in two-seater form, but it could hardly be called a family car, although the new occasional four-seater would suit very well a family man with a liking for sports cars.

### Who's For the Synchronesh Notion?

WHICH will be the first make of light car to go in for the synchronesh type of gearbox? General Motors have favoured it for some time in the States, and it is being featured for 1932 on Vauxhall cars. The idea is very likeable, and I wonder that it has not yet invaded the realm of light cars.

The principle of this gearbox is to provide when changing gear for the pinions to be speeded up or slowed down the proper amount by means of frictional first-engagement clutches. One can picture their action quite clearly by visualizing the top-gear dogs of a normal type of gearbox. When the synchronesh principle is employed, before these dogs engage they are frictionally connected, and thus made to run at exactly the same speed.

### When Changes are Made.

WHEN changing gear, up or down, the driver fully depresses the clutch and moves the lever in a not too hurried manner from one ratio to the next. During the tiny pause as neutral is left the little friction clutch concerned effects the requisite balance of rotational speed between the dogs about to be engaged. The customary plan in the States is to use the synchronesh principle only for the two higher gears, the driver double-clutching in the ordinary way when using bottom gear.

### How to Tar a Road.

THIS is not a time of year when wet tar on the road is troublesome, but there was a very large and interested crowd at the first showing in London of a film prepared by The British Road Tar Association to demonstrate how, if properly applied, tar-spraying need not result in paintwork being spoiled. The film is to be shown to local authorities all over Britain and one hopes that they will follow the procedure it depicts.

The ideal plan, according to the Association, is to sprinkle the hot tar with suitable chippings immediately it is spread and to roll it with a minimum of delay. Traffic can then use the road at once without the tar or chippings being picked up by the wheels and an excellent, durable and non-skid surface results.

### By Bath Chair for 191 Miles.

THERE are plenty of light car owners who would feel that a run of 191 miles in a day was quite good going. How humbled they must have felt if they read, as I did, in *The Grimsby Daily Telegraph* that a Mr. Eyre of Cleethorpes,

who has no legs, covered this distance between Egham, Surrey, and Cleethorpes, near Grimsby, in 9 hrs. 45 mins. on a recent Saturday in his motor-propelled bath chair! Mr. Eyre reported that he had four stops on the way, one of three-quarters of an hour and the others of 20 minutes each. His machine, an Argson, has a 147 c.c. Villiers two-stroke, air-cooled engine, a two-speed gear and costs £65.

One cannot help dwelling upon the possibilities of a simple "cyclecar" of this kind if turned out in large numbers, not only for the use of invalids but for anyone who wants to get about at rock-bottom price in a machine which he can put in the lift and park in the hall of his flat.

### A Cyclecar Revival?

FOR a long time I have been surprised that there has been no effort made to provide an equivalent of the governess cart and pony trap of the early years of this century. Every country family in those days had a little vehicle which was used for shopping and so forth and which was more economical and convenient than getting out the dog-cart or the brougham. The bicycle, of course, largely took the place of the governess cart and the small pony trap, but in its mechanized form has never managed to make a sustained appeal as a general utility machine.

Most attempts to provide inexpensive utility transport for short runs have failed on account of the folk concerned being too ambitious, probably the closest approach to an ideal machine for local pottering being the A.C. Sociable which was doing very

well before the war, but which was not revived afterwards. One still sees, however, a few machines built on much the same principle in service as delivery vans.

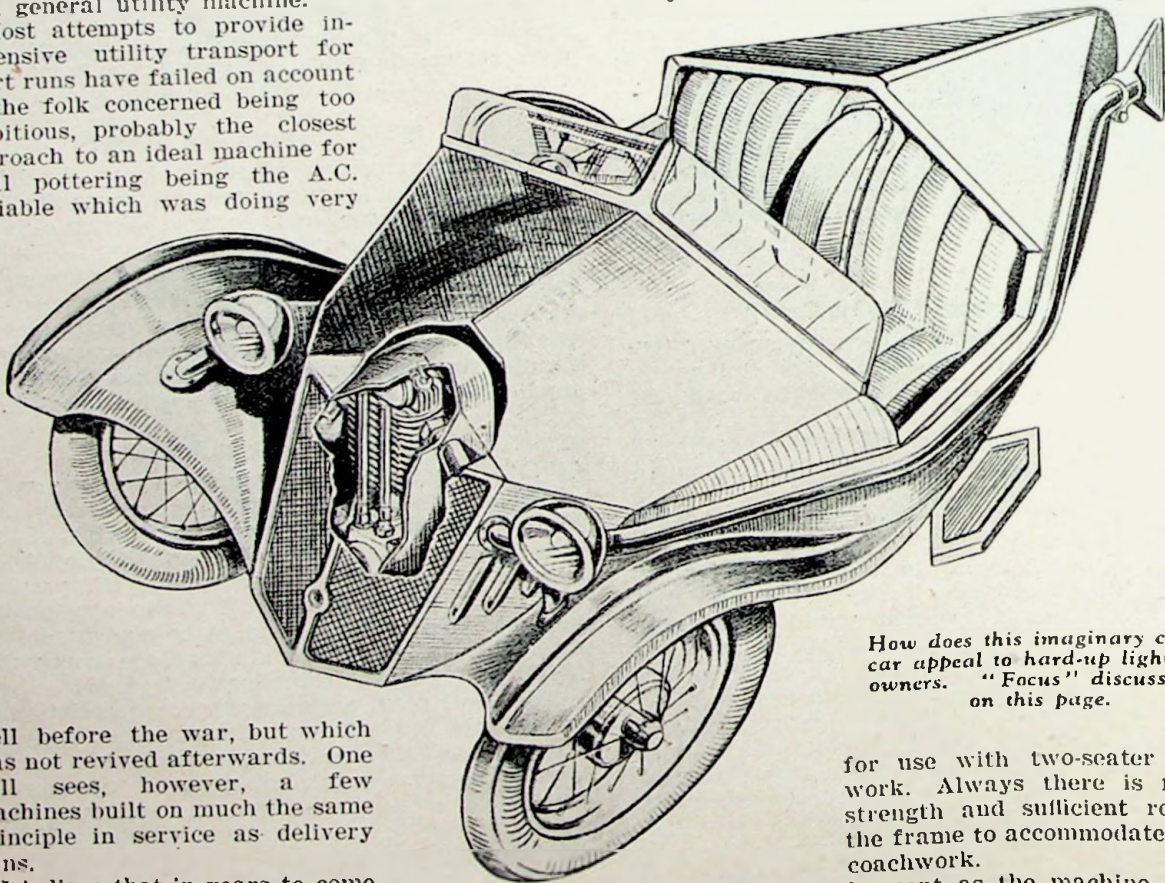
I believe that in years to come we shall hear more not only of conventional three-wheelers but of the simple motor tricycle provided with better accommodation than the motorcycle gives, yet in no way so elaborate or ambitious as a small car. In the meantime who will be the first manufacturer to introduce a machine of the

type which is illustrated on this page? The drawing shows a type of machine which I advocated in the course of an article in last Wednesday's *Motor Cycling*. The theme of the article was that some of us who at present own pukka light cars will be wanting something cheaper still if taxes continue to climb and that motorcycle manufacturers whose business has dwindled seriously of late might well allow their minds to dwell on the market which such a state of affairs would bring about. I do not think there can be many men who, if small cars get beyond their pockets, will take to combinations.

### A Real Baby.

THE drawing is intended to depict a machine of a type as much smaller than the Morgan and the B.S.A. as the Austin Seven is compared with—shall we say?—the Morris-Cowley. The occupants' feet come right forward behind the dummy radiator and alongside the protective cowl around the engine; the seats are the full width of the track.

Smallness spells cheapness in all motoring activities and I think there is little doubt that plenty of work still remains to be done along these lines. Two-seaters still sell in very substantial numbers, but there is not a chassis made to-day which is designed from end to end solely



How does this imaginary cyclecar appeal to hard-up light car owners. "Focus" discusses it on this page.

for use with two-seater bodywork. Always there is reserve strength and sufficient room on the frame to accommodate family coachwork.

Any such development as the machine on this page would need to be free from the prime factor which has crushed out of existence almost every cyclecar that has been introduced. I refer to the use of proprietary units designed for an entirely different job.



MIDLAND OFFICES:  
BIRMINGHAM: 61-65, New Street.  
Phone: Midland 4117 (3 lines).

COVENTRY: 6, Warwick Row  
Phone: Coventry 4775.

NORTHERN OFFICES:  
MANCHESTER: 274, Deansgate.  
Phone: Central 5433-4.



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"THE LIGHT CAR & CYCLECAR" WAS  
FOUNDED IN 1912 TO CATER FOR THE  
NEEDS OF USERS AND POTENTIAL  
PURCHASERS OF LIGHT CARS AND  
CYCLECARS, AND IT HAS CON-  
SISTENTLY ENCOURAGED THE  
DEVELOPMENT OF THE ECONOMICAL  
MOTORING MOVEMENT FOR NEARLY  
NINETEEN YEARS.

NO CAR WITH AN ENGINE CAPACITY  
EXCEEDING 1,500 C.C. (1½ LITRES) COMES  
WITHIN THE SCOPE OF THIS JOURNAL,  
THAT CAPACITY BEING GENERALLY  
RECOGNIZED AND ACCEPTED AS THE  
LIMIT FOR A LIGHT CAR ENGINE.

**Pinking Beneficial.**

ONE of the main lines of research in petrol engine development in recent years has been towards the suppression of detonation or pinking. Not only have special designs of cylinder head been evolved but the petrol companies have made efforts to produce fuels having definite anti-detonative qualities. Straight-run aromatic spirits, cracked petrols and fuels "doped" with lead tetra-ethyl are now available at every filling station, and the anti-detonative claims made for them are well substantiated.

So great has been the determination to avoid pinking that the contents of a letter which we publish in our Correspondence columns this week will come almost as a shock. There can be no doubt that a giant public transport concern like the L.G.O.C. has good reasons for telling its drivers to allow a certain amount of pinking; the advice would not have been given without extensive inquiry into the causes and effects of detonation.

It is, of course, the ultra-rapid development of the explosion pressure—so that, instead of being comparatively mild and progressive, it becomes instantaneous and acts on the pistons like a hammer blow—that causes knocking, and this, if allowed to continue unabated, can have a very ill effect upon an engine. In the light of the L.G.O.C.'s advice, however, it seems that pinking may sometimes increase the power output instead of diminishing it. Are we upon the threshold of the discovery of some new type of engine in which detonation will be a normal condition?

**The 1,500 c.c. Limit.**

ONE of the most significant factors in connection with the light car engine limit of 1,500 c.c. is that whereas a few years ago it was criticized because, so it was said, it did not allow sufficient latitude in the design of a really practical four-seater light car, to-day the most successful makes of small car have an engine capacity which is appreciably less than the accepted maximum; moreover, the tendency is for engines to become smaller rather than larger. This is a complete vindication of the steadfast policy which this journal has pursued. We entertained no doubts that a strict adherence to a definite maximum engine capacity for light cars would result in

greater efforts being made towards increased efficiency; had the limit been allowed to go by the board it is not unlikely that some designers at any rate would have made up in extra c.c.—and extra weight and tax—what they could not accomplish within the capacity at their disposal. The unmistakable tendency towards smaller engines—there are now no fewer than nine makes with six-cylinder engines of less than 1,500 c.c.—means that

steady progress is being made in the direction of cheaper and still cheaper motoring; it is adding the keystone to the arch which has been built up so patiently by those who have never wavered in their allegiance to the 1,500 c.c. limit and is bringing nearer the day when the public will no longer tolerate large, uneconomical and comparatively inefficient engines for either business motoring or pleasure runs.

**When Does the Sun Set?**

AN astonishing case has been reported in which a stipendiary magistrate suggested that to prove that there had been a contravention of the vehicle lighting regulations the prosecution would have also to prove the time at which the sun set. He is reported as declining to accept as evidence the sunset time published in the newspapers and in "Whitaker's Almanack." In dismissing the summons the magistrate said that if the lighting offence had taken place at midnight the position would have been different, but in the particular case he was hearing the margin was slight, bringing about, in his view, the need for the prosecution to prove that the margin did in fact exist. There was no evidence, he said, that the offence was committed during "the hours of darkness." These are defined in the appropriate Act as follow:—

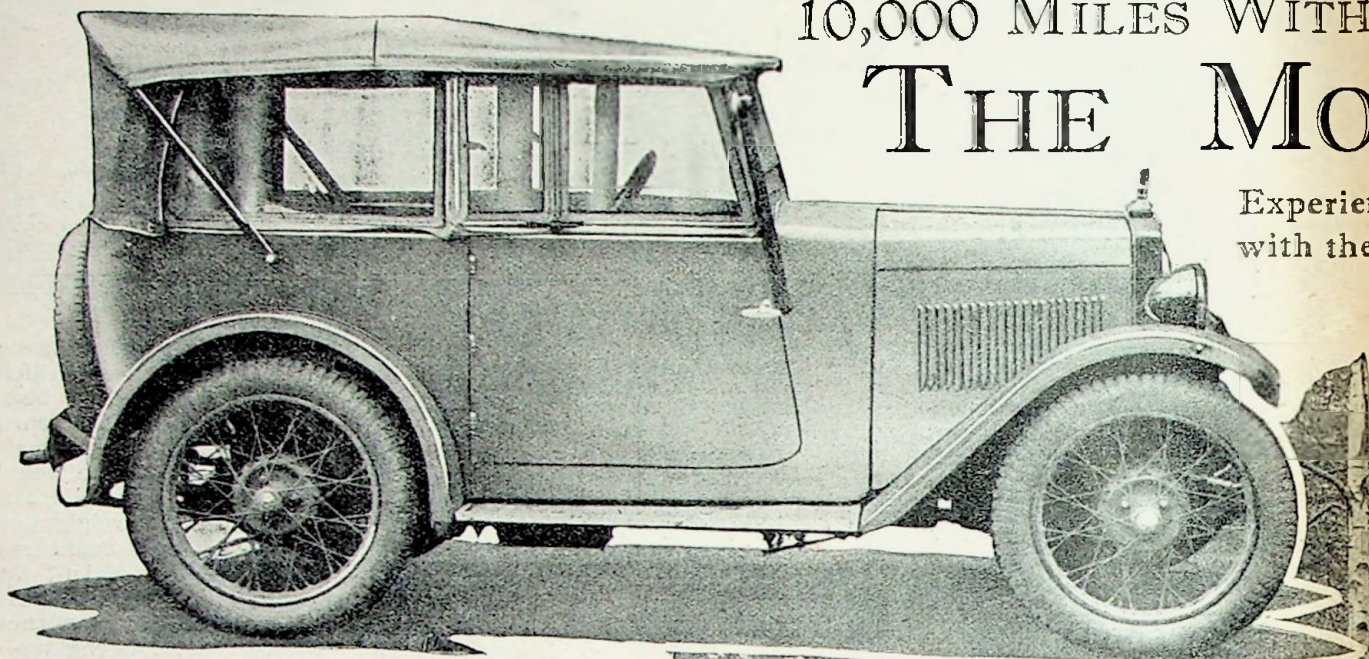
- (a) as respects the period of summer time, the time between one hour after sunset and one hour before sunrise;
- (b) as respects the remainder of the year, the time between half-an-hour after sunset and half-an-hour before sunrise.

Perhaps in lighting-up cases the decision we record above may prove helpful to the defence. We doubt, however, whether there are many courts where it could be put forward with the likelihood of receiving a sympathetic hearing.

Topics of the Day

# 10,000 MILES WITH THE MORRIS

Experienced  
 with the



**T**HE "£100" Morris Minor with side-valve engine is being retained practically unchanged for 1932, and an account of 10,000 miles' running with a staff-owned 1931 model of this type will reveal its many outstanding and attractive features.

The model in question—illustrated on these pages—is the "£100" chassis fitted with the standard open tourer body—costing £112 10s.—and has been given some strenuous work to do since April of this year.

First, a few brief particulars of the chassis. The side-valve engine has a bore and stroke of 57 mm. and 83 mm.—847 c.c.; tax £8. The wheelbase is 6 ft. 6 ins., the track 3 ft. 6 ins., and there are 8½ ins. ground clearance. The carburetter is an S.U. and coil and battery ignition is employed.

Transmission is by a single-plate clutch, three-speed gearbox and open propeller shaft with two fabric universal joints. The springs both fore and aft are semi-elliptic.

In choosing this particular model the owner was guided by two desiderata—the car must be of the open variety and there must be room for occasional third and fourth passengers. The open four-seater is ideal for these purposes, and when travelling alone, or two up, the room in the rear compartment is sufficient for plenty of baggage.

### In Pursuit of Luxury.

On taking delivery of the model the six-foot-tall owner decided that, as very long journeys by day and night were to be frequent, maximum comfort must be sought, and although the standard bucket seats of the car appeared perfectly comfortable, a predisposition towards pneumatic upholstery led to their removal.

Two pneumatic "buckets," obtained from the Abbey Coachworks, High Path, Merton, S.W.—were substituted. They were simply dropped into the Morris on the standard fixing—where they fitted without alteration—and, of course, they hinge forward to give access to the rear seats.

The next modification—still in pursuit of £1,000 comfort for £112 10s.!—was to lengthen the steering column by 8 ins. This was done simply by removing the steering wheel, screwing on an extension obtained from the Abbey concern and replacing the wheel—this time a large spring-spoked "Dover" sports.

Next, the rake of the steering column was lowered,



ANYWHERE IN  
 ANY WEATHER.

(Top, left) The Morris Minor with all-weather tires—any gradient—a tribute to the braking system covered in five months. It is a go-any-where, warm and comfortable in

necessitating turning the track-rod upside down and making up a long clip for the fascia board. An ideal driving position for a very tall driver resulted.

The car was carefully run in, and the usual changing of the oil in sump, gearbox and back axle was carried out at 500 miles.

After the running-in period the Morris was called upon to work hard and for long periods with but scant attention, and this the little car has willingly done.

The power unit is noticeably silent and sweet; there

# MORRIS MINOR

aces over a Long and Strenuous Period  
Four-seater Edition of the £100 Morris.  
Smoothness and Reliability Outstanding  
Features of an Attractive Little Car



weather equipment in place and (centre) safely parked on a 1 in 4  
tem. The car has given trouble-free service for 10,000 miles,  
where machine, reliable, with a pleasing turn of speed, and very  
both good and bad weather.

is no tappet clatter and no vibration. When cruising  
at a steady 40-45 m.p.h.—a normal gait—the engine is  
perfectly happy, runs cool and never tires.

On the level the maximum speed is about 55 m.p.h.,  
with 40 m.p.h. on second and 20 m.p.h. on first. The  
steering, which is of the low-g geared type, has always  
been very light, and there is no fatigue in driving the  
car over long distances. Road holding is good, there  
is no tendency to leap and "bucket" from side to side  
at speed, and there is no suggestion of kick in the

steering wheel even when traversing bad surfaces.

The brakes on the 1931 Morris are a great improve-  
ment on previous types, and although very heavy use  
has been made of them during the past 10,000 miles,  
there is still no need for relining. Only three times in  
this not inconsiderable distance has adjustment been  
necessary.

Nothing phenomenal has been accomplished in the  
way of average speeds, but with constant regularly  
long journeys to the North and West of England have  
been made in a running time not to be despised by the  
owner of a large car; and on several occasions jour-  
neys of over 200 miles have been made running in  
company with large cars, in which the latter have travelled  
at their normal touring gait—and the little Morris,  
without fuss or strain, has kept its station.

## 170 Miles at 35 m.p.h.

From Exeter to London, for example, an average  
speed—exclusive of timed stops—of 32 m.p.h. and  
35 m.p.h. have been accomplished quite easily, and  
higher speeds have been registered on the Great North  
Road, where 15 miles were once covered at an average  
of 42 m.p.h.

Probably the outstanding feature of the car is its  
unfailing reliability. Every day it covers a minimum  
of 50 miles—to and from London. Every morning and  
evening it is called upon to start up immediately and  
without further ado carry its owner to the office or  
home again.

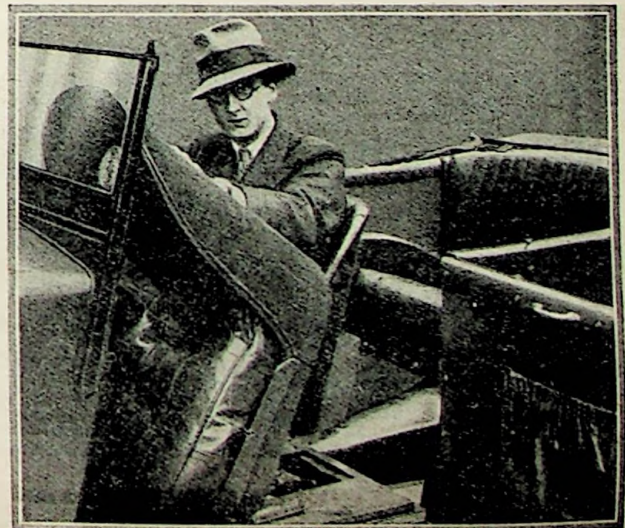
During all this time the starting handle has never  
been used. Day in, day out, for week after week, this  
has been the invariable programme, and at week-ends,  
without any preparation other than a ten-minute  
"grease up," the Morris has been driven hard half  
across England and back in the course of duty.

Never once in this arduous existence has the car let  
its owner down—and apart from one decarbonization  
(at 9,000 miles, be it noted!)—a spanner has never  
been put on the chassis.

The plugs have been disturbed only once—when the  
head was off—the piston rings have not seen daylight  
yet, and the tappets went untouched until the recent  
"decoke" was undertaken; in fact, if ever a car has  
functioned with a maximum of efficiency on a minimum  
of "maintenance," it is the Morris illustrated on these  
pages!

Greasing has been carried out regularly, and in addi-

(Below) Showing the surprising roominess of the rear  
seats where deep foot wells are provided. Note the  
special pneumatic cushions which were fitted for  
maximum comfort.



tion to the weekly (i.e., every 400 miles) greasing, once a fortnight the clutch race has received lubricant, the floorboards have been lifted and the brake gear oiled.

There is a point of criticism which may be mentioned in this connection, and this is the inaccessibility of the grease nipple which serves the shaft upon which both the clutch and brake pedal rock.

With the gun supplied as standard it is impossible to reach the nipple from under the bonnet, and raising the driver's toe-board proves a long and laborious process, necessitating the disconnection of throttle and ignition controls and some 20 minutes' work. A right-angle type of nipple, pointing towards the front, might be a solution.

No trouble has been experienced with carburation or ignition, and the dynamo continues to turn out a lusty 10 amps. on full charge. In this connection it may be mentioned that the headlamps provide an adequate driving light.

No criticism can be lodged against the all-weather

equipment. The hood is a sturdy piece of work, easily put up or down single handed, and the side curtains fit quite as well as side curtains ever do. A point which might be remedied is the scant space provided behind the rear-seat squab for stowing the curtains when out of use. The hood furls neatly and is encased in a black envelope, and as a personal whim—to keep dust from the rear seats when driving solo or two up—a tonneau cover has been added.

The Dunlop tyres have given faithful service during the period under review. The photographs illustrating this article were taken after a further 3,000 miles had been covered, and one of the original tyres may be seen on the spare wheel—not by any means worn out.

Here, then, after 10,000 very hard miles, is a sturdy little car going as sweetly and gamely as ever, with real comfort for two and room for four, a petrol consumption of round about 40 m.p.g. under hard driving and an oil consumption of 1,500 m.p.g. What more could anyone want for a modest £112 10s.?

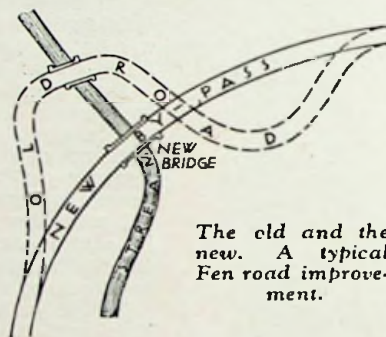
## BLAME THE ROMANS!

"WHAT possible excuse is there for a road which, proceeding tranquilly on its way, suddenly dives at right angles over a tiny bridge, doubles back on its tracks for 20 yds., swings round in a sharp curve and proceeds in the same direction just as though nothing had happened?"

The question was put to me recently by a man making his first acquaintance with the ins and outs of Lincolnshire, and I could only answer "Blame the Romans."

It is the fact that many—in fact most—of the roads of the county cut across land which in the dim and distant past was of a very marshy and treacherous nature, and one is given to understand that it was the Romans who picked their way cautiously across these semi-bogs, in time establishing tracks which were of necessity tortuous as they followed the firmer ground. The tracks became paths and the paths grew into something that passed for roads which served their purpose.

Generation succeeded generation, but always it was argued that the course the Romans discovered



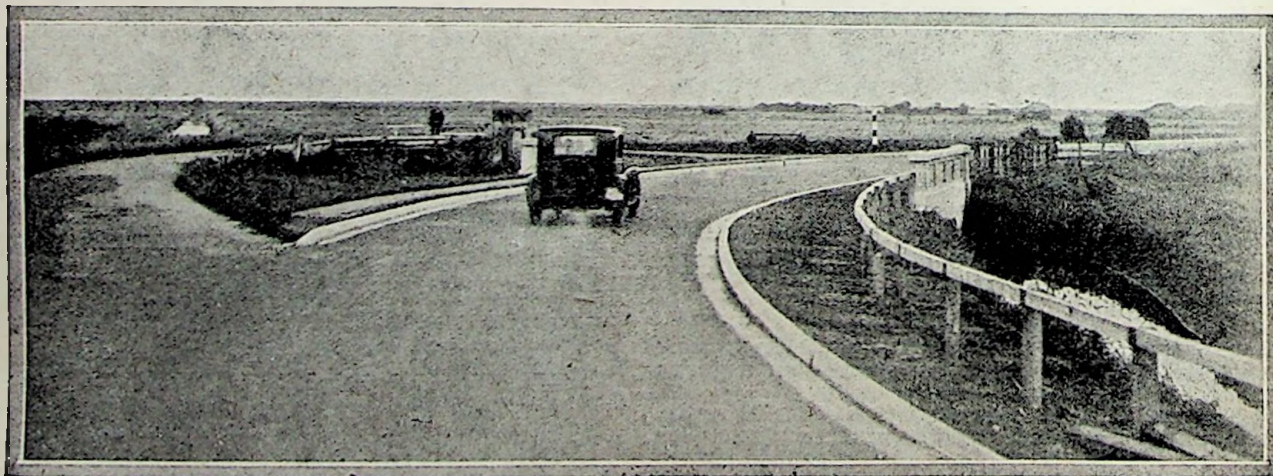
The old and the new. A typical Fen road improvement.

was the safest and the wisest course to take—always . . . until the astounding growth of modern motor transport and the coming of the modern road engineer; then the Fen roads were taken in hand.

