

# The Light Car & Cyclecar

3<sup>rd</sup>

The Only  
Small Car  
Journal  
Founded 1912.

Vol. XXXVIII, No. 974  
Friday, Aug. 7, 1931  
Registered at the U.P.U.  
as a Newspaper



#### BETWEEN LUCERNE AND INTERLAKEN.

A remarkable view is obtained from the Brunig Pass which climbs to a height of nearly 4,000 ft. Some of the corners are overhung by great crags of rugged rock which look down into the valley where the river Aar follows a geometrically precise course on its way to join the Lake of Brienz, at the far end of which stands Interlaken.



# 100 CARS IN STOCK

**AUSTIN  
MORRIS  
RILEY  
TRIUMPH  
WOLSELEY  
STANDARD**

*Any make of  
car supplied.*

**THIS WEEK'S BARGAIN**  
1930 WOLSELEY  
HORNET SALOON,  
Excellent Condition.  
**£97 - 10 - 0**

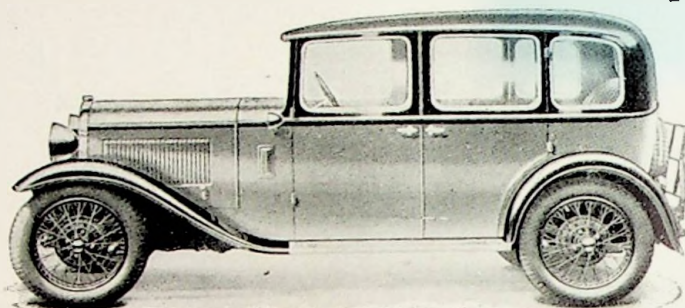
Sole London Distributors  
for

**Arrow**

**BODIES**

*Write for particulars.*

**Immediate Delivery**



THE NEW  
**AUSTIN**  
**TWELVE-SIX**  
**£198**  
AT WORKS

*Undoubtedly the finest value ever known.*

**NO DEPOSIT** Can be supplied on  
first payment of £10-17-9  
*plus tax and insurance.*

**AUSTIN Twelve-Six De Luxe Model,**  
Real Leather Upholstery, Sunshine Roof, Bumpers,  
**£225**

**IMMEDIATE DELIVERY.** Supplied on Terms as above.

HAVE YOU HAD YOUR COPY OF "MOTORING MADE EASY"? FREE ON REQUEST.

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

**NORMAND**  
**GARAGE LTD**

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

Highest  
Prices  
in  
Part  
Exchange.

**489, Oxford Street,**  
**LONDON (BETWEEN SELFRIDGES AND MARBLE ARCH) W.1**

'Phone: Mayfair 6801/2.

OPEN UNTIL 6 P.M. SATURDAYS.

Low  
Deferred  
Terms  
Arranged  
in 48 Hours





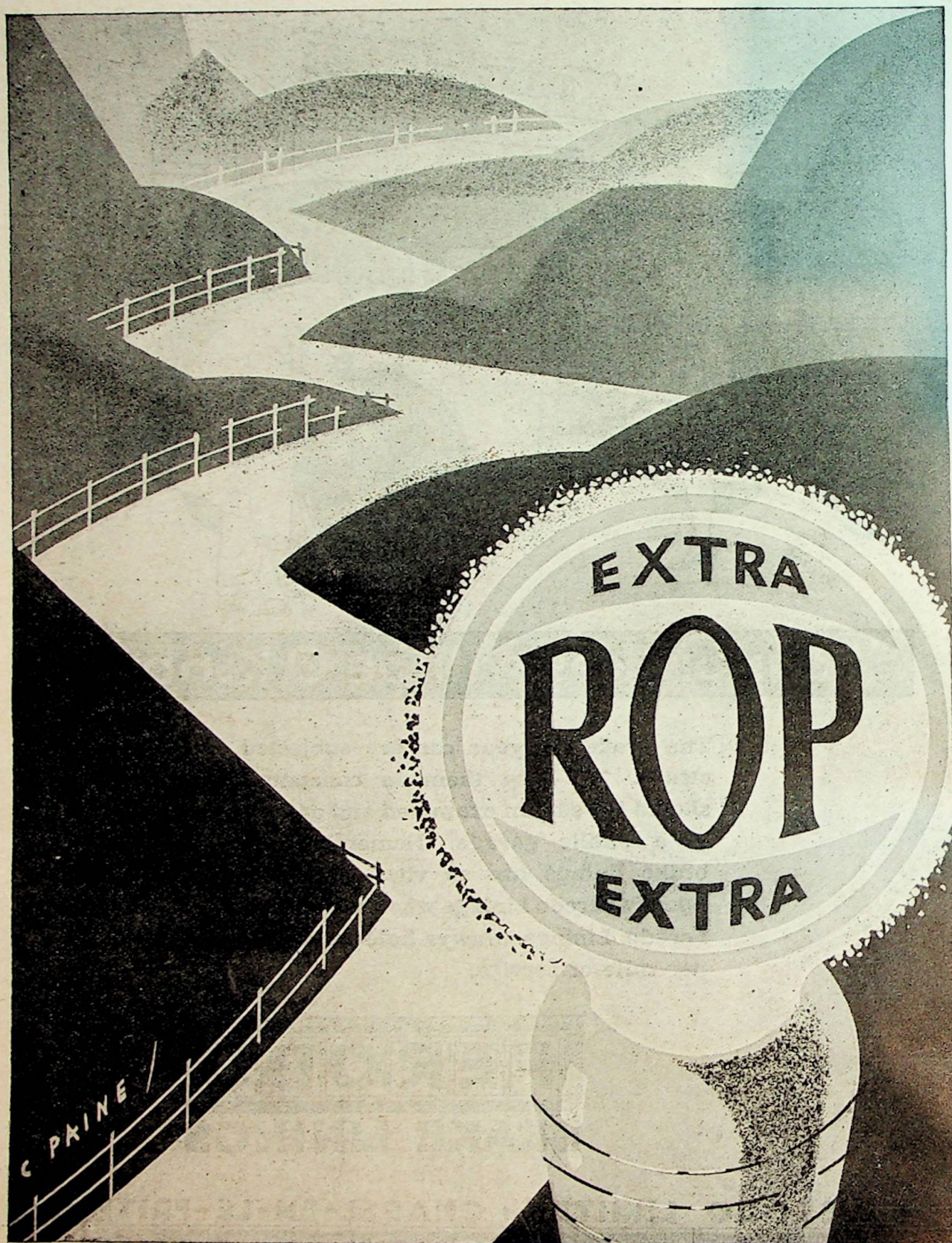
**"Your brakes will be O.K. now"**

The brakes of your car are subjected to enormous strain. To keep them in constant efficiency you should have them examined and adjusted occasionally at a public garage. Remember that dependable brake linings are as vital as correct adjustment. Specify Ferodo Linings whenever relining is necessary. Ferodo Linings *always* hold and they are cheapest per mile of service.

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

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





*Russian Oil Products Ltd., Moorgate Hall, London, E.C.2.*



Friends, Romans, Countrymen,  
Lend me your auriculars.

About the Jowett car I'll give  
you some particulars!

It will seat four full-grown persons  
(five at a pinch) in perfect comfort.

It will carry this load anywhere  
at a cost of less than  $\frac{1}{2}$ d. per mile  
in petrol, oil, and tyres.

It will average 35 miles per hour  
on a long run, its fastest speed  
being about 50 m.p.h.

Its second-hand value is high, as a  
reference to any advert. will show.

It is a handsome car, and you are  
proud of it anywhere.

It is the most reliable light car made

If you want further particulars send us a  
post card.

Prices from £142.

Tax £7.

**JOWETT CARS LTD IDLE, BRADFORD**



Sankey made the First Steel Wheels — *Sankey Wheels are still FIRST*



JOSEPH SANKEY & SONS LTD. HADLEY CASTLE WORKS. WELLINGTON. SHROPSHIRE

**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.

*Oakey's 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., 4½d., 7½d. and 1/3.  
Also in ½, 1 and 1 gallon cans.  
(Also makers of non-inflammable  
LIQUID METAL POLISH.)

**"WELLINGTON"**  
VALVE GRINDING PASTE

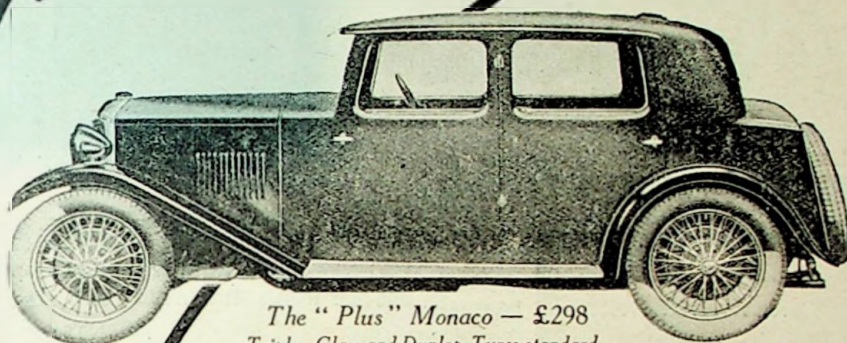
FINE or COARSE.  
A perfect paste  
made of the finest  
materials. Absolutely  
non-greasy.  
it possesses great  
cutting properties.  
In Tins and Tubes

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

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



# "The Car that depreciates least"



The "Plus" Monaco — £298  
Triplex Glass and Dunlop Tyres standard.



You have noted our constant repetition of that statement—

You have wondered why we emphasise it, but—

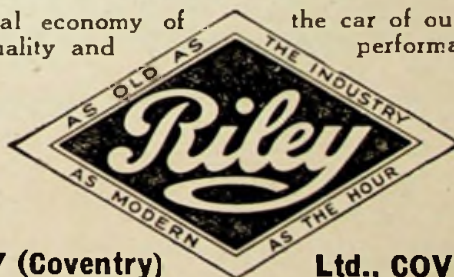
Don't you realise the value of this "least depreciation"?

Don't you appreciate its influence on your motoring costs?

To-day we must all study economy, and to run a car with a £9 tax, a petrol consumption of 35/40 m.p.g. and an upkeep cost reduced to the absolute minimum—to run it and cover (as most Rileys do) more miles by far than the average car will cover, and then, when desiring a change of model, to find that its depreciation has been practically negligible—WELL, THAT'S REAL ECONOMY!

The real economy of individuality and

the car of outstanding performance—the



"Such fun to drive."

Ask for demonstration.

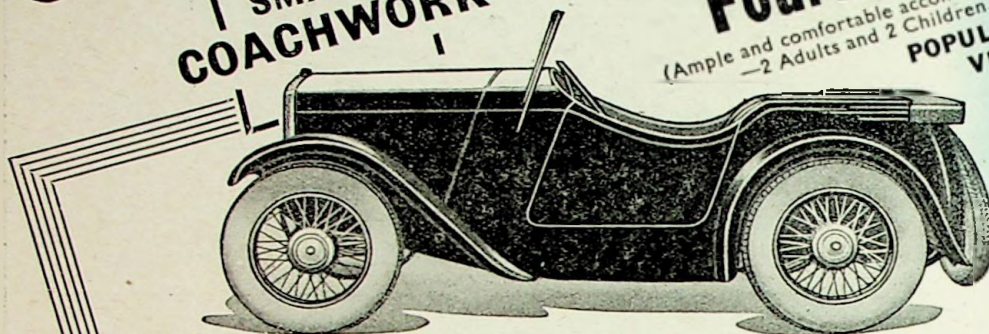
**RILEY (Coventry)**

**Ltd., COVENTRY**

LONDON: 42, North Audley Street, W.1.



**Arrow**  
ULTRA  
SMART  
COACHWORK



SIMILAR BODY ON  
**MORRIS MINOR CHASSIS £165**

**Austin Arrow  
Foursome—£155**

(Ample and comfortable accommodation  
—2 Adults and 2 Children.)

Coachbuilt & Cellulose  
**POPULAR—AND A  
VERY FINE EXAMPLE  
OF EXCLUSIVE  
BODYWORK.**

**Arrow Coachwork**  
Also fitted on the  
**Wolseley Hornet**  
CHASSIS.

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

PLEASE SEND ME YOUR ILLUSTRATED CATALOGUE.

Name.....

Address.....

I am interested in  
ARROW FOURSOME MORRIS CHASSIS  
ARROW 2-Seater HORNET

(Please cross out Models not required.)



Any  
accredited  
motor agent  
will be  
pleased to  
have your  
enquiries.

**A. P. COMPTON & Co., LTD.,**

ARROW COACHWORKS,

BOSTON ROAD, HANWELL, W.7. Phone: EALING 2611—6570.

AGENTS:

LONDON:

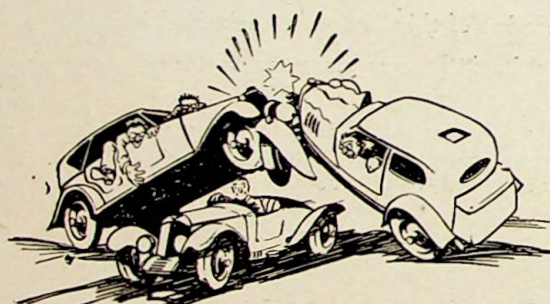
NORMAND GARAGE LTD.  
489, Oxford St., W.1.

BIRMINGHAM:

FRANK HALLAM & Co.,  
Bristol Street.

LIVERPOOL:

POSCOE MOTORS,  
62, Roscoe Street.



ONE PASSES THROUGH THE WORST SAFELY—WITH A

## DEFENCE POLICY

FULL COMPREHENSIVE POLICIES including Road Traffic Certificate, which is available on demand at the counter, or by return of post.

|        | Payable | Annually | Quarterly |
|--------|---------|----------|-----------|
| Tourer | £145    | £6 15 0  | £1 15 6   |
| Saloon | £155    | £7 4 0   | £1 18 0   |

OTHER MAKES IN PROPORTION.

FULL THIRD PARTY POLICIES with Road Traffic Certificate approximately ONE-HALF THE ABOVE RATES.

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

Applications for Agencies are invited.

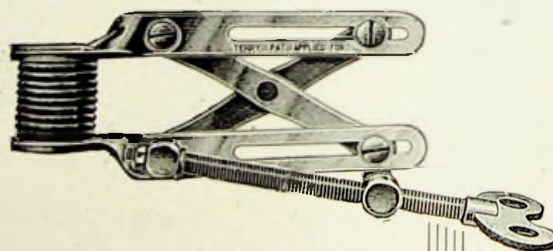
**DEFENCE LTD.,**

INSURANCE BROKERS,

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

(This office is between the Monument and London Bridge.)  
Tel.: Mansion House 9022 (six lines).

And at 1, MANCHESTER ROAD, BRADFORD. Tel. 5349



## For your tool-kit The "TERRY" Valve Spring Lifter and Compressor.

This tool combines the operations for removing and replacing valve springs, and enables the work to be done with ease.

Jaws are reversible to varying zero positions and lock at every point. Made from STEEL pressings, hardened and tempered, and adaptable for side-by-side and overhead valves

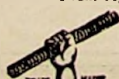
**Price 7/6 each.**

From Agents. If unobtainable, order from us.

Write for Booklets.

**HERBERT TERRY & SONS, LTD.,**  
REDDITCH, Eng.

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.



World's Motor Boat Speed Record

**MR. KAYE DON**

used

**LODGE**

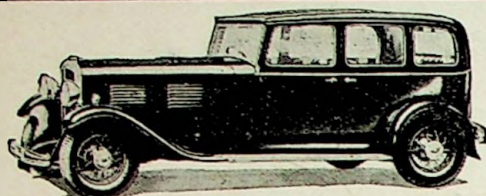
**PLUGS**

in the Rolls-Royce engines of

**"MISS ENGLAND II"**

LODGE PLUGS LTD.—RUGBY





**1932 STANDARD "BIG NINE" SALOON** £205 (Bumpers extra), or on "Service" own financed terms. Deposit £41, and 12 monthly payments of £14 7 0 or 18 " " " 29 18 0 " 24 " " 27 10 4 or otherwise as arranged between ourselves.

**Other 1932 STANDARD MODELS.**  
 "Little Nine" Saloon .. £155  
 " " Special Saloon .. £169  
 " " 4-seater Tourer .. £145  
 " " Coupe .. £175  
 "Big Nine" Special Saloon .. £225  
 " " 4-seater .. £195

**WE**  
 are demonstrating  
 the new 1932  
**STANDARD**  
 cars — NOW!

**MORE  
 "SERVICE"  
 USED CAR  
 BARGAINS.**

1929 JOWETT Saloon, choice of coachbuilt or fabric models .. £75  
 1930 MORRIS Minor Saloon, usual equipment. One owner .. £79  
 1930 JOWETT Black Prince Short Saloon, 6,000 miles only .. £98  
 1929 JOWETT Short Four-seater, Maroon fabric .. £58  
 1931 ROVER, 10 h.p. Regal Sunshine Saloon .. £162-10  
 1931 MORRIS Minor fabric Saloon, finished Blue. One owner .. £98  
 1931 A.J.S. Saloon, brand new but slightly soiled. List price £197; special price and maker's guarantee .. £165

*Best Possible  
 Deferred Terms.*

**The Service  
 Company Ltd.**

273-274, HIGH HOLBORN, W.C.1  
 Phone: Holborn 0664 (3 lines). Established 1889.  
 Hours: Mon.—Fri. 9 a.m. to 6.30 p.m. Sats. 9 a.m. to 5 p.m.

Yes, Sirs. At The Service Company new 1932 Standard cars are on view and demonstration models are available to take you for a trial spin. And "Service" Own Financed Deferred Terms are available too, making car buying much easier than you imagine. Why not come along to-day?

**SERVICE  
 CO.  
 FOR NEW  
 STANDARDS**  
 and

**A.J.S.,  
 AUSTIN,  
 JOWETT,  
 MORRIS,  
 ROVER,  
 SINGER,  
 TRIUMPH  
 CARS.**

THE

**ALTA** HEAD for SPEED and RELIABILITY

RELAY GRAND PRIX, units fitted to 1st unsupercharged Austin 7 to finish and to the 1924 Austin 7 which completed biggest mileage

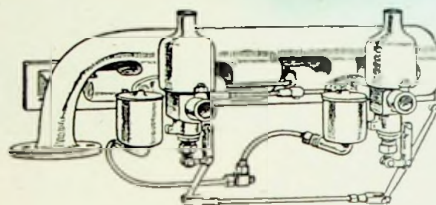
AUSTIN  
 7  
**72/6**  
 No Extras.



TRIUMPH  
 7  
**79/6**

DEEP NOTE EXHAUST SYSTEMS, 37/6. BALANCED INDUCTION PIPES, 25/-. TERRY'S DOUBLE VALVE SPRINGS, 10/6. H.O. GASKETS, 2/-.

**Wolseley Hornet Twin Carburettor Unit.**



With high efficiency design inlet and exhaust manifold, giving an amazing increase of power, better distribution, resulting in very slow running on top gear and a much smoother power output. Acceleration and hill-climbing improved by 20-25%. 74 m.p.h. on top, 60 on second, 21 on first gear, 33 m.p.g. Complete unit includes special inlet and exhaust manifold, with twin S.U. Carburettors, double petrol piping, special controls and ready to fit. £12-10-0, carriage 3/-.

Twin AMAL Downdraught Carburettor Unit, giving wonderful acceleration and speed, £14-10-0. DEEP NOTE EXHAUST SYSTEMS, 42/- REAR PETROL TANKS, complete with Petrolift and all fittings, £6-15-0. DOUBLE VALVE SPRINGS, 14/6 set.

**V. W. DERRINGTON, 159, LONDON ROAD, KINGSTON - ON - THAMES.**  
 Phone: 3720. Open 8.30-7.30. Wednesdays: 8.30-1

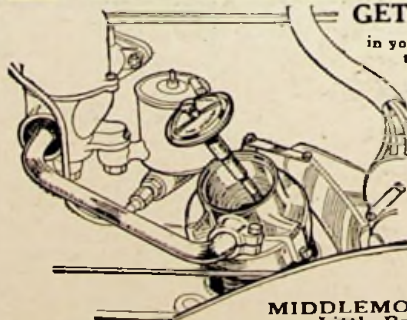
**Remember to buy**



**on Tuesdays!**

**FUMELESS MOTORING/**

**GET FRESH AIR**



in your body and rid your car of the obnoxious fumes which escape from the crank case through the breather.

**MIDDLEMORES Fume EXTRACTOR**

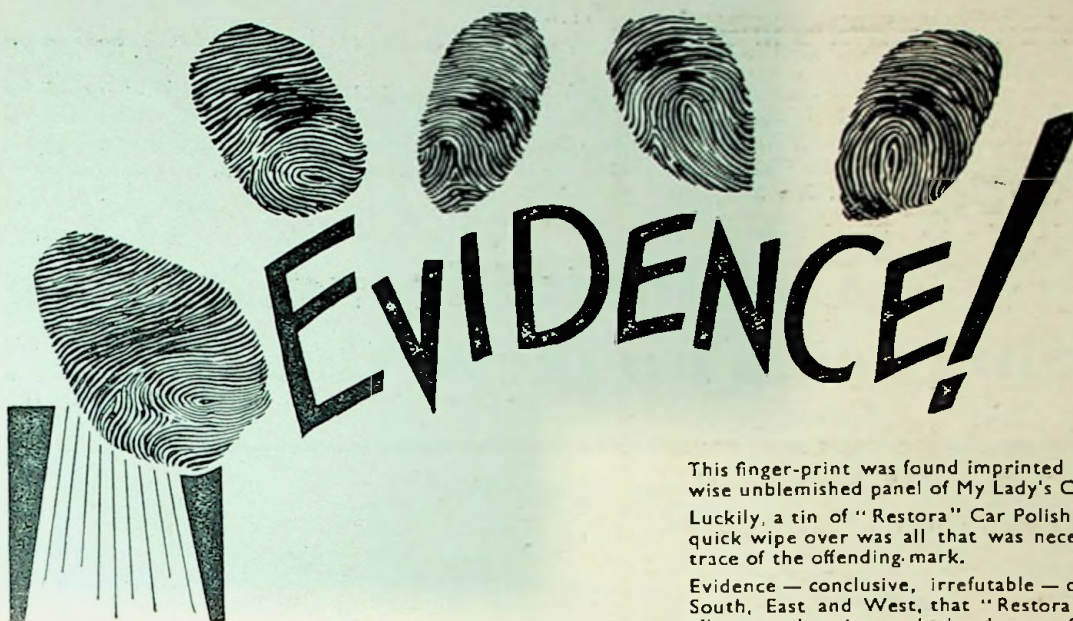
Fitted in a few minutes. For Morris Oxford and Cowley, Morris Minor and Austin 7 h.p., Wolseley 6, 8 and Hornet, Singer Junior, Standard 9, Rover 10 and Ford.

**PRICE 21/-**  
 Complete

Write for Leaflet:  
**MIDDLEMORES (Coventry) Ltd.,**  
 Little Park St., Coventry.  
 Established over 60 years

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





HAVE YOU TRIED  
**"CHEMICO" BENZOYLE FOR**  
**UPPER-CYLINDER LUBRICATION?**  
 Drain and Flush with "Chemico" Flushing Oil.

This finger-print was found imprinted in tar on the otherwise unblemished panel of My Lady's Car.

Luckily, a tin of "Restora" Car Polish was at hand—and a quick wipe over was all that was necessary to remove all trace of the offending mark.

Evidence—conclusive, irrefutable—comes from North, South, East and West, that "Restora" removes instantly all tar and stains, and also layers of old polish—getting right down to the original surface and leaving behind a hard, brilliant finish.

**TRY "RESTORA" TO-DAY!**

**1/6** per tin.

OBTAINABLE AT ALL GARAGES.



**Restora**  
**THE SUPER CAR POLISH**

**THE COUNTY CHEMICAL Co., Ltd., "CHEMICO" WORKS, BIRMINGHAM**



Issued by "The Motor."

**2/6**  
 NET.

Obtainable from all principal Book-stalls and Booksellers, or direct from the Publishers, 2/9 post free.

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

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

## THE MOTORISTS' WORKSHOP GUIDE

completely re-written and re-illustrated.

**DEALING** exhaustively with the most modern methods of motor vehicle repair. The work is written throughout in non-technical language and practically every necessary tool and operation is shown in illustration.

5th EDITION.

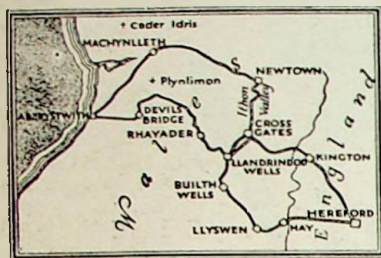
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MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

B5

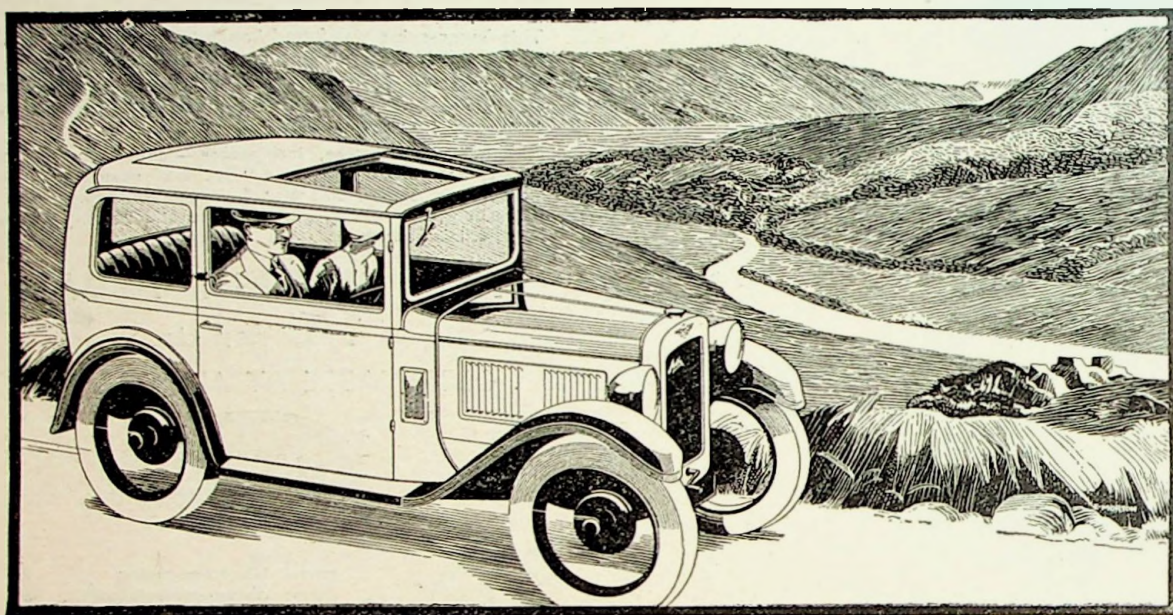


A S . D E P E N D A B L E . A S . A N . A U S T I N



An enchanting run through some of the mid-Welsh spas and mountains. From Hereford, visit Hay, Llyswen, Builth Wells, Llandrindod Wells, Rhayader and Devil's Bridge and on to Aberystwith. Thence back via Machynlleth, Newtown, Cross Gates, Llandrindod Wells and Kington to Hereford. Total distance—just over 200 miles.

**Comfortable, satisfying  
motoring costs no more than this . .**



IN THE WELSH MOUNTAINS.

You could not wish for more enjoyable, more satisfying motoring than is given by the Austin Seven. With its adjustable front seats, its pneumatic upholstery, its ample leg and head-room, spacious enough even for a guardsman, four people can travel fast and far in a Seven without fatigue or restriction . . . can arrive at their journey's end as quickly as in a car twice as expensive to buy—and maintain.

In this comfort, this economy, lies the appeal of the Austin Seven, for—inclusive of petrol,

oil, tyres, tax, insurance and maintenance charges—it costs but 1½d. a mile to run. Thus, four people can enjoy a 200 miles tour, similar to that mapped out above, for about 25/-, or 6/3 per head.

Such low cost—probably less than the sum you spend each year on far less convenient forms of transport—shows how inexpensive motoring can be—with an Austin Seven. For a small down-payment, a car can be yours. Talk matters over with your nearest Austin dealer.

Coachbuilt or Fabric Saloon £130. Sunshine Roof £5 extra. Tourer £122.10.0  
Triplex glass, chromium finish and Dunlop tyres standard.

READ THE AUSTIN MAGAZINE: 4d. EVERY MONTH.

# AUSTIN 7



The Austin Motor Company Ltd., 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.

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





**HALCYON  
DAYS.**

Something very like summer weather favoured the August holiday week-end—the last break until Christmas for so many—and thousands took the opportunity for picnics in pleasant surroundings. Our photo shows a fine picnic spot on the banks of the Nidd, near Barden Towers, Yorkshire.

**Cautious Holiday Drivers.**

The vast majority of drivers on the road during the August Bank Holiday appeared to be driving with great caution and consideration.

**History.**

It may not be generally realized that petrol is now cheaper than it has ever been in the history of the motoring movement.

**We Agree!**

A member of Parliament, speaking of the present Ministry of Transport, said that under its present Minister (Mr. Herbert Morrison) more has been accomplished in two years than in ten under other administrations.

**The Alpine Trial.**

Thirteen British cars are competing in the International Alpine Trial which started last Friday from Munich and finishes to-day (August 7th) at Berne. Four British drivers had lost no marks after the first four days of the trial, a report of which appears in this issue.

**"Tote" for Brooklands Public.**

A totalisator was installed in the public enclosure at Brooklands for the first time on Monday last. Hitherto the "Tote" has been available only for the use of B.A.R.C. members. A report of Monday's racing appears on page 300, whilst full detailed results will be found under "Club Items."

No. 974. VOL. XXXVIII.

## NEWS of the WEEK

An Austin Twelve-Six emerges with flying colours from a 5,000-mile test (page 302).

Have you ever towed or been towed? The experience can be amusing (page 309).

Learn all about the Bendix duo-servo braking system—it is very ingenious (page 311).

The cause and cure of "gulp" flat spots is fully explained by Mr. Mantell on page 313.

There is much more in an old world village than a casual visit will show. There is a heart which it is worth while to find (page 314).

**"The Iron Road"—New Style.**

We hear that roads having an iron surface consisting of studded triangular plates may be laid in West Ham and in Worcester for experimental purposes.

**Buying British.**

It is stated by the Minister of Transport that all the materials used in constructing the Guildford-Godalming bypass will be of British origin with the exception of a small quantity of bitumen, which is obtained from Empire sources.

**A Welcome Move.**

At a cost of £72,000, South Street, Romford, which is stated to be the most congested street in all Essex, is to be widened.

**Days Getting Shorter.**

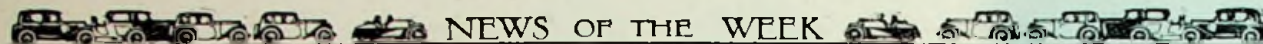
Lighting-up time in London is now 9.38 p.m., and times for other parts of England are:—Birmingham 9.48 p.m., Newcastle 9.57 p.m., Liverpool 9.57 p.m., Cardiff 9.51 p.m., Edinburgh 10.7 p.m., Dublin 10.10 p.m. and Belfast 10.13 p.m.

**The T.T.**

There are 51 cars down to start in the R.A.C. T.T. on August 22nd, of which 31 are light cars. In addition to the British machines there are three French, eight Italian and one German car amongst the entries.

A full list is given under "Club Items."





### Another Toll To Go.

It was decided at a meeting of the Hampshire County Council recently to free the Bursledon toll bridge, on the Southampton-Portsmouth main road, on and after August 16th.

### Road Reports.

The Foston by-pass is now open to traffic.

The single-line traffic system is in operation on the Bawtry-Ollerton Road between Appleby Head and the Norman Inn.

Alternative route signs have been erected in Huddersfield, where the Huddersfield-Manchester road is closed.

### R.A.C. Foreign Service.

The R.A.C. service of sending spare parts to stranded motorists touring abroad has proved highly popular. A recent case in point was the dispatch by air of a back axle to a member broken down in Italy. He was delayed through the mishap for just under 48 hours!

### A Handy Cleaner.

An effective cleaner is being marketed by Sandeman Brothers, Ruchill Oilworks, Glasgow, and its uses are many and varied. In the household it can be employed in a number of different ways, whilst as a hand cleaner it is undoubtedly effective. It can also be used for cleaning the windows of a car and for taking oily stains out of clothing; in addition, it can be recommended as a tar stain remover, and lays claim to merit as a paint cleaner.

Saroul, as it is called, can be obtained from ironmongers and accessory dealers in sprinkler-top tins at 6d. and 9d. and 1s. 3d. Larger quantities can be supplied, a quarter-gallon tin, for example, costing 3s. 6d.



DOWN TO THE  
SEA IN CARS.

Oddicombe Beach, near Torquay, Devon, is a favourite haunt for motorists on fine week-ends. Cars are allowed on to the beach, where they may be parked free.

### A New Goodyear Tyre.

The Goodyear Tyre and Rubber Co. (Great Britain), Ltd., is now offering an entirely new Goodyear tyre. This has triangular projections known as primed buttresses down the sides and at the shoulders of the tread which are designed to take the strain, support the side walls and consequently give increased mileage. The manufacturers state that after prolonged tests the new tyre has been found to give 24 per cent. more wear than their previous all-weather tread.

In addition, owing to the use of a special cord material, the tyre can be run at several pounds lower pressure.

### "Model Engineer" Exhibition.

The "Model Engineer" Exhibition will be held at the Royal Horticultural Hall, London, from September 3rd to September 12th, and will, as usual, prove a great attraction to those interested in things mechanical.

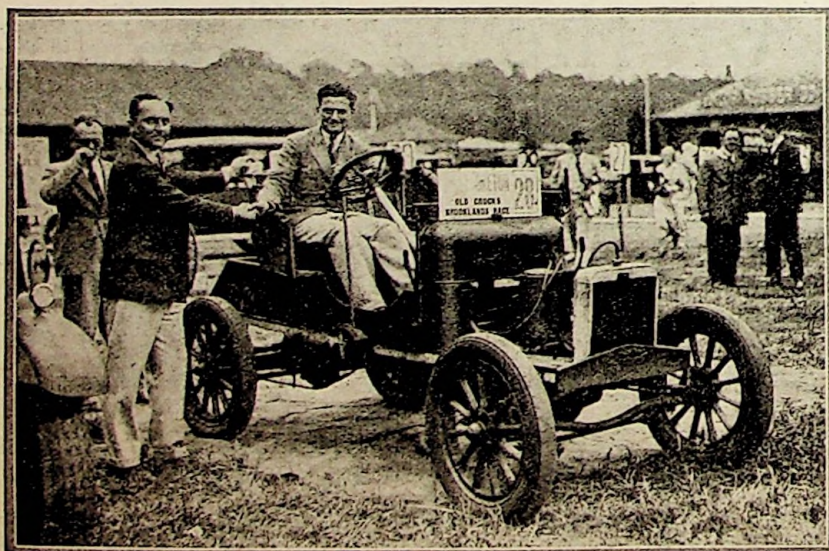
### Horse v. Car.

At Swansen County Court recently an unusual case was heard when damages for injuries to a well-known South Wales show horse were claimed against a motorist, following a collision with his car. The motorist said that the mare shied at a heap of stones and that after the accident the groom said, "We will pay for the damage to your car." The jury found for the motorist, and judgment was entered accordingly, with costs.

### The Motor Ball.

The Annual Motor Ball and Carnival will be held at Grosvenor House, Park Lane, London, on Wednesday, October 21st, during Motor Show Week, from 9.30 p.m. until 3.30 a.m. H.R.H. Prince Arthur of Connaught has extended his patronage to this annual function in aid of the Motor and Cycle Trades Benevolent Fund.

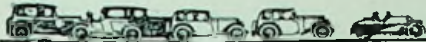
Single tickets will be priced at 30s., and double tickets at £2 15s. There will be three special boxes—each holding a party of 12—at one end of the balcony. That in the centre has been booked by the president, Sir George Beharrell, and the other two will be sold by auction to the highest bidder, with a reserve price of 25 guineas on each. Bids should be made without delay to the secretary, Mr. A. H. Dawson, 42, Bedford Row, London, W.C.1. Boxes on the dancing floor, to hold four, are priced at 10 guineas; to hold six, 15 guineas; to hold eight, 21 guineas; and to hold 12, £31 10s. In the balcony the prices of tickets are:—Four, £7 10s.; six, £10 10s.; eight, £15; and 12, £21.



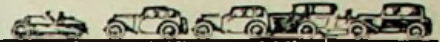
STILL GOING  
STRONG!

"Boanerges"—the Rover which was described in No. 2 of our series "Veterans of the Road"—won the Old Crock's race at Brooklands last Monday at 24.99 m.p.h.! The single cylinder is alleged to develop 8 h.p.





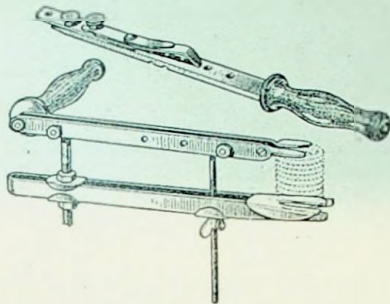
## NEWS OF THE WEEK

**"Practical Motoring."**

The latest addition to motoring literature, "Practical Motoring" (The Waverley Book Co., Ltd., 96 and 97 Farringdon Street, London, E.C.4), will be welcomed by enthusiasts. We shall be reviewing it fully next week.

**Combination Decarbonizing Tool.**

Known as the Wonder Tool, a very ingenious combination tool for decarbonizing and valve-grinding is being marketed by Amalgamated Accessories,



The Wonder Tool arranged as a scraper and as a spring compressor.

Ltd., Tavistock Place, Russell Square, London, W.C.1. Amongst its many uses are those of a valve-spring compressor for either removing or replacing valves, a valve grinder—in which the desirable semi-rotary motion can be given with particular ease—and a carbon scraper. Models are available for either o.h.v. or side-valve engines at 12s. 6d., whilst for 15s. a combined model suitable for either type of engine can be obtained. It should be noted that in addition to the actual combination tool each outfit includes a tin of special grinding paste and a tin of jointing compound.

**Changes at Ripon.**

Ripon City Council has decided to make certain welcome changes in this old Yorkshire cathedral town. At an estimated cost of over £4,000 a new roadway is to be constructed—part of a comprehensive scheme to relieve the congestion of traffic through the narrow streets. The new road will make a fresh route into the city from York, Boroughbridge and the south, avoiding the narrow entrance into the market place.

