

*Order*

# The Light Car & Cyclecar

3<sup>rd</sup>

The Only  
Small Car  
Journal  
Founded 1912.

Vol. XXXVIII No. 987  
Friday, Nov. 6, 1931

Registered at the GPO  
as a Newspaper



AT LACOCK, WILTS.  
A 14th century barn, many fine 15th century buildings, an ancient village cross and an Abbey founded in 1232 are amongst the varied charms of Lacock on the banks of the river Avon between Chippenham and Melksham.



# 100 CARS IN STOCK

## 1932 MODELS

### FOR IMMEDIATE DELIVERY

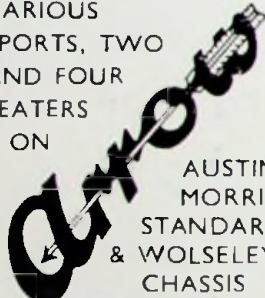
AUSTIN  
MORRIS  
WOLSELEY  
STANDARD  
ROVER  
TROJAN

ANY MAKE OF CAR  
SUPPLIED.

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

OPEN UNTIL 6 P.M., SATURDAYS.

VARIOUS  
SPORTS, TWO  
AND FOUR  
SEATERS  
ON



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

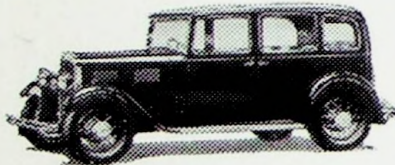
**HIRE DEPARTMENT**  
Special Winter Tariff.  
Late Models — Austin  
Seven and Morris Saloons.

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



**AUSTIN**  
Twelve  
Six Saloon  
**£198**

Every Model  
Austin on View.  
For immediate  
and early de-  
livery. Prices  
from £118.



**STANDARD**  
Big Nine  
Saloon  
**£205**

FOR  
IMMEDIATE  
DELIVERY.  
Prices  
from £145.



**ROVER**  
Pilot  
Saloon  
**£225**

FOR  
IMMEDIATE  
DELIVERY.  
Prices  
from £85.

ALSO MORRIS, WOLSELEY, TRIUMPH, TROJAN,  
etc.

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

Highest Prices allowed in  
Part Exchange.

# NORMAND GARAGE LTD.

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

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

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

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

OPEN UNTIL SIX P.M. SATURDAYS.

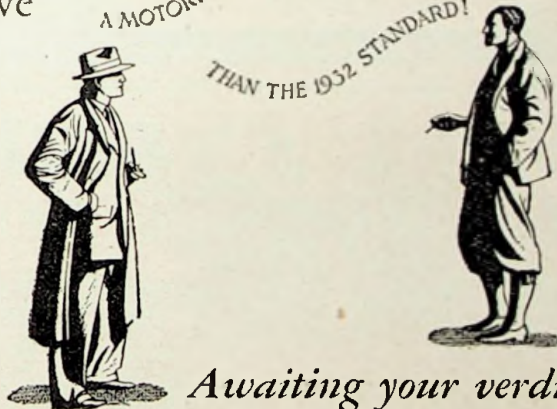




"A satisfied owner," says Standard,  
"is the most effective advertisement."

And, already, many thousands of satisfied owners are proclaiming the merits of the 1932 Standard. Ask anyone you know who has one. He (or *she*—Standards are popular with women!) will tell you that the new features, the improvements and the modifications of the 1932 Standards have placed them, not only above every other car of their market, but above Standard produc-

A MOTORIST CAN ASK NO MORE-  
THAN THE 1932 STANDARD!



class on the every previous  
tion also.

Awaiting your verdict at your local Standard dealer: The 1932 Standard "Little Nine" Coachbuilt Saloon £155. The 1932 Standard "Big Nine" Coachbuilt Saloon £205 (All prices ex works).



# STANDARD

Every Standard owner should read "The Standard Car Review," published monthly, price 2/6 per annum. From all dealers or direct from The Standard Motor Co. Ltd., Canley, Coventry. West-End Showrooms: The Car Mart Ltd., 46-50 Park Lane, W.1

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





Seats 4 six-footers in comfort

# JOWETT

The cheapest big car  
to buy and to run!

**45-50 M.P.G**

**TAX £7** LOWEST OF ANY

Call and inspect at **LONDON'S JOWETT DEPOT AND SERVICE STATION.**

Best Terms and Exchanges and Service after Sales at The Leading Distributors

MODELS FROM

**£135**

**A DEPOSIT AS LOW AS**

**£15**

**AND IMMEDIATE DELIVERY!**

**F.O.C.H.**

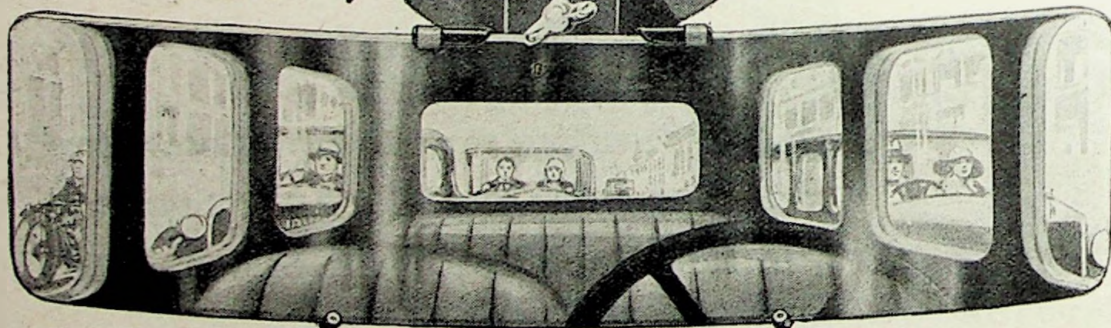
LTD., 5, HEATH STREET, HAMPSTEAD, N.W.3

AGENTS FOR ALL OTHER GOOD CARS.

Within 100 yards of Hampstead Tube Station. Tel. Address: "Afooblo, Haver, London." Phone: Hampstead 2215/0 (2 lines). Open all Weekdays, including Saturdays, 9-8; Sundays, 9-1.

*A Selection of GUARANTEED used cars always in stock*

## YOU CAN SEE EVERYTHING — LEFT, RIGHT AND BEHIND



### 3 Mirrors in one · 160° Range of Vision

**I**NCREASE your margin of safety—keep an eye on the traffic all round you—only by so doing can you know how to act.

The Trioscope gives you this great advantage and relieves the tension of driving. It is of great assistance when reversing into your garage or a car park.

It is easily adjusted by means of one wing screw only (right at the front)

to suit drivers of varying heights.

Mirror can be removed for cleaning and replaced in a moment. Fittings are made rust-proof before being cellulosed.

**ENOTS**  
**TRIOSCOPE**

**SALOON DRIVING MIRROR**

COMPLETE with fitting Replacement Mirror 5/-

**7/6**

**BENTON & STONE, LTD., 163, Bracebridge Street, Birmingham.**  
London: 108, Great Portland Street, W.1.

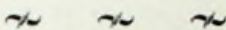
TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.



# Consider the "Kingfisher"

A flash by waterside, a moving jewel, glowing with colour, and you have seen the "Kingfisher."

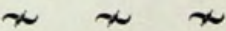
Later, on the road, you are tooling along at a good touring speed, when a lovely blue car passes you with ease, and you have seen our "Kingfisher."



We have spared neither thought or expense to make this car the handsomest on the road, and you would be well advised to get full details.

Please send for catalogue.

Prices from £135. Tax £7.



Lest we forget.



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

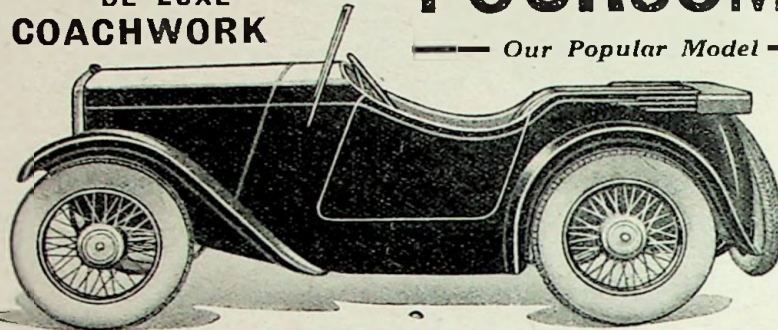


# Arrow

DE LUXE  
COACHWORK

# AUSTIN ARROW FOURSOME

— Our Popular Model —



COACHBUILT & CELLULOSED

## £155



DEMONSTRATION  
GIVEN ANYWHERE  
IN GREAT BRITAIN  
THROUGH YOUR  
LOCAL AGENT.

**SIMILAR ARROW  
COACHWORK**  
ALSO FITTED ON

**WOLSELEY  
HORNET**

**MORRIS  
MINOR**

**STANDARD  
'LITTLE 9'**

PLEASE SEND ME YOUR ILLUSTRATED CATALOGUE

Name.....

Address.....

I am interested in  
 ARROW FOURSOME (AUSTIN MORRIS CHASSIS)  
 ARROW 2-Seater (HORNET STANDARD)

(Please cross out Models not required.)

★ 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.

MANCHESTER:  
Kennings Ltd.,  
274, Deansgate.

# INVINCIBLE



## POLICIES

PAY YOUR PREMIUM  
**QUARTERLY**  
WITHOUT EXTRA COST

Certificates  
by  
Return

**INSIST  
INVINCIBLE  
INSURANCE**

Policies  
Issued  
Immediately

**INVINCIBLE POLICIES LIMITED**

Palmerston House

51, BISHOPSGATE — LONDON, E.C.2

Telephone — — — — — London Wall 0464/5

# DISPLAY THIS HAIG POPPY MASCOT ON YOUR CAR



AND HELP EARL  
HAIG'S (BRITISH  
LEGION) APPEAL

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

PRICE ONLY

## 2/6

or 2/9 post free

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

**Earl Haig's (British Legion) Appeal Fund**

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

Knox-Hardy

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



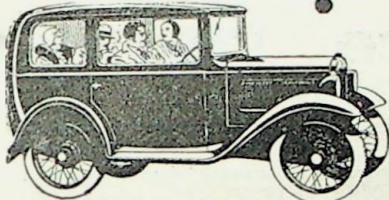
# GET A GOOD DEAL

FIX UP WITH THE SERVICE CO.

THERE'S no need to have "your wits about you" to get a *good deal* from The Service Co. It comes to you in the ordinary way for the only "cleverness" that we boast is in our business methods of giving satisfaction first and foremost in order that we retain the goodwill of our customers. And that is why you can bank on a *good deal* when you deal with The Service Co. whether you buy for cash, in part exchange or under our own financed deferred payment system



REMEMBRANCE DAY.  
November 11th.  
Please give generously for your Poppy.



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

Top allowance for your present car in part exchange for any new model



1932 SINGER £150  
Junior Saloon ...  
or on "Service" own financed terms. Deposit £30  
and 12 monthly payments of £10-10-0  
or 18 " " £7- 3-3  
or 24 " " £5-10-0  
or as arranged between ourselves.



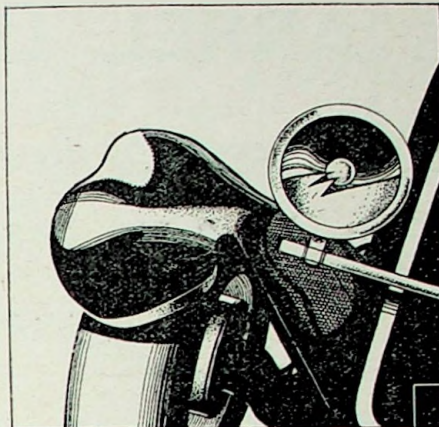
1932 STANDARD "BIG NINE" £205  
SALOON (Bumpers extra)  
Deposit £41  
and 12 monthly payments of £14- 7-0  
or 18 " " £9-16-0  
or 24 " " £7-10-4  
or as arranged between ourselves.

Specialists in:—  
**AUSTIN  
JOWETT  
MORRIS  
ROVER  
SINGER  
STANDARD  
TRIUMPH  
CARS**

Demonstration Runs without obligation with pleasure.

*The Service Company Ltd*

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



PHILIPS DUPLO

PHILIPS GIVE YOU TIME TO ACT !

Nothing serious! Just a bent wing. But if you had seen the thing two seconds earlier, you could have avoided it altogether. PHILIPS Duplo bulbs—(lamps that can be dipped) eliminate all danger from dazzle. Philips bulbs throughout your car mean comfort and efficiency.



MADE IN ENGLAND

6 volt	24/18 watt	-	-	-	Duplo	4/3
12 "	24/24 "	-	-	-	"	4/3
12 "	36/24 "	-	-	-	"	4/3
6 "	24 "	(double contact)	-	-	Head	2/6
12 "	36 "	-	-	-	"	2/6*
6 "	6 "	-	-	-	Side	1/3*
12 "	6 "	-	-	-	"	1/3*
6 "	3 "	-	-	-	Tail	1/3*
12 "	4 "	-	-	-	"	1/8

\* Plus 1d. for A.S.B.C. or A.S.C.C.

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

**PHILIPS  
HIGH EFFICIENCY  
GAS FILLED MOTOR BULBS**

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

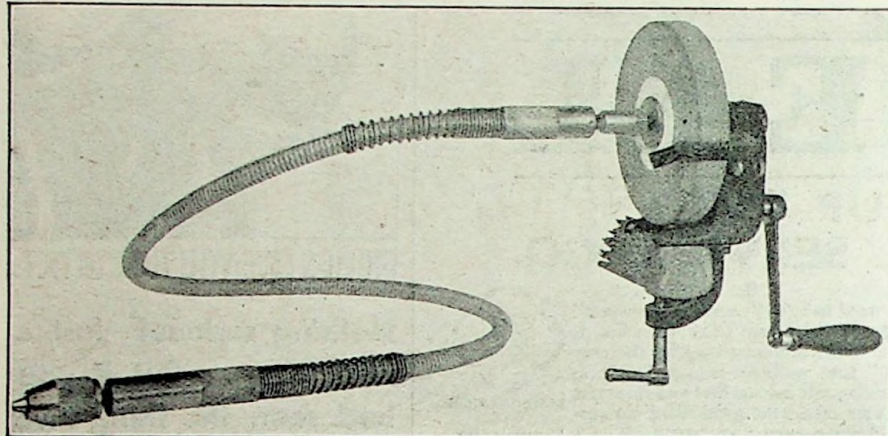
MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.



# THE "ARREL" UNIVERSAL JOBBER

This is the useful Flexible Shaft Equipment as fully described in last week's issue.

Have it Demonstrated to you at the **Commercial Motor Transport Exhibition** at Olympia Nov. 5-14, **Stand No. 417.** Empire Hall.



Have it Demonstrated to you at our Address Below.

Price, complete as illustrated - - **£4-10-0**

Fuller Particulars sent on application to:

Telephone: Holborn 2921.

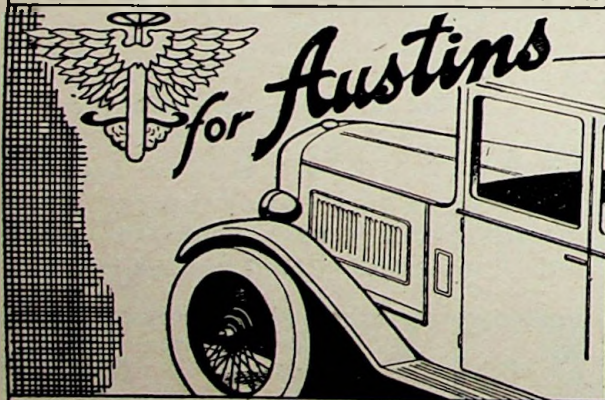
**ARREL MANUFACTURING CO., LTD.,**  
26, CHARLES ST., HATTON GARDEN, LONDON, E.C.1

Telephone: Holborn 2921.

## HACKFORD MOTORS LTD

Phone: Brixton 3062

Call or write !!!



**EXCHANGE** **DEFERRED**  
*years* **2** *to pay*

**182 Acre Lane, Brixton.**

## LAYSTALLOY

HARDENED STEEL

### Cylinder Liners

**BIG PRICE REDUCTIONS**

FOR POPULAR MODELS.

Greatly reduced prices, made possible by the installation of special production plant, are now available for fitting Laystalloyl Liners to the cylinders of the following popular models:

**Morris Cowley**  
**Morris Oxford** £6: 0: 0  
**Austin Twelve**  
**Austin Seven** - £5: 10: 0  
**Morris Minor** -

For preparing cylinder block, fitting Laystalloyl Liners and finishing to standard size.

Delivery 3 Days.

Existing Pistons can be refitted if in good condition.

**SPECIAL GUARANTEE.** In addition to the usual Laystall 12 months' guarantee the Company undertake to replace Laystalloyl Liners at half-price at any time within 3 years if wear warrants their renewal.

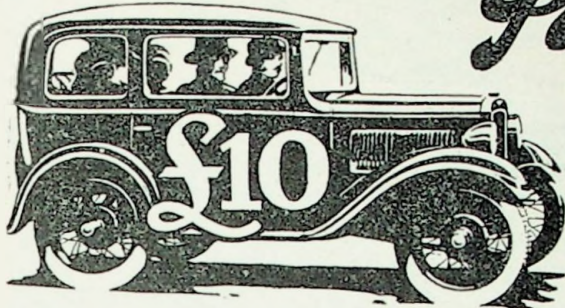
Ewer St.,  
Southwark,  
London, S.E.1  
Hop 6140.

**LAYSTALL** 55, Fontenoy St., Liverpool. Central 5306.

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

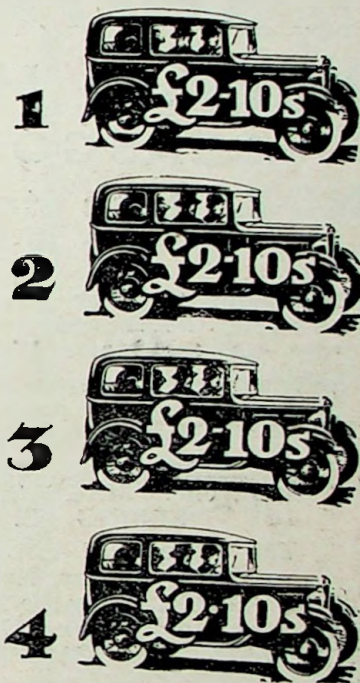


Instead of this large Premium  
Pay 4 Quarterly Instalments



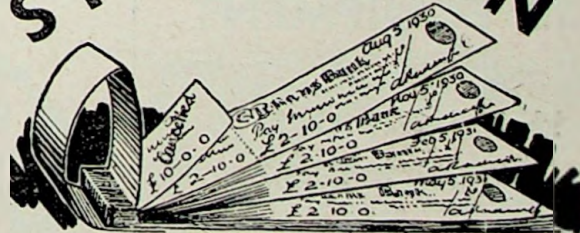
by this method you can  
**INSURE**  
at your ease—  
without extra cost

EXAMPLE: AUSTIN "7" Third Party Risks.  
Annual Premium - £4 0 0  
Payable Quarterly £1 0 0  
QUARTERLY INSURANCE FOR ALL  
CARS, LORRIES AND MOTORCYCLES.  
COMPREHENSIVE OR THIRD PARTY  
RISKS.



The GENERAL MANAGEMENT of Stuartson (Insurance) Ltd. is now entirely in the hands of Mr. C. G. Way (in succession to Mr. A. Stuart Morris), and the sole directors of the Company are Messrs. F. R. Lefebvre, M. King and H. G. Edwards. The closest and promptest attention will be given to all enquiries for Stuartson Policies, and present policy holders may be also assured that their requirements will be met as speedily as possible.

**STUARTSON**



**STUARTSON (INSURANCE) LTD.**

34, Leadenhall Street, London, E.C.3

Telephones: Monument 2151/3, 4270.

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





The Thirtieth Annual  
**SCOTTISH  
MOTOR  
SHOW**

**KELVIN HALL  
GLASGOW  
NOV. 13th to 21st  
10 A.M. TO 10 P.M.**

A grouping together of all that is interesting, novel and representative in the Motor World.

An opportunity to inspect and compare at your leisure the products of the Motor Industry.