The drawing indicates roughly the layout of the Roman road near Ingoldmells of which my friend complained, and it indicates in striking fashion the extraordinary lengths to which the Romans went in adhering strictly not to the straight but to the crooked path. By means of a comparatively short and only slightly curved "by-pass" the dangerous S-bend has been completely eliminated—and fewer cars will be found

in the deep and treacherous dykes on dark nights!

Similar improvements are being made throughout Lincolnshire. One of the first, by the way, called for a section of new road about 50 yds. long, the effect of which was to cut out four sharp corners in a tiny hamlet. Encouraged by the success of this "short cut," the authorities extended their ideas in all directions, and really comprehensive by-pass schemes as well as minor "cuts" have been put in hand. F.



NEAR INGOLDMELLS. — The finished by-pass and new bridge, the location—and utility—of which are clearly indicated by the rough site plan above.

## TECHNICAL ASPECTS

By L. MANTELL

## BLOWERS FOR TOURING

"I Do Not See the Need for Them"

LAST week I mentioned some of the things I was pleased to see at the Show. Among the things I was pleased *not* to see, at least in increasing numbers, were superchargers, for it was noticeable that they were fitted to a smaller proportion of exhibits this year than last.

I am not keen about blowers except for purely racing purposes. Obtaining power from an engine by this means always strikes me as technically a very cheap and unsporting way out, and rather smacks of drugging and flogging the engine to greater efforts instead of getting them by improvement of the breed.

When blowing is resorted to most of the finesse of functional design goes by the board and the main attention is centred on stiffening up everything sufficiently to stand the flogging. To what eventual purpose is this, however—beyond a little tax dodging, which, by the way, may well cost a lot more in the long run?

For specific purposes such as excessive power output for low weight ratio, as in competitive aircraft performances, or a maximum output per c.c. without any limitations as to the means employed or as to fuel, constructional, or maintenance costs blowing most certainly has its uses, but, so far as I can see, they end there.

A bigger engine is, in the long run, the safest, cheapest and most reliable means of getting more power.

IT is agreed that for a maximum output from a specific cubic capacity blowing is "the goods," but it is fallacious, I think, to imagine that it is an economical policy in any other respect than of c.c. for the power available. The saving in tax will certainly be considerably outbalanced by the additional cost of the engine and blower. The life of the last named, owing to the heavy stresses it has to bear, will, with almost equal certainty, be much less than that of the engine, and the amount of attention needed to keep it up to concert pitch will, in most cases, be much greater, unless, of course, the unit is of very high-grade construction, in which case the first cost will kill the comparison.

The consumption of a blown engine is theoretically not a great deal heavier than of an unblown one, but in practice this does not appear to work out; for the former, in my experience, is, power for power, the more extravagant of the two.

Some time ago I suggested in these columns the desirability of considering a layout in which blowing was optional, and I still think that such a design is very attractive, for, even in fairly fast

touring, bursts of exceptional power are only occasionally called for and do not appear to warrant permanent supercharging; nor would exceptional care be required in the design of such an engine, for the high stresses would be only occasional.

Most engines will stand stressing for short periods; it is continued overloading that leads to breakdowns, owing to lubrication failure and fatiguing of the metal through prolonged vibration.

A few years ago, when supercharging first came into being, it was heralded as the standard practice of the future. I never thought this would be the case and was pleased to see my impression to the contrary being apparently borne out by this year's exhibits.

Coil ignition, however, would appear to have come to stay, and in connection therewith I noted a very interesting innovation at the Delco Remy stand, where they have introduced a method of automatic advance and retard that strikes me very favourably.

HITHERTO spark control has always been operated automatically on an r.p.m. basis and carried into effect by a species of centrifugal governor which advances the spark directly in proportion with the rising r.p.m. There are, however, two factors upon which the critical ignition point depends: the engine speed is one, but the other is compression ratio, and, in ignoring this, the ordinary methods of r.p.m. control are open to criticism.

As everybody knows, the higher the speed the greater the advance that can advantageously be taken. Most people also are aware that the lower the compression the more is the benefit derived from early ignition, but the majority forget that compression pressure is not solely a measure of piston displacement but is also dependent upon the degree of throttle opening.

Presuming, for example, that a given engine running under full load and full throttle, but at limited speed—as in climbing a steep hill in top gear—will take a certain degree of advancement. The same engine on a much less severe gradient will perhaps maintain an equal speed at half throttle, and yet again, when on the level, possibly the speedometer can be kept at the same point with only a quarter throttle.

NOW if the advance is correct on the steepest part of the hill where the throttle and, therefore, the charge volume, was maximum, it will certainly be insufficient on the lesser gradient, where the volume of inspired charge is greatly reduced by the partially

closed throttle, and, of course, still more inadequate on the level when the almost closed throttle has lowered the running compression to a mere fraction of its full value.

This is where the principle of automatic advance in direct proportion with engine speed alone fails, and where the necessity arises for the introduction of a secondary correctional factor operated on a compression ratio basis.

The Delco people have attacked the problem in an ingenious manner. The usual centrifugal device is, of course, present to make the required speed correction, but, in addition, there is another variant, which operates inversely with compression changes in the following manner:—

To harness the actual cylinder compression would offer considerable mechanical difficulties, but as this pressure is a fairly direct measure of the throttle opening and as this, in turn, affects, in the inverse sense, the degree of induction pipe depression or vacuum, as it is popularly termed, the varying value of the vacuum is turned to account quite easily, for it has a considerable range in lb. per sq. in. and can, therefore, exert a powerful and positive mechanical action.

The method is quite simple; the manifold is tapped and a small tube led therefrom to a contractile diaphragm in a metal casing which moves in and out with every change in the induction depression. A small connecting rod is linked up between this member and the external advance and retard lever, which is thus varied in virtue of compression changes and quite independently of the centrifugal advance, which works on its own account.

IT is easy to see the advantages of double control, for everyone will realize that while a considerable advance can often most advantageously be taken at quite modest speeds with a low throttle, the same spark position might easily prove too much on a steep full-throttle hill at the same speed; similarly, a centrifugal governor adjustment that will prevent labouring under the latter condition would seldom represent the most useful and economical spark position when running light on the level at an identical speed. Actually, it would appear from many tests carried out that as an average a half-load advance can generally be about 5 degrees earlier than with the full load at the same speed and a quarter load about 10 degrees earlier.

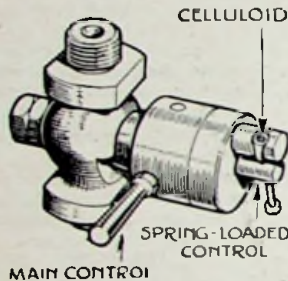
These figures vary, of course, with different engines, but the average serves to show the necessity for the double correction.

Useful Accessories

# A "SAFETY FIRST" PETROL TAP

### A Fire Safeguard.

A very cleverly designed petrol tap that is arranged to turn itself off in the event of fire is being marketed by T. A. Leather, 2, Jordon Street, Knott Mill, Manchester. It is known as the Perfect Tap and sells at 7s. 6d. The normal type of cut-off valve is employed, but incorporated in the tap is a spring-loaded control that is always tending to close the valve, but is prevented from doing so by a small external celluloid

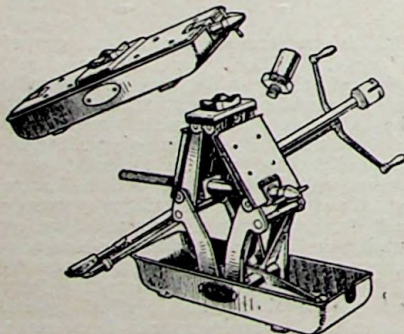


The ingenious petrol tap which closes in the event of fire.

bush. Should a fire start, the celluloid bush would soon be burnt away, so allowing the tap to close under the pressure of the spring.

### Jack for Low-built Chassis.

Donald Sessions and Co., Ltd., 906, Harrow Road, London, N.W.10, makers of the ingenious D.W.S. four-wheel permanently attached jacking system recently described in this journal, have now introduced a single independent jack which sells at £3 3s. It works on exactly the same principle as each of the units of the four-wheel system, and,



With an exceptional lift—the new D.W.S. jack.

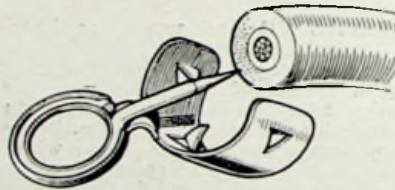
in fact, closely resembles them. Its advantage is that it can readily be used under the lowest-built car, as its depth, when collapsed, is only 3 ins. In spite of this it gives the unusually large lift of 8½ ins.

A28

## Clever Arrangement for Cutting Off the Petrol if a Car Catches Fire and Other Interesting New Gadgets

### High-tension Terminals.

A very ingenious terminal for high-tension leads has recently been introduced by the Runbaken Magneto Co., Ltd., Tipping Street, Ardwick, Manchester. The great feature of this terminal, which sells for the low figure of 2d. is that it can be fitted without the use of tools. The pointed leg of the eye piece is simply pushed into the end of the lead to make contact with the stranded wire, and the sheet-brass collar is then bent round the insulator so that its "teeth" bite into the rubber and hold the terminal firmly in position.



An easily fitted Runbaken terminal for high-tension leads.

### For Austin Sevens.

Owners of Austin Sevens of recent date will be interested in a new step-mat that has been added to the range marketed by Desmo, Ltd., Desmo House, Stafford Street, Birmingham. The great feature of this step-mat, which is known as Model FM/159, is that it covers the whole of the running board, its actual dimensions being 24½ ins. by 6 ins. at the widest end and 3½ ins. at the narrow end. The cost of a pair is 6s. 6d. complete with fixing bolts, and the mats themselves are of ribbed rubber with a specially hard base to prevent curling.



A new Desmo step-mat which is specially made for Austin Seven saloons.

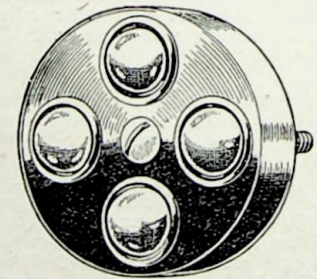
### Non-skid Chains.

Now that the winter is approaching many readers will be considering the purchase of non-skid chains. A very

moderately priced range, known as the Safety First is now being made by The Sheppea Motor Co., Ltd., Thomas Street, York. They are easily fitted, each chain being secured round the rim by a stout strap; any number can, of course, be used, but the minimum number recommended is three per wheel. For the type suitable for tyres of up to 4½-in. section—which covers the requirements of most light car owners—the price is 2s. each, so that a set for the two rear wheels works out at 12s.

### A Night-time Safeguard.

Readers overhauling their lighting equipment in preparation for the winter should not overlook the advantages of fitting a red reflector to the backs of their cars; admittedly, a reflector cannot be used as a substitute for a rear light, but it is an undoubted safeguard against being run into from behind should the tail lamp fail. An accompanying sketch shows a neat, well-made reflector, marketed specially for the purpose, by Messrs. C. W. Price, 3, New Street, Birmingham. It is 1½ ins. in diameter and is provided with a central bolt for attaching to a wing or number-plate bracket. The actual lenses are set in Bakelite and the price is 2s. In addition, Messrs. J. W. Price produce smaller ruby reflectors for sewing on to the back of a glove at 1s. 3d., or with an elastic ring for slipping round the hand at 2s.



One of Price's ruby reflectors for the backs of cars.

### Reducing Valve Noise.

Owners of cars with noisy valve gear should write to A. H. F. Perl, 46, Oxford Road, Acock's Green, Birmingham, for particulars of their Anti-Taps. These are ingenious little gadgets somewhat resembling spring washers which fit between the tappet and the lower end of the valve stem, and have the effect of softening the blow of the tappet by exerting a constant slight spring pressure between it and the valve. Anti-Taps sell for 9d. per pair and are suitable for any valves with stems up to ¾ in. diameter.

For Double-quick  
starting!



"WINTER  
GRADE"

- ★ Batteries saved from exhaustion!
- ★ Quick warming up!
- ★ No popping back! No missing!
- ★ Amazing acceleration! Greater mileage!

**NOW ON SALE—NO EXTRA COST**

ANGLO-AMERICAN OIL COMPANY LTD., WESTMINSTER, S.W.1

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

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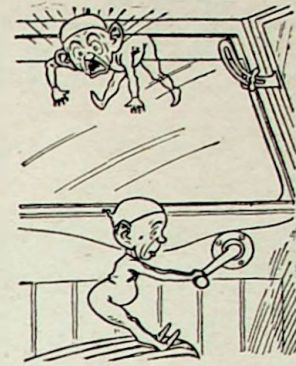
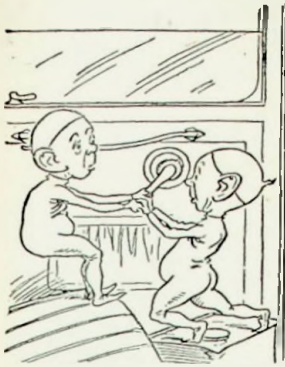
**NOW**  
**WINTER**  
**SHELL**

**YOU CAN BE**  
**SURE OF SHELL**

Winter Shell petrol is specially blended  
to give quick starting in cold weather



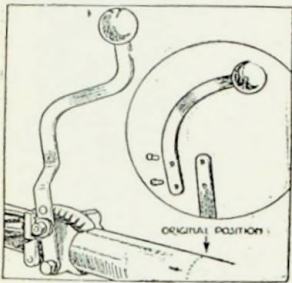
# IDEAS



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

## Morgan Control Levers.

THE centrally-placed hand brake lever on a Morgan is apt to restrict to a slight extent the space available for the passenger's legs. An improvement can be made by moving the lever mounting and the cable stop clamp 7 ins. farther forward along the frame tube. This will call for a new lever which can easily be made from a strip of steel of the same section as the existing lever. The new lever is, however, bent backwards in a double set and also cranked near its lower end to bring the main portion centrally over the frame tube. When this alteration is made it will

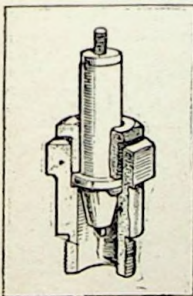


be advisable, of course, to shorten the brake cable and casing.

Some drivers may find it an advantage also to lengthen the gear lever by removing the knob and riveting on a curved extension piece to the end of which the standard knob is fitted. Each alteration is made clear in the accompanying sketch.

## Checking Sparking Efficiency.

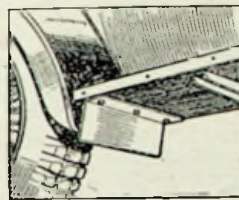
THE "power" of the sparks generated by a magneto or a coil is rather difficult to judge. Holding the H.T. lead terminal  $\frac{1}{4}$  in. or so from "earth" provides a good indication, but a more accurate test can be made with a simple form of fixed spark gap. A useful device in this connection consists of a discarded plug with the "earth" points removed and the centre electrode cut off close to the insulation. To use the tester each of the high-tension leads in turn is connected to it whilst it lies on the cylinder block; the engine is turned by hand for each test and if the coil or magneto is in order a spark will jump with a hollow "plop" sound across the wide gap. It may not be possible actually to see the spark; in fact, this is not necessary as its strength is judged by its noise.



A fairly loud "plop" indicates a good spark, and it will be found that, in daylight especially, it is easier to listen for the "plop" than to look for the spark. Weakness will indicate, of course, that the coil or magneto is defective—possibly cleaning and adjusting the contact breaker will be all that is required to restore the efficiency. It is necessary, of course, to make sure that the plug body is properly earthed during the test.

## Protecting Mudguard Ends.

ON some cars the rear mudguards are carried down below the running boards. On wet roads mud and grit are thrown by the front wheels on to the mudguard ends with sufficient force to chip off the enamel. The metal then rusts and the rust may soon extend above the running board, where it will be definitely unsightly. The trouble can be overcome by fitting an aluminium shield in front of each guard end, as shown in the accompanying sketch. The shields should be the full width of the guards and about  $\frac{1}{4}$  in. deeper than the downward projecting portions. When the shields are being cut allowance must be made for bending up two flanges; these are drilled to enable the shields to be screwed or bolted to the running boards.

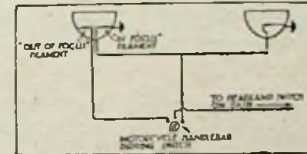


The flanges are not bent to a full right angle but a few degrees less so that the shields when fitted have a slight backward slope. For the sake of appearance the rear faces of the shields can be enamelled, but the fronts can be left bare as, of course, enamel would soon be chipped off.

The flanges are not bent to a full right angle but a few degrees less so that the shields when fitted have a slight backward slope. For the sake of appearance the rear faces of the shields can be enamelled, but the fronts can be left bare as, of course, enamel would soon be chipped off.

## Dip-Switch Lighting.

ON many cars equipped with 6-volt single-wire electrical systems the headlamps cannot be dipped or dimmed. By wiring the lamps as shown in the diagram, however, most of the advantages of an elaborate dipping reflector system may be obtained at a trifling cost. The bulb holder in the near-side headlamp is replaced with a double contact holder carrying a motorcycle-type "dipping filament" bulb. A motorcycle handlebar dipping switch is mounted on the steering wheel or column and the centre terminal is connected to the headlamp terminal in the lighting system switchbox. One of the side terminals of the dipping switch is connected to the off-side headlamp and to the contact in the near-side lamp, which carries current to the "in-focus" filament in the two-filament bulb. The other contact in this lamp is connected to the third terminal in the dipping switch.



The headlamps are switched on in the normal manner and, according to the direction in which the dipping switch is placed, both lamps are alight or only the near-side lamp is on, with its beam pointing downward to the left. The correct position for the two-filament bulb with regard to the reflector must be ascertained before the holder is fixed in place. If possible, the setting test should be carried out on a dark road.

# WHEN THE WATERS

The Story of a Tempestuous Run in Lakeland



**W**E had spent the night at Kendal, having arrived there late after a long journey from the Midlands, and the clear night air, with the heavens sparkling with a myriad stars, gave promise of a sunny dawn. It was partly this promise which induced us to linger on the border of the hill country so that on the morrow we might have the vision, from the intervening heights, of the eastern moorlands and the western hills in the radiance of the early-morning sun.

Such promises often end in disappointment, for nowhere is the weather so unreliable as among the mountains, and the rainstorms of Cumberland are often memorable in their relentless downpour.

The following day, it is true, broke with brilliant sun, and we were early astir. Quite up to expectation was the vision eastward as we took the road to Windermere; the sun lay in golden billows along the Westmorland moors, and, surmounting Banerrigg, we saw the long, silvery streak of Windermere, a perfect gem in its setting of the dark hills with the morning mist just curling away at the caress of the sun.

But turning northward we noted a dark line of cloud

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(Above) A fine photographic impression of storm clouds gathering over Lake Windermere. (Right) At Bowness, a picture taken as the farther shore becomes blotted out by the approaching curtain of rain.



# ARE SWOLLEN

By  
ALLEN PHILLIP

that Yielded a Rich Reward

hanging low over the mountains, and, half fearing, half hoping, we pressed on. We had seen such clouds before, and our hope was not very strong.

We touched the margin of Lake Windermere at Low Wood, and, whilst we made a careful survey of the heavens, the sun disappeared, and great angry masses of ragged cloud crept across the sky. The storm was coming from the north-west, from the valleys of Scafell and Borrowdale, those vast cauldrons of the tempests, and our hopes began steadily to ebb away.

There was, however, the possibility that northward by Grasmere and Thirlmere we might skirt the storm and, escaping the worst, run into sunny weather. It was worth the attempt; we had time, however, only to reach the end of the lake at Waterhead when the storm

broke, and broke with such terrific fury that we were compelled to draw under the shelter of the trees and wait. Driving in such rain would have been positively dangerous.

The vision of the mountains was wiped out, nearer things were lost or blurred in the seething mist, and veritable cataracts poured down the roadway, swirling in foaming eddies beneath our wheels.

When the rain eased slightly we proceeded cautiously, for the floods were deep and the heavy pall of cloud gave a bare minimum of light.

## Battling Against the Tempest.

Dunmail Raise was a battle in the upward climb against wind and rain, and, breasting the summit, we had a wonderful view of the Thirlmere valley. The rain had almost ceased and the wind fell. Helvellyn's head was shrouded in clouds which stretched like a mottled roof across to the Armboth Fells; and the lake, now strangely still, mirrored the patterns of the clouds; but westward, where the mountains separated us from Borrowdale, the sky was of an inky blackness.

Dropping down to Keswick, we paused for lunch, hoping the interval might bring an abatement of the tempest; but in this we were mistaken, for the rain now continued to fall in a steady downpour.

There is something fascinating in a genuine rain-storm among the Cumberland hills, when hope of improvement has gone and one is prepared to make the best of things; and we had fallen under the spell;—so, lunch over, we ran south along the shore of Derwent-water and, at Lodore, heard such thunder of the falling water that we paused and, passing behind the hotel, gazed upon a memorable scene. The rock-walled ravine seemed filled with the cataract, which leapt from rock to rock in a cloud of flying spray. The roar in that confined space was almost deafening.

We crossed the double-spanned bridge to Grange and climbed to the terrace road of the Catbells above the woods of Brandlehow. So, with the vision of the lake below and cloud-capped Skiddaw beyond, we made our way back to Keswick and then up the long hill to the Vale of St. John to Thirlmere once again.

## The Aftermath.

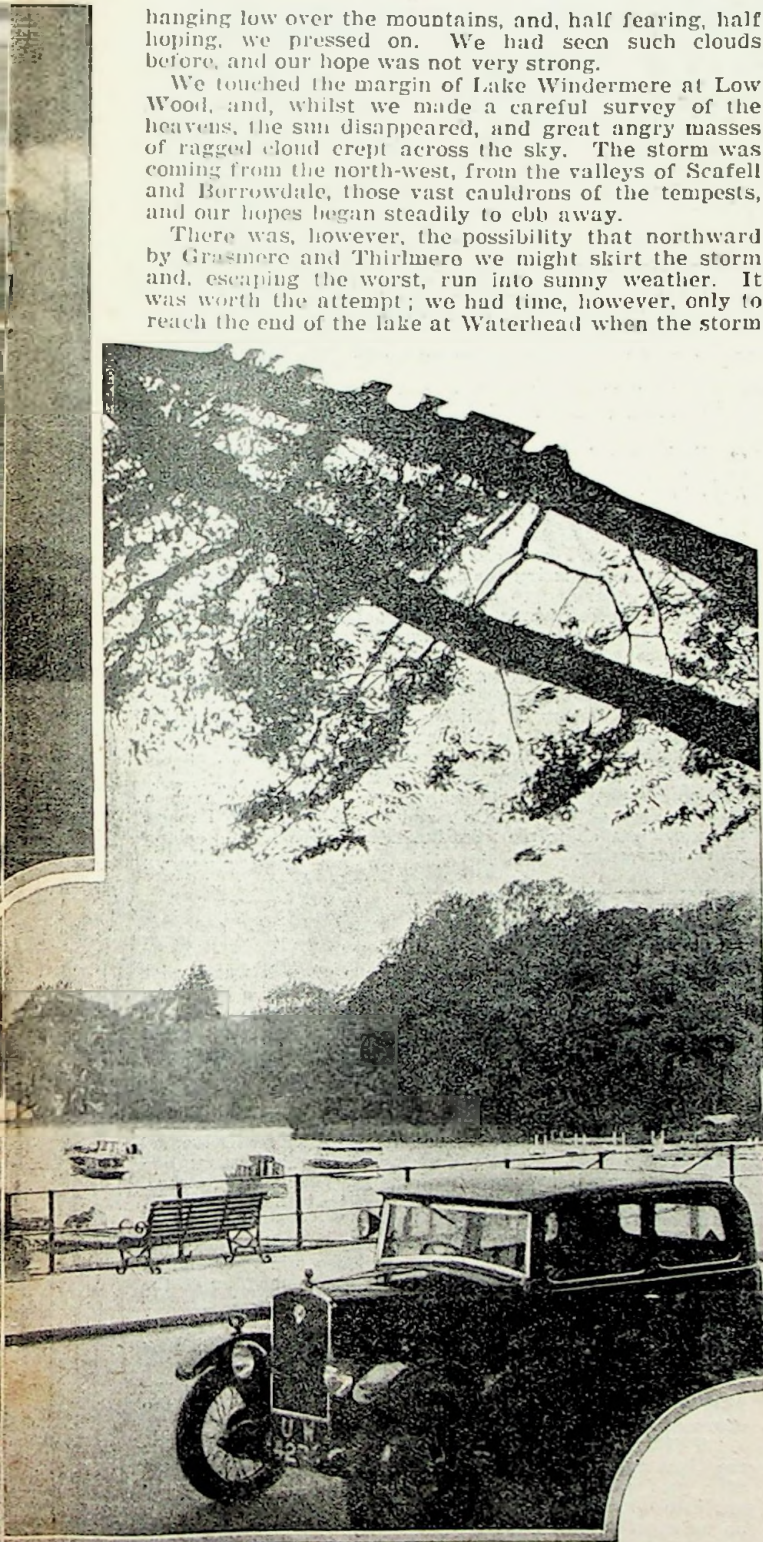
It was getting late and the storm had spent itself, leaving a strange calm upon the land. Clouds still hung heavily from crag to crag like dark curtains sagging in long festoons, but all below was clear.