**"Not Guilty."**

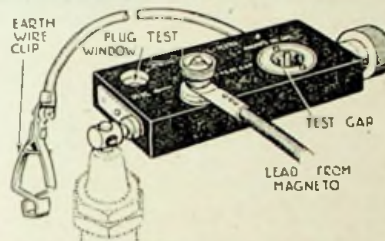
At Cardiff Quarter Sessions this week a 19-year-old girl was acquitted of a charge of dangerous driving. The proceedings were a sequel to a collision between her car and a motorcycle, the driver of which was fatally injured. On being acquitted of a charge of manslaughter, she was committed for trial on a charge of dangerous driving by the Cardiff stipendiary magistrate. Counsel submitted that proper notice that proceedings were being taken had not been served on the defendant, as required by the Road Traffic Act, and the Recorder, upholding this contention, directed the jury to return a verdict of "not guilty."

**Cobbles to Remain.**

The Roads Committee of the Richmond (Yorks) Town Council recently discussed the substitution of tarmacadam road surfaces for the well-known cobble stones to be found in this old town. After a debate, in which it was urged that the cobbles were unsuited to motor traffic, it was decided to retain the cobbles to preserve the old-fashioned appearance of the streets.

**Handy Ignition Tester.**

An ingenious ignition tester which is suitable for either coil or magneto systems is being marketed by the Magneto Services Co., High Street Corner, Halifax, at the price of 6s. 6d. It is shown in use in an accompanying sketch, from which it will be observed that it incorporates a test window and a spark gap. The test window indicates by flashes, whether or not current is passing, and a test of this point can be made



The ignition tester connected up ready for use.

without disturbing the plug lead, the end terminal of the tester merely being placed in contact with the plug terminal. The spark gap, on the other hand, gives an indication of the actual voltage of the current, and to make this test the device must be connected up as shown and the knob pulled out as far as possible; this gives a gap which the spark should be able to jump if the system is working up to standard.

**New Tyre-making Process.**

At the Dunlop cotton mills at Rochdale, 50 machines for making tyre cord by a new process which is claimed to give much greater resistance to fatigue have just been installed. The new machines put two twists into the thread for each turn of the spindle instead of one, as in the past. The principle is not new, but machinery has not hitherto been available to carry out the double operation. The system is to be introduced throughout the Dunlop mills.

**Swift of Coventry, Ltd.**

Mr. Justice Maugham, in the Chancery Division recently, made an order for the compulsory winding up of Swift of Coventry, Ltd. Mr. T. F. Davis, who appeared for the petitioner, said that the petition was brought by a judgment creditor for £1,184, and costs. Execution had been put in, but everything was claimed by the Receiver. The company did not appear and there was no opposition.

**A New Supercharger.**

Mr. J. Haydock, of Blackburn, and Mr. C. Shorrocks, of the Toreador Engineering Co., Preston, have evolved a new vane-type supercharger in which the vanes move axially, or parallel with the driving shaft, as opposed to the more usual radial movement employed in the sliding vane type of blower.

It has been found during experiments that the power required for driving the supercharger is definitely less than for other types of blower, and that its output is greater both at high and low speeds.

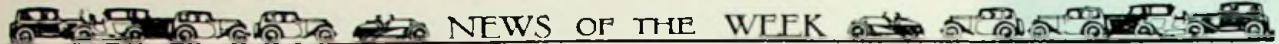
A six-vane model designed for a 750 c.c. engine displaces 1,100 c.c. and develops a pressure of 30 lb. per sq. in. above atmosphere at 5,000 r.p.m. As an indication of the very slight leakage past the vanes, it is stated that on the suction side the supercharger can produce a partial vacuum of 12 lb.



MAKING  
PISTON RINGS.

A corner of the new sand-casting foundry which forms part of the extension to the works of the British Piston Ring Co., Ltd.





## THE INTERNATIONAL ALPINE TRIAL

**British Cars Doing Well in World's Most Strenuous Trial—Fine Driving Over Dangerous Passes—Four British Drivers Retain Clean Sheets After Four Days' Running**



**AT THE  
START.**

A trio of English cars ready to leave Munich last Friday—A. G. Gripper's Riley, Lord de Clifford's M.G. Midget coupe and the Standard Ensign which is being driven by an Austrian.

**E**ARLY in the morning of last Friday, July 31st, 62 cars, representing every country in Europe, left Munich on the first stage of the International Alpine Trial, which concludes to-day, Friday, August 7th, after a week of the most strenuous Continental motoring it is possible to imagine.

Throughout the trial cars under 1,100 c.c. have to maintain a schedule of 23.6 m.p.h., cars under 3 litres 24.23 m.p.h., and cars of unlimited capacity 25 m.p.h. The British contingent is D. Healey (Invicta), H. E. Symons (Talbot), W. F. Bradley (Armstrong Siddeley), Mrs. Lionel Martin (Hillman Wizard), and the following light cars: V. E. Leverett, Cecil Riley, G. F. Dennison, J. Hobbs, A. G. Gripper, R. C. Porter (Rileys), Lord de Clifford and R. V. D. Sullivan (M.G. Midgets). A six-cylinder Standard is being driven by an Austrian calling himself "A.B."

### An Early Retirement.

Misfortune overtook R. V. D. Sullivan (M.G. Midget) very early, for by Lake Walchensee his coil burnt out and complicated ignition trouble put his car out of the trial. Mrs. Lionel Martin's Hillman Wizard suffered from fuel trouble on the long climb up the Flexen Pass, due to a defective petrol pump, and after losing 40 minutes desperate driving enabled the car to check in 30 minutes late at the next control at Arlberg; at Innsbruck the Hillman checked in dead on time!

The Standard Ensign driven by the Austrian "A.B." climbed the Flexen Pass on third gear, and an Englishwoman, Princess Shelagh von Liechtenstein, driving an Austro-Daimler, was particularly fast and neat on this notorious pass.

Shortly before reaching Innsbruck the Riley driven by R. C. Porter and H. J. O. Ripley had magneto trouble, losing the competitors 18 points on schedule. The other Rileys ran with complete regularity and aroused much favourable comment amongst the foreign competitors, the only incident of note being a puncture on Capt. Cecil Riley's car.

The second day of the trial, over the 208-mile stretch between Innsbruck and St. Moritz, was probably the most trying of all. This section included the dreaded timed ascent of the Stelvio—the highest mountain road in Europe—and such passes as the Giovo, Ofen,

Fluela and Albula. Competitors, in order to maintain their average speed throughout, had to drive "flat out" from the start, and many feats of clever driving took place on the narrow roads.

Sixty-one cars left Innsbruck at 5 o'clock, on Saturday morning, and only 55 cars checked in at St. Moritz. The Hillman Wizard again suffered from fuel trouble, and the spare petrol pump gave up in the middle of the timed section on the Stelvio. So much time was lost in rebuilding one pump out of two defective ones that the car was withdrawn at St. Moritz.

A similar fuel trouble afflicted G. F. Dennison (Riley), who lost many marks whilst fitting a new Autovac. R. C. Porter (Riley) had endless ignition trouble, and just managed to reach the St. Moritz control before it closed. A. G. Gripper (Riley) also finished just in time, having had difficulty in maintaining his average on the tortuous mountain passes after a delay caused by a defective starter motor.

The official Riley team checked in at St. Moritz in good time. Lord de Clifford (M.G. Midget) finished ahead of many larger cars, and J. Hobbs (Riley) had a trouble-free run. V. E. Leverett (Riley), after stopping for a broken oil gauge, covered 27 miles on the dangerous Albula Pass in 46 minutes!

### Invicta Second Fastest on Stelvio.

The fastest time on the Stelvio was made by an Alfa-Romeo, with Donald Healey (Invicta) second and H. E. Symons ("105" Talbot) third. The Invicta, incidentally, had to reverse on eight of the hairpins on this famous pass!

On Saturday night, out of 62 starters, only 15 cars retained clean sheets, among them the four British competitors, Capt. Cecil Riley (Riley), J. Hobbs (Riley), H. E. Symons (Talbot) and Donald Healey (Invicta).

The third day's run was from St. Moritz to Turin (291 miles), during which a terrific storm made the conditions even more trying. Between Locarno and the Italian frontier at Camedo the road was never straight

for 10 yards at a time! All competitors who started in the morning reached the Turin control before it closed.

On the fourth stage, 206 miles had to be covered from Turin to Nice, and excellent weather and roads free from dust made this run the most pleasant so far. Capt. Cecil Riley (Riley) had the misfortune to collide with a French car. Lord de Clifford (Midget) was going well, and had, so far, lost only 10 marks, and on arrival at Nice the English competitors' sheets stood as follows:—

Donald Healey (Invicta), no marks lost; H. E. Symons (Talbot), no marks lost; W. F. Bradley (Armstrong Siddeley), 2 marks; V. E. Leverett (Riley), 6 marks; Capt. Cecil Riley (Riley), no marks lost; J. Hobbs (Riley), no marks lost; G. F. Dennison (Riley), 113 marks; A. G. Gripper (Riley), 136 marks; R. C. Porter (Riley), 118 marks; and Lord de Clifford (M.G. Midget), 10 marks.

The team positions and marks lost so far were as follows:—Wanderer, 9 marks lost; Praga, 28 marks; Praga-Piccolo, 57 marks; F.N., 84 marks, and Riley, 119 marks.

### Riley Overseas Model.

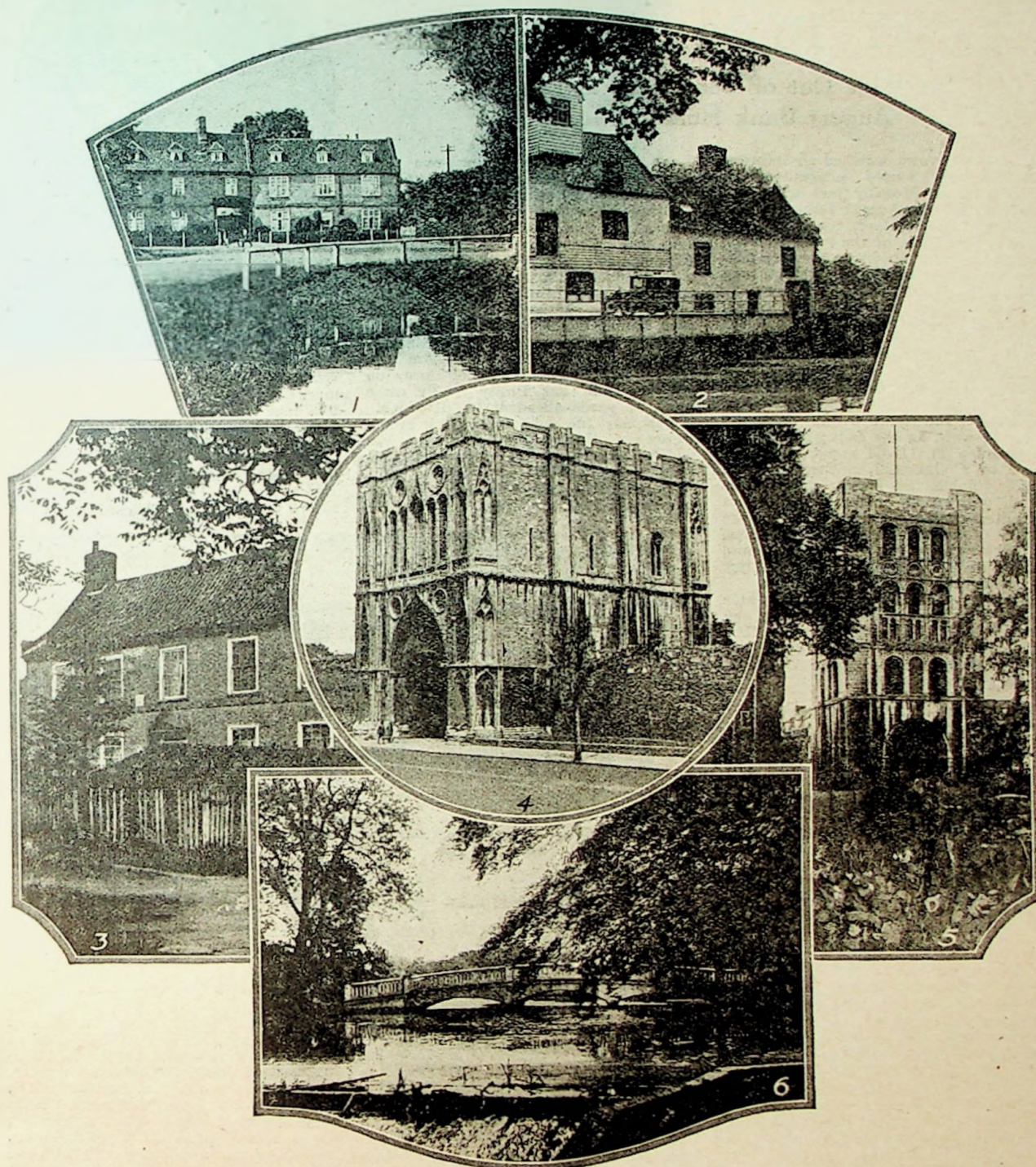
As we briefly announced in our issue of May 15th, the Army model Riley—which was produced for heavy military duties—is available to the public as an Overseas model. Our Midlands correspondent now informs us that these models, which are developed from the well-known Riley open tourer, are becoming increasingly popular. The chief features of the Overseas Riley—which is an open four-seater—are increased ground clearance, larger wheels and tyres, stronger road springs and the use of a large fan in the cooling system.

The rear portion of the hood can be rolled up and the screen can be opened fully so that a draught right through the car is obtainable in the tropics.

The price of the model is £310 complete. Three Overseas models are competing as the official Riley team in the Alpine Trial.

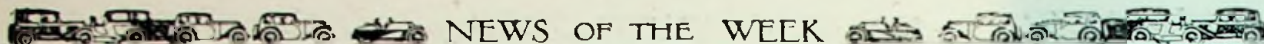


# Glimpses of A LITTLE-KNOWN COUNTY—SUFFOLK



(1) The old Bull Inn at Great Barton, in a rural setting, makes a very pleasant halt on the Cambridge to Norwich road. (2) A tranquil scene on the River Lark, Great Barton Mill. (3) At Dimpling Green, near Swaffham, the house where George Borrow, the famous author of "Lavengro," was born. A fine example of 18th century domestic architecture. (4) One of the historic gems of the ancient city of Bury St. Edmunds—the Abbey Gate. Built in 1327, this fine gateway is the main entrance to the monastery founded in A.D. 631, and which, in the middle ages, was famous throughout the land. (5) Another treasure of Bury, the 11th century Norman Tower. This massive example of the stately Norman period is 86 ft. high and houses the bells of the cathedral of the diocese of St. Edmundsbury and Ipswich. (6) Euston—not the famous London station, but a quiet spot just off the Thetford-Bury St. Edmunds' road, where a delightfully wooded park comes down to the margin of the Thet.





NEWS OF THE WEEK

## LIGHT CARS DO WELL AT BROOKLANDS

Six Wins Out of Ten Races at B.A.R.C.  
August Bank Holiday Meeting

A GOOD crowd watched an interesting and varied programme at Brooklands on Monday last when the B.A.R.C. held its August Bank Holiday meeting. The weather, too, was quite good, a large part of the meeting being run off in bright sunshine; the only flaw was the wind, which was very strong and gusty for high speeds.

This did not interfere very much with the normal races, but made the tasks of Mrs. Stewart and Sir Henry Birkin, in their attempts to beat the Brooklands Flying Lap Record, doubly difficult; in fact, it was almost a foregone conclusion that conditions were too bad for the record to fall. Actually Mrs. Stewart, in the Derby-Miller, put in one lap at 116.64 m.p.h. and then came to a standstill, apparently with engine trouble. Sir Henry, on the other hand, put up an extremely good run when one considers the wind, and in the course of several very high-speed laps, in which his Bentley roared round almost at the very top of the banking, he covered two laps at 134.97 m.p.h.

Strangely enough, during a race later in the day he bettered this speed by lapping at 135.34 m.p.h., but even this, of course, was not sufficient to beat Kaye Don's existing figure of 137.58 m.p.h.

### Placed in Every Race.

Light cars did extremely well on the whole, winning no fewer than six of the ten races and achieving at least one place in every event.

R. F. Oats was the outstanding light car driver in a 1,484 c.c. supercharged O.M. He won the first Mountain race, came in second in one of the short handicaps and was first past the post in one of the one-lap sprint handicaps; his successes in the last two of these events were achieved in spite of a reduced handicap.

J. H. Bartlett (Salmson S) also

drove excellently, achieving one first and one third place, whilst L. A. Cushman (Austin S) gained two "seconds."

Other light car drivers who were successful were W. E. Humphreys (Amilear S) and H. W. Purdy (Thomas Special), both of whom gained a first place. Purdy's success was in the London Lightning Long Handicap, in which he drove an extremely fine race, having a ding-dong battle throughout with Jack Dunfee (3-litre Ballot), who started with the same handicap. Dunfee actually got ahead of Purdy on one occasion, but Purdy finally came home 35 yards ahead at 103.61 m.p.h.

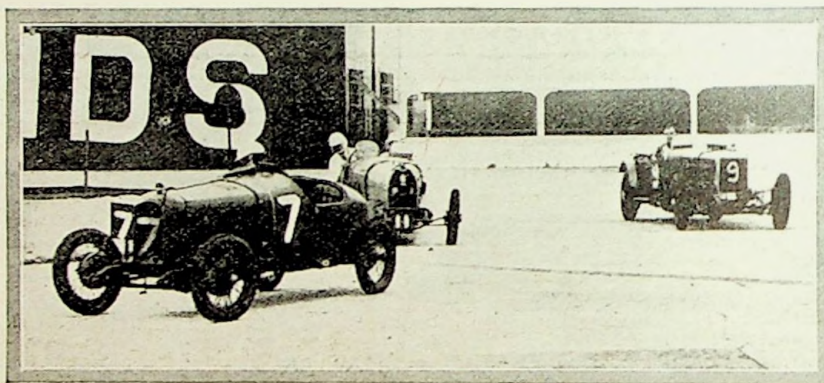
Probably the most interesting events were the three Mountain races, in which cornering was extremely spectacular at the Fork.

In the first Mountain race, for example, W. E. Humphreys (Amilear S)



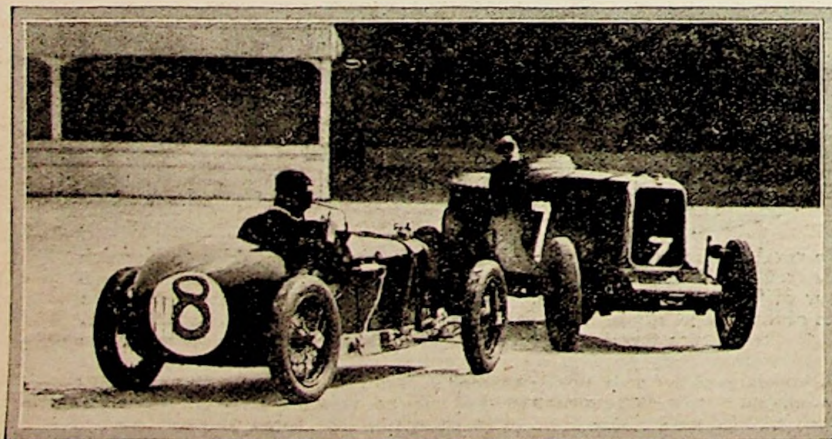
R. F. Oats, who, in a supercharged O.M., gained two firsts and one second place.

turned right round in the very path of P. Fotheringham Parker (Alvis), who just managed to avoid him, whilst, in the second, Raymond Mays, having worked his way up from the back markers to third place in a matter of five laps, skidded right round at the Fork and so lost all hope; the limit man, T. S. Fotheringham, in a Bugatti, maintaining his lead throughout. In this race, incidentally, Sir Henry Birkin, in the Maserati, broke the lap record for the Mountain course at 75.21



ON THE MOUNTAIN —  
COURSE.

(Above) J. H. Bartlett (Salmson S), who gained third place in the second Mountain race, leading D. G. Evans (Bugatti) and B. O. Davis (Sunbeam S) round the fork hairpin. (Below) W. E. Humphreys (Amilear S) skids right round in the path of P. Fotheringham Parker (Alvis) in the first race.



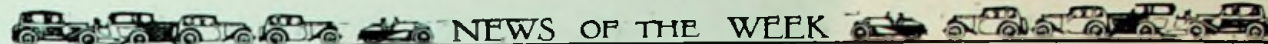
m.p.h. and also the record for a race of this type at 71.38 m.p.h.

The last Mountain race was equally, if not more, hectic, W. K. Faulkner, in a 2-litre supercharged Bugatti, providing most of the fun. On his second lap, for example, he only just avoided hitting the barriers, and on his fourth lap he crashed right through them, but swung round and, getting back through a gap, continued with unabated ardour; all the time he was gradually working his way up from scratch position and when in second place with only one lap to go he had to retire with big-end trouble. The winning car was a six-cylinder M.G.

The meeting concluded with an Old Crocks' race, which provided all the usual fun, P. Livesey romping home the winner at a hectic 24.99 m.p.h. in a 1903 Rover.

(For full results see "Club Items.")





## THE LONDON-BARNSTAPLE

### Yealscombe Fails All but Six Cars in the Mid-Surrey A.C. Week-end Trial

AT 11 p.m. on Friday last, July 31st, some 20-odd cars, 14 motorcycles and a B.S.A. three-wheeler left Kingston at minute intervals en route for the West Country in the 8th annual London to Barnstaple trial, organized this year by the newly formed Mid-Surrey A.C., which has arisen from the ashes of the Surbiton Motor Club.

The fact that only five car drivers completed the course without loss of marks is some indication of the severity of the course.

The run westward through the night was devoid of interest until the break-fast stop at Taunton, after which the route to the first hill, Grabhurst, was enlivened by patches of mist.

Grahurst was treated with contempt by the entire entry, although K. D. Evans (Alfa-Romeo) showed a little too much contempt, took the hill too fast, and failed to round a corner.

#### Doverhay Stops Them.

Doverhay, near Porlock, came next, and here the entry, which arrived dead on time, left about two hours late. The hill was in a bad condition, and car after car failed, thus increasing the delay for those behind.

F. N. Foster and E. J. Erith (Wolseley Hornets) were outstandingly good. K. D. Evans (Alfa-Romeo) retired with a cracked sump and Miss Joan Bowman (M.G. Midget) broke her back axle.

From the top of Doverhay to the main Exford Road was a timed colonial section, which proved of sufficient difficulty for the light cars and no one made up much time. By contrast with Doverhay, Lynton and Beggars' Roost—which followed—were easy, and after Hookway Hill, which caused little bother, the circuitous route led to Yealscombe, near Exford, which was without any doubt the worst hill in the trial.

#### On Yealscombe Hill.

At the foot of the hill is a deep ford of the River Exe, after which competitors found themselves upon a steep and slimy acclivity leading up with considerable bends between steep banks. The surface was composed of rock coated with a muddy scum.

Only six cars made unassisted ascents, and of these the fastest was M. W. B. May (Aston-Martin), although R. Way (2-litre Rover) ran him close. F. N. Foster (Wolseley Hornet) succeeded where E. J. Erith, in the other Hornet, failed. H. S. Linfield (M.G. Midget S.) came up fast to the first bend and thereafter crept up—under his own power—and J. R. Temple's was the only other M.G. Midget to make a clean climb. J. S. Drewett (Austin Cup model)—running well up to time—was the first car on the hill and climbed perfectly steadily

and perfectly clean—an outstandingly good performance.

For the rest wheelspin and the inability to control a car under the bad conditions prevailing accounted for most of the failures.

J. H. Fuller (Brooklands Riley) failed early, and Mrs. M. Vaughan (Riley) stopped her engine when brought to rest by wheelspin, and fitted chains before she could get away again. R. J. W. Appleton (Riley) gracefully retired from the scene, preferring to reverse down the hill rather than delay matters further by being pushed up, foot by foot, and H. C. Hunter (Riley) got up a little higher than Appleton before failing.

#### Gallant Failures.

G. E. Taylor (M.G. Midget) made a good attempt, and Miss E. F. May (M.G. Midget) also made a plucky show, with her male passenger standing up and bouncing heartily. D. W. J. Fisher's Singer Junior saloon came well up the early slopes before failing, and made an easy restart—which the majority of the failures could not do!

Kipscombe Hill was the last hill of the course, but compared with Yealscombe it was not difficult, and from there an 11-mile run led to the finish at Barnstaple.

The following car drivers checked in at the finish, having climbed all hills non-stop:—J. S. Drewett (Austin), H. S. Linfield (M.G. Midget S.), J. R. Temple (M.G. Midget), F. N. Foster (Wolseley Hornet), R. Way (2-litre Rover).

#### An Irish Handbook.

The A.A. has recently issued the "Irish Handbook for 1931-32," a useful manual for intending tourists in Ireland.

#### "Roundabout" in St. Albans.

Experiments have recently been carried out with a traffic "roundabout" at the dangerous junction of Hatfield Road and St. Peter's Street, St. Albans. The innovation seems needed.

#### W.A.S.A. Trial.

The trial from London via the Peak to the Lake District, which should have been run on July 24th and 25th, has been postponed until September 18th and 19th by the organizers, the Women's Automobile and Sports Association.

#### Tails You Lose.

The Bournemouth Undercliff Drive with its rigorously enforced 8 m.p.h. speed limit has recently figured in a couple of curious motoring summonses brought by the local police.

The first was a "speed" case. After a defence that the Undercliff Drive was a road and that therefore private cars were not now subject to a speed limit thereon, the Bench nevertheless convicted, holding the Drive to be a "public park" and consequently subject to the provisions of the by-laws.

Next came an "undue care" case, and the defending solicitor submitted that since it had been ruled that the Undercliff Drive was a "park" it could not also be a "road." He contended that the summons was *ultra vires*—the section under which the summons was brought specified a "road."

The Bench, however, were not to be deterred from having it both ways by this logical reasoning. Within the meaning of the Section in question, they said, the Undercliff Drive was a road, and fined the defendant £3!



THE FATE  
OF MANY.

J. H. Fuller (Brooklands Riley) was one of the many to require such assistance on Yealscombe, where a slimy rock surface defeated all but six competitors.



# 5,000 MILES WITH AN AUSTIN T

A large part of the mileage covered by the car has been fairly rough going. This picture shows it on Bwlch-y-Croes, the well-known Welsh test hill.

**I**N our issue of January 23rd, 1931, in announcing the introduction of the Austin Twelve-Six we referred to it as Sir Herbert Austin's latest "masterpiece," and this is an adjective which, after nearly 5,000 miles' experience with one of these cars, we feel in no way disposed to modify. Our original opinion of the car, based upon a very careful examination of the chassis and upon a road test, induced us to add one to our fleet of staff cars, and we took delivery early in May. The car was carefully run-in for 1,000 miles, and was then placed in ordinary service, which has included some distinctly hard work.

Before going on to describe our experiences with the "Twelve-Six," we shall refresh our readers' memories with details of the specification.

The six-cylinder side-valve engine has a bore of 61.25 mm. and a stroke of 84.63 mm.; capacity 1,496 c.c., Treasury rating 13.95 h.p., tax £14. The cylinder head is, of course, detachable, and a somewhat unusual feature of its design is that those portions coming above the pistons are perfectly flat for about half the diameter of the cylinder bore, a recess being then cast in to provide a clearance for the valves.

## Easy Tappet Adjustment.

The dynamo is carried in a cradle attached to the cylinder head, the drive being by means of an endless rubber V belt from a pulley on the nose of the crankshaft. Attached to the dynamo pulley is a large four-bladed fan. There is only one timing chain, and this runs direct from the crankshaft to the camshaft, the shaft centres being so close together that no provision for chain adjustment or for a self-tensioning device is necessary. The tappet ends bear direct on the cams, whilst flats formed on the tappets where they pass through the guides prevent their turning. This, incidentally, is a considerable convenience when adjusting the tappets, as only two spanners are required.

Ignition is by coil and distributor, the last named being mounted at an angle on the off side of the engine and driven by skew gearing from the camshaft on the near side. The distributor head is provided with automatic advance and retard mechanism. Skew gearing is used also to drive the oil pump, which supplies lubricant under pressure to all bearings, drawing its supply through a very large drum-shaped filter detachably mounted in the sump.

The exhaust and inlet manifolding is carried out on distinctly up-to-date lines, the exhaust manifold having large-diameter swept branches and a forward outlet to the pipe. The inlet manifold is of aluminium and arranged to take a vertical carburetter. The manifold is well hot-spotted, and is of the buffer-ended type machined internally to a high polish throughout its length and branches.

Fuel is fed to the carburetter by means of an A.C. petrol pump driven from the camshaft and drawing its supply from an 8-gallon rear tank, the quantity of fuel being shown on the fascia-board by means of a Hobson Telegauge. The engine is mounted in the frame in an unusual manner. Instead of the bearer arms "sitting" on the side members they are sus-

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pended beneath them, this arrangement allowing for very much easier removal of the engine from the chassis.

The gearbox is bolted direct to the rear of the engine, and is driven through the medium of a single-plate clutch, the plates being pressed together by means of a single, large helical spring carried on a sleeve surrounding the clutch shaft. The gear ratios are 5.5, 9.35 and 20.15 to 1.

The final drive is by means of a tubular propeller shaft having a Hardy fabric disc joint at the front end and a mechanical joint at the rear. Spiral bevels are used in the rear axle, and, of course, a differential is provided.

Other points of interest and of considerable importance from a maintenance point of view are the use of Silentbloc bushes for the road-spring shackles, zinc interleaving for the springs themselves and the use of special oilless bushes for the brake cam spindles. The brakes of all four wheels are interconnected so that they can be operated either by the pedal or the centrally placed lever, the pull being transmitted through the medium of rods and cables. Each brake



A Searching Test which Has Shown  
that the "Twelve-Six" is a Particularly  
Reliable and Efficient Car with a  
General Performance in Keeping with  
Austin Traditions

# WELVE-SIX



is individually adjustable, whilst there is, in addition, a master adjuster accessibly situated.

A point of interest in connection with the brake gear is the provision of oil-retaining felt washers on the cross-shaft bushes and on all the yoke end pins and swinging lever pins. Worm and wheel steering is provided, and full provision is made for adjustment. The wheels are of the Rudge-Whitworth wire type fitted with Dunlop 19-in. by 4.75-in. tyres.

The electrical system is of the 12-volt type and of Lucas manufacture, the large headlamps being provided with an electrical dip-and-switch mechanism controlled by a small lever mounted in the centre of the steering wheel, where also is situated the horn button.

## Useful Electrical Features.

Two very acceptable features in connection with the starting motor must be mentioned. One is the use of a relay switch mounted directly on the body of the starter and operated by a small press button on the facia-board, thus eliminating the use of long, heavy starter cables right up to the facia-board.

The second point of interest is that the starter armature shaft extends through the rear casing and is provided with a squared end readily accessible from beneath the near-side running board; thus, should the starter pinion jam in engagement, it is the very simplest matter to "wind it out" by attaching a spanner to the square shaft.

The bodywork of the "Twelve-Six" is of distinctly good quality, and the lines leave nothing to be desired. The upholstery is carried out in a hard-wearing Bedford cord, the two front seats being adjustable, whilst that at the rear has a width which enables three normal-sized persons to be carried in reasonable comfort, although actually this seat is intended to provide ample room for two. Wind-up windows are fitted in all four doors, whilst the windscreen, windows, quarter lights and rear light are of Triplex safety glass. The screen can be opened very wide, and it is fitted with a Lucas electric wiper.

How a car of such undoubtedly high quality can be made to sell to the public at £198 only Sir Herbert Austin and his staff can say. The fact remains that the car looks well, and certainly goes well.



model with which we are dealing has never yet seen the makers' service station, and at the moment the likelihood of a visit seems extremely remote.

The car is not designed as a high-speed vehicle, but we have found that in favourable circumstances a speed of 60 m.p.h. can be reached, whilst 50 m.p.h. may be regarded as an easy touring speed. The engine is particularly smooth, as befits a "six," although one can notice a slight tremor at about 15 m.p.h. when picking up with a load in top gear. The period is, however, of a transient nature.

Whether or not it is due to the single central spring or to some other point in the design, there is no doubt that the clutch is particularly sweet. So much so that there is no difficulty, when "showing off" the car, in starting from a standstill in top gear without sign of judder. Gear-changing, by means of a long central lever, calls for no special skill, whilst owing to its extreme silence one has no hesitation in remaining in second gear at speeds of up to 30 m.p.h. for quite appreciable distances should road conditions suggest this to be advisable. Incidentally, the "flat-out" second-gear speed is about 42 m.p.h.

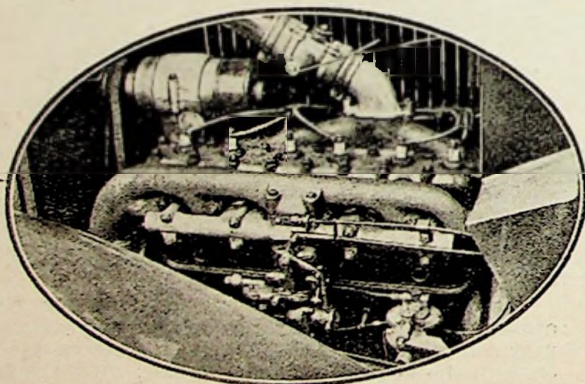
### Hill-climbing Figures.

With regard to hill-climbing, we have found that the maximum gradient which the car will climb comfortably when loaded, in top gear, is 1 in 12, and inclines of this order can be taken at a speed of 20 m.p.h., whilst lesser hills—of, say, the 1-in-10 variety—can easily be climbed at about 40 m.p.h.

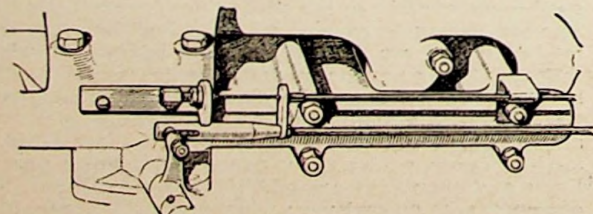
The gradient limit for second gear is about 1 in 6, whilst during the time that we have driven the car we have found nothing steeper than 1 in 3 on which to test it in bottom; a gradient of this angle can be climbed at about 7 m.p.h.

Top-gear acceleration is, in our opinion, quite satisfactory, as on a normal level road 14 secs. only are required to increase the speed from 10 m.p.h. to 30 m.p.h. Incidentally, the unladen weight of the complete car is 19½ cwt.

For some little time we have been using a Solex carburetter, and with this a fuel consumption of 32 m.p.g.



In this engine photograph can be seen the very accessible dynamo, the A.C. fuel pump, Solex carburetter and R.P. thermostat.



General arrangement of the modified hand throttle control, which has a reversed Bowden action—that is, the casing pushes instead of the cable pulling.

on long runs and 29 m.p.g. in town is obtained with the foregoing performance. Oil consumption works out at about 2,800 m.p.g. Incidentally, the gearbox is lubricated with engine oil, whilst a lubricant no thicker than engine oil is used in the rear axle. Both of these two components are, however, entirely oiltight.

It is, perhaps, unnecessary in connection with an up-to-date car to say that the brakes are of ample power, but certainly those on the "Twelve-Six" provide a feeling of considerable security. Furthermore, the road-holding of the car, assisted by means of Hartford shock absorbers both front and rear, is exceptionally good, thus even when braking from high speed on a bumpy road there is no sign of grab or judder.

Turning now to minor modifications which have been made to the particular car with which we are dealing, we have mentioned already that a Solex carburetter is fitted. In addition, a hand control for the ignition distributor has been arranged; it works in conjunction with the automatic control. By this means the range of advance is increased by about 16 degrees, with consequent benefit to the speed of the car.

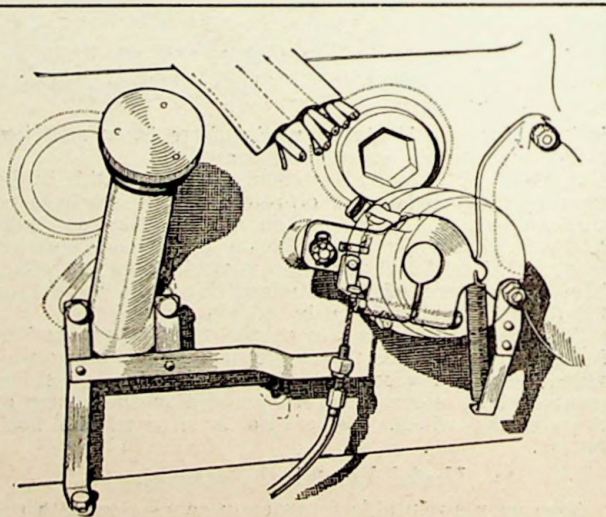
### Control Arrangements.

One of the accompanying sketches shows how the control is arranged, whilst another sketch depicts the hand control for the throttle, the fitting of which was necessary when the Solex carburetter was substituted, as the original combined strangler and throttle control on the standard instrument was no longer applicable. Both controls, as will be seen, are of the Bowden wire variety, twin levers being clamped to the steering column just below the wheel.

Another addition to the standard equipment is an R.P. thermostat with facia-board thermometer, the thermostat being fitted to ensure rapid warming-up of the engine when a series of short runs is being undertaken.

Those who are accustomed to chain or gear-driven dynamos may be led to imagine that belt drive is not, perhaps, as positive as might be desired. This, however, is by no means the case, as we have adjusted the belt only twice in 5,000 miles, and it now appears to need no further attention.

To sum up, it may be said that the "Twelve-Six" is another of those very efficient models which emanate from time to time without any blare of trumpets from the Longbridge Works, and it is just what one is accustomed to expect of all Austin products—a thoroughly satisfactory job.



How the ignition control was fitted up. A modified type of clamp is used to anchor the Lucas distributor, which is shown in "ghost" view.



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## The Light Car & Cyclecar

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NO CAR WITH AN ENGINE CAPACITY  
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LIMIT FOR A LIGHT CAR ENGINE.

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### A £6-tax Car.

OUR contributor "Focus" has been asking for some considerable time why there is no car which enjoys the minimum horse-power taxation rate of £6 per annum. This week he asks the question again, pointing out that the sole representative of the £7-tax class is an exceedingly capable performer even with a large fully loaded saloon body. His arguments, in our opinion, cannot be refuted. Here, it seems, is a market which even in the maelstrom of present-day competition none of our manufacturers seems to have noticed. And that it is a potentially large market is surely impossible to deny. Cars capable of seating only two or "three at a pinch" have sold in very large numbers in the past and there is no reason why they should not sell in even greater numbers to-day. The man who wants a car to drive out his friend, his fiancée or his bride—not to mention the man whose motoring is nearly all on business—has no four-wheeler being specially made for him at present. The two-seaters offered to him are on chassis designed essentially for carrying bodies of a fair size, and the same applies in connection with coupés and occasional four-seaters. Who will come forward and offer to the motoring public Size 0 in motorcars? Size 1 has been with us for years and will seat and carry four grown-up people in comfort. The introduction of a smaller size might well prove as huge a commercial success as the vehicle we now know as the baby car.