A brilliant gathering, and an interesting one. **MAKE SURE OF SEEING IT!**

The Show will formally be opened on Friday, Nov. 13th, at 11-30 a.m., by the famous racing motorist, **SIR MALCOLM CAMPBELL.**

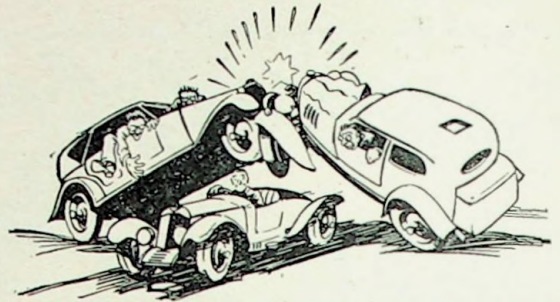
❖  
**CARS  
ACCESSORIES  
COMPONENTS  
GARAGE EQUIPMENT  
ETC.**

**A D M I S S I O N**

Daily (except Wednesday and Saturdays)  
10 a.m. to 6 p.m. 2/6  
6 p.m. to 10 p.m. 1/-  
Wednesday, 18th Nov., 10 a.m. to 6 p.m. 5/-  
6 p.m. to 10 p.m. 1/-  
Saturdays . . . 10 a.m. to 2 p.m. 2/6  
2 p.m. to 10 p.m. 1/-

CHILDREN UNDER 12 HALF-PRICE

General Secretary:  
**DAVID A. FAIRLEY, C.A.,**  
Edinburgh.



TAKE A DEFENCE POLICY AND PASS THROUGH THE WORST SAFELY.

**FULL THIRD PARTY POLICIES**

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

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

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

**FULL COMPREHENSIVE POLICIES  
DOUBLE ABOVE FIGURES.**

APPLICATIONS FOR AGENCIES INVITED.

**DEFENCE LTD.,**

*Insurance Brokers,*

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

TEL.: MANSION HOUSE 9022 (six lines).

We are between the Monument and London Bridge. Book to London Bridge or Cannon St. (S.R.), Bank or Mark Lane (3 mins.), Monument (1 min.) And at 1, Manchester Road, Bradford. Tel.: 5342.

**SEE A  
SPECIALIST  
now for your  
AUSTIN**

Homac's the specialists know all there is to know about Light Cars—especially Austins. They have the equipment and can give you real service! Be economical—but be satisfied—choose an Austin 7 from



Tel.:  
CLissold  
9616-7.

Models  
from £118

**BEST  
TERMS  
and Part  
Exchanges**

243-7, LOWER CLAPTON ROAD, E.5.  
(Opposite Lea Bridge Rd., 2 mins. Clapton Station)  
Works: 46, LONDON ROAD, E.5.

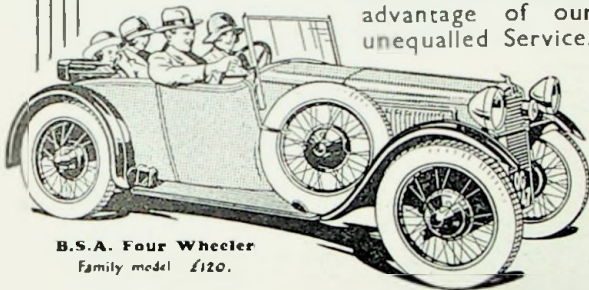
WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.



# LONDON'S BIGGEST B.S.A. DEALERS

We are very proud of our long association with the famous B.S.A. Company, and we can say with all due modesty that what we don't know about B.S.A. cars and motorcycles is not knowledge.

For years our showrooms have been the central depot for B.S.A.'s in London, and our Service to B.S.A. owners, actual and prospective, is complete in every detail. If you are thinking about a B.S.A., come and take advantage of our unequalled Service.



B.S.A. Four Wheeler  
Family model £120.

## SEE THE FOUR-WHEELER AT ANY OF OUR BRANCHES

A full range of B.S.A. models from £100, including the new four-wheeler, is always on view at all our showrooms. We can give you the best possible delivery of either three- or four-wheeler models and you can take advantage of our unique "ALL-IN" EASY TERMS. A deposit of one quarter of the total cost including tax, insurance and accessories is followed by monthly payments spread over any period up to 18 months. Come and see us to-day and have a trial run or write for details of our EASY TERMS.

MOTORCYCLES ACCEPTED IN  
PART EXCHANGE.

# Godfreys

LTD

208-210, Great Portland St., W.1. . . . . Museum: 3401  
North London: 232, Stamford Hill, N.16. . . . . Clissold 7127  
Croydon: 228-234, London Road. . . . . Croydon 1214

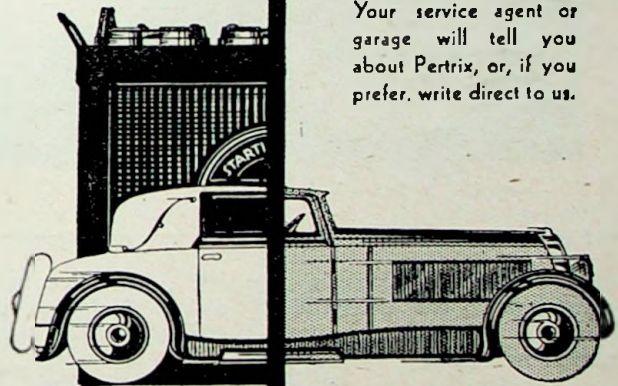
# A quick and easy start

A touch of the starter switch . . . a short whirr . . . does your engine immediately leap to life?

No use blaming your starter if your engine doesn't pick up quickly, for if there isn't the power behind it, it cannot do its job. This is up to the battery.

You can always rely on a quick and easy start if your car is equipped with a Pertrix Battery.

Your service agent or garage will tell you about Pertrix, or, if you prefer, write direct to us.



Look for the  
Yellow Sign

# PERTRIX BATTERIES

STARTING — LIGHTING — IGNITION

*The Batteries you can trust*

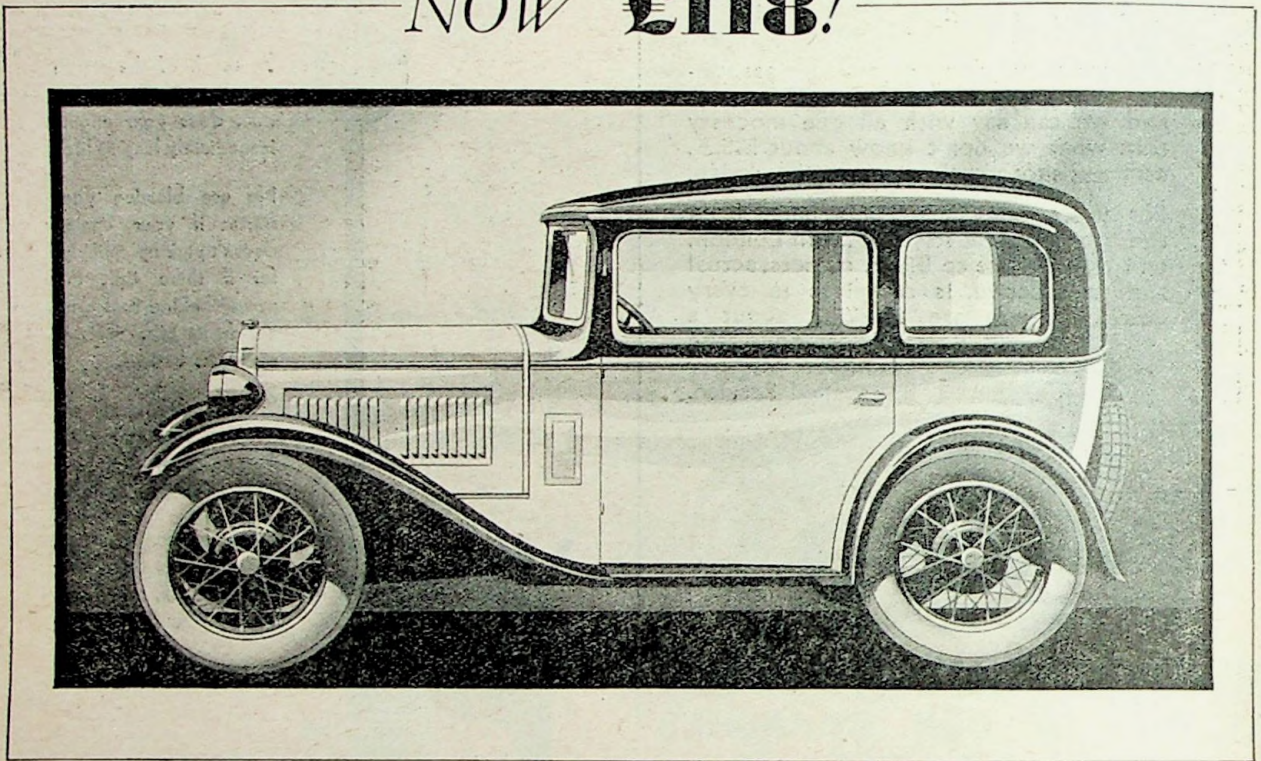
Advt. of Britannia Batteries Limited, Britannia House, 233 Shaftesbury Avenue, London, W.C. 2. Works: Redditch.  
Telephone: Temple Bar 7971 (5 lines). Telegrams: "Britannia, Westcent, London." AG218

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



AS . DEPENDABLE . AS . AN . AUSTIN

# A £12 reduction in the price of the AUSTIN SEVEN— NOW £118!



The reduction in price of the Austin Seven—ever the outstanding example of value for money—is in itself remarkable.

But Austin has gone further . . . equipment has been added to, appearance improved, performance made finer. More graceful wings of a sturdier design are fitted. Head-lamps now have a dipping beam device controlled from the steering column.

In the new de luxe saloon, genuine

leather upholstery, a finer interior finish and a sunshine roof are all included at £128—a price actually less than that of the former standard saloon!

See these improvements—consider the outstanding dependability of the Austin Seven, its economical petrol consumption and upkeep—and remember that a car can be yours for a small down payment. See this, the most popular (and deservedly so) of all light cars, at any Austin dealer.

*The Seven Range includes:*

- Standard Saloon - £118
- De Luxe Saloon - £128
- Tourer - - - - £118
- Two-Seater - - - £118

(PRICES AT WORKS)

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

READ THE AUSTIN MAGAZINE: 4d. every month



# AUSTIN 7

The Austin Motor Company Limited, Longbridge, Birmingham. Showrooms, also Service Station for the Austin Seven: 479-483, Oxford St., 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.





THE CHANGE OVER. — "... Driscoll tumbles out, Leon Cushman scrambles in, the supers concentrate each on his own job. . . ." (See The Blower's vivid little pen picture "Record Breaking," on page 721.)

# What's On . . . .

## The Cream of the News

**COMMODIOUS** van bodies on light car chassis are a feature of the Commercial Vehicle Exhibition, which opened at Olympia yesterday.

**THIS** day week the Scottish Motor Exhibition will be opened officially by Sir Malcolm Campbell. There will be a bigger show of small cars than ever.

**ONE** hundred and twenty m.p.h. This, it is believed, will be the next objective with the 750 c.c. o.h.v. M.G. Midget. The attempt, it is anticipated, will take place at Montlhéry.

**BLOWERS** for touring. A very interesting reply to Mr. Mantell's article which appeared last week is included in "Our Readers' Opinions" over the signature of George Eyston.

**BROOKLANDS.** The outer circuit of the track—with the exception of certain stretches which will be available for braking and acceleration tests—was closed last Monday. On the same day a demonstration of the Leroy (interrupted ray) timing apparatus was given.

### THIS WEEK

An engine with unequal piston strokes (page 720).

Safer and more convenient than an inspection pit (page 723).

The lure of Montlhéry. All about record-breaking on the famous French track (page 724).

Test run reports: The Rover Pilot—one of the new small Sixes (page 726). And the Wolseley Hornet—an old "Six" in a new form (page 728).

What the heavy stuff teaches us. A glimpse of interesting exhibits at the Commercial Show (pages 740-741).

Two pages of sport and all the club fixtures (pages 745-746).

### NEXT WEEK

Are you getting the best from your lighting equipment? In a special article we shall endeavour to supply the answer. The issue will also contain a complete guide to the light car exhibits at the Scottish Show.

**MANY** happy returns of the day to Mr. William Riley, founder of the Riley concern, who has just celebrated his 80th birthday.

**LIGHTING-UP** time in London, tomorrow, Saturday, is 4.55 p.m. Dublin now has the "longest days," lighting-up time being 5.14 p.m.

**THOUSANDS** of motorists took advantage of the spring-like weather last week-end and, for November, the roads were almost crowded on Sunday.

**LORD RIDLEY**, whose remarkable crash at Brooklands last week was the talk of the day, is making good progress. He succeeded in setting up a record before the accident; "The Blower" deals with this in "Sports Jottings."

**TO-NIGHT:** The annual dinner and dance of The Light Car Club at the Park Lane Hotel, London. Here are the dates for your diary of similar functions:—C.S.M.A., November 9th; B.A.R.C., November 20th; M.C.C., November 28th; J.C.C., December 11th.



# NOVEL EXPERIMENTAL ENGINE

—With Unequal Piston Strokes

IT is well known that on theoretical and practical grounds a conventional engine becomes more efficient as its compression ratio is increased. So far as thermodynamic theory is concerned, however, this improvement is due to the greater expansion ratio rather than to the change in the compression, although with normal designs the two ratios are equal.

Experience shows that various disadvantages attach to the use of extremely high compression ratios, and thus a limit is imposed on the efficiency which can be obtained in practice.

## Improved Efficiency.

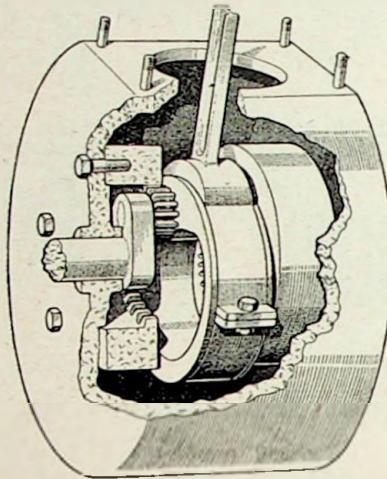
So far as is known, however, no such limit is imposed on the expansion ratio, and it is to be assumed that still greater efficiency would result if it were mechanically possible to secure an expansion stroke appreciably longer than the compression stroke. This would result, of course, in an expansion ratio correspondingly greater than the compression ratio.

Following an extensive study of this problem, an interesting experimental engine has been built by Mr. Arthur Roger, of Friars Green Mill, Barbauld Street, Warrington. The principle is applicable to a wide variety of cylinder arrangements, and its detail design may follow any one of several different schemes. For simplicity, however, it is best to consider a single-cylinder unit.

In this a more or less conventional single-throw crank is used. Mounted freely on the crankpin, in place of the usual big-end bearing, is an ordinary toothed pinion and an eccentric, the two being rigidly attached to one another.

For symmetry, an additional exactly similar pinion may be mounted on the opposite side of the eccentric.

Attached firmly to the inner walls of the crankcase, and concentric with the main bearings, are internally toothed rings, with which the pinions mesh. Finally, the big-end of the connecting rod bears on the eccentric.



The eccentric big-end mounting and the crankshaft gearing of the Roger engine are shown clearly in this diagrammatic sketch.

Consideration will show that as the crankshaft rotates the eccentric will turn on the crankpin because of the engagement of the pinions in their in-

ternally toothed rings. Thus at one point in the cycle the effective crank throw is equal to the difference between the actual crank radius and the eccentric radius, while at another point it is equal to the sum of these two quantities.

The motion of the connecting rod is distinctly unusual and its exact analysis is somewhat involved. It can be shown, however, that with a ratio of three to one in the gearing, the piston travel is reversed four times during one revolution of the crankshaft. That is to say, there are four strokes per revolution.

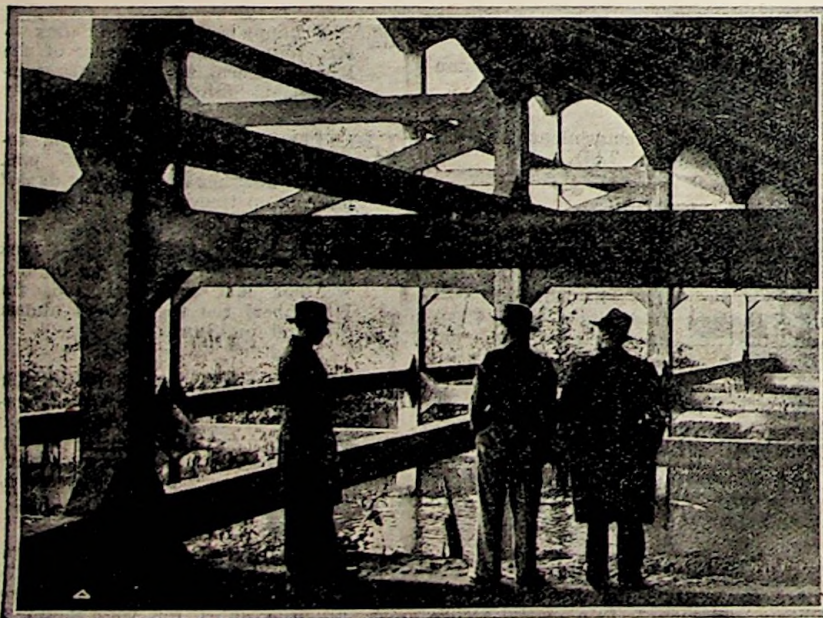
## Stroke Variations.

Whether the strokes are equal or not depends upon the relative proportions of the crank throw to the eccentric throw, and also upon what might be described as the timing of the eccentric stroke in relation to the stroke.

On the one hand it seems possible to produce four equal piston strokes, the difference from conventional practice then being simply that they occur during one revolution instead of two. At the other extreme, it is presumably feasible to reduce two of the strokes to zero, and to keep the piston stationary for half a crankshaft revolution, the other half-revolution being occupied by two long strokes of the piston.

Between these two limits a wide variety of possibilities exists. In his own designs, Mr. Roger appears to favour a compression stroke which is approximately half the expansion stroke, but other ratios can readily be arranged.

The experimental unit is a converted gas engine, which runs at a comparatively slow speed, and tests have not yet proceeded far enough to give any very exact data on the efficiency. Nor, owing to the low speed of the unit, is any information yet available concerning the balance of this mechanism at high rates of revolution.



WHERE IS IT?

The reinforced concrete skeleton framework which supports the Home Banking at Brooklands where the track passes over the River Wey. Even habitués of the track are unfamiliar with this detail of construction.

## Fire at Riley Works.

On Friday, October 30th, fire broke out at the Coventry works of the Riley concern, and several thousand pounds' worth of damage was done before the conflagration was got under control.

The damage to the factory will not in any way impede production, as the outbreak was confined to the service department.

## Morgan Trials Success.

Four Morgans competed in the M.C.C. One-day Sporting Trial held in the Buxton district, acknowledged by trials drivers to be one of the most strenuous events of the sporting year. The course consisted of two circuits, including those notorious Peak hills, Blacker Mill and Litton Slack (the latter having to be ascended twice).

The four Morgans—all 1,000 c.c. models—were driven by G. H. Marshall, G. E. Swift, H. Laird and G. C. Harris. The last named won a premier award (only 11 of which were gained among 60 cars) and G. E. Swift and H. Laird won two of the nine silver medals awarded during the day.

G. H. Marshall, unfortunately, ran out of petrol on Cowdale, the first hill in the trial, and lost so much time that retirement was his only course.



## AN ATTACK ON RECORDS

### A Vivid Little Pen Picture

THE main circuit of Brooklands closed for the winter officially on Saturday, and light cars held the stage to the last, for the single-seater 747 c.c. supercharged Austin, driven by Leon Cushman in the recent B.R.D.C. 500-Mile Race set out to lower the figures attained this time last year by S. C. H. Davis (83.73 m.p.h.) in the same make of car, and succeeded in doing so by a handsome margin. In all six records were annexed, the figures, which are, of course, subject to confirmation, being as follow:—

	M.p.h.
200 kiloms. . . . .	90.73
200 miles . . . . .	90.78
3 hours . . . . .	90.38
500 kiloms. . . . .	89.61
500 miles . . . . .	90.11
6 hours . . . . .	90.12

Distance covered 510 miles 1,286 yds.

Owing to ground mist, visibility was not too good when at 10.3 a.m. L. P. Driscoll wriggled himself into the cockpit, strapped himself in, adjusted his vizor, and gazed expectantly at Mr. A. Percy Bradley in the dim regions of the timing box. Meantime the ever-faithful "stage manager," Alf Depper, and the eternally imperturbable "producer," Capt. Arthur Waite, the ever-ready "supers" and the inevitable small but select and very enthusiastic audience also glued their eyes on the timekeeper, who lost no time in ringing up the curtain on the last long-distance record attempt which can be made in this country until the spring of next year.

#### Into the Mist.

Whereupon the little car shot off into the mist, stop watches clicked and the Austin Équipe breathed a sigh of relief, for the engine had been obstinate and, although the attempt began only three minutes behind time, the best part of an hour had been spent in persuading it to fire.