We paused once more at Waterhead, and this time beheld the choicest vision of the day. It is after just such a day as this that one is often rewarded with a most wonderful sunset, and such a reward was ours.

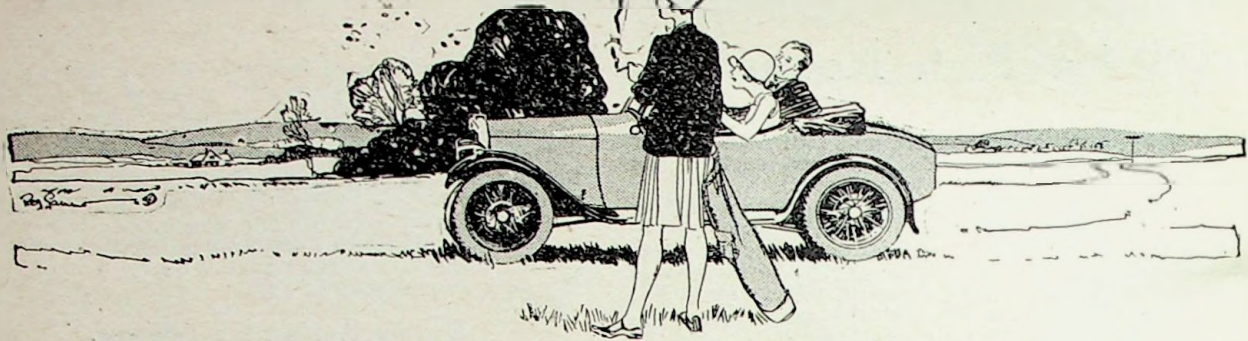
Far up the Langdale Valley the peaks of Scafell and the twin Langdale Pikes stood out black against a sky of palest yellow where the clouds had broken. As we watched the colours changed, yellow deepened to orange and the blaze of furnace light swept the clouds, darkening to crimson, while the shadows of the valley took on a purple hue and the lake at our feet mirrored the splendour of the sky.

It was an arresting sight, the more striking by the contrast its serene beauty made to the previous fury of the storm. No one could have failed to be impressed by it, and it made one realize more forcibly than ever before that the romance of motoring is no mere empty phrase. Romance is still to be found on the road just as strong as it was in the early days of motoring if one only cares to seek it out.

We saw the day die in unwonted magnificence, accounting that vision worth the price we had paid, and, reaching Bowness, turned in for the night after a journey that we shall not readily forget.



# OUR READERS' OPINIONS



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.

## SHOULD PINKING BE ENCOURAGED?

Most Londoners will probably agree with me that the drivers of the L.G.O.C. buses are second to none in the skill with which they handle their vehicles. Holding this opinion, I have frequently been not a little surprised

**The L.G.O.C. Says "Yes."**

to observe a bus going along quite merrily with the engine pinking and the driver quite unconcerned. The explanation of this was revealed to me recently when I had the opportunity of examining the service and instruction book for the "Regent" and "Regal" chassis issued by the Associated Equipment Co. Incidentally, this book would gladden the heart of any motorist, for in comprehensiveness, clarity and the excellence of its illustrations, it is many streets ahead of any private car instruction book I have yet seen.

I was, however, brought up with a jerk by the following passage:—

*"The compression ratio is high, and under full throttle conditions at moderate speeds up to about 22 m.p.h. a certain amount of pinking will be manifested with the ignition set to the best position for power. The ignition lever must therefore be adjusted by the feel of the engine and not so as*

*to eliminate all signs of pinking. Always keep the spark as far forward as the feel of the engine will admit regardless of any pinking."*

My present car has a high compression engine, and it quite naturally begins to pink under conditions favouring this trouble, but I have always made a point when this has occurred of eliminating the pinking either by retarding the ignition or changing to a lower gear, according to circumstances. In other words, I have acted immediately pinking was set up whether the engine was labouring or not. Have I been wrong?

I have always advocated setting the ignition as far advanced as possible, and I am aware of the bad tendency among some drivers of keeping the spark retarded, under the impression that it is an act of kindness to the engine, but I have regarded pinking, even to a small extent, as the limit which good practice should not reach.

I am, however, open to conviction, and I have such a high opinion of the L.G.O.C. and the A.E.C. that I mean to experiment along the lines indicated. The results should prove interesting.

A.H.S.

## What Do Trials Drivers Want?

### Two Great "Hates."

I am glad to see the question of trials has appeared in *The Light Car and Cyclecar*, as it will afford an opportunity for people to express their opinions and so help the organizers.

**A Regular Competitor's Views.** As a competitor in a fair number of trials, I have two great "hates." One is a brake test and the other a slow hill-climb. After all, is there much

object in making a car slide 10 ft. to 15 ft. with all four wheels locked? This is generally what a brake test means. A slow hill-climb serves only to eliminate the competitor whose car is geared on the high side, and, to my mind, he is the one to be encouraged; there is no fun in taking a car through a trial with a bottom gear which, barring wheel-spin, will pull the car up the side of a house at 2 m.p.h.

Now, as to trials generally, one wants either something like the "Gloucester" or else a half-day event with two or three decent hills. What is not wanted is the type of event so frequently found which consists of, say, a brake test, a stop and restart test, a slow hill-climb, a couple of absurdly easy hills, and a so-called colonial section consisting of four or five hundred yards of mud or appalling bumps which merely give the chassis and springs a nasty time without causing any real difficulty.

Now, as to entries, I don't think enough trials are "open to centre" events, for, after all, one cannot be a member of umpteen different clubs. For a half-day event 6s. is enough for the entry fee if awards are not made too easy.

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A test which I tried on two occasions when it was my lot to organize trials was to take the competitors up a hill twice during the trial, the object being that the second ascent should be, say, 20 per cent. faster than the first, the actual figure being obtained by experiment or on an average basis.

V. H. TUSON.

### How Many Events a Year?

I am rather at a loss to understand "Trials Driver's" letter replying to "Trials Secretary." He says that one trial per annum is not enough for the average sporting owner, but this does not come into the question.

**Support for Joint Organization.** If "Trials Driver" reads the original letter again carefully he will see that the scheme allows for seven trials per annum open to any one club member who is also a member of the M.C.C., and four trials per annum for any one club member who cannot afford the classics.

With reference to his remarks about the entry fee, how on earth does he think the poor "Trials Secretary" is going to balance his budget on less than 7s. 6d. per head? Running a trial is very like going into a business—you have the overheads whether you get the customers or not.

"Trials Secretary's" scheme, in my opinion, does provide the right sort of trial at a price which can be low (because of a good prospect of support), and should the scheme be put into operation I can foresee fresh enthusiasm springing up amongst sporting drivers.

FRAZER-NASH.

## OUR READERS' OPINIONS (contd.)

## Up Moel Famma in an Austin.

I have been successful in making an ascent of Moel Famma, near Mold, 1,820 ft., in my Austin Seven with a 12-stone passenger. It would be interesting to know

Is This a Record?

whether any of your readers have ever climbed this mountain in a car or seen a car at the summit by the castle. Is this a record? I have two witnesses to provide evidence of my climb.

H. L. BENN.

## Tracing Chassis Faults.

Although coasting downhill with the engine stopped and the gear in neutral has its disadvantages, it proved useful to me in rather an unusual way recently. I was testing

An Advantage of Coasting.

out a car for a friend, and had come to the conclusion that the engine, especially the little ends, wanted a thorough overhaul. On running down a hill in neutral, however, I had a whim to switch off the ignition. To my surprise many of the noises for which I had blamed the poor engine went on just the same!

It saved an unnecessary engine overhaul and enabled some very necessary hub, transmission, and gearbox adjustments to be made. Maybe this could not have happened with an expert; still, it is, I think, worth bearing in mind.

ROAMER.

## A Meteor Encountered?

Herewith a letter which has come to me from a correspondent who has had an exceptionally novel experience. The matter seems to be one of such general interest that it belongs, perhaps, more to the Correspondence column than to "Rich Mixture."

FOCUS.

\*\* We give the letter below.—ED.

Your comment on strange happenings on the road prompts me to relate a remarkable coincidence that occurred to me whilst driving an M.G. Midget coupé from Hay to Hereford via Blakemere late one night in the early part of this year. Travelling at about 25-30 m.p.h. through the last-named district I was suddenly startled by a vivid blue flash accompanied by a loud "swishing" noise and observed a mass of blue gaseous matter the size of a cricket ball travel from the top right-hand corner of the windscreen and extinguish itself directly in front and about 6 ins. from the screen and above the scuttle dash of the car.

On stopping to make an examination, I could find no trace of damage with the exception of a minute char on the fabric about the size of a pin head.

I came to the conclusion that this must have been a fragment of a meteor, and I heard later that a meteor had been reported about the same time in that locality. I wonder if any of your readers have had a similar "close up" experience of this phenomenon.

PERCY PRITCHARD.

## Readers at the Show

## Those Detachable Handles.

I should first like to endorse the query made by "Focus" in your issue of October 16th as to why the starting handle is now made detachable on almost all modern light cars.

Petrol Taps and Fillers.

To my mind this is a retrograde step, causing excessive use of the starter, especially in cold weather. Most of us are too lazy to get out and insert a detachable handle to free the engine, which was no trouble to do when the handle was always in place.

My real object in writing, however, is to call the attention of certain car manufacturers (one in particular whose reputation is of the highest) to some annoying little details which detract from an otherwise first-class job.

I have visited the car show, and, in consultation with my wife, have almost decided upon the car which will replace my existing one. It has everything, consistent with its price, which is desirable to my wife and most of what is desirable to me as the driver—but not quite all. The car in question has the petrol tank under the scuttle, which, however, personally I do not consider a disadvantage. (I can think of objections to the rear position, but do not propose to discuss them now.) What I do complain of

## To One Cyclecar—£325.

I am sure all will agree that it would be difficult to find a more interesting motoring article than your recent review of the development of cyclecars. The entertaining description of the Bedelia reminds me that the smallest of these tiny cars, the 3½ h.p.,

was on sale in this country at 56 guineas—surely one of the cheapest vehicles on record. At the other end of the scale we have a two-cylinder 9 h.p. cyclecar of unknown origin, for which £325 was asked, in 1920.

G. R. DOYLE.

## Climbing the Stelvio.

I think "Jo-Jo" has missed the point of my previous letter. Those who have been to the Alps can look after themselves. I wrote lest those who have not should get the impression that a super car and the experience of "Focus" are necessary for

Light Car Performances.

the Stelvio. But to answer his question; we took no times and no time-table was laid down. The Stelvio summit came in the course of a day's run of 130 miles, including also the Ofen and Bernina passes.

Personally, I got to the top from St. Moritz, via the Ofen and Umbrail, in 4½ hrs., including numerous stops for cinematography and looking around, and a spot of interpreting at the Italian frontier; but without a compulsory stop or loss of a drop of water. Probably it could easily be done by a light car in better time; we were not out for records. It is more important to my argument that the great majority of our drivers, including three ladies, had seen their first pass two days before. My own car is a Singer Junior saloon.

T. LINDSAY.

## Is it a Sign of a Good Driver—

Noticing "Stentor's" advice to drivers to sound their horns more often, I think the real explanation of what he calls the most outstanding feature of present-day motoring,

—Not to Sound the Horn?

namely, the neglect of the audible warning, is that it has become an accepted doctrine of clever driving not to use the horn. Modern drivers have got into the way of thinking—I do not know whether the motoring schools teach it—that to use the horn much is the sign of the novice. I think it is an absurd and dangerous idea.

Where the novice blunders on unconsciously, the good driver gives that clever little touch of the button. Nobody sees all the people who are able to hear and heed the warning; nobody knows how many accidents are prevented by it, but the effect is shown in the good driver's clean record on the road—his absence of accidents or narrow shaves.

The point mentioned by "Stentor"—that of overtaking a car when one cannot see the road in front of it—is only one case. I say to the would-be good driver: learn when and why to sound the horn—and then always do it at such times.

CLACKSON.

is the fact that to fill the petrol tank, or, worse still, even to operate the petrol tap, the bonnet must be lifted.

I have been driving a car for some years with the petrol filling orifice brought through the scuttle to the outside and with the petrol tap within easy reach of the hand when one is occupying the driving seat, and have many times realized the advantage of these points over other cars. I shall sacrifice them with regret, and the more so as they are so easy of attainment on every car which still carries its petrol tank under the scuttle.

A. C. HARVEY.

## Bored Salesmen at Olympia.

Olympia is more successful as a spectacle, in my opinion than as a place of business. On the majority of stands I found boredom galore amongst so-called "salesmen."

Worst Examples to be in the gallery, and I would award the prize to a shock absorber firm for efficient business methods at the Show.

Apparently, on many of the stands those in charge were chiefly bent on having a continuous pow-wow with their various personal friends and relations!

THOMAS TEMPEST.  
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OUR READERS' OPINIONS (contd.)

**Is Petrol Economy Worth While?**

I am sure petrol economy represents a trifling saving compared with that which can be achieved in other spheres of maintenance. On an annual mileage basis of 10,000, the difference between 30 m.p.g and 40 m.p.g. represents only about £7. Much greater savings can be obtained satisfactorily on tax, tyres, insurance, repairs, and so forth.

THIRSTY JET.

**Monthly Licences.**

I was interested to read the letter in your issue of last week advocating monthly licences during the "off season." Personally, I should like these, and I am also an advocate of special four-day licences for the Christmas period. But I can see the snag. The thing would be practically unworkable because of the colour scheme, which tells the police that the licence is due to expire either at the end of the quarter or the end of the year. Any further "periods" mean fresh colours, which must be always changing and always distinctive.

The Colour Snag. It hardly seems possible to me, but perhaps if someone could put up a workable scheme to the authorities they would consider it.

F. L. GUILFORD.

**What is Economy?**

As a light car owner (at present unemployed) I was rather forebly struck by the remarks of your contributor "Focus" in his summing up of the new models in your issue of October 23rd. The particular

The Absence of paragraph in question contains the following sentences:—"The motor manufacturers and traders of the country decided that this is a time to economize and that an easy way to do so would be to wash out the banquet. Their lead, incidentally, has been followed by the Austin Co., and by many other big manufacturing concerns."

Ye Gods! What will happen to the motor manufacturers and traders if the British public also decide that this is a time to economize and refrain from buying any new cars? I am afraid there would be a huge drop in dividends next year.

GES718.

**Nash's Extraordinary Crash.**

I was very interested in the criticism of Nockolds' sketch of R. G. J. Nash's crash at Wembley Stadium. I saw this incident from exactly the same viewpoint as that taken by the artist and the sketch is perfectly correct in every detail. The car was actually turning over in the orthodox manner and was on two wheels when Nash managed to steer it (with only one of the front wheels on the ground) into the extraordinary position portrayed by Nockolds.

I should advise Mr. Briggs not to rush into print when he is obviously hazy about the facts, and I would like to ask him how the car managed to finish up as it did if the sketch is wrong?

N. C. ZOLVER.

\*\* We have received a number of other letters expressing the same views.—Ed.

\* \* \* We have received a number of other letters expressing the same views.—Ed.

**A Plea for Sliding Doors.**

The type of semi-sliding door described by "Focus" recently seems to me to be an attempt to fill one of the greatest needs in present-day motoring. Doors have grown wider and wider, and their width is now a great danger both to the occupants of the car and other road-users. Many of your readers will have read of a sad fatality recently to a cyclist who was forced outward through a car door suddenly opening nearly in front of him, and found his way barred by a bus. With one of these doors open the car is, in my opinion, taking up more than its fair share of the fairway, whether road or footpath. "Focus" deals with smashed windows and I am sure a large proportion of broken windows in doors must be due to the doors being allowed to swing open, or being left open a moment too long.

The sliding door is the natural solution to the difficulty. I know nothing about the one mentioned by "Focus," but I have long ago come to the conclusion that the swinging door should be abolished.

SESAME.

CONDENSED CORRESPONDENCE.

"Jowett Owner" (Hicadingly) writes in appreciation of Mr. Stenson Cooke's book "This Motoring" and congratulates the author on "the pleasing way in which he has applied his own personality to the work." "Jowett Owner" also praises the excellent services of the A.A.

Commenting on a letter in our issue of October 23rd, headed "A Lion Goes Motoring," "J.M.B." (Blackburn) states that he, also, has seen the show referred to, but wishes to protest against it as he dislikes the idea of animals being used for such purposes. He was not thrilled, he says, as the lion appeared to have little spirit when he saw the performance.

READERS' WANTS.

LAGONDA.—An instruction book for the 1924 11.0 h.p. type M model.—S. R. Glockler, Highfield, East Horsley, Surrey.

AUSTIN SEVEN.—Hints on tuning a 1929 model for speed.—A. W. Colley, 233, Holmesdale Road, South Norwood, London, S.E.25.

BACK NUMBERS.—Copies of this journal—containing articles on the maintenance of the Rover Eight—dated November 15th, November 22nd, December 6th and December 20th, 1929.—The Rev. Peter Hemming, 188, Northcote Road, Walthamstow, London, E.17.

ASKED AND ANSWERED.

W.E.F. (Darlington).—Any good cellulose lacquer is quite satisfactory for application on a fabric body, and if you have a hand spray plant you will find that application is reasonably simple.

P.L. (Birmingham).—Rotherham and Sons, Ltd., of Coventry, make a two-level petrol tap suitable for attachment to Austin Sevens, the price being 15s. No alterations are necessary to the tank, as the tap replaces the one already fitted.

L.V. (Brackley).—In view of the fact that the wiring system of modern cars is very complicated we think you would do well to connect the fog light which you are fitting direct to the battery with, of course, a suitable switch interposed in the circuit.

S.S.A. (West Bromwich).—You appear to have investigated the loss of power and tendency to overheat which has gradually developed in your engine very thoroughly, and the only item which seems to have escaped your attention is the silencing system. We advise you, therefore, to make an examination as the silencer or pipe may be choked with carbon, or, alternatively, a baffle plate may have come loose and blocked one of the passages.

B.S. (London, N.W.).—The hum which you hear from the rear axle of your car on the overrun is probably caused by the crown wheel and pinion not being deeply enough in mesh; we advise you to take the car along to a good service station and have the drive adjusted, as the job is not one which it is advisable for amateurs to undertake. Generally speaking, a hum on the overrun indicates that the crown wheel and pinion require meshing more deeply, whilst a hum on the drive indicates the reverse.

B.E. (Hull).—Taking up big-ends is scarcely a job for an amateur, and the subject is too wide to deal with fully here. For your information, however, we give a brief résumé of the work entailed. First of all, it is necessary to make sure that the crankpin is perfectly circular, after which one or two shims should be removed from between the faces of the bearing cap, or—if shims are not employed—it will be necessary to file a little off the faces. This allows the halves to close up slightly, when they will grip the crankpin more tightly. They should be assembled with some marking, such as lamp black and oil, smeared thinly over the crankpin, and the connecting-rod rotated a few times by hand and then carefully taken down again, when any tight places in the bearing will be revealed by the markings. These should be reduced by the use of a proper scraper, and the process of re-assembling, testing, dismantling and scraping continued until each half of the bearing is making contact over almost its entire surface. When finally fitted the tightness of the bearing should be such that it just allows the connecting-rod (without the piston) to fall under its own weight from the "one o'clock" to "five o'clock" position. The cap nuts must be fully tightened.

# SPORTS JOTTINGS

**E. A. D. ELDRIDGE'S** recent record in the M.G. Midget at Montlhéry has brought this famous driver more prominently into the public eye than all his quiet work more or less behind the scenes at the French track.

Since his terrible crash in 1927, which lost him the sight of an eye, E. A. D. Eldridge has figured as an organizer of successful record attempts, rather than as a performer, although he has driven in many long-distance events, calling for a high degree of endurance. The recent stunt seems, however, to indicate that he has plenty of grit and stamina left. This is not altogether surprising when one considers his record.

Eldridge is one of the most remarkable figures the racing world has yet seen. For seven long years, before his accident, he fought a lone hand steadily accumulating all the then existing records worth having. In 1924 he broke and held the world's land speed record at nearly 150 m.p.h. with a home-made car!

The famous old Fiat was only a Fiat in so far as the engine was concerned, the entire chassis having been built by Eldridge and his mechanic (James) with their own hands. The engine, incidentally, was bought off a disposals dump at so much per cwt.

Thereafter Eldridge went in for smaller cars, building two 1,500 c.c. outfits himself and holding all the International 1½-litre records in existence from 1925 to 1927. Most of them were not only class records, but world's records as well.

The record-breaking Midget bears the fruit of Eldridge's tremendous experience, and is a car worth quietly studying.

Streamlining has been carried to great lengths for so small a car, and the cockpit resembles that of a fast single-seater aeroplane. The windscreen consists of a piece of Triplex glass about 5 ins. by 7 ins.

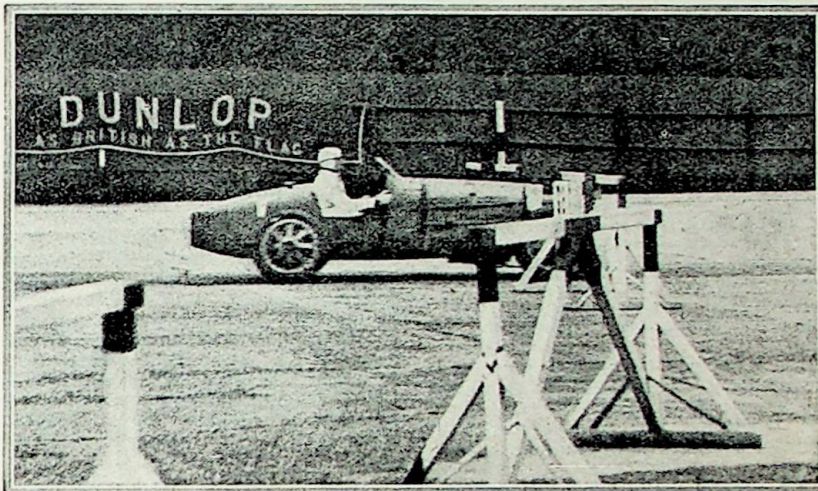
An interesting feature of the engine is the arrangement of the magneto beneath the compressor at the extreme forward end of the casing. The aeroplane-type radiator is supported at three points, with thick rubber padding on the bearers. Neat discs are fitted to the outer side of the wheels. These discs are very nearly flat, and must assist materially in reducing wind resistance. The whole outfit shows exceptionally careful attention to this all-important question of wind pressure.

In view of Eyston's recent adventure, when his car caught fire while travelling at over 100 m.p.h., Eldridge organized an efficient fire brigade. A service car, equipped with extinguishers and salvage gear, patrolled the track during the attempt.

A further attempt on the short-distance records will be made in the near future, by which time it is hoped that G. E. T. Eyston may be able to take over the wheel again. Eldridge is simply "holding the fort" for the moment.

**F**OR your diary, the big dates for 1932: Monte Carlo Rally, January 15th-20th; Swedish Grand Prix, February 28th; Italian 1,000-Mile Race, April 9th-10th; Monaco Grand Prix, April

Eldridge in the Limelight—Big Dates for 1932—Victor Riley on the "500"—The First Big Dinner of the Season—Why Not a British Rally Next Year?



"MORE HASTE . . ."

C. S. Staniland (supercharged 1½-litre Bugatti) in the recent Brooklands Mountain Championship approached the Fork turn too fast and had to go on through a gap in the barriers—a nasty moment for C. Penn-Hughes (Bugatti) across whose bows Staniland shot!

17th; Targa Florio, May 8th; British 1,000-Mile Race, June 3rd-4th; Italian Grand Prix, June 5th; Le Mans, June 18th-19th; French Grand Prix, July 3rd; Belgian 24-hour race, July 10th; German Grand Prix, July 17th; Irish Grand Prix, July 22nd-23rd; International Alpine Trial, July 28th-August 3rd; R.A.C. T.T., August 20th.

**I** HAVE received a letter from Mr. Victor Riley, managing director of Riley (Coventry), Ltd., regarding the causes of retirement of the Riley cars in the 500-Mile Race. Mr. Riley states that the pit personnel gave wrong statements as to the cause of the cars retiring, with the result that various reports appeared to the effect that the trouble was broken cranks shafts. Mr. Riley definitely states that no Riley crankshaft broke, and that with the exception of Martin's car, the cause was clutch trouble.

He goes on to point out that the whole object of racing is to discover weakness in design, and that having obtained such great power from the Riley engine, it has now been found that the clutch will not stand the increased b.h.p. A redesigned clutch will appear in due course.

In his concluding paragraph, after a discussion of the merits of two-bearing v. three-bearing crank shafts, Mr. Riley says "I for one shall feel very disappointed if a Brooklands lap speed of

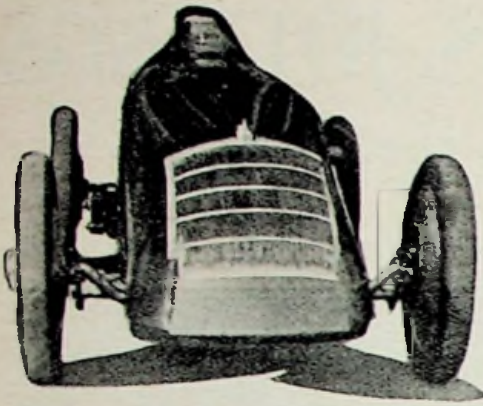
115 m.p.h. is not achieved in the near future by a (two-bearing crankshaft) Riley."

I believe the fastest Riley lap to date is about 109 m.p.h.

**I** SHALL look forward to seeing a lot of old friends at the Park Lane Hotel on November 6th, when The Light Car Club holds its annual dinner and dance, and from what I can gather it is going to be one of the most enjoyable evenings. Tickets—for members and guests—are 15s. each and it will, I learn, materially help the work of the organizers if early application is made to John Yule, "Kirkney," High Road, Whetstone, N.20, or to any member of the committee.

Lord March will be in the chair, Prof. Low will support him and the guests will include Sir Malcolm and Lady Campbell. The idea which I threw out to the effect that the dinner should be made the occasion of a reunion of Relay Grand Prix equipes has caught on and P. W. Marriage has, I believe, already commenced to get his team together again for the event. I hope the other entrants will follow suit.