### The Road to Ruin.

WRITING to *The Motor* on the subject of whether baby cars should be used for drawing trailers, Sir Herbert Austin says:—"I suggest that already the baby car is being overloaded and that if this continual overloading takes place it will necessarily lead to the car becoming heavier and more expensive and the class of buyer for whom it was made will find that his interests in the direction of the small, cheap car are being neglected. Past history has shown that small cars have been made larger in order to increase the range of buyer, but the result of this increase in size has undoubtedly been a mistake."

Sir Herbert might well have gone on, in our opinion, to say that not only has the widely followed

practice of "growing up" small cars been a mistake, but has led to the bankruptcy of almost all who have pursued it. It requires no great effort of memory to call to mind a host of light car manufacturers whose businesses have gone ignominiously to pieces because, in striving to please all, they have succeeded only in pleasing none; in trying to make their little cars more ambitious they have lost the market they enjoyed and

failed to find the market which appeared to await them. Even as recently as during this present season two makes of light car which, in the past, have enjoyed great popularity have gone to the wall for this reason. They reached the summit of their popularity as really light cars—light in weight and light on their owners' pockets. They faded out because they were so heavy and bulky that their performance was not up to scratch.

### Preserve the Countryside.

WE owe much as motorists to the march of progress, and would not hinder it; but it must be remembered that an advancing army, even though it be destined to succour us, may inflict a great deal of hardship in its passing. Thus new roads, the development of new estates and the inexorable laws which now govern safety-first measures are threatening to alter the whole character of the countryside. It is the march of progress in a ruthless form, and even the efforts of societies which exist for no other purpose often fail to turn the marchers from their course. We hope, nevertheless, that the old exhortation, "Woodman, spare that tree," will be borne in mind and interpreted freely, as it ought to be, when far-reaching schemes of improvement are on foot. The beauty of the countryside has claims on every one of us, and those who find themselves in the position of arbiters of the fate of some fair landscape may not lightly sweep them aside.

It is untrue to say that motorists care nothing for the countryside and think only of the conveniences they can obtain, no matter what the cost. Good roads, for example, are of paramount importance, but when their construction threatens the work which Nature has been carrying on for generations we all feel we must cry "Stay!"





A sunny green, bordered by flowered cottages, and backed by woods, describes the lovely village of Selworthy (left and right), near Porlock, in Somerset. Allerford (above), near Minehead and at the foot of Bossington Beacon, is noted for its two-arched mediæval pack-horse bridge.

# RICH MIXTURE

Light Car Comment and Advice

by *Focus*

## The £6-tax Car.

WHO is going to be the first manufacturer to offer us a car with a £6 tax? When taxation by horse-power was introduced in 1920 a minimum rate of £6 was fixed, but so far nobody has gone out after the custom of the man who wants a four-wheeler but will not pay more than £6 a year in direct taxation for it.

The car which comes nearest to his requirements is the Jowett, which is the only British car with a £7 tax, the next lowest taxed models being the Austin Seven, the Triumph Seven, the Morris Minor and the Singer Junior, on all of which an £8 tax has to be paid.

## What John Citizen Thinks.

IN view of the remarkable capabilities of the Jowett—everyone knows that it will pull a fully loaded capacious four-door saloon at very respectable speeds and up most of our stiffest hills—it is a matter of amazement to me that none of our manufacturers has had a gamble on a £6-tax baby

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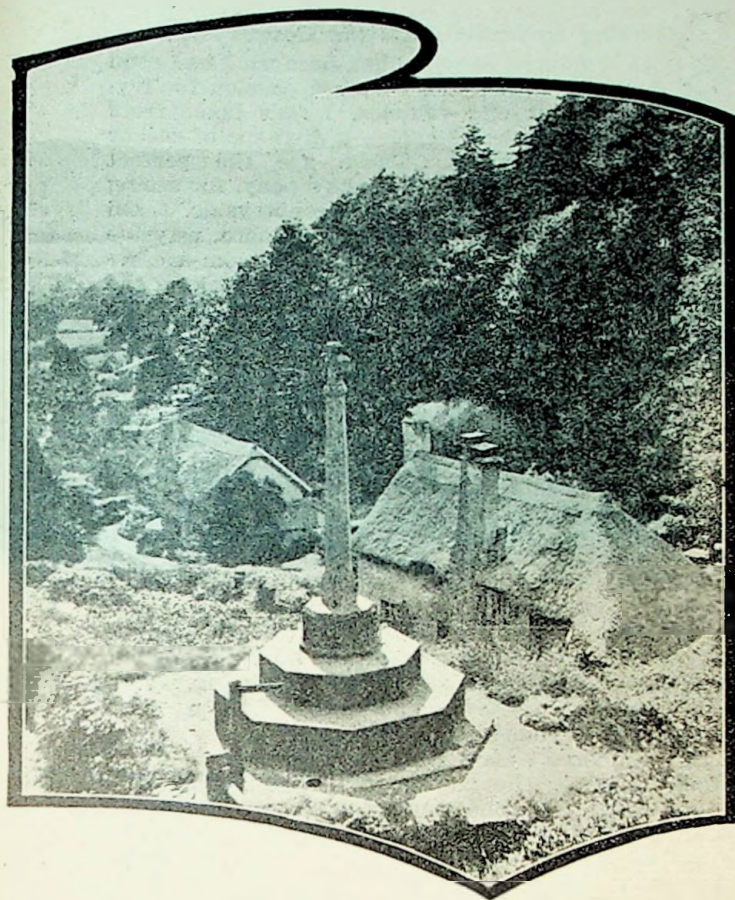
car. With an engine as efficient as that of the Jowett and proportions akin to those of the Austin Seven, I can see no reason why it should not be up to the average for performance, and nobody who knows anything about the trade would deny that it would stand every chance of being a best seller.

In the minds of the public nowadays the tax of a car looms as large as ever. John Citizen will make a big sacrifice in comfort, appearance and even in durability to save himself a pound or two a year on the h.p. tax. I believe he will even pay £20 or £30 more for his second-hand car in order to save a couple or three pounds a year on the tax, although obviously he would have to run it for 10 years to recover the extra outlay.

## Good Performance Essential.

HOW is it, I wonder, that none of the motorcycle manufacturers has awakened to this £6-tax market which is "sitting pretty"? Many of them find that with so much unemployment there is very little business about, and have been





casting around them for fresh outlets for their activities. If they were to offer us small-car enthusiasts a £6-tax four-wheeler I think they would find that their enterprise would be richly rewarded.

Should there be a motorcycle maker who agrees with me and decides to proceed, I hope he will bear in mind that, contrary to a belief held in the motorcycle trade, light-car owners are not content with an inferior performance. I do not think that a £6-tax light car, however attractive it might otherwise be, would stand much chance of success unless its performance was as good as that of any other baby car. Sir Herbert Austin has been showing us for nearly 10 years that light-car owners are just as particular in the matter of performance as are all other car owners.

#### **Can't Read, Can Drive.**

**A**RE you aware that a man may drive although he cannot read? What a splendid story this would make for some of our scaremongers. The Road Traffic Act requires an applicant for a driving licence to declare that he does not suffer from epilepsy or sudden attacks of disabling giddiness and that he is able to read a motorcar number plate; it also requires him to be able to sign his name. I have searched through it carefully, however, and I cannot find any requirement in the matter of being able to read. There may thus be drivers on the road to whom "stop-caution-go," "no right turn" and all the other familiar traffic signs of to-day are meaningless,

yet the law has no right to hound them off the roads.

I am ready to make a free present of this splendid "story" to all the countless writers who think that road traffic Acts are good things and who are stupid enough to believe that if we make enough laws and rules and regulations we shall transform our country into a modern Utopia.

#### **A. Schrader's Son Writes . . .**

**A** WEEK or two ago I flung one of my periodic grouses concerning the time and trouble which one has to give up to keep tyres inflated to their proper pressures. I mentioned 20 minutes as the time it takes me to trim all five and, oddly enough, nobody has written either to say that three minutes is their regular allowance or that an hour and a half would be nearer the mark.

One letter of quite exceptional interest has made its way to me. It comes from A. Schrader's Son, or, rather, his London manager, Mr. F. H. Gerrans. Mr. Gerrans, having a heart, does not open with "My attention has been called to," but thaws me from the outset by beginning "I notice with considerable interest . . ." He goes on to say that he knows all about our difficulties and that he has up his sleeve a very useful solution to them.

#### **A Time-saving Valve Cap.**

**A**CCOMPANYING this letter to which I have just referred was a little box containing the "doings." This takes the form of an entirely new valve cap which serves both as the outer cap and the inner cap and is devised in such a manner that the tyre is inflated without unscrewing anything at all!

The new patent cap, which, incidentally, is not yet available to the public, has a spring-loaded dust excluder and contains a non-return valve which is airtight up to a pressure of 250 lb. It is schemed to allow the pressure to be tested without removing it and impresses me as being the most useful tyre valve device since the Schrader valve made its bow. The sooner Mr. Gerrans makes this new valve cap available to light car owners the better pleased we shall be. God speed his efforts.

#### **Splash Oiling's Only Virtue.**

**M**R. MANTELL has been expressing recently his preference for splash lubrication, his principal point being that it ensures that the pistons and cylinder walls are thoroughly lubricated from the moment of starting a cold engine. This to my mind is the prime and only virtue of the splash system.

Pressure feed scores over splash in every other way except that it is harder on the owner who is too lazy or careless to drain his sump and clean his filters at regular intervals. Such folk, I think, should pay the penalty of their waywardness. I do not agree that we ought all to suffer in order that their weaknesses should be pandered to.

#### **A Composite Lubrication System.**

**W**HAT would be wrong with a lubrication system which combined the advantages of both the splash and force-feed methods, yet which eliminated both their shortcomings? I have in



mind a system which provided for the oil to be forced through a hollow crankshaft in the conventional manner, but which had a relief valve so arranged that instead of by-passing surplus oil back to the crankcase it fed it to troughs beneath the big ends.

With an arrangement like this, oil which, because it was cold, could not get out of the big-ends and thence to the pistons would make its way to the big-end troughs via the relief valve. When it thinned as the engine warmed up, the big-ends would restrict the flow past them to a less degree, and the quantity getting by the relief valve (and thence to the troughs) would be reduced, which would precisely meet the engine's requirements. I am not sure whether this idea is entirely novel, but it is certainly one which has not been applied to light cars. What are the snags?

#### Where Passengers Score.

OUR passengers have the best of it in the matter of seeing the countryside. There is no doubt about that. We were using a road with which my passenger was thoroughly familiar; he has driven himself along it for more than 15 years, and as we approached a rather sharp bend with lodge gates near by he gave an exclamation of surprise and commented on a fine old ancestral hall standing a few hundred yards back from the road. His surprise, it transpired, was due to the fact that he had never seen the building before! He knew its name and that it was somewhere thereabouts; knew even that the lodge belonged to it, but had imagined that it was hidden amongst the trees.

The twisty nature of the road at this point, presumably, had always occupied his attention, and it was not until he rode as a passenger that he "registered" details of it.

#### Getting Intimate with the Countryside.

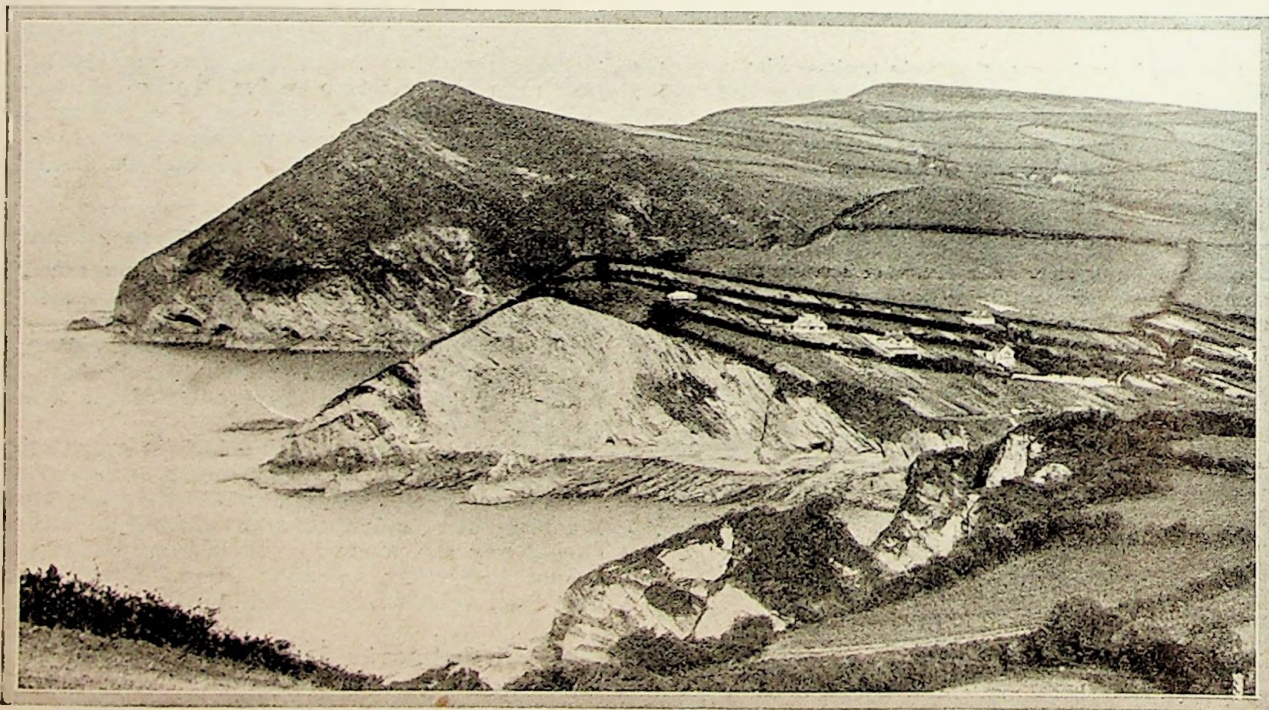
SOME time ago, to win a bet, because I had been "dared" and because I have a passion for trying my hand at odd vehicles, I rode home from London on a tandem bicycle—a distance of rather more than 30 miles. These are the perfect vehicles, if one excludes Shanks's pony, for seeing and getting intimate with the countryside. On that trip I spotted a dozen or more wayside curiosities which I had never noticed from a car.

Another interesting experience was making the same journey in a motor coach. On this occasion again I added considerably to my store of knowledge of the road, seeing over walls and hedges which cut off one's view from the seat of a car and picking out in the distance landmarks that are hidden on my daily journeyings. Undoubtedly the man who drives his own car knows more of the surface and corners of a familiar road than of the countryside which flanks it.

#### Olympia in Hyde Park.

A LONGSIDE me in a traffic jam in Hyde Park at about four o'clock on a glorious afternoon was a giant Daimler saloon, the royal arms on a slip pasted on its screen and a top-hatted foreigner, obviously of some distinction, sitting, very interested in his surroundings, behind a pink-faced, prosperous-looking chauffeur.

I wondered what this representative of a foreign power thought of us. Within his immediate range of vision were motorcars which could not be bought for £100,000, whilst the Park at the time must have held £1,000,000 worth. Surely England looks nowhere more prosperous than in Hyde Park just before tea time on a fine summer's day. The coachwork section at Olympia would be drab beside the magnificent cars one sees there.

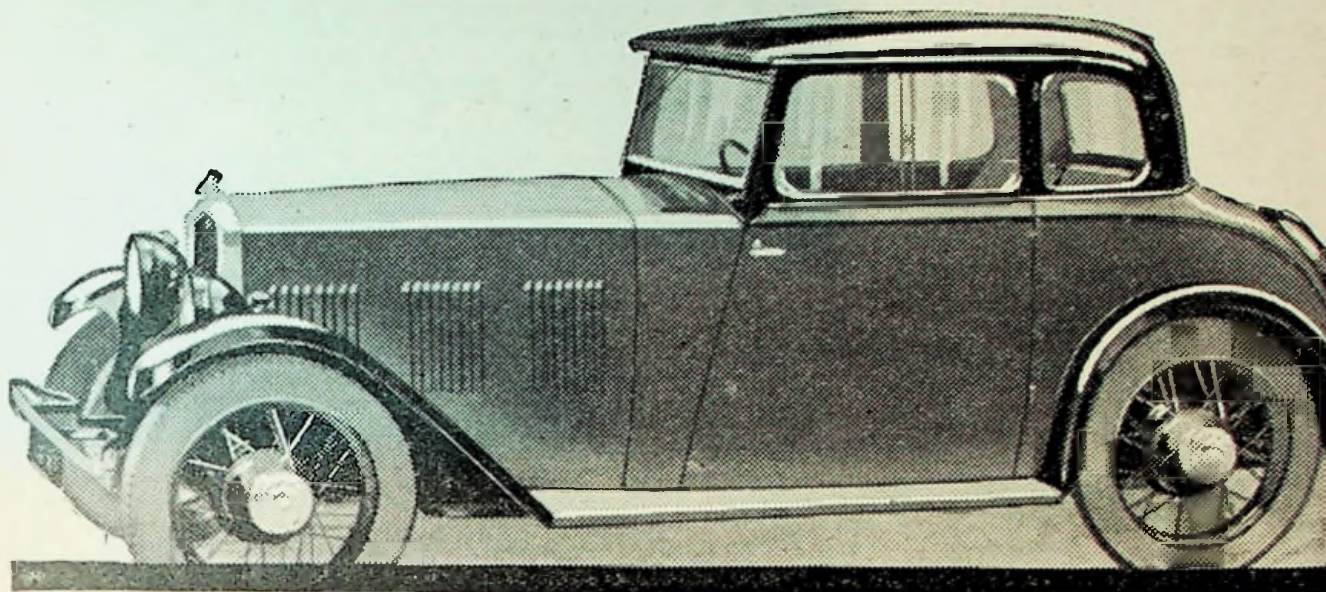


ISN'T THIS  
PERFECT?

A picture to bring tears of envy to the eyes of readers in foreign parts—the coast between Lynton and Ilfracombe, North Devon. Lester Point and Hangman Cliffs are shown, the highest land being 1,100 feet above the sea.



# ANOTHER NEW HORNET



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

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

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



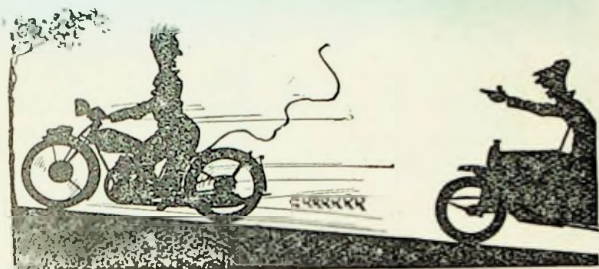


## "TOWING" THE LINE



### Humorous Sidelights on a Tricky and Nerve-racking Job with Which We Are Nearly all Faced at One Time or Another

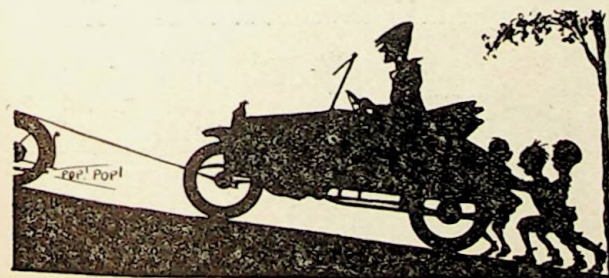
**T**OWING can hardly be said to be a humorous subject. Usually it means that the thing towed is for some reason or other out of commission, and yet, in retrospect, happenings experienced while towing can be mildly funny. Like everything else, it is what you make it.



It was chatting with a former partner in crime that decided me to put on paper the outcome of our reminiscences.

Perhaps one of the funniest of our experiences was when we went to purchase my first car. It was of the very palæolithic type, and as that needs no more description.

The Little Gregg, for such was its name, resided at Swindon, while I was miles away in London. After voluminous correspondence we came to an arrangement whereby I was to swop an aged Enfield motorcycle in part payment for the Gregg. Without further ado we set out for Swindon. Partner in crime on a 3½ Rudge at the forward end of a tow rope, I at the other end on the Enfield; incomplete and ancient, I had used the best part of half a gross of hack-saw blades in altering its frame. It had no saddle, sit-up-and-beg handlebars, and a brake which would have shamed a fairy cycle. Nothing untoward happened, which was the more re-



markable considering that my partner went as fast as he knew how.

Arriving at Swindon some two hours before lighting-up time, we spent the remaining daylight in getting a reluctant Gregg from its resting place. A short examination showed that it could not arrive in London under its own power. Having shoved it into the road,

stopped three tramcars and as many other vehicles, we hitched up the Rudge and prepared to start.

I don't know what the Gregg weighed, I only know that it was a devilish thing to manhandle, having an all cast-iron engine and gearbox, and heavy body, and no diff. I was, therefore, doubtful of the capabilities of the Rudge, but partner said it would tow a steam engine up Urrys' Pet, and I knew that if anyone could beat horses out of an engine it was he.

I took my seat at the wheel, partner revved up, let in the clutch and proceeded to hop all over the road like an agonized worm impaled on a fish hook. His engine revved surprisingly well, and half Swindon came out to see what manner of maniac was playing a tattoo upon a galling gun. Suddenly the rope broke; with enviable acceleration partner shot up the road, only to come back several minutes later and hitch up again. Once more the noise of his engine drowned the remarks of a particularly eloquent tram driver.

By this time the Gregg was covered with half the infant population of Swindon, and must have resembled a sugared almond in a wasps' nest. Finally I per-



suaded most of the brats to push the right way and we got going. Then, and not until then, did I remember the hand brake. Delighted at the discovery, I released it.

For the second time the Rudge shot up Swindon High Street, but this time followed by the Gregg, shedding children like rats from a sinking ship. We reached 20 m.p.h. with only a brace of urchins aboard, too frightened to let go. I would have taken those two children to London rather than stop, but as it was a sharp gradient slowed us up sufficiently to enable them to abandon ship.

#### Developed 200 b.h.p.!

There is a long drag out of Swindon. Up this we thundered. The Rudge, rolling and reeling about the road like a rogue elephant anchored by the tail, gradually ground its way upwards. We reached the top in due course, but not before I had clambered out and shoved. I must have developed some 200 b.h.p., judging by the heat and energy I gave off. Having got to the top, it took some ten miles before I was my normal self again.



By this time night had drawn its cover of darkness about us, and we cast around for some means of lighting. Stopping at a wayside garage, we managed to purchase two ancient Ford oil lamps for the car, while the motorcycle had to be content with one of those



little cycle dynamos which drive off the front tyre. Our next trouble was a rear light. No garage had one. A rough patch of road, a steam roller and a sleeping night watchman gave us the opportunity to acquire one. Being honest by nature, this part of the narrative is apt to pain me; however, I maintained that it was the watchman's fault for sleeping so soundly. At any rate there was one less red lamp for him to fill the next night.

Having thus acquired our lighting set, we were fortunate enough to reach home with nothing more annoying than a few stops for petrol.

Next in my mind comes a story in which I took no part, but for which my partner vouches the truth. He was the chief actor in it.

#### The Hammersmith Broadway Incident.

The scene opens in Hammersmith Broadway, London. Partner is perched upon a sugar box, which in turn is precariously resting on the chassis of an Austin Seven. In front is an Essex Six. The inevitable tow rope joins the two. The pair thus temporarily united impatiently await the dropping of the pointman's hand. A fussy dame, all eyes upon the tram she hopes to catch, steps between the Essex and the Austin; unheeding of all else, she trips over the tow rope!



Partner, ever chivalrous, dismounts from his sugar box, and hastily proceeds to pick the old lady up, conduct her to the pavement, and do his best to sooth her dignity. The pointman's hand has now dropped and beckons on the Essex, whose driver, however, nobly awaits his pal. The policeman becoming impatient in his turn, proceeds towards the two cars to investigate the delay, whereupon the Essex driver, fearful of intimate contact with the Law, lets in his clutch. Partner, having soothed the lady to the best of his abilities, turns only to see the tail end of his chassis fast disappearing in the mêlée of traffic. Undaunted, he runs for and, what is more, catches it.

What that "cop" must have thought at seeing an Essex preceding a driverless Austin chassis, which in

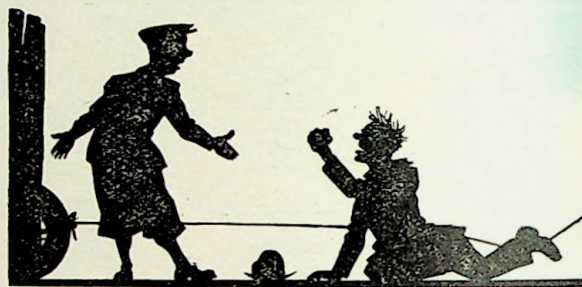
B24

its turn preceded a wild man running for dear life I don't know, but I should like to hear.

This tripping up over our tow ropes seems fatally attractive, and in spite of heroic efforts on the horn we have, in our time, upset more than one person. One particular instance is worthy of remark. While emerging from the runout of a mews, partner, who was doing the towing, stopped to let some traffic pass. His car was in the road, whilst my brother and I, in the towed car, were still in the mews. The rope lay across the pavement.

#### "He Wouldn't Believe Me."

As it was dusk, we were particularly anxious to warn pedestrians about the rope, and having sighted someone a little way off, proceeded to draw his attention politely to the trap; however, he would have none of our warnings, apparently thinking that we wished to precede him in crossing the pavement. Holding up his hand with the magnificent gesture of one who com-



manded us to remain immobile, he proceeded to cross, between us and promptly tripped over the rope in a most whole-hearted and vigorous manner.

I have never seen a stranger more angry, or one who let his feelings forth with such admirable lack of repetition. He looked quite respectable, too; but there, I suppose humour is all a matter of opinion and depends largely from what angle one looks at it. From our viewpoint it was very, very funny.

Just one more. I happened one day to break down about 20 miles from home. A friend offered me a tow, which I thankfully accepted. My Good Samaritan proved a cautious driver. He never missed an opportunity to signal his intentions to the world in general and me in particular. His right arm must have been in a highly developed state considering the hand-wagging exercise in which he indulged. The author of the Highway Code would have loved him dearly.

Everything went very well until the tow rope broke, and then to my utter astonishment and chagrin I had the pleasure of seeing my friend disappearing into the distance solemnly hand wagging at every opportunity, which, as I learned afterwards, he continued to do all



the way home to no better audience than the trailing tow rope, than which nothing surely could have been more mute or unappreciative.

Don't ask why he did not feel the loss of his burden because I don't know, but the story is quite true for all that.

T.B.Y.



# Six days from a Morris Minor owner's diary . .

"On the 24th February last I purchased an S.V. Morris Minor 2-seater, and since that date the car has covered 6300 miles. This figure is made up of general daily mileage in and around London and of six long-distance runs, and particulars of the latter may interest you.

● 18 APRIL Left Croydon 11.30 a.m. Arrived Boroughbridge, Yorks, 9 p.m., via Welwyn, Grantham and Doncaster, N.E., by gale, rain. Distance 242 miles. Stops 1 hr. 25 min

● 19 APRIL Left Boroughbridge 10.45 a.m. Arrived Glasgow 6.15 p.m., via Scotch Corner, Appleby, Penrith, Carlisle and Beattock. Distance 205 miles. Stops 1 hr. Severe northerly gale.

● 28 APRIL Left Glasgow 5 p.m. Arrived Newcastle-on-Tyne 11.30 p.m., via Biggar, Peebles, Melrose, Jedburgh and Otterburn. Distance 160 miles. Stops 50 min.

● 1 MAY Left Newcastle 7.15 a.m. Arrived Croydon 5.45 p.m., via Darlington, Scotch Corner and G.N. road. Distance 317 miles. Stops 1 hr. Time 10½ hr. Average 30.19 m.p.h. Petrol 54 m.p.g. Running time 9½ hr. Average 33.47 m.p.h. Oil ¾ pint.

● 17 MAY Left Eden Bridge (Kent) 12.20 p.m. Arrived Liverpool 11.30 p.m., via Kew Bridge, Uxbridge, Aylesbury, Banbury, Coleshill, Coventry, Newcastle-under-Lyme, Knutsford and Warrington. Heavy rain. Distance 263 miles. Stops 2½ hr.

● 20 MAY Left Liverpool 10.15 a.m. Arrived Croydon 6.10 p.m., via above route minus 7 miles. Distance 238 miles. Stops 40 min. . .

(Original can be seen on request)

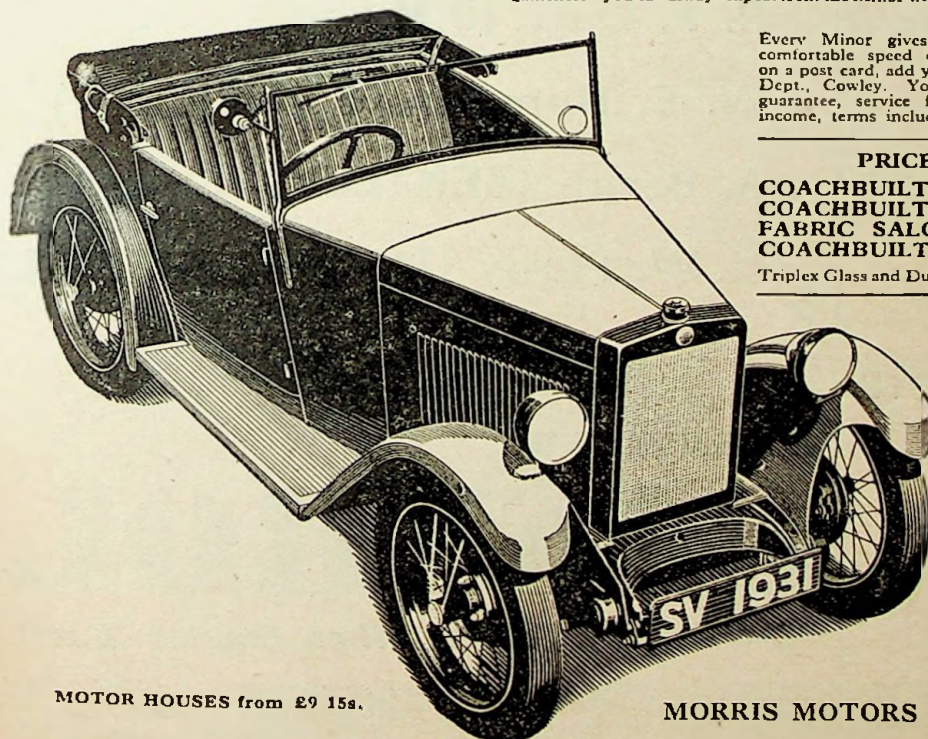
This Morris owner's experience is typical of the sort of dependability and the "gameness" you can always expect from the Minor whatever it is called upon to do.

Every Minor gives approximately 45 m.p.g., and has a comfortable speed of over 50 m.p.h. Write "MINOR" on a post card, add your name and address and post to Enquiries Dept., Cowley. You will receive catalogue, full details of guarantee, service facilities, and how to purchase out of income, terms including tax and insurance.

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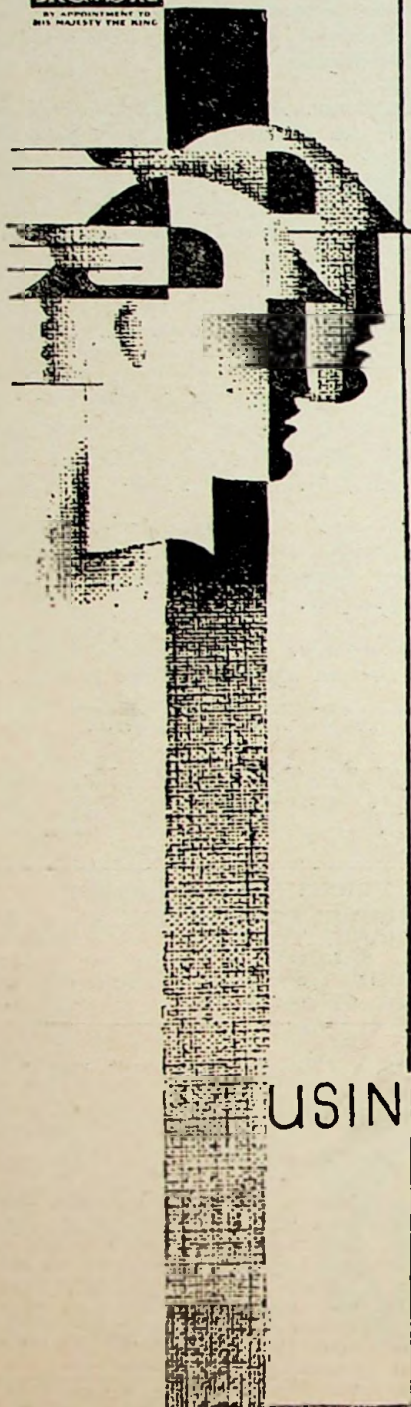


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# INCREASING THE BRAKING POWER

## Details of the Latest Bendix System as Applied to Light Cars

ONE of the new features of the 1932 9hp Standards, as we announced last week, is the use of Bendix duo-servo brakes. This braking system is not new, but hitherto its application to light cars has been by no means common. For this reason few light car owners are familiar with the principle.

In the case of vacuum servo brakes the "suction" of the engine is used to supplement the force which a driver can apply with his foot or hand. In the hydraulic system Pascal's law is applied in a manner which provides a considerable "mechanical advantage."

Similarly, with a mechanical servo motor depression of the brake pedal can be made to tighten a band on a slowly revolving drum. The tendency of the band is then to revolve with the drum; therefore, by coupling the band to the main brake controls, a force far greater than that which the driver could apply

obtained with a pedal pressure of about 100 lb., and a pressure of double this amount can be exceeded by most drivers. Nevertheless, if a much lighter pressure can be made to provide an equal or even more powerful braking effort it is a step in the right direction.

The Bendix duo-servo system has the advantage of great simplicity. The two shoes which are used in each drum are of normal type so far as their friction faces are concerned, but they are actuated in a special manner.

Each shoe is separately pivoted on the back plate, and at the other end, instead of a flat face against which the cam bears, there is a curved and slotted eye in which fits a trunnion block. The two shoes are connected by means of link gear to a balanced cam-shaped member, so designed that it does not change its angularity during the life of the brake linings.

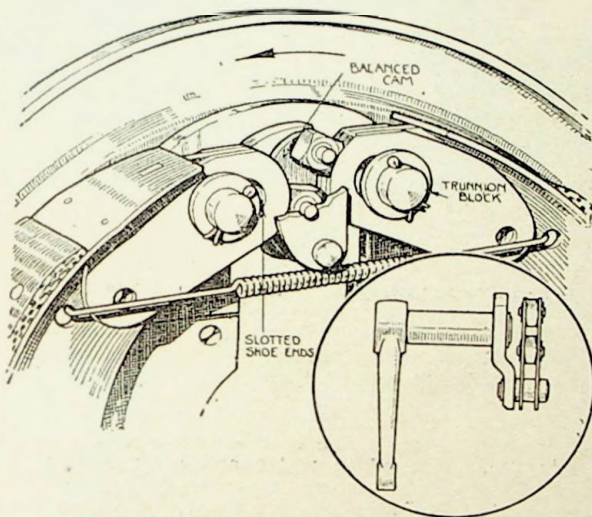
have been termed primary and secondary. It must be explained that the Bendix duo-servo system works equally well in either a forward or reverse direction. Thus, in forward rotation of the drum the leading shoe becomes the primary, or actuating, shoe, whilst the rear one assumes the position of secondary. When the car is driven backwards the functions of the shoes are reversed.

It might be thought at first sight that the wrapping action of the shoes would produce snatch or harshness, but this is by no means the case. The very nature of the servo action ensures smooth, progressive braking, the rate of retardation depending entirely upon the driver.

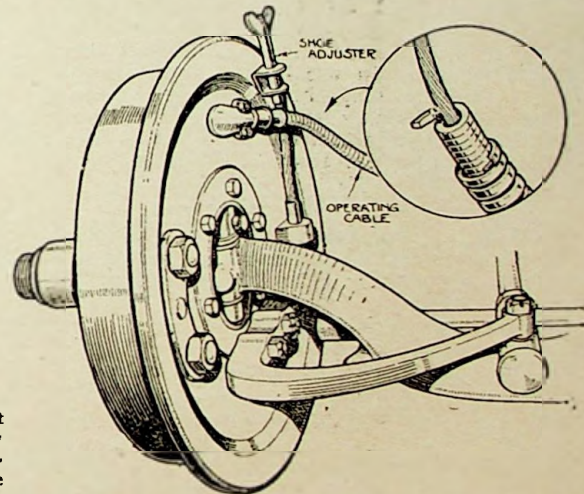
### Cable Operation.

A special method of cable operation is adopted with the duo-servo brakes. Levers and rods are used in the initial stages of the system, but final connection with the brake cams is established by means of a special form of flexible cable working rather on the Bowden principle.

As the main braking effort is gener-



(Left) The balanced cam arrangement shown in part-section. Inset, the cam lever layout.



(Right) A Bendix front wheel brake assembly showing (inset) the construction of the cable casing.

unaided is available at the brake shoes.

The systems just mentioned require the addition of a certain amount of apparatus to the normal equipment of a car. In the Bendix duo-servo system, however, the brake shoes themselves are arranged to produce the servo action.

### Progressive Braking.

In a normal braking system the two shoes share a common pivot and they are expanded against the drum by means of a double-faced cam; thus, other things being equal, each shoe is pressed with the same force into contact with the drum.

Provided that there is no wear in the pivot anchorage or in the cam mechanism, and that the friction material is in good order, the brakes will retard the car smoothly and progressively, but the rate of retardation depends upon the force which the driver can exert upon the pedal or lever.

Careful calculation of the leverage or "mechanical advantage" of the system enables powerful braking to be

The two shoes are connected at their pivot ends by articulating pins in a manner which allows them to conform exactly with the surface of the drum. Provision is made for initial centralizing of the shoes by an eccentric adjustment.

Turning now to the working of the brake it must first be made clear that the servo action is obtained by the actual momentum of the car.

So soon as the shoes touch the drum they tend, of course, to rotate with it, but are prevented by the articulated link anchorage. There is, however, a slight movement and through it the primary shoe imparts additional power to the secondary, thus forcing the entire shoe assembly into still tighter contact with the drum.

In the foregoing paragraph the shoes

ated in the shoes themselves there is no particular load on the cables; therefore, they can be reasonably light whilst still having an ample factor of safety.