" . . . Just sheer cussedness!" said Waite, flicking the leaves of his lap speed book and with ears cocked in the direction of the Byfleet banking. A high-pitched whine faintly audible . . . swelling rapidly . . . crescendo . . . a flash of white and orange. Click go the watches.

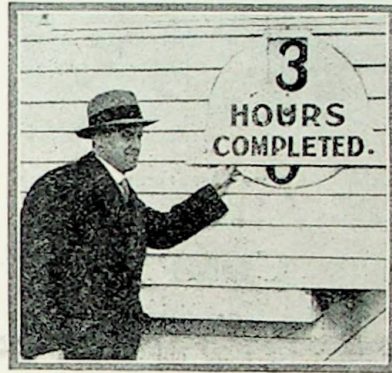
Seventy-nine from a standing start, and on the next lap 90 dead; on the third lap 90.75. She'll do; oh, yes, she'll do very well indeed if she keeps it up.

(Two hours elapse.)

The sun shining from an azure blue sky, a plane stunting overhead and a little white and orange motorcar steadily reeling off the laps at never-varying speed. Glance over the timekeeper's shoulder . . . it's almost uncanny . . . 90.7 m.p.h. again and again.

Depper is always waiting to receive the "thumbs-up" signal from Driscoll, what time he cocks an eye in the direction of a huge brazier upon which water and oil are being warmed up, and round which a few of the audience have now gathered in a huddled mass to be warmed up as well.

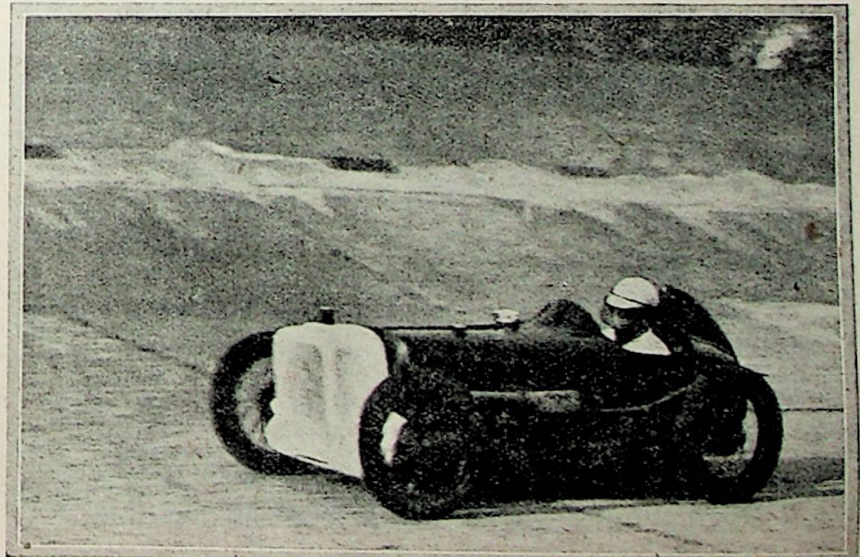
Capt. Waite is making an anxious calculation. "Fourteen gallons at 90.78. What do you make of that?" he asks. We give it up. Waite grins. "I make it three hours and a bit," he says. So White and Orange continues to reel off the laps until 1 p.m. when Depper, not unlike a ringmaster holding out a hoop for his pet mount to jump through, extends the big O "Come in" sign, and on the next lap White and Orange duly comes in, Driscoll tumbles out, Leon Cushman scrambles in, the



. . . and three more to go! Capt. Waite sets the dial as a signal to the driver of the Austin.

supers concentrate each on his own job, and in exactly 2 mins. 5 secs. White and Orange is off once more, full of fuel, oil and water, and simply bursting with energy again.

And how much fuel was there in the tank? you ask. Why, three pints! A case of accurate Waite's and measures, we all agree. Anyway, we leave Cushman and Depper and the Supers and



"WHITE AND ORANGE." — The little Austin sweeping round the Byfleet banking just above the 50-ft. line.

Uncle Tom Cobley and all and snatch a hasty lunch.

(Two hours elapse.)

The sky is overcast, the aeroplane has stopped stunting, but White and Orange is still reeling off the laps at a spot ever 90. Sammy Davis has arrived and delightedly watches his records going one by one. Balancing himself precariously on one leg, he waves his crutches in salute and Cushman waves back. The brazier has gone out . . . the audience have to keep themselves warm by stamping . . . Whee . . . ee . . . EE . . . OOoooo . . . round and round . . . click . . . click . . . 90.12 . . . 90.22 . . .

"Last lap . . . Call him in!" Out comes Depper with the hoop, out come notebooks, out come cameras, and in comes White and Orange, purring gently as much as to say, "And now Mr. Cheltenham Flier, what have you got to say to that? Never a bang, never a splutter, never a misfire," and, as its bonnet is lifted, proudly displays its 747 c.c. engine to the Producer, the stage Manager, the Supers, the audience and Uncle Tom Cobley and all!

The Austin made an outstandingly fine run. Credit is due to everyone concerned, and the story would not be complete without reference to the "etceteras," amongst which were Dunlop tyres (not changed throughout the run), Mobiloil lubricant, Pratts Ethyl fuel, a Roots-type blower and a Solex carburetter. It is interesting to observe that the petrol consumption was just under 20 m.p.g.

THE BLOWER.

#### R.A.C.'s Authorized Signs.

The Ministry of Transport has now authorized road signs conforming to the Ministry regulations, but bearing the R.A.C. monogram. This enables the Club to continue supplying signs to local authorities, which maintain the principle of uniformity.





AT THE RUSH HOUR. — Paris has its traffic jams no less than London, as our photo shows. A boulevard mix-up at the rush hour puzzling the solitary policeman.

## LONDON AND PARIS COMPARED

"Le Matin" Editor on Traffic Conditions

THE problem of traffic congestion in Paris is far less acute than it was a year or two ago. Certain thoroughfares have been widened at critical points, one-way streets have been instituted and better traffic control is gradually taking place. The huge blocks once so common are becoming rarer. The editor of *Le Matin*, M. Stéphan Lauzanne, comparing the traffic conditions of Paris with those of London, claims that during the busy hours a man in a car can cover a kilometre in the French capital in half the time required for an equal distance in London.

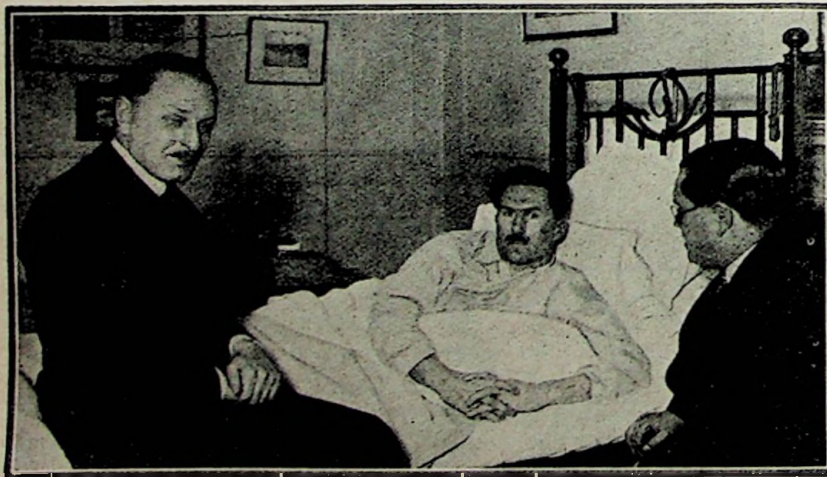
The main reason for this advantage lies, he says, in the fact that when the "Go" signal is given the Parisian, with his hurrying temperament, gets off

the mark far more quickly than the Londoner.

Continuing his comparisons M. Lauzanne handsomely admits that London is much the quieter city. In effect he puts this down to our less demonstrative manner.

He records with apparent surprise that the heated and undignified arguments so frequent in Paris between motorists and the police never take place here, and he commends the London "Bobby" for his sparing use of his whistle—which is reserved for those extreme occasions which provoke the Paris agent to pull out his revolver.

It is interesting to note that M. Chiappe, the Prefect of Police, has paid a visit to London for the purpose of studying our traffic problems.



EYSTON CONVALESCENT. — A happy and informal snap taken at G. E. T. Eyston's home, where he is recovering from his recent accident at Montlhéry. With him is Kaye Don (left) and E. A. D. Eldridge.

## BROOKLANDS IMPROVEMENTS

Brake-testing Scheme.

ALTHOUGH Brooklands is now closed for racing purposes, a section of the track will be available throughout the winter for the testing of cars. One of the most useful features for this purpose is the new braking area, where private owners and manufacturers can test the brakes of their cars and obtain instantaneous readings.

Our associated journal, *The Motor*, has presented the B.A.R.C. with prominent notices defining the beginning and end of the braking area, together with posts at every 10 ft. in between. Another large plate gives the best theoretical and practical distances in which it should be possible to stop from various speeds. The braking area is in the finishing straight alongside the "Double-Twelve" pits, and the 10-ft. plates are supplemented by white lines painted on the track.

For checking speedometers, maximum speeds and so on, *The Motor* discs, set at quarter-mile intervals round the track, will also prove most useful.

The Leroy electrical timing apparatus, which operates to one-hundredth of a second, is now in general use and even gives the time of day!

The new Brooklands Aero Club headquarters are rapidly nearing completion. They include spacious lounges, a large restaurant and a roomy bar. The kitchens and, indeed, every part of the premises are designed on ultra-modern lines.

B.A.R.C. members, by paying a guinea on top of their subscriptions, can use the new Aero Clubhouse. The roof is being made strong enough to support a large crowd on such occasions as air pageants.

## Bournemouth Motor Ball.

A motor ball and carnival will be held at the King's Hall, Bournemouth, on Friday, November 13th, in aid of the Motor and Cycle Trades Benevolent Fund. The Mayor and Mayoress of Bournemouth, together with other prominent personalities, will be present. The number of tickets is strictly limited, and may be obtained from the hon. organizing secretary, Mr. W. Jackson, of Henlys, Ltd., 169-171, Old Christchurch Road, Bournemouth, at 12s. 6d. each, including supper.

## The Wash Speedway.

Crowded meetings were held at Boston and Skegness last week-end at which details of the Wash motor speedway were expounded by the promoters. It was emphasized that the Automobile Racing Association is not a profit-making concern, and it was explained that a Bill was being introduced for the acquisition of the necessary land, but that it was hoped, before the Bill had proceeded very far, that an amicable settlement would be reached.

It was definitely stated by the governor of the A.R.A. that the scheme would materialize. He derided the fantastic figures rumoured regarding the cost of the scheme, and pointed out that the engineers' estimate was under half a million pounds and that contractors' estimates were below that figure. In addition to this, he said, the money had already been subscribed.



**St. Albans Roundabout.**

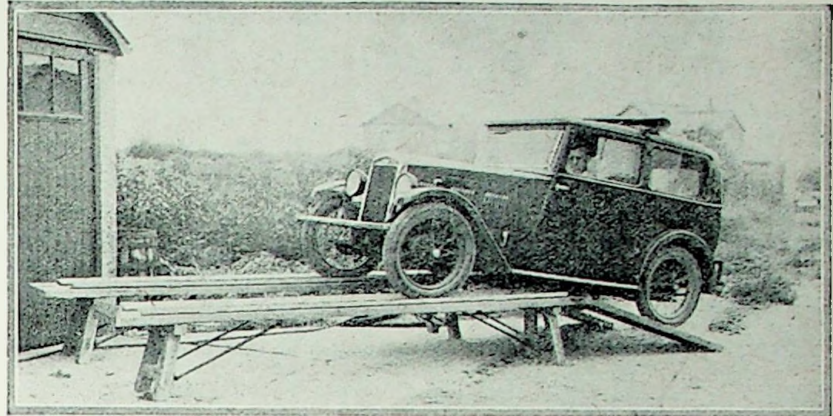
Following successful experiments with a temporary "roundabout" in St. Peter's Street, St. Albans, work has been begun on a permanent island.

**Starring Again.**

Advance details of the exhibits at the great Scottish Show indicate that light cars will repeat their Olympian triumphs. Examples will be found on the majority of the stands.

**Austin Seven Silencers.**

Owners of Austin Sevens should investigate the claims of the C. and W. silencer and exhaust set for these cars marketed by Messrs. Cheswick and Wright, Gladstone Street, Blackpool. The set, complete with all fittings, sells for 27s. 6d., and it is claimed not only



Private owners will be interested in the simple but useful addition to garage equipment described below.

**A PORTABLE CAR RAMP**

Light but Sturdy Construction

WE illustrate on this page a portable and folding car ramp specially designed for use by private owners in their own garages. It is known as the Dove Folding Car Table and is the patent design of Mr. W. Stewart B. Dove, of Tamarisk, South Lancing, Sussex.

The illustrations show at a glance the simple nature of the wooden construction, the hinged run-up, and the hinged side pieces which, either folded or open, guide the car along the "table" to the stop at the end. There is a perfectly free space between the members for working on the underneath of a car and the whole ramp can be folded up and stowed away along a garage wall when out of use.

The light but sturdy construction is of 2-in. Oregon pine, with 3-in. square oak trestles; the bracing throughout is of iron.

The maximum load is 2 tons 10 cwt., giving a 50 per cent. margin of safety. The ramps are available in various

heights and lengths to suit individual needs, the idea being that they can be used inside an owner's own garage.

The price complete is 12 guineas.

It will be obvious that such a simple and inexpensive ramp, which can be used inside and outside a private garage presents many attractions and has advantages over a pit, besides making easy such usually unpleasant tasks as draining sumps, gearboxes, and back axles and enabling the underneath parts of a chassis to be inspected in comfort.

**For the Hands.**

A very satisfactory hand cleaner, known as Gry-moff, is now being marketed by Brown Bros., Ltd., Great Eastern Street, London, E.C.2. It is supplied in canisters at 6d. and 1s., and is in the form of a powder which is used with water. Quite a small quantity sprinkled on the hands removes dirt and grease very effectively, no matter whether cold or hot water is used.



"Lest we forget."

to give a more pleasing note, but also to improve petrol consumption, acceleration and maximum speed; the makers, in fact, state that an extra 5 m.p.h. is possible with this exhaust system, and give a guarantee to refund the cost if the set is returned as not fulfilling the claims.

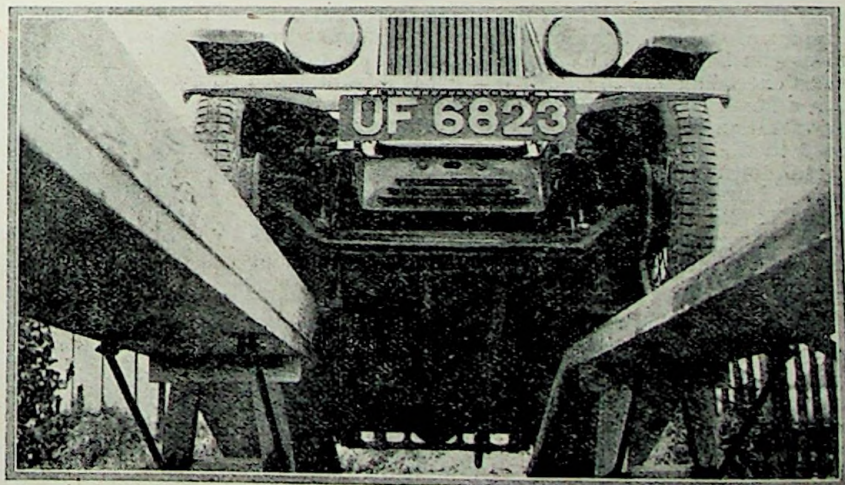
**RECENT INVENTIONS.**

**Automatic Gear-changing.**

The Soci t  des Transmissions Automatique Fleischel, of Bl neau (Yonne), France, has just introduced an automatic gear-changing device in which centrifugal force and engine suction are used simultaneously to change gear at the correct instant. The device can be used with an ordinary gearbox, in which case a servo motor is placed between the Fleischel device and the gearbox. On the other hand, the Cotal electromagnetic gearbox can be used, dispensing with servo mechanism.

**Steering Without Backlash.**

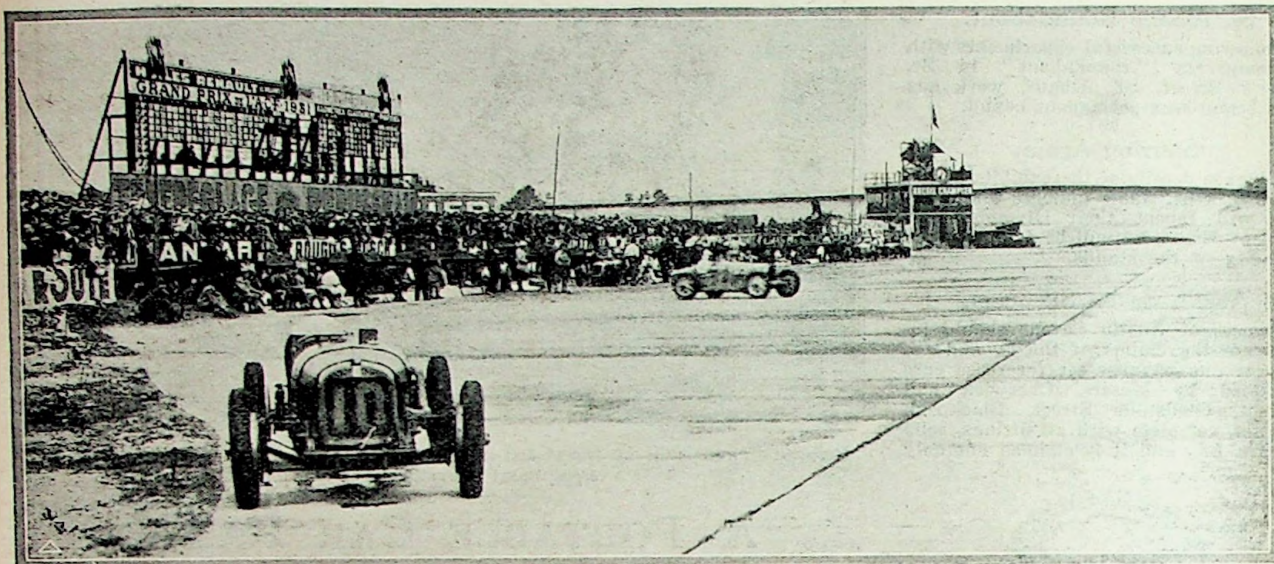
M. Eugene Renaux has designed and patented a clever steering gear in which, it is claimed, backlash and play are eliminated. It employs a split sector, operated by two shafts, one acting as a sleeve to the other, provided with separate drop arms. A tube between the two drop arms houses two strong helical springs, and sandwiched between them is the ball of the drag link. The result is claimed to be automatic compensation for wear.



THE DOVE CAR TABLE.

A car on the ramp, showing the ease with which work can be done underneath the chassis. Note the absence of obstructing cross-members in the construction of the "car table."





On a busy day. Montlhéry, seen during the French Grand Prix.

# THE LURE OF MONT

Why Go Abroad to Attack Records When There is a Perfectly Good Track Here? This and Other Questions of Equal Interest are Answered

AS I have been guilty of breaking upwards of 40 international class records this season in popular British cars perhaps it would be of interest to relate the reason for my taking the trouble to go out to Montlhéry to do these records and, further, to describe the characteristics of the place and how records are planned and obtained there.

The principal reason for choosing Montlhéry as the happy hunting ground is because of the excellent state of repair of the track and also its small circumference. Unless you happen to be mounted in a car capable of speeds exceeding 120 m.p.h., it is a great advantage to have a small circuit, because during a record attempt any variation in the lap speed can be checked and signalled to the driver without much loss of time, or if a breakdown occurs the car can be reached immediately. Further, a small-diameter track is easier to patrol; if, for example, a strenuous record is contemplated, adequate precaution can be taken to ensure that the car is reached quickly in the case of fire or accident.