**I** HAVE just been glancing through a copy of the Bugatti Owners' Club magazine—aptly rejoicing in the title "Buganties," and I think the Bugattistes responsible for its production may congratulate themselves on a very bright and breezy publication, which is certainly worthy of the club.



**THE 110 M.P.H. MIDGET.**

A head-on view of the amazing M.G. Midget which covered 5 kiloms. at 110.28 m.p.h. at Monthery recently, driven by E. A. D. Eldridge. Note the superstreamlining and the specially designed aero-type radiator, beneath which is housed the Powerplus supercharger. The magneto is under the blower.

**A**RRANGEMENTS for this year's "Exeter" will be very similar to those for 1930. The date is December 28th and 29th, the start will be from Virginia Water—No. 1 leaving at midnight—and the finish will be at Shaftesbury. Entries close on December 7th, and competitors who are not yet members of the M.C.C. must join before that date.

The route will be as last year, and the observed climbs will be Devenish Pit, Ifigher Rill, Harcombe, Meerhay and Ibberton. The special test will again be on Black Hill—the mixture as before.

The requirements for golds remain as last year, but a silver is now a little more difficult to win, inasmuch as competitors can be only 15 minutes late at any check.

**I**HAVE received a copy of the Summary of Results issued by the B.R.D.C. in connection with the 500-Mile Race, and it will go into my files as a most useful publication. It includes absolutely everything one wants to know about that truly great race and gives, among other things, an entry list, list of results and awards, individual performances every four laps and a half-hourly summary of race leaders.

**T**HE other night I attended a most enjoyable dance at the really magnificent residential club premises of the Women's Automobile and Sports Association at 17, Buckingham Palace Gardens, London, S.W.1, where the Association has now finally settled down. I know of few London clubs which can boast of greater comfort and convenience, and that popular and indefatigable worker, Mrs. L. Gould, has an almost uncanny gift of foreseeing what members are liable to want.

During the evening we chatted together, and Mrs. Gould asked me why there should not be, next year, a really first-class Rally and Concours on the lines, of course, of the famous Monte Carlo event, but held in the summer in this country.

I must say the idea seems good to me. Of course, there has been in the past the Brighton Rally and the Eastbourne and Southport affairs—not forgetting the Bristol Concours not so very long ago—but I have in mind something on a much more ambitious and severe scale, something in which foreign competitors could take an interest, and run by, say,

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the R.A.C., as the parent organization in this country.

I suggest the usual starting points—John o' Groat's, Inverness, Edinburgh, Land's End and London, with the finish somewhere down in the West Country by the sea. The idea would be to map out definite courses to be covered from each starting point, taking competitors through some really tough country—the Lakes, the Yorkshire moors, and Wales, for example—so that, instead of a main road tour the event would be a difficult

and worth-while trial approximating to the hardships of the Monte Carlo event.

Thus the Land's End starters would have to follow a very circuitous route, and the John o' Groat's people a more straightforward one. Starters from other points would have to be very good drivers indeed to score equal marks with those covering longer mileages.

A Concours d'Elégance could, of course, be held at the finish, with—to make the thing a real automobile week—a hill-climb and speed trials, acceleration and brake tests and all the rest of it during the days following the finish of the Rally proper.

I shall be glad to hear from readers interested in this scheme.

**R**OUND-THE-HOUSES racing seems to be growing more and more popular on the Continent, following the outstanding success of the Monaco Grand Prix—that miniature Targa Florio. Last year there was a race on the celebrated Ringstrasse in Vienna, and now comes news that the forthcoming season will see a race round the streets of Nimes, to be held at Easter.

The suggested circuit is composed of two straights, and what is delightfully described in French as "two brusque turns," measuring nearly two miles to the lap. **THE BLOWER.**

**CLUB ITEMS AND SPORTING EVENTS**

**FORTHCOMING EVENTS.**

- November 1st. London M.C. Social Run.
- Manchester University M.C. Social Run.
- November 2nd. O.S.M.A. Lecture.
- November 5th. C.S.M.A. (Midland Centre). Bachelor Smoking Concert.
- November 6th. The Light Car Club. Annual Dinner and Dance, Park Lane Hotel, London.
- November 9th. C.S.M.A. Annual Dinner.
- November 14th. "Sunbac." Shell Cup Car Trial.
- November 20th. B.A.R.C. Annual Dinner and Dance.
- December 4th. Brighton and Hove M.C. Annual Dinner and Dance.
- December 11th. J.C.C. Annual Dinner and Dance.
- December 12th. N.W. London M.C. London-Gloucester Trial.
- December 28th-29th. M.C.C. London-Exeter Trial.

**BUGATTI CLUB'S NIGHT TRIAL.**

There will be a night trial starting from the Chorley Wood, Hotel, between Rickmansworth and Amersham, on the evening of November 21st, and finishing at the George Hotel, Amersbury, on the following morning at approximately 7.15 a.m. The route will be, in all, about 165 miles in length and will include four observed hills—Bald Hill, Combe Gibbett, Middle Down and Capstitch. No route marking will be carried out, competitors having to find their way entirely by the very detailed route cards which will be supplied, and it should be noted that the trial will be over reasonable roads with no colonial sections. On Bald Hill there will be a timed ascent, competitors having to make the climb in not more than 5 per cent. longer than the average time for the class. The event is open to members and their friends, and cars of any capacity are eligible to compete. Those interested should apply to the hon. trials secretary of the club, Mr. E. L. Giles, 2, Queen Street, Mayfair, London, W.1. The entry fee is 10s. for members and 15s. for non-members, whilst the closing date is November 9th.

**M.C.C. SPORTING TRIAL.**

The following are the official results of the Sporting Trial held near Buxton on October 17th:—

**Club Tankards.**

- J. B. Thompson (3,285 c.c. Ford).
- W. W. Whitnall (847 c.c. M.G. Midget).
- F. H. Grain (3,285 c.c. Ford).
- F. H. L. Sexton (3,285 c.c. Ford).
- J. Woolley (1,193 c.c. Abbey Special Hornet).
- A. Langley (2,468 c.c. M.G. Six).
- L. E. Fillmore (1,087 c.c. Riley Nine).
- H. W. Blaw (1,496 c.c. Frazer-Nash).
- E. E. Budd (2,168 c.c. Alvis Silver Eagle).
- A. H. Garland (907 c.c. Jowett).
- W. R. Nimmo (1,496 c.c. Frazer-Nash).

**Silver Medals.**

- P. Lees (1,496 c.c. Frazer-Nash).
- P. D. Walker (2,276 c.c. '90 Talbot).
- K. M. Roberts (1,496 c.c. Frazer-Nash).
- W. B. Holland (1,498 c.c. Lea-Francis).
- C. M. Needham (3,285 c.c. Ford).
- A. Powys Libbe (1,645 c.c. Alvis).
- G. A. Thomas (746 c.c. M.G. Mark III).
- T. V. S. Twentyman (1,500 c.c. Frazer-Nash).
- D. R. Scott (1,496 c.c. Frazer-Nash).

**Bronze Medals.**

- L. A. Cowcill (1,496 c.c. Alvis).
- W. G. Harvey (1,271 c.c. Wolsley Hornet).
- N. A. Berry (1,496 c.c. Austin B.C.).
- G. Tunstall (847 c.c. M.G. Midget).
- G. E. Taylor (847 c.c. M.G. Midget).
- I. H. P. Lechallas (1,633 c.c. Riley).
- Major C. J. S. Montagu-Johnstone (1,633 c.c. Alpine-Riley).
- F. W. J. Bolton (849 c.c. Morris Minor Page).
- A. F. Scroggs (1,488 c.c. Trojan).
- I. Butler-Henderson (1,203 c.c. Triumph Scorpion).
- W. J. Haward (1,495 c.c. Bayliss-Thomas).
- P. A. Taneborne (747 c.c. Austin B.C.).
- J. G. Orford (747 c.c. Austin).
- M. Longridge (847 c.c. M.G. Midget).
- W. G. Nottage (1,550 c.c. Morris-Cowley).
- R. J. Morley (1,991 c.c. A.C. (Academy)).
- C. F. Armstrong (847 c.c. M.G. Midget).
- C. H. Lawford (1,087 c.c. Riley).
- S. H. Roe (1,645 c.c. Riley).
- F. Broomfield (1,096 c.c. Riley).
- W. J. Watson (747 c.c. Austin).
- C. W. M. Reekie (1,287 c.c. Standard).
- A. Harper (847 c.c. Morris Minor S.V.).
- F. M. Hill (1,202 c.c. Triumph Scorpion).
- J. A. Bastock (847 c.c. M.G. Midget).
- W. P. Uglow (1,087 c.c. Riley).



Every World's Car  
Record broken in  
1931 was secured  
on Wakefield  
Castrol Motor Oil

## AROUND THE TRADE

Dunlop tyres were used by the winners of all seven events in the B.A.R.C. October meeting at Brooklands.

A range of distinctive cartons has been adopted by Herbert Terry and Sons, Ltd., the famous spring makers, for the future marketing of their products.

The Anglo-American Oil Co., Ltd., inform us that their Pratts High Test pumps throughout the country are now delivering a new winter grade which is specially blended to give easy starting. This new grade is sold at no increase in price.

We gather that the claim made by the Champion Sparking Plug Co., Ltd., that Champion plugs were used in the M.G. Midget driven by Mr. E. A. D. Eldridge at Montlhéry at a speed of 110.28 m.p.h. recently is incorrect. The actual plugs used were K.L.G.s.

Weathershields, Ltd., 48, Moor Street, Birmingham, state that their Saloonod sliding roof was fitted to no fewer than 45 cars exhibited at Olympia, this figure representing a 20 per cent. increase on the number at the 1930 Show—a convincing proof of the increase in popularity of these roofs.

The Benjamin Electric, Ltd., Tariff Road, Tottenham, London, N.17, have just issued a folder giving details of their safety first accessories for the 1931-32 season, these including the well-known Boyce motometers, radiator shutters, a tyre pressure gauge, electric horns, spotlights, fog lights, and so on.

The latest addition to the useful "Correct Lubrication" booklets for popular makes of car issued by the Vacuum Oil Co., Ltd., Caxton House, Westminster, London, S.W.1, deals with the Singer. It is a well-illustrated and well-prepared booklet, which should prove of considerable use to owners of Junior, 10 h.p. and 16 h.p. models.

Mr. J. S. Gibson, who in the past has been closely associated with the production of Gibson trailers, has now started a business under the title of Gibson (West Bromwich), Ltd., Carith Works, Bromford Lane, West Bromwich. This concern specializes in windcreens, sun visors, louvre ventilators and similar coachwork fittings.

Wakefield Castrol oil was used by E. A. D. Eldridge in his M.G. Midget when he recently broke the five-kilometre Class II record by covering the distance at the remarkable speed of 110.28 m.p.h. Further successes by users of Castrol oil include the winning of four of the events at the Brooklands October meeting.

In reply to a statement made by a candidate in Lincolnshire that foreign steel is used in the production of British motorcars, Mr. Victor Riley stated that the Riley concern used British steel. "Britain," he said, "can produce the best steel in the world at economic rates." A further denial was made by an official of the Pressed Steel Co., who stated that the steel used for their bodies comes mainly from South Wales, the Midlands and Tyne-side.

A handy little gadget for the garage, known as the Sternal distance piece, is offered to any motorist caring to apply for it by Sternal, Ltd., Royal London House, Finsbury Square, London, E.C.2. The distance piece simply consists of a metal disc attached to a length of string and an eye for screwing into the roof of the garage, the idea being to fit it in such a position that, when the car is as far in the garage as is desirable, the radiator will come into contact with the disc and so warn the driver to stop.

South London Motors, Ltd., 516-522, Streatham High Road, London, S.W.16, inform us that the fleet of some twenty demonstration cars of popular makes which they launched at the time of the Motor Show will be maintained throughout the year. As the fleet includes examples of such popular makes as Austin, Hillman, Morris, Riley, Rover, Singer, Standard, Triumph and Wolseley it will be seen that the concern offers the public a unique opportunity to compare the respective merits of these cars.

# SOMETHING for NOTHING

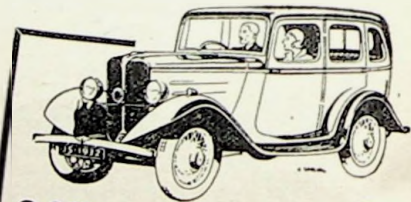
## IF YOU ARE MORE INTERESTED IN A RELIABLE USED CAR

- 1931 RILEY 8, Monaco saloon, black and red, small mileage, one owner, as new £198
- 1931 JOWETT Black Prince, fabric saloon, black and green, exceptionally smart £110
- 1931 SINGER Junior, coachbuilt saloon, sun-shine roof, black and cream, as new £110
- 1931 TRIUMPH Super 7, de luxe tourer, duo tone grey, small mileage, new condition £98
- 1931 WOLSELEY Hornet, coachbuilt saloon, large body, sunshade, as new £129
- 1931 ROVER 10, family coachbuilt saloon, sunshade roof, positively as new £139
- 1931 AUSTIN 7, coachbuilt saloon, sunshade roof, small mileage, as brand new £98
- 1931 AUSTIN 7, 2-seater, royal blue, absolutely in brand new condition £82
- 1930 ROVER 10, fabric saloon, sun roof, wire wheels, black and red, as new £110
- 1930 M.G. Midget, sports coupe, coachbuilt body, sun roof, cycle wings, as new £129
- 1930 JOWETT Black Prince, saloon, wire wheels, black and green, super smart £95
- 1930 AUSTIN 7, Swallow coachbuilt saloon, duo tone blue, many extras, smart £89
- 1930 TRIUMPH Super 7, Sportsman's Coupe, black and red, really splendid value £82
- 1930 AUSTIN 7, Wyder fabric saloon, black and red, sunshade roof as new £78
- 1930 MORRIS Minor, fabric saloon, royal blue, almost new tyres, very smart £69
- 1930 AUSTIN 7, Arrow sports 2-seater, black and cream, many extras, very fast £82
- 1929 AUSTIN 7, Stadium sports 2-seater, black and red, Triplex, extras, smart £69
- 1930 TRIUMPH Super 7, de luxe fabric saloon, black and green, really very smart £82
- 1929 ROVER 10, fabric saloon, sunshade roof, new tyres, absolutely spotless £85
- 1929 SWIFT 10, de luxe, fabric saloon, wire wheels, dark brown, splendid value £75

Complete List of 50 bargains post free.  
Any car sent 50 miles for demonstration.

THIS time next year a 1932 model whether it is bought now or in six months' time, will have the same market value. Therefore the man who buys now can almost be said to get something for nothing, inasmuch as he gets 6 months' extra use from his car without extra depreciation.

NOW IS THE TIME TO BUY A 1932 MODEL. We are prepared to be extra generous in the matter of Part Exchange allowance to encourage business now that the new cars are available. If unable to call, write for part exchange quotation, stating the 1932 car you think of buying.



Official Agents  
for  
**AUSTIN, SINGER,  
STANDARD AND  
TRIUMPH**

1932 models in stock for  
Immediate  
Delivery.

## NAYLOR & ROOT

LTD.

25, EAST HILL, CLAPHAM JUNCTION, S.W.11

Open Weekdays 9 a.m. to 8 p.m.

(Close Wednesdays 1 p.m.)

Open Sunday mornings 10 a.m. to 1 p.m.

Phone: Battersea 6187-8-9

Any make supplied  
on 12, 18, or 24  
months' terms.

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

# SPECIALISTS IN AND STOCKS HELD OF NEW 1932 MODELS

**Austin  
B.S.A.  
M.G.  
Morris  
Standard**

**"You can depend on  
Rowland Smith's."  
The secret of their  
success.**

**Part exchange and H.P.  
Terms. Cars bought for cash.**



HEAD OFFICES AND SHOWROOMS:  
78, 79, 80, 81, HIGH STREET,  
HAMPSTEAD, LONDON, N.W.3.

(One minute from Hampstead Tube Station.)  
Telephone - - - - - Hampstead 6041 (6 lines).  
Telegrams - - - - - "Rosmicorex, Haver, London."  
Hours of Business. Open all Weekdays 9-8 (including  
Saturdays). Sundays, 9 a.m. to 1 p.m.

**THE LARGEST LIGHT CAR BUYERS**

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

## GENERAL (S)ELECTION 1931

Vote for the FIRM with the best Policy,  
and who always include in its programme:

- (1) THE FINEST SELECTION OF LIGHT CARS AVAILABLE.
- (2) NEW AND USED MORGANS, ETC.
- (3) TERMS OF DEFERRED PAYMENT ARRANGED TO YOUR OWN CONVENIENCE.
- (4) AND FOR YOUR PROTECTION A **THREE MONTHS' WRITTEN GUARANTEE.**

(OVER £20 IN VALUE.)

VOTE to call upon KIRK'S at either  
CONSTITUENCY BELOW:—

**X**

CONSTANT CHANGING STOCK

**X**

STANDARD NINE, 1930, Teignmouth long chassis  
Sunshine Fabric Saloon, full equipment, attractive  
two-colour finish, super bargain (P) .. £105  
WOLSELEY "HORNET," 1930, 12 h.p., 6-cylinder  
coachbuilt Saloon, Triple, f.w.b.'s, exceptionally  
low mileage, genuine bargain. (P) .. £88  
M.G. MIDGET, 1930 model, 8 h.p., Sports 2-seater,  
magnificently equipped, chromium, exceptionally  
fast and smart. (P) .. £85  
SINGER JUNIOR, 1930, 8 h.p., Sunshine coachbuilt  
4-door Saloon, blue cellulose finish, magnificently  
equipped, chromium plated, practically indistinguish-  
able from new, used by one owner only, taxed  
December. (P) .. £85  
M.G. MIDGET, 1929, 8 h.p., Sports, splendidly  
equipped, f.w.b.'s, attractive sports 'bus' taxed  
December. (P) .. £85  
AUSTIN, 1931 series (registered approximately  
October, 1930), 7 h.p., Coachbuilt Saloon, usual  
equipment, very good condition throughout (P) £79  
TRIUMPH, 1929, Super-seven "Gordon-England"  
Fabric Saloon, full dash, hydraulic brakes, pneumatic  
seats, wire wheels, etc., carefully used, taxed  
December (P) .. £75  
MORRIS MINOR, 1930, 8 h.p., Fabric Saloon, full  
dash, chromium fittings, good condition, brown  
finished. (P) .. £80  
SINGER, 1929, 8 h.p., JUNIOR, 4-door Saloon, full  
dash, numerous extras, exceptionally low mileage,  
maroon and black, carefully used, as new. (H) £58  
AUSTIN, 1928, 7 h.p., "Gordon-England" Cup  
Sports 2-seater, usual equipment, finished red and  
black, sound mechanical condition. (P) .. £48  
LEA-FRANCIS, 1926, 13 h.p., O.H.V., f.w.b.'s,  
4-seater, leather upholstery, equipped, hood, a  
magnificent car, absolutely unscratched, very fast.  
(H) .. £35  
SINGER, 1928, 8 h.p., 2-seater, double sunken dickey,  
hood, rigid side-rear, carefully used, one owner,  
excellent condition. (H) Choice of two. .. £32  
SINGER, 1926, 10 h.p., 4-seater Tourer, rigid all-  
weather equipment, leather pneumatic upholstery,  
excellent condition throughout. (H) .. £10  
SINGER TEN, 1925, 4-seater, full dash, equipment,  
really excellent car, beautifully finished bine. (P) £17  
SALMONSON, 9 h.p., Sports 2-seater, double sunken  
dickey, dynamo lighting, self-starter, fully equipped,  
original finish, very fast and attractive. (H) .. £14  
"P" - PADDINGTON DEPOT.  
"H" - Highbury Depot.

MARK YOUR SELECTION THUS "X" AND ASK  
FOR FURTHER PARTICULARS.

**X**

CALL UPON US IF YOU CAN

**X**

*Safety First* *Buy at Kirk's*



**28-30-32, Highbury Corner, N.5.**

Phone: North 4784.

**22-49, Praed St., Paddington, W.2.**

Phone: Paddington 8049 and 6892.

**OPEN SUNDAYS—10 a.m. till 1 p.m.  
Weekdays—8 p.m.**

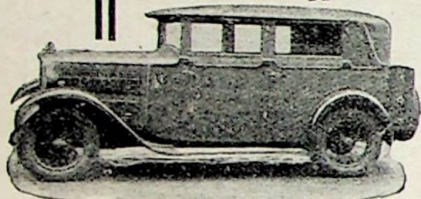
# NO FURTHER .. THAN YOUR NEAREST PILLAR-BOX

**Post this Now.**

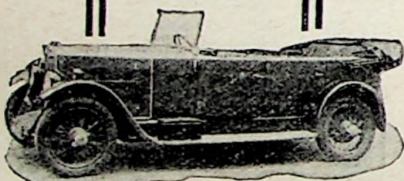
TO MESSRS. BENMOTORS.—Please quote me—with no obligation whatsoever on my part—a definite allowance for my present vehicle as described below, at the same time forward your illustrated lists for my consideration, together with details of your methods of business.

Make of Car or Motorcycle—	Date of Manufacture—	Type of Model—	No of Cyls— If Starts—
Type of Body (or S/c.)—	Condition of Engine—	Rated H.P.— If O.H.V. or Side-valve—	Type of Lighting— No of Spares—
Body Work—	Paint—	Upholstery—	Tyres—
NAME.....		What Extras (if any)——	
ADDRESS.....			

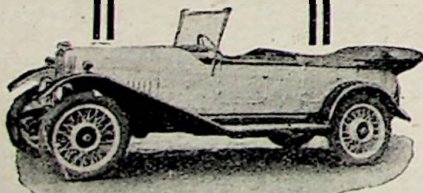
Actual photos from stock.



**SALMSON**  
11/40 1930



**LEA-FRANCIS**  
12/40 1929



**ALVIS**  
12/50 1926

## Benmotors

THE CLEARING HOUSE FOR SMALL CARS

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

Wherever you live you can buy a fully guaranteed used car *through the post*—indeed, we are no farther from you than your nearest pillar-box. All you need do is to post the coupon on this page, and in return you will get our definite exchange quotation for your present car or motorcycle, together with our list of nearly 200 modern small cars (like the examples below) all under £100.

Select your car with confidence—as we will arrange terms, if desired, and then deliver it to your door on **7 days' trial**. Distance is immaterial—we will deliver the new and collect your old one anywhere in England, Scotland or Wales for only £2 10s. extra.

**Specifications:—**

**99 Pounds.** SALMSON, 1930, 4-door low built Saloon, 10'4 (£11 tax), double o.h. camshaft engine, 4-speed, centre gear change, interior and dual finish bodywork almost unmarked, latest narrow radiator, full standard equipment and many extras including clock, bumpers, luggage grid, trunk, blinds, interior lighting, etc., small mileage, wonderfully well kept throughout, cost over £350, unusually fast and attractive.

**99 Pounds.** LEA-FRANCIS, 12/40, 1929-30, 4-door Tourer, latest wide track underslung chassis model, R.W. wire wheels, excellent tyres, cellulose finish bodywork almost unmarked, morocco leather upholstery to match, full rigid equipment, £30 worth of extras including luggage grid, spotlight, automatic wiper, shock absorbers, stepmats, etc., wonderfully well kept, tip-top mechanically throughout, 4-speed close ratio gears, economical and distinctive.

**68 Pounds.** ALVIS 12/50, 1926 Super Sports Tourer, dual finish bodywork wonderfully well kept, morocco leather upholstery, excellent hood and equipment, detachable wire wheels, straight side tyres—3 as new, l.w.b., most lavish equipment including luggage grid, fog light, shock absorbers, tonneau cover, spring gaiters, etc., specially tuned engine, 4-speed close ratio gears, really excellent mechanically throughout, must be seen to be appreciated.

Amongst others, this week's Stock includes:—A.C., Austin, Clyno, Fiat, Humber, Jowett, Lea-Francis, M.G. Morris Minor, Renault, Riley, Rover, Salmsom, Singer, Standard, Swift, Triumph, Wolseley, etc. All 1928 to 1931 models under £100.

Call if you can—All are clearly priced so that you may walk round without being worried to buy—All cars open to A.A. or R.A.C. examination willingly.

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

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

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

**RATES.**

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Paragraphs of 12 words or less are charged at the minimum rate of 2s. Subject to a discount of 6 per cent. for 13 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52. Terms: Cash with order and otherwise net.

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

**REGULATIONS.**

Copy must be supplied without application from the publishers, and current copy and blocks will be repeated if new copy is not received at the time of closing for press. Orders for advertisements are subject to acceptance in writing from the Head 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 saved 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, postage, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangements between the parties. All disputes, and 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 him, 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 should 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.

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

Head Offices: 5-15, Rosebery Avenue, London, E.C.1.  
Inland Telegrams: "Pressimus, Holb., London."  
Cables: "Pressimus, London."  
Telephone: Clerkenwell 6000 (Private Exchange).