The use of flexible cables considerably simplifies the layout of front-wheel brakes in that no restriction is placed upon the steering lock. Furthermore, movement of the wheels in steering has no effect upon the brakes; they are applied equally whether the car be going straight ahead or round a corner.

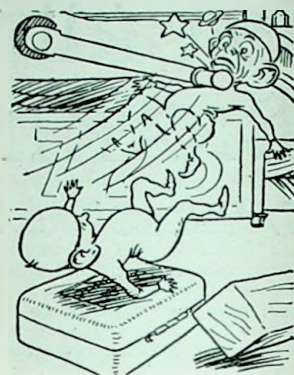
Simple means are provided for adjusting each brake separately, or they can all be set by a master adjuster; in fact, the Bendix duo-servo system, in its general layout, is so very similar to the normal direct-application principle, with which all drivers are familiar, that no difficulty should be found in its maintenance.





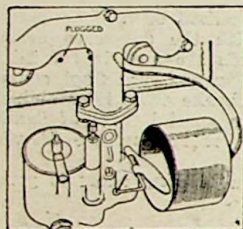
# IDEAS

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.



## Austin Seven Breather.

SOMETIMES when driving an Austin Seven saloon with the windows closed the presence of oil fumes within the body can be noticed. The fumes are ejected, of course, from the holes in the valve cover, these acting as a crankcase breather. A simple device for dispelling the fumes is shown in the sketch. All of the holes save one are plugged and this is enlarged to take a  $\frac{1}{2}$ -in. copper pipe which can be secured by flanging and soldering or by means of a screwed union. To the other end of the pipe is soldered a cylindrical scoop rather larger than the carburetter intake mouth. The pipe is bent to



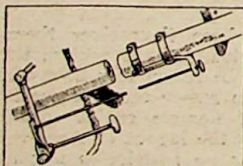
bring the scoop concentric with, but just clear of, the intake mouth. In use it will be found that fumes ejected into the scoop are drawn in through the carburetter and thus no longer enter the car body. It is possible that the warm oily vapour will have a beneficial effect upon the running of the engine.

## An Oil Drum Hint.

OIL taps of the type which are transferred from one drum to another sometimes tend to leak at the joint with the drum owing to the thick rubber washer having perished. Three or four washers cut from an old inner tube make an excellent substitute.

## M.G. Midget Throttle Control.

ALTHOUGH a hand throttle control is now standardized on M.G. Midgets it was not fitted to early models. Owners of these cars, however, can make a very efficient control at small expense. The arrangement is shown in the accompanying sketch, in which it will be seen that the lower end of a screwed rod bears upon a lever secured to the accelerator pedal shaft. The rod should be of mild steel, about  $\frac{1}{2}$  in. diameter and screwed for 3 ins. at its upper end. A bracket tapped to suit the rod

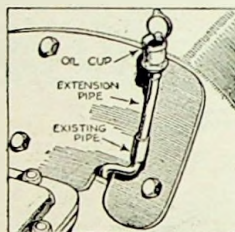


is bolted to the steering column. The bottom lever is secured alongside the pedal by means of the nut on the existing cotter pin; it must be bent to the required shape by trial and error methods. A hole, in which the rod is a working fit—with just a little play—is drilled through the floorboard in a position which allows the rod to line up with the bracket hole and the pedal lever. When finally assembled, a wireless-type ebonite control knob is fitted to the upper end of the rod. It will be clear that by screwing down the rod the throttle is opened, but further pedal movement is unrestricted.

B28

## Standard Clutch Lubrication.

LUBRICATION of the clutch thrust race on the Standard Nine is provided for by means of a copper tube passing through the clutch cover plate. The end of the tube is fitted with a spring-loaded ball valve and it is sometimes difficult to feed the oil past the ball. It will be found worth while, therefore, to remove the tube—it is a push fit in its housing—and to substitute for the ball valve a Rotherham spring-lid lubricator. The length of the tubing can be increased if desired, and a little bending will bring the lubricator into a position where it can be reached by raising the bonnet,



thus obviating the need for removing the front floorboards.

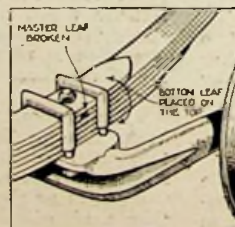
## Annealing Steel.

WHEN softening a piece of hard steel to make it suitable for filing, it is useless to hurry the process. The steel should be placed in a fire and heated to a bright red; it must then be cooled *very slowly*. A good plan is to bury the red-hot steel in fine ashes until it is cold. The metal will then be about as soft as it is possible to make it.

The method of rehardening must depend upon the nature of the steel. The cast variety is heated to a cherry red, quenched in water and afterwards tempered. Case-hardened steel must be recased if the original hard skin has been cut away.

## Repairing Broken Road Springs.

WHEN, owing to some extra heavy road shock, a spring breaks it is seldom that all the leaves give out; usually it is only the top or master leaf, and the fracture occurs, in nine cases out of ten, at the centre where the clamping bolt is situated. If the car can be driven to a garage or to a blacksmith a new leaf can generally be obtained, but, failing this, a satisfactory "jury rig" consists of removing the lowest leaf of the spring and refitting it above the top one, as shown in the sketch. With the clamping bolt well tightened the short



leaf will effectively hold the fractured one in place so that it is capable of taking its usual share of the weight of the car. It is advisable, however, not to drive fast on bad roads with this temporary arrangement, but it will easily "get you home" if used reasonably.



AUGUST 7, 1931.

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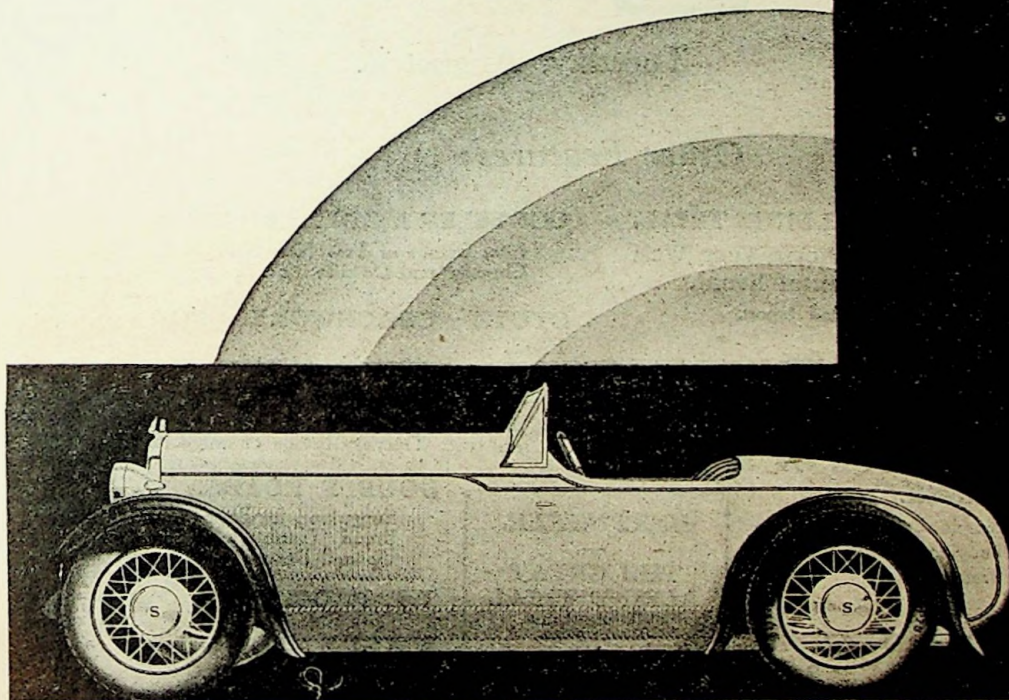
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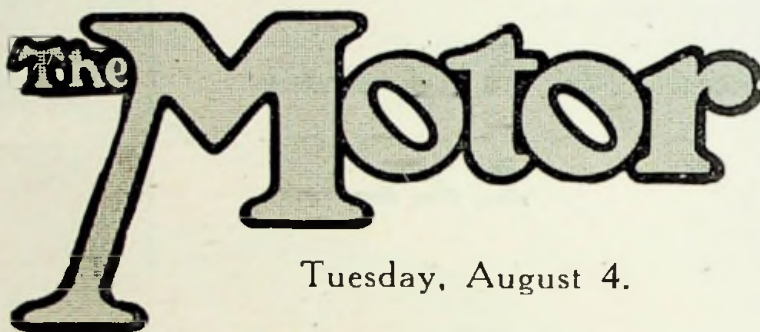
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## TECHNICAL ASPECTS

THE ORIGIN OF  
"GULP" FLAT SPOTS

By L. MANTELL

Physical Laws Which Cannot be Broken—Characteristics of  
the Fuel Layer in the Induction Pipe—Difficulties in Tuning  
Out the "Gulp"

LAST week I described at some length the diagnosis of that transient and irritating flat spot known as the "gulp." If the description was complete almost to the "long-winded" point it is because I generally find it very difficult to explain without practical demonstration the nature of this flat spot. Furthermore, as it is the most troublesome of all to locate and cure and is, incidentally, rather on the increase owing to the present trend of design, I wished to make the distinction as clear as possible before going on to analyse its origin, which I will now endeavour to do.

First of all let me explain that the inner walls of the induction pipe or tract are generally coated with a thin layer of fuel, which has very peculiar characteristics.

It is not content to be merely a layer but it insists upon having a definite thickness which, unfortunately, is not a fixed quantity but varies according to the minus pressure or suction intensity, and also upon the temperature. When the heat is low and the suction value at its minimum the "critical" of thickness is at its greatest, and vice versa, but this is not all, for, when under its "critical" for that particular heat and suction figure—I am using popularly comprehensible terms for clarity—it tends to draw suspended fuel particles from the moving air stream; on the other hand, if over the "critical" it gives off fuel vapour and enriches the passing charge.

In short, this touchy skin is a great nuisance. It exists under physical laws which make its complete removal impossible and in the mechanical sense all we can do as a mitigating measure is to reduce its area as much as possible, not by undue decrease of the pipe diameter, for this is volumetrically inadmissible, but by having the inner wall as smooth as possible, which is the equivalent of a reduction in area. This is one of the reasons why a smoothed-out induction system is better for smooth and even acceleration than a rough cast one.

Herein also an explanation will be seen for the increasing capacity to get a clean "snap" as the engine gets hotter, for the higher the temperature the lower is the skin "critical" and the less does it rob the current of fuel on

suddenly opening the throttle at low speeds. Yet again, one can see an immediate reason for flatness at snapping in many cases, even when the engine is warm enough—a flatness that is generally cured by a smaller choke.

It is true that by choke reduction a greater quantity of fuel is inspired, but the main reason is that when idling along with an almost closed throttle the suction is, of course, high and the skin "critical," therefore, very low. On suddenly opening it the vacuum almost disappears, the "critical" instantly becomes high and the skin promptly robs the current of any suspended particles it can reach in an effort to become thicker.

If the pipe is very strongly heated the "critical" thickness may become almost, if not entirely, nil, but such a high temperature is not permissible owing to the accompanying power loss that would result.

Keeping these facts in mind we will now consider the carburettor. All static instruments, that is to say, those in which the spray metering and corrective arrangements are in the nature of fixed orifices and free from any vacuum-operated moving parts—are, in effect, if not actually, of the bi-jet order. One jet, usually called the pilot or slow-running jet, delivers at the edge of the throttle, whilst the other is a spraying unit, composed of one or two jets, the outlet of which is situated in the centre of the choke tube.

The main spraying assembly in modern carburettors is always fed either completely or partially by a submerged jet placed at a level approximating the bottom of the float chamber, and in connection with this there is always a reserve of petrol called the acceleration well.

This fills generally through a restricted orifice and its upper surface is open to the atmosphere through a relief hole, or holes, at the top, or so placed that air at atmospheric pressure can always reach the upper surface of the well reserve. On suddenly snapping open the throttle the whole of this well content is ejected with the main output, but on gradually opening a rather complicated procedure takes place.

As the air current in the choke tube gains in velocity and volume the level in the well drops progressively but that

in the jet tube and the channelling leading thereto remains quite full of petrol, while any liquid is left in the well. Immediately this is empty and the relief air from above breaks through, the whole content of the tube and its channelling between that point and the ultimate spraying orifice goes up in one sudden ejection, for the rising vacuum operating on the spraying orifice now becomes suddenly supplemented by the float-chamber head pressure and for one instant the mixture becomes unduly rich.

Now if the induction pipe is cool and the skin "critical" therefore high, the walls will take up this sudden injection of the reserve and pay it out gradually to the air stream, but if the pipe is hot it will not do so and the cylinders drawing upon the manifold during the short period of this fluid influx are literally choked into silence—very momentarily, of course, and generally affecting only about two consecutive firings, but sometimes continuing for a whole cycle, thus producing a very marked jerk in the transmission.

Constant-vacuum carburettors do not produce this annoying phenomenon for reasons that will now be obvious, and static instruments will cause it to a greater or less extent, according to the provision made in the acceleration-well design for preventing the sudden influx.

The cure is very difficult without causing upsets in other directions, possible only to an expert as a rule, for the conditions are so subtle.

From an engine point of view, reducing the induction-pipe heat by sawing or drilling through part of the hot-spot connection, if possible, is the easiest method, but, as regards the carburettor aspect, it is best to go to the makers.

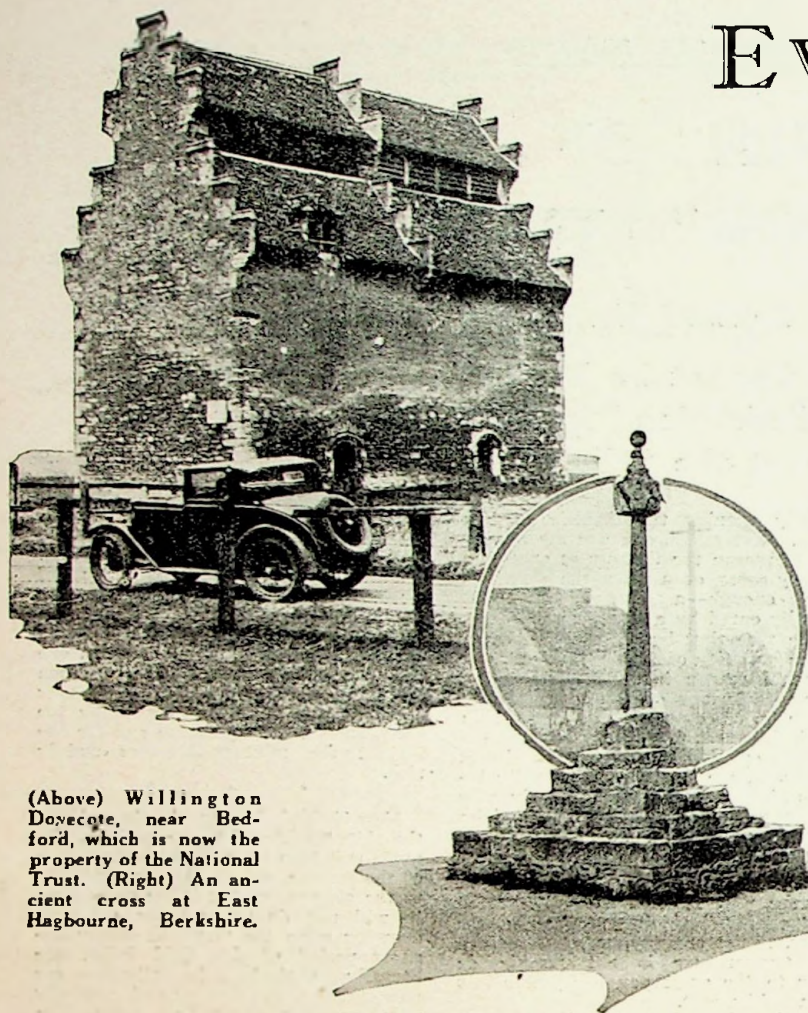
The reason why alcoholic fuels or petrols containing alcohol do not "gulp" is that alcohol, unlike petrol, can be enriched to an enormous overdose before misfiring occurs. Its presence, therefore, in the fuel, even in limited quantities, will generally cure "gulp."

Provision is usually made in the most up-to-date static carburettors to cope with "gulp," but as a rule only in the latest types; a very large number of cars therefore suffer from it and as simple readjustments are seldom wholly effective the attentions of service stations are generally abortive. It is best to consult the makers themselves.



# EVERY VILLAGE HAS

— Why Not Make



(Above) Willington Dovecote, near Bedford, which is now the property of the National Trust. (Right) An ancient cross at East Hagbourne, Berkshire.



**I**N all parts of the country one can find quaint old villages where time seems to have stood still for generations past—relics of old England and the picturesque days we read about in history. Such spots are always fascinating and generally have many an interesting tale to tell.

Yet how many motorists miss all but the superficial attractions of a village of this sort by driving straight through, merely noting that it appears a pleasant spot and has, for example, some thatched cottages, an ancient church and a beautiful old Tudor house over the green. But the traveller who has the time to stay awhile and make a closer acquaintance will doubtless find that it has much more to speak to him about, for there are "sermons in stones" right enough and these old places surely speak of the picturesque past; given the opportunity, too, one can glean at least something of the life of the country dwellers at first hand. To explore an old village is ever a charming experience and an education.

A better start cannot be made than by endeavouring to strike up an acquaintance with a villager who knows something of the history of the place and the things worth viewing. Frequently one may happen upon the "wise man" of the village, whilst the postman is always worth tackling if one finds him enjoying his off-duty hours in his garden. The parson, too, is generally an authority on his parish, and the schoolmaster is another person who may be expected to know all that is worth knowing of his own locality.

To obtain such a guide is of special value in getting to the heart of these places for infinite variety is one of their charms and, left to his own devices, the tourist

is very apt to miss much that is of outstanding interest. The green, the pond and the ancient stocks, for example, are obvious to all, but in nooks and corners, village industries, such as chair-making, straw-plaiting, cider-making and glove-making, still exist, if they do not flourish as of old, and are the things that the casual visitor seldom discovers.

But, although there is infinite variety in our villages and hamlets, yet there are things common to all and in the absence of a guide the motorist can search them out for himself.

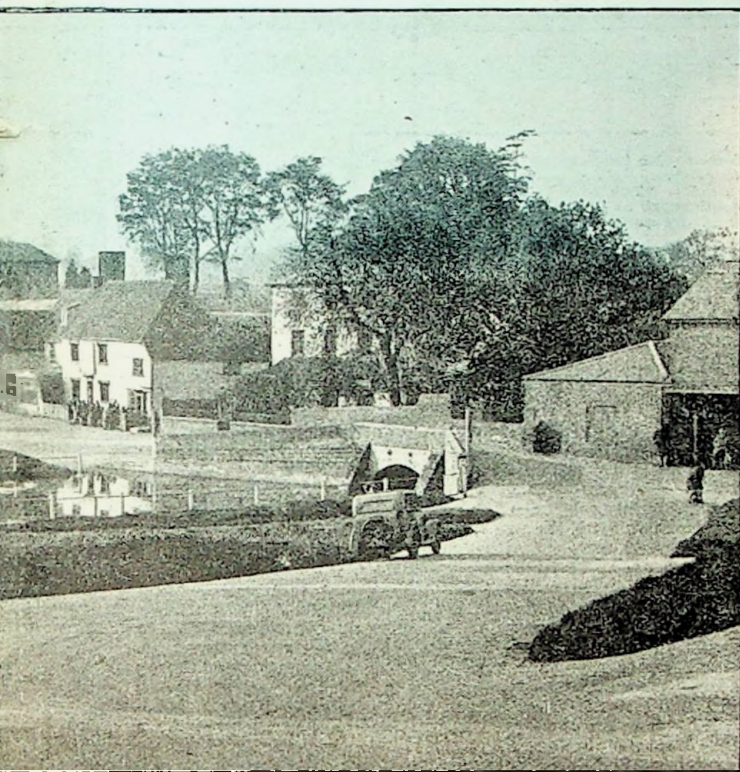
## History in a Church.

The old church, long the centre of all rural activities, religious and secular, stands prominent above the nestling roof-trees of farms and cottages. Inside, ancient brasses and mural monuments, with their simple inscriptions, are nearly always to be found, and from them one may read much of the past history of the parish and learn who were the men and women who for long centuries have ruled over the destinies of the place.

Almost every village has its manor house or hall and its rectory or vicarage, whilst perhaps it can boast of the ruins of an ancient castle, a memorial of state and power; if so, all the better, for there is often some legend or story attached to an old manor or castle that is well worth hearing—if one can find anyone willing to pass an hour in genial conversation.



# GE S A HEART — e Your Way to It?



Sometimes, too, it is possible to drop into a village on a day when the grounds of the hall or manor house are thrown open to the public; it is always worth while to take advantage of such a stroke of luck and spare a few minutes to enjoy the beauty of the typically English scene.

The old barns that nestle round the farmstead are another charming feature of most villages; the more important are the ancient tithe or grange barns, which were formerly attached to some monastery, and were often built "as strong as a church and as fine as a minster." In these tithe barns was stored the grain that represented the tithes paid by the farmers, corn, hay, wool, peas, beans, and so on, all being classed as tithes.

## The Larder of the "Gentry."

Interesting, too, are the ancient dovecotes that are to be found here and there, some of them very old. Mr. P. H. Ditchfield mentions one at Hurley Priory, Berkshire, that was erected about the year 1307. At one time only the lord of the manor or the parson was allowed to erect a dovecote or pigeon-house. The Normans constructed massive round dovecotes made of stone, and later came half-timbered cotes in various shapes. Many of the older pigeon-houses have now disappeared, but wherever one comes across one in some old village it will generally prove well worth inspecting if at all accessible, for these cotes are links with a past when the "gentry" very often had to depend

*A contributor points out that there is much more in an ancient English village than a mere picturesque collection of cottages. He shows how we can discover a wealth of interest in these sleepy old places*

upon the contents of the dovecote for fresh meat for the table during the winter months.

Not less interesting are the old water-mills, with their mossy wheels. Many of these are mere ruins now, their ancient glories departed, but they still add distinct beauty to the landscape.

Village crosses form another link with the dim past, some of them dating back to days before the earliest church. Most of them are now much dilapidated and defaced, their steps worn and crumbling, their columns chipped by countless generations of village lads, but in days gone by they were the centres of village life; tramping friars preached from their steps, and in later times they were the gathering places of gossiping villagers.

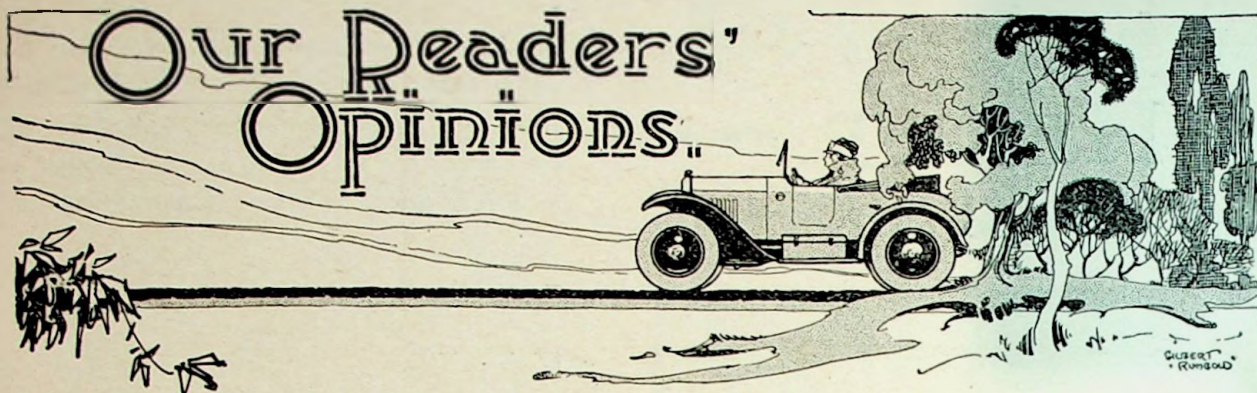
These are the main features of practically every old-world village and can be sought out by any motorist, whether he be fortunate enough to find a local guide or not. The visitor who is lucky enough to chance on a talkative villager is even more fortunate, however, for there is far more in an ancient village than a mere picturesque group of cottages, and those motorists who realize the fact have an almost endless source of objectives for their week-end runs.

A.S.

(Left) The picturesque village of Finchingfield, Essex, which, amongst many interesting features has a church monument to William Kemp, who kept voluntary silence for seven years. (Below) Flaunden old church, Bucks, which many a casual traveller misses.







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 OLD CARS BE BANNED?

Readers Think Safety is Not a Matter of Age

### Reader Prefers Old Cars.

I was really surprised at your correspondent BM/OVHJ having the courage to suggest that old cars should be banned. He is, apparently, one of those people who, having bought a

Absence of f.w.b. England that he has done so. In my opinion, it does not matter how old a car is, within reason, provided that the mechanical condition is good, especially the brakes and steering gear. It is a fact that the workmanship of the pre-war car was far better than the mass-produced car of to-day, which after about two years of average daily running is nothing but rattles and squeaks.

Look also at some of the 1923 models, which have been doing really hard work for eight years and are still on the road. Then, again, look at some of the 1920 models, a great many of them appear almost ready for scrap. As regards accidents, it is not necessarily old cars which cause them, but cars which have mechanical defects, such as brakes out of adjustment and so on. This latter defect is sometimes found even in a brand-new car. Other accidents are caused by the type of driver, and are nothing whatever to do with the condition of the car.

My only objection to old cars is that they are not usually fitted with front-wheel brakes. A.S.

### Reader Blames Depreciation for—

It seems to me that the question of whether or no a given car should be continued in use or scrapped is one which cannot be answered dogmatically, either in the manner of BM/OVHJ or of his opponents. The determining factors fall into two groups, one consisting of economic considerations, the other of the safety and convenience of the general public. The questions of "selfishness" and "liberty" are not in either of these groups; they are in the same category as "the flowers that bloom in the spring."

The public interest will be adequately protected if the car is capable of being driven with ease and under full control at moderately high speeds, say up to 40 m.p.h., if its braking equipment is, at least, up to the standard required by the law, and if its liability to mechanical breakdown is small. Any car that was originally sound on these points can be so maintained by prompt attention to repairs and renewals as and when they become necessary.

On the financial side, I am of opinion that the perfectly absurd rate of depreciation obtaining at present is responsible for the disgraceful mechanical condition in which many cars two or three years old are allowed to go about the roads. A man who buys a car for £200, and in three

years or so finds it has depreciated to £60, is reluctant to spend £30 or £40 in having it thoroughly reconditioned, because he knows this will add little or nothing to its market value. So he sells it for what it will fetch, and it then very likely finds its way into the hands of an owner who, although he can scrape up the price, cannot afford the reconditioning, and the car continues its progress towards decrepitude and becomes a danger and a nuisance to others.

This policy is entirely fallacious, for our hypothetical owner, having sold his car for £60, must now find an additional £140 for a new one, whereas an expenditure of £40 would in all probability have made the old car as good as, if not better than, when new. It is, of course, for him to decide whether the extra outlay is justified to him by the satisfaction of his vanity and enhancement of his prestige—if any—and by such solid advantages as he may presume a new car will have.

I suggest that every car should be subject to an annual inspection by a competent authority, and that a certificate of soundness from that body should be a condition of its licence being renewed. KW2173.

### Good Service from 1927 Model.

As an old reader of *The Light Car and Cyclecar*, I have read with dismay the suggestions put forward by certain of your readers that old cars should be scrapped. Personally, I do not think this is quite

"As Good  
as New."

British, and to my mind rather suggests the feminine touch. I have driven cars and motorcycles for years, also aeroplanes for that matter, but when I buy a car it is not something which is purely a convenience.

I have had my present car since 1927 (one of the best of its day in the £200 to £250 class), and have no ambition to get rid of it for one of the so-called later models. In comfort it gives me what I desire. I know it thoroughly, and am therefore in the position to drive it in its own sweet way. I decarbonize the engine myself because I prefer to, also give the whole car the attention it deserves.

People tell me it looks as good as new, and so it is. I can do my 50 to 55 m.p.h. if I want to, but when motorizing for pleasure (and I assume most of us do that) who wants to drive at that speed?

I am not an old man, but in the early forties, and have no use for the individual who simply must tear from place to place. That is not motorizing, but merely making oneself a nuisance to one's neighbour. Incidentally, I find I generally arrive at my appointed place as soon as the other fellow.

No, sir, I say leave the other motorist alone. If he has an older car and is fond of it, and it gives the service desired, what more can be required? PI13199.





## *ALFA-ROMEO*

won the J.C.C. Double "12"  
and the Irish Grand Prix in  
1929, and the Le Mans 24  
Hour Race in 1931.



## **BENTLEY**

won the J.C.C. Double "12"  
in 1930, and the Le Mans 24  
Hour Race in 1929 and 1930.



## **M.G. Midget**

won the J.C.C. Double "12"  
and the Irish Grand  
Prix in 1931.

The above races were won  
on Shell lubricating oil.  
The makers of the Bentley  
and the M.G. Midget and the  
British Concessionaires of  
the Alfa-Romeo officially  
recommend the use of Shell  
lubricating oil.

*Be up-to-date*

# **SHELL Lubricate**



# UNREPEATABLE Bargains in 'Triumph Super-Sevens'!

## SLIGHTLY SHOP-SOILED

### 1931 MODELS

|                     |      |
|---------------------|------|
| Coachbuilt Saloon - | £165 |
| SLIDING ROOF.....   |      |
| Coachbuilt Saloon - | £160 |
| FIXED ROOF.....     |      |
| Fabric Saloon - - - | £150 |
| FIXED ROOF.....     |      |
| "GNAT" Sports -     | £140 |
| TWO-SEATER .....    |      |

LIMITED NUMBER AVAILABLE  
SUBJECT TO BEING UNSOLD

**A Selection from our Stock of Used Triumph Cars**

|   |      |
|---|------|
| 1930 7 h.p. Gordon England de Luxe Saloon, safety glass throughout, leather upholstery, wire wheels. Choice of two .. | £105 |
| 1930 7 h.p. de Luxe 2-seater and double dickey, colour duo-blue, exceptional condition throughout                     | £95  |
| 1929 7 h.p. Gordon England Saloon, colour blue, locks to doors, taxed, exceptional condition                          | £85  |
| 1929 7 h.p. de Luxe Gordon England Saloon, leather upholstery, safety glass, exceptional condition                    | £85  |

The above at New King's Road Depot.

**DEFERRED TERMS  
AND EXCHANGES**

THE LARGEST DISTRIBUTORS OF TRIUMPH CARS:—

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Phone—Mayfair 5323.

**LTD.**

ALSO

212, NEW KING'S ROAD,  
FULHAM, LONDON, S.W.6.

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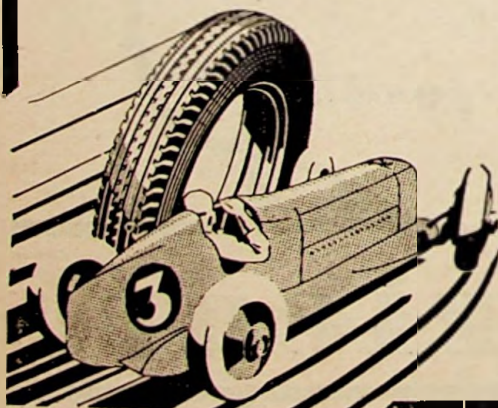
RIGHT  
OPPOSITE  
PUTNEY  
BRIDGE  
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(Frequent Trains)

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## ● TRIPLE CHEVRON CORD

—The IDEAL Tyre—

The perfect balance in the construction of the ENGLEBERT TYRE is a sure guarantee of fine performance.



The tread is the most efficient non-skid ever designed.

Ask any user of these tyres for an honest opinion and you will hear nothing but praise.

ENGLEBERT stands for  
ONE QUALITY ONLY—THE BEST.

**ENGLEBERT TYRES LTD.,**  
162, Great Portland Street, LONDON, W.1.

Factories in Belgium.

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



## OUR READERS' OPINIONS (contd.)

**The Relay Grand Prix.**

Having read your account of the recent Relay Grand Prix, I was a little disappointed to find no reference to the extraordinarily good performance put up by the "A" car of No. 8 team—A. N. Macblachlan's Lea-Francis. This car, which was prepared entirely by the owner, averaged 95.3 m.p.h. for its 29 laps. This was in accordance with pit instructions. The last three laps were covered by Mr. Macblachlan at 96.6, 97.4 and 97.7 m.p.h. respectively, in response to a "slightly faster" signal from the pit.

No. 8 Pit Manager.  
\* According to the official figures, A. N. Macblachlan's best lap was covered at 96.71 m.p.h.—Ed.

**Rust-proofing Steel Bodies.**

With reference to the recent correspondence on the need for a rustproof finish we would like to point out that such a finish is not impossible to obtain at a comparatively low figure. The difficulties with cellulose

Zinc-coating Process. finishes—and, for that matter, with paint or enamel—are not so much due to any trouble with the cellulose or paints as

to the surfaces on which these are employed. The panels are usually of steel, which is liable to rust easily, and they generally have a quite smooth surface, which is sometimes not altogether free from scale.

The metal-spraying process, of which we are the proprietors in this country, is capable of giving a thin layer of metallic zinc to such surfaces, and this thin layer is rustproof over a very long period, as the zinc is deposited in a pure form. The process is cold and therefore does not distort the panels, and no acid is used, the coating being, therefore, free from "spotting out," which sometimes occurs on electro-deposited coatings. For the preliminary process of metal-spraying the surfaces have to be sandblasted, and are therefore quite clean.

The final surface of the zinc has a slightly matt finish. It has been found in practice that this slightly matt surface gives an extremely good base for all enamels and paints, and prevents blistering due to contraction of the paint film and differential expansion due to exposure to weather. Furthermore, it cuts out the necessity of using priming coatings, as the zinc acts as a metallic primer.

The enamelling process, therefore, can sometimes be cheapened to compensate somewhat for the extra expense of metal-spraying.

If a fracture of the paint occurs no rust will appear through the broken film, as a rustproof zinc coating is underneath.

The reason why the process has not been used extensively by motorcar manufacturers is that it would probably add to the cost of an ordinary motorcar by £2-£3, and in these days of severe competition manufacturers have felt that the extra price would be difficult to obtain.

W. E. BALLARD,

For METALLISATION, LTD.

**Aerolite Pistons.**

We note that in your description of the new Standard Little Nine you state the "Aerolite pistons—of which the four vertical flutings with oil return holes are a feature—

**The Principle of Design.**

are used." We would like to point out that these flutes and holes are not intended for this purpose, but are there as a "heat-break" and are an essential feature on the Mark IV piston.

The oil control is taken care of by Cygnet rings, with which all Aerolite pistons are fitted. The self-compensating success of this piston is due to the presence of this "heat-break," together with the twin webs in the head. Aerolite pistons were fitted during 1931 to all Standard Big Nines, and, as a result of their no-trouble feature, will be fitted to both Big and Little Nines during the ensuing season.

C. EVELYN GEORGE, Director,

For THE LIGHT PRODUCTION CO., LTD.

**Open v. Closed Cars—More Pros and Cons****Blind Spots and Reflections.**

Despite the large number of letters you have published on the pros and cons of open and closed cars, no one seems to have stressed what, in my opinion, are the greatest curses of saloons—the poor driving visibility caused by thick screen and door pillars, and the confusing reflections at night resulting from the acres of plate glass.

H. H. J. NEWMAN.

**The Verdict of the Majority.**

Why all this argument? Surely the verdict of the majority can be taken. One has only to stand at the roadside any week-end to see that, even for pleasure purposes, the saloon has it every time. Personally,

Great Popularity of Saloons. I changed to a saloon two years ago—

I have owned three open cars previously—and would not dream of going back to a tourer. I am sure my experience is only that of countless other motorists.

NORMAN WILLIAMS.

**Sports-car Owner's Views.**

A journal of the breadth of outlook of *The Light Car and Cyclecar* must necessarily encourage readers to proclaim the faith that is within them, even though they anathematize each other with ultra-clerical fervour.

Why Blame Others? But is it not the fact that the average man can only afford to run one car, and that his choice represents a compromise

between the wishes of his wife and his social and business needs?

The writer is fortunate in being a middle-aged bachelor, for whom the wiles of Circe have ceased to hold much attraction. He goes to the City by train, and he takes a taxi on those rare social occasions he cannot manage to dodge. Consequently, he can please himself entirely about the car he drives.

When motoring first attracted him, he imagined that advancing years demanded a certain dignity in methods of travel, but after three months' experience with a six-cylinder coupe with sunshine head he became persuaded that driving a hearse would be wild adventure as compared with motor-

ing. At this juncture he unbosomed himself to his garage proprietor, when that excellent man diffidently suggested that he should try a sports car. This proved to be a revelation, and he certainly admits that he now has the time of his life.

But quite a number of fellow wayfarers do not seem to rejoice in the merry scream of second and the whine of third.

The writer enjoys every minute upon the open road, and so, doubtless, do they. Why should we blame one another?

TYPE FORTY.

**Open Car Owner Rides in Saloon.**

Although I am an open-car enthusiast, I have not butted in on the tourer v. saloon controversy because I have not had any great experience of saloons. However, a few days ago

I went for a long run as a passenger in a very popular saloon, costing, I believe, about £300. The fumes when the

car—which was fairly new—was doing anything over 35 m.p.h. were positively awful, but the driver seemed to take them as a matter of course. Need I say more?

S.A.L.

**"M.D.D." Given Himself Away?**

In his second letter to you "M.D.D." has given himself away entirely. Replying to one of his critics he said, "I motor to get somewhere, and, personally, I much prefer to travel in what he calls a drawing-room

Traveller or Motorist? than in what I will call an outhouse—damp and draughty." Exactly,

"M.D.D." You regard your car purely as a means of getting about, and, like all other "motorists" of the same type, you like everything to be as easy and luxurious as possible. That is typical of the saloon car owner.

It is the enthusiast who appreciates an open car, for he knows that it represents motoring—not just travelling. I have owned—not merely driven—both open and closed cars, so can claim to have some experience to back my views.

L. L. HEATON.

B37



## OUR READERS' OPINIONS (contd.)

### Fined for Smooth Tyres.

I notice that a Welsh motor owner has been fined under the new Road Traffic Act for driving on smooth, worn tyres. To those about to set out on a motoring holiday the news will be a timely reminder not to run the

A Caution for the Economical. risk of adding a fine to their out-of-pocket expenses. Probably not two motorists in three are aware that to use worn tyres is now punishable by law. R. D. BARRETT.  
(Major.)