### Steeper Banking.

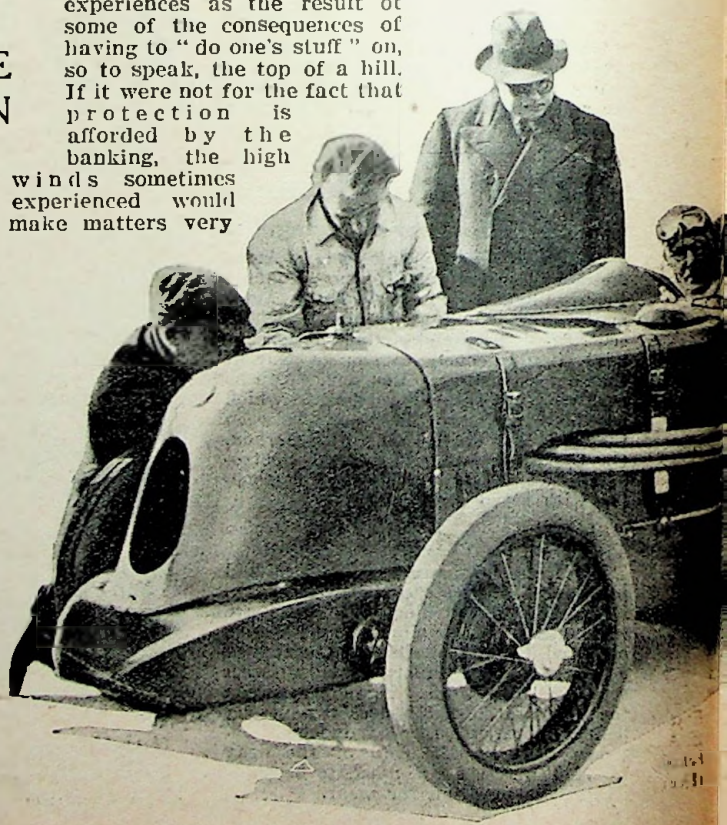
At Montlhéry the angle of the banking is very pronounced, and I believe this helps in the case of night driving, as it concentrates the attention and gives a greater sense of security; it also affords a certain protection from the wind.

The track is situated on top of a steep hill and the views from the grandstand are magnificent. This elevated position, although picturesque, is, of course, a mixed blessing so far as climatic conditions are concerned. I have visited Montlhéry in all its moods—high winds, heavy snow, torrential rain, fog and glorious sunshine—and I have had some fairly thrilling

B12

By  
GEORGE  
EYSTON

experiences as the result of some of the consequences of having to "do one's stuff" on, so to speak, the top of a hill. If it were not for the fact that protection is afforded by the banking, the high winds sometimes experienced would make matters very





difficult indeed in the case of some really fast cars.

Taken all round, however, I am very much in love with Montlhéry. It is there for one purpose, and that is to serve the motorist. There are no irksome regulations or tiresome officials, and they are always pleased to see you at any time of the day. It is also a great convenience to be able to tune up and practise at any hour of the day or night.

An open exhaust is permitted, and this assists both as regards efficiency and tuning.

The garages and workshops are situated underneath the track and are all fitted with sleeping accommodation and excellent lighting. There are several restaurants in the immediate vicinity, where good beds may be had. The food at these establishments is quite passable and, anyhow, a welcome change from the somewhat stereotyped fare offered by the average English "pub." Appetizing wine is obtainable at low cost, and there is, of course, no question of "hours."

To get down to the more interesting subject of the records themselves, the timekeepers are supplied by the Auto Club de France, Place de la Concorde, Paris, and arrangements have to be made with their Sporting Commission through the medium of Monsieur Charles Foureau, the most able secretary.

# MONTHLHÉRY

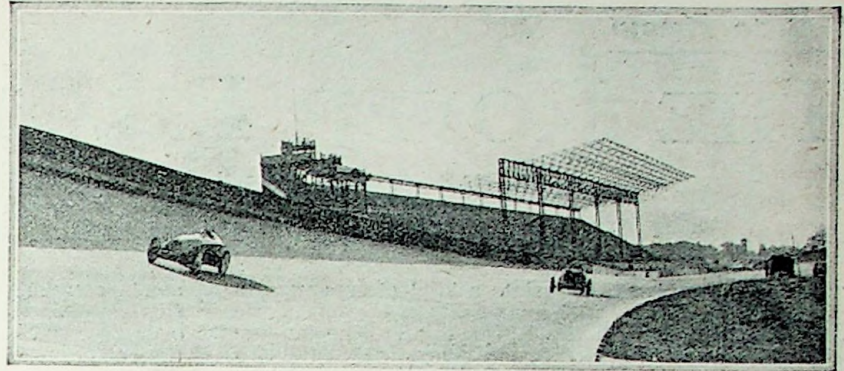
Usually 24 hours' notice is necessary, but as the activity in competition work is so great in France there are a good many timekeepers to call upon, and it is not difficult to fix up things pretty quickly. The payment for the timekeeper and one Commissaire is 600 francs for any period up to six hours and the track fee for the equivalent period is 2,000 francs.

The Commissaire is present to see that all the regulations governing record breaking are strictly complied with, and adherence to these is, I may say, very rigid. In addition the Commissaire measures the bore and stroke of the engine immediately after any successful record attempt.

At Montlhéry the minimum distance over which a five kilometre run can be timed is five kilometres and there are no runs in the reverse direction. This means that the standing and flying mile and kilometre records are not obtainable at this track.

The method of timing records up to 10 miles is to stretch a thread across the track, the ends of which are held in an electrical device which operates the watches. When the car breaks the thread each lap, the thread has to be renewed, and it is rather amusing to see this done when a really quick car is functioning! I have personally known one of my assistants, in a fit of excessive exuberance, to trip over the almost invisible thread and, of course, break it, with the result that an extra lap had to be covered by the car whilst another thread was fixed up and the officials had sufficiently calmed themselves.

For longer distances the timekeepers are housed in a large office opposite the grandstands,



E. A. D. Eldridge (M.G. Midget) putting up the Class H "five kiloms." to over 110 m.p.h. Note the conveying car in the background. Eldridge took Eyston's place for this attempt.

at which telephone communication to all parts is available. Thus, immediately on finishing a record, it is possible for the driver to be talking to London in the space of from 10 to 20 minutes, and, of course, in the case of ordering spares and replacements from home, these facilities are important.

When on the subject of spares, the method I and my colleagues have always adopted is to employ Imperial Airways as far as Le Bourget and fetch the parcels from there by car. Otherwise I always use the Newhaven route to get from London to Montlhéry, and this applies to shipping the car at the outset: it is by far the shorter, and excellent service is provided. The run from Dieppe to Montlhéry is via Versailles; thus one skirts Paris, and the distance is not great. For example, if the vehicle goes on a lorry the charge is only about 1,200 francs.

If time is no object and the car is robust there is an excellent and cheap way by water—London to Paris direct. It takes about four days. This route is operated by Messrs. Wm. Muller and Co., and I can recommend it.

I have done a good bit of night driving at Montlhéry, and when darkness prevails the track authorities produce red hurricane lamps, which are placed at intervals of 20 paces along the inner edge of the circuit. The cost of the track for 24 hours is 7,500 francs, including the lighting. All goes well if the night is calm and there is no fog; but when it blows very hard these lamps do not live up to their name: they give trouble, get blown over and often end in a blaze!

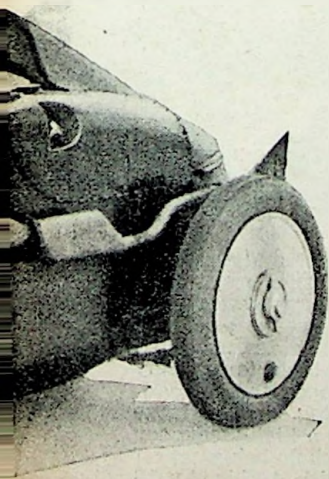
## A Hazardous Business.

This does not matter much if the lighting system on the car is functioning satisfactorily, but otherwise it is a nuisance, and I once had to stick it for seven hours in the pouring rain under very awkward conditions. On this occasion, owing to lighting trouble and a storm, I had to drive in the dark with only a spotlight and a few odd hurricane lamps to guide me, and, becoming accustomed even to these setbacks, I continued until daylight.

These records at night show up the electrical system on a car, because good lighting is necessary in view of the high speed attained, and the standard equipment sometimes objects to this over long periods. What is more, the average cheap accessory does not show up too well when submitted to the buffeting of a long-distance record. It is interesting to see what happens and these tests are often an eye-opener.

I have discussed only a few details of the intricacies of going for records; I hope they have been of some interest to enthusiasts—and that I have not given away any secrets. Perhaps I have just whetted the appetite of the reader and, at a later date, I propose to explain in detail the organization involved in successfully attacking milestones belonging to the Realm of Speed.

G. E. T. EYSTON.



Eyston at the wheel of, and E. A. D. Eldridge standing behind, the original Montlhéry-type M.G. record breaker.



Get to Know

# THE ROVER PILOT SALOON

## Candid Impressions of One of the New and Deservedly Popular Small Sixes

**F**OLK who always associate a kind of super-sports car performance with a six-cylinder engine may be disappointed with the Rover Pilot. The impression which an extended test run conveys is that the two extra cylinders are designed to increase smoothness and flexibility rather than to give breathless acceleration and a maximum speed in the neighbourhood of the "seventies."

Under favourable conditions the Pilot will attain 60 m.p.h. by speedometer, and appears willing to keep it up almost indefinitely: moreover, at this speed it holds the road well and does not give any sensation of insecurity. It is, of course, far happier at 50 m.p.h., whilst 45 m.p.h. represents a very comfortable gait for long distance runs.

After all, this comparatively large, roomy and luxurious motorcar costs, in coachbuilt form, only £225, and it is in its way, therefore, rather an achievement. It must not be forgotten that not much more than a decade ago the light car which the Rover Co. produced was an open two-seater with two-cylinder, air-cooled engine, costing £300.

### The Need it Fills.

Even allowing for the inflated prices which ruled at that time, the extraordinary value now offered will be evident. The Pilot fills the need for an inexpensive, roomy and well-behaved six-cylinder light car with a performance the standard of which is good, but not phenomenal.

We were indebted to Henlys, Ltd., 385, Euston Road London, N.W.1, for the loan of a coachbuilt saloon which had a matter of 6,000 miles to its credit, and we found at once that the controls were nicely placed and very easily handled. The clutch was sweet, the gear change easy, the brakes powerful and the steering good. One has to become accustomed to a slight tendency to roll on corners, otherwise the suspension is good, and the car rides easily over rough surfaces.

In third gear (8.12 to 1) a maximum speed of 40

m.p.h. can be reached, in top (5.2) the maximum is slightly over 60 m.p.h., whilst in second gear (11.78) over 20 m.p.h. can be attained without overstressing the engine.

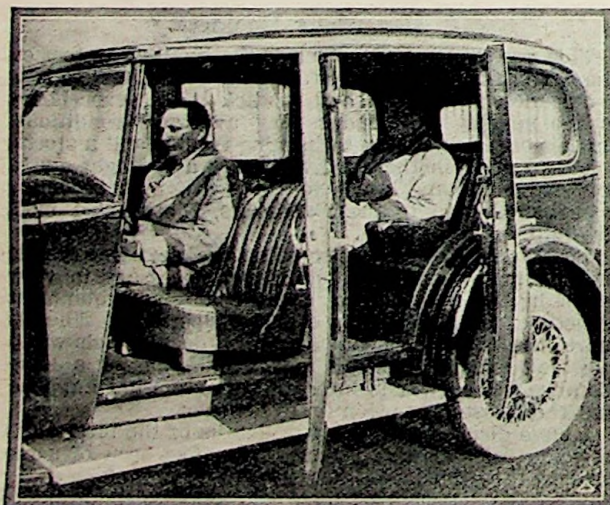
The first gear ratio is 18.70, and is in the nature of an emergency gear which proves very useful when a hill of more than usual severity is encountered. When under way the car is commendably free from mechanical noises, and the engine is agreeably smooth; it is, moreover, a very easy starter.

### In Hilly Country.

With a full load of four adults the 1,410 c.c. engine has to deal with a burden which must comfortably exceed 1 ton, and it is not surprising, therefore, that in hilly country such as the by-lanes in the Cotswolds over which we tested the car, fairly frequent use of third and second gear is required. Gradients which appeared to be in the neighbourhood of 1 in 7 or so were successfully surmounted in second gear, but those of the 1 in 6 variety called for a short spell of first gear. The silent third lives up to its title and the car is very steady on grease.

So much for a brief summing up of the performance characteristics, which, in our opinion, are of a satisfactory standard.

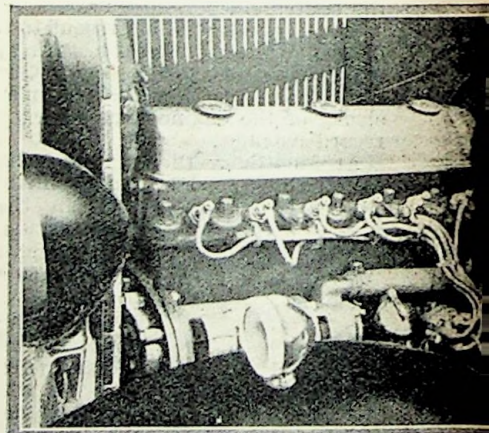
Turning to the general equipment, we find that the Rover is an attractive proposition. The body lines are handsome, and the car is well proportioned from stem



A FULL FOUR. — Emphasizing the generous head room and elbow room of the Pilot. Note the SEATER. pull-down armrest in the rear seat. B14

### REAL ACCESSIBILITY.

Plugs, dynamo, water pump, sump filler and distributor are all equally accessible. The clutch pit cover can also be reached with the bonnet lifted.



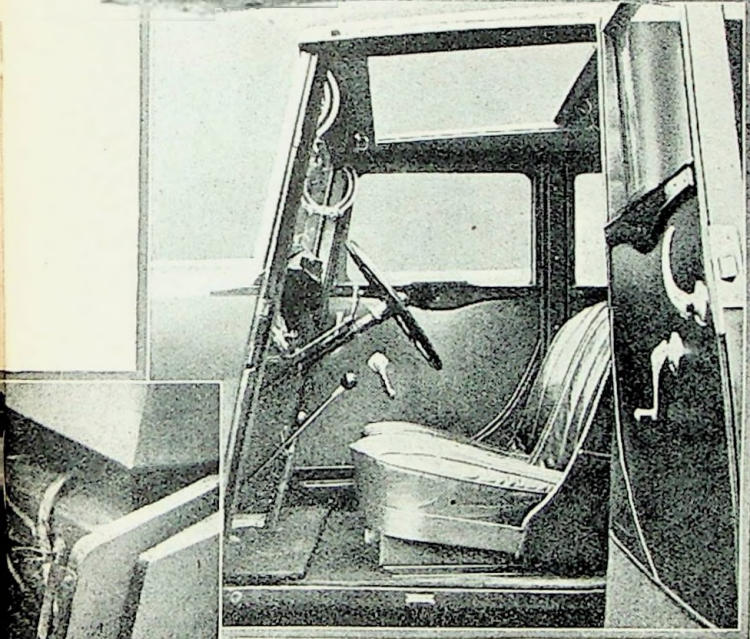
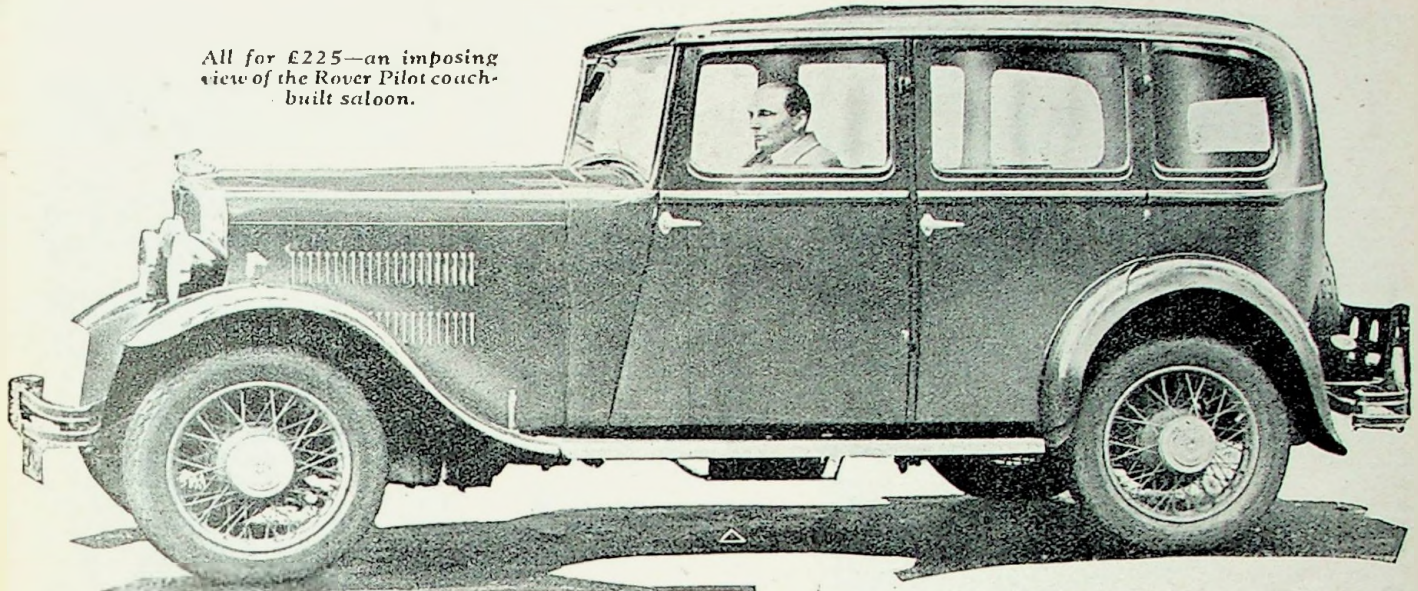
to stern. It is fitted both at the front and the back with shock absorbers, has wings of ample proportions so that over the wettest roads it keeps remarkably clean, boasts of a useful collapsible luggage grid, has three large windows on each side and last, but not least, a Weathershields Saloonood roof which is entirely rattleproof, weatherproof and easily operated.

The front view of the Pilot is imposing, with its large headlamps, stone guard incorporating a high-frequency horn and horizontal bonnet line, the whole being set off by the large-hub disc wheels shod with 4.75-in. by 18 Goodyear tyres.

The first thing to which a driver pays attention when he takes his seat is the general layout of the controls, and the Rover scores heavily in this respect. The front seats are of the semi-bucket type instantly adjustable



All for £225—an imposing view of the Rover Pilot coach-built saloon.



A glimpse of the driving compartment showing adjustable bucket seats, controls and the Saloonood roof slid back. The seating position is really comfortable.

by Leverroll mechanism, the brake and clutch pedals are large, and the accelerator is on the right—a position to which many of us are now becoming accustomed. The long central gear lever on which the position of the various gears is clearly marked and which terminates at the top in a large-diameter ball, comes readily to hand, and the brake has been placed cunningly on the off side of the gear lever so that it is instantly accessible without in any way hampering one's control of the gear lever.

Steering is finger-light, and the wheel itself is of large diameter. Mounted in its centre is the horn switch, and, on the same boss, a very easily operated dip and switch level. Beneath the wheel are the ignition lever on the right and the slow-running lever on the left. The latter gives positive and gradual operation of the

throttle over a small range and can be set to give a definite increase of engine speed with the certain knowledge that body distortion or road irregularities will not alter it.

Projecting from the lower edge of the facia-board is the strangler control, and mounted on the facia-board itself is a neat oval panel upon which are the clock, ammeter, 100-lb. oil gauge, 80 m.p.h. speedometer, H.K.S. petrol gauge reading "Empty," "Quarter," "Three-quarters" and "Full," tell-tale lamp and ignition switch incorporating a key, and lamp switch.

The general equipment includes handy cubby holes at each end of the facia-board, pockets in the rear doors, door handles and window winders in an attractive frosted finish, an opening screen, electric screen wiper, rear view mirror (rear view, unfortunately, rather restricted), a centre armrest for the rear seat, rear blind, rope pulls, thick floor carpets in blue to match the general colour scheme, and last, but by no means least, the dummy section of wing which opens with each rear door and, therefore, forms a much appreciated dress guard.

### The Mechanical Side.

Turning now to the mechanical side, the specification may be outlined briefly. The six cylinders have a bore of 59 mm. and a stroke of 86 mm. (capacity 1,410 c.c., R.A.C. Treasury rating 12.95 h.p. and tax £13). The valves are of the overhead type operated by push rods from the camshaft within the crankcase, the camshaft being driven by chain in the usual way. Fan-assisted pump circulation is used for the cooling system, and—a very good feature indeed—an R.P. thermostat is part of the standard equipment.

The gear-type pump forces oil to all main bearings. It is driven by one end of a cross-shaft, at the other end of which is mounted the distributor. Ignition is by coil and battery (12 volts), and the fuel is lifted by an A.C. mechanical pump from the eight-gallon rear tank. A single-plate clutch conveys the drive to the unit gearbox with ratios already mentioned, and the final stage in the transmission is by closed propeller shaft (with central steady bearing) to a worm-type rear axle.

The engine is one of the latest examples of the monobloc six-cylinder. Its outstanding feature is the marked accessibility of the various components—a very important factor when regarded from the point of view of the man who does his own ordinary maintenance.