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

**NOTICE.**

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

**SECOND-HAND**  
**LIGHT CARS AND CYCLECARS FOR SALE**

**A.B.C.** 2-seater, semi-sports, condition as new, no reasonable offer refused, or exchange Morgan Aero, taxed, insured. Cox, Swan Rd., Hanworth, Middlesex. 986-m494

**A.C.s** and 200 others. See page 16. 986-451

**A.C.** 1923 2-seater, £10, exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 7671. 986-564

**A.J.S.** 1931 coachbuilt 2-seater, most attractive model, cost £199, fully guaranteed, our price £159. Taylors, 135 London Rd., Kingston. Kingston 1264. zzz-697

**A.J.S.** 1931 model 2-seater, exceptional condition, has been well kept, price for quick sale £118. Rose and Young, Ltd., 97 Streatham Hill, facing "Locarno" Tels., Streatham 9520-1. 986-561

**A.J.S.**, 1931, 2-seater, brand new and unregistered, one only, £159. 19 Beynon Rd., Carshalton. Telephone, Wallington 1917. 986-682

**ALVIS.** Smith-conditioned. Same-as-makers' guarantee your safeguard. 12-50 Alvista sports saloon, 1927, 75 m.p.h., deposit 25 guineas, balance 85 guineas.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford, London, and 169 Shatterbury Avenue, W.C.2. Telephones, Seven Kings 1000 and Temple Bar 3876. 986-745

**AMILCARS** and 200 others. See page 16. 986-452

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

**AUSTIN** Swallow 7hp, 1931, saloon, brand new and unused, very slightly showroom soiled, £149. Henlys, Henly House, Euston Rd., N.W. Museum 7734. 986-674

**AUSTIN** 7, 1925 chummy, new tyres, etc., £22. 82 Cricklewood Lane, N.W.2. Gladstone 3511. zzz-670

**AUSTIN**, 1931 model coachbuilt saloon, excellent condition, any trial, tax paid, £75; 1930 saloons, coachbuilt, from £60; cars supplied on repurchase basis on low deferred terms, ask for particulars. Normand Garage, Ltd., 489 Oxford St., W.1. Mayfair 6801-2. Open until 6 p.m. Saturdays. zzz-691

**AUSTIN** 7s. Taylors, of Kingston, offer the following—  
1930 Wydor saloon, £75.

1929 Wydor saloon, taxed year, £57 10s.

1928 chummy, taxed year, £40, and selection of several others. Taylors, 135 London Rd., Kingston. Kingston 1264. zzz-698

**AUSTIN** 7s. H. Glover-Motors, Putney, the Austin Specialists.

1929 Chummy, new tyres, bumper bars, taxed, in unblemished condition, £55. Below.

1927 Cup sports 2-seater, superb condition, £42; another, £36. Below.

1928 Swallow sports 2-seater, practically new tyres, taxed, £55. Below.

1929 Wydor coachbuilt saloon, practically unblemished, £65; another, £58. Below.

1930 Wydor fabric saloon, taxed; choice of three from £68. Below.

1930 Coachbuilt 2-seater, taxed, little used, £68. Below.

1930 Special de luxe sunshine saloon, real leather upholstery, unsoiled, £80. Below.

**AUSTIN** 7s. The Austin Specialists, H. Glover-Motors, 35 Chelverton Rd., Putney 7134. Open Sunday mornings. 986-491

**AUSTIN** 7, 1930 and 1931 saloons. Wonderful selection at Premier, all overhauled and guaranteed; free delivery, terms to suit you; write for full bargain list now. Premier Motor Co., Astou Rd., Birmingham. 986-494

**AUSTIN** 7, £92 10s. 1931 (April) Dart 2-seater, leather upholstery, as new, only 4,000 miles, must sell, no reasonable offer refused. 89 East Hill, Wandsworth. 986-501

**AUSTIN** 7, 1932 coachbuilt sunshine saloon de luxe, positively ex works condition throughout, full equipment, written guarantee, taxed, unique deferred terms, £112. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 986-476

**AUSTIN** Swallow 2-seater, 1930, small mileage, exceptional condition, undented, bumpers, dip switch, ventilators, Bosch, stoneguard, clock, dash hooder and tap, electric wiper, Splintex, Boyce, muff, cost over £190, taxed and insured April, trial, £105. Dishley, 77 Manor St., Chelsea, S.W.3. 986-m984

**AUSTIN**, 1926 chummy, perfect condition throughout, smart and good. £19. 7 Cowdrey Rd., Wimbledon. 986-n15

**AUSTIN** 7!!! 1929 special 2-seater sports, large exhaust pipe, coil ignition, 36 guineas. S. D. C. Taylor and Co., Ltd., 6 Kendrick Place, near S. Kensington Station. Kensington 8965. 986-468

**AUSTIN** 1929 7hp 4-seater tourer, colour maroon, 2 new tyres, splendid condition, one change of ownership only, tax paid, £55. Exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 986-517

**AUSTIN** 7 1923 tourer, £14, exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 7671. 986-563

**AUSTIN** 7 1929 chummy, taxed, 5 new oversize tyres, one owner, excellent condition, £45. Paul and Co., 51 and 53 The Mall, W.5. Ealing 4053. 986-572

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.** 100 cars in stock. List free. Exchanges. Rowland Smith. Below.

£9 Deposit, 88 guineas cash. 1931 model coachbuilt saloon, opal blue, small mileage, practically new. Free insurance to cash buyers. Below.

£7 Deposit, 68 guineas cash. 1930 sports 2-seater, blue, one owner, very small mileage, practically brand new. Free insurance to cash buyers. Below.

£7 deposit, 68 guineas cash. 1930 coachbuilt saloon, blue, exceptional condition. Free insurance to cash buyers. Below.

£7 Deposit, 68 guineas cash. 1930 Wydor fabric saloon, very exceptional condition. Free insurance to cash buyers. Below.

£6 Deposit, 61 guineas cash. 1929 Gordon England Stadium 2-seater, carefully used, very exceptional condition. Free insurance to cash buyers. Below.

£6 Deposit, 59 guineas cash. 1929 model Wydor fabric saloon, one owner, very exceptional condition, taxed. Free insurance to cash buyers. Below.

£5 Deposit, 51 guineas cash. 1929 model chummy, maroon, carefully used, very exceptional condition. Free insurance to cash buyers. Below.

£4 Deposit, 38 guineas cash. 1927 Gordon England Cup, red, very good condition. Free insurance to cash buyers. Below.

£2 Deposit, 25 guineas cash. Late 1926 chummy, blue, very good condition, taxed. Free insurance to cash buyers. Below.

Rowland Smith, 78-81 High St., Hampstead. Open all week-days, including Saturdays, 9-8, Sundays, 9-1. One minute Hampstead Tube. Phone, Hampstead 6041-6. 986-502

**AUSTIN** 7 1930 supercharged special sports 2-seater, cream and green, excellent condition, wonderful performance, £150, or near offer. Below.

**AUSTIN** 7 1928 Mulliner saloon, black, wonderful condition, tyres new, mechanically perfect, £65. McKinnon Motors, Stallord Rd., Wallington. Phone 1112. 986-574

**AUSTIN.** Naylor and Root, Ltd.,

**AUSTIN** Bargains.

1931 coachbuilt saloon, sunshine roof, choice two, £98.

1930 Wydor saloon, sunshine roof, black and red, taxed, £78.

1930 2-seater, royal blue, one owner, as brand new, £68.

1930 Swallow coachbuilt saloon, duo blue, as new, £89.

1930 Arrow sports 2-seater, black and cream, very smart, £82.

1929 Wydor fabric saloon, black and red, one owner, £59.

1929 Stadium sports 2-seater, black and cream, taxed, £68.

1929 Wembley saloon, safety glass, blue and grey, taxed, £69.

1929 supercharged sports 2-seater, specially tuned, £89.

1929 tourer, almost new tyres, rigid screens, maroon, £49.

1928 coachbuilt saloon, dark blue, very smart, taxed, £48.

1928 Gordon England fabric saloon, Triplex, blue, £42.

1927 tourer, very good tyres, sidescrims, extras, £35.

1928 Cup model sports 2-seater, black and red, taxed, £48.

Any of the above willingly supplied on deferred terms over 18 months, with only 25% deposit, including insurance. Your present car taken in exchange.

Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 986-644

**AUSTIN** 7. 1932 model coachbuilt saloon, dark blue, leather upholstery, mileage 120 on demonstrations, £105. Below.

1931 (June) sunshine coachbuilt saloon, dark blue, mileage 2,000, spotless and "as new"; many extras, taxed, £100. Below.

1931 coachbuilt saloon, brown, upholstered leather, very small mileage, spotlight, grid, full guarantee, taxed, £90. Below.

1930 (May) Swallow saloon, green-cream, mileage few thousand only, tyres still as new, perfect throughout, £105. Below.

1929 (April) saloon de luxe, Triplex throughout, black, taxed, insured 1932, £55. Below.

1929 Wydor saloon, late delivery, chromium plate, one owner throughout, £50. Below.

1929 (Feb.) Mulliner coupe, black, Triplex throughout, one owner, A1 mechanically, coachwork as new, taxed, £58. Below.

1928 saloon, maroon, good tyres, step mats, very complete, attractive condition, one owner, £45. Below.

1928 (April) 4-seater, grey, good tyres, step mats, taxed, insured 1932, £38. Below.

1927 coachbuilt saloon, primrose-black, leather upholstery, new tyres, particularly sound, taxed, £39. Below.

1927 (March) 4-seater, kingfisher blue, condition equal to average 1929 car, repainted, taxed, £36. Below.

1926 4-seater, late type with rigid screens, new tyres, numerous extras, well kept, £28. Below.

1925 (March) 4-seater, extra headlamps, new tyres, good all-weather equipment, £20. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 986-646

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

**AUSTIN** 7 1928 Cup, maroon, condition as new, taxed, £52 10s. Below.

**AUSTIN** 7 1927 Cup, green, special Laystall crankshaft, as new, taxed, £40. Below.

**AUSTIN** 7 1928 coachbuilt saloon, £48. Below.

**AUSTIN** 7 1928 Mulliner saloon, maroon, £46. Below.

**AUSTIN** 7 1925 tourer, taxed, £20, no deposit, exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 7671. 986-568

**AUSTIN** 1926 4-seater, excellent chassis, good tyres, very smart, £25; 1927 Cup model, taxed December, £40. E.S. Motors, 325 High Rd., Chiswick, W.4. Chiswick 2246. 986-579

**AUSTIN** 7 tourer, 1929, recellulosed and new hood, excellent condition, £45, terms. Allery and Bernard, 344 King's Rd., Chelsea, Flaxman 4633. 986-582

**AUSTIN** 7 1929 chummy, exceptional condition, £69. Joseph Rhind and Co., 258 Deansgate, Manchester. 986-586

**AUSTIN** 7 1930 2-seater, cream and black, taxed, many extras, £75. Joseph Rhind and Co., 258 Deansgate, Manchester. 986-587

**AUSTIN** 7 tourer, excellent condition, 1928 model, £36. Lovatt, 191 Streatham Rd., Mitcham. 986-590

**AUSTIN** 7 1931 coachbuilt saloon, bargain, £79. Below.

**AUSTIN** 7 1928 saloon, chummy, exceptional condition, £39. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4453. 986-591

**AUSTIN** 7 Wydor saloon, 1928, taxed December, insured March, long change-speed lever, in splendid order throughout, £45.

**AUSTIN** 7 1927 G.E. Cup model, red, 4 new tyres, taxed December, £36.

**AUSTIN** 7 1926 chummy, blue, taxed December, good order, £23.

**AUSTIN** 7 1928-9 sports 2-seater, cycle wings, good order, £39.

**AUSTIN** 7 1925 chummy, body needs repairs, £11. Prims, Park 0210, 2 Cudington Mews, Blenheim Crescent, Notting Hill, W.11. 986-594

**AUSTIN** 1931 Twelve-six coachbuilt saloon, mileage negligible, condition as new, £157 10s. Ratchliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 986-595

**AUSTIN** 7 Hawk sports 2-seater, 1931, shop-soiled, not yet registered, chromium, including lamps, very sporty outfit, listed £150, accept nearest to £105. 89 Crayford Rd., Parkhurst Rd., Holloway, N.7. North 2244. 986-531

**AUSTIN** 7s. £2 deposit only!!! See our large selection of genuine end-of-season bargains; easy terms and exchanges. Call and see us. Carlton Garage, 79 Carlton Vale, Edgware Rd. 986-546

**AUSTIN** 7, 1929, Wydor saloon, in perfect condition, taxed, £50 or exchange; open to any examination. 339a Goldhawk Rd., W.6. Riverside 5113. 986-549

**AUSTIN** 7, 1927 G.E. Cup model, red fabric body, in exceptional condition throughout, £34. Below.

**AUSTIN** 7, 1927 chummy, blue body, in very good condition, taxed, £30. Below.

**AUSTIN** 7, 1928 fabric saloon, good tyres, in very good condition throughout, £42. Earl, 75 Heath St., Hampstead, N.W.3. Open until 1 on Sundays. 986-609

**AUSTIN** 7, 1930, supercharged Hartwell Special, engine recently overhauled, pretty body, low and streamlined, recellulosed black throughout; offers invited. Frazer Nash Cars, London Rd., Isleworth. Houslow 3171-2. 222-725

**AUSTIN** 7, 29 guineas!! 1926 fabric saloon, Gordon England, good mechanical condition, £10 down. Below.

**AUSTIN** 7, 69 guineas!! 1930-31 Wydor saloon, black and red, as new, £20 down. Exchanges. Comerfords, Portsmouth Rd., Thames Ditton. 986-604

**AUSTIN** 7s. "There's no place like Holmes" for overhauled cars guaranteed to give satisfaction. Easy terms, including insurance, to suit your convenience. 1926 chummy, rigid screens, £30; 1928 tourer, £38; 1929 tourer, £50; 1927 coachbuilt saloon, £35; 1928 Mulliner saloon, blue, a real snip, £50; 1929 (August) Wydor saloon, black and red, engineer owner, £68; 1929 Wydor saloon, one owner, £65; 1929 Stadium sports, £58; 1930 sunshine coupe, Triplex, taxed, £68; 1931 coachbuilt saloon, £85. Exchanges. Herbert W. Holmes, 29 Foley St., Gt. Portland St. Museum 1414. 986-626

**AUSTIN** 7, 1930 Swallow 2-seater, coupe head and 2-seater hood, taxed, exceptional condition, £87 10s. Below.

Paul and Co., 114 Gt. Portland St. Museum 4117. 986-700

**AUSTIN** 7. Cooke's Motors offer sunshine saloon, only 7 weeks old, unscratched, bargain, £95. Exhibition of 200 cars from October 31st to November 7th. Brighton Rd., Sutton, Surrey. Phone 3800-1. Open week-days until 9 p.m.; Sundays, 1 p.m. 986-689

**AUSTIN.** Cooke's Motors offer 1930 model 7hp Gordon England Wembley saloon, very smart, colour black and green, £65; and 1929 Swallow 2-seater, red and cream, £69; also 1930 Wembley saloon, like new, £72; 1931 saloon, blue and black, only done 1,200 miles, £95. Brighton Rd., Sutton, Surrey. Phone 3800-1. Open week-days until 9 p.m.; Sundays, 1 p.m. Exhibition of 200 cars from October 31st to November 7th. 986-690

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

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

- AUSTIN 7, 1929 saloon, perfect order, any trial, £55.**  
1930 Austin 7 saloon, disc; any trial, £62 10s. Lo Grice Elers, Ltd., 27 Sussex Place, S.W.7. Kensington 9477. 986-687
- AUSTIN 7, 1930 Wydor fabric saloon, one owner, very special condition, £72.** 19 Bcyon Rd., Carehalton. Telephone, Wallington 1917. 986-683
- AUSTIN.** Newnham's always have an excellent selection of Austins available. Few examples below, but full list on request.  
1932 series 7hp coachbuilt saloon, maroon, as new, £105.  
1931 7hp 2-seater, finished blue, perfect little car, £69.  
1930 7hp Wydor sliding roof saloon, blue, moderate mileage, £69.  
1930 7hp chummy model, maroon, carefully used by one owner, £55.  
1929 7hp Wydor fabric saloon, brown, good mechanically but wings need repainting, £49.  
1927 7hp coachbuilt saloon, blue, attractive condition throughout, £32.  
Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 986-675
- AUSTIN** Swallow 1930 sports saloon, cream and green, equal new, small mileage, £110. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 986-661
- AUSTIN 7 chummy, good condition, £35.** G.L.M., Motor, 18 Worples Rd., Wimbledon. Phone 6026. 986-658
- AUSTIN 7, 1931 (Sept., 1930) saloon, sliding roof, taxed, excellent condition, £88.** Below.  
1930 Austin 7 Ulster supercharged 2-seater, amazingly fast, £125. Below.  
1930 Austin 7 saloon, sliding roof, taxed, one owner, £75. Below.  
1929 Austin 7 Stadium 2-seater, taxed, small mileage, £69. J. A. Saunders, 350 Euston Rd., N.W.1. Museum 4511. 986-643
- AUSTIN.** Harry Nash 1930 Gordon England Stadium Austin 7, metal body, cream and black, guaranteed mileage 6,000, cost £150, accept £77 10s.; taxed, deferred. 348 King St., Hammersmith. 986-530
- AUSTIN 7** Harry Nash. 1931 supercharged, metal body, black and red, small mileage, magnificent condition, £125; deferred. 348 King St., Hammersmith. 986-527
- AUSTIN 7.** Courtnell Motor Co., Ltd., 18 Courtnell St., Westbourne Grove, W.2. Tel., Park 8908.  
We are specialists in all sports Austin 7s. Unsupercharged and supercharged a speciality. New and second-hand cars of this type always in stock, also a demonstration car. London's largest dealers in these amazing sports cars. We have the following cars for sale:—  
1931 Unsupercharged sports, taxed, in perfect condition, £115.  
1931 Ditto, £110.  
1930 Fabric saloon, taxed, extras, £70. 986-532  
1928 Chummy, overhauled and repainted, £37 10s. 986-532
- AUSTIN 7, 1931 coachbuilt saloon, taxed, one owner indistinguishable from new, £95.** Stuart and Co., 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 986-487
- AUSTIN 7, 1929 saloon, good condition, £70.** Stuart and Co., 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 986-486
- AUSTIN 7, 1930, 4-seater, full equipment, taxed December, 100% condition, £75.** Below.  
**AUSTIN 7, 1929, Stadium sports 2-seater, finished blue and silver.** Triplex screen, excellent tyres, magnificent condition throughout, £68. Below.  
**AUSTIN 7, 1929, coachbuilt Wydor saloon, almost new tyres, taxed December, beautiful condition, £62 10s Exchanges, deferred.** Humphreys, Ltd., 118-122 Hampstead Rd., N.W.1. Phone, Museum 9515. 986-535
- AUSTIN 7.** Ruffell's Motors for Austin 7s.  
1928 Gordon England Cup model sports 2-seater, small mileage, one owner, condition as new, £45.  
1928-9 4-seater, blue, new tyres, all-weather equipment, the whole car is in new condition throughout, any examination, £42 10s.  
1928 4-seater, blue, 4 row tyres, full equipment, exceptionally clean, £38.  
1927 4-seater, new balloons, very nice condition, recently repainted, taxed December, £28 10s.  
1924-5 4-seater, new hood, super-tuned engine, engineer owned, in 1928 condition, £19.  
Exchanges, hire-purchase. Open Sundays 10.30 to 1.30. Week-days 9 to 9.  
Ruffell's Motors, 97a White Hart Lane, Barnos, S.W.13. Phone, Prospect 5549. 986-539
- AUSTIN 7, 1929, Wydor saloon, coachbuilt, excellent order, £57 10s.; also a Stadium sports, £56.** Whiby's, 1-7 The Vale, Acton, W.3. 986-618
- AUSTIN 7, 1931 saloon, brand new, shop-soiled, reduced to 100 guineas.** Whiby's, 7 The Vale, Acton, W.3. 986-621
- AUSTIN 7, £40: 1929 Wydor fabric saloon, complete equipment, excellent condition.** 86 Acro Lane, Brixton. Phone 3401. 986-654
- AUSTIN 7.** 42 guineas!! 1928-29 Cup model, super sports, green, excellent condition; terms to suit you; third-party insurance only. Comerfords, Portsmouth Rd., Thames Ditton. 986-606

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

- AUSTIN 1, 1926 sports 2-seater, ivory and black, good tyres, new hood, mechanically excellent, £27; after 8.** Walton, 477 Archway Rd., Highgate, N.6. 986-n49
- AUSTIN 7, 1927 saloon, excellent condition, interior lighting, clock, dashlight, etc., £35.** Taylor, 12 Ada St., Plaistow Grove, West Ham, E.15. 987-n48
- AUSTIN 7, 1929, tourer, grey, 8,600 miles, excellent condition, £55.** 79 Bromley Rd., E.17. 986-n40
- AUSTIN 7, 1927 saloon, excellent condition, exchanges, terms, £32.** Shakespeare Garage, Queensborough Passage, Porchester Terrace, Hayswater. Paddington 1747. 986-n60
- AUSTIN 7 Mulliner saloon, 1929, 15,000 miles, dipping lights, carrier, perfect condition, £62 10s.** 11 Redwing Lane, Norton-on-Tees. 986-n59
- AUSTIN 7, 1929, chummy, perfect condition throughout, taxed, £57.** 1928 Coachbuilt saloon, excellent, £50.  
1928 G.E. Cup model, 2-seater, silver, £50.  
1927 G.E. Cup model, 2-seater, brown fabric, £35.  
1925 Special sports 2-seater, £29.  
1923 Chummy, very good order throughout, £17; terms and exchanges on any of the above. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 986-625
- AUSTIN 7, 1931 series saloon, black fabric, red leatherette upholstery, beautiful order, £82 10s.; deferred.** At Whiby's. Below.  
**AUSTIN 7, 1931 series saloon, blue, coachbuilt, sunshine roof, in new condition, £92 10s.** Exchanges. Whiby's, 1-7 The Vale, Acton, W.3. Shepherd's Bush 1513. 986-617
- AUSTIN 7, 1931 coachbuilt sunshine saloon, nice condition throughout, fully equipped, any trial, unique deferred terms, £84.** 516-522 Streat-ham High Rd., S.W.16. Phone, Pollards 4444. 986-475
- AUSTIN 7, 1929-30 coachbuilt saloon, sliding roof, first-class condition, chromium plating, Triplex glass, just recoloured dark blue, bumpers, electric wiper, taxed, £65.** Ashbys, 22 Albert Embankment, S.E.11. 987-m706
- AUSTIN 7, 1924, £26, excellent order, just overhauled, taxed, fully insured, new battery.** Write Rectory, Eversley, Hants. 986-m744
- AUSTINS and 200 others.** See page 16. 986-453
- AUSTIN, 1928 7hp Mulliner saloon, beautiful condition, fully insured, £49; best possible deferred terms.** Service Co., 273 High Holborn. Holborn 0666. 986-832
- AUSTIN 7, £29 10s.** 1927 chummy, excellent order, bargain. Below. £47 10s. 1928 Austin 7, Cup model, cycle wings, very fast, excellent order, one owner. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 986-849
- AUSTIN 7, 1926-7 chummy, 25 guineas, very nice condition throughout; exchanges, deferred.** Maynards, 241a High Rd., Wood Green. 986-854
- AUSTIN 7, 1928 G.E. saloon, blue-grey, very smart, rare bargain, £50.** Convenient terms Bunting's Exchange, Wealdstone. 986-827
- AUSTIN 7, 1929 black fabric Wydor saloon, red upholstery, good tyres, very nice condition throughout, taxed, £50; exchanges or deferred.** Haskins, 155 Ladbroke Grove, W.10. Park 5541. 986-823
- AUSTIN 7, 1928, Cup model, red, very fast and in good condition, £42 10s.** H. and A. Motors, 69 Church Rd., Upper Norwood, Livingstone 3122. Open Sundays 11-1 p.m. 986-805
- AUSTIN 7 late 1929 Wydor saloon, beautiful condition, £57 10s.; exchanges and deferred terms.** Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 986-809
- AUSTIN 7, 1927 tourer, 26 guineas.** 28 The Rise, N.13. Phone, Bishopsgate 8722. 986-n34
- AUSTIN 7, 1931 supercharged sports 2-seater, practically brand new, mileage 2,000, bargain, £149, cost £225; exchanges, deferred.** Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 986-803
- AUSTIN 7, 1927 tourer, overhauled and absolutely perfect condition throughout, £27 10s.; exchange or deferred payments.** C. and K. Motors, 5 Putney Bridge Rd., S.W.18 2728 Putney. 986-793
- AUSTIN 7, Gordon England Cup model, specially tuned, overhauled and fitted with special induction and exhaust systems, perfect condition throughout, £35; exchanges or deferred payments.** C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 986-794
- AUSTIN 7 Brooklands 1927, repainted, overhauled, cycle-type wings, perfect condition throughout, £35; exchanges or deferred payments.** C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 986-798
- AUSTIN 7, 1929 Wydor saloon, small mileage, new condition, taxed, £62.** Gatchouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 986-784
- AUSTIN chummy, good condition, £18.** Palmers, 53 York St., Twickenham. Popesgrove 1454. 986-782
- AUSTIN Double-Twelve, 1931 2-seater, total mileage 5,000, new tyres, taxed December, mechanically perfect, £135.** Leeds and Oxley, Paddington. Phone 3843. 986-775