### An Austin in Ceylon.

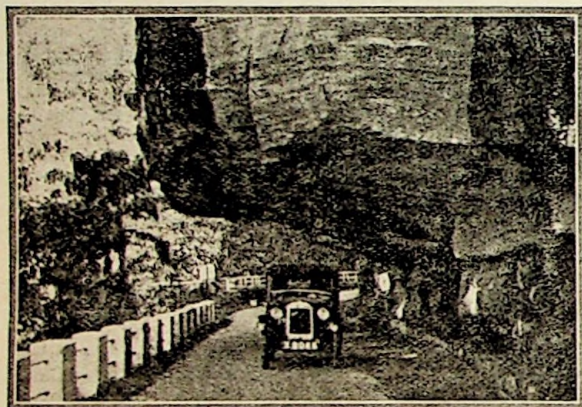
I feel sure your many readers will be interested in the enclosed photograph of an Austin Seven in Ceylon. It shows the car at the foot

The Ramboda Pass.

of the Ramboda Pass—the steepest and longest main road pass in Ceylon—which consists of about 11 or 12 miles of stiff climbing. The little car performed wonderfully well, taking most of the climb in second, with first on some of the hairpin bends. The scenery is beautiful and, as seen in the photograph, an enormous rock overhangs the road.

I have been a reader of your paper for some years and look forward to receiving it every mail day.

L. GORDON LOOS.



An Austin Seven passing under the famous Ramboda Rock which overhangs the road at the foot of the Pass of the same name in Ceylon. (See letter above from Mr. L. Gordon Loos.)

### Protection in the Motor Industry.

In the interests of fair play I trust that you can give space to note a timely retort to the recent Free Trade attack upon our motorcar manufacturers. Comparing them with

From Col. Sir  
T. A. Polson.

the car makers of the United States, Mr. Lloyd George declared that "our manufacturers were only concerned about manufacturing for the beautifully surfaced roads at home. They had not applied their minds to capturing the other markets and constructing the right sort of machines for the occasion. If that tariff had been taken away they would have been driven to try and capture the markets of the world, and they would have done it."

Sir Eric Geddes's newly published "Mass Production," reviewed by you the other day, might have been written to confute this tangle of misleading statements.

The author shows how the foreign mass-producer can flood the market with goods sold far below their full cost of production, and still improve his own profit position while forcing the unprotected manufacturer into fast increasing loss merely by reducing the latter's volume. He points out that because the unprotected manufacturer cannot be sure of his home market he has no encouragement to incur the risk of spending the capital which would enable him to manufacture for export at a competitive cost.

As for our motorcar makers, Sir Eric gives two striking facts which speak for themselves. Despite their "inadequate and temporary protection," he says that they have been able to adopt mass-production, at any rate in part, with the result that costs of production have fallen; prices to the consumer are "about one-half of the 1914 level," and

for a vastly improved vehicle, while, concurrently, producers' earnings have about doubled.

Most Free Traders will be too wary in these days to try and answer the arguments of the Dunlop chairman, but perhaps amongst your readers there may be some who may be tempted to challenge Sir Eric Geddes's conclusive case for a tariff. Let them be warned that in doing so they will run a grave risk of converting themselves from orthodox Cobdenism. THOS. A. POLSON.

## CONDENSED CORRESPONDENCE.

"P.N.," in a long and interesting letter, makes some startling claims for a perfectly standard 1926 Austin Seven tourer which he purchased second-hand a year ago. He states that it has now done 10,000 miles since it was last decarbonized and that the valves have not been adjusted or ground-in since he purchased the car, although his mileage in it is just on 18,000. In spite of this lack of attention and the fact that the car is driven hard, he says that it is still running exceptionally well and will climb Alms Hill, Henley, any day that it is climbable; since the beginning of June, in fact, he claims to have made 20 ascents, five of them having been made consecutively without boiling.

## READERS' WANTS.

FISHING.—Information on places where fishing is to be had in Devon and Cornwall.—M. Leonard Webb, 70, Colfe Road, Forest Hill, London, S.E.

FOUND.—Between Bromsgrove and Worcester, a chromium-plated Rover wheel centre.—G. E. Ormonde, White Cottages, Foley Gardens, Stoke Prior, Bromsgrove, Worcester.

LOST.—Between Corbridge, Northumberland, and Carter Bar, a suit of motorcycling overalls between 9.30 p.m. and 10.40 p.m. on Sunday, July 26th.—H. G. Hicks, R.A.F. Training Base, Leuchars, Fife.

M.G. MIDGET.—Readers' experiences of the 1931 Jarvis model with occasional third seat, with particular regard to durability of bodywork, general reliability, comfort, speed, hill-climbing and running costs.—P. W. Gauntlett, Craig-leath, Chartridge, Chesham, Bucks.

## ASKED AND ANSWERED.

L.J. (Warrington).—As the magnets of your car has a jump-spark type of distributor you will gain no advantage from fitting external spark gaps.

A.P. (Bournemouth).—The articles on "The Chemistry of Petrol," by L. Mantell, appeared in our issues dated June 19th, June 26th, and July 3rd.

G.S. (Carnarvon).—Little indication of the state of charge of a battery is given by short-circuiting the terminals to obtain a spark. The practice is, moreover, very harmful.

R.E.T. (Southampton).—As a general rule, pneumatic upholstery is most comfortable when inflated to a point when the seat frame can just be felt by pressing hard with the fingers in the centre of the cushion.

H.R.C. (Wallasey).—You are quite correct; if you fit over-size tyres to your car, you can employ slightly lower pressures. You would do well, however, to get into touch with the makers of the tyres you propose to fit to obtain their recommendation.

T.G. (London, S.W.3).—It is extremely difficult to tell from a mere description what is the cause of an extraneous noise in an engine unless a clue is given by the circumstances in which it occurs. In your case there appear to be no conditions which suggest the cause of the grinding sound. As you live within reasonable distance of the makers' service station, why not take the car along and obtain the opinion of one of the testers? These men spend all their time tracing troubles and can usually tell in a few minutes exactly what is wrong.

M.S. (Fulham).—By all means polish the ports of your engine if you wish to improve the performance; raising the compression is another matter, however, and we advise you to go to work carefully. Some production engines benefit appreciably by the alteration, but others are apt to become harsh and to need very frequent decarbonizing. As an experiment, you might try the effect of a slight increase in the ratio by using a thinner cylinder-head gasket, which you can cut for yourself from a well-annealed sheet of copper; a good jointing compound will, of course, be necessary with an all-metal gasket of this type. If you find that the engine is improved by the alteration you will be safe in having it machined off the face of the cylinder head.



## SPORTS

Drivers Nominated for the T.T.—Continental Forces Stronger Than Ever—News of the 500-mile Race—Fine Meeting at the Avus Track—German Small Cars do Well

**M**OST of the drivers for the T.T. have now been nominated, and already it will be seen that this year's race—whether it be the last on the Ards circuit or not—should be the finest of the series.

The battle in the 1½-litre class promises to be a outrance, and the entry, as you will gather from the list given under "Club Items," makes good reading.

There is one Lea-Francis against three Aston-Martins and three Frazer-Nashes in the 1,500 c.c. class. The "Leaf" will, of course, be blown, but T. G. Moore, who is driving his "Double-Twelve" Frazer-Nash again with W. S. Braidwood, is contemplating running without a supercharger.

H. J. Aldington will himself be at a "Nash" wheel, and, in my estimation, "Aldy" is a fine road-racing driver and liable to show us a thing or two.

Widengren and Oats will drive the little 1,100 c.c. Maserati against five



"Prevention"

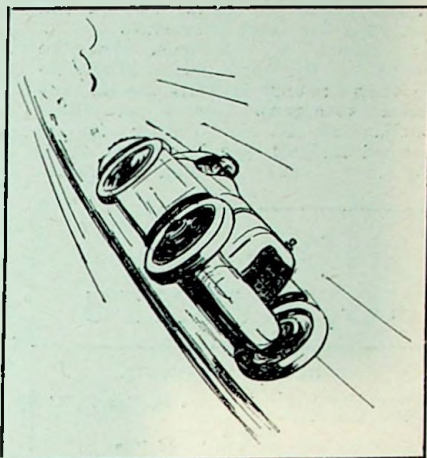
Rileys. The Rileys contingent are all capable of great things—Staniland, Ashby, Whiteroot, Noble and Victor Gillow.

In the 750 c.c. class, of course, we have a further round of the Austin v. Midget scrap, and 13 Midgets will see what can be done about five Austins. In the latter ranks we shall have the Relay Grand Prix team, Cushman, Goodacre and J. D. Barnes. F. S. Barnes will handle a Midget.

Among the big stuff the race will take on a stern aspect, and Continental drivers are coming over in force to carry the Alfa-Romeo v. Bugatti fight a stage farther. We shall see over here for the first time Louis Chiron, Achille Varzi, and Albert Divo driving Bugattis, with Bouriat as reserve. The Alfa drivers will be Nuvolari, Campari and, as a visitor for the first time, Borzacchini.

The "Alfas" will be the 2½-litre straight-eights, and the Bugattis will be the type which ran at Le Mans and showed terrific speed—5-litre straight-eights. In the same class are two Invictas.

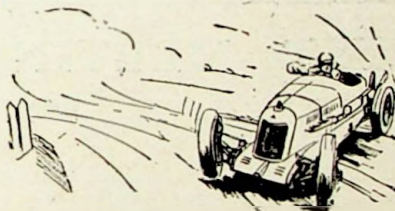
One Mercedes will start, and among the other Continental marques



Maseratis will be driven by George Eyston and an unnamed driver, Sir Henry Birkin and Earl Howe will drive Alfa-Romeos.

**T**ALKING of inter-marque strife, the Austins will meet the Midgets again in the B.R.D.C. 500-mile race on October 3rd. On this occasion, be it noted, the handicapping calls for the 750s to lap at 94 m.p.h.!

Sir Henry Birkin will drive the single-seater Bentley in this race, Sir Malcolm Campbell will appear, but has not yet announced his car, and Anthony Bevan will drive another supercharged 4½-litre Bentley. Lord Howe is down to pilot his new 2-3-litre Bugatti with which he competed at the Nürburg Ring.



— is better than cure!" Impressions of a Mountain Handicap at Brooklands last Monday.

**T**HE regulations have just been issued dealing with the record attempts which will be made on the standing-start and flying-start mile and kilometre at Arpaon on August 28rd, and on the 5 kilometres, 5 miles, 10 kilometres and 10 miles which will be made at Montlhéry on August 30th.

There are classes for racing cars from J to A, i.e., from 350 c.c. to 8-litres, single-seater bodies are allowed, and there are no weight limits. World's, French and International records may be set up at both meetings.

Full details are available from M. le Président du Motoreycle Club de France, 13, Boulevard Gouvion Saint-Cyr, Paris, XVIIe.

**T**HERE was tremendous enthusiasm at the Avus track, Berlin, when the first meeting for five years was held on Sunday last. It is estimated that 210,000 spectators lined the course!

The track is a narrow oval, with two

## JOTTINGS

## BUMP!

An artist's impression of Leon Cushman in the Austin Special coming off the big bump on the home banking, where spectators declare, he broke the "750 c.c. Brooklands altitude record" with consummate ease!

5-mile straights separated by a grass strip and with slightly banked loops at each end.

The racing must have been thrilling enough to watch. There were three long-distance events in which all cars started from scratch—750 c.c., 1,500 c.c. and unlimited.

Four B.M.W.s (German Austins), four two-stroke D.K.W. f.w.d. and two D.K.W. rear-drive cars started in the first race. The three B.M.W.s were interesting in that one had an o.h.v. head, another had an aluminium head, and the third had a standard head and a special exhaust manifold, in which the spaces between the pipes were packed with metal shavings to conduct heat to the inlet manifold.

The race became a duel between the o.h.v. B.M.W. and one of the f.w.d. two-stroke D.K.W.s, which latter eventually won at 75 m.p.h.

Out of 12 starters in the 1½-litre race only two cars finished! There were two Salmsons, two Amilcars and eight Bugattis. The course was 10 laps (122 miles). Four Bugattis led from the start and proceeded to break each other up. One by one the cars "blew up" until one Bugatti, which had been first at the 7th lap and third on the 8th, crossed the line alone at an average of 93.5 m.p.h. About five minutes afterwards the only other car left running came in—a Salmson.

The large-car class was a terrific fight between Caracciola (Mercedes), and Von Morgen (2½-litre Bugatti). These two, driving like demons, ran right away from the field. The Bugatti led on the first two laps, but was passed by the Mercedes, which won at 115.50 m.p.h. for the 183 miles. Von Morgen had tyre trouble and finished 4½ mins. later.

**I** HEAR from Leslie Wilson, the hon. Secretary of the Midland A.C., that the Amateur Climb at Shelsley on September 5th promises to be an outstanding event in the series.

There is to be a team event for clubs affiliated to the R.A.C. and for scratch teams, and the cars may be racing machines as distinct from sports models. There will also be a special cup for the best aggregate time made by a team which was entered for the recent L.C.C. Relay Grand Prix.

Among the other special cups will be awards for the fastest climb by a lady, the fastest amateur driving in international races and, of course, cups for best time in the seven classes, subdivided into sports and racing categories.



I HAVE just been glancing through the intricate maze of figures which Mr. Ebbelwhite has produced showing the times of every competitor on every lap in the Relay Grand Prix, and several interesting things emerge therefrom, including some surprisingly high lap speeds.

This time chart is so absorbing that I

propose publishing parts of it in full next week for those interested.

It shows, for instance, that the fastest lap was made by A. MacLachlan (Lea-Francis) at 96.71 m.p.h., that Lones (Morgan) lapped at 93.09 m.p.h., and H. D. Parker (supercharged Midget) put in one at 92.23 m.p.h.

THE BLOWER.

## CLUB ITEMS AND SPORTING EVENTS

### DUNSTABLE AND D. M.C.

The club is holding a grass-track meeting on Sunday, August 9th, at Lewsey Farm, on the Luton-Dunstable main road. The first race will start at 2.30 p.m.

### R.A.C. T.T. ENTRIES.

The following is the full list of entries, with nominated drivers and reserves who have been so far announced:—

750 c.c.—M.G. Midgets (13 cars): D. Higgin, H. C. Hamilton and G. K. Cox, P. M. Montgomery, F. S. Barnes, E. R. Hall and H. A. Smith, S. W. B. Hailwood, R. R. Jackson, R. T. Horton, Major A. T. G. Gardner, R. Watney, N. Black and G. K. Cox, H. D. Parker and the Earl of March, S. A. Crabtree.

Austins (5 cars): H. Kayley, G. V. B. Cooke and H. I. Robinson, C. Goodacre, J. D. Barnes, L. Cushman.

1,100 c.c.—Maserati: H. Widgren and R. F. Oats.

Rileys (5 cars): A. F. Ashby and R. Pauling, W. P. Noble and D. C. MacLachlan, C. S. Stamland and D. C. MacLachlan, C. R. Whitcroft and D. C. MacLachlan, V. Gillow.

1,500 c.c.—Lea-Francis: T. G. Clarke, Aston-Martin (3 cars): M. Harvey and S. Newcome, H. Cook and J. Bezzant, A. C. Bertelli and J. Bezzant.

Frazer-Nash (3 cars): T. G. Moore and W. S. Braidwood, C. Penn-Hughes and D. A. Aldington, H. J. Aldington.

3-litres.—Arrol-Aster (3 cars): "R. Ormonde" and N. Garrad, "W. P. Lockwood" and C. Southwell Piper, and two unnamed drivers.

Maserati (2 cars): One unnamed driver and E. Fronteras, G. E. T. Eyston and G. Ramponi.

### FORTHCOMING EVENTS.

August 8th.  
Southport M.C. Sand Race Meeting.  
M.G. C.C. Supper Dance.

August 9th.  
Coventry Triangle M.C. Social Run.  
Norwood M.C. Chairman's Run.  
C.S.M.A. (Midland Centre). Social Run.

August 15th.  
Ulster A.S.C. Craigantlet Hill-climb.  
Coventry Triangle M.C. Social Run.

August 22nd.  
R.A.C. Ulster T.T.

September 5th.  
Midland A.C. Shelsley Walsh Amateur Hill-climb.

### ABROAD.

August 6th.  
Austria: Gulsburg Hill-climb.

August 16th.  
Italy: Acerbo Cup Race.

Poland: Tatna Hill-climb.

August 23rd.  
Switzerland: La Bernina Hill-climb.

Talbot (4 cars): T. E. Rose-Richards, J. S. Hindmarsh, B. E. Lewis, W. Esplen.

Alfa-Romeo (5 cars): Sir Henry Birkin, Earl Howe, T. Navolari, B. Borzacchini, G. Campari.

5-litres.—Invicta (2 cars): D. Froy, G. Field and Major F. H. Cairnes.

Bugatti (3 cars): A. Varzi, A. Divo, L. Chiron (reserve driver in each case, Borriati).

8-litres.—Mercedes-Benz: B. O. Davis and A. C. Taylor.

### RELAY GRAND PRIX.

#### WINNERS OF AWARDS.

First Prize, The M.C. Challenge Trophy, replica and purse of 25 guineas.—Capt. A. C. H. White (three 747 c.c. supercharged Austins). To the drivers, L. Cushman, J. D. Barnes and C. Goodacre, replicas.

Second Prize, The Mobiloil Cup.—J. C. Elwes (1,496 c.c. Lea-Francis, 1,089 c.c. Riley, 747 c.c. Austin (S.)). To the drivers, A. N. MacLachlan, A. M. C. Jamieson and J. C. Elwes, replicas.

Third Prize, The Morgan Cup.—P. W. Marriage (three 747 c.c. Austins). To the drivers, P. W. Marriage, A. D'Arcy Browne and R. R. M. de Bulleroche, replicas.

Prizes Awarded to Entrants and Drivers Who Do Not Benefit by the List Given Above.

"The Light Car and Cyclecar" Challenge Cup and replica.—To the entrant of the first team which ran to schedule and finished the race within qualifying time, C. Anthony (1,496 c.c. Aston-Martin, 847 c.c. M.G. Midget, 847 c.c. M.G. Midget). To the drivers, C. Anthony, C. E. Wood and A. Jones, souvenirs.

The March Cup.—To the entrant of the first one-make team to finish the race within qualifying time. The Earl of March (three 746 c.c. supercharged M.G. Midgets). To the drivers, H. D. Parker, the Earl of March and G. K. Cox, souvenirs.

The John Yule Cup.—To the entrant of the first mixed team to finish the race within qualifying time. J. Street (1,496 c.c. Bugatti, 1,496 c.c. Bugatti, 750 c.c. B.C. Special). To the drivers, R. L. Duller, J. A. Robinson and C. G. L. Willis, souvenirs.

"The Autocar" Souvenirs.—To the entrant and drivers of every team which completed the race irrespective of schedule, but in qualifying time and provided they won no other award. The Hon. Mrs. Chetwynd (1,496 c.c. Lea-Francis, S. 746 c.c. M.G. Midget, 1,271 c.c. Wolsley Hornet). Drivers, the Hon. A. D. Chetwynd, the Hon. Mrs. Chetwynd and F. S. Hutchings.

C. A. Paul (1,089 c.c. Riley, 1,487 c.c. Aston-Martin, 1,354 c.c. Windor). Drivers, R. S. Outlaw, C. H. Masters and C. A. Paul.

R. Littlewood-Clarke (three 847 c.c. M.G. Midgets). Drivers, R. Littlewood-Clarke, S. Pepper and P. H. Lim.

R. R. Jackson (three 746 c.c. M.G. Midgets). Drivers, R. T. Horton, R. R. Jackson and A. T. C. Gardner.

Miss V. Worsley (three 747 c.c. Austins). Drivers, E. C. H. Randall, Miss V. Worsley and A. G. B. Wood.

G. H. Goodall (996 c.c. Morgan, 996 c.c. Morgan, 1,096 c.c. Morgan). Drivers, H. C. Lones, A. C. Maskoll and T. A. Rhodes.

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

### THE FIRST AUGUST MOUNTAIN HANDICAP. (Distance, about 12 miles.)

1. R. F. Oats (O.M. S.), won by 900 yds. at 65.21 m.p.h., b'cap 28 secs.; 2. R. Mays (Alvis), b'cap 38 secs. Also started: A. B. Gilbert (Talbot), 28 secs.; A. O. Mathieson (O.M. S.), 28 secs.; A. W. L. MacLachlan (Lea-Francis, S.), 28 secs.; W. E. Humphreys (Amilcar, S.), 36 secs.; G. K. Marriott (Frazer-Nash, S.), 42 secs.; T. G. Clarke (Lea-Francis, S.), 1 min. 5 secs.; J. A. Robinson (Bugatti), 1 min. 8 secs.; K. C. E. Cole (Alvis, S.), 1 min. 18 secs.; R. S. S. Hebler (M.G.), 1 min. 31 secs.; E. C. H. Randall (Austin), 1 min. 53 secs.

### THE FIRST AUGUST ONE-LAP SPRINT HANDICAP. (Distance, about 2½ miles.)

1. J. H. Bartlett (Salmson, S.), won by 100 yds. at 87.84 m.p.h., b'cap 18 secs.; 2. A. L. Baker (Salmson, S.), b'cap 21 secs.; 3. C. Paul (Sunbeam), scr. Also started: E. L. Meeson (Vauxhall), 7 secs.; R. J. Munday (Vauxhall), 7 secs.; Jack Dunfee (Ballot), 10 secs.; J. A. Welch (Bugatti), 18 secs.; A. B. Gilbert (Austin, S.), 29 secs.; I. M. C. Hepburn (M.G.), 50 secs.

### THE LONDON LIGHTNING SHORT HANDICAP. (Distance, about 6½ miles.)

1. J. R. Jeffries (Bugatti), won by 400 yds. at 97.05 m.p.h., b'cap 48 secs.; 2. R. F. Oats (O.M. S.), b'cap 41 secs.; 3. B. E. Lewis (Talbot), b'cap 48 secs. Also started: J. R. Cobb (Delage), scr.; E. L. Bout (Sunbeam, S.), 18 secs.; F. V. G. Selby (Bugatti), 34 secs.; E. L. Meeson (Vauxhall), 41 secs.; R. J. Munday (Vauxhall), 41 secs.; D. G. Evans (Bugatti, S.), 41 secs.; J. H. Bartlett (Salmson, S.), 57 secs.

### THE LONDON JUNIOR SHORT HANDICAP for the Brooklands Gold Vase. (Distance, about 6½ miles.)

1. W. E. Humphreys (Amilcar, S.), won by 50 yds. at 99.62 m.p.h., b'cap 24 secs.; 2. Major A. T. G. Gardner (M.G.), b'cap 1 min. 20 secs.; 3. V. E. Horsman (Triumph), b'cap 1 min. 23 secs. Also started: E. L. Bout (Sunbeam), scr.; J. A. Welch (Bugatti), 24 secs.; A. F. Ashby (Riley), 27 secs.; H. T. H. Clayton (Amilcar, S.), 31 secs.; L. Cushman (Austin, S.), 35 secs.; G. D. M. Blackwood

(Vauxhall), 35 secs.; W. M. Couper (Lagonda, S.), 38 secs.; A. B. Gilbert (Talbot), 41 secs.; J. W. H. Nash (Riley), 51 secs.; E. N. Ward (Riley), 51 secs.; V. S. Balls (Austin, S.), 58 secs.; G. L. Baker (Minerva), 1 min. 6 secs.; G. C. L. Willis (B.C. Special), 1 min. 6 secs.

### THE SECOND AUGUST MOUNTAIN HANDICAP. (Distance, about 12 miles.)

1. T. S. Pothringham (Bugatti), won by 240 yds. at 63.81 m.p.h., b'cap 1 min. 40 secs.; 2. B. E. Lewis (Talbot), b'cap 1 min. 14 secs.; 3. J. H. Bartlett (Salmson, S.), b'cap 1 min. 22 secs. Also started: Sir H. R. S. Birkin (Maserati, S.), scr.; W. B. Scott (Delage, S.), 34 secs.; R. Mays (Invicta), 1 min. 11 secs.; T. H. Wisdom (Frazer-Nash, S.), 1 min. 19 secs.; W. M. Couper (Lagonda, S.), 1 min. 22 secs.; B. O. Davis (Sunbeam, S.), 1 min. 30 secs.; C. Paul (Bugatti), 1 min. 11 secs.; D. G. Evans (Bugatti, S.), 1 min. 30 secs.; R. T. Horton (Horton Special), 1 min. 35 secs.; V. S. Balls (Austin, S.), 1 min. 35 secs.; F. T. Hutton (Lagonda, S.), 1 min. 35 secs.; F. G. Houghton (Lagonda, S.), 1 min. 35 secs.

### THE SECOND AUGUST ONE-LAP SPRINT HANDICAP. (Distance, about 2½ miles.)

1. R. F. Oats (O.M. S.), won by 300 yds. at 100.21 m.p.h., b'cap 21 secs.; 2. L. A. Cushman (Austin, S.), b'cap 29 secs.; 3. P. Pothringham (Parker) (Alvis), b'cap 33 secs. Also started: J. R. Cobb (Delage), scr.; R. O. Williams (Delage, S.), 16 secs.; T. S. Pothringham (Bugatti), 21 secs.; W. E. Humphreys (Amilcar, S.), 21 secs.; F. T. Hutton (Lagonda, S.), 36 secs.; E. F. Phillips (B.C. Special), 48 secs.

### THE LONDON JUNIOR LONG HANDICAP. (Distance, about 9 miles.)

1. A. Bevan (Bentley), won by 250 yds. at 102.04 m.p.h., b'cap 5 secs.; 2. L. Cushman (Austin, S.), b'cap 29 secs.; 3. H. T. H. Clayton (Amilcar, S.), b'cap 23 secs. Also started: B. O. Davis (Sunbeam, S.), scr.; C. Brackenbury (Bugatti), 5 secs.; J. A. Welch (Bugatti), 14 secs.; W. E. Humphreys (Amilcar, S.), owed 10 secs.; W. G. Fisko (Alvis, S.), 29 secs.; V. S. Balls (Talbot), 36 secs.; W. M. Couper (Lagonda, S.), 36 secs.; F. T. Hutton (Lagonda, S.), 39 secs.

G. L. Baker (Minerva), 1 min. 10 secs.; G. G. L. Willis (B.C. Special), 1 min. 13 secs.; J. H. P. Glover (M.G.), 1 min. 28 secs.; Major A. T. G. Gardner (M.G.), 1 min. 10 secs.; V. E. Horsman (Triumph), 1 min. 20 secs.

### ATTEMPTS ON BROOKLANDS FLYING LAP RECORD (held by Kaye Don (Sunbeam) at 137.58 m.p.h.)

Mrs. Stewart (Derby-Miller), one lap at 116.64 m.p.h.; Sir H. R. S. Birkin (Bentley), two laps at 134.97 m.p.h.

### THE THIRD AUGUST MOUNTAIN HANDICAP. (Distance, about 12 miles.)

1. H. C. Hamilton (M.G.), won by 500 yds. at 55.42 m.p.h., b'cap 40 secs.; 2. E. F. Phillips (B.C. Special), b'cap 30 secs.; 3. W. Esplen (Talbot), b'cap 10 secs. Also started: W. K. Faulkner (Bugatti, S.), scr.; W. G. Fisko (Alvis, S.), 10 secs.; J. C. Davis (Mercedes, S.), 10 secs.; W. W. Straight (Riley), 10 secs.; R. Pauling (Riley), 10 secs.; W. A. Cuthbert (Riley), 10 secs.; E. N. Ward (Riley), 10 secs.; I. M. C. Hepburn (M.G.), 23 secs.; C. A. Paul (Austin), 45 secs.; E. C. H. Randall (Austin), 45 secs.; R. S. L. Boote (Austin), 1 min. 10 secs.; C. L. Guiver (Salmson), 1 min. 10 secs.

### THE LONDON LIGHTNING LONG HANDICAP. (Distance, about 9 miles.)

1. H. W. Purdy (Thomas Special), won by 35 yds. at 103.61 m.p.h., b'cap 1 min. 4 secs.; 2. Jack Dunfee (Ballot), b'cap 1 min. 4 secs.; 3. Sir H. R. S. Birkin (Bentley, S.), b'cap 5 secs. Also started: J. R. Cobb (Delage), scr.; C. Paul (Sunbeam, S.), 22 secs.; W. B. Scott (Delage, S.), 27 secs.; T. V. G. Selby (Bugatti), 48 secs.; E. L. Meeson (Vauxhall), 57 secs.; E. E. Lewis (Talbot), 1 min. 1 sec.; J. R. Jeffries (Bugatti), 43 secs.

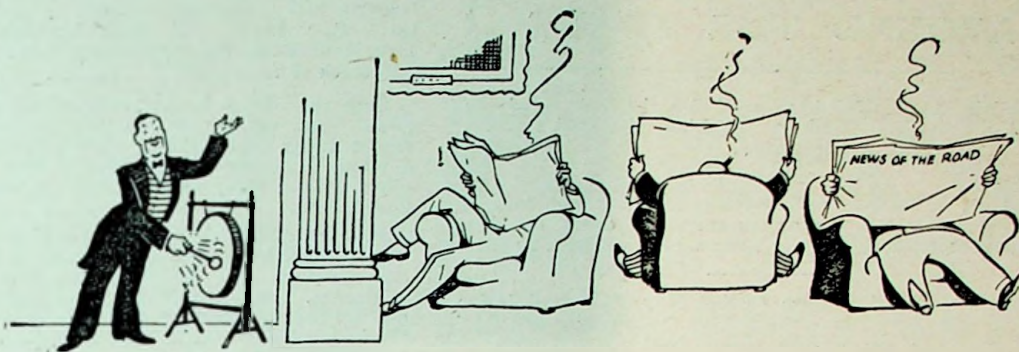
### OLD CROCK'S RACE (Distance about 2½ miles.)

1. R. Livesey (1903 Rover), won at 24.99 m.p.h., b'cap 3 mins. 14 secs.; 2. J. H. Wylie (1903 Wolsley), b'cap 3 mins. 14 secs.; 3. E. Fedden (1903 Mercedes), b'cap 30 secs. Seventeen cars started.

S, supercharged; \* under 1,500 c.c.



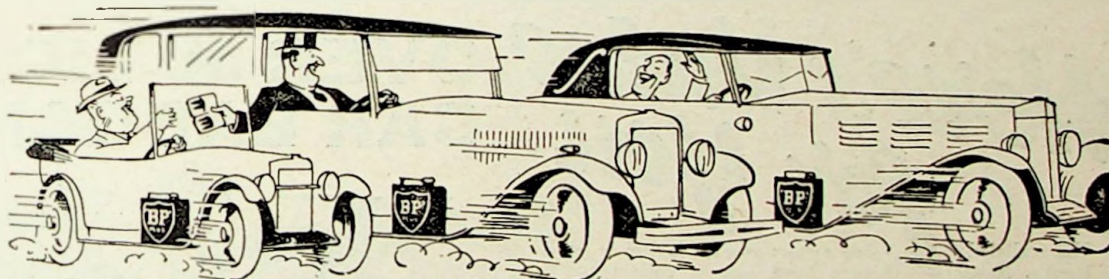
**BP  
RHYMES  
OF THE  
ROAD**



**Rub - a - dub - dub ! Three men in a club ;**

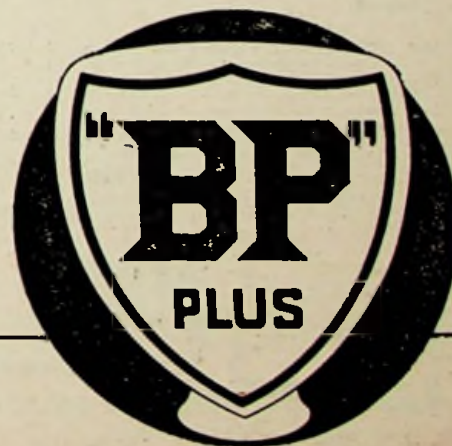


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(The actor, the banker & Admiral Spanker)**



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## AROUND THE TRADE

Mobiloil was the lubricant used for the engines of the official Austin Seven team in The Light Car Club's recent Relay Grand Prix at Brooklands.

Capt. A. J. Barlow, until recently assistant secretary of the Society of Motor Manufacturers and Traders, has been appointed secretary of the Air League of the British Empire.

Lodge Plugs, Ltd., inform us that Kaye Don used Lodge plugs in the Rolls-Royce engines of "Miss England II" when he broke the world's motor boat speed record at 110 m.p.h.

We understand that balloons released at the recent Exide sports and gala at Clifton Junction, Manchester, have been found at places as far away as Dulmen, Westphalia, and Lingen, Hanover.

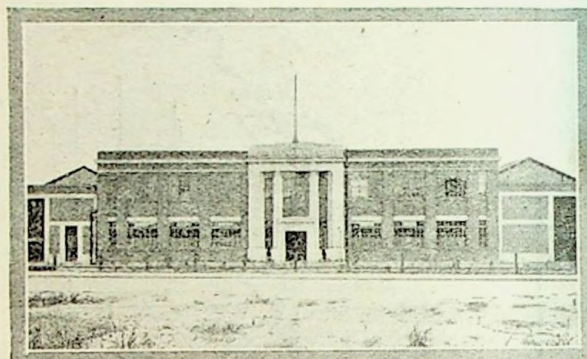
We understand that Middlemores (Coventry), Ltd., who have been manufacturing cycle saddles and accessories for over half a century, have now obtained a controlling interest in S. A. Lamplugh, Ltd., of Tyseley, Birmingham, who specialize in motor and radio goods. For the present, both concerns will retain their separate identities, but both will be conducted from the head office at 89, Little Park Street, Coventry.

A new folder dealing with their Super Easyfit luggage racks and touring equipment has just been issued by Frank Ashby and Sons, Ltd., Bourneville Stamping Works, Charlotte Road, Stirchley, Birmingham. This list is the most comprehensive that has ever been issued by the concern and an idea of its wide scope can be gathered from the fact that details of luggage grids suitable for practically every make of car are given, this involving nearly 900 different stock models.

A London depot at 79, Rochester Row, Westminster, London, S.W.1, has been opened by The Aero Piston Ring Co., Ltd., of Leeds. The depot is controlled by their agents, Henderson Bros. (Motor Spares), Ltd., who are carrying a full stock of Aero rings.

Both the official Austin team which came first, and the mixed team which came second, in The Light Car Club's recent Relay Grand Prix, were running on Dunlop tyres. Dunlops were also used by Dudley Froy when he took first place with a Riley in the 1,100 c.c. class in the German Grand Prix.

Stewart and Arden, Ltd., the London distributors of Morris cars, have recently taken over The Cunard Motor and Carriage Co., Ltd., Coachbuilders, of Chase Road, Willesden, London, N.W.10. The acquisition of the large and up-to-date works of this concern will greatly facilitate the bodybuilding and bodywork repair activities of Stewart and Arden, Ltd.

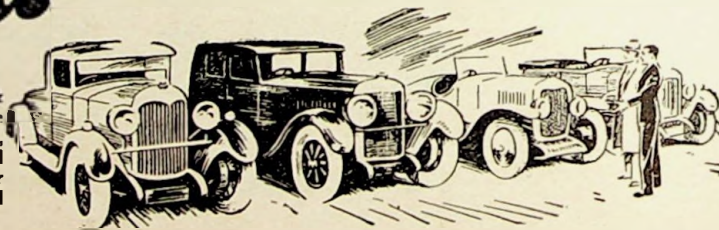


A portion of the works of The Cunard Motor and Carriage Co., Ltd., which has been taken over by Stewart and Arden Ltd. (see paragraph above).

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- 1931 JOWETT, Black Prince saloon, very small mileage, unusually new condition £135  
1930 M.G. MIDGET, sports 2-seater, red fabric, small mileage, very fast... £120  
1929 ROVER 10/25, "Sportsman's" Coupe, sun-bline roof, wire wheels, many extras, as new £115  
1929 ROVER 10/25, "Riviera" sunbline saloon, fabric body, good tyres, splendid condition £110  
1930 STANDARD 9, "Teignmouth" fabric saloon, sliding roof, wire wheels, extras, new condition £129

- 1930 TRIUMPH Super 7, coachbuilt de luxe saloon, usual extras, really new condition £110  
1930 MORRIS MINOR, coachbuilt saloon, sunbline roof, very small mileage, dual tone fawn £93  
1930 AUSTIN 7, Stadium sports 2-seater, many extras, good tyres, very attractive... £89  
1930 TRIUMPH Super 7, K.C. sports 2-seater, many extras, very smart body. Fast. Cost £110. £98  
1930 TRIUMPH Super 7, Sportsman's coupe, very nice condition and carefully driven... £98

- 1930 MORRIS MINOR, "Arrow" coupe, one of the prettiest cars on the road. Fully equipped. £98  
1930 TRIUMPH Super 7, de luxe fabric saloons. We have a selection of four. From £95  
1929 SWIFT 10, de luxe fabric saloon, wire wheels, leather upholstery, several extras, as new £88  
1929 AUSTIN 7, Wyder fabric saloon, black and red, good tyres, very smart appearance £69  
1928 ROVER 10/25, de luxe fabric saloon, leather upholstery, many extras, good tyres £68  
1929 TRIUMPH Super 7, de luxe tourer, usual equipment, small mileage, very smart Another at £60  
1928 AUSTIN 7, Mulliner fabric saloon, good tyres, very smart little car and in good condition £55  
1927 ROVER 9/20, Semi Sports 4-seater, bucket seats, extras. Colour: strawberry and cream £58  
1928 AUSTIN 7, tourer, choice of three all in perfect condition. Varied colours £55  
1928 FIAT 8, de luxe 2-seater and dickey, leather upholstery, many extras, very good condition £45  
1929 RENAULT 8, de luxe tourer, f.w.h., very spacious body, slidescreens, etc., dark blue... £48

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- MORRIS MINOR**, 1931 model, Coachbuilt Sunshine Saloon, Triplex glass, fully equipped with bumpers, etc., low mileage, absolutely like brand new. Tax paid. (P.)... £105
- TRIUMPH**, 1930, 8 h.p., Gordon England Sports Black Fabric Saloon, red pneumatic upholstery, hydraulic brakes, safety glass, full dash, clock, speedometer, negligible mileage, carefully used, one owner. Absolutely like new. Insurance and taxed (H.)... £102
- MORRIS MINOR**, 1930, 8 h.p., Fabric Saloon, chromium fittings, F.W.B.'s, Triplex, in fine condition, brown finish, low mileage. (P.)... £78
- SINGER JUNIOR**, 1929, 4-door Coachbuilt Saloon, F.W.B.'s, bumper bars, full dash, numerous extras, magnificently finished Maroon and Black, negligible mileage, one owner. (H.)... £70
- AUSTIN**, 1929, Black "Wydor" Fabric Saloon, all equipment, plush upholstery, most carefully used, very economical little car. (P.)... £65
- MORRIS MINOR**, 1929, 8 h.p., Fabric Saloon, full dash, electric horn, automatic screen wiper, rear mirror, etc., special brown finish, smart appearance, suitable for a lady. (P.)... £62
- AUSTIN**, 1929, Chummy 4-seater, full dash equipment, F.W.B.'s, automatic screen wiper, etc., rigid all-weather equipment, original maroon cellulose finish. (P.)... £57
- JOWETT**, 1929 Model, 7 h.p., Black Fabric Saloon, fully equipped, full dash, very economical and roomy car. (H.)... £55
- LEA-FRANCIS**, 1926, 12 h.p., O.H.V., Sports, 4-door, 4-seater Tourer, F.W.B.'s, leather upholstery, magnificently finished two colour, very fast and of smart appearance. (H.)... £49
- SINGER JUNIOR**, 1928, 8 h.p., 2-seater, double sunken dickey, rigid all-weather equipment, F.W.B.'s, one owner from new. (H.)... £48
- AUSTIN**, 1927, 7 h.p., Chummy, dynamo lighting, self-starter, speedometer, very fine mechanical condition (P.)... £38
- LEA-FRANCIS**, 1925/6, 12 h.p., Sports, 4-seater, F.W.B.'s, beautiful condition throughout (P.)... £32-10
- CITROEN**, 1927, 11'9 h.p., 4-seater, 4-door Tourer, F.W.B.'s, Servo, rigid all-weather equipment, dynamo lighting, self-starter, original finish, very roomy, economical and attractive car. (H.)... £22
- ROVER**, 1925, 9 h.p., 4-seater, fully equipped, beautifully re-coachfinished, very sound and serviceable car, bargain. (P.)... £19
- SINGER**, 1923/4, 9 h.p., 4-door, 4-seater Tourer, dynamo lighting, self-starter, electric horn, luggage grid, magnificently refinished. (H.)... £19
- SALMONSON**, 1924, 9 h.p., Sports 2-seater, double sunken dickey, self-starter, dynamo lighting, wire wheels, bargain. (H.)... £14

(P.): Paddington Depot. (H.): Highbury Depot.