On the whole, the Rover Pilot can be recommended with confidence. It emanates from a factory with a world-wide reputation, and it undoubtedly represents a really up-to-date, comfortable and thoroughly dependable example of the modern, cheap, light "six."





In a Warwickshire lane. The Hornet was put through its paces in its home county.

**A**FTER nearly 20,000 miles' experience of a 1931 Hornet saloon, the 1932 model was taken over for a long week-end with very considerable interest.

Has a remarkably pleasant little vehicle been spoiled by growing up? That was the chief question which presented itself, and the answer may be stated emphatically in the negative.

The outstanding characteristic of the Hornet hitherto has been its performance. As this is also the feature which is most likely to have suffered by reason of the various changes which have occurred, it should naturally be the first for discussion.

As tested, the four-door saloon weighed 17 cwt. 3 qrs.—a substantial increase. Furthermore, the larger body might naturally be expected to increase the wind resistance to some extent. Larger tyres, too, should slow the car a trifle and, although the back-axle ratio is not changed, the effective diameter of the tyres is increased to an extent which is roughly equivalent to having a 4.6 to 1 top gear with the smaller tyres, instead of 4.78 to 1.

#### An Honest 63 m.p.h.

Consequently, a very considerable difference in the performance might be expected. Yet it was looked for in vain. Actually there is a difference, but only a small one. The speedometer, it may be mentioned, was a trifle on the optimistic side, as is the habit of such instruments, but the car was capable of an honest 63 m.p.h., or possibly a little more. In favourable circumstances, with a following wind, for example, an even higher speed can be attained, while the even "60" can be guaranteed under all but the most adverse conditions. That says much.

As for acceleration in top gear from 10 m.p.h., 13 secs. or 14 secs. suffice to reach 30 m.p.h., while 45 m.p.h. can be attained in less than half a minute.

To use the car in this way, however, is to neglect one's opportunities. One of the outstanding features of the new Hornet is undoubtedly the gearbox, and, particularly, the silent third ratio of approximately 6½ to 1. On this, a genuine 55 m.p.h. can be achieved and by using that ratio alone, the speed can be in-

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### Get to Know

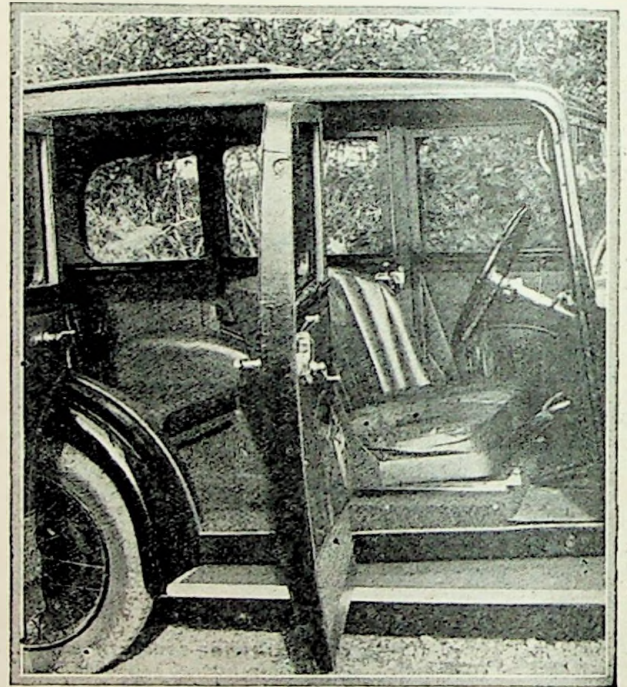
# THE NEW

creased from 10 m.p.h. to 30 m.p.h. in less than 10 secs., or to 45 m.p.h. before 20 secs. have elapsed.

Moreover, the change from third to top or vice versa is ridiculously easy and does not call for a long and time-wasting pause. Indeed, this gearbox is one of the easiest to handle—a fact which is responsible for the car's ability to get up to 50 m.p.h. from a standstill in some 20 seconds.

Without disparaging its predecessor, it may be said that the new clutch is a distinct improvement, being remarkably smooth in the take-up and apparently quite devoid of any "drag" when disengaged. This, indeed, has probably much to do with the simplicity of gear changing.

More than enough has been said to show that the Hornet's performance is excellent. As to its brakes, from 10 m.p.h. the car can be pulled up in less than its own wheelbase, while, at the other end of the scale, 95 ft. suffice to bring the car to a standstill from 50 m.p.h.



How's this for body room on a 7 ft. 6 in. wheelbase? The forward radiator surely justifies itself.

To drive, the four-door Hornet feels entirely different from its predecessors. Apart from the facts that the wheel is distinctly larger and is of the spring-spoke variety, the steering seems "firmer" and steadier. It gives the impression of a comparatively large car, although it is by no means heavy and, in fact, calls for rather less exertion than does the 1931 model—a fact which was emphasized on reverting to the writer's own car at the conclusion of the test.

Another improvement of even greater importance is in the suspension. Although the 4.75-in. tyres probably contribute to this result, it is likely that the altered weight distribution is chiefly responsible for the quite remarkable way in which this Hornet glides over surfaces of all sorts, good, bad or indifferent. On



# WOLSELEY HORNET SALOON

A Luxurious and Roomy Light Car with  
a Performance which Commands Respect

one rather atrocious section which usually demonstrates the weaknesses of a suspension system, even the rear-seat passengers continued their conversation undisturbed, and the driver was slightly astonished to see the bonnet maintaining its normal position instead of pitching violently up and down in a manner with which he is by no means unfamiliar on that particular road.

The refining process to which the Hornet has clearly been subjected, is evident also in the smoothness and quietness of the engine. There is no trace of fuss at any but the highest speeds, and the car will cruise at 50 m.p.h. or more as serenely as at 20 m.p.h. On the particular model which was tested, it seemed that the carburetter might have been adjusted with some advantage at the lower speeds, but with the ignition fully retarded it was quite possible to amble along at about 6 m.p.h. and to accelerate from that speed smoothly, without changing gear.

Probably because of the aforementioned carburetter setting, the petrol consumption was little better than 30 m.p.g. In similar circumstances a year ago the writer succeeded in obtaining a very substantial improvement without sacrificing the performance, and therefore believes that in this case another 5 m.p.g. could probably be secured without great difficulty.

Turning to the coachwork, the pressed-steel body is commendably free from drumming and other noises. The doors fit well without being awkward, and the winding windows operate freely, so that the driver can make the necessary traffic signals without feeling compelled to leave his window permanently open—to his own and his passengers' discomfort in winter weather.



Cubby holes at each end of the fascia board and a pocket on each of the four doors do much to keep the interior tidy by providing a resting place for the oddments which seem to accumulate so readily. In a different way the driver's comfort is enhanced by the bracket which carries the horn button and dipper switch below the steering wheel on the right. In this position these two controls are instantly accessible without being at all in the way.

These are but details, although important ones. Far more noteworthy is the comfort of the seats. Moseley Float-on-Air cushions with their well-damped softness are made doubly effective by the careful choice of the proportions of the seats and their squabs.

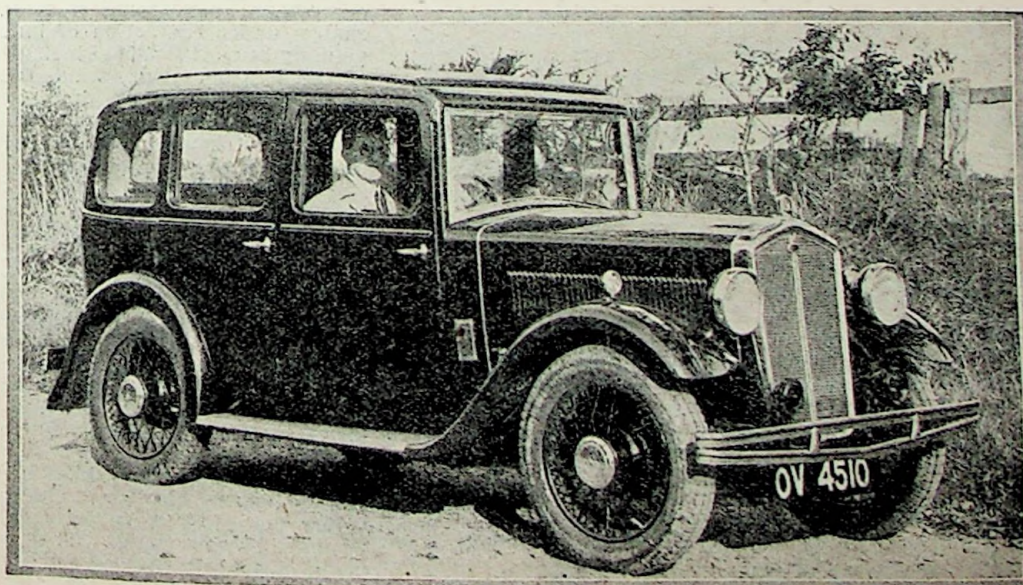
In that connection, mention should be made of the Leveroll adjusting device which enables the driver to place himself in exactly the most convenient position, within a range of six or seven inches.

Three or four days' experience of a car is scarcely sufficient to demonstrate the ease or otherwise with which it can be maintained in proper condition. So far as could be seen, however, the periodic greasing operations entail nothing exceptional.

In conclusion, the latest Hornet may be fairly described as an entirely new car which incorporates all that is best of the smaller model, together with characteristics which are unusual if not unique in a light car. It is not a big car in miniature, but it provides the most attractive features of a big car while retaining the merits of a small one.

## WELL WITHIN THE WHEELBASE.

The absence of unsightly overhang at the back of the Wolseley Hornet is a noticeable feature of its broadside-on appearance. All the doors are of the front-opening type which allows them to be of generous size.

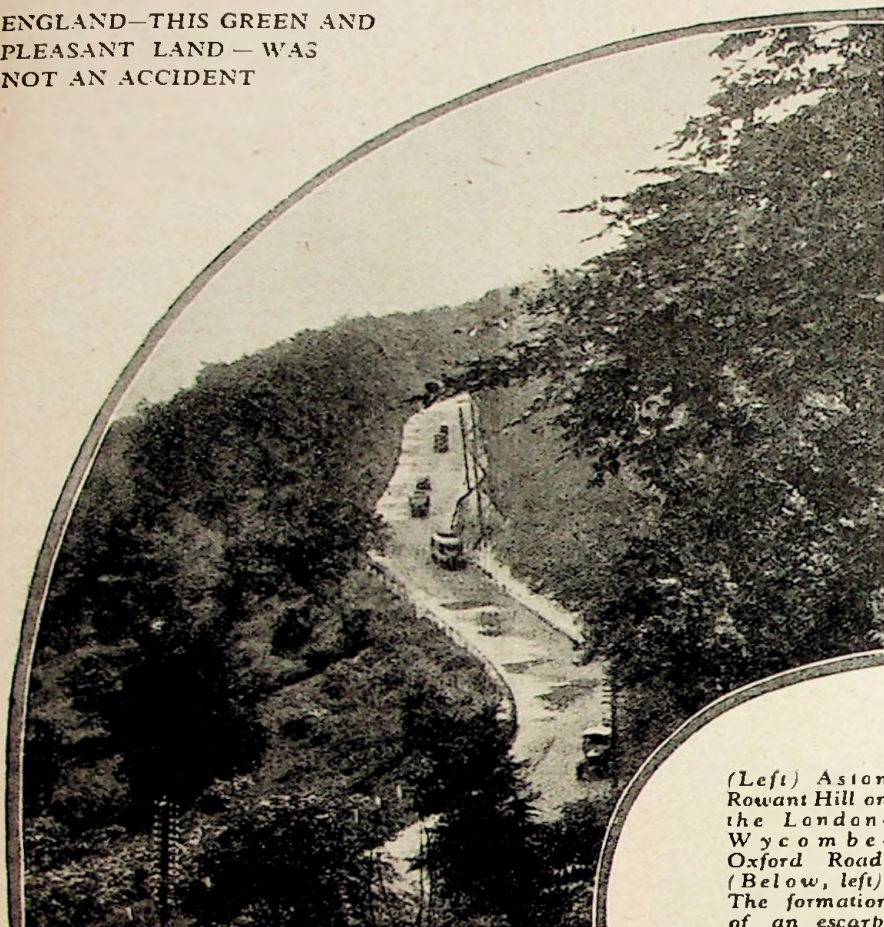




ENGLAND—THIS GREEN AND PLEASANT LAND — WAS NOT AN ACCIDENT

# SCENERY

Many Motorists Must  
Charmingly Varied  
Question is



(Left) Aston Rowant Hill on the London-Wycombe-Oxford Road. (Below, left) The formation of an escarpment.

ONE of the greatest charms of our English scenery is its wonderful variety. The most striking contrasts may be encountered in the course of a few hours' run—we may take our breakfast in the flat fenlands of the Isle of Ely and our tea amid the rugged heights of Snowdonia, or we may travel, in almost the same short time, from the green, rolling downs of Wiltshire to the grim, grey crags of the Pennines.

These different scenic characteristics have not merely "happened," and their formation, in every case, may be traced back through a definite series of geological events and a reason may be found for every idiosyncrasy in the landscape.

An examination of the materials of which our hills and valleys are composed and a comparison of the fossils found therein with the living creatures of to-day lead to the conclusion that many of the highest hill-tops originally formed the ocean floor. The Chilterns, for instance, are composed of chalk

containing fossil sea-shells and other traces of marine inhabitants. Vast upheavals must have occurred and massive beds of rock, like the Chiltern chalk, which is 800 ft. thick, must have been tilted up and bent to produce the present configuration.

## Landscape Ever Changing.

Scenery, however, is never strictly permanent, but is everywhere undergoing a slow, although continual, change under the action of influences which are perpetually at work. These include the aggressive attacks of the weather—rain, wind, frost and snow, and the unconscious efforts of animals, birds and even of minute insects such as ants, while the force of moving water is, of course, another factor, be it in the form of a tiny rivulet, or of lashing waves.

All these influences conspire to wear down elevated points, break up material, transport it to lower levels and deposit it in a new position.

It is easy to realize that if a mixture of hard and soft materials is exposed to destructive action, the latter will be removed first, leaving the harder portions to stand out as rugged masses. Now the hardest rocks are those which were produced, ages ago, under conditions of enormous pressure and heat. They were once, undoubtedly, in a molten condition and, from their mode of formation, are classified under the general term "Igneous." Granite is a typical rock of this class.

To a geologist every kind of soil is a "rock," even sticky London clay or a fine sand, but most of the softer materials were formed in a different way to the hard igneous group. They were produced by settlement, in a finely divided condition, under water, either in rivers, lakes, or the sea, and they are consequently



Fig. 1.

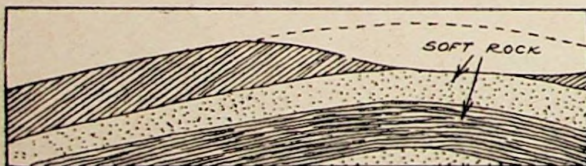


Fig. 2

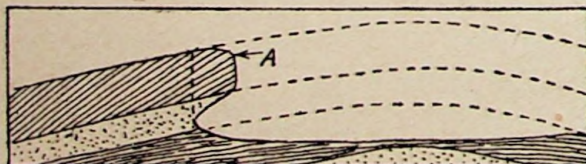


Fig. 3

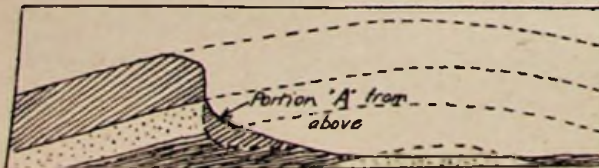


Fig 4



# IN THE MAKING

By  
B. Grenville Manton

Have Wondered Exactly How Our Scenery Came to be Formed. The Answered in This Article

termed "sedimentary rocks." Clays, in their many forms, and chalk are typical of this group. They are found in more or less regular layers, or "beds," roughly parallel to one another, but frequently tilted considerably from the horizontal.

On a map of England and Wales, a line drawn from Lyme Regis to the Humber estuary forms a rough-and-ready boundary between the districts in which igneous rocks are found here and there at surface levels, and those in which igneous rocks are entirely absent, the former being to the north-west and the latter to the south-east of the line of division.

A corresponding distinction is noticeable in the scenic features, broadly speaking, on the two sides of the boundary; the igneous side provides the jagged, rocky coasts and towering mountain masses, while the sedimentary side gives us the plains, gentle undulations and rounded hills, with a general absence of anything of the "rugged" type.

Typical "igneous" scenery may be seen in the passes of the Snowdon district, of which, perhaps, the Aberglaslyn is the most beautiful, although they all have a stern magnificence which, when once seen, is unforgettable. Again, the Malverns, with their remarkable outline, visible for miles, are largely igneous and the road up the Wych runs between high walls of solid rock, carved through the hillside.

### A Volcanic Landmark.

Another interesting example, of quite a different type and on a very different scale, occurs on the Worcester-Aberystwyth road (A44) at Stanner, between Kington and New Radnor, where a great mass of multi-coloured glittering igneous rock stands out from the surrounding landscape like a tall cliff. This rock is volcanic basalt.

In the area to the south-east of the geological dividing line rather tamer scenery prevails, but there is, however, the striking feature of the "escarpments," or steep faces, of such lofty ridges as the Chilterns, the Cotswolds, or the Edge Hills. The London-Wycombe-Oxford road (A40), for instance, crosses the great Chiltern escarpment between Stokenchurch and Aston Rowant station; one of the Cotswold escarpments is encountered at Fish Hill, near Broadway, on the Moreton-Evesham-Worcester road (A44) and the Edge escarpment occurs at Sunrising Hill on the Banbury-Stratford road (A422).

Profiles, or sections, of these roads at the points in question all possess a marked similarity. Approaching from the south-east, we have a long, gentle up-grade, followed by a sudden steep slope as the road drops

down, over the face of the ridge, and this peculiarity may be explained in the following way: the escarpment itself is composed, in every case, of a comparatively hard material. Beneath it and extending beyond in a north-westerly direction, are various softer materials and the whole system of hard and soft rocks is formed of parallel layers, sloping downwards from north-west to south-east.

It is reasonably certain that the hard rock forming the escarpment also extended north-westwards far beyond its present limits, most probably forming an enormous arch, the crown of which has been demolished and removed during countless ages of weathering and denudation.

Figures 1 to 4 in the accompanying sketch illustrate the evolution of an escarpment of this type. Figure 1 represents the arrangement of the beds in layers immediately subsequent to the original upheaval. The upper layer of hard rock would be gradually worn away at the highest point (XX), where the greatest weathering effects would occur, until the softer rock was exposed, as in Fig. 2. The latter would then be worn away at a quicker rate than the adjacent hard rock, forming a basin, which would ultimately undercut the hard rock in the manner shown in Fig. 3, and a fracture would finally take place when the weight of the overhang was sufficiently great, producing the cliff-like escarpment face of Fig. 4.

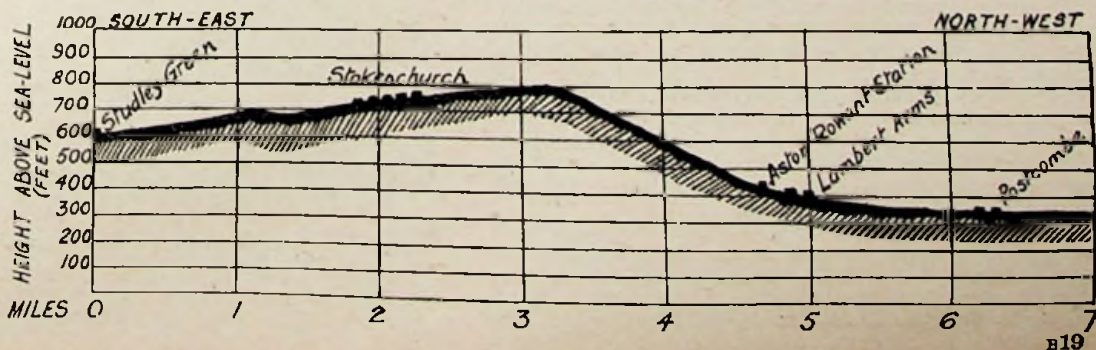
### Soil and Vegetation.

The nature of the soil and sub-soil naturally has an important influence on the type of vegetation which flourishes thereon. Thus, heavy clays are suitable for rich grazing land, fine old oaks and thick hedges; sandy soils are good for pines; the chalk downs bear a natural crop of fine, springy turf; the peculiar water-logged silt of the Fens is exceptionally fertile and has given rise to the orchards and market-gardens which form such a notable feature of the landscape around Wisbech, and, by way of contrast, we have the heather and ling of the peaty uplands, Alpine vegetation of still higher ground and, in places, nothing but the bare volcanic rock.