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- AUSTIN 7.** Brooklands Motor Co. offers Austin 7, 1931 fabric saloon, upholstered in leather, taxed, mileage small, £90; exchanges, deferred. 351 Euston Rd., N.W.1. Museum 3143-4. 986-773
- AUSTIN 7.** Mulliner saloon, 1928, engine completely overhauled, £42 10s. Below.
- AUSTIN 7.** 1925 tourer, excellent mechanical condition, 20 guineas. Below.
- AUSTIN.** 1929 coachbuilt saloon, taxed, exceptional mechanical condition, 60 guineas.
- AUSTIN 7** tourer, 1927, excellent condition throughout, £37 10s.; deferred, cycles in part. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 986-768
- AUSTIN 7** tourers and saloons, ready for the road, insured, taxed, guaranteed 3 months, £30 to £65; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 986-750
- AUSTIN 7.** 1929 saloon, taxed to 1932, £58. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8155-6-7. 986-1053
- AUSTIN 1928** chummy, like new, £40. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8155-6-7. 986-1034
- AUSTIN 7.** 1928-9 saloon, exceptionally nice car, taxed and complete, £45, exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 986-1019
- AUSTIN 7.** 1929, chummy 4-seater, in beautiful condition and complete, bargain, £55; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 986-1020
- AUSTIN 7.** £68 10s. 6d. 1929 saloon. South London Car Sales (behind Brixton Palladium), S.W.2. Branch opposite "Swan," Stockwell, S.W.9. Brixton 6634 or Macaulay 3781. 986-741
- AUSTIN.** £29; exchanges!!! Late 1927 saloon, tyres almost new, taxed December, any test welcome. Chidley, 579b High Rd., Tottenham. Phone 2920. 986-736
- AUSTIN 7.** 1929, fabric saloon, in very clean condition, £60 cash, or £5 down and 12 monthly payments of £5. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 986-733
- AUSTIN 7.** 1931, coachbuilt sunshine saloon, in very clean condition, one owner, £85 cash, or £25 down and 12 monthly payments of £5 7s. 6d. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 986-734
- AUSTIN 7.** 1927 Gordon England sports, recollused, 39 guineas. Below.
- 1928 Taylor special sports, 49 guineas. Below
- 1929 Austin 7 sports, £59. Below.
- 1930 Austin 7 4-seater, guaranteed, 65 guineas; exchanges, deferred. Elite Motors, 959 Garratt Lane, Tooting Broadway, Wimbledon 2925. 986-731
- AUSTIN 7.** G.E. Cup model, 1928 (March), finished grey and black with disc wheels, taxed end of year, in really nice condition throughout, £39. H. Bath, 15 Kynance Mews, Gloucester Rd., Kensington, S.W.7. 986-735
- AUSTIN 7.** 1926, tourer, rigid all-weather equipment, good tyres, very good condition, licensed, £24. Below.
- AUSTIN 7.** 1927 tourer, excellent condition, £30; choice of 2. Below.
- AUSTIN 7.** 1927, Gordon Cup 2-seater sports, splendid condition, licensed, £38. Below.
- AUSTIN 7.** 1929, tourer, finished blue, excellent condition, £48; another at £45; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 986-726
- AUSTIN 7.** 1929 chummy, blue, exceptional condition throughout, £46. Newbams, Ltd., 164-6 Fulham Palace Rd., W.6. Fulham 0071-2. 986-705
- AUSTIN 7.** 1927, tourer, blue, good condition, snap £30, no dealers. W. Benzing, 13 Charles St., Stepney, E.1. 986-667
- AUSTIN 7.** chummy, 1925, £22 10s. A.Z. Motors, 180 West End Lane, Hampstead 0525. 986-704
- B.S.A.** Harry Nash. Several 1931 three-wheelers, unregistered, to clear from £89; makers' full guarantee; exchanges, deferred. 348 King St., Hammersmith. 986-525
- B.S.A.**, 3-wheeler sports model, first registered 1931, private owner, 4,000 miles, 75 guineas, licensed. 2 Antrim Grove, N.W.3. Primrose 4453. 986-627
- B.S.A.** £8 deposit, 85 guineas cash. Late 1931 9hp super-sports 3-wheeler, black and red, specially tuned engine, very small mileage, practically brand new, taxed. Free insurance to cash buyers. Exchanges. Rowland Smith. Below.
- B.S.A.** £7 deposit, 69 guineas cash. Late 1930 9hp sports 3-wheeler, black and red, one owner, practically unworn tyres, carefully used, very exceptional condition, taxed. Free insurance to cash buyers. 100 cars in stock. List free. Exchanges. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 986-603
- B.S.A.**, 1931, 3-wheeler (July), mileage 2,200, perfect condition. Owner, 32 Fore St., Tiverton, Devon. 986-645
- BUCATTI.** 14 1/2hp. special sports 2-seater by Wilton Carriage Co., just repainted, overhauled; exchanges, £30. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 986-795

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- CALTHORPE.** £25, 10.4hp, good condition, one owner since 1921; seen by appointment. G.A., 77 Springfield Rd., Cotham, Bristol. 986-n43
- CEIRANO.** 1926 10hp drop-head coupe, 4 speeds, wire wheels, f.w.b., very fast, good appearance and condition, £35; exchanges, deferred. Truscott for saloons, 173a Westbourne Grove, W.11. Park 7785. 986-1028
- CITROEN 7** 3-seater, fitted new balloons, overhauled and in really nice condition, £15. Ruffell's Motors, White Hart Lane, Barnes. Prospect 5549. 986-538
- CITROEN.** 1925 7 2-seater, 15 guineas; easy terms and exchanges. Call and see us. Carlton Garage, 73 Carlton Vale, Edgware Rd. 986-547
- CITROEN 7.** 1925 cloverleaf 3-seater, starter and full equipment, rigid side screens, etc., taxed. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 986-n52
- CITROENS** and 200 others. See page 16. 986-454
- CITROEN.** 1929 (July) 12hp tourer, rear screens, taxed year, balloons, f.w.b., illuminated instrument board, lavish equipment, beautifully maintained, really handsome and luxurious car, bargain, £38. Vadium Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 986-685
- CITROEN 7.** 1925 clover-leaf 3-seater, £12; also 2-seater, £8; exchanges. 245 Goldhawk Rd., Shepherd's Bush, W.12. 986-713
- CITROEN.** £12. Exchanges!!! 1925-6 7hp clover-leaf 3-seater, new tyres and battery, taxed December, clock, speedometer, any test welcome. Chidley, 579b High Rd., Tottenham. Phone 2920. 986-767
- CLYNO.** £3 deposit, 34 guineas cash. 1928 11hp 4-door fabric saloon, brown, very good condition. Free insurance to cash buyers. Exchanges. Rowland Smith. Below.
- CLYNO.** £3 deposit, 28 guineas cash. 1928 11hp 2-seater, very good condition. Free insurance to cash buyers. Exchanges. Rowland Smith. Below.
- CLYNO.** £2 deposit, 25 guineas cash. 1927 11hp 4-door saloon, blue, f.w.b., very good condition, taxed. Free insurance to cash buyers. Exchanges. Rowland Smith. Below.
- CLYNO.** £2 deposit, 25 guineas cash. 1927 11hp 4-door 4-seater, f.w.b., practically unworn tyres, very good condition, taxed. Free insurance to cash buyers. Exchanges. Rowland Smith. Below.
- CLYNO.** 19 guineas. 1926 11hp 4-door saloon, blue, f.w.b., very good condition. 100 cars in stock. List free. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Victoria 6041-6. 986-504
- CLYNO.** £7 10s. 1925 4-seater, good balloons, sound chassis, cheap to clear. E.B. Motors, 325 High Rd., Chiswick, W.4. Chiswick 2246. 986-575
- CLYNO** coupe, £25, 1926-27, 12-24hp, f.w.b., Mulliner body, low mileage, exceptional condition; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 986-n56
- CLYNOS** and 200 others. See page 16. 986-455
- CLYNO** saloon, 1926 1/2, 11hp, 4-door, insured, good condition, £14. 5 Victoria Avenue, Surbiton. 986-n46
- CLYNO.** 19 guineas. 10hp saloon, 4 doors, f.w.b., very clean and reliable. Barnes, 25 Leigham Court Rd., Stratham. Phone 9221. 986-766
- CLYNO** saloons and tourers, ready for the road, insured, taxed, guaranteed 3 months, £15 to £40; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 986-751
- COVENTRY-VICTOR.** 1931 Family model, starter, 2 speeds, reverse, small mileage, £55. Joseph Rhiud and Co., 258 Deansgate, Manchester. 986-584
- FIAT 9.** 1928 tourer, finished maroon, leather upholstery to match, f.w.b., taxed December, 100% chassis, almost new appearance, £48; exchanges and deferred payments. Humphreys, Ltd., 118-122 Hampstead Rd., N.W.1. Phone, Museum 9515. 986-534
- FIAT Nine.** £5 deposit, 49 guineas cash. 1928 special sports fabric 2-seater, blue, Rudge-Whitworth wire wheels, f.w.b., fared wings, carefully used, very good condition, taxed. Free insurance to cash buyers. Exchanges. List free. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 986-505
- FIAT 9.** 1927 2-seater, exceptional order, £30; no deposit, exchanges. Page, 199b Upper Richmond Rd., High St. Putney 7671. 986-567
- FIAT.** 1925, 501 model, 10-15hp 4-door 5-seater, excellent order, £17 10s. Paul and Co., 51 and 53 The Mall, W.3. Ealing 4633. 986-573
- FIAT.** £20, 1927, 9hp 2-seater, complete equipment, f.w.b., bumpers, etc., exceptional condition; terms. 86 Acre Lane, Brixton. Phone 3401. 986-n55
- FIAT.** 10.4hp. 1927 tourer, excellent condition, taxed, £25; exchange 2-seater. 3 Grosvenor Crescent, N.W.9. 986-n44
- FIATS** and 200 others. See page 16. 986-456
- FIAT 8** 2-seater, 1926, in perfect order throughout, smart and reliable, £18 or exchange. 181 The Grove, Goldhawk Rd., W.6. 986-656
- FIAT 9.** 1927 coachbuilt saloon, exceptionally well maintained since new, small mileage, taxed, £40; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 986-712

"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.



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

**FIAT.** £22 10s. 1927 9hp 2-seater, fully equipped, obvious bargain. Ward and Co., 5 Upper Richmond Rd., E. Putney 2818. 986-848

**FIAT.** 1929 9hp 4-door Weymann saloon, maroon and black, Triplex, full equipment, positively exceptional condition, £85; year's licence, year's guarantee; exchanges, deferred. Truscott for saloons, 173a Westbourne Grove, W.11. Park 7785. 986-1029

**FRAZER-NASH CARS** offer for sale the following used cars:—Standard sports 4-seater, 4-speed, touring body; reconditioned Standard sports 2-seater; 1927 Boulogne 3-seater standard body; Boulogne model 3-seater, reconditioned to 1929 specification. London Rd., Isleworth. Hounslow 5171-2. zzz-724

**C.N.**, good order, £8, or exchange M.C. Wadden, Hairdresser, Church St., Weybridge. 986-m819

**CWYNNE** 8 semi-sports 2-seater, very good one, £16, rear hood, re-painted. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 986-786

**CWYNNE**, 1928 de luxe 2-seater, Perrot f.w.b., real leather, high-speed car, £50. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1035

**HUMBER**, 1926 9hp tourer, almost new tyres, rigid screens, leather upholstery, equal to many 1930 cars, taxed, £35; exchange or deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 986-643

**HUMBER**, 818hp, 1925 coachbuilt saloon, exceptionally good condition, well maintained, licensed, £30; exchanges, terms. Norrington's, 242 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 986-722

**JOWETTS**, 1928 long 4-seaters and 2-seaters, 1929 short fabric saloon, 1929 long fabric saloon, 1929 4-seater, as new, and several other Jowetts. No reasonable offers refused. Westminster Bridge Garage and Eng. Co., Ltd., 5 Lambeth Palace Rd., S.E.1. Hop 1665. zzz-690

**JOWETT**, 1929 long Black Prince 4 door saloon, moderate mileage by private owner, nice condition throughout, guaranteed, unique deferred terms, £89. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 986-473

**JOWETT**, late 1929, long fabric saloon, exceptional condition, one owner, many extras, £65. Abney, West Lodge, Uppminster, Essex. 986-n25

**JOWETT.** F.O.C.H. Distributors and Specialists. 16 Jowetts in stock, including 1932 models. Below.

**F.O.C.H.** Late 1930 7hp Grey Knight long de luxe 4-door fabric saloon, moquette upholstery, f.w.b., wire wheels, one owner, very small mileage, practically brand-new condition, year's tax, 82 guineas. Below.

**F.O.C.H.** September, 1928, 7hp long 4-seater tourer, with concealed rear door for commercial use, 2-tone brown, starter, exceptional condition, 35 guineas. Below.

**F.O.C.H.** 1924 7hp short 2-seater, blue, double dickey, exceptional condition, 12 guineas. Send for free list Jowett bargains. F.O.C.H. Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 986-611

**JOWETT 7.** 1927 long chassis 2-seater and dickey, full equipment, re-coachpainted, smart appearance, very good condition. £28. Central Auto Service, 15 17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 986-n50

**JOWETTS** and 200 others. See page 16. 986-457

**JOWETTS.** Manchester. 1927, 1928, 1929 and 1930 saloons, tourers and 2-seaters, always in stock. Main distributors, Saxon Jeffries, Ltd., Deansgate. Phone, 1010 Central. zzz-63

**JOWETT** for 1931 shop-soiled long saloons, no reasonable offer refused. Apply the Westminster Bridge Garage and Eng. Co., Ltd., 5 Lambeth Palace Rd., S.E.1. Telephone, Hop 1665. zzz-637

**JOWETT**, 1931 Black Prince saloon, black and green, very smart, £110; also 1930 model, £95; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 986-642

**JOWETT.** 1930 (February) saloon, blue, long chassis, leather upholstery, mileage 9,000, sound, coachwork as new, taxed, £87. Below.

1925 4-seater, grey-green, good tyres, satisfactory mechanical order, £21. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 986-651

**JOWETT**, 1929 long 4-seater brown fabric saloon, excellent condition, taxed December, insured July, £80. Townsend, 31a Barnard Rd., Clapham Junction. 986-n65

**JOWETT**, 1927 (Sept.) 4-seater, £25. A.Z. Motors, 180 West End Lane, Hampstead 0523. 986-703

**JOWETT**, 1925 2-seater, overhauled, reliable car, 12 guineas. Martin's Garages, Highgate Village. Phone, Mountview 1228. zzz-732

**JOWETT**, 1929 7hp short 4-seater, nice condition, £39; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 986-1012

**JOWETT 7** tourers, ready for the road, insured, taxed, guaranteed 3 months, £20 to £50; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 986-752

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

**JOWETT**, 1928 model, long chassis, 4-seater, blue, £35. H and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 986-808

**JOWETT**, 1930 coachbuilt long chassis 4-door saloon, taxed, very nice condition, genuine sacrifice, £87 10s.; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 986-810

**JOWETT**, 1930 Black Prince saloon, brand-new condition, tax paid, £105; long 2-seater, 1928, £35; long four, £25; also new 1932, long saloon, £155. Exchange motorcycle or light car. Buntings, Wealdstone, Harrow. 986-826

**JOWETT**, £12. 1925 2-seater and dickey, balloons, etc., very nice condition indeed. Below.

**JOWETT**, 30 guineas. 1928 long 4-seater, new balloons, new hood, perfect runner. Maynards, 241a High Rd., Wood Green. 986-852

**JOWETT**, 1929 short 4-seater, finished maroon, excellent condition throughout, £49; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 986-835

**LEA-FRANCIS**, 1929 12-40, 11.9hp o.h.v. engine, 4 speeds, f.w.b., wire wheels, fitted semi-sports 4-seater body finished in blue cellulose; the whole car is in really unscratched condition. 60 m.p.h., 30 m.p.g., cost £325, my price £95; exchanges, deferred. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 986-551

**LEA-FRANCIS**. £5 deposit, 49 guineas cash. Late 1927 11-22hp 4-seater, blue, f.w.b., carefully used, very exceptional condition, taxed. Free insurance to cash buyers. 100 cars in stock. List free. Exchanges. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 986-506

**LEA-FRANCIS**, 1929, 12-40 2-seater, 4 speeds, wire wheels, leather upholstery, excellent chassis, smart and fast, taxed December, £75. E.S. Motors, 325 High Rd., Chiswick, W.4. Chiswick 2246. 986-576

**LEA-FRANCIS**, 1928 12-50hp Brooklands 4-seater, low chassis, vacuum brakes, twin carburetors, 6 wire wheels, new tyres, leather upholstery, the whole in magnificent condition throughout, colour scheme two-tone blue cellulose, very fast, £85; terms and exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 986-624

**LEA-FRANCISES** and 200 others. See page 16. 986-458

**LEA-FRANCIS**, 1929 supercharged 2-seater, Hyper sports, small mileage, unsoiled, extremely fast, £125. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1036

**LEA-FRANCIS**, 1927 super tuned 2-seater, 12hp, £40; repainted; also 4-seater, taxed, £30. Denmans, 132-3 Long Acre, W.C. Open week-ends. 986-1037

**LEA-FRANCIS**, 1928 12-40 touring car, fast and comfortable, £70. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1038

**M.G. Midget**, £9 deposit; 94 guineas cash. 1930 super-sports 2-seater, blue, one owner, very exceptional condition; free insurance to cash buyers; exchanges. Rowland Smith. Below.

**M.G. Midget**, £7 deposit; 75 guineas cash. 1929 super-sports 2-seater, red, exceptional condition; free insurance to cash buyers; 100 cars in stock; list free; exchanges. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 986-506

**M.G. Midget**, 1929, blue, taxed, good tyres, etc., £92. Burridge, Newsagent, Bounds Green, N.11. 986-n17

**M.G. Midget** coupe, 1930 (July), spotless condition, £129. Lampitt, Victoria 0467. 986-n13

**M.G. Midget.** Harry Nash. 1931 latest model, guaranteed mileage 5,000, black and red, sacrifice £135, deferred. 348 King St., Hammersmith. 986-528

**M.G. Midget**, 1931 2-seater, small mileage, splendid condition, £125. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 986-540

**M.G. Midget**, 1930-31, finished blue fabric, mileage 7,000, in really unscratched condition, £95. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 986-550

**M.G. Midget**, 1930 sports 2-seater, taxed, spare mounted on body, excellent condition, £85; terms. Alery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 986-580

**M.G. Midget**, 1930, blue, spotlight, very fast, £95. Joseph Rhind and Co., 258 Deansgate, Manchester. 986-589

**M.G. Midget** 1930 2-seater, excellent condition, 90 guineas; deferred, cycles in part. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 986-769

**M.G. Midget.** Smith-Conditioned. Same-as-makers' guarantee. Your safeguard. 8-50hp 2-seater, very fast, 1930, deposit 20 guineas, balance 80 guineas.

**F. G. Smith (Motors), Ltd.** Goodmayes, Ilford, London, and 169 Shaftesbury Avenue, W.C.2. Telephones, Seven Kings 1000 and Temple Bar 3876. 986-745

**M.G. Midget**, 1930, big sump model, unsoiled, £100; also 1929 (late) M.G. Midget, like new, racy little car, outside exhaust, £85. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1039

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

**M.C. Midget 1930** sports 2-seater, new June, red-black, large sump, carefully used, taxed, £105. Smith and Hunter, 407 Edgware Rd. Ambassador 1011. 986-654

**M.C. Midget 1930** coupe, sunshine roof, cycle wings, black and green, new condition, £129; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 986-641

**M.C. Midget, 1930**, large sump, many extras, taxed and insured, £86. Ward, Blythburgh, Polworth Rd., Streatham, S.W. 986-442

**M.C. Midget, 1930**, red and black, only done 5,000 miles, absolutely new condition throughout, guaranteed, £92 10s.; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd., Putney 2728. 986-797

**M.C. Midget, 1932** series, 2-seater, red, mileage 1,200, as new, £142 10s.; exchanges, deferred terms. Ray Abbott, Harrow 3884. 986-801

**M.C. Midget, 1930**, sports 2-seater, mileage 4,000, condition as new, 55 guineas; exchanges, deferred. 368 Hornsey Rd., N.19. Archway 3294. 986-802

**M.C. 1930 Midget** coupe, big sump, ribbed drums, black and blue, one owner, £125. Leads and Oxley, Paddington. Phone 3843. 986-774

**M.C. Midget**, Brooklands Motor Co. offers M.C. Midget, 1930, 2-seater, latest type, specially tuned, black and red, £110.

**M.C. Midget, 2-seater, 1930**, large sump, exceptional condition throughout, £85; exchanges, deferred. 531 Euston Rd., N.W.1. Museum 3143-4. 986-772

**MORGAN**. Beasts of Kingston, Morgan distributors and specialists. New and guaranteed second-hand Morgans always in stock. Liberal exchange allowances. Special hire-purchase terms. 102 London Rd., Kingston-on-Thames. Phone 5148. zzz-49

**MORGAN Service Depot**. Official appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock, trade supplied. Official agents, Homac's, 245 and 247 Lower Clapton Rd., E.5. Phone, Chisold 9616-9617. zzz-955

**MORGAN**. Maskell for Morgans. Sole 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**. £55!!! 1928 Aero o.h.v. J.A.P., colour red, cycle type wings, bumper, excellent condition. Morgan Hastings, Ltd., 17 Berkeley St., W.1. (Tele., Mayfair 5323). 212 New King's Rd., S.W.6. (Tele., Putney 7611.) zzz-666

**MORGAN Aero, 1925**, o.h.v. Anzani, condition as 1928, super-sports wings, straight-through exhausts, dynamo lighting, taxed for year, 35 guineas or offer. 31 Harrington St., Hampstead Rd., N.W.1. 986-n30

**MORGAN, 1930 Aero**, 8-10hp o.h.v. racing J.A.P. engine, practically new condition, insured, £62. Below.

**MORGAN, 1930 Family** 4-seater. J.A.P. water-cooled engine, carefully used by one owner, £49. Below.

**MORGAN, 1926 Aero**, 8hp o.h.v., very smart, licensed, £28; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 986-725

**MORGAN, £16**, for quick sale. 1926 de luxe 2-seater w.c. J.A.P., dynamo lighting, good appearance and running. 19 Holmdene Avenue, Herne Hill, Brixton 0384. 986-1018

**MORGAN**, Smith-conditioned. Same-as-makers' guarantee your safeguard. 1929 Aero sports 2-seater, 80 m.p.h.; deposit 15 guineas, balance 60 guineas.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford, London, and 169 Shaftesbury Avenue, W.C.2. Telephones, Seven Kings 1000 and Temple Bar 3876. 986-746

**MORGAN** sports, ready for the road, insured, taxed, guaranteed 3 months, £24; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 986-753

**MORGAN Aero**, Renno's, 1928 10hp water-cooled o.h.v. J.A.P., dynamo lighting, f.w.b., flared wings, cowls, motorometer, repainted green and fawn, excellent condition, 49 guineas; exchanges, terms 12-18 months. 232-34 Upper St., Islington, N.1. (Near Tubes.) Phone, North 4467-8. Open Sunday mornings, 10.30 to 1.30. 896-779

**MORGANS, £2** deposit only!!! See our large selection of genuine end-of-season bargains. Easy terms and exchanges. Call and see us. Carlton Garage, 79 Carlton Vale, Edgware Rd. 986-543

**MORGANS, 4-seaters, 2-seaters**, water-cooled, Grand Prix, dynamo, from 15 guineas; exchanges, deferred. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). Phone, Battersea 4686. 986-533

**MORGAN, 1930 super-sports**, 10-40hp o.h.v. racing J.A.P., finished black and green, bumper bar, spotlight, twin float carburettor, chromium-plated outside exhausts, M chassis, internal-expanding rear brake and detachable rear wheel, clock, cycle-type wings, exceptionally fast, one owner, exactly as new, unspratched; exchanges!!! 90 guineas, or £24 10s. down and £6 10s. monthly. Julians (established 1897), 27 King's Rd., Reading. Phone 1024. 986-496

**MORGAN, Aero**, specially converted by Australian track-racing expert to 4-wheeler, racing Blackburne engine, f.w.b., foot accelerator, new tyres, perfect condition, spare sprockets, original 3-wheeler parts, ideal for road competition or dirt-track racing, £55, or as 3-wheeler, £45. Illustrated "Light Car and Cyclecar," 24.7.31. Sulman, Abercorn 2391. 986-514

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

**MORGAN Aero, 1929** o.h.v., splendid condition, finished black and cream, long exhausts; exchanges!!! 64 guineas; or £15 15s. down and £4 18s. 6d. monthly. Julians (established 1897), 27 King's Rd., Reading. Phone 1024. 986-495

**MORGAN, 100 cars** in stock. List free. Exchanges. Rowland Smith, Below.

£5 deposit, 55 guineas cash. Brand-new 1930 Morgan de luxe, 8hp J.A.P., red, dynamo lighting, f.w.b., 1930 list £87 10s. Free insurance to cash buyers. Below.

£7 Deposit, 71 guineas cash. 1929 super-sports, specially tuned racing o.h.v. J.A.P., black and green, cycle-type wings, straight-through exhausts, reduced steering, foot accelerator, very exceptional condition. Free insurance to cash buyers. Below.

£6 Deposit, 58 guineas cash. 1930 model Aero, racing o.h.v. J.A.P., blue, f.w.b., reduced steering, straight-through exhausts, carefully used, very exceptional condition. Free insurance to cash buyers. Below.

£5 Deposit, 49 guineas cash. 1929 Aero, racing o.h.v. J.A.P., red, f.w.b., reduced steering, straight-through exhausts, very exceptional condition. Free insurance to cash buyers. Below.

£3 Deposit, 31 guineas cash. Late 1928 Family, 8hp J.A.P. dynamo lighting, f.w.b., reduced steering, very exceptional condition. Free insurance to cash buyers. Below.

25 guineas. 1924 Aero, 8hp Blackburne, black and red, dynamo lighting, straight-through exhausts, cycle-type wings, very good condition. Free insurance to cash buyers. Below.

14 Guineas. 1925 de luxe, 8hp w.c. J.A.P., dynamo lighting, hood, speedometer, very good condition. Below.

7 Guineas. 1921 de luxe, 8hp w.c. J.A.P., foot accelerator, very good condition. Below.

Rowland Smith, 78-81 High St., Hampstead. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. One minute Hampstead Tube. Phone, Hampstead 6041-6. 986-508

**MORGAN, 1931 super Aero**, 10-40 J.A.P., extra large front brakes, foot accelerator, £97 10s. Joseph Rbiud and Co., 258 Deansgate, Manchester. 986-583

**MORGANS**. No deposit. Below.

**MORGAN Aero, 1926**, 10-45 racing Blackburne, geared steering, f.w.b., foot accelerator, taxed, £55.

**MORGAN Grand Prix, 1925**, J.A.P., w.c., dynamo, excellent order, £25.

**MORGAN Grand Prix, 1924**, J.A.P., w.c., dynamo, geared steering, foot accelerator, special body, £20.

Page, 199b Upper Richmond Rd., High St. Putney 7671. 986-566

**MORGAN, 1930 Aero**, 10-40 o.h.v. f.w.b., J.A.P., speedometer, excellent condition, taxed, £65. Neate, 2 Leamington Rd., Southall, Middlesex. 986-n47

**MORGANS, 1930 Family**, 8hp w.c. J.A.P., f.w.b., geared steering, sloping screen, one owner, taxed, £52 10s. Below.

1928 De luxe, 8hp J.A.P., dynamo, geared steering, f.w.b., side screens, splended order, £39 10s. Below.

1927 Aero, 10-45hp J.A.P., o.h.v., latest enclosed rockers and push-rods, Dunlop s.s. tyres, f.w.b., special hood, guaranteed faultless, £52 10s. Below.