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

'Phone: North 4784.

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

'Phone: Paddington 6049 and 6892.

Close 8 p.m. Weekdays. Sundays 10 a.m.—1 p.m.

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



# THIS YEAR'S INCOME

...can only be supplemented  
by economies...

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

- 85 Pounds. **AUSTIN 7**, 1929-30, Taylor sports, dual finish, countess extras. Choice 5 others.
- 89 Pounds. **AMILCAR**, grand sports, 1928, very well equipped, tip top mechanically. Choice 2 others.
- 99 Pounds. **ARMSTRONG SIDDELEY**, 1929, light six (£12 tax), de Luxe 2-seater, almost as new throughout.
- 88 Pounds. **FIAT 9**, 1928, saloon coupe, dome back, dual cellulose finish, superb condition throughout. Choice 4 others.
- 55 Pounds. **FIAT 9**, 1928, de Luxe 2-seater, sunk dickey, bodywork and equipment tip top. Choice 2 others.
- 39 Pounds. **HUMBER 9/20**, 1928, 2-seater, sunk dickey, 4 new tyres, excellent throughout. Choice 2 others.
- 99 Pounds. **LEA-FRANCIS**, 1928-9, wide-track 2-seater, wonderfully well equipped, small mileage. Choice 5 others.
- 99 Pounds. **M.G. Midget**, 1929, sports (illustrated), wonderfully well kept, £15 worth of extras.
- 85 Pounds. **MORRIS Minor**, 1930, Royal 2-seater, dual finish, well kept, one owner.
- 95 Pounds. **PEUGEOT 717**, 1931, 2-seater, sunk dickey, almost unmarked, negligible mileage.
- 75 Pounds. **ROVER 10/25**, 1928 sports, dual finish, many extras, unusually attractive. Choice 4 others.
- 55 Pounds. **ROVER 10/25**, 1927 sports, interior and bodywork tip top, excellent tyres. Choice 2 others.
- 98 Pounds. **ROVER 10/25**, 1930, de Luxe 2-seater, almost as new, many extras.
- 88 Pounds. **RILEY 9**, 1928, 2-seater, sunk dickey, all extras and equipment, well kept. Choice 3 others.
- 65 Pounds. **RENAULT 9/15**, 1929, D.H. Coupe, mileage 9,000, all extras, very distinctive.
- 55 Pounds. **SALMON**, 1927, grand sports, double camshaft, specially tuned, excellent throughout.
- 79 Pounds. **SINGER 8**, 1930, de Luxe, dual cellulose finish, unmarked, excellent tyres, spare unused. Choice 8 others.
- 69 Pounds. **SINGER 8**, 1929, Porlock sports, original condition throughout, very well kept. Choice 3 others.
- 89 Pounds. **SWIFT 10**, 1929, de Luxe, bodywork tip top, 4-speed, excellent throughout. Choice 5 others.

## TOURERS AND SALOONS.

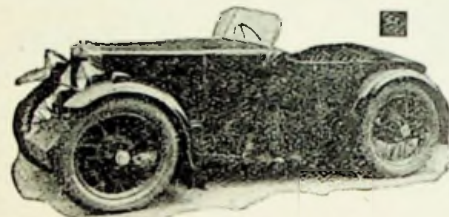
- 99 Pounds. **AUSTIN 7**, 1931 model, Wydor Saloon, full standard equipment. Choice 5 others.
- 99 Pounds. **AUSTIN 7**, 1929, Swallow Saloon, £20 worth of extras, very smart and distinctive.
- 79 Pounds. **AUSTIN 7**, 1929, Gordon England fabric Saloon, dome back, trunk on rear, dual finish. Choice 4 others.
- 95 Pounds. **ARMSTRONG SIDDELEY**, 1929, light six (£12 tax), 4-door Tourer, spotless condition throughout.
- 59 Pounds. **FIAT 8**, 1927-8, coachbuilt Saloon, absolutely unmarked, recently overhauled. Choice 2 others.
- 59 Pounds. **FIAT 9**, 1928-9, 4-door Tourer, leather interior, bodywork tip top. Choice 3 others.
- 99 Pounds. **HUMBER 9/20**, 1928, 4-door Saloon, superb condition throughout, fully equipped.
- 79 Pounds. **HUMBER 9/20**, 1927, 3-door Saloon, all extras and equipment. Choice 2 others.
- 55 Pounds. **JOWETT 7**, 1929 about Tourer, mileage under 10,000, one owner.
- 89 Pounds. **LEA-FRANCIS**, 1928 Tourer, interior and bodywork wonderfully well kept. Choice 3 others.
- 99 Pounds. **LEA-FRANCIS**, 1928, wide track dome back coachbuilt Saloon, roomy and attractive.
- 98 Pounds. **LEA-FRANCIS**, 1928, Brooklands sports Tourer, innumerable extras, wonderfully well kept. Choice 3 others.
- 69 Pounds. **MORRIS Minor**, 1929-30, fabric Saloon, all extras and equipment, small mileage. Choice 4 others.
- 99 Pounds. **MORRIS Minor**, 1931, fabric Saloon, small mileage, tip top throughout, full standard equipment.
- 99 Pounds. **ROVER 10/24**, 1929, 4-door Saloon, interior and bodywork tip top, excellent tyres. Choice 4 others.
- 99 Pounds. **RILEY 9**, 1928, San Remo Saloon, very well kept, fullest equipment. Choice 3 others.
- 79 Pounds. **SWIFT 10**, 1929, 4-door fabric Saloon, full standard equipment, excellent tyres. Choice 9 others.
- 99 Pounds. **SWIFT 10**, 1929, 4-door fabric Saloon, 4-speed, excellent throughout. Choice 3 others.
- 99 Pounds. **SALMON**, 10 h.p. 1929, Sportsman's Coupe, trunk on rear, wonderfully well kept. Choice 4 others.
- 79 Pounds. **SINGER 8**, 1929, Sportsman's Coupe, all extras and equipment. Choice 6 others.
- 89 Pounds. **SINGER 8**, 1930, 4-door coachbuilt Saloon, full standard equipment, excellent tyres. Choice 3 others.
- 79 Pounds. **STANDARD 9**, 1928, sunshine Saloon (illustrated), all extras and equipment, tip top throughout. Choice 5 others.

ETC., ETC., ETC.

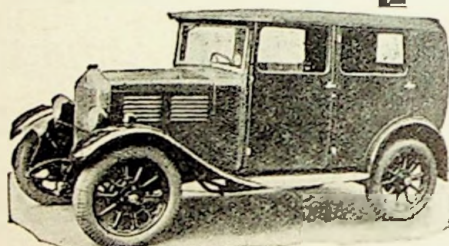
- ★ Nearly 200 others. Call and see them all—or get lists post free—all open to A.A. or R.A.C. examination willingly.
- ★ We will deliver any car, anywhere in England, Scotland or Wales for £2-10-0 extra (this price includes collecting your old car or motorcycle).

If times are hard and money tight you can still have a change of car and yet save pounds and pounds. A Benmotors used car offers you that change together with the complete confidence that you have a sound job and the knowledge that you have saved the enormous depreciation on a new car, which means a lower deposit and lower payments, whilst at the same time you will get thousands of miles good, honest service, and a car you can be proud to own.

Seven Days' Trial will prove that our claims are correct. Get a definite quotation for your present car or motorcycle to-day (just fill in below)—it may be worth more to Benmotors.



**M.G. MIDGET**, 1929 Sports, wonderfully well kept .. .. £99



**STANDARD "9"** 1928-9, Sunshine Saloon, innumerable extras .. .. £79

....by Used  
Under **£100**  
AT  
**Benmotors**

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

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

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

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



**SECOND-HAND**

AND NEW

**LIGHT CARS, CYCLECARS  
and ACCESSORIES FOR SALE**

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

**RATES.**

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

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

**REGULATIONS.**

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

**NOTICES.**

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

**DEPOSIT SYSTEM.**

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or Money Orders save time. Cheques must be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row," and are acknowledged to 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 1½ per cent. (3d. in the £, 2s. 6d. minimum) on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ½ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangements between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding to both parties. **WARNING.**—Acknowledgment of deposit or instruction to forward goods advertised are only written on our special headed paper, which bears a facsimile of the title of this journal. To prevent fraud, the advertiser should **ACKNOWLEDGE IMMEDIATELY** any such letter apparently coming from us, and delay forwarding the goods for a day or so. Should we, on receiving such an acknowledgment, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

**CLOSING TIME.**

Copy for and all matter relating to advertisements must reach our Head 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 it being submitted and returned.

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

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

**Head 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.C.s, under £100.** See page 22. 974-102

**A.C. Carlton Garage.** 1924 2-seater, just painted, 16 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 974-398

**A.J.S. 9, 1931** fabric saloon de luxe, 4-door, splendid condition. A.A. inspection invited. £159. Taylors, 49 Sussex Place, South Kensington Station. Kensington 8841. zzz-167

**AMILCARS.** Amilcars (Gt. Britain), Ltd. 95 High Holborn. W.O.1. Large stock of used Amilcars from £50. Chancery 8623. zzz-167

**AMILCAR, 1928** Surbaisse super sports, streamlined, long tail, exceptional order throughout. £85. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 974-344

**AMILCAR, 1928, 9hp, Grand Sports 2-seater, £75.**

1926, 9hp, Grand Sports 3-seater. £45. Open Sunday mornings; exchange and deferred. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 974-330

**AMILCAR, 1925, 3-seater Grand Sports, fabric body, leather upholstery, dynamo and starter, pressure oiling, 4 new tyres, bargain, £30.** Earl, 75 Heath St., Hampstead, N.W.3. Open until 1 on Sundays. 94-1176

**AMILCARS, under £100.** See page 22. 974-103

**AMILCAR, extremely smart 1927 grand sports 2-seater, specially tuned throughout, Laystall balanced, high-compression head, special valves and pistons, special carburettor and magneto, genuine 76 m.p.h. guaranteed, quiet gearbox and axle, very powerful f.w.b., Hartford shock absorbers, tyres good, just cellulosed black and red, chromium plated, numerous extras, taxed, expertly maintained in perfect order and capable of an exceptional performance, £70 or exchange. "Shelsley," Ansty Road, Walsgrave, Coventry. 974-2166**

**AMILCAR, 8hp, 1925 sports 2-seater, finished dual colour, f.w.b., very fast, £32; exchanges, terms.** Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Open Sunday mornings. 974-183

**AMILCAR.** See the Naylor and Root bargains on page 20. 974-145

**ARMSTRONG.** £85!!! 1929 6-cylinder 2-seater and double dickey, Triplex glass in windscreen, 3 brand-new tyres, paintwork unscratched, exceptional bargain. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.8. Tel. Putney 7611. zzz-315

**ARMSTRONG SIDDELEY, 1929 12hp 6-cylinder saloon, taxed year, good condition, £85.** Below.

Paul and Co., 114 Gt. Portland St. Museum 4117. 974-176

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

**AUSTIN 7.** We have several saloons and tourers for disposal, prices ranging from £35 to £100. All cars offered are in good condition. Deferred terms. Ingrave Motors, Ltd., Ingrave St., Clapham Junction, S.W.11. Battersea 5360. zzz-330

**AUSTIN 1930 saloon, coachbuilt, excellent condition, any trial, £75.** 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-440

**AUSTINS.** Taylors selected bargains in Austin 7s.

1927 chummy, thoroughly reliable, £35.

1923 fabric saloons, from £45.

1929 Mulliner saloon, good condition, £75.

All cars offered with 7 days' free trial and subject to A.A. inspection.

Taylor, 49 Sussex Place, South Kensington Station. S.W.7. Ken. 8841. zzz-528

**AUSTIN 7s.** Andrews Automobiles for Austin 7 bargains.

**AUSTIN 7, 1927-30, tourers and saloons, £40 to £90, ready for the road, taxed, insured, and guaranteed 3 months; simplest hire-purchase scheme in existence.** Write for list of 100 light cars, or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 974-274

**AUSTIN 7, 1930 saloon, 1931 series, absolutely first-class condition, accept £89; cash, exchanges, deferred: 10 other small cars and shop-soiled bargains, write for list.** Whitby's, 7 The Vale, Acton, W.5. 974-271

**AUSTIN 7, 1931 saloon, sliding roof, coachbuilt, reduced during our sale to bargain price £99.** Whitby's, 7 The Vale, Acton, W.5. 974-272

**AUSTIN 7, 1929 chummy, 4-seater, beautiful order and condition, £60; also very nice 1927, complete and taxed, £35; exchanges or deferred.** Cummings, 101 Fulham Rd., London, S.W.3. 974-267

**AUSTIN 7, 1930 saloon, Triplex, mileage 8,000, U-type Zenith, £82 10s. Below.**

**AUSTIN 7 G.E. Brooklands special, 1928, entirely rebuilt (second, 1928 200 race), not yet run in, £67 10s. Below.**

1926 chummy, taxed year, excellent condition, £32 10s. Paul and Co., 51 and 53 The Mall, W.5. Ealing 4633. 974-303

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 7s.** Carlton Garage. 1928 Cup sports, new tyres, 53 guineas; 1929 model Wydor saloon, 53 guineas; 1930 Wydor saloon, nice order, 89 guineas. Terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 974-599

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

1931 7hp coachbuilt sliding-roof saloon, blue, moderate mileage and very attractive, £95.

1931 7hp sports 2-seater, dark blue, particularly pretty little car, £89.

1930 7hp coachbuilt saloon, maroon, beautiful condition throughout, £75.

1928 7hp coachbuilt saloon, stone and brown cellulose, nice appearance and very sound, £47.

1928 7hp chummy model, blue, very good order, £39.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 974-222

**AUSTINS,** under £100. See page 22. 974-104

**AUSTIN 7.** 1929, tourer, small mileage, 58 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 974-336

**AUSTIN 7.** Arrow sports, cost £175, small mileage, £95. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 974-1111

**AUSTIN 7.** Steele Griffiths, 1931 saloon, taxed, shopsoiled, £110. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. 974-407

**AUSTIN 7.** Steele Griffiths, 1930 coachbuilt saloon, £89. Court House, Camberwell Green, S.E.5. Rodney 2201. 974-409

**AUSTIN 7.** Steele Griffiths, 1929 saloons, choice of 3, from £55. S.G. House, Camberwell Green, S.E.5. Rodney 2201. 974-412

**AUSTIN 7.** Steele Griffiths, 1929 Swallow saloon, taxed, £95. S.G. House, Camberwell Green, S.E.5. Rodney 2201. 974-413

**AUSTIN 7.** E. A. Cullum, A.M.Inst.B.E., M.I.M.T., offers:-

Chummy, mileage under 10,000, taxed and insured, unused during winter, exceptional condition, £45. 36 High St., Eton. 'Phone, Windsor 308. 974-356

**AUSTIN 7.** only slightly soiled, 1931 2-seater sports, delivered new from makers, July 2nd, 1931, guaranteed, mileage 1,200, taxed and several extras, cost about £130 4 weeks ago, our special price, £110; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. 'Phone, Wimbledon 0607. 974-397

**AUSTIN 7.** £25, special sports 2-seater, in red and black, taxed and insured. Below.

£15, chummy, good tyres, taxed and insured. Below.

£37 10s., 1926 Jarvis 2-seater, finished in two-tone green, starter, lights O.K., good tyres. Below.

£32 10s., 1925 2-seater, flared wings, good tyres, taxed. Below.

Terms and exchanges. Cross and Co., 54 Durham Rd., S.W.20. 'Phone, Wimbledon 2558. 974-x771

**AUSTIN.** Protect yourself with a 3 months' written guarantee. Exchanges, terms over 24 months. Kirk and Co. Below.

**AUSTIN.** 1929 black Wydor fabric saloon, all equipment, plus upholstery, most carefully used, very economical little car, £65. Kirk. Below.

**AUSTIN.** 1929, chummy 4-seater, full dash equipment, f.w.b.s, automatic screen wiper, etc., rigid all-weather equipment, original maroon cellulose finish, £57 10s. Below.

**AUSTIN.** 1927, 7hp chummy, dynamo lighting, starter, speedometer, very fine mechanical condition, £39. 150 other cars, Kirk and Co., 22-49 Praed St., Paddington, W.2. Close week-days 8 p.m. Sundays 10 a.m. to 1 p.m. 974-422

**AUSTIN 7.** 1929 4-seater, recellulosed maroon, full all-weather equipment, excellent tyres, beautiful order throughout, £62 10s.; exchanges, deferred payments. Humphreys, Ltd., 120-2 Hampstead Rd., N.W.1 (2 mins. Euston Station). 'Phone, Museum 9515. 974-360

**AUSTIN 7** 1925 chummy, good mechanically, £27. G. J. Shaffer and Co., 82 Cricklewood Lane, N.W.2. Cladstone 3311. 974-365

**AUSTIN 7** fabric saloon, £45 with sunshine roof, taxed, safety glass, any trial; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. 'Phone, Wimbledon 0607. 974-396

**AUSTIN 7.** 1926, chummy, starting and lighting, rigid side screens, square hood, 2 new tyres, £23. Earl, 75 Heath St., Hampstead, N.W.3. Open until 1 on Sundays. 974-1177

**AUSTIN 7.** The Light Car Co. offer special sports bargain. Below.

1929 B.C. Austin 7, cycle wings, specially tuned engine, 2 carburettors, tax paid, attractive car with real performance, £95; exchanges and deferred terms. 404 Euston Rd., N.W.1. Museum 2122. 974-393

**AUSTIN 7.** 1928 Mulliner saloon, £47, tyres, appearance and condition almost as new. 181 The Grove, Goldhawk Rd., W.6. 974-368

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

**AUSTIN,** 7hp, 1929, Mulliner coupe, taxed December, £65. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 974-375

**AUSTIN 7.** 1929 Wydor saloon, black and red, condition and appearance as new, small mileage, many extras, taxed and insured, £65 or exchange. 339a Goldhawk Rd., W.6. Riverside 5113. 974-1173

**AUSTIN 7.** Brooklands Motor Co. offers: 1931 fabric saloon, upholstered in leather, mileage under 1,000, used for demonstration purposes only, £112 10s.; exchanges, deferred. 331 Euston Rd., N.W.1. Museum 3143-4. 974-371

**AUSTIN 7.** 1925 coupe, taxed, excellent condition, £35. Below. Paul Sawyer and Co., 130 Gl. Portland St. Museum 1925. 974-163

**AUSTIN 7.** £5 deposit; 45 gns. cash. Late 1927 Gordon England Cup, black and red, very good condition; free year's tax, free insurance to cash buyers. Exchanges. Rowland Smith. Below.

**AUSTIN 7.** £9 deposit; 95 gns. cash. 1931 coachbuilt saloon, opal blue, sliding roof, one owner, practically brand new condition; free tax, free insurance to cash buyers. Exchanges. Rowland Smith. Below.

**AUSTIN 7.** £7 deposit; 75 guineas cash. 1930 Wydor fabric saloon, maroon, exceptional condition; free tax, 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 4881. 974-155

**AUSTIN.** 1927 chummy, very good condition, £35; also choice of two 1928 models from £49. Exchanges and deferred. Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. 974-153

**AUSTIN 7** specialists. H. Glover Motors have large selection of used models at all times ready for your trial and examination. 3-5 (helveton Rd. Putney 7134. (Open Sunday morning) 974-140

**AUSTIN.** 1928 7hp fabric saloon, good tyres, engine just overhauled, one change of ownership only, £55; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 974-138

**AUSTIN 7.** 1930-1 Swallow saloon, one owner and driver, faultless condition, total mileage 5,250, 120 guineas. The Western Motor Works (Chislehurst), Ltd., Chislehurst, Sidcup 1300-1. 975-534

**AUSTIN 7** Swallow sports, August, 1929, black and green, perfect condition, £80. Arlington Crescent, E.8. Clissold 8013. 974-x765

**AUSTIN 7** 1930 saloon, one owner, remarkably excellent condition throughout, written guarantee, taxed, unique deferred terms, £75. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 974-117

**AUSTIN 7hp.** A. Rix offers: 1931 coachbuilt sunshine saloon, in very nice order, £112 10s. 153 Euston Rd., N.W.1. Museum 1618. Open 8 p.m. and 1 p.m. Sundays. 974-100

**AUSTIN.** Smith conditioned spells safety for used-car buyers.

**AUSTIN 7.** 1928-9 saloons, choice of several, from £65.

**AUSTIN 7.** 1930, coachbuilt saloon, colour kingfisher blue, only done small mileage, deposit £20, balance £75.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford. 'Phone, Seven Kings 1000 (7 lines). 974-90

**AUSTIN 7s.** "There's no place like Holmes." Special show and sale of saloon. We invite comparison with any other firm in London. These cars are overhauled and will maintain our reputation for entire satisfaction. 1930 Wydor saloon, black and red, perfect car, £90; 1929 Wydor saloon, one owner, engineer, faultless, £75; another, £78; 1928 Mulliner saloon, blue, very clean, mechanically perfect, £65; another, a real bargain, £55; also 1928-9 (October) Cup model, blue and red, magnificent performance, £65; 1928 tourer, very good car, £45; 1927 tourer, very smart, £39; easy terms, including insurance, exchanges. Herbert W. Holmes, 29 Foley St., Gl. Portland St. Museum 1414. 974-89

**AUSTIN** 1930 Swallow 2-seater, perfect throughout, several extras, taxed and insured year, £130 or nearest offer, any trial. Wetjen, Redroofs, Fitzjames Avenue, Addiscombe. Addiscombe 2756. 974-g134

**AUSTIN 7** sports 2-seater, 1925, dynamo lighting, starter, speedometer, clock, all-weather equipment, etc., practically unworn tyres, recently renovated throughout, absolutely perfect appearance and mechanical condition, bargain, £24. 73 Atkins Road, Balham, S.W.12. 974-g173

**AUSTIN 7.** Ruffell's Motors for Austin 7s.

1929 Wydor fabric sunshine saloon, small mileage, new condition, £62 10s.

1928 coachbuilt saloon, exceptional condition throughout, £48.

1927 G.E. fabric chummy, super-tuned engine, engineer owned, £36.

1925-6 Tourers, fully equipped and in really sound condition, £20 to £26.

Exchanges, hire-purchase. Open Sundays 1.30.

Ruffell's Motors, White Hart Lane, Barnes, S.W.13. Prospect 5549. 974-218

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** 1931 coachbuilt saloon, fitted sunshine roof, nearly new, very small mileage, £299; part exchange and deferred terms. British and Colonial Motors, Ltd., 8-9 Long Acre. Temple Bar 3605. 974-85

**AUSTIN 7** 1930 Swallow saloon, taxed, £115. Below.

**AUSTIN 7** 1929 Stadium 2-seater, £67 10s.; terms, exchanges. Page, 199b Upper Richmond Rd., near High St., Putney. 974-215

**AUSTIN 7** Cup 1928, new tyres, taxed, exceptional condition, £45; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 974-190

**AUSTIN 7.** If you are looking for a good second-hand Austin 7 tourer or saloon, write to-day for Premier's latest bargain list. Splendid selection of overhauled and guaranteed models at the right prices. Free delivery, extended terms. Premier Motor Co., Astor Rd., Birmingham. 974-241

**AUSTIN 7.** 1931 sunshine saloon, practically new, taxed, £105. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 974-188

**AUSTIN 7.** 1931 coachbuilt sunshine saloon, dark blue, leather upholstery, used for few demonstrations, £122. Below.

1931 model fabric saloon, black-red line, leather upholstery, clean condition throughout, guaranteed, £90. Below.

1930 sunshine saloon, new April, mileage 7,200, grid, spotlight, first-class order, £90. Below.

1930 sunshine coupe, coachbuilt, 2-tone body, small mileage, as new taxed year, £85. Below.

1929 Stadium 2-seater, bronze-brown, very small mileage, any trial and guarantee, £80. Below.

1929 (July) Mulliner saloon, brown, never changed hands, mileage 11,000, clean and attractive, taxed December, £72. Below.

1929 Wydor saloon, black-red, 4 good tyres, electric and bulb horns, petrol can and carrier, very attractive, £65. Below.

1928 Mulliner saloon, blue-lack, moquette upholstery, new tyres, A.1 order, taxed year, £58. Below.

1928 (June) Gordon Cup 2-seater, black-green, 4 new tyres, Triplex, very attractive, £52. Below.

1928 4-seater, very sound mechanically, just coach-painted brown, one change ownership, £45. Below.

1927 (July) Gordon Cup 2-seater, dark green, £20 extras, superbly kept, taxed December, £50. Below.

1927 4-seater, kingfisher blue, step mats, 2 horns, mirror, automatic wiper, very well preserved, £38. Below.

1926 4-seater, rigid side-screens, maroon, very fully equipped, taxed September, insured, £35. Below.

1925 (May) 4-seater, grey, speedometer, new balloons, automatic wiper, taxed, insured 1932, particularly well-kept, £30. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8 Saturday 6, Sunday 10-1. 974-209

**AUSTIN 7.** 1930 model 2-seater, taxed year, mechanically perfect, £75. Below.

1930 model Swallow saloon, taxed year, beautifully kept, small mileage, £105. Below.

1928 Gordon England Cup model, taxed, good tyres, excellent mechanical condition, £52 10s.; motorcycles in part, deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 974-293

**AUSTIN 7** 1928 Gordon England saloon, leather upholstery, exceptional condition throughout, good tyres, taxed, £45. Below.

**AUSTIN** 1928 chummy, excellent condition throughout, all new tyres, taxed till end of year, £40. Haskins, 155 Ladbroke Grove, North Kensington, W.10, adjoining the Metropolitan Station. Park 5541. 974-284

**AUSTIN 7** tourer, 1931, taxed, £85. 117 Upper Grosvenor Rd., Tunbridge Wells, or Hop 5500. 974-153

**AUSTIN 7.** 1931 saloon, taxed year, mileage 3,000 only, condition as new throughout, £105. Below.

**AUSTIN 7.** 1930 Wydor coachbuilt saloon, taxed year, £67 10s. Below.

Paul and Co., 114 Gt. Portland St. Museum 4117. 974-175

**AUSTIN 7.** 1928 tourer, excellent appearance and condition, taxed and insured, £50. Below.

**AUSTIN 7.** 1928 Gordon England Cup 2-seater sports, finished red-black, splendid condition, £52. Below.

**AUSTIN 7.** 1929 model Mulliner fabric saloon, exceptionally good condition throughout, taxed and insured, £65. Below.

**AUSTIN 7.** 1930 tourer, finished blue, almost new condition, taxed December, £72; another at £68; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 974-187

**AUSTIN.** See the Naylor and Root bargains on page 20. 974-142

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

**AUSTIN 7.** 1929 Wydor fabric saloon, black and red, in very good condition, £65. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. (Open Sunday 11-1 p.m.) 974-176

**AUSTIN 7.** 1931 supercharged Brooklands 2-seater, as brand new, mileage under 3,000, a genuine 85-mile-an-hour car, £165; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick. Phone 0303. 974-244

**B.S.A.** 3-wheelers from Hackford Motors, Ltd.

**B.S.A.** Let G. A. Norchi demonstrate this fine engineering job to you, the easy running will amaze you.

**B.S.A.** from Hackford Motors, Ltd., for exchanges and easy terms. 182 Acre Lane, Brixton. Phone 3062. zzz-368

**BUGATTI.** 11.9 2-seater, really exceptional condition, £32 10s. Metro Motors, 45 Newman St., W.1. Muscum 9953. 974-362

**BUGATTI.** We specialize in these cars. 1929, 1928 and 1927 in stock. Written guarantee with every car. Largest stock of sports cars in Great Britain. Open Sunday morning. Exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 974-328

**BUGATTI.** 1926 modified Brescia, special Jarvis 2-seater sports body, ball-bearing engine, brand-new tyres all round, tax paid, overhauled perfect condition throughout, £47 10s.; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 974-166

**BUGATTI.** Smith-conditioned spells safety for used-car buyers. 1930 Grand Prix 1,500 c.c. 4-cylinder, with high-compression overhead camshaft engine, coil ignition, 4-speed close-ratio gearbox, Rudge-Whitworth wire wheels and spare, tyres all in new condition; fitted with standard all-aluminium racing Bugatti body, large racing petrol tank, 14 gallons capacity; fitted with windscreen and quickly detachable close-up wings, ready for touring or racing; exceptionally fast. Deposit £40, balance £175. F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 974-91

**CITROEN.** £30, 1927, 12-24hp, 4-door saloon, complete equipment, new tyres, exceptional condition; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 974-187

**CITROEN.** 7hp 4-seater, late 1925, overhauled, splendid condition, insured, £15. 4 Dinsmore Rd., Balham. 974-175

**CITROEN 7a,** 1926, 2 and 4-seaters, overhauled and in sound condition, £15 to £20. Ruffell's Motors, White Hart Lane, Barnes. Prospect 5549. 974-217

**CITROEN.** 1925, 11.4 English 2-seater, double sunk dickey, good balloons, first-class running order, £15. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 974-202

**CITROEN.** 1927-8 2-seater, very smart and clean, £35. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 974-350

**CITROENS,** under £100. See page 22. 974-105

**CITROEN.** 1927, saloon, overhauled and fitted new tyres, repainted, 40 m.p.h., £30. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 974-338

**CITROEN 7.** 1925 (late) Cloverleaf, smart and sound, taxed, £12 10s. E.S. Motors, 325 High Rd., Chiswick, W.4. Chiswick 2246. 974-420

**CITROEN 7.** 1926, 3-seater, starting and lighting, balloon tyres, in quite good condition, £7 10s. Earl, 75 Heath St., Hampstead, N.W.3. Open until 1 on Sundays. 974-1175

**CITROEN,** £12; exchanges!!! 1925-6 7hp cloverleaf 3-seater, excellent condition. Chidley, 579b High Rd., Tottenham. Phone 2920. 974-325

**CITROEN 7hp.** £15. Cloverleaf 3-seater, excellent condition throughout, including tyres, open to any examination and trial. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 974-96

**CITROEN,** 1925, 7hp 2-seater, 4 nearly new balloon tyres, good hood, excellent appearance and condition; exchanges; easy payments; £14. Beechings, Ltd., Farnborough, Hants. Telephone 279. 974-139

**CLYNO** coupe, £25; 1926-27, 12-24hp, Mulliner body, f.w.b., low mileage, excellent order; exchanges. 86 Acre Lane, Brixton. Phone 3401. 974-190

**CLYNO 9.** 1929 tourer, as new, taxed year, £55; terms, exchanges. Page, 199b Upper Richmond Rd., near High St., Putney. 974-214

**CLYNO.** 1928, 12-35, 5-seater, maroon, 3 new Michelins, wings repainted, splendidly kept, £35. Below.

1927 (February) 4-seater, f.w.b., blue, clean and well kept, owner taking saloon, £22 (£8 down, balance instalments). Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 974-201

**CLYNO 10.** 1926 4-door saloon, f.w.b. and full equipment, a good, sound, reliable car, taxed 16. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 974-183



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

**CLYNO.** 1925, 4-seater, tax paid, brand-new tyres all round, entirely overhauled, £110; exchanges. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 974-167

**CLYNOS.** Andrews Automobiles for Clyno bargains.

**CLYNOS.** Tourer and saloons, £10 to £60, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 974-275

**CLYNO.** 9hp, 1928 chummy, 4-seater fabric body, f.w.b.s, excellent mechanically, £25. Below.

**CLYNO.** 1926 Royal tourer, leather upholstery, very good condition throughout, £18; exchanges, terms, Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Open Sunday mornings. 974-106

**CLYNO 9.** 1929 fabric saloon, brown, in very good condition, £50. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122 (Open Sunday 11-1 p.m.) 974-175

**CLYNOS.** under £100. See page 22. 974-106

**FIAT £35.** 1928, 11hp, 4-seater, leather upholstery, complete equipment, taxed, insured comprehensively till February, excellent condition; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 974-386

**FIAT.** £50; 8hp saloon, late 1927, fast and sound. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 974-349

**FIAT.** Carlton Garage. 1926 10hp drop-head coupe, 29 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 974-400

**FIAT 9.** 1928 model 4-seater, f.w.b.s and full equipment, tax £8, exceedingly nice condition, £40; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 974-614

**FIAT.** See the Naylor and Root bargains on page 20. 974-148

**FIAT.** £12 10s. 1925 10-15 tourer, sound condition; taxed; bargain. Ward and Co., 5 Upper Richmond Rd. East Putney 2818. 974-581

**FIAT.** 1925, 10-15 4-seater, splendid order and condition, complete and taxed for year, bargain, £25; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 974-268

**FIAT.** Smith-conditioned spells safety for used car buyers.

**FIAT 9.** sports coupe, 1930, colour scheme blue with red piping lines, excellent condition, very fast, deposit £55, balance £100.

**FIAT.** 1929, 8hp saloon, engine just been rebored, a most attractive car in green and cream, very fast, deposit £25, balance £100. F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 974-92

**FIATS.** under £100. See page 22. 974-107

**FRAZER-NASH** Cars offer for sale a number of used cars, including 1928 Boulogne, 3-seater, 1928 Boulogne model with special 4-seater fabric body, Interceptor model 1, 2-seater, black fabric body, green chassis, wheels and upholstery, 4 speeds. London Rd., Isleworth, Hounslow 3171-2. zzz-522

**GWYNNE.** £59!!! 1928 10-40 sports 2-seater and dickey, Perrot f.w.b. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 974-341

**GWYNNE 8.** late model, 2-3-seater, lighting, starter and numerous extras, beautiful order and condition, £18; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 974-266

**HUMBER.** 1929 (July) 9-28 coachbuilt saloon, f.w.b., leather upholstery, perfect throughout, taxed December, 135 guineas. Lees and Bennett, 40 Linhope St., Upper Park Place, N.W.1. Paddington 9550. 974-417

**JOWETTS.** 1928 long 4-seaters and 2-seaters, £75; 1929 short fabric saloons, £86; 1929 long fabric saloon, £100; 1929 4-seater, as new, £90; and several other Jowetts. Westminster Bridge Garage and Eng. Co., Ltd., 5 Lambeth Palace Rd., S.E.1. Hop 1665. zzz-83

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

**JOWETT.** Chingford Automobiles, Ltd., distributors and engineers. Trade supplied. Opposite Chingford Station. Tel., Silverton 1032. 984-525

**JOWETT.** 1927, full 4-seater, blue, grid, 3 new Dunlops, electrical equipment, perfect, £30. Below.

1926 (July) full 4-seater, blue, never changed hands, numerous extras, exceptionally well kept, £25. Below.

1923 2-seater, dickey, starter, complete and in running order, £12. (£3 down, balance 10s. week.) Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 974-195

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

**JOWETT.** £82!!! 1930 saloon, unsoiled, small mileage, tax paid. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 974-348

**JOWETT.** £22. 1924 long tourer, repainted, new hood, tyres retreaded, taxed Sept., insured July 1932. Dec, 70 Blenheim Crescent, S. Croydon. 974-g225

**JOWETT.** 1929 long 4-seater, in splendid condition, £45; earlier models from £15. Buntings Jowett Agency, Wealdstone. 974-373

**JOWETT.** £27 10s. 1927 long chassis, taxed, exceptionally good condition, bargain. Ward and Co., 5 Upper Richmond Rd. East Putney 2818. 974-383

**JOWETT.** 1929 saloon, one owner, faultless condition, 55 guineas; exchanges, deferred. 368 Hornsey Rd., N.19. Archway 3294. 974-395

**JOWETTS.** Andrews Automobiles for Jowett bargains—

**JOWETTS.** £15 to £33, ready for the road, taxed, insured and guaranteed 3 months; simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 974-276

**JOWETT.** £4 deposit. 39 guineas cash. Late 1928 7hp long 2-seater, blue, carefully used, exceptional condition, free tax, free insurance to cash buyers. 100 cars in stock. List free. Exchanges. Open all weekdays, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 974-156

**JOWETT.** F.O.C.H. Jowett Distributors and Specialists. Full range new and second-hand in stock. Below.

**F.O.C.H.** 1929 7hp long black Prince fabric saloon, 4 doors, f.w.b., wire wheels, bumpers one owner, very carefully used, exceptionally good condition, taxed, 75 guineas. Below.

**F.O.C.H.** 1927 long 7-seater, blue, starter, new hood, automatic screen-wiper, excellent condition, taxed, 25 guineas. Below.

Fifteen Jowetts in stock; new and secondhand.