The geological features of a district also have a distinct influence on the building materials commonly adopted in that locality and this, in turn, has an influence on the general impression created by the landscape.

Enough has been said in this brief article to show that a vast and absorbing subject lies before anyone who cares to inquire a little into the whys and wherefores of the varied types of scenery which every motorist encounters on his journeyings. Only the merest fringe has been touched upon here, but for those who may wish to go farther there are several small text-books available which deal quite simply with the outlines of geology, without entering too deeply into those more abstruse regions which are beyond the ken of ordinary roadfarers.

A profile of Aston Rowant Hill, a photograph of which appears on the opposite page.





# SPORTS CAR

**D**ESPITE the evidence of Olympia that the machine of the modern motorist's choice is a closed car of more or less sober persuasion, there is still a section of the community which prefers to take its motoring neat—with a minimum of comfort, but a maximum of performance.

To these drivers—for whom the very act of holding the steering wheel of a car at speed has its own inimitable thrill, the answer is—the sports car.

The cars of sporting appeal on the British market are, somewhat naturally, comparatively few in number, and a review of the 1932 models shows nothing new or sensational. They represent, however, the perfection of many years of strenuous endeavour on road and track, of triumphs and failures, of lessons learnt in the hour of victory and in the bitterness of defeat.

The cars available may be divided roughly into two categories—those which have been developed from racing cars and those which have assumed a sporting guise from a touring origin.

The latter, while not being in the true sense of the word pure sporting cars, do possess a distinctly sporting appeal—sleek lines, low seating positions, nicely raked steering columns, folding screens and, in many cases, a performance by no means to be despised.

## Specialised Bodywork.

In this class I venture to include all those Wolseley Hornets which can now be obtained with sporting bodywork by various specialized coachbuilders—Abbey, Arrow, Patrick, McEvoy, Eustace Watkins, Swallow and the rest—not forgetting the standard semi-sports two-seater from the Wolseley factory itself. Certain of these are available with definitely tuned engines and modified chassis. They are characterized by the smooth Wolseley 1,271 c.c. overhead camshaft six-cylinder engine, capable of some 70 m.p.h.

Other cars in this class are the Hillman Minx sports tourer, the Crossley open four-seater, the Triumph and the Singer sports.

The Riley Gamecock and the Invicta fall somewhere between the two distinctions I have drawn, as although they concede more to comfort than is expected by your sporting enthusiast, they embody many features associated with sporting car practice.

The result of the past few years sports car racing has resulted in a remarkable thing—it is possible to purchase in the ordinary way a car which is perfectly docile and reliable in everyday use on the road, but with a performance which will do its driver credit in any racing event.

## For Everyday Use.

A few years ago a sporting car was a suitably detuned racing car fitted with wings, lamps and the other accoutrements of touring. These machines were fascinating to own, but were apt to require expert handling, and to betray tendencies towards oiling up racing plugs and producing incandescence in touring ones.

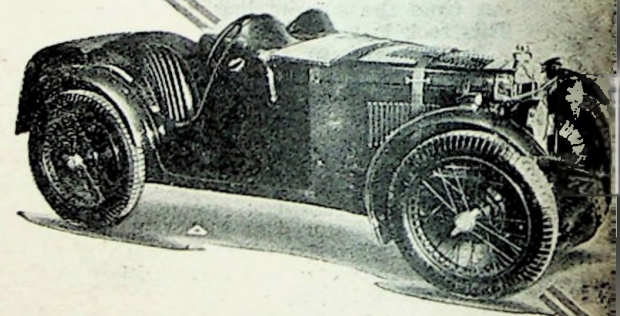
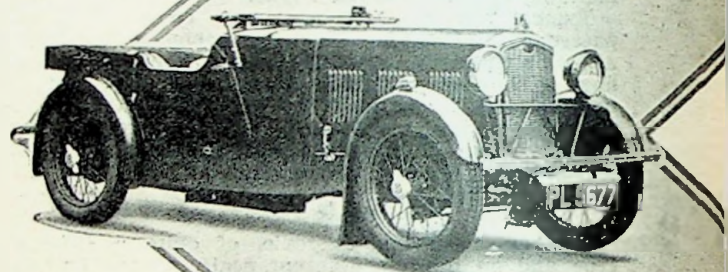
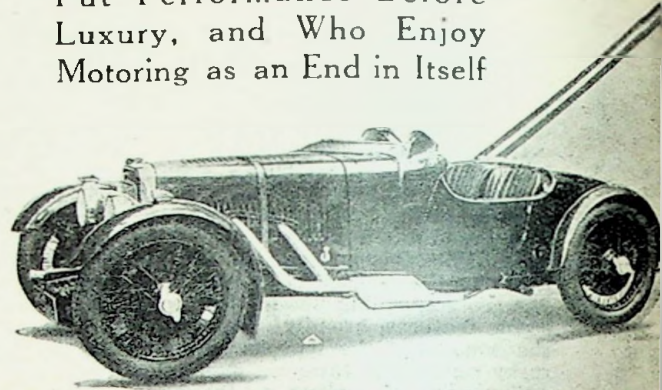
To-day a car which has on one day achieved three-figure speeds in an international road race can, on the next, be driven comfortably about the country and through thickest traffic.

Present-day practice has become very conventional and standardized. Sports car engines have much in common and vary only in small particulars. In almost every case overhead valves—often with overhead camshaft operation—are used, although the Austin concern remains loyal to side-valves.

The supercharger has, oddly enough, few adherents among British sports car designers. For 1932 the only models obtainable with blower are the 1½-litre Lea-Francis, which has retained this feature since its inception in 1929, the Montlhéry M.G. Midget, which has swept the board this year, the T.T. Austin, which has

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Limited but Attractive Choice  
for Those Enthusiasts Who  
Put Performance Before  
Luxury, and Who Enjoy  
Motoring as an End in Itself



(Top) The 1½ litre Aston-Martin International two-seater. (Centre) An example of sports bodywork on the well-known Wolseley Hornet chassis, by the Abbey Coachworks, of Wimbledon. (Bottom) Another instance of a catalogued model developed by racing—the Mark II (Montlhéry) model M.G. Midget, which has enjoyed a year of phenomenal success.

shown 90 m.p.h. well within its powers, and the Frazer-Nash—a model which, on the mountain course, has revealed tremendous acceleration and a 100 m.p.h. gait.

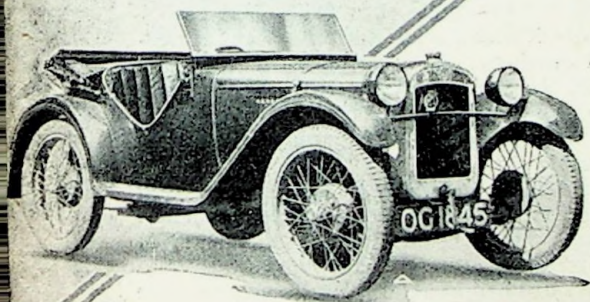
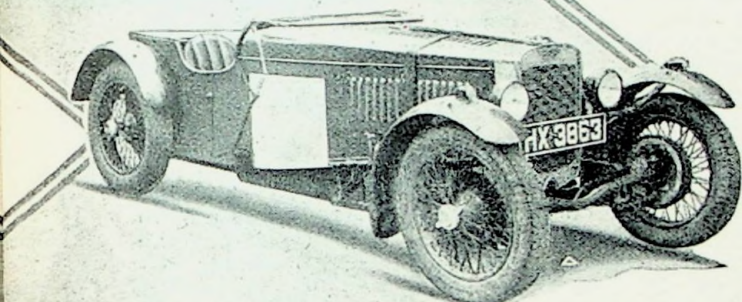
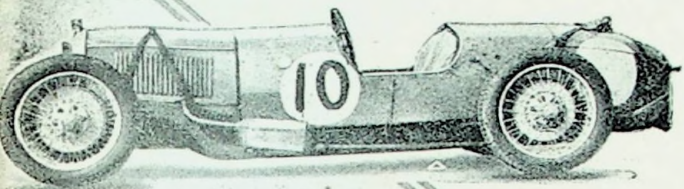
All the machines mentioned are obtainable in un-supercharged form, the blower models being “something special” in the ranges.

Multi-cylinder sports engines have not captured the field for 1932. The day of the small high revving



# S FOR 1932

A Brief Review of Those Cars on the British Market Which Derive Their Characteristics from the Hard School of Racing



(Top) The Brooklands model Riley in racing trim; it has been raced consistently since its inception, (Centre) The unsupercharged Boulogne model Frazer-Nash which is sold as shown and capable of an easy 90 m.p.h. (Bottom) The famous Ulster model supercharged Austin in touring form—a model which made its bow in the racing world.

eight-cylinder has not yet dawned—despite the glories of the old Grands Prix—and we find only three six-cylinder British chassis available to-day—the 1,498 c.c. Invicta, the 1,271 c.c. Wolseley and the 1,250 c.c. M.G. Magna, none of which, oddly enough, is bred from racing. Austin, Midget, Frazer-Nash, Aston-Martin and Lea-Francis continue as four-cylinder chassis.

Multi-cylinder cars appear to enjoy greater favour in continental circles; within the 1,500 c.c. class are the

six-cylinder supercharged 1½-litre Alfa-Romeo—not imported into this country except at special order—the 1,100 c.c. straight-eight supercharged Maserati, and the 1,500 c.c. model from the same factory.

The importance of a low centre of gravity has been long recognized, and the Aston-Martin, with under-slung worm drive, the Brooklands Riley and the new Magna are all examples of exceptionally low chassis design.

The Austin has a lowered chassis, featuring a transverse front spring turned “upside down.” The M.G. Midget in Monthéry guise is also a design in which the chassis has received careful attention.

## When Designers Differ.

Steering layouts seem to have divided designers into two schools. There are those who adhere to feather-light low geared steering, exemplified on the M.G. Midget, Magna and Wolseley Hornet chassis—and to a lesser extent on the Riley, opposed to which are the adherents of practically direct steering, despising any sacrifice which might be necessary in the direction of lightness—the outstanding examples of which are the Frazer-Nash, the Alfa-Romeo and Maserati and, to a lesser extent, the Aston-Martin and the Austin.

Front-wheel drive has failed to gain any great popularity; the straight-eight 1,496 c.c. Alvis has faded into oblivion, and the f.w.d. 1½-litre French Tracta is no longer imported into this country.

The sole representative of this principle is now the 1,100 c.c. Derby, a car which has always had a sporting performance and is listed for 1932 with a very smart continental two-seater body.

I illustrate on these pages some examples of 1932 sports car practice, ranging from the attractive little 2-4-seater Abbey Wolseley Hornet to the 100 m.p.h. Brooklands Riley. Glancing at their clean lines, low build, and great brake drums, it is not difficult to understand the lure of the sporting car!

THE BLOWER.

## SPORTS CARS ON THE BRITISH MARKET.

Alta (4-cyl. 1,074 c.c. o.h.c.).—Sports £350, racing £380, supercharged £415.

Aston-Martin (4-cyl. o.h.c. 1½-litre).—Chassis £520, International four-seater £595, two-seater £650, coupé £715, tourer £630, saloon £725.

Austin (4-cyl. s.v. 747 c.c.).—Sports £185, supercharged £285.

Crossley (4-cyl. 1,122 c.c. superimposed valves).—Sports-tourer £295.

Derby (f.w.d. 4-cyl. 1,097 c.c. o.h.v.).—Chassis £335, two-seater £385, saloon £385, coupé £385.

Frazer-Nash (4-cyl. 1½-litre s.v.).—Interceptor £325, Falcon £350, Boulogne £395, Ulster £495, Boulogne supercharged £450; (o.h.v. models extra).

Hillman Minx (4-cyl. 1,184 c.c. s.v.).—Sports tourer £170.

Invicta (6-cyl. 1,498 c.c. o.h.c.).—Chassis £335, saloon £399, tourer £399.

Lea-Francis (4-cyl. 1½-litre o.h.v.).—Chassis £450, two-seater £550, four-seater £550.

M.G. Midget (4-cyl. S47 c.c. o.h.c.).—Fabric two-seater £165, panelled two-seater £185, occasional four £210, coupé £235. Magna (6-cyl. 1,250 c.c. o.h.c.).—Four-seater £250, coupé £289. Monthéry (4-cyl. 746 c.c. o.h.c.).—Two-seater £490, supercharged £575.

Riley (4-cyl. 1,089 c.c. o.h.v.).—Special (twin-carburettor) chassis £247, Gamecock £298. Brooklands model: £420.

Singer (4-cyl. S48 c.c. o.h.c.).—Two-seater sports £150.

Triumph (4-cyl. S32 c.c. s.v.).—Two-seater sports £147 10s.

Wolseley Hornet (6-cyl. 1,271 c.c. o.h.c.).—Chassis £150, semi-sports two-seater £185. In addition to this there are many models featuring specialized bodywork on a standard or tuned chassis built by various well-known coachbuilders.



# RICH MIXTURE

## Light Car Comment and Advice

### *Belated Winter Grades.*

THE recent announcement by two leading petrol companies that their winter-grade fuel is now in circulation in succession to the summer grade surely came rather late in the year. Personally, I find that unless a carburetter is set very rich one has to become an artist in the use of the strangler usually before September is out.

I wonder whether I was alone this year in sampling every kind of petrol the local garage kept in search of a brand and grade which would put off this need for juggling with the strangler until some really cold weather arrived?

### *Self-starting Carburetters.*

SOME weeks ago I suggested that many of us would find it a convenience if we could carry two grades of petrol on our cars with a tap on the dash which would allow either to be put into use. One, of course, would be a light, expensive grade for starting, and the other a heavier and cheaper grade for use when the engine was warmed up.

This plan would save delay when getting away from cold and it would remove the need for excessive use of the strangler, and consequent heavy wear of pistons and cylinder bores. Perhaps, though, the new self-starting carburetters by Zenith and Solex will remove the need for us adopting any such tricks.

### *A 1932 Twelve-Six.*

LAST week I went about my business in an Austin Twelve-Six panelled saloon, remarking the acquaintance of this model after not having driven one since the car was introduced last January.

When I tried one of the first models which were made, it was clear that the car was going to be a great success, even if the production models did not come up to the same standard as the "hand-made" job which I first tried. Judged by the model I was running last week, the latest productions, however, in spite of the speed at which they are turned out, seem to be definitely ahead of the first few cars which were made. The vibration at over 50 m.p.h. has been abolished, and the springing and the whole feel of the car seem to have been improved. At first I found a good deal of rolling on corners, but blowing up the tyres put this right.

### *Soft Tyres on Demonstration Models.*

I WONDER whether salesmen-demonstrators always take their prospective customers for trial runs in a dead straight line? If not, how do they explain away the rolling which one always gets on corners when there is only about 20 lb. in the tyres? The idea of keeping very low pressures in the tyres of demonstration models is, of course, to give outstandingly quiet and comfortable riding, and all demonstrators seem to favour it.

B22

by  
*Focus*

In the old days soft tyres used to silence body noises and make up for the deficiencies of inferior springing systems. Nowadays, however, one can see little sense in them, and my invariable custom when borrowing trade cars is immediately to inflate the tyres properly before I get a bad impression of the whole car. Present-day steering is quite flabby enough without making it more so with soft tyres. I exonerate the Twelve-Six in this connection; its steering is delightful in every way and a joy to handle.

### *A Good Notion.*

THE inter-connection of the throttle and the strangler on the Austin Twelve-Six is a plan which I distinctly favour. If you pull out the strangler knob on the fascia board a certain distance and turn it clockwise a little way, it catches in a notch and holds the throttle open the required amount for warming up. I found no need to employ this little trick, however, because I hate a very low idling speed and the Zenith carburetter functioned perfectly from cold with the throttle against the stop. In practice, I found that one could use the strangler in the ordinary way and without any need for jiggering with the accelerator pedal.

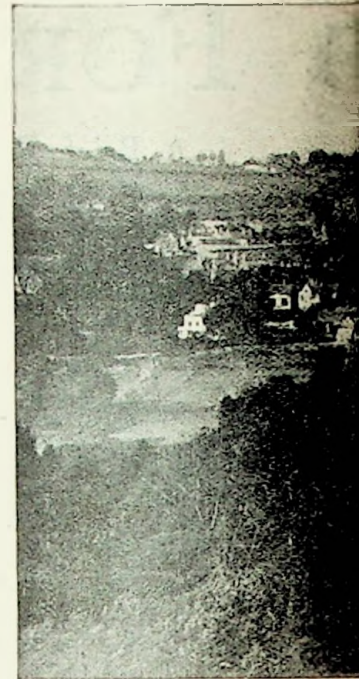
No hand throttle is fitted, but the slow-running setting on the carburetter has a spring-locked screw that one can turn without tools—a good notion this; it has abolished those fiddling little lock-nuts which used to be such a nuisance because no ordinary spanner would fit them.

### *30 Years Without a Toot.*

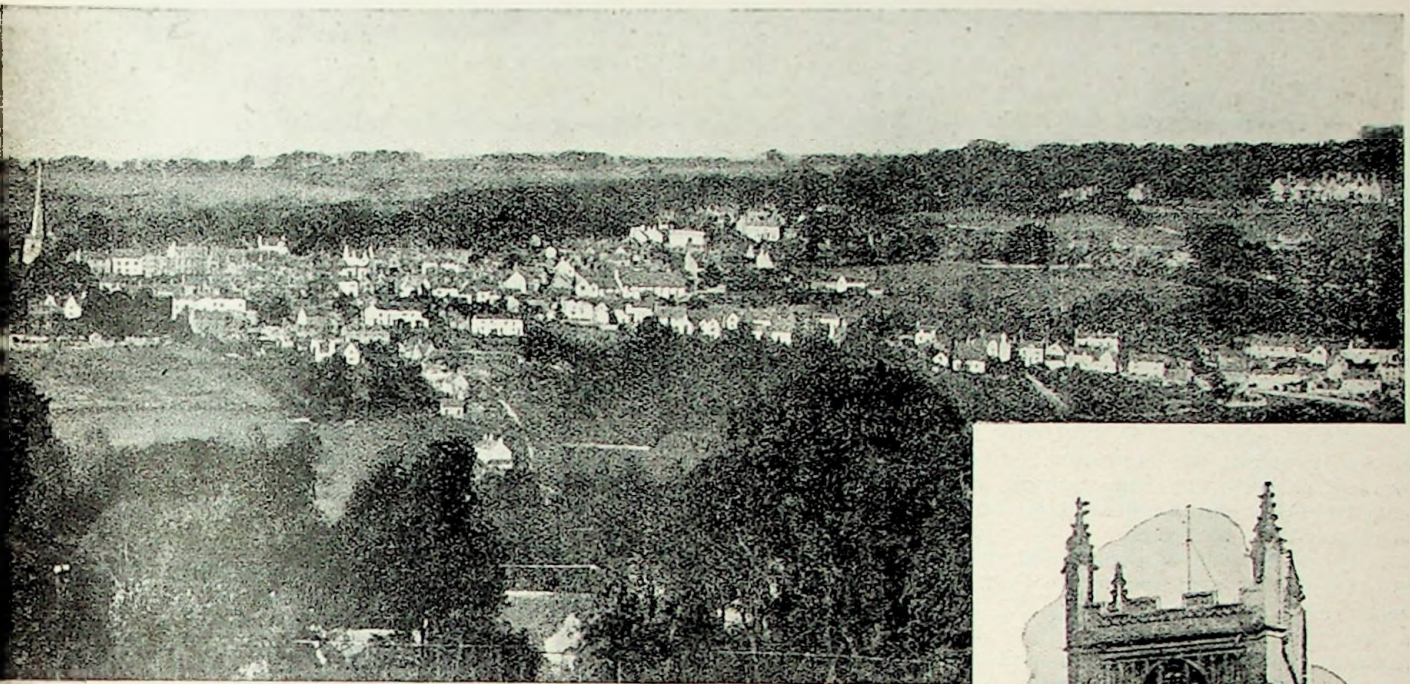
A STRANGE story was told in a provincial paper of a local candidate in the election, Mr. Harold K. Hales. Commenting on his movements the reporter wrote:—

Mr. Hales drove up to Hanley Goods Yard this afternoon at the wheel of his own car. He has, incidentally, been driving for over 30 years and boasts that never once in his life has he sounded a motor horn!

Mr. Hales must surely be a very lucky driver if all this hush-hush motoring has been done without bringing down on his head the wrath of other road users. So far as I can see, however, it is perfectly legal to drive a car without ever sounding the







(Above) Painswick, Gloucestershire, one of the gems of the Cotswolds.

horn. One must carry a warning signal on the car, there is no doubt of that; but even the Highway Code does not say that it must or should be used.