1926 Family, 8hp w.c. J.A.P., dynamo, starter, f.w.b., side screens, discs, many extras, £55. Below.

1926 De luxe, 8hp J.A.P., magnificent machine, fully insured, any trial, £32 10s. Below.

1926 Family, 8hp J.A.P., dynamo, splendid order, taxed for year, perfect, £29 10s. Below.

1925 Grand Prix 10hp w.c. Blackburne, dynamo, front bumper, many extras, £25. Below.

Deferred terms arranged. Homac's, Official London Morgan Service Depot, 243-7 Lower Clapton Rd., E.5. Phone, Chisold 9616-7. 986-789

**MORGAN, 28 guineas** exchanges. 127 Family model, J.A.P., practically 1930 condition, fully equipped. Maynards, 241a High Rd., Wood Green. 986-851

**MORGAN**.

Naylor and Root, Ltd.

18 months' deferred terms.

Highest exchange allowance on your present car, motorcycle or 3-wheeler. If you cannot call, send details for quotation.

£98. 1931 super-sports, o.h.v. J.A.P., M chassis, extras.

£82. 1930 super-sports, as above, choice of 4 and colours.

£65. 1930 Aero, o.h.v. J.A.P., starter, very nice condition.

£59. 1930 Aero, s.v. J.A.P., speedometer, electric horn, hood, as now.

£52. 1927 Aero, o.h.v. f.w.b., dynamo, speedometer, cycle wings, etc.

£69. 1931 Family, w.c. J.A.P., M chassis, starter, etc., as new.

£42. 1929 Family, a.c. J.A.P., f.w.b., speedometer, electric horn, etc.

£39. 1928 Family, w.c. J.A.P., f.w.b., side screens, very smart.

£32. 1927 Family, w.c. J.A.P., f.w.b., speedometer, electric horn, etc.

£22. 1925 Family, w.c., dynamo lighting, good tyres, smart.

£25. 1927 de luxe, w.c. J.A.P., f.w.b., speedometer, electric horn, etc.

£19. 1926 de luxe, w.c. J.A.P., dynamo, new tyres, smart.

Don't lose an opportunity like this; call immediately, or write for more details. Every model guaranteed sound throughout.

Naylor and Root, Ltd., 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 986-645

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

**MORGAN**, 1928 Aero o.h.v., entirely overhauled, recellulosed to tone, new tyres, taxed, perfect, £42 10s.; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd., Putney 2728. 986-799

**MORGAN**, 1930 (May) Family model, J.A.P., starter, rigid side screens, mirror, mileage 5,000, as new throughout, tax and insurance included, £60. Below.

1927 Aero, o.h.v. J.A.P., geared steering, shock absorbers, rigid side screens, various special features, very fast, £35. Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. 986-652

**MORGAN**, 1925 de luxe, dynamo, horn, speedometer, clean, fast, snip, £18, taxed, insured. 63 Streatham Rd., Mitcham, Surrey. 986-n64

**MORGAN**, Family, w.c., starter, excellent condition, £32. 33 Normandy Rd., Brixton, Reliance 2565. 986-n68

**MORGAN**, 1927 Aero, o.h.v., l.w.b., geared steering, taxed, £40. A.Z. Motors, 180 West End Lane, Hampstead 0523. 986-701

**MORGAN** bargains. Colmore offer several used Morgans, also few shop-soiled 1931 models at huge reductions. Write for Morgan clearance list and the "Better Way" easy payment schedule. It pays to buy direct from the largest Morgan distributors in Great Britain. Colmore Depot, 77 Station St., Birmingham. 986-710

**MORRIS** Minor, £9 deposit; 92 guineas cash. 1931 o.h.v. coachbuilt saloon, sunshade roof, dark maroon, one owner, very carefully used, practically new, taxed; free insurance to cash buyers; exchanges. Rowland Smith. Below.

**MORRIS** Minor, £8 deposit; 79 guineas cash. 1931 2-seater, grey, one owner, small mileage, practically brand new; taxed; free insurance to cash buyers; exchanges. Rowland Smith. Below.

**MORRIS** Minor, £7 deposit; 71 guineas cash. 1930 model fabric saloon, blue, one owner, carefully used, very exceptional condition; free insurance to cash buyers; 100 cars in stock; list free; exchanges. Open all weekdays, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 986-509

**MORRIS** Minor, 1931 8hp coachbuilt saloon, colour grey, sunshade roof, tax paid, excellent order, £90; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 986-515

**MORRIS** Minor, 1930 coachbuilt sunshine saloon, very sweet engine, completely equipped, taxed, any trial, unique deferred terms, £78. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 986-474

**MORRIS** Minor, Harry Nash. 1931, side valve, guaranteed as new, mileage 5,000, luggage grid, taxed, bargain, £75, deferred. 348 King St., Hammersmith. 986-529

**MORRIS** Minor 1930 saloon, perfect condition, suitcase carrier, complete with suitcases, fully guaranteed, exchanges!!! 80 guineas, or £21 15s. down and £5 17s 6d. monthly. Juliana (Established 1897), 27 King's Rd., Reading. Phone 1024. 986-497

**MORRIS** Minor 1929 coachbuilt saloon, taxed, practically unused, £62. H. Glover-Motors, 3 Orbelvton Rd. Putney 7134. 986-490

**MORRIS** Minor 1931 2-seater sports, small mileage, new condition, £85. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 986-541

**MORRIS** Minor, 1929 saloon, very good chassis, smart appearance, £49. E.S. Motors, 325 High Rd., Chiswick, W.4. Chiswick 2246. 986-577

**MORRIS** Minor, 1931 coachbuilt sunshine saloon, new condition, taxed, £85. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 986-592

**MORRIS** Minor, 1931 4-seater, blue, wire wheels, small mileage, open to any examination, £69. Rose and Young, Ltd., 97 Streatham Hill, facing "Locarno." Tel., Streatham 9520-1. 986-560

**MORRIS** Minor, 1929 saloon, exceptionally nice condition, £45. 221 Maida Vale, W.9. 986-x352

**MORRIS** Minor, F.O.C.H. 1930 8hp fabric saloon, blue, chromium, carefully used, superb condition, taxed, 65 guineas. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 986-610

**MORRIS** Minor 1930 Arrow coupe, one of the most attractive cars on the road, finished pale green, taxed, £89.

**MORRIS** Minor 1930 fabric saloon, dark blue, very small mileage, £69; also 1929 model, £59.

**MORRIS** Minor 1930 tourer, Royal blue, almost new tyres, exceptionally nice condition, £59; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Rattlesea 6187-9. 986-640

**MORRIS** Minor 1931 sunshine saloon, dark maroon, listed £135, shop soiled only, to clear, £108. Below.

1931 Sunshine saloon, dark maroon, mileage 6,700, one owner, grid, complete and guaranteed, £90. Below.

1931 2-seater, side valve, grey-back, extremely small mileage, quite "as new," complete, £78. Below.

1930 (April) sunshine saloon, maroon, superb order, tyres still almost as new, various extras, taxed, £75. Below.

Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 7, Saturday 10-1. 986-649

**MORRIS** Minor saloon, as new, super condition, £70. G.L.M. Motors, 18 Worple Rd., Wimbledon. Phone 6026. 986-659

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

**MORRIS** Minor 1930 blue fabric safety saloon, almost new condition, licensed, £65; another, licensed, £59; exchanges, terms. Norington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2363. 986-720

**MORRIS** Minor 1930 fabric saloon, blue, Triplex, chromium plating, exceptionally good condition, £60. 58 Black Lion Lane, Hammersmith, Riverside 4652. 986-729

**MORRIS** Minor, 1929 saloon, brown, very low mileage, spotless condition, £49. Bell Motor Mart, Ltd., Bath Rd., Cippenham, near Slough. Phone, Burnham 149. 986-812

**MORRIS** Minor saloon, 1931 model, finished blue, excellent condition, one owner, supplied by us originally, £85; best possible deferred terms. Service Co., 273 High Holborn, Holborn 0666. 986-836

**MORRIS** Minor saloon, 1930, excellent condition, one owner, supplied by us originally, £69; best possible deferred terms. Service Co., 273 High Holborn, Holborn 0666. 986-834

**MORRIS** Minor saloons, ready for the road, insured, taxed, guaranteed 3 months, £55 to £85; hire purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 986-760

**MORRIS** Minor, Smith-conditioned, same-as-makers' guarantee. Your safeguard. 1931 coachbuilt saloon, folding roof, deposit 20 guineas, balance 70 guineas.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford, London; and 169 Shaftesbury Avenue, W.C.2. Telephones, Seven Kings 1000, and Temple Bar 3876. 986-744

**MORRIS** Minor, smart 1929-30 fabric saloon, year's tax paid, recently overhauled, £59. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1040

**MORRIS** Minor 1929 saloon, blue, full equipment, excellent condition, £55; year's guarantee; exchanges, deferred. Truscott for saloons, 173a Westbourne Grove, W.11. Park 7785. 986-1050

**PEUGEOT**, 1928, ready for the road, insured, taxed, guaranteed 3 months, £28 to £35; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 986-759

**PEUGEOT**, 1926 7hp 4-seater, balloon tyres, clock, speedometer, very good condition, £19. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 986-639

**RENAULT** 8 1927 4-seater, just overhauled, 17 guineas; easy terms and exchanges. Call and see us. Carlton Garage, 79 Carlton Vale, Edgware Rd. 986-548

**RENAULTS**. The following cars, together with several others, carry our usual guarantee; deferred terms, part exchanges arranged; call and inspect. Welham Renault Sales and Service, Distributors, Surbiton Hill Rd., Surbiton, Elmbridge 1873.

1931 12.5 Monasix saloon, luxe, new, unregistered, cost £250, accept £169.

1931 13.9 speed model, as above, £169.

1930 9-15 saloon, luxe, coachbuilt, £85; also 1929, late, £75.

1929 12.5 Monasix saloon, Weymann, bumpers, overhauled, £50.

1928 9-15hp saloon, Weymann or coachbuilt, wire or disc wheels, bumpers, tax paid January, £50 each.

1927 9-15hp 4-door saloons, coachbuilt, £35 and £40 each.

1927 9-15hp tourers, 4 doors, blue, £25.

1926 8.5 saloons, leather upholstery, completely overhauled, new batteries, tyres, £25 each, blue and maroon.

1926 coupe, as above, repainted, £20. 986-627

**RENAULT** 9 1927 4-door saloon, excellent condition, £35 (private), terms arranged. 149 Trevelyan Rd., Tooting. 986-n61

**RENAULTS** and 200 others. See page 16. 986-459

**RENAULT** 9, £58 10s. 6d. 1929 saloon. South London Car Sales (behind Brixton Palladium), S.W.2. Branch opposite "Swan," Stockwell, S.W.9. Brixton 6634 or Macaulay 3781. 986-742

**RHODE** Hawk saloon, 1929, ready for the road, insured, taxed, guaranteed 3 months, £65; hire-purchase; exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 986-754

**RHODE** 10, 1927-8 tourer, excellent condition, £25; no deposit, exchanges. Page, 199b Upper Richmond Rd., High St. Putney 7671. 986-570

**RILEY** specialists. Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. zzz-474

**RILEY** 9, £92 cash, deferred terms; 1929 2-seater; twin carburettors, unscratched condition, new tyres, Triplex, adjustable front seat; Aero, 1927-1929 Morgan part; alter 8, or Sunday. 100 Hamilton Avenue, Tolworth, Surbiton. 986-m751

**RILEY**, £10 deposit; 105 guineas cash. 1929 9hp Monaco saloon, black and cream, carefully used, very exceptional condition; taxed; free insurance to cash buyers; 100 cars in stock; list free; exchanges. Open all weekdays, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 986-510

**RILEY**, 1929 9hp Monaco fabric saloon, black with red wheels and leather upholstery, very good tyres, tax paid, £115; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 986-516

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

- RILEYS.** 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 included. Exchanges and terms. Distance no object. ("The Northern Motor Olympia"). Bangers, near Birkdale Station, Southport. Phone, Birkdale 66161. (Branch Showrooms, 117 The Roadrow, Leeds; 16 Cambridge St., Sheffield.) 986-449
- RILEY,** 1929, Mark IV, 5hp, twin carburettor, 2-seater and dickey, full all-weather equipment, 65 m.p.h., £95; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 986-552
- RILEY 9,** 1930 model sports low 4-seater, has been carefully used, open to any examination, £145. Rose and Young, Ltd., 97 Streatham Hill, facing "Locarno." Tel., Streatham 9520-1. 986-559
- RILEY 9,** 1928 Monaco saloon centre change, taxed, good tyres, exceptional condition mechanically and appearance, £77 10s. Ballamy, 110 The Barrow, Lettison St., Camberwell. 986-x356
- RILEY 9,** Smith-conditioned. Same-as-makers' guarantee. Your safeguard. 1929 Monaco saloon, Mark IV, black and red, exceptionally fast, deposit 25 guineas, balance 95 guineas.
- RILEY 9 4-seater,** special series, twin carburettors, black and red, 70 m.p.h., a very smart car and delightful to drive, deposit 20 guineas, balance 70 guineas.
- RILEY 9,** 1930 Monaco saloon, in new condition, deposit 35 guineas, balance 105 guineas.
- F. G. Smith (Motors), Ltd., Goodmayes, Ilford, London; and 169 Shaftesbury Avenue, W.C.2. Telephones, Seven Kings 1000 and Temple Bar 3876. 986-749
- RILEY,** 1929 Monaco saloon, perfect condition, £99; also 1928 Monaco saloon, £85; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 986-1014
- RILEY 9,** 1928 2-seater, coachbuilt, very smart, £85. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1042
- RILEY 9,** 1928 coachbuilt 4-seater, black and red, taxed, very fast, wonderful mechanical condition, £75. 58 Black Lion Lane, Hammersmith. Riverside 4652. 986-730
- RILEY** 1930 9hp Monaco saloon, black and red, one owner, excellent condition throughout, £165. Newbams, Ltd., 164-6 Fulham Palace Rd., W.6. Fulham 0071-2. 986-709
- RILEY,** Cooke's Motors offer: 1929 Monaco saloon, Mark IV, very nice order, bargain, £119. High St., Sutton, Surrey. Phone 4660-1. Open week days until 7 p.m. Sundays 1 p.m. Exhibition of 200 cars from October 31st to November 7th. 986-691
- RILEY,** 1930 9hp Monaco saloon, brown and cream, exceptional order, £152.
- 1929 9hp Monaco Mark IV saloon, blue, beautiful running condition, £115.
- Newham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 986-677
- RILEY 9** £40 saved!!! 1931 Plus Monaco saloon, blue, sunshine roof, brand new and unused, slightly soiled, full guarantee, list £305, accept £265. K.J. Motors, Bromley. Ravensbourne 3456-7. 988-727
- RILEY 9** 1931 Monaco saloon, one owner, black and red, as brand new, £198, exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction S.W.11. Phone, Battersea 6187-9. 986-637
- RILEY** 12hp saloon, f.w.b., wire wheels, wonderful condition, £27 10s.; exchanges. Snow, 42a Wilton Rd., Dalston, E.8. 986-791
- RILEY,** E. A. Cullum A.M.I.B.E. 1929 Mark IV saloon, very nice condition, Triplex, taxed year, £127 10s., examination invited. 36 High St., Eton. Phone, Windsor 308. 986-814
- RILEY 9** super-sports Brooklands 2-seater, Ulster T.T. winner, in beautiful condition throughout, £130. Bell Motor Mart, Ltd., Bath Rd., Crippenham, near Slough. Phone, Burnham 149. 986-813
- RILEY 9,** 1930 Biarritz saloon, very smart, all new tyres, bargain, £155; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0305. 986-804
- RILEY 9** 1929 special saloon, 2-carburettor model, in magnificent order and condition complete and taxed, bargain, £125; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 986-1024
- ROVER 10,** 1931 coachbuilt 5-seater Family saloon, carefully used for moderate mileage, any trial, unique deferred terms, £118. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 986-480
- ROVER 10,** 1929 Riviera sunshine saloon, one owner, small mileage, taxed year, in wonderful condition throughout, 7 days trial, £90. Taylors, 135 London Rd., Kingston. Kingston 1264. 332-699
- ROVER 10,** 1930 Weymann 6-light sunshine saloon, exceedingly nice condition throughout, any trial, unique deferred terms, £98. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 986-481
- ROVER 10,** 1931 4-door sunshine saloon, wire wheels, mileage 5,000, as brand new, £128. Rose and Young, Ltd., 97 Streatham Hill, facing "Locarno." Tel., Street, 9520-1. 986-556
- ROVER 10,** 1932 coachbuilt sunshine saloon, wire wheels, small demonstration use only, taxed, makers' guarantee, unique deferred terms, £162. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 986-482

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

- ROVER,** 10.25 handsome red Weymann saloon, small mileage, £85; exchange motorcyclo or light car. Buntings, Walsdstone, Harrow. 986-828
- ROVERS** and 200 others. See page 16. 986-460
- ROVER,** 1929 10hp de luxe Weymann sun saloon, beautiful condition throughout, one owner, applied by us originally, £89; best possible deferred terms. Service Co. 273 High Holborn. Holborn 0666. 986-838
- ROVER,** 8hp, late 1925, 2-seater, double dickey, electric starter, dynamo, screens, balloon tyres, 1930 condition, £7 15s. 187 Elm Rd., New Malden. 986-x358
- ROVER 10,** £47 10s. 1928 4-door saloon, taxed year, leather upholstery, attractive condition throughout; exchange terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 986-845
- ROVER 10,** 1930 fabric saloon, sunshine roof, wire wheels, black and red, superb condition, £110. Below.
- ROVER 10,** 1929 sportsman's coupe, black and red, sunshine roof, wire wheels, as new, £95. Below.
- ROVER 10** 1929 fabric saloon, sunshine roof, leather upholstery, new tyres, maroon, £89. Below.
- ROVER 9,** 1927, semi-sports 4-seater, wire wheels, bucket seats, f.w.b., many extras, red and cream, £42. Exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 986-638
- ROVER,** 1931, 10.25, 4-door saloon, de luxe, black/red, wire wheels, bumpers, grid, mileage 8,000, quite spotless, taxed, £130. Below.
- 1930 Saloon, 10.25, 4-door, maroon, leather upholstery, beautifully clean, taxed, guaranteed, £105. Below.
- 1929 (June) 10 sportsman's sunshine coupe, black, brown, same hands throughout, £95. Below.
- 1928 10.25 4-seater, brown, very clean, good tyres, just overhauled, taxed, £40. Below.
- Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 986-648
- ROVER 9,** 1927, de luxe 4-seater, new tyres, low mileage, perfect condition, insured, £32. Address, No. 1 Bishop's Wood Reservoir, Alymer Rd., N.2. Mountview 5706. 986-663
- ROVER,** 1930, 10.25 opening-roof saloon, blue, moderate mileage, £105. Newbams, 237 Hammersmith Rd., W.6. Riverside 4646. 986-679
- ROVER 10** Cooke's Motors Offer: 1931 coachbuilt saloon, sunshine roof, equal to new, £139. Brighton Rd., Sutton, Surrey. Phone, 3800-1. Open week-days until 9 p.m. Sundays 1 p.m. Exhibition of 200 cars from October 31st to November 7th. 986-692
- ROVER 10,** 1928, de luxe tourer, exceptionally well maintained since new, small mileage, insured, £40; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 986-721
- ROVER,** £67 10s 6d. 10.25hp, sunshine saloon. South London Car Sales (behind Brixton Palladium), S.W.2. Branch opposite "Swan," Stockwell, S.W.9. Brixton 6634 or Maccaulay 3781. 986-739
- ROVER 10,** 1930 sunshine saloon, chromium plate, Triplex glass, Weymann body, cost £250, engine guaranteed like new, £110. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1042
- ROVER 9,** £13. 1926 2-seater, splendid runner, Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1043
- ROVER** sports de luxe special 2-seater, finished in duo-tone green, leather upholstery, taxed and insured to December, very fine order, almost new tyres fitted, bargain, £49. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1044
- ROVER 10hp** sportsman's coupe, 1930, like new throughout, sun roof, taxed for speed, taxed, 95 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1045
- ROVER,** 1929, 10.25 sportsman's coupe, sunshine roof, condition as new, £89. Exchanges, terms. Below.
- ROVER 9,** 1927, 4-seater, excellent condition throughout, £27 10s. Exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 986-1013
- ROVER,** Smith-conditioned. Same-as-makers' guarantee your safeguard. 10.25 4-door saloon, perfect, deposit 10 guineas, balance 45 guineas.
- ROVER,** 10.25, 1931 saloon, brand new, shopsoiled only, sliding roof, list price £194, our price £160; deposit £30, balance £130.
- F. G. Smith (Motors), Ltd., Goodmayes, Ilford, London; and 169 Shaftesbury Avenue, W.C.2. Telephones, Seven Kings 1000 and Temple Bar 3876. 986-748
- ROVER 9,** ready for the road, insured, taxed, guaranteed 3 months, £20 to £35; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Merlino (Station). 986-761
- ROVER 9,** 2-seater, 1926, good condition, £14. Gatchouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 986-785
- ROVER,** 1927 9.20 2-seater, f.w.b., mechanically excellent, £30. Leeds and Oxley, Paddington. Phone 3843. 986-776
- SALMONSON** 9.5 1926 tourer, £15; exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 7671. 986-565

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(continued).

**SALMSON** 1928 G.P. sports 2-seater, o.h.v. cam-shaft, taxed, £58; no deposit; exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 986-571.

**SALMSONS** and 200 others. See page 16. 986-461

**SALMSON** super-sports, 1925, reconditioned recently, smart, 40 m.p.g., £15, offer. Sims, 95a Perry Vale, Forest Hill. 986-536

**SALMSON**, 1924, 9.5, 2-seater, wire wheels, 3 new tyres, good runner, £12. Smith, 407 Edgware Rd. 986-653

**SALMSONS**. Vadum Co. specialize in the speedy and economical 9.5 Salmson, 35-40 m.p.g., insurance from £1 Gs. 6d.; A.A. or R.A.C. examination; deferred; exchanges. Open Saturdays.

18 Guineas. Grand Prix, twin, o.h.c., flared wings, cowled radiator, flexible steering wheel, taxed year, smart.

24 Guineas. 1926 model, f.w.b. sports, unique polished aluminium sports body, large outside copper exhaust, scuttle ventilators.

19 Guineas. 1926 sports skill, Vee screens, wiper, starter, fast, smart.

20 Guineas. 1926 o.h.v. 4-seater, taxed, new hood, f.w.b., balloons.

22 Guineas. 10.4 twin, o.h.c., 4-door coachbuilt saloon, f.w.b., balloons, cican.

36 Guineas. 1926 1/2 Grand Prix, twin o.h.c., f.w.b., Hartfords, long tail streamline body, smart.

23 Guineas. 1926 model sports, Grand Prix long-tail body, f.w.b., shock absorbers, pneumatic cushions, large steering wheel.

67 Guineas. 1928 1/2 Grand Prix Special, twin o.h.c., 4 speeds, f.w.b., balloons, concealed hood, Hartfords, revolution counter, chromium, unusually handsome sports 3-seater, Manx fabric body, lavish equipment.

**SALMSONS** urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2463. 986-686

**SALMSON** skill sports, 1926 2-seater, black and red, fast car, £25. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1046

**SALMSON**, 1928 sports 2-seater recently overhauled and repainted, perfect condition throughout, £50; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd., Putney 2728. 986-796

**SALMSON**, Grand Prix special, 80 m.p.h., recently overhauled, 4 speeds, cycle wings, perfect condition, £37 10s; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd., Putney 2728. 986-800

**SALMSON** 2-seater, ready for the road, insured, taxed, guaranteed 3 months, £28; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 986-755

**SALMSON** semi-sports 2-seater, 10hp, very fast, nice order, £16. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 986-787

**SCHNEIDER**, £95. 1928 sports 4-seater, very smart and fast car, year's tax, 11hp. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1047

**SINGERS**. Taylors for Singer Juniors:-

1928 tourer, £40.

1929 tourer, £55.

1930 tourer, £80.

A.A. inspection invited; other models also available.

Taylors, 135 London Rd., Kingston. Phone, Kingston 1264. zzz 619

**SINGER**, £35/11 1 28 8hp 2-seater and double dickey, luggage grid, excellent condition. Morgan Hastings, Ltd., 17 Berkeley St., W.1. Tel., Mayfair 5323 and 212. New King's Rd., S.W.6 (Putney Bridge Station). Tel., Putney 7511. zzz 625

**SINGER**, 1929 Porlock sports, as new, taxed December, 8hp, £50. 30 Palmora Rd., Buxleyheath, Kent. 986-m697

**SINGER** 8, 1929 Junior saloon, black and blue, taxed, one owner, tyres very good, bodywork, etc., in exceptionally nice condition, mechanically very sound, a really cheap car at £55. Wellford's Motors, Brighton. 986-518

**SINGER** Junior, £4 deposit; 41 guineas cash. 1928 4-seater, blue, f.w.b., very exceptional condition; free insurance to cash buyers; exchanges. Rowland Smith. Below.

**SINGER** Junior, £3 deposit; 31 guineas cash. 1927 4-seater, blue, very good condition; 100 cars in stock; list free; exchanges. Open all weekdays, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 986-511

**SINGER** Junior, 1930 4-door coachbuilt sunshine saloon, one owner, nice mechanically, appearance and tyres as new, several extras, unique deferred terms, £69. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 986-471

**SINGER** Junior, 1928 4-door saloon, mileage last two years 6,000, licensed, insured, tyres new, splendid condition, used week-ends, must sell, £42 10s. Field, Cycle Stores, Reading Rd., Fleet, Hants. 986-n12

**SINGER** Junior, 1931, 8hp, coupe, sunshine roof, mileage only 600, makers' guarantee, £115. Whitby's, 7 The Vale, Acton, W.3. Tel., Shepherd's Bush 1513. 986-620

**SINGER**, Harry Nash, 1931 sportsman's coupe, demonstrator, mileage 900, £118 10s., deferred. 348 King St., Hammersmith. 986-526

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

**SINGER** Junior 1930 saloon, black, with red wheels, starter, one careful owner, splendid condition and appearance, £69, terms. Whitby's, 7 The Vale, Acton, W.3. 986-619

**SINGERS**. Singers. From £10 down.

1928 8hp tourer, £35.