Exchanges, deferred. Free list. F.O.C.H., Ltd., 5 Heath St., Hampstead. Open all weekdays, including Saturdays, 9-8; Sundays, 9-1. Hampstead 2215. 974-134

**JOWETT.** 1927 (June), 4-seater, reliable condition throughout, fully equipped, good set of tyres, bargain, £26. 516-522 Streatlam High Rd., S.W.16. Phone, Pollards 4444. 974-118

**JOWETT.** 1929, long saloon, taxed, excellent condition, leather upholstery, original tyres, 65 guineas, bargain. Roberts, Taylor, Alton, Plants. 974-g138

**JOWETT.** Smith-conditioned spells safety for used-car buyers.

**JOWETT.** 1926, 4-seater, £30.

**JOWETT.** 1929, 4-seater, blue, deposit £15, balance £50.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 974-93

**JOWETT.** 1928 (June) long tourer, completely overhauled March, repainted, guaranteed perfect, any trial, selling through illness, £40. 51 Kelvin Rd., Highbury, N.5. 974-g148

**JOWETT 7.** 1925, 2-seater, £26, excellent mechanical condition and coachwork, starter, trip speedometer, dickey, etc., 67 Saxon Rd., Southall, Middlesex. 976-g168

**JOWETT.** 1926 7hp long chassis 4-seater, blue, good condition, £30.

**JOWETT.** 1929 7hp short chassis saloon, beige, £70. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. (Open Sunday 11-1 p.m.) 974-170

**JOWETTS.** under £100. See page 22. 974-108

**LEA-FRANCIS.** 1927 saloon, 4-door, f.w.b., 4-speed, dark maroon, moquette upholstery, overhauled, bargain, £40. Below.

1925 (July) 12hp 4-seater, maroon, speedometer, clock, bumpers, armchair seats, good tyres, £28. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 974-198

**LEA-FRANCIS.** Brooklands sports 4-seater, 12-50, twin carburetter, unsoiled and perfect, £100. Denman Motor Agency, Ltd., 132-3 Long Acre, W.C. Open week-ends. 974-337

**LEA-FRANCISES.** under £100. See page 22. 974-109

**MATHIS.** 12 guineas. 1925 7hp 2-seater, blue, 4 speeds, starter, practically unworn tyres, running order, taxed; 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 4881. 974-157

**M.G.** The Central Motor Institute, Finchley Rd., Hampstead, N.W.3, wholesale and retail distributors for North-west London and North Hertfordshire. Special tuning and service by experts. A selection of cars always in stock. Phone, Primrose 1161 and Mitchin 494. zzz-375

**"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).

**M.G. Midget, 1929, sports 2-seater, blue, excellent, £90.** Titjen and Hillier, 110 Wood Vale, S.E.23, Sydenham 2432. zzz-527

**M.G. Midget, 1931 2-seater, new, unregistered, latest-type wings, makers' full guarantee, slightly shop-soiled, £159.** Below.

**M.G. Midget, 1931 2-seater, black and red, numerous extra fittings, one owner, perfect, £139.** Exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2182-1688. 974-296

**M.G. Midget, 1930, 8hp sports 2-seater, red, particularly smart and exceptionally fast, £105.** Newnham's, 237 Hammersmith Rd., W.6. Riverside 4646. 974-223

**M.G. Midget!!! 1930 sports, latest ribbed drums, dash, etc., finished black and red, extras include side curtains, spotlight, etc., mileage 8,000.** Whole car really equal to new taxed, £119; exchanges considered. 11, Bath, 15 Kynance Mews, Gloucester Rd., Kensington, S.W.7. 974-x770

**M.G. Midget, Carlton Garage, 1929, really fast, 93 guineas; terms, exchanges.** 79 Carlton Vale, Kilburn. Open Sunday mornings. 974-401

**M.G. Midget, 1931 2-seater, red, shop-soiled, list £185, accept £165.** Phone, Cranmore, Barnet 0175. 974-424

**M.G., 1931 Midget, mileage 3,000, choice of 3, from £135**

**M.G., 1930, latest type, big sump, small mileage, £115.**

**M.G., 1930, Midget, sportsman's coupe, unscratched, £150; largest stock of sports cars in Great Britain.** Bartlett, 27a Pembroke Villas, Notting Hill Gate. 974-331

**M.G. sports.** Cooke's Motors offer: 1931 2-seater, red, in excellent condition, bargain, £115. Brighton Rd., Sutton. Open week-days 9, Sundays 5. Phone 3800. 974-387

**M.G. Midget coachbuilt coupe, 1931, 3,000 miles, taxed Dec., black and cream, stoneguard, mud flaps, horn ring and other extras, absolutely as brand new, exceptionally attractive car, £175.** Exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 974-191

**M.G. Midget, 1930, large sump, small mileage, £115; motorcycles in part, deferred terms.** Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 974-291

**M.G. Midget, 1931 2-seater, registered but not delivered, brand new, full guarantee 165 guineas; exchanges, deferred.** Ray Abbott Ltd., Harrow Weald. Telephone, Harrow 3884. 974-207

**M.G. Midget, £100 10s. 6d., 1930, guaranteed.** South London Car Sales, Porden Rd., S.W.2. Brixton 6634. 974-263

**M.G. 1930 Midget sports, red, mileage 4,500, quite spotless and as new, ribbed brake drums, £125.** Smith and Hunter, Ltd., 407 Edgware Rd. 974-200

**M.G. Midget, 1930 coupe, mileage 8,000, perfect throughout, taxed year, £155.** Jarvis and Sons, Ltd., Victoria Crescent, Wimbeldon. Phone 2526. 974-97

**M.G. Midget, £11 deposit; 110 guineas cash, 1930 super-sports 2-seater, blue, exceptional condition; free tax, 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. 974-158

**M.G. Midget. See the Naylor and Root bargains on page 20.** 974-151

**M.G. Midget, £89, 1929, 2-seater, very smart and exceptionally fast; exchanges, deferred.** Empire Motors, 506 High Rd., Chiswick. Phone 0303. 974-245

**M.G. Midget, 1930 (May), sports big sump, ribbed drums, as new, one owner, 125 guineas.** Murphy, 17 Sheen Lane, Mortlake. 3303 Richmond. 974-248

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

**MORGAN Service Depot.** Official appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock, trade supplied. Official agents, Homac's, 243 and 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. zzz-955

**MORGAN.** Bargain. Colmore offer 1931 super-sports 10-40 J.A.P., overhead valve, water-cooled engine, new type model M chassis, colour blue and beige, unregistered, used only for few trial runs, £120; you save £25 and get a better car. Easy payments from £20 down, balance 12, 15 or 18 months. Colmore Depot, 31 Colmore Row, Birmingham. 974-238

**MORGAN, 1929 super-sports 10-40 o.h.v. J.A.P., beautiful condition, black, red chassis and wings, speedometer, clock, geared steering, fast acceleration, hood, several extras, taxed year, £73.** 419 Manchester Rd., Blackrod, Chorley. 974-177

**MORGAN, late 1928 Aero, racing J.A.P., just overhauled and repainted dual-tone finish, high frequency horn, speedometer, chromium-plated in absolutely super condition and one of the prettiest Morgans on the road £60; exchanges or deferred payments.** C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 974-165

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

**MORGAN Specialists.** Protect yourself with a 3-months' written guarantee; exchanges, deferred terms over 24 months. Magnificent stock; few examples below.

**Special Family model, 1931, 10-40hp o.h.v. racing J.A.P., w.-c., M-type chassis, dynamo lighting, starter, specially fitted dashboard, one owner, low mileage, guaranteed as new, taxed December, cost approximately £150 (Highbury), £89.** Kirk and Co. Below.

**Super-sports Aero, 1929, 10-40hp o.h.v. racing J.A.P., w.-c., original blue cellulose finish; very fast and attractive sporting bus (Paddington), £79.** Kirk. Below.

**Aero, 1929, 10-40hp o.h.v. racing J.A.P., flare wings, exceptionally smart black and red finish (Paddington), £65.** Kirk. Below.

**Aero, 1929, o.h.v., w.-c., full dash equipment, f.w.b., new rear competition tyre, super condition, tax paid (Paddington), £62 10s.** Kirk. Below.

**Aero, 1928, 8hp J.A.P., w.-c., all equipment, including dynamo lighting, hood, etc., flare wings, good tyres and appearance (Paddington), £57 10s.** Kirk. Below.

**De luxe 1930 2-seater, J.A.P. engine, dynamo lighting, horn, speedometer, O.S. tyres, f.w.b., tax paid December (Paddington), £48.** Kirk. Below.

**Family 4-seater, 1928 8hp J.A.P., w.-c., dynamo lighting, automatic lubrication, electric horn, practically new tyres, smart and attractive (Highbury), £42.** Kirk. Below.

**Special aero, 8-10hp o.h.v., w.-c., specially built super-sports-type body, dynamo lighting, practically brand-new tyres, cycle wings, thoroughly overhauled (Paddington), £42 10s.** Kirk. Below.

**De luxe, 1929, 8hp J.A.P., 2-seater, dynamo lighting, all-weather equipment, most carefully used, tax paid (Paddington), £37.** Kirk. Below.

**Aero, 1926, 10hp o.h.v., w.-c., fully equipped, dynamo lighting, cycle wings, cream and crimson finish, excellent condition (Paddington), £32.** Kirk. Below.

**Family, 1926 8hp J.A.P., w.-c., dynamo lighting, clock, speedometer, all-weather equipment, specially re-coachfinish, bargain (Paddington), £29 10s. 150 other cars 22-49 Praed St., Paddington. Phone, Fadd. 6049 and 6892; and 28-30-32 Highbury Corner, N.5. Phone North 4784. Close 8 p.m. week-days, Sundays 10 a.m.-1 p.m. 974-423**

**MORGAN, 1924 de luxe, 8hp J.A.P., Lucas dynamo, side screens, mirror, discs, taxed to 1932, £24.** Below.

**MORGAN, 1928 Aero J.A.P., f.w.b., balloon tyres, hood, chrome nickel, perfect, one owner, taxed to 1932, £58.** Below.

**MORGAN de luxe Aero, 1931, 10-40 o.h.v. J.A.P., cream and green, the very last word in improvements, 2½-in. tube with improved bevel box, and centre-fixing, super-type front, improved brakes and guards, £116 10s.; let me quote you for your old car; I can allow you the biggest price in part-payment cash or hire-purchase.** Douglass for Morgans, St. Mary's Square, Ealing, W.5. 974-352

**MORGAN.** Naylor and Root, Ltd.,

**MORGAN specialists.**

**Largest selection of used models in England. Positively lowest prices. Easiest of Easy Terms over 18 months.**

**Take advantage of these astounding reductions of more than £10 on all models.**

**£105.** 1931 super-sports "M" chassis, usual equipment, finished dark green; choice of two.

**£92.** 1930 super-sports "M" chassis, speedometer, hood, electric horn, etc.; choice of three; also two with starters and taxed.

**£82.** 1929 super-sports o.h.v. J.A.P., cycle wings, speedometer, electric horn, hood, very smart car; choice two.

**£79.** 1930 Aero o.h.v. J.A.P. "M" chassis, usual equipment, absolutely as new, dark blue.

**£72.** 1929 Aero o.h.v. J.A.P., starter, cycle wings, bumpers, hood, new tyres, many useful extras, black and orange.

**£62.** 1928 Aero o.h.v. J.A.P., speedometer, f.w.b., hood, electric horn, geared steering, red and cream.

**£69.** 1930 Aero s.v. J.A.P., cycle wings, V screen, hood, speedometer, electric horn, small mileage, very smart; another with "M" chassis, etc., £72.

**£54.** 1928 Aero s.v. J.A.P., almost new tyres, f.w.b., hood, electric horn, pneumatic seats, very smart, taxed.

**£39.** 1927 Aero 8hp, f.w.b., dynamo lighting, hood, cycle wings, speedometer, very smart, black and green.

**£68.** 1930 Family 4-seater, w.-c. J.A.P., "M" chassis, starter, f.w.b., sidescreens, speedometer, electric horn, as new.

**£55.** 1930 Family 4-seater, a.-c. J.A.P., f.w.b., side screens, good tyres, electric horn, finished maroon; also 1929 model, similar, £49.

**£52.** 1930 De Luxe, a.-c. J.A.P., "M" chassis, starter, side screens, good tyres, speedometer, etc., dark blue.

**Compare these prices with others and you will immediately realize what we mean by reductions. Be sure you call to-day or write for our list.**

**Naylor and Root, Ltd., 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 974-154**



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

**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.** F.O.C.H. 1928 super-sports Aero, primrose and green, Eleven Hundred o.h.v. racing J.A.P., f.w.b., dynamo, Bosch, Bonniksen, clock, rev. counter, bumper, Rene Thomas wheel, many extras, extremely fast, very smart, exceptionally good condition taxed, 72 guineas; exchanges, deferred: free list. F.O.C.H. Ltd., 5 Heath St., Hampstead. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Hampstead 2215. 974-135

**MORGAN.** £80. 1930 de luxe 8hp J.A.P., full equipment, new, evenings. Knight, 34 King Henry St., Mildmay Park. 974-g222

**MORGANS!!!** (Four.) Family 4-seaters, G.P. 2-seaters, water-cooled, dynamo lighting, from 10 guineas; exchanges, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth. (Town Station.) 974-317

**MORGAN.** 1929 de luxe 2-seater, very small mileage, f.w.b., starter, in exceptionally nice condition throughout, price 39 guineas, a very genuine bargain, down payments £7 10s.; exchanges or deferred terms. Cumerford's, Chief Branch, Portsmouth Rd., Thames Ditton, Esherbrook 2325. 974-1174

**MORGANS.** Homac's have for disposal the following guaranteed Morgans:—

1928 de luxe, 8hp J.A.P., dynamo, geared steering, good tyres, taxed, £42 10s.

1927 Aero, a.v. J.A.P., f.w.b., dynamo, etc., taxed for year, £45. Below.

1927 Family, 8hp J.A.P., dynamo, speedometer, side screens, f.w.b., nice order, £59 10s. Below.

1925 Aero, 10hp o.h.v. Blackburne, £32 10s. Below.

1925 Grand Prix, 10hp, w.c., Blackburne, dynamo lighting, speedometer, dash lamp, bumper, many extras, Aero wings, £29 10s.

Deferred terms arranged.

Homac's, the Official Morgan Service Depot, 243-7 Lower Clapton Rd., E.5. Telephone, Chisold 9616-7. 974-370

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

£10 deposit; 105 guineas cash. 1931 super-sports, specially tuned racing o.h.v. J.A.P., black and red, cycle-type wings, straight-through exhausts, hood, practically unworn tyres, reduced steering, carefully used, very exceptional condition; free tax, free insurance to cash buyers. Below.

£4 deposit; 42 guineas cash. 1926 Aero 10hp racing o.h.v. Blackburne, dynamo lighting, f.w.b., straight-through exhausts, foot accelerator, cycle-type wings, speedometer, reduced steering, carefully used, very exceptional condition; free tax, free insurance to cash buyers. Below.

£3 deposit; 32 guineas cash. 1925 Aero, 8hp o.h.v. Anzani, red, dynamo lighting straight-through exhaust, hood, speedometer, carefully used, exceptional condition; free tax, free insurance to cash buyers. Below.

£7 deposit; 75 guineas cash. Late 1929 super-sports specially tuned racing o.h.v. J.A.P., black and red, cycle-type wings, straight-through exhausts, reduced steering, carefully used, exceptional condition; free tax, free insurance to cash buyers. Below.

£7 deposit; 69 guineas cash. 1930 Aero, Eleven Hundred o.h.v. racing J.A.P., blue, f.w.b., dynamo lighting, straight-through exhausts, reduced steering, hood, carefully used, exceptional condition; free tax, free insurance to cash buyers. Below.

£6 deposit; 59 guineas cash. 1929 Aero, 8hp o.h.v., blue, f.w.b., dynamo lighting, reduced steering, hood, straight-through exhausts, very exceptional condition; free tax, free insurance to cash buyers. Below.

£3 deposit; 32 guineas cash. Late 1926 Family, 8hp w.c. J.A.P., dynamo lighting, practically unworn tyres, foot accelerator, electric horn, exceptional condition; free tax, free insurance to cash buyers. Below.

Rowland Smith, 78-81 High St., Hampstead. Open all weekdays, including Saturdays, 9-8; Sundays 9-1. One minute Hampstead Tube. Phone, Hampstead 4881. 974-159

**MORGAN.** 1930 Super sports, M. chassis repainted red, new chain, 3 new Fort Dunlops, taxed, indistinguishable from new, £96. Nether-scales, Mattram Rd., Stalybridge. 976-g169

**MORGANS.** Any reasonable offer accepted to clear quickly. Two de luxe Morgans, 1924 and 1926, w.c. dynamo, good appearance and running; would sell separately. 19 Holmdene Avenue, Herne Hill, Brixton Q384. 974-g172

**MORGAN.** super-sports, 1929, 10-40 o.h.v. racing J.A.P., f.w.b., starter, geared steering, taxed year, £87 10s. Below.

**MORGANS.** Aero, 1927 o.h.v. Blackburne, w.c., dynamo, starter, f.w.b., £50; 1927 J.A.P., f.w.b., repainted, £45; 1926 o.h.v. Blackburne, geared steering, f.w.b., foot accelerator, dynamo, £37 10s.; 1925 J.A.P., dynamo, £32 10s. Terms, exchanges. Page, 199b Upper Richmond Rd., Nr. High St., Putney. 974-210

**MORGAN.** 1930 (May) family model, J.A.P., starter, right sidescreens, speedometer, mileage 5,000, absolutely as new, taxed year, insurance included, £67. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. 974-199

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

**MORGAN.** 1925 M.A.G. water-cooled, good condition, £20. Deferred, Martin's Garages, Highgate Village, Mountview 1228. zzz-537

**MORRIS Minor.** £65!!! 1929 fabric saloon, colour blue, taxed, very small mileage, in really excellent condition throughout, really worth examining, bargain. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tel., Putney 7611. zzz-531

**MORRIS Minor** £80. 1930, coachbuilt sunshine saloon, complete equipment, as new, choice of 2. Below.

**MORRIS Minor.** £60. 1929 fabric saloon, complete equipment, numerous extras, exceptionally good condition; exchanges, deferred. 86 Acro Lane, Brixton. Phone 3401. 974-g188

**MORRIS Minor.** 1930, fabric saloon, in really first-class order throughout, £85. Hyams Bros. and Heard, 19 Beynon Rd., Carshalton Tel., Wallington 1917. 974-302

**MORRIS Minor** 1930 8hp fabric saloon, smart and generally attractive, £65. Newnham's, 237 Hammersmith Rd., W.6. Riverside 4646. 974-224

**MORRIS Minor.** Carlton Garage. 1929 saloon, taxed, 69 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 974-402

**MORRIS Minor.** 1929 o.h.v. saloon, 8,000 miles only, splendid condition, £69; taxed end year. 118 Deulah Rd., Walthamstow. 974-g178

**MORRIS Minor.** 57 guineas. Exchanges, deferred. 1929 fabric saloon, practically unsoiled condition, perfect order. Below.

**MORRIS Minor.** 75 guineas. 1930 coachbuilt sunshine saloon, chromium, Triplex, exceptionally well-kept car. Maynards, 241a High Rd., Wood Green. 974-318

**MORRIS Minor.** 1930 8hp fabric saloon, excellent condition, one owner, £85 cash, or £28 10s down and 10 monthly payments of £8 10s. McCarthy's Motors (1925), Ltd., 28 Queens Rd., Hayswater, W.8 Park 7766. 974-312

**MORRIS Minor.** Cooke's Motors offer 1930 7.8hp coachbuilt saloon, sunshine roof, mileage 2,000, as brand-new, £95. 366 High St., Sutton. Open week-days until 8, Sundays 1. Phone 4660. 974-388

**MORRIS Minor.** £97 10s. 1931 fabric saloon, negligible mileage, taxed, spotless condition; exchange, terms. Below.

**MORRIS Minor.** £59 10s. 1929 fabric saloon, small mileage, excellent condition; exchange, terms. Ward and Co., 5 Upper Richmond Rd. East, Putney 2818. 974-382

**MORRIS Minor** £105!!! Saloon, 1931 model, very clean, small mileage, in excellent condition throughout.

**MORRIS Minor.** £67 10s.!!! Saloon, 1929, in excellent mechanical condition, very clean, taxed to end of year. Bell Motor Mart, Ltd., Bath Rd., Cippenham, near Slough. Phone, Burnham 149. 974-358

**MORRIS Minor.** 1930 (May) coachbuilt sunshine saloon, small mileage, tyres still as new, superb order, taxed, £90. Below.

1930 fabric saloon, blue, mileage about 10,000, perfect coachwork, tyres still A.1., taxed year, £85. Below.

1930 fabric saloon, blue, Triplex, one change ownership, insured to 1932, £75. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 974-207

**MORRIS Minors.** Andrews Automobiles for Morris Minor bargains:—

**MORRIS Minor** tourers and saloons, £56 to £68, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 974-277

## A Quick Sale!

"Orpington.

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



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

**MORRIS** Minor fabric saloon, 1929 model, £65; also others. Stretton's Garage, Gloucester. 974-1964

**MORRIS** Minor. See the Naylor and Root bargains on page 20. 974-150

**MORRIS** Minor, 1929, saloon, one owner, nice condition throughout, unique deferred terms, £60. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 974-119

**MORRIS** Minor. £7 deposit; 69 guineas cash. 1930 coachbuilt saloon, brown, sunshine roof, very good condition; free tax, 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 4881. 974-160

**PEUGEOT** 7hp, 1927 drop head coupe, taxed, good order throughout, £18 10s. 108 Coston's Lane, Greenford. 974-179

**PEUGEOT** 7. 1926 all-weather 2-seater and dickey, starter and full equipment, very economical, £18. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 974-181

**RENAULT** 9. Andrews Automobiles for Renault bargains:—

**RENAULT** 9, £14 to £36, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.

Andrews Automobiles, 37 Shrew Lane, Mortlake (Station). Phone, Richmond 0576. 974-278

**RENAULT**. See the Naylor and Root bargains on page 20. 974-152

**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. Ebury 1875.

1931 12.5 Monasix saloon de luxe, English body, leather upholstery, Teralmit automatic lubrication, carrier, tax paid year, last word in refinement, cost £280, accept £170.

1931 12.5 Monasix saloon luxe, shop-soiled, unregistered, £159.

1931 speed model, 75 m.p.h., 33 m.p. gallon, special, £140.

1929-30 12.5 Monasix saloon de luxe, coachbuilt, bumpers, etc., £100.

1928 9-15 saloon de luxe, coachbuilt, £55.

1928 12.5 Monasix saloon de luxe, coachbuilt, bumpers, etc., excellent order, taxed year, £60. 974-136

**RENAULT**, 1926, 9hp, 4-seater, recently repainted blue, very good condition, £25.

1928 Renault 9hp 4-door fabric saloon, very small mileage, £58. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sunday 11-1 p.m. 974-171

**RENAULTS**, under £100. See page 22. 974-110

**RHODE**, £22 10s., 1927 semi-sports 4-seater, sound condition, bargain. Ward and Co., 5 Upper Richmond Rd. East Putney 2814. 974-378

**RHODE**, super sports, streamlined 11hp 2-seater, outside exhaust, long tail, £20, bargain. Denmans, 132-3 Long Acre, W.C. Open week-ends. 974-340

**RILEY** 9, 1931, Plus series Monaco sunshine saloon, run 350 miles only, £258. Olympia Motor Co., Riley London Distributors, 3 Hammer-smith Rd., Kensington. Opposite Olympia. Fulham 4217. zzz-316

**RILEY** specialists. Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. zzz-474

**RILEY** 9, 1928 2-seater, dickey, excellent condition, £75, privately owned, can be viewed 58 Footscray Rd., Eltham, S.E.O. 974-229

**RILEY**, Steele Griffiths. 1931 Monaco saloon, director's car, mileage 4,000, £225. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. 974-403

**RILEY** 9, Steele Griffiths. 1930 Sunshine saloon, £139. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. 974-404

**RILEY** 9, Steele Griffiths. 1930 de luxe saloon, £155. 8 G. House, Camberwell Green, S.E.5. Rodney 2201. 974-410

**RILEY** 1930 9hp, twin carburettor, sports 4-seater, £165.

**RILEY**, 1928 (late), twin carburettor, sports 4-seater, £110; exchanges and deferred. Bartlett, 27a Pombridge Villas, Notting Hill Gate. 974-332

**RILEY** 9hp, 1931 standard saloon, new, shop-soiled only, £260. H. R. Moore, Ltd., Bishop's Stortford. Phone 132. 975-711

**RILEY** 9, 1929 (late), 4-seater, Mark IV, £125. Denmans 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 974-345

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

**RILEY** 9hp, late 1929 Mark IV Monaco saloon, one owner, mileage 12,700, black red upholstery and wheels, exceptional condition, £138. Exchange motorcycle or deferred arranged. "Bungalow," Verbera Gardens, St. Peter's Square, Hammersmith. Riverside 4126. 975-170

**RILEY**. 1930 Monaco saloon, blue, red leather, mileage 9,000, as new throughout, taxed year, £175. Below.

1929 (May) Monaco, blue-cream wheels, Triplex throughout, very sound, taxed year, £135. Below.

1928 (June) Monaco, central change, maroon, mileage 19,000, one owner only, very attractive, £105. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 974-206

**RILEY** Monaco saloon, 1929, Triplex, maroon, beautiful condition throughout, £115.

**RILEY** 9 fabric sports tourer, 1928 (late), spring wheel, 1930 condition throughout, £105. Exchanges, deferred. Allary and Bernard, 344 King's Rd., Chelsea. Flaxman 4635. 974-192

**RILEY**, £139 10s.; 1929 MK4 2-seater, spotless condition throughout; exchange, terms. Ward and Co., 5 Upper Richmond Rd. East Putney 2818. 974-377

**RILEY** 9 Monaco saloon, exceptionally clean, carefully used, Triplex all round, any trial or expert examination, price £135; terms arranged. W. A. Litchfield, Allfriston, Breakspoor Avenue, St. Albans. Herts. 974-2149

**RILEY**, 1931. Plus model Monaco sunshine saloon, black-brown, cream wheels, only slightly used, unmarked, £250, guaranteed by Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 974-98

**RILEY**. Smith-conditioned spells safety for used-car buyers.

**RILEY** 1930 special sports 2-seater, with double dickey seat, twin carburettors, exceptionally fast, deposit £35, balance £150.

**RILEY** 9 1930 de luxe saloon, black and red, practically new, only done 8,000 miles; deposit £40, balance £155.

**RILEY**. 1930 Monaco saloon, red with black wings and valances, red upholstery to match.

**RILEY**, 1930 Monaco saloon, black with cream wheels and piping line.

**RILEY** 9 1930 Monaco saloon, red with French grey wings and red upholstery to match.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 974-94

**RILEYS**. 400 car list post free. 1924 to 1931 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) Bamber's, near Birkdale Station, Southport. Phone, Birkdale 66161. (Branch Showrooms: 4 Guildford St., Leeds; 16 Cambridge St., Sheffield.) 974-150

**RILEY** 9, 1930 Monaco saloon, black and red, as new, £175. Below.

**RILEY** 9 1929 Mark IV Monaco saloon, taxed year, Bidex lamps, many extras, exceptional condition, £145. Below.

Paul and Co., 114 Gt. Portland St. Museum 4117, 974-177

**RILEY** 9. Best over £110 secured!!! Special 1929 Mark IV Monaco saloon, numerous extras include 2 spare wheels, bumpers, big head-lamps, stoneguard, etc. Open to examination and test, perfect. H. A. Lee, Alton, Hants. Phone 85. 974-6164

**ROVER**, 1931 10-25 Regal sun saloon, bumpers, safety glass, cost £212, run 250 miles only, manufacturers' guarantee, £192; terms arranged. Taylors, 49-53 Sussex Place, South Kensington Station. Ken. 8841. zzz-329

**ROVER** 10 1931 4-door saloon, one owner, very carefully used for moderate mileage, comprehensive guarantee, unique deferred terms, £149. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 974-121

**ROVER** 9. Sale price £125!!! 1930 10hp sportsman's coupe, fitted with sunshine roof, extremely good condition throughout, bargain. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tel., Putney 7611. zzz-459

**ROVER** 9, first registered November, 1927 4-seater, in excellent condition throughout, taxed, £35. E.S. Motors, 325 High Rd., Chiswick, W.4. Chiswick 2246. 974-418

**ROVER** 9 saloon, Weymann fabric body, brown, £45; also Rover 9-20, 1927-8, 2-seater, super-sports, red and cream, £50. 43 Wallington Rd., Seven Kings. Phone, Cornish, Seven Kings 2182. 974-765

**ROVER**, 1925 9-20 sports 2-seater, repainted blue, new battery, tyres and condition good, taxed, £22. Paddington 2054. 974-180

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A complete guide. 2s. 6d. net. 2s. 9d. post free.



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

**ROVER 9**, 1927 drop-head coupe, £32. Terms, exchanges. Page, 199b Upper Richmond Rd., Nr. High St., Putney. 974-213

**ROVER**, 1930 (April) 10-25 Riviera sunshine saloon, nearly new tyres, maroon, numerous extras, beautifully clean, taxed, £130. Below.

1929 10-25 sportsman's coupe, brown, wire wheels, 2 horns, same owner always, splendidly kept, taxed, £100. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 974-194

**ROVER 9**, £27: 1926, f.w.b., 5-seater; also 2-seater. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 974-351

**ROVER 10**, 1930 sunshine saloon, Weymann body; another similar, overhauled by makers, £125. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 974-333

**ROVER 10**, 1928 sports 4-seater, bucket seats, recellulosed, fine order, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. 974-334

**ROVER**, 1929 10hp sunshine saloon, in spotless condition, leather upholstery, perfect runner. Bell Motors, Church St., Staines. Phone 401. Open Sundays 10.30-1.30. 974-333

**ROVER 10** 1929 Riviera sunshine saloon, one owner, scrupulously kept, comprehensive written guarantee, unique deferred terms, £95. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 974-120

**ROVER**, 1926 (late) sports 2-seater, exceptional condition throughout, taxed to the end of the year, £35; exchanges, deferred. Haskins, 155 Ladbroke Grove, North Kensington, W.10 (adjoining the Metropolitan Station). Park 5541. 974-285

**ROVER**. See the Naylor and Root bargains on page 20. 974-146

**ROVER 9s**. Andrews Automobiles for Rover bargains:—

**ROVER 9s**, £15 to £68, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0575. 974-273

**ROVER 10** 1930 4-door saloon, sun roof, taxed, one owner, condition as new, £135. Below.

Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 974-164

**ROVER 9hp**, £15. Late 1925 de luxe, 2-seater and double dickey, 2 doors, excellent condition throughout, lighting, starting and usual equipment, the paintwork and upholstery (leather) perfect, a very lively and economical little car, absolutely any trial willingly. Molesey 1661. 974-g165

**ROVER 920** 1926 4-seater tourer, f.w.b., taxed December, good condition, £20. Pates, 551 Holloway Rd. Archway 3134. 976-g167

**ROVER 10**, 1930 sportsman's coupe, sun roof, black and red, mileage 3,000 only, as new, £145. Below.

Paul and Co., 114 Gt. Portland St. Museum 4117. 974-178

**ROVERS**, under £100. See page 22. 974-111

**ROVER 10** 1931 coachbuilt sunshine saloon, one owner, as new throughout, fully guaranteed, unique deferred terms, £158. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 974-122

**SALMSON**, 1926 (August) super-sports twin o.h.c. 2-seater, f.w.b., streamlined body, cycle wings, very attractive, £42. Smith, 407 Edgware Rd. 974-203

**SALMSONS**. Vadum Co. specialize in the speedy and economical 9.5 Salmson, 35-40 m.p.g., insurance from £1 0s. 6d.; A.A. or R.A.C. examination; deferred; exchanges. Open Saturdays.

£25. 1926 model sports, Grand Prix body, Vee screen, smart.

19 guineas. 1926 sports skiff, Vee screens, wiper, starter, fast, smart.

20 guineas. 1926 o.h.v. 4-seater, taxed, new hood, f.w.b., balloons.

25 guineas. 1926, f.w.b., sports, special low long-tail body, pneumatic upholstery, really handsome car.

19 guineas. Twin camshaft coupe de luxe, dickey, divided windows, starter, very comfortable and roomy car.

32 guineas. 1927 model sports, f.w.b., balloons, Vee screens, taxed September, smart.

**SALMSON** £25, 1927 model, 10hp 4-door fabric saloon, f.w.b., extremely good condition; exchanges. 86 Acre Lane, Brixton. Phone 3401. 974-g189

**SALMSONS** urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 974-221

**SALMSONS**, under £100. See page 22. 974-112

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

**SALMSON** 1925 sports 2-seater, Grand Prix type body, raked steering, outside hand brake, tax paid, in exceptionally good condition throughout, £15. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 974-168

**SALMSON**, 1926 sports 2-seater, maroon, very fast, £35. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sunday, 11-1 p.m. 974-169

**SCHNEIDER**, 1928 sports 4-seater, 10hp, cutaway driver's side body, 1.25-litre, Oxford and Cambridge blue, £115. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 974-343

**TH. SCHNEIDER**, 1927 10-30 4-door fabric saloon, £65; terms, exchanges. Page, 199b Upper Richmond Rd., near High St., Putney. 974-212

**SINGER Junior** 1929 4-seater, £52; 1928 Singer Junior 4-seater, £35. Taylors, 135 London Rd., Kingston. Phone, Kingston 1264. zzz-392

**SINGER**, 1930 Junior tourer, very fine condition, one owner, A.A. inspection invited, 7 days' free trial, £80. Taylors, 49 Sussex Place, South Kensington Station. Phone, Kensington 8841. zzz-432

**SINGER Junior** saloons and tourers, 1930 models, from £40; 7 days' free trial; write for particulars. Taylors, 135 London Rd., Kingston-on-Thames. Kingston 1264. zzz-433

**SINGER**, £90!!! Junior coachbuilt saloon, duo blue, late 1930 model, exceptionally good condition. Below.

**SINGER**, £35!!! 1928 8hp 2-seater, excellent condition throughout. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tele, Putney 7611. zzz-318

**SINGER Junior**, 1931, saloon, sunshine roof, new, shop soiled, £135. H. R. Moore, Ltd., Bishop's Stortford. Phone 132. 975-710

**SINGER**, £135, 1931 Junior coachbuilt 4-door sunshine saloon, black and cream, total mileage 2,000, bumpers, chromium-plated fittings, rear petrol tank, etc., equal to new, taxed, deferred terms, Phillips and Powis, 10-24 South St., Reading. Phone 2600. 974-242

**SINGER Junior** 4-seater, 1927, new tyres, recently overhauled, taxed and insured, many extras, £35, or near offer. Hillmartin, Bull's Moor Lane, Waltham Cross. Enfield 2718. 974-x764

**SINGER Junior**, 8hp 4-seater, 1927, £28, taxed, decarbonized, any trial. Wadams, Northwick Rd., Evesham. 974-g228

**SINGER Junior** Steele Griffiths, 1930-31 saloon, negligible mileage, £99. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. 974-406

**SINGER Junior**. Steele Griffiths, 1930 tourer, tax paid, £79. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. 974-405

**SINGER Junior** 1931 coachbuilt 4-door sunshine saloon, rear petrol tank, etc., excellent condition throughout, first registered March, mileage under 5,000, fully guaranteed, unique deferred terms, £122. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 974-124

**SINGER Junior** 1930 sports man coupe, been very well maintained, good tyres, fully equipped, £85. Falkland Park Garage, 179 South Norwood Hill, South Norwood. Livingstone 1000. 974-1178

**SINGER Junior** saloon, 1930 model, taxed year, excellent tyres, very smart condition throughout, luggage grid, etc., bargain £80. Falkland Park Garage, 179 South Norwood Hill, South Norwood. Livingstone 1000. 974-1179

**SINGER**, £35, exchanges!!! 1927-8 10hp de luxe 2-seater, dickey, very small mileage, excellent condition throughout. Chidley 579b High Rd., Tottenham. Phone 2920. 974-324

**SINGER**, £55, exchanges!!! 1929-30 light delivery van, one owner, new tyres, excellent condition throughout and taxed for the year, deliver anywhere. Chidley, 579b High Rd., Tottenham. Phone 2920. 974-326

**SINGER 8**, 1928 4-seater, f.w.b.s and fullest equipment, splendid condition and taxed till January, £39; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4-66. Open Sundays. 974-g185

**SINGER 10**, 1926-7 de luxe 2-seater and double dickey, f.w.b., balloon tyres, all-weather equipment, small mileage, perfect condition and appearance, £22 10s., or exchange. 339a Goldhawk Rd., W.6. Riverside 5113. 974-1172

**SINGER Junior**, £132 10s. sun saloon, black and red, new, unused; exchange, terms. Below.

**SINGER Junior**, £102 10s. offer 1931 sun saloon, black and cream, spotless throughout, bargain; exchange, terms. Ward and Co., 5 Upper Richmond Rd. East Putney 2818. 974-379

**SINGER Junior**. The L.C.C. offer 1929 C.B. saloon, fawn and brown, £75; exchanges and deferred terms. 404 Euston Rd., N.W.1. Museum 2122. 974-392

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

**SINGER**, 1930 8hp coachbuilt saloon, mileage only 4,000, perfect condition, £100 cash, or £25 down and 12 monthly payments of £6 17s. 6d. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 974-313

**SINGER**, 1928 8hp tourer, very low mileage, appearance as new, £50 cash or £5 down and 10 monthly payments of £5. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 974-314

**SINGER**, brand-new 1931 10hp saloon, list price £210, used for few demonstrations only, maker's guarantee, £158. Rose and Young 97 Streatham Hill, opposite "Locarno." Tel., Streatham 9520-1. 974-304

**SINGER**, 10, £25!!! smartest touring car offered, f.w.b., paint and hood as new. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 974-342

**SINGER**, 100 guineas!!! 1931 Junior coachbuilt sunshine saloon, colour black and green, as new throughout, spare unused, actual mileage only 7,200 miles, genuine bargain. Bell Motors, Church St., Staines. Phone 401. Open Sundays 10.30-1.30. 974-354

**SINGERS**, Andrews Automobiles for Singer Juniors and Singer 10s:-

**SINGER** Junior 8hp, 1928 and 1929 tourers and saloons, £40 to £68; Singer 10s, £10 to £30, ready for the road, taxed, insured and guaranteed, simplest hire-purchase scheme in existence. List of 100 small cars free on request.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 974-280

**SINGER** Junior, 1928, 4 seater, exceptionally nice condition, 45 guineas; exchanges and deferred. Palmer's, 53 York St., Twickenham. Ponesgrove 1454. 974-286

**SINGER**, £125, 1931, Junior saloon, small mileage, 60 Kettlebaston Rd., Lea Bridge Rd. After 8.45 p.m. 974-g128

**SINGER**, £15, 10hp, 4 seater tourer, 1924 engine, rebored, new pistons fitted, generally overhauled, tyres nearly new. 27 Southbrook Rd., Nurbury. 974-g6

**SINGER** Junior 1930 coachbuilt 4-door saloon, one owner, excellent condition throughout, any trial, unique deferred terms, £85. 616-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 974-123

**SINGER** 8 1929 coachbuilt 4-door saloon, reconditioned and in guaranteed condition, £65. British and Colonial Motors, Ltd., 8-9 Long Acre. Temple Bar 3605. 974-86

**SINGER**. See the Naylor and Root bargains on page 20. 974-144

**SINGER**, 1928 (August), 8hp, de luxe 4-door saloon, splendid condition and appearance, taxed year, any trial, £55. Barley Mow, West Horsley, Surrey. Phone, Clendon 2. 974-141

**SINGER** 1931 Junior sunshine saloon, black-cream, mileage 250, shop-soiled condition only, £135. Below.

1931 Junior sunshine saloon, new May, mileage guaranteed 2,000 only, unblemished condition, taxed year, £126 10s. Below.

1930 sunshine saloon, new February, mileage small, wire wheels, full guarantee £100. Below.