**Did He Sound His Horn?**

TURNING the matter over in one's mind, however, to complete 30 years of road faring without once sounding the horn might very well point to a driver who carried la politesse to its absolute limit. It might point equally to a man who was entirely careless of the welfare of others.

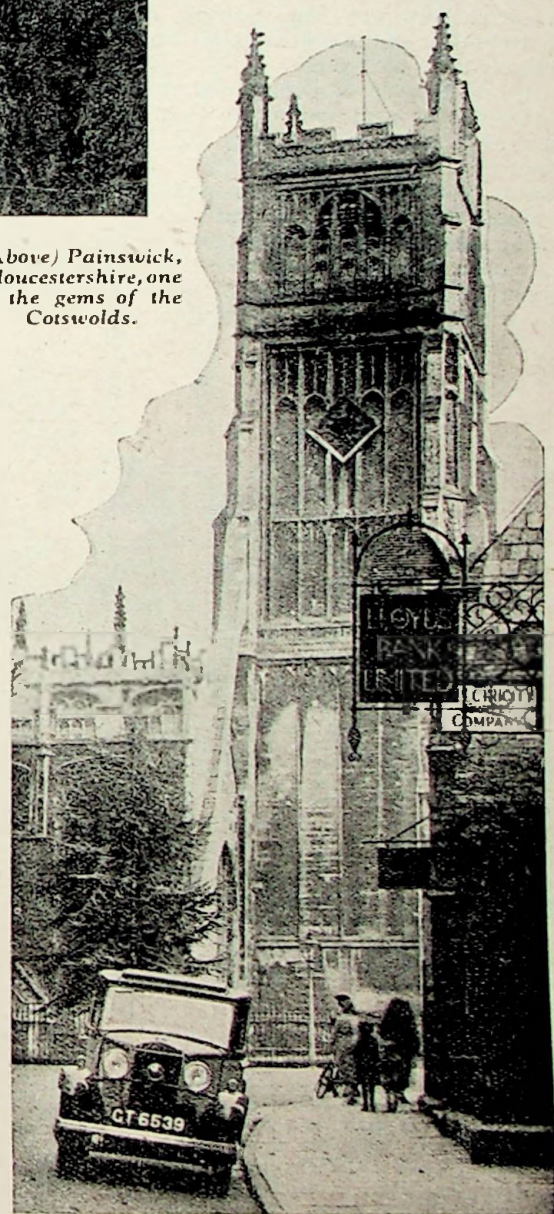
Personally, I consider that a horn should be sounded invariably before overtaking a motorcyclist or passing a stationary vehicle of such a size that it might mask pedestrians about to cross the road. There are some people who sound their horns excessively and unnecessarily, but I think they are in the minority nowadays. The man whose use of the horn is exactly right is he who when it goes wrong misses it seldom but acutely.

Remember that if you ever get into trouble when driving, the first question that will be asked will be, "Did the defendant sound his horn?"

**Lives of Great Men.**

THERE is lots of interesting stuff in "At the Wheel," by G. S. Davison—a 5s. publication containing the biographies of a number of leading men in the motoring game. It says more than one can find in "Who's Who" about the personal records of the "victims," and here and there one comes across all manner of odd scraps of information which embrace much of the early history of famous manufacturing concerns.

Of all the biographies the one which made the greatest impression on me was that of Mr. W. E. Bullock, originally a Birmingham lad who started as a toolmaker's assistant at the age of 14 and is now head of the Singer company. "At the Wheel" tells me that the Triumph car department exports



Cirencester, our fourth largest city in the time of the Romans, is famed for its abbey and its many historical associations.



25 per cent. of its output, that Sir Herbert Austin is 65 years of age and lived in Australia for 10 years, that Sir William Morris started in business on his own on a capital of £5, and that the beginnings of the present-day Riley Co. date back to 1890, when William Riley forsook weaving and bought the cycle manufacturing business of Bonnick and Co. Percy Riley, a son of William Riley, designed the first Riley car which made its debut in 1898; he also designed the Riley Nine.

#### Are You Over-cooled?

**A** THING which struck me at the Show was that many of the 1932 models appeared to be considerably over-cooled, and I hear now from folk who are running them that this is the case in practice. Many 1932 light cars, fitted as standard with a fan, are running at only 80 degrees C. or so even with the fan removed, and do not get near to boiling point unless about half the radiator is blanked off as well.

It is not generally understood that over-cooling is extravagant and spoils the performance. The best way I know to get over it, short of fitting a thermostat, is to blank off a portion of the radiator from the back with a piece of stout three-ply wood faced with felt, and secured with three or four small bolts passing through the radiator honeycomb. When blanking off in this way it is necessary to cover a larger portion of the radiator than when working from the front, but there is

the advantage that rough and ready methods will suffice, as whatever is used for the blanking off is out of sight under the bonnet.

#### Stubby Gear Levers Coming In.

**H**OW many imitators will there be of the little stumpy gear lever which was first featured on the Riley Brooklands model and which was to be seen on three M.G. models and the 1½-litre Invicta at the Show?

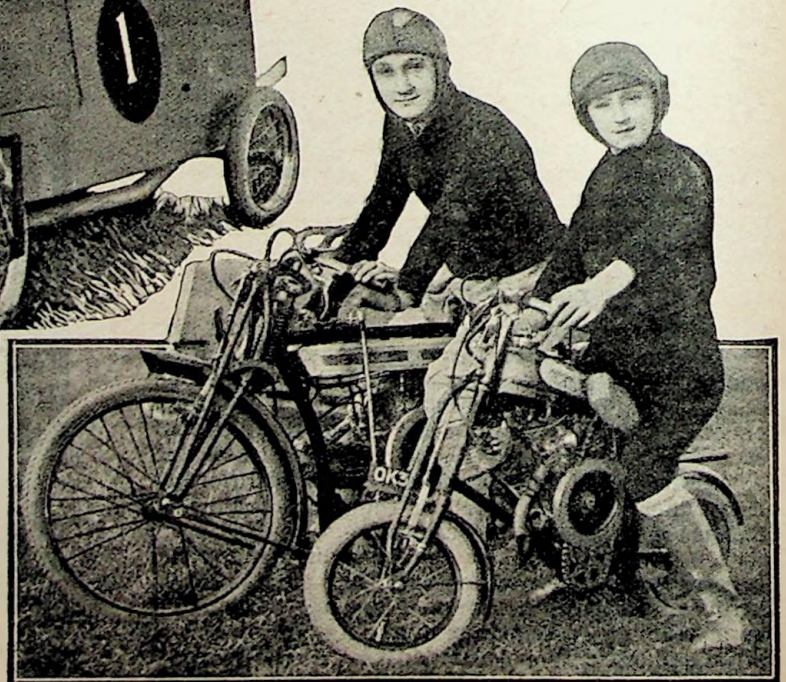
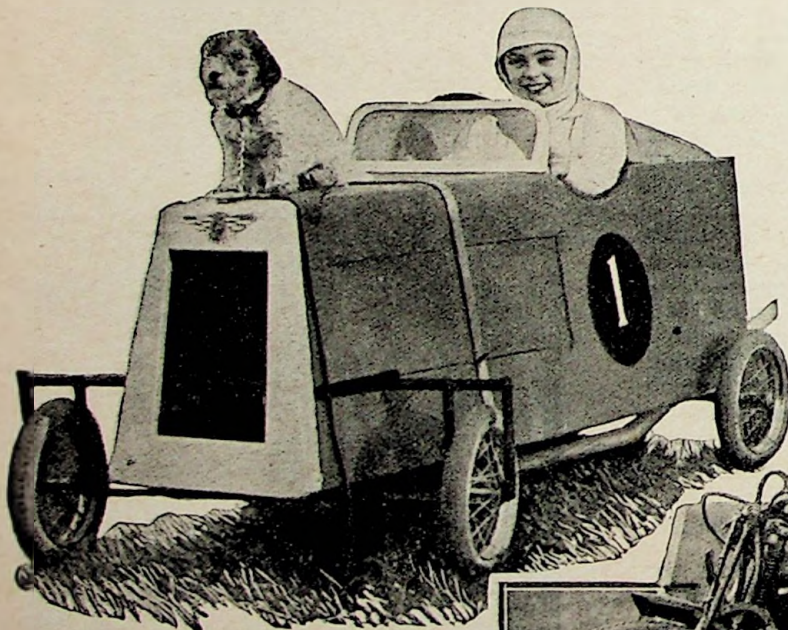
This notion of extending the gearbox lid backwards and so removing the need for a very long gear lever has a great deal in its favour. In my experience it gives much more accurate control over the gearbox than one has with the usual long lever, it allows quicker changes to be made, and by cutting down the leverage it reduces the likelihood of serious damage being done to the gearbox by an unpractised hand.

#### An American Idea.

**T**HE long, spindly gear lever came to us, of course, from America, and most of us were very glad to welcome it. Certainly it was a great improvement on the old short levers which were very hard to reach. I think, however, that its hey-day has passed.

The gear lever of the future will be more in keeping with the present-day tendency towards studying the real or imaginary requirements of the salesman's despair and designer's nightmare—women drivers.

Perhaps the pre-selective idea with a baby lever on the wheel will enjoy a big following in years to come. Certainly it has a great deal in its favour, not the least of its advantages being that the driver can use the near-side door for entering or leaving the car.



The three sons of Cyril Pullin, proprietor of the "George and Dragon," Baldock, and winner of the 1914 Motorcycle T.T., have machines of their own which their father has built for them Raymond, aged 13, rides a cut-down Douglas, Pat, aged 7½, a converted Fairy cycle, and Leslie, aged 10, a cyclecar built largely of Ner-a-car components. The boys, of course, cannot use their machines on public roads yet.



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

# AUSTIN 7 Breaks Six International Records in Class H

*Brooklands, October 31, 1931*

DRIVERS: MR. LEON CUSHMAN, MR. L. P. DRISCOLL.

200 Kilometres	-	90.73 m.p.h.
200 Miles	- - -	90.78 m.p.h.
3 Hours	- - -	90.38 m.p.h.
500 Kilometres	-	89.61 m.p.h.
500 Miles	- - -	90.11 m.p.h.
6 Hours	- - -	90.12 m.p.h.

Total distance covered in six hours—540 miles 1,286 yards.

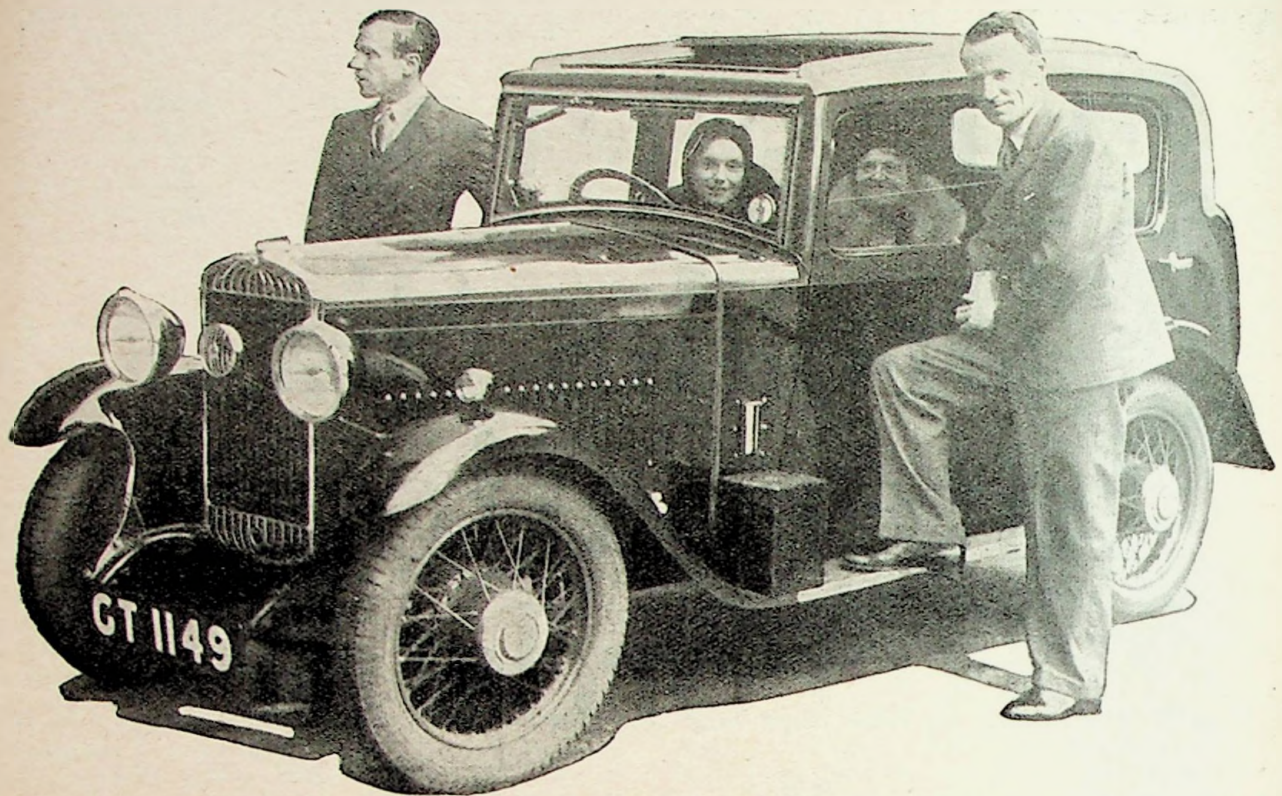
*(Subject to official confirmation).*

The record-breaking car has a side-by-side valve engine, similar in design to that of the standard Austin Seven you buy.

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## Famous Triumph enthusiasts

Air Commodore Kingsford-Smith—hero of the recent gallant attempt to lower the Australia-England Record—is an enthusiastic Triumph owner. He examined with critical impartiality the various small chassis available before announcing that the Triumph was “as perfect a mechanical job as I have yet seen . . . . . and its economical and

reliable running is unsurpassed.”

He then brought along his companion in many world-famous flights, Flight-Lieutenant Ulm, who also chose a Triumph above all others.

Air Commodore Kingsford-Smith is shown above, just after landing in England, with Mr. Mollison, the holder of the Australia-England record.

# TRIUMPH

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

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

**The New Government.**  
A HEALTHY feature of the newly elected House of Commons is that it contains more men than ever before with a ripe understanding of motorists and their affairs; further, it appears to be less overwhelmed by the chauffeur-driven back-seat critic type of car owner than any previous Parliament. There is now a useful number of young men in Westminster who cannot remember the horse age and to whom the *Punch* attitude towards motoring is almost entirely meaningless; let us hope that before long they will be occupying important positions. Motoring has suffered severely in the past from the antiquity of our legislators, and as they pass so will our lot improve.

It is a big task which lies ahead of the new Government—as big and as hard as John Citizen's task of making both ends meet. When it has control of the nation's urgent problems it will be soon enough to state the motorist's special case for sympathetic treatment. We shall ask the Government then to make a drastic reduction in the petrol tax and to satisfy the many grievances inseparable from the h.p. tax. To this latter consideration no previous Government has given thought other than that of a purely money-grabbing character. We hope that the present House will realize that taxes on transport are taxes on prosperity. But let the new Government first get the country back to work, then will be the time to plead our cause.

### Retrograde "Advances."

WITH the coming of winter many motorists have found that several of the so-called advances in car design and appearance which have been introduced of late are far less beneficial than they appeared in the warmer days of summer. Detachable starting handles provide an excellent case in point. Every experienced motorist knows that starting handles must be used from time to time, particularly in winter. There are many 1931 and 1932 models on which finding the starting handle and clearing it for action is a lengthy and irritating business. Another illustration of where progress has been in the wrong direction is the typical present-day windscreen. In foggy weather, when snow is falling, or when intense cold causes frost to form on the glass, current patterns which

cannot be adjusted to give uninterrupted vision are dangerous and entirely unsatisfactory. In the important matter of the position of the driver's seat and the length and height of the bonnet, all who drive much in winter will agree that design has made leeway of late. No doubt a high bonnet and a low roof give "looks" to a car, but they make driving very much harder in bad weather than it used to be. It might well be argued that

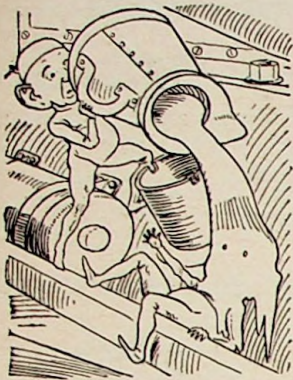
commercial-vehicle manufacturers have pursued a wiser policy than private-car makers during the past few years. They have not allowed exterior appearances to take precedence over convenience and safety, and they have obtained the maximum body space on the chassis whilst ensuring for the driver a commanding view of the road.

### Big "Four" or Small "Six"?

DURING the 1932 season public opinion will definitely be sounded as to its preference for the small six-cylinder engine or an engine of the same capacity but having only four cylinders. The present leaning towards small six-cylinder engines follows the craze for sixes which has been evident in the large-car world. On most counts the four-cylinder has it; there are fewer parts to maintain, fewer parts to adjust, and fewer parts to go wrong, whilst, of equal importance, the tax, capacity for capacity, is lower. The four-cylinder unit has a further advantage; it has more "punch" for the difficulties attendant on the design of a really efficient cheap six have not been completely surmounted.

All that is left, then, in favour of the "six" is its more even torque and superior smoothness; the question which naturally arises is whether or not this warrants the elaboration and expense of two extra cylinders, with their accompanying complication. A few years ago the four-cylinder 1,500 c.c. engine was more popular than it is to-day, and most contemporary examples had a performance which, in the light of ruling conditions, was very good indeed. It cannot be denied that, with the rapid advances which have been made, there is now a unique opening for a car having all the attributes of the modern 1½-litre six but with a four-cylinder unit of the same capacity.





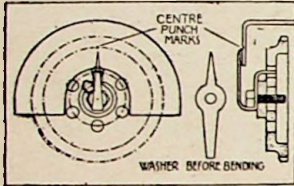
# IDEAS



*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 prefer: 5s or a sparking plug.*

## Timing Singer Engines.

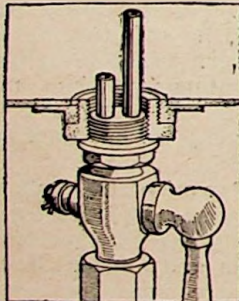
**T**HE timing marks on the Singer Junior engine are made on the flywheel, the position indicated being T.D.C. of Nos. 1 and 4 pistons. To check the valve or ignition setting it is necessary to remove the floorboards and the clutch cover-plate—a quite easy job, but one which can be avoided by making the simple timing indicator shown in the sketch. It will be seen that a pointer, which serves also as a tab washer for locking the timing sprocket stud, is bent



up to register with a centre-punch dot made in the pressed-steel chain cover. When assembling the device for the first time it is necessary to set the T.D.C. piston position very accurately before marking off the pointer position, as it must be remembered that the chance of error in the exact crank angle is magnified when working off the camshaft sprocket because this revolves at half engine speed. For all ordinary purposes, however, such as when resetting the valve timing after the head has been refitted, the pointer device will be found to work well.

## A Two-way Tap Improvement.

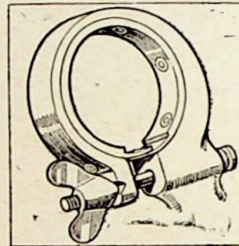
**I**N many cars the reserve petrol supply is controlled by a two-way tap having the fuel outlets at different levels. In some cases the main supply is through a tube which stands up two inches or so in the tank, whilst the reserve petrol flows through a hole drilled in the tap body, flush with the face. If the tap is screwed into a socket in a manner which allows a small sump to be formed in the tank dirt will collect in the sump and choke the reserve fuel outlet. The trouble can be overcome by enlarging the hole in the tap body and soldering into it a short length of tube, thus bringing the fuel outlet point just above the level of the tank floor. It should be noted that taps are available in which this improvement is incorporated.



When a tap becomes choked it is best to try to clear it from within the tank, either by blowing through the filler orifice or by probing with a wire; disconnecting the petrol pipe at the carburettor and blowing through it into the tank will probably clear the obstruction, but this will remain in the tank ready to give further trouble some other time,

## Relining Smith Shock Absorbers.

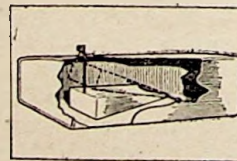
**O**WNERS of cars with Smith shock absorbers do not always realize that relining is quite a simple matter to any practical motorist. The new linings can be purchased quite cheaply from the makers, Frank Smith and Co. (Elland), Ltd., Huddersfield Road, Elland, the cost being 9s. 6d. for a set of four for the "S" size and 11s. 6d. in the case of the "M" size. The procedure consists simply of removing and dismantling the shock absorbers, taking out the old linings and re-fixing the new with a special glue supplied by the makers; in addition, one rivet is used for each lining. The latter, incident-



ally, are of an improved type which require no lubrication, so that it is important, especially in the case of older types of shock absorbers which had to be lubricated, to remove all traces of grease or oil. Anyone who is handy with tools will find the job very straightforward, especially as full instructions are supplied with each set of linings. For those who have not the facilities for doing the work themselves the makers undertake to recondition the shock absorbers at 14s. 6d. a pair for the "S" size and 17s. 6d. a pair for the "M" size.