1928 8hp saloon, wire wheels, taxed year, £48.

1931 8hp saloons, beautiful condition, £105.

1931 ditto, shop soiled, unregistered 12 months, guarantee, £117.

Murphy, Singer Specialist, Sales, Spares, Service, 17 Sheen Lane, Mortlake. 3303 Richmond. 986-615

**SINGER** Junior, £50, 1928, 4-seater, f.w.b., insured May, complete equipment, as new, exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 986-858

**SINGER** 8 1929 4-seater, 4-door, f.w.b.s and full equipment, smart appearance and good condition, £38, terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 986-n53

**SINGER** 10 1926 4-seater, f.w.b.s and full equipment, good condition, taxed, £12. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 986-n51

**SINGER**, 33 guineas!! 1929 2-seater, f.w.b., saxe blue, very nice condition, third-party insurance only; terms to suit you. Comerford's, Portsmouth Rd., Thames Ditton. 986-605

**SINGER** Junior 1930 2-seater, coil ignition, chromium plated, bumpers, perfect throughout, both in appearance and mechanically, special offer, £59 10s., £15 deposit, insurance included; exchanges. Motormyles, Ltd., 220 Gt. Portland St., W.1. Museum 6757. 986-523

**SINGER** Junior, 1929 model, 4-door coachbuilt saloon, cellulosed maroon and black, new Fort Dunlops, taxed year, remarkable condition, positively as new throughout, £62 10s., £15 deposit, insurance included; exchanges. Motormyles, Ltd., 220 Gt. Portland St. Museum 6757. 986-522

**SINGER** 8 1930 tourer, many extras, £40; no deposit; exchanges. Page, 199b Upper Richmond Rd., High St., Putney, 7671. 986-569

**SINGER** Junior, 1928, tourer, full all-weather equipment, taxed, bargain, £37 10s. Joseph Rhind and Co., 258 Deansgate, Manchester. 986-588

**SINGER** Junior 1931 coachbuilt sunshine saloon, practically new, bargain, £99. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 986-593

**SINGERS** and 200 others. See page 16. 986-462

**SINGER**, £85; exchanges, terms!!! Junior saloon, absolutely as brand new, mileage negligible, genuine bargain. Chidley, 579b High Rd., Tottenham. Phone 2920. 986-737

**SINGER** Junior, 1930, 8hp, 4-door coachbuilt saloon, finished black with red wire wheels, excellent condition, licensed, £72. Below.

**SINGER** Junior, 1929, 8hp, 4-door coachbuilt saloon, excellent condition, licensed, £60. Below.

**SINGER** Junior, 1929, 8hp, 4-seater, fitted with special all-weather body, £48. Below.

**SINGER** Junior, 8hp, 1930, 2-seater and dickey, positively new condition, £65. Exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 986-725

**SINGER**, 1929, 8hp coachbuilt saloon, blue, £62. Newnham's, Ltd., 164-6 Fulham Palace Rd., W.6. Fulham 0071-2. 986-708

**SINGER** Junior saloon, 1930, as new, mileage 5,000, extras value £12, including direction indicator front and rear, taxed December, 1931, fully insured March 1932, all at £90. Seen and tried London, W.6. Box No. 3462, c/o "The Light Car and Cyclecar." 986-n39

**SINGER** 10, 1925 saloon, £17 10s. A.Z. Motors, 180 West End Lane, Hampstead 0523. 986-702

**SINGER** Junior. Cooke's Motors offer: Three exceptionally good saloons, 1929 coachbuilt saloon, £69; 1930 4-seater, £72; 1930 saloon, £82. All guaranteed. High St., Sutton, Surrey. Phone 4660-1. Open week-days until 7 p.m., Sunday 1 p.m. Exhibition of 200 cars from October 31st to November 7th. 986-693

**SINGERS**. Newnham's always have an excellent selection of Singers available. Few examples below but full list on request.

1932 Series 8hp coachbuilt sliding-roof saloon, maroon, £129.

1931 8hp coachbuilt sliding-roof saloon, blue, moderate mileage and perfect, £95.

1929 8hp Tickford-type opening-roof saloon, brown, exceptional opportunity, £55.

1928 8hp coachbuilt saloon, maroon, special price to clear, £39.

1928 8hp 4-seater maroon, good appearance and general condition, £32. Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 986-673

**SINGER**, 1931 Junior coachbuilt saloon, sunshine roof, maroon and cream, positively as brand new, £110; another, £105. Below.

**SINGER**, 1929 Series coachbuilt saloon, new tyres, duo-tone grey and maroon, new condition, £78. Below.

**SINGER**, 1927 Junior tourer, side screens, speedometer, etc., finished maroon, bargain, £29. Exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 986-636

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

**SINGER** Junior saloon, 1931 coachbuilt sliding roof, maroon and cream, brand new and unused, slightly soiled, list £150, accept £135. K.J. Motors, Bromley, Ravensbourne 3456-7. 988-728

**SINGER**, 1931 sunshine saloon, black-cream, mileage guaranteed under 2,000, one owner, taxed year, £110. Below.

1930 Junior sunshine saloon, dual brown, upholstered to match, mileage small, owner bought larger car, £95. Below.

1930 (April) Porlock sports, dual green, as new throughout, any trial, £73. Below.

1929 Junior coachbuilt saloon, dual brown, nearly new tyres, guaranteed, superb order, £80. Below.

1924 4-seater, 10hp, grey, good running order, to clear, £10. Below. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings, 7, Saturday 5, Sunday 10-1. 986-647

**SINGER**, £6, ready to drive away. 1923 Singer, 2-seater, dickey, 9.8hp, starter, clock, speedometer, spare wheel, decent appearance, runs well. 19 Holmdene Avenue, Herne Hill. Brixton 0384. 986-1017

**SINGER** 10, £25, smart, 1926, f.w.b., hood and side screens, paintwork, etc., as new, leather upholstery, splendid chassis. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1048

**SINGER**, 1928 8hp 2-seater, maroon and black, condition almost as new, £39; exchanges, terms. Yarwood's, Stoneley South, High Rd., Tottenham. Phone 3122. 986-1015

**SINGER** Junior, 1930 8hp, 2-seater and dickey, in showroom condition, mileage only 3,517, one owner, guaranteed faultless, £87 10s. Homac's, 243-7 Lower Clapton Rd., E.5. Phone, Clissold 9616-7. 986-788

**SINGER** 1928 8hp saloon, maroon and black, in very good condition, £52. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 986-807

**SINGER** Junior, £71 10s. 1930 8hp saloon, positively in new condition; exchanges, terms. Below.

£35 10s. 1928 Singer Junior 8 4-seater, exceptional condition, little used. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 986-817

**SINGER**, £71 10s. 1930 Junior 8hp saloon, positively in new condition; exchanges, terms. Below.

£35 10s. 1928 Singer Junior 8 4-seater, exceptional condition, little used. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 986-844

**SINGER** 10, £10 10s. 1925 4-seater, fully equipped, sound condition; another, 1924 Singer 10 4-seater, new condition throughout, £10; exchange, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 986-846

**SINGER**, 1930 (late) Junior coachbuilt saloon, black and cream, beautiful condition, one owner, £87 10s.; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 986-830

**SINGER**, 1929 Junior coachbuilt saloon, finished blue cellulose, excellent condition throughout, £69; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 986-857

**SINGER** Junior, Smith-conditioned, same-as-makers' guarantee your safeguard. 1930 saloon, maroon and grey, in new condition, deposit 15 guineas, balance 60 guineas.

**SINGER** Junior 1931 saloon, shop-soiled only, practically new; deposit 20 guineas, balance 85 guineas.

F. S. Smith (Motors), Ltd., Goodmayes, Ilford, London, and 169 Shaftesbury Avenue, W.C.2. Telephones, Seven Kings 1000 and Temple Bar 3875. 986-747

**SINGER** 8 tourers and saloons, ready for the road, insured, taxed, guaranteed 3 months. £35 to £55; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 986-756

**SINGER** Junior, 2-seater, 1929½, 46 guineas; also 1927 4-seater, 19 guineas; exchanges, including motorcycle. Millars, 95b Mitcham Lane, Streatham. Phone 5159. 986-777

**SINGER**, Porlock 2-seater sports, ready for the road, insured, taxed, guaranteed 3 months, £60 to £65; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 986-758

**STANDARDS**, 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 included; exchanges and terms, distance no object. ("The Northern Motor Olympia") Members near Birkdale Station, Southport. Phone, Birkdale 66161. (Branch Showrooms: 117 The Headrow, Leeds; 17 Cambridge St., Sheffield.) 986-450

**STANDARD**, 1931 Big 9 coachbuilt sunshine saloon, one owner, remarkably excellent condition throughout, wire wheels, fully guaranteed, unique deferred terms, £132. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 986-477

**STANDARD** 9 1929 sunshine saloon, leather upholstery, taxed, £85. Joseph Rhind and Co., 258 Deansgate, Manchester. 986-585

**STANDARD** 9, 1929 (long) 4-door sunshine saloon; sound mechanically, nice appearance and tyres, any trial, unique deferred terms, £78. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 986-478

**STANDARD** Big 9, 1931 Swallow saloon, brand new and unused, very slightly showroom soiled, list £250, £195. Henlys, Henly House, Erston Rd., N.W. Museum 7734. 986-675

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

**STANDARD**, 1932 Big 9 coachbuilt sunshine saloon, wire wheels, 4 speeds, negligible demonstration mileage, positively ex-works condition throughout, taxed, makers' guarantee, unique deferred terms, £179. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 986-479

**STANDARD** 9 sunshine saloon, 1930, coachbuilt, taxed, condition as new, £110, terms. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4635. 986-581

**STANDARD** 1930 Teignmouth saloon, wire wheels, long chassis, very low mileage, excellent condition throughout, taxed December, £99; another, 1929 model, £80. E.S. Motors, 325 High Rd., Chiswick, W.4. Chiswick 2246. 986-578

**STANDARD** 9 1931 4-door saloon, sunshine roof, brand-new condition, small mileage, £125. Rose and Young, Ltd., 97 Streatham Hill, facing "Locarno." Tele, Streatham 9520-1. 986-558

**STANDARD** 9 1930 4-door saloon, wire wheels, a clean car throughout, one owner, £85. Rose and Young, Ltd., 97 Streatham Hill, facing "Locarno." Tele, Streatham 9520-1. 986-562

**STANDARD** 1930 Long 9 saloon, sunshine roof, perfect condition, fully guaranteed, exchanges!!! 119 guineas, or £50 down and £8 15s. monthly. Julians (Established 1897), 27 King's Rd., Reading. Phone 1024. 986-492

**STANDARD** 1931 Big 9 saloon, black, red upholstery, red wire wheels, sliding roof, luggage grid, etc., only one owner, really excellent condition, exchanges!!! fully guaranteed, 149 guineas, or £40 down and £11 5s. monthly. Julians (Established 1897), 27 King's Rd., Reading. Phone 1024. 986-499

**STANDARD** 9 1930 Teignmouth saloon, sliding roof, leather upholstery, excellent tyres, very small mileage, new condition throughout, £110; exchanges, deferred. Humphreys, Ltd., 118-122 Hampstead Rd., N.W.1. Phone, Museum 9515. 986-536

**STANDARDS** and 200 others. See page 16. 986-463

**STANDARD** Big Nine 1931 fabric saloon, sunshine roof, wire wheels, black and red, positively as new, £139. Below.

**STANDARD** 9, 1930 Teignmouth fabric saloon, sunshine roof, very little used, blue and cream, £105; exchanges and deferred terms. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 986-653

**STANDARD**, 1931 Big Nine coachbuilt sunshine saloon, black-cream, mileage 3,000 only, full guarantee, £160. Below.

1930 (March) Teignmouth saloon, black, brown leather upholstery, small mileage, tyres still original, guaranteed, £100. Below.

1929 (July) Teignmouth saloon, navy blue, mileage 12,000, good tyres, mechanically first-class, coachwork clean, £85. Below.

1929 9hp fabric saloon, black-red, wire wheels, bumpers, leather upholstery, privately owned, £75. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 986-650

**STANDARD** 9, 1930 Teignmouth saloon, blue, sliding roof, wire wheels, as new, taxed year, £110. K.J. Motors, Bromley, Ravensbourne 3456-7. 988-726

**STANDARD** 9, 1930 4-seater sportsman's coupe, sun roof, exceptionally smart and perfect, £105. Below.

**STANDARD** 9, 1929-30 Teignmouth saloon, well kept and carefully used, sun roof, £90. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1049

**STANDARD**, 1929 saloon, 9hp sunshine, taxed, insured, many extras, one owner, £78. Murphy, 17 Sheen Lane, Mortlake 3503 Richmond. 986-1010

**STANDARD** 1930 9hp Teignmouth saloon, black and red, sunshine roof, full equipment, exceptional condition, £105, year's guarantee; exchanges, deferred. Truscott for Saloons, 175a Westbourne Grove, W.11. Park 7785. 986-1031

**STANDARDS**. Newnham's always have an excellent selection of Standards available. Few examples below, but full list on request.

1932 Big Nine coachbuilt sliding-roof saloon, maroon, absolutely faultless, £178.

1931 Big Nine sliding-roof saloon, very exceptional condition, £135.

1929 9hp Teignmouth sliding-roof saloon, black and red, fitted w.w., £85.

1928 9hp saloon, brown, very attractive little car, special price, £55.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 986-676

**STANDARD**, brand-new 1931 long-chassis sunshine saloon, wire wheels, unregistered, undemonstrated, reduced £215 to 159 guineas. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 986-684

**STANDARD** 9. Cooke's Motors offer:—1930 coachbuilt saloon, sunshine roof, original and nice condition, £118. Brighton Rd., Sutton, Surrey. Phone 3800-1. Open week-days until 9 p.m. Sundays 1 p.m. Exhibition of 200 cars from October 31st until November 7th. 986-694

**STANDARD** 9 saloon, 1931, mileage 6,000, taxed, as new, £137 10s. Below.

Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 986-699

**STANDARD**, 1931 Big Nine sliding-roof saloon, coachbuilt, black and red, excellent condition, £145. Newnham's, Ltd., 164-6 Fulham Palace Rd., W.6. Fulham 0071-2. 986-707

**STANDARD**, 1928 9hp saloon, maroon, good condition throughout, £54. Newnham's, Ltd., 164-6 Fulham Palace Rd., W.6. Fulham 0071-2. 986-706

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

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

**STANDARD** 9, 1928 4-door fabric saloon, very well kept, sun roof, licensed, £58; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 986-719

**STANDARD**, £97 10s. 6d.; taxed year, 1930 Teignmouth saloon (sun-shine), fully guaranteed, irrefragable condition, enquire before buying elsewhere. We save you money. South London Car Sales (behind Brixton Palladium), S.W.2. Branch opposite "Swan," Stockwell, S.W.9. Brixton 6631, or Macaulay 3781. 986-740

**STANDARD**, 1929 Big Nine Teignmouth sun saloon, black with brown leather cloth upholstery, excellent condition, carefully used, £92 10s. Service Co., 273 High Holborn. Holborn 0666. 986-839

**STANDARD**, 1930 9hp Teignmouth sunshine saloon, perfect condition, one owner, taxed, £110. Service Co., 273 High Holborn. Holborn 0666. 986-829

**STANDARD**, 1930 9hp sunshine saloon, splendid condition, one owner, £110; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 986-833

**STANDARD**, 1932 Big Nine saloon, maroon and black, used by ourselves for demonstration purposes only, low mileage, £182 10s; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 986-831

**STANDARD**, 1929 Big Nine Teignmouth saloon, sunshine roof, in faultless condition throughout, £79. London Bros. Ltd., 179 South Norwood Hill, South Norwood, S.E.25. Livingstone 1000. 986-815

**STANDARD** Big 9, 1931, blue fabric saloon, £165. Bruton Garages, Ltd., 32 Bruton Place, Berkeley Square, W.1. Mayfair 4737. 986-762

**STANDARD** 9, 69 guineas. 1930 4-door sunshine saloon, taxed year, exceptionally fine condition throughout. Short and Glass, Ltd., 52, 54 and 56 Fitzroy St., London, W.1. Open Saturdays 9 till 6. Museum 8176-8177. 986-780

**SWIFT**, 1931 (May) Cadet coachbuilt sunshine saloon, Magna wire wheels, positively ex-works condition throughout, complete equipment, full guarantee, unique deferred terms, £97. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 986-483

**SWIFT**, 1928 4-door saloon, pneumatic real leather upholstery, good mechanically, low oil consumption, sound set of tyres, unique deferred terms, £59. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 986-484

**SWIFT**, 1931 sunshine saloon, one owner, remarkably excellent condition throughout, bumpers, full written guarantee, unique deferred terms, £129. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 986-485

**SWIFT** 1929 10hp drop-head coupe, wire wheels, very smart, £78. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 986-542

**SWIFT** 1931 4-door coachbuilt saloon, mileage 3,000, supplied by us, as brand new, listed nearly £300, price for quick sale £135. Rose and Young, Ltd., 97 Streatham Hill, facing "Locarno." Tele., Streatham 9520-1. 986-557

**SWIFT** 10, brand new, unregistered, unused, sunshine 4-door saloon, £165. Rose and Young, Ltd., 97 Streatham Hill, opposite "Locarno." Tele., Streatham 9520-1. 986-554

**SWIFT**, £98, 1931 Cadet 8hp sunshine saloon, colour blue, Magna type wire wheels, pneumatic seat cushions, total mileage 2,000, exchanges, deferred terms. Phillips and Powis, 470-478 Oxford Rd., Reading. Phone 2600. 986-622

**SWIFTS** and 200 others. See page 16. 986-464

**SWIFTS**. Newnham's always have an excellent selection of Swifts available. Few examples below, but full list on request.

1931 8hp Cadet coachbuilt sliding-roof saloon, blue, faultless condition, £92.

1931 10hp drop-head coupe, dual colours, really beautiful car, £142.

1931 10hp Migrant sliding-roof saloon, maroon, perfect throughout, £135.

1930 10hp Paladin coachbuilt sliding-roof saloon, brown, several extras, £115.

1930 10hp 4-seater, dual brown, excellent value, £88.

1929 10hp Paladin coachbuilt saloon, blue, one owner only, £75.

1928 10hp 4-seater, maroon, good appearance and general condition, £38.

1926 10hp 4-seater, blue, f.w.b., nearly new tyres, £15.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 986-674

**SWIFT**, 10hp 1929 4-door fabric saloon, pneumatic upholstery, 4-speed model, excellent condition, licensed, £78. Below.

**SWIFT** 10, 1928 fabric saloon, 4-door, finished maroon and black, licensed, £62; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 986-724

**SWIFT**, £68 10s. 6d. 1929 coupe. South London Car Sales (behind Brixton Palladium), S.W.2. Branch opposite "Swan," Stockwell, S.W.9. Brixton 6634 or Macaulay 3781. 986-738

**SWIFT** 10, 1930-31 Swallow saloon, cost £295, taxed to 1932, 135 guineas, Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1050

**SWIFT** 10, 115 guineas, 1930-31 saloon, spotless condition. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1051

**SWIFT** 10, 1928 saloon, 4 doors, f.w.b., £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1052

**SWIFT**, brand-new Cadet saloon, sun roof, Magna wire wheels, 3-bearing engine, 8hp, 55 m.p.h., £125, list price £185. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1053

**SWIFT** 10 sportsman's coupe foursome, 1930, fast, sun roof, very smart car, 114 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. 986-1054

**SWIFT**, 1926-7 4-seater, f.w.b., 10hp, real leather, any trial, £28. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1055

**SWIFT**, 1930-31 touring car, mileage negligible, seats 5, 60 m.p.h. car, 10hp, £110. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 986-1056

**SWIFT**, late 1927 10hp 4-seater, one owner, perfect condition, £37 10s.; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 986-1011

**SWIFT** 10, £49 10s. 1929 series, 4-seater, new o.s. tyres, most attractive condition. Below.

**SWIFT** 10, £37 10s. 1928 2-seater, carefully maintained, very economical, bargain. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 986-843

**SWIFT** 10hp, 20 guineas. 1926-7, 4-seater, exceptionally nice condition throughout, exchanges, deferred. Maynards, 241a High Rd., Wood Green. 986-853

**TALBOT**, 10 guineas. 1924 8-18hp 2-seater, starter, very good condition. Rowland Smith. Below.

**TALBOT**, 10 guineas. 1923 model 8-18hp drop-head coupe, maroon, very good condition; 100 cars in stock; list free. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 986-513

**TALBOT** sports, 8-18hp, cycle wings, 40 in second, overhauled, balloons. 43 Sneyd Rd., Cricklewood. 986-862

**TALBOT**, 1925 10-23 drop-head coupe, very smart, good tyres, taxed December, £25; also 1925 4-seater, £20. E.S. Motors, 325 High Rd., Chiswick, W.4. Chiswick 2246. 986-1009

**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**, £115!!! 1931 super-7 de luxe fabric saloon, sliding roof, one owner, excellent condition. Below

**TRIUMPH**, £95!!! 1930 super-7 de luxe fabric saloon, colour blue, and Sportop, safety glass throughout, leather upholstery, spotless condition. Below.

£75!!! 1929 super-7 Gordon England saloon, excellent condition, bargain. Morgan Hastings, Ltd., largest distributors, 17 Berkeley St., W.1 (Tele., Mayfair 5323); aud 212 New King's Rd., S.W.6 (Tele., Putney 7611). zzz-718

**TRIUMPH**, 1930 Super 7 saloon, remarkably excellent condition throughout, any trial, unique deferred terms, £78. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 986-472

**TRIUMPH** Super 7, late 1929 saloon, in perfect mechanical order and attractive appearance, £60. R. S. Currie and Co., 18 Hereford Rd., Westbourne Grove, W.2. Park 1846. 986-469

**TRIUMPH**, 1931 Super 7 de luxe fabric saloon, taxed, privately owned, indistinguishable from new, £115. 67 Dulwich Rd., S.E.24. Brix. 6925. 986-467

**TRIUMPH** 7, 1928 coachbuilt saloon, perfect running order, one owner, taxed, £47 10s. 45 Hurstbourne Gdns., Barking. 988-m855

**TRIUMPH** super 7 de luxe tourer, 1931, duotone grey, equal to brand new, £98. Below.

**TRIUMPH** super 7 de luxe saloon, 1930, blue and grey, exceptionally smart; also one black and green, £82.

**TRIUMPH** super 7 de luxe 2-seater, 1929, black and red, wire wheels, really smart car, £59; exchanges and deferred. Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. Phone, Battersoa 6187-9. 986-634

**TRIUMPH**, 1931 super 7 coachbuilt sliding-roof saloon, maroon, hardly soiled, £115.

1929 super 7 fabric saloon, black and red, special offer, £55.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 986-678

**TRIUMPH**. Hyams Bros. and Heard offer the following end-of-season bargain:—

1931 Brand-new Scorpion 6-cylinder sliding-roof saloon, £155. 191 Bejnon Rd., Carshalton. Telephone, Wellington 1917. 986-681

**TRIUMPH**, 1930 de luxe coachbuilt saloon, maroon, completely overhauled, taxed, condition really excellent, £90. Wilson Motors, 4 Eccleston St., Victoria. Sloane 7201-2. 986-698

**TRIUMPH**, 1930, 7hp, 2-seater de luxe, small mileage, £87 10s. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603-4. 986-598

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

**TRIUMPH.** 1931. 7hp coachbuilt saloon de luxe, small mileage. £120. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8605-4. 986-599

**TRIUMPH** 7. 47 guineas!! Do luxe tourer, black and red, red leather pneumatic upholstery, wire wheels, hydraulic brakes, in splendid condition, your own terms, third-party insurance only. Comerfords, Ports-mouth Rd., Thames Ditton. 986-608

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(Supplement xv.)

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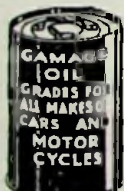
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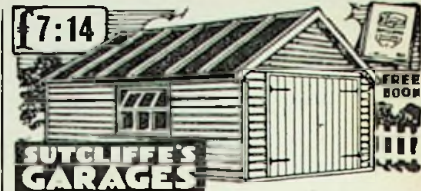
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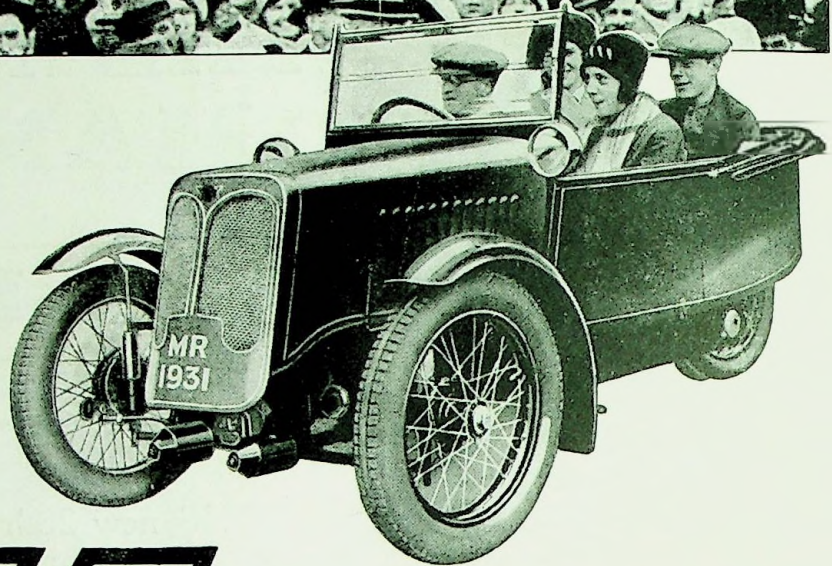
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