1929 Junior coachbuilt 4-door saloon, leather upholstery, dual brown, one change only, A1 condition, very clean, £70. Below.

Smith and Hunter Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 974-197

**SINGER** Junior 8hp 4-seater, 1927½, good hood, balloons, smart appearance, economical, fast, bargain, 26 guineas. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 974-219

**SINGER**. Newnham's always have an excellent selection of used cars available. Full list on request.

1931 8hp coachbuilt sliding roof saloon, dual colours, beautiful condition, £118.

1929 8hp coachbuilt saloon, black with red w.w., particularly smart and sound, £65.

1928 8hp coachbuilt saloon, dual blue, smart little car and very good runner, £49.

1928 8hp 4-seater, maroon, smart and ready for season's running, £35. 1927 10-26 coachbuilt saloon, maroon, good appearance and general condition, £42.

1926 10-26 4-seater, blue, f.w.b., good tyres, etc., genuine bargain, £18.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 974-225

**SINGER**, late 1930 Junior sports, perfect condition, one owner-driver, taxed year, any trial, £85. Melbourne, Breakspear Avenue, St. Albans. 974-g162

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

**SINGER** 1930 8hp saloon, mileage under 2,000, car absolutely as new, £89. Members, Young's Corner, Hammersmith. Riverside 0740. 974-88

**SINGER** Junior, £7 deposit; 75 guineas cash. Late 1930, tourer, 2-tone blue, one owner, very small mileage, carefully used, practically new; free tax, free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8: Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 974-161

**SINGER**, £7 accepted for quick sale. 1923 2-seater, dickey, starter, clock, speedometer, spare wheel, runs well. 19 Holmdene Avenue, Herne Hill, Brixton 0384. 974-171

**SINGER**, 1931 Junior sportsman's coupe, very smartly finished in black with green wire wheels, grey pile carpets and upholstery, built-in luggage trunk, tax paid, only 2 weeks' old, mileage under 200, full guarantee, quite as new, cost £155 accept £130. Whitby's, Singer Distributors, 1 and 7 The Vale, Acton, London, W.3. 974-270

**SINGER** 1930 Junior saloon, sliding roof, chromium plating, usual price £87 10s., during our sale special bargain price £79. Whitby's, 1 and 7 The Vale, Acton, W.3. Shepherd's Bush 1513. 974-269

**SINGER** Junior 1929 4-door coachbuilt saloon, many extras, nice appearance, tyres as new, unique deferred terms, £66. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 974-125

**SINGER**.

Save your time and money. Consult a specialist on your Singer problems.

**SINGER** sales, service, spares. Murphy, 17 Sheen Lane, Mortlake. 3303 Richmond. 974-247

**SINGER**, £15!!! 10hp tourer, excellent tyres, one owner, perfect throughout, taxed. K.J. Motors, Bromley. Ravensbourne 3456-7. 976-553

**SINGERS**, under £100. See page 22. 974-113

**STANDARD**, £14, 1924, 11.4hp, 4-seater de luxe, complete equipment, bumpers, taxed, exceptional car. 86 Acre Lane, Brixton. Phone 3401. 974-g191

**STANDARD** 9, 1930 Teignmouth long sunshine saloon, one owner, scrupulously kept, condition throughout as new, unique deferred terms, £120. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 974-126

**STANDARD** 1924 11.4 2-seater, good tyres, fully equipped, exceptional order, £12 10s. Ward and Co., 5 Upper Richmond Rd. East Putney 2818. 974-416

**STANDARD** 9. Steele Griffiths, 1931 de luxe 4-speed saloon, almost shop-soiled, 195 guineas. Court House, Camberwell New Rd. S.E.5. Rodney 2201. 974-408

**STANDARD** 9. Steele Griffiths, 1930 sunshine saloon, £115. S.G. House, Camberwell Green, S.E.5. Rodney 2201. 974-411

**STANDARD**. See the Naylor and Root bargains on page 20. 974-147

**STANDARD** 1931 Big 9 Swallow saloon, all cream, light brown wings, 6,700 miles only, 4 speeds, wire wheels, taxed year, absolutely as new throughout, £195; exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426-7. 974-320

**STANDARD**, 11.4, 1924 4-seater, starter and full equipment, sound and reliable, ready for use, £8. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 974-g182

**STANDARD** 9, 1929 Teignmouth long sunshine saloon, nice mechanically, appearance and tyres as new, fully equipped, unique deferred terms, £92. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 974-127

**STANDARDS**. 400 car list post free, 1924 to 1931 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, Bathers, near Birkdale Station, Southport. Phone, Birkdale 66161. Branch showrooms, 4 Guildford St., Leeds; 16 Cambridge St., Sheffield. 974-131

**STANDARD** 9 1929 Teignmouth fabric saloon, sliding roof, black and cream, £100. Below.

**STANDARD** 1929 9hp Fulham saloon, brown, one owner only, taxed to December, £85. Leeds and Oxley. Paddington 3843. 974-364

**STANDARD** 1931 Big 9 coachbuilt saloon, demonstration only, taxed, £190. Bruion Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 974-374

**STANDARD** 10, 1930, £162 10s. (Swallow saloon), bumpers, spotlight, extras, mileage negligible, definitely as new throughout; exchange terms. Ward and Co., 5 Upper Richmond Rd. East Putney 2818. 974-330



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

**STANDARD** big 9, 1931 special fabric saloon, 4 speeds, bumpers, wire wheels, splendid condition throughout, guaranteed, list price £245, unique deferred terms, £169. 516-522 Streatham Hill Rd., S.W.16. Phone, Pollards 4444. 974-128

**STANDARDS**, under £100. See page 22. 974-114

**STANDARD**. Smith-conditioned spells safety for used-car buyers.

**STANDARD** 9 Swallow 1930 saloon, practically new, maroon and cream, very fast; deposit £40, balance £155.

**STANDARD** 9 1929 special saloon, sliding roof, safety glass, black and cream, exceptionally good condition, £25; balance £85.

**STANDARD**, 1930 4-cylinder, high-compression engine, 3 speeds forward and reverse, detachable and interchangeable wire wheels and spare, usual complete equipment, including air speed indicator; only done 2,000 miles, fitted with standard Avon Swan sports 2-seater body with cycle-type wings and disappearing hood; colour scheme plum red with cream wheels and line; upholstery to match. A very attractive car, exceptionally fast, 65 m.p.h. Deposit £35, balance £150.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 974-95

**STANDARD**, 1931, 9hp saloon, chromium-plated, very small mileage, £148. Rose and Young, 97 Streatham Hill, opposite "Locarno." Tel. Streatham 9520-1. 974-305

**STANDARD**. Newnham's always have an excellent selection of used cars available. Full list on request.

1931 Big Nine 2-seater and dickey, blue, mileage under 500, £175.

1931 Big Nine sliding-roof saloon, dual colours, exceptional value, £155.

1930 9hp Teignmouth sliding-roof saloon, black with cream w.w., one owner, £125.

1929 9hp Teignmouth sliding-roof saloon, maroon with cream w.w., exceptional order, £99.

1928 9hp opening roof saloon, blue, nice order, £69.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 974-226

**STANDARD**, brand new 1931 Big Nine saloon, sliding roof, wire wheels at 179 guineas (listed £215, plus £2 10s. delivery), unregistered, slightly shop-soiled only, never used for demonstration. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 974-220

**STANDARD** 1931 Big Nine coachbuilt sunshine saloon, black-cream, shop-soiled only, full guarantee, £180. Below.

1930 (March) Teignmouth saloon, black-white line, first-class throughout, usual guarantee, £125. Below.

1929 (July) Teignmouth saloon, black-red, 100% mechanically, sound tyres, same owner since new, very attractive, £98. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 974-196

**STANDARD** 9, 1929 Teignmouth saloon, sliding roof, mechanical condition, perfect, £97 10s.; motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 974-292

**STANDARD** 9, 1928 model 4-door fabric saloon, splendid condition throughout, licensed, £60; exchanges, terms. Norrington's, 245 Goldhawk Rd., W.12. Open Sunday mornings. 974-185

**STANDARD**, £175!!! 1931 big 9 special saloon, black and red, safety glass throughout, bumpers, mileage 3,000 only, absolutely perfect and indistinguishable from new, taxed December. Below.

£117 10s. 1930 Standard 9 Teignmouth saloon, blue, bumpers, sliding roof, as new. K.J. Motors, Bromley. Ravensbourne 5456-7. 976-536

**SWIFT**, 1928 10hp fabric saloon, black with maroon wings, leather, £65. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. (Open Sunday 11-1 p.m.) 975-808

**SWIFT**, 1930 10hp sun saloon, 4 speeds, excellent condition, bargain, £125; exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2182-1688. 974-295

**SWIFT**, £35, exchanges!!! 1926-7 10hp de luxe, 4-seater, leather upholstery, f.w.b., new tyres, electric dipping light, thoroughly overhauled, taxed for year, must be seen and tried to appreciate condition. Chidley, 579b High Rd., Tottenham. Phone 2920. 974-323

**SWIFT**. Cooke's Motors offer 1929 10hp Fleetwing sports saloon, cost £295. £95. Brighton Rd., Sutton. Open week days 9, Sunday 5. Phone 3800. 974-390

**SWIFT**. See the Naylor and Root bargains on page 20. 974-149

**SWIFT**. Cooke's Motors offer 1928 10hp Nomad sports saloon, £70. High St., Sutton. Open week-days until 8, Sundays 1. Phone 4660. 974-389

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

**SWIFT** £4, 9.8hp 2-seater and dickey, dynamo lighting and starter and usual equipment, the car looks all right and runs well. Barnes, The Cottage, 25 Leigham Court Rd., Streatham. Phone 9221. 974-316

**SWIFT**, 1930, 10hp fabric 6-light saloon, pneumatic upholstery, small mileage, perfect condition throughout, £130 cash, or £30 down and 12 monthly payments of £9. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 974-315

**SWIFT**, 1931, Cadet 8hp, coachbuilt saloon, colour blue, sunshine roof, tank at rear, bumpers, etc., unscratched, £119.

**SWIFT**, 1931, sun-shine saloon, Crusader model, mileage 1,000, bumpers, tank at rear, £145.

**SWIFT**, 1929 10hp, 4-door saloon, wire wheels, 4-speed, leather upholstery £79. Rose and Young, 97 Streatham Hill, opposite "Locarno." Tel. Streatham 9520-1. 974-306

**SWIFT**. Newnham's always have an excellent selection of used cars available. Few examples below, but full list on request.

1931 8hp Cadet coachbuilt sliding roof saloon, black and green, hardly soiled, £110.

1931 10hp Nomad saloon, maroon with cream w.w., moderate mileage only, £148.

1930 10hp drop-head coupe, dual colours, beautiful condition, £128.

1930 10hp Paladin coachbuilt sliding roof saloon, maroon, one owner, most attractive, £135.

1929 10hp Migrant sliding roof saloon, black with cream w.w., amazing value, £95.

1928 10hp 4-seater, dual brown, fitted with w.w. and several extras, nice condition, £46.

1926 10hp 4-seater, maroon, fitted f.w.b., starter, etc., £23.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 974-227

**SWIFT**, 1928 (April) 10hp 4-door saloon, leather upholstery, one owner throughout, beautifully kept, £72. Smith, 407 Edgware Rd. 974-205

**SWIFT** 10, £135!!! 1930 saloon, spotless condition. Denmans 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 974-333

**SWIFT**. Andrews Automobiles for Swift bargains.

**SWIFT** 4-seaters and saloons, £40 to £75, ready for the road, taxed, insured and guaranteed 3 months; simplest hire-purchase scheme in existence. Write for list of 100 light cars or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 974-281

**SWIFT**, 1928 10hp fabric saloon, black, with maroon wings, leather, £65. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 974-174

**SWIFTS**, under £100. See page 22. 974-115

**TALBOT** 10-23 4-seater, first registered December 31st, 1925, very good condition, taxed, £20. E.S. Motors, 325 High Rd., Chiswick, W.4. Chiswick 2246. 974-419

**TRIUMPH** Scorpion, 1931, 6-cylinder coachbuilt sliding roof saloon, mileage under 2,000, £189. Below.

**TRIUMPH** 7, 1930, de luxe fabric saloon, black and red, several extras, exceptional condition, taxed, £107 10s. Hyams Bros. and Heard, 19 Beynon Rd., Carshalton. Tel. Wallington 1917. 974-501

## If you have

a "used" small car, or any small-car equipment, for disposal, try the effect of a small advertisement in these pages.

There is no better or quicker means of finding a customer.



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

**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.** 1929 7hp de luxe 2-seater, wire wheels, exceptionally good engine, bargain, £59; exchanges, deferred. Smith Auto Co., Ltd. 145 London Rd., Croydon. Croydon 2182-1688. 974-294

**TRIUMPH.** Steele Griffiths. 1929 de luxe saloon, £70. S.G. House, Cumberwell Green, S.E. Rodney 2201. 974-414

**TRIUMPH** Super 7 1929 de luxe saloon, pneumatic upholstery, beautiful condition throughout, small mileage, taxed and insured, private, 77 guineas. 18 Pembury Rd., Hackney Downs, E.5. 974-g236

**TRIUMPH** 1930 Gordon England and de luxe saloon, very small mileage, beautifully kept, £112 10s.; exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Maccaulay 4426-7. 974-321

**TRIUMPH.** 1931 Super Seven 2-seater de luxe, dual blue, full equipment, indistinguishable from new, £117, year's guarantee exchanges, deferred. John S. Truscott, 173a Westbourne Grove, W.11. Park 7785. 974-327

**TRIUMPH.** £110!!! Super 7 tourer, 1930, very clean, condition as new, full all-weather equipment. Bell Motor Mart, Ltd., Bath Rd., Clippenham, near Slough. Phone, Burnham 149. 974-359

**TRIUMPH** Morgan Hastings, Ltd. Largest distributors of Triumph cars, offer a few slightly shop-soiled saloons at reduced prices; also the following second-hand bargains:—

£95!!! 1930 2-seater and double dicky, colour duo blue, exceptionally good condition throughout.

£105!!! 1930 de luxe Gordon England fabric saloon, carefully driven by one owner.

£85!!! 1929 Gordon England de luxe saloon, carefully driven by one owner since new, bargain. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tele., Putney 7611. zzz-535

**TRIUMPH.** 1930 coachbuilt de luxe sunshine saloon, one owner, condition throughout excellent, written guarantee, unique deferred terms, £102. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 974-129

**TRIUMPH.** 1930 coachbuilt coupe, perfect in every detail, £110; part exchange and deferred terms. British and Colonial Motors, Ltd., 89 Long Acre. Temple Bar 3605. 974-87

**TRIUMPH.** £12 deposit, 125 guineas cash. 1931 Super Seven de luxe fabric saloon, black and red, very carefully used, practically new. Free tax, free insurance to cash buyers. 100 cars in stock. List free. Exchanges. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 974-162

**TRIUMPH.** 1929 7hp super 7 Gordon-England, fabric saloon, pneumatic upholstery, 5 new tyres, tax paid, third-party insurance for 5 months, splendid order, £85; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 974-137

**TRIUMPH.** The I.C.C. offer 1930 fabric saloon, excellent condition, £98, exchanges and deferred terms. 404 Euston Rd., N.W.1. 2122. 974-391

**TRIUMPH** 7. 60 guineas. Exchanges, deferred. 1929 model fabric saloon, condition almost as new, all new tyres. Maynards, 241a High Rd., Wood Green. 974-319

**TRIUMPH.** 1930 2-seater, claret and beige, mileage small, £93. Denmans 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8155-6-7. 974-347

**TRIUMPH.** 1930, Super 7 fabric saloon, leather upholstery, excellent tyres, in brand-new condition throughout, 95 guineas. Bell Motors, Church St., Staines. Phone 401. Open Sundays 10.30-1.30. 974-355

**TRIUMPH** 7. 1930, tourer de luxe, fine condition, mechanically sound, low mileage, rear wing bumpers, luggage grid, taxed end year, £105. Owner, 14 Devonshire Gdns., Grove Park, W.4. Evenings. 975-g174

**TRIUMPH.** 1931, super 7hp 2-seater and dicky, dual grey, beautiful condition, £110.

1930 super 7hp coachbuilt saloon, black and maroon, small mileage by one owner, £108.

Newham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 974-228

**TRIUMPH** 7 1930 black fabric saloon, taxed year, £102 10s., terms, exchanges. Page, 199b Upper Richmond Rd., near High St., Putney. 974-211

**TRIUMPH.** 1930, Gnat sports 2-seater, as new and unblemished throughout, taxed, £145. Smith, 407 Edgware Rd. 974-204

**TRIUMPH** 7. 1930, maroon, de luxe, perfect condition and taxed year, £98. Olympia Motor Co., 3 Hammersmith Rd., opposite Olympia, Kensington, W.14. Fulham 4217. zzz-538

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

**TRIUMPH** super 7 2-seater, 1930, low mileage, taxed, one owner, choice of two, at £95; exchanges and deferred terms. Open till 8. Phone, Popeagrove 1035. Spikins (Twickenham), Ltd., Heath Rd., Twickenham. 974-251

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zzz-280

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**NEW LIGHT CARS AND CYCLECARS**  
(continued).

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**NEW LIGHT CARS AND CYCLECARS**  
(continued).

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**SINGER** agents. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-114

**SINGER**. Archie Simons and Co., Exchange Specialists. Authorized Agents, 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-468

**SINGERS**. F.O.C.H. (Singer distributors). Immediate delivery, all models. Exchanges, deferred. F.O.C.H., Ltd., 5 Heath St., Hampstead. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. Hampstead 3752. zzz-490

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**STANDARD** cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-509

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**S. AND S. MOTORS, LTD.,** wish to purchase (urgently) all makes of light cars and Morgans (particularly Aeros). We are prepared to pay really high prices for cars in good condition. As light car specialists we have a ready sale and consequently can offer you the best highest prices and, furthermore, immediate cash. Try other dealers first and then get our offer. S. and S. Motors, 395 Edgware Rd., Paddington, W.2. Tel., Padd. 7938. Open 9-8 and Sunday morning. zzz-397

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**NORRINGTON'S** want your car and will pay top prices for modern cars. Call, write, or 'phone, Riverside 2365. 245 Goldhawk Rd., Shepherd's Bush, W.12. 974-180

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**WANTED,** Austin saloon, late model. 69 St. Paul's Avenue, Willesden Green, London. 974-367

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**SINGERS** urgently wanted, best prices. Murphy, 17 Sheen Lane, Mortlake. 3303 Richmond. 974-250

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**FINCHLEY MOTORS** want modern light cars, cash waiting. 132 and 168 High Rd., East Finchley. 974-369

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**NORRINGTON'S** require unlimited number of Austins, Jowetts, Fiats, Singers, Rovers, Standards, Morris Minors and Morgans, all models; also sports cars; highest prices given. 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 974-181

**ROWLAND SMITH MOTORS, LTD.**, will pay spot cash on sight and the highest prices obtainable for sports cars. Open all week-days, including Saturdays. 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 4881. zzz-146

**CASS'S MOTOR MART, LTD.** (Established 1911), will purchase any modern light cars; cash on sight. Call, 'phone or write. 5 Warren St., W.1. Museum 0625. zzz-329

**ROWLAND SMITH MOTORS, LTD.**, want Lea-Francis for spot cash. Highest prices paid. Open all week-days, including Saturdays. 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 4881. zzz-136

**URGENTLY** required, late model Standard 9 saloon, good price paid. 'Phone, Riverside 2365. Write or call, 245 Goldhawk Rd., Shepherd's Bush, W.12. 974-182

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**F.O.C.H.** (Jowett experts) urgently want Jowetts. Highest cash prices. Bring or send particulars, F.O.C.H., 5 Heath St., Hampstead. Open all week-days, including Saturdays. 9-8. Sundays 9-1. Hampstead 5752. zzz-494

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**AUSTIN** Sevens, all models, all types, wanted for spot cash. Highest prices paid. Open all week-days, including Saturdays. 9-8. Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 4881. zzz-145

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**WANTED—Cars (continued).**

**WE** are urgently in need of an unlimited number of light cars, highest prices paid, distance no object, write particulars, any make, 1927-1930. 'Phone, Richmond 0576. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). zzz-382

**ROWLAND SMITH MOTORS, LTD.**, want Amilcars for spot cash. Highest prices paid. Open all week-days, including Saturdays. 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 4881. zzz-122

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**AUSTIN** Sevens, all models, all types, wanted for cash. Highest prices paid. Open all week-days, including Saturdays. 9-8. Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 4881. zzz-143

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**ROWLAND SMITH MOTORS, LTD.**, want Vernon-Derby for spot cash. Highest prices paid. Open all week-days, including Saturdays. 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 4881. zzz-141

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## CARAVANS, TRAILERS, ETC. (continued).

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**LEATHER** coats, teddy lined, ladies' or gent's, from 40s.; list free; easy payments; 7s. 6d. secures delivery. Pride and Clarke, 158 Stockwell Rd., S.W.9. 974-299

## CYLINDER GRINDING.

**YOU** will like the fine finish of our grinding and the price. All types pistons, rings or valves. Sealrite Piston Ring Co., Sherborne St. Works, Islington, N.1. zzz-573

**READING CYLINDER AND PISTON CO.**, 774 Oxford Rd., Reading. Cylinders ground and fitted Cyrite heat-treated alloy pistons with six months guarantee. Austin 7, 55s.; 12, 70s.; Morris-Cowley, 68s.; Oxford, 72s. Delivery two days. Reading 3224. zzz-420

**WHITE, WATSON AND CO.** Cylinders reground and fitted with alloy pistons; Austin 7, 52s.; 12, 60s.; Morris-Cowley, 60s.; Oxford, 68s.; others from 52s. Engine reground in chassis, valves seated, bearings adjusted, run in and tested, £10. First-class workmanship and materials; guaranteed. 80 Belvedere Rd., S.E.1. Phone, Hop 4352. zzz-440

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**DYNAMOS**, starters and magnetos 1,000 different reconditioned replacement types, from 25s. each. See below.

**EXCHANGES** made from 25s., while you wait. See below.

**WE** specialize in high-class electrical service and have the most up-to-date machinery in London. See below.

**BEARDMORE SERVICE, LTD.**, 12-28 Queen's Rd., Hyde Park, W. Phone, Park 8641-2. zzz-362

**LUCAS, C.A.V., Rotax.**

**ELECTRICAL** service, large stocks, replacements, exchanges; immediate delivery, low prices.

**LUCAS, C.A.V., Rotax** battery service station.

**CAMDEN TOWN:** 91 Bayham St. Phone, Gulliver 4461-4.

**KINGSTON-ON-THAMES:** Elton Rd. Kingston 3557-8.

**BECKENHAM:** Chaffinch Rd. (opposite Clock House). Beckenham 1146-7. zzz-512

## ELECTRO, CHROMIUM AND NICKEL PLATING.

**CHROMIUM**, nickel, radiators, screens, fittings, work guaranteed. West Central Plating, 275 Gray's Inn Rd., King's Cross. Terminus 3820. 975-126

**CHROMIUM** plating. Quality work at moderate charges by the original chrome platers in Manchester and district; also nickel, silver plating and enamelling. F. Davis (Manchester), Ltd., East Stanley St., Salford. Phone, Blackfriars 4040. zzz-374

**CHROMIUM** plating, high-grade work on heavy nickel deposit, with latest plant, price from £6 10s. per car upwards, exclusive of dismantling radiator, windscreens, lamps, door handles, wheel nuts. Cars taken into our service department. Cox and Co., Lower Richmond Rd., Putney, S.W.15. Putney 6193-5. zzz-482

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**CONWAY**, the cheapest man in the trade for good second-hand engines (all makes). Phone, Chiswick 5531. Gloucester Rd., High St., Acton. 974-384

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**ROWLAND SMITH MOTORS, LTD.**, will give you the highest price for your motorcycle or car in exchange for any make of new or second-hand cars. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-156

**F.O.C.H.** specialize in exchanges. Comprehensive stock of modern sound light cars. Highest allowances, easiest terms. F.O.C.H., Ltd., 5 Heath St., Hampstead. Open 9-8 Mondays to Saturdays inclusive; Sundays 9-1. Phone, Hampstead 3752. zzz-495

**NORMAND GARAGE, LTD.**, exchange specialists, offer highest possible price for your present car or motorcycle on receipt of full particulars in exchange for any make of new or guaranteed second-hand car, balance cash or exceptionally easy payments arranged in 48 hours, delivery and collection in England, Scotland or Wales; free service. Immediate deliveries of Austin, Morris, Trojan, Triumph, Standard, Singer, Humber, Rover, also Austin 7, Morris Minor and Hornet chassis with Bord-Carpenter (B.C.) and Arrow sports bodies. Call, write or phone 489 Oxford St., W.1 (Mayfair 6801-2); 11 Hammersmith Rd., W.14, opposite Olympia (Fulham 3477-9); and 92 Gloucester Rd., S.W.7 (Frobisher 3037-8). zzz-324



**EXCHANGES (continued).**

**MANCHESTER.** Exchange your car with Rhind and Co., 258 Deansgate, Manchester. zzz-38

**ROWLAND SMITH MOTORS, LTD.,** Morgan agents. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-154

**ROWLAND SMITH MOTORS, LTD.,** Singer agents. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-152

**ROWLAND SMITH MOTORS, LTD.,** Morris Minor dealers. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-153

**ROWLAND SMITH MOTORS, LTD.,**

Austin agents. Immediate delivery of 7hp model. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-155

**ARCHIE SIMONS AND CO.,** Exchange Specialists. Any make of car supplied; deferred terms, highest possible allowances. 67 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-470

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**STANDARD.** 1931 Big Nine coachbuilt sliding-roof saloon, dual colours, few hundred miles only, will exchange for small or medium-powered car; cash either way, deferred arranged if desired. Newhams, 237 Hammer-smith Rd., W.6. Riv. 4646. 974-232

**EXTENDED PAYMENTS.**

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**DEFERRED** terms. No references, no inquiries of employers, guarantors and deposits not essential. Balance 6 to 24 months, charges from 3½%, individual requirements given every consideration. Highest exchange allowance, full particulars and list on request. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-157

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**THE SERVICE CO.,** the house of highest repute for extended payments, established over 30 years, no outside finance, easiest of terms to your convenience, new, second-hand, exchange; state requirements. 273 High Holborn, London. zzz-502

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**CHARING CROSS GARAGE,** Villiers St., Strand. Capacity 200 cars; always open, running repairs, accessories, etc.; theatre facilities. Riv. 1489. zzz-73

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**CRAFTON** hood re-covering sets. Fix in own garage. Convenient, cheap. All sewing completed. Carriage paid, passenger train. Details, samples and prices gratis. State make, year, h.p. and seating capacity when writing. Morris and Austin 7 in stock. Guaranteed materials. Many testimonials.

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**COX.** Hood re-covers by skilled trimmer at really reasonable prices according to quality of cloth.

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**COX.** Celluloid English, 29 ins. by 18 ins. by 20-1,000 in., 2s. 9d. sheet; other sizes pro rata.

**C-J AND CO.,** Lower Richmond Rd., Putney, S.W.15. Tel., Putney 6193-6. zzz-481

**HOODS AND SCREENS (continued).**

**ALLEN AND DORSETT** for hood re-covering with super material, first-class finish; 2-seaters from 30s.; 4-seaters from 40s.; hundreds of delighted clients. Below.

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**HARRISON'S.** Replace celluloid while you wait or by return post or rail.

**HARRISON'S.** Carpets, envelopes, cushions, tents, tarpaulins, upholstery materials, all-weather equipment, renovating.

**HARRISON'S,** 355 Norwood Rd., Tulse Hill Station, S.E. 27. Telephone, Streatham 6846. zzz-327

**TODD AND CO.** Hoods re-covered and repaired, side screens recelluloided, general upholstery and repairs fabric bodies re-covered or repaired. Duncan St., Islington. 974-571

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**DEFENCE, LTD.,** 40 King William St., E.C.4 (Mansion House 9022-3), for lowest rates, payable by instalments. See page 8. 974-1429

**QUARTERLY** premiums without additional cost. Austin 7, £2 2s. 6d.; other cars, lorries, motorcycles, etc., at competitive rates. Security, Service, Satisfaction, under a Stuartson policy. Stuartson Insurance, Ltd., 34 Leadenhall St., E.C.3. Monument 4270. See displayed advertisement, page 4. 974-254

**LAMPS.**

**RENNO'S.** Enormous stock British Sphinx lamp bulbs, side and tail, 6d.; head, 1s.; double filament, 1s. 9d.; postage 2d.; every voltage, contact, candle-power; secure now for holidays, avoid road trouble. 232-34 Upper St., Islington, N.1. Near Tubes. Phone, North 4467-8. Open Sunday mornings 10-30 to 1.30. 974-289

**LUGGAGE GRIDS.**

**PRESSED-STEEL** luggage carriers, latest type, fitted without drilling, for Austin 7, 17s.; Morris Minor, 17s.; Cowley, 22s. 6d.; Oxford, 22s. 6d.; other types supplied. Young's, 32 Tooling Bec Rd., S.W.17. zzz-479

**MAGNETO AND DYNAMO REPAIRERS.**

**IMMEDIATE** magneto exchange service! Your magneto exchanged same day for same make and type at cost of repairing your faulty one. Guarantee given. Super Power Co., 81 North Side, Clapham Common, London, S.W.4. Phone, Battersea 0270. Telegrams, "Superpower, Batti., London." zzz-84

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



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## MISCELLANEOUS.

**COLEY** radiator thermometers, 25s.; Coley oil gauges, 25 lb., 6s. 6d.; altimeters, 11s.; K.L.G. plugs, F7, 1s. 9d.; files, recuts, assorted dozen, 3s. 6d.; gloves, leather gauntlets, fleecy-lined, tan, 7s. 6d.; dark brown, 8s. 6d.

**AEROPLANE** wheels, fitted with new heavy-tread tyres and new tubes, pair, with axle, 70s.; screw pickets, 12-in., 9d.; motor repair outfits, 1s. 3d.

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**ABOVE** postage paid. Send for illustrated list. Coley, Ltd., Ordnance Works, Queen Elizabeth Rd., Kingston-on-Thames. zzz-486

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**PRIDE AND CLARKE.** Radiator thermometers, latest type, dash fitting, 15s. 6d.; Moyce meters, large, 8s. 9d.; gradient indicators, 1s. 6d.; air speed indicators, 5s.; pressure gauges, 5s. 9d.; approval; postage extra, or c.o.d. 158 Stockwell Ltd., S.W.9. 974-300

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**MUDGUARDS** for Austin 7, Morris (all models), Morgan, Rover, Singer, Standard, Clyno, Swift, Triumph, from 35s. set, cycle-type for Austin 7, 70s. set. Young's, 32 Tooting Bec Rd., S.W.17. zzz-480

**MUDGUARDS** for Austin, Morris, Rover, Singer, Standard, etc., from 35s. set. Send for list, post free. Marble Arch Motor Supplies, 135 Edgware Rd., W.2. 974-308

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**BALE'S** high-grade plates, Olympia model, bold raised figures and beading, polished by return (one hour), 10s. 6d.; 12s. 6d. or 15s. 6d. per pair, according to quality; postage 9d.

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**BALE'S** are makers of good and expensive plates with raised lettering, for all purposes, such as streets, houses, doctors, dentists, registered offices, direction signs, etc. zzz-72

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**SCORED** and worn cylinders (air-cooled and water-cooled) can be repaired by Barimar metallurgical (patented) process, to fit existing pistons and returned in two days under money-back guarantee at low cost. Write today for Barimar booklet.

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**NEWCASTLE-ON-TYNE:** Barimar, 31 The Close, Quayside, Newcastle-on-Tyne.

**GLASGOW:** Barimar, 134 West George Lane, Glasgow, C.2. zzz-629

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**AUSTIN 7.** Authorized agent and repairers, late foreman Austin London service. Thompson Garage Works, Ballards Lane, North Finchley, N.3. Finchley 1750. zzz-337

**MASKELL** for Morgans; officially appointed distributors and repairers by the Morgan Motor Co., Ltd. Every Morgan spare part actually in stock, new and second-hand; trade supplied; repairs by Morgan mechanics; spare list gratis. 6 and 8 Station Rd., Camberwell, S.E.5. Tel., Brixton 5727. zzz-452

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**NEW HEAVY DUTY COVERS.** Guaranteed 10,000 miles: 700 by 80, 17s. 6d.; 700 by 85, 18s. 6d.; 710 by 90, 28 by 3½, 21s.; 760 by 90, 25s.; 30 by 3½, 22s. 6d.; 26 by 3.50, 18s. 6d.; 27 by 4.00, 20s.; 27 by 4.40, 24s.; 28 by 4.95, 29 by 5.00, 27s. 6d.; 30 by 4.50, 25s.; 30 by 5.00, 35s.; 715 by 115, 23s.; 730 by 130, 35s.; 775 by 145, 32s. 6d.

**SECOND-HAND covers** in good condition: 700 by 80, 10s.; 700 by 85, 710 by 90, 28 by 3½, 26 by 3.50, 27 by 4.00, 27 by 4.40, 12s. 6d.; 28 by 4.95, 29 by 4.95, 715 by 115, 730 by 130, 775 by 145, 15s.

**HOMERTON RUBBER WORKS, LTD.**, 11 Upper Saint Martin's Lane, W.C.2 (Phone, Temple Bar 3137, 2 lines); and 140 Lower Clapton Rd., E.5 (Phone, Amburst 2889). zzz 349

**THE GENERAL MOTOR AND TYRE CO.,**

81 QUEEN ST., Hammersmith, W.6. Tel., Riverside 6388.

370 GRAY'S INN RD., King's Cross, W.C.1. Tel., Terminus 4429.

DEPOTS: Paris, Brussels.

**LARGEST tyre factors in the world.**

**OUR stock** is the largest assorted stock in the world. Tyres fitted while you wait at either Depot. All tyres are New and Guaranteed by us. All well-known makes in stock. Send for detailed price list. Tyres, Accessories, Starter, Batteries, Jacks, Clothing, etc., etc. London area tyres delivered c.o.d. All goods, except to Ireland, goods-carriage paid; if required passenger add 1s. per tyre, 6d. per tube. All goods sent on 7 days' approval. Cash refunded if not satisfied. These are not remoulded or reconstructed, but New Goods.—

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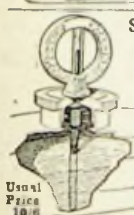
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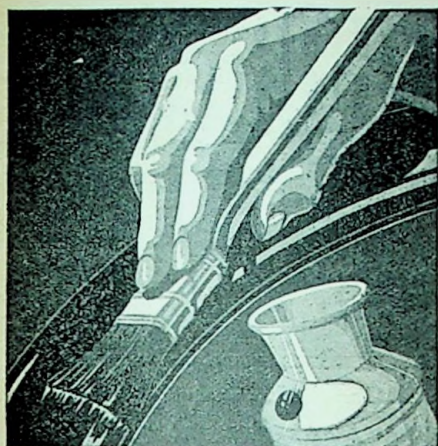
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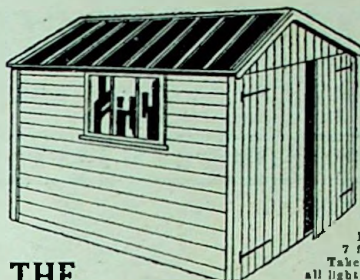
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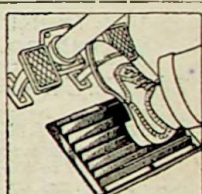


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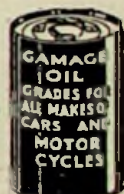


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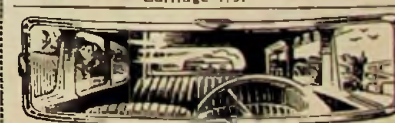
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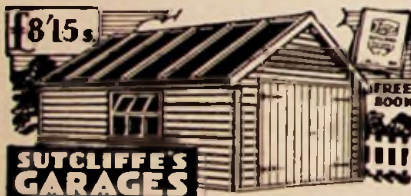
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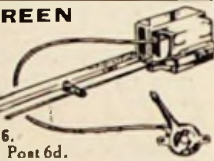


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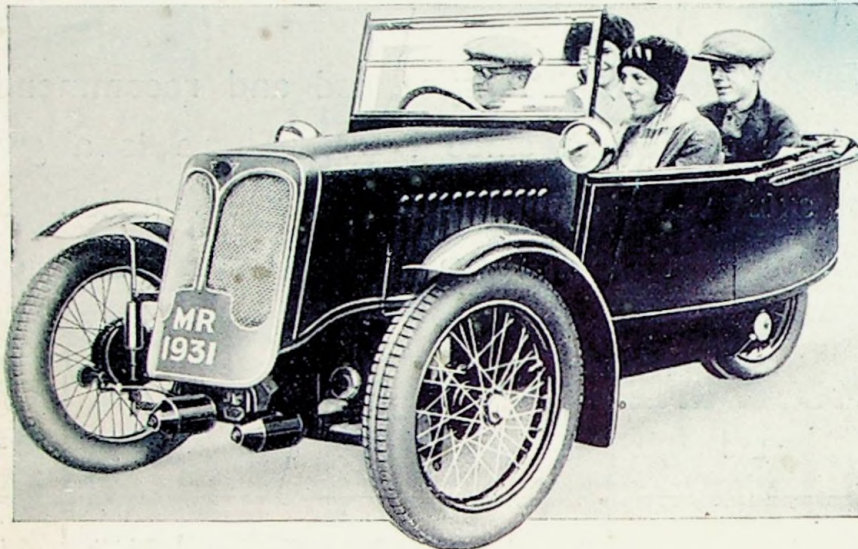


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