## Carrying Reserve Petrol.

**A** CLEVER idea invented by one of his correspondents has been supplied to us by our contributor "Focus." The idea, which is illustrated in the accompanying sketch, shows a method of trapping a reserve supply of petrol in the tank without the aid of a special tap and with the certainty that when the tank is refilled the driver will be quite sure that his reserve supply is automatically replenished. Inside the tank a wedge-shaped receptacle, hinged at its apex, is fixed.



This contains about half a gallon of spirit and, apart from a little spillage which would no doubt occur when cornering, this supply remains intact after the main tank has run dry. To bring his reserve supply into use the driver unscrews the petrol filler cap and pulls up the chain, which tips up the container and pours the spirit which it holds into the main tank. The container is, of course, automatically refilled when the tank is replenished.

Although not submitted for this feature, the reader who sent the tip to "Focus" has had a sparking plug sent to him with the Editor's compliments.

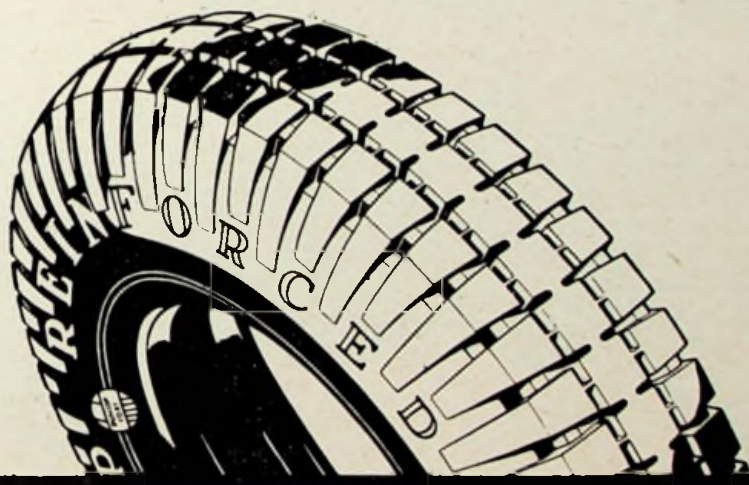


# TRUE ECONOMY—

## Buy

## good tyres

# DUNLOP FORT



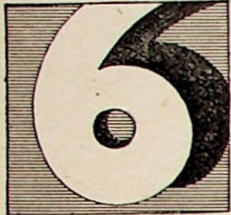
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## COST LESS PER MILE

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# EVERY WOLSELEY IS A "6.4.2"



## CYLINDER ENGINE

Wolseley make nothing but 6-cylinder engines, and the smoothness, flexibility, and rapid acceleration of the Hornet 6-cylinder was, and still is, something entirely unique.



## SPEED GEARBOX

Wolseley Models, from the Hornet 4-door Saloon to the Models de Luxe, have this year a 4-speed gearbox. The silent third gear will make driving still more exhilarating for the Hornet owner. (The Hornet 3-speed cars, however, will still be available for those who require them).

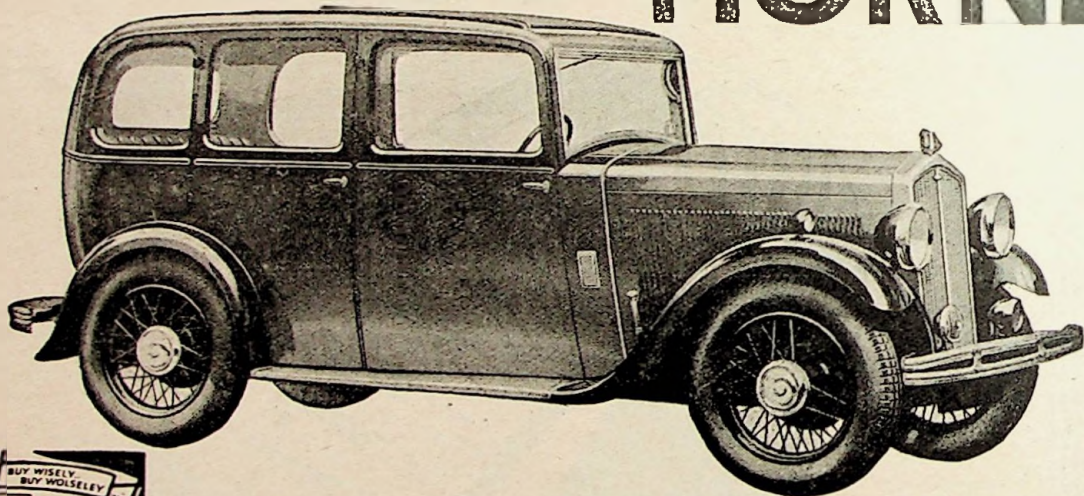


## YEARS GUARANTEE

This comprehensive guarantee over a period of 2 years is really our own tribute to our own workmanship—but for your benefit!

*And now there is a*  
**SUPER-SIZE BODY.....**  
*on the famous*

# HORNET



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The above "6.4.2" features are themselves sufficiently intriguing. But an even bigger attraction is *this*. In addition, for 1932 a super-size body has been added, making the Hornet unbelievably commodious and comfortable.

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Governing Director: Sir W. R. Morris, Bt.

# The WOLSELEY HORNET

Dorland

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



## TECHNICAL ASPECTS

# MIXTURE CONTROL SNAGS

## Extra-air Valves can be Useful but Need Careful Handling—How Not to Save Petrol

By

L. MANTELL

A WEEK or two ago a correspondent was good enough to invite my opinion as to whether there was any technical objection to the use of extra air and variable jet devices for purposes of fuel economy. As the virtues of these and similar aids to reduced consumption are the subject of constant inquiry I will endeavour to analyse their effects upon performance and running costs.

First, as regards extra air devices: If the carburetter is quite correctly set the addition of extra air is rarely of any use. A well-adjusted carburetter meters just enough petrol and sprays it with just the correct volume and velocity of air to function properly. It is true that the addition of a little extra air may slightly improve the m.p.g. in some cases, but if the mixture is already down to its safe minimum the slightest additional weakening will almost certainly cause exhaust valve burning unless the ignition is simultaneously advanced to correct the flame lag induced by the air dilution.

Naturally, of course, the success of so doing depends, in turn, upon the detonative tendency of the engine. If the advancement induces knocking and if reversion to the original timing causes flatness on opening out even when warmed up, probably accompanied by an occasional backfire in the carburetter, one may safely assume that there is "nothing doing."

The foregoing, however, assumes a correctly adjusted carburetter, but if the mixture is a trifle rich extra air is a decided virtue providing one does not object to the trouble of constant manipulation and prefers the addition of an extra-air valve to having the carburetter properly tuned.

THE correct handling of an extra-air valve, by the way, is not quite so easy as some people imagine, for if the air supply is too lavish exhaust valve burning will result just as surely as in the case of a fixed setting that gives too weak a mixture.

I have, in fact, traced many cases of valve trouble to extra-air devices, and am very chary, therefore, of recommending them. Most amateurs are unaware of the risks attendant upon lean mixtures; a little petrol saving may certainly be gained from them, but this is not to much purpose if burnt valves result.

Reducing the mixture at the jet instead of by an extra-air admission is another method, and if provided by the carburetter makers is quite a good scheme, but this provision is generally made with another objective, namely, strengthening up from a limit leanness rather than reducing below the thinnest

workable mixture. Its intention is to enable the driver, by a temporary increase in richness, to get away quickly from cold and then reduce down again when the engine temperature permits.

Some carburetter makers provide this arrangement as standard, but others take the view that so-called "adjustment" from the driver's seat can generally be more correctly described as "maladjustment," for that is what happens in an inexperienced or forgetful driver's hand. There is much to be said on either side; I am quite sure that mixture adjustment arrangements could be usefully and intelligently used by the great majority of the readers of *The Light Car and Cyclecar*, because the very fact of their being readers is a tolerable guarantee that they take a reasonable interest in what is going on under the bonnet. I do not think, however, that they are in the majority. Statistics show, in fact, that drivers who "understand" their cars only form a very small proportion of the great mass of motorists, and carburetter makers, like the rest of the trade, must cater for the majority.

The same line of reasoning must, I fear, apply to all precision instruments of any technical complication that spend their lives in the hands of the untutored multitude. A certain amount of refined efficiency *must* be sacrificed to simplicity of manipulation.

THE best advice, therefore, that I can offer to the owners of cars unprovided with dashboard mixture adjustments is:—If you want to obtain the last ounce of efficiency from your engine first of all have the carburetter tuned to the utmost power and flexibility; this, by the way, will mean a slightly more wasteful mixture than that which will give a good general performance when warmed up, but not the absolute maximum. Then have an extra-air device fitted and set so that the maximum opening when hot will only just show a falling off in power—not to the obtrusively weak spitting-back stage, for that is asking for burnt valves, but just noticeably short of the maximum.

This will enable both workable extremes to be obtained, but it will, of course, involve a little trouble and care in the handling, and is therefore not to be recommended unless one is prepared to bestow this attention.

The extra air should not be used until the engine is hot enough comfortably to

take it. The device should be one in which the final cut-off is by a valve of poppet design, and not of the sliding-sleeve pattern, which may tend to leak eventually and cause starting and slow-running troubles. Care must be taken to close the valve when idling is required or it will cause stalling; one must see also that it is always closed when the engine is at rest for otherwise forgetfulness may lead to much waste of electrical "juices" in trying to start again with it open.

In my humble opinion "tap twiddling" of this kind is a nuisance, and the fuel saving effected is not worth the bother, but—there it is for those who think otherwise.

DISMISS the idea of adjustable jets.

In the old days when carburetter design was simpler than it is to-day the replacing of fixed jets by patent adjustable ones was sometimes possible, but nowadays the spraying members of first-class carburetters, although perhaps simple to outward appearance, are of specific shape for certain reasons, and it is most inadvisable to interfere with them. Do not assume either that your idling mixture is necessarily too rich if you find that the engine speeds up a little on opening the extra-air valve slightly. Nearly all engines will do this, but it does not indicate too large a pilot unless there is evidence of hunting when the air valve is in the closed position.

The certain guide to a correct slow running mixture is nice even idling.

Do not be misled either by advertisements of gadgets which purport to effect consumption improvements by breaking up the fuel particles by mechanical means. The usual practice is to recommend the fitting of these devices and the simultaneous reduction of the main jet by one or perhaps two sizes.

In many cases which one meets the quite natural effect of this is to improve the consumption and thus satisfy the advertised claims, but what the vendors forget to mention is that if the jet in such cases were to be reduced one or two sizes *without* fitting the device at all the consumption would be reduced just the same. They work on the assumption that a fair proportion of carburetters are a little too heavily adjusted and will stand a jet reduction—which is, in fact, the case.

I have tested many devices which work on the mixture-whirling principle, and in each case I have actually found a slight loss when fairly tested. Try smaller mains or larger chokes by all means—your carburetter will often benefit thereby—but keep your guineas for consumption-reducing gadgets of proved and demonstrable merit.

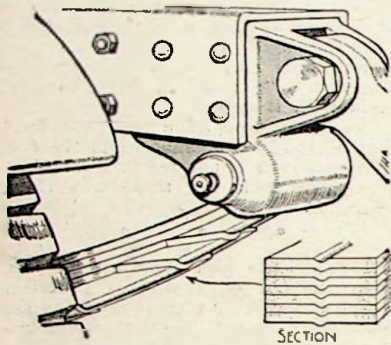


# WHAT THE "HEAVY"

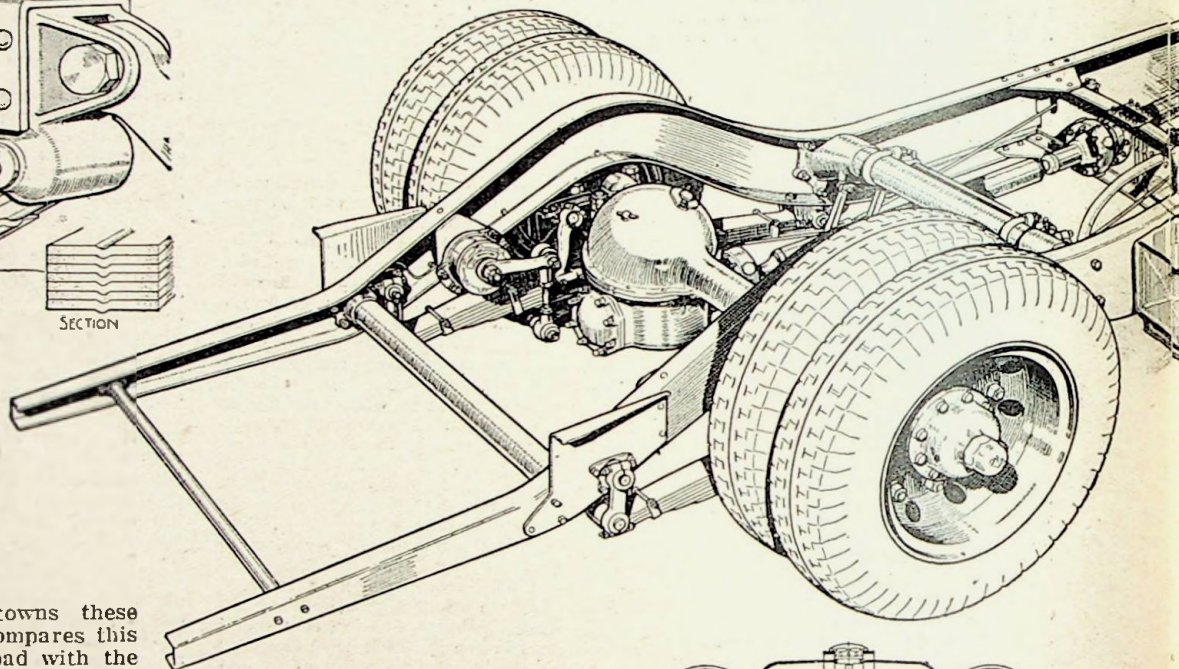
THE resources of Sir William Morris know no bounds. He entered the motor industry with the famous "Oxfords" and "Cowleys"—motorcars which have sold in larger quantities in this country than any other of a similar type; but of recent years Sir William's activities have branched out in other directions, and the latest production—and the largest—to bear this famous name is to be seen at the Commercial Motor Show at Olympia this week.

It is known as the Imperial and has been designed to take double-deck bus bodies of the type so

Small Commercial Vans are Very Like Light Cars in Chassis Layout but the Large Vehicles Embody Many Remarkable and Very Interesting Features of Design



(Above) On the Braby trailer the spring leaves have ridges which obviate the need for spring clips.



familiar in big towns these days. When one compares this leviathan of the road with the modest little £100 Minor one gains some impression of the vastness of the Morris organization.

No enthusiastic car owner should miss the "Commercial" Show, because at it can be seen some very fine designs in which price has been a secondary consideration to efficiency.

Many of the chassis on exhibition are of novel design; some, for example have front-wheel drive, whilst others are built on the lines of the latest Wolseley Hornet and have their engines mounted well forward to give increased body space and even chassis loading.

The majority of the exhibits consist of large chassis for coaches and buses, also for lorries, but there is an even greater number of light delivery vehicles than in former years. For example, the Austin Seven and Twelve-Six models are shown as vans. The new Hillman Minx has been developed as a 6-cwt. van, whilst the makers of the James motorcycles produce a handy three-wheeler for 5-cwt. loads. Another popular light car which is seen as a

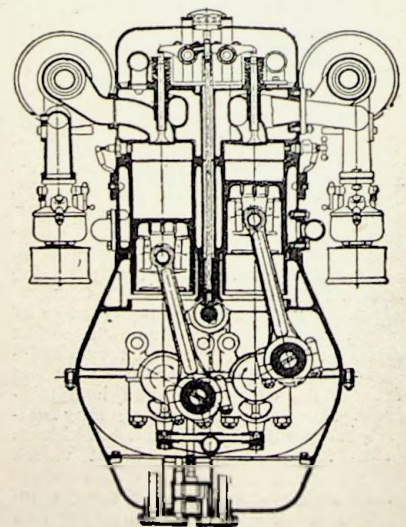
small commercial vehicle is the Jowett, and examples from the Morris range are on view.

A novel and ingenious three-wheeler is produced by the makers of the Raleigh motorcycle. The design of this machine suggests possibilities for a really inexpensive cyclecar. On the Singer stand the smallest model—a 5-cwt. van—corresponds to the well-known Junior light car. An absolute novelty this year is the Derby front-wheel-drive chassis, shown in a form suitable for carrying 10 cwt. The Trojan is yet another light car which gives good service with comparatively large loads.

## 12 Cylinders—250 h.p.

Turning to the question of technical novelty, probably the most striking exhibit is the Henschel bus chassis, which has a 250 h.p. engine with 12 cylinders. This power unit is in reality two engines placed side by side with their crankshafts coupled by herring-bone gears at the front and rear.

The drive passes through a five-speed gearbox—four of the speeds are silent—to the two driving axles. In order to assist the driver, a vacuum-servo device

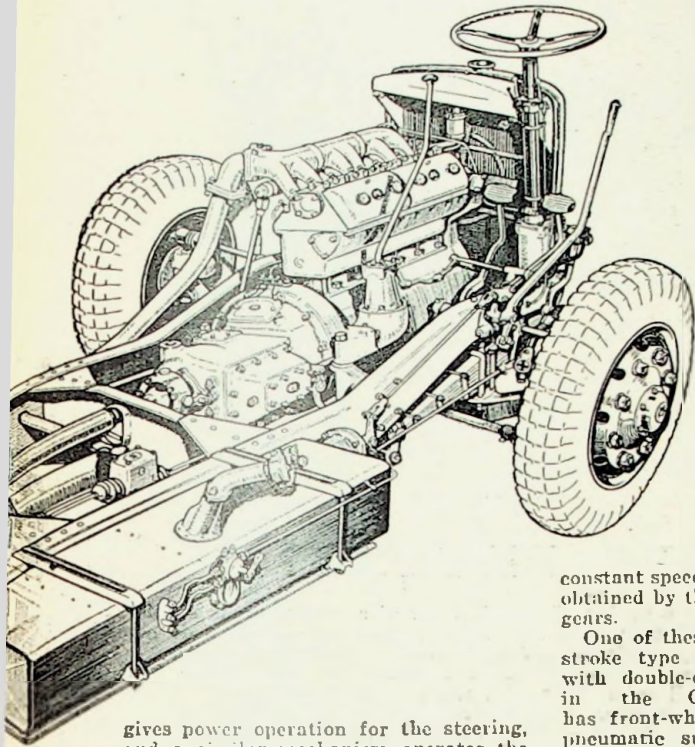


A GERMAN DESIGN.

Cross section of the twelve-cylinder Henschel engine which develops 250 h.p. The two crankshafts are geared together.



# VICKERS" TEACH US



## THE LATEST MORRIS.

The new Imperial Morris coach chassis. The six-cylinder o.h.v. engine has a capacity of 7,698 c.c. and develops 120 b.h.p. at 2,500 r.p.m. The differential casing is offset to allow a lower centre platform in the bus.

gives power operation for the steering, and a similar mechanism operates the six-wheel brakes. In order to gain sufficient manual power, there are two hand-brake levers working progressively.

Another feature of the Show is the magnetic brake servo on the Pagefield six-wheeler. Behind the gearbox is mounted a stationary ring, in which is the winding of a magnet. Close to this ring is another fixed to the rotating universal joint and mounted on springs so that it is free to move forwards to the extent of about ten-thousandths of an inch.

### Electrical Brakes.

When the brake pedal is depressed, current is switched on to the magnet ring, which then attracts the rotating ring. Contact between the two causes the stationary ring to try to revolve; the result is that it exerts a pull of 70 lb. upon a lever on the frame. This multiplies the effort by three, so that there is a 210-lb. pull delivered to the brake gear. The actual strength of this pull can be varied by the operation of a rheostat on the fascia-board, thus giving an adjustable degree of servo action.

One of the dominant features of the Show this year is the large number of oil engines or, as they are more commonly but inaccurately termed, Diesels. Two years ago there were only three of these engines exhibited—and all of foreign manufacture. At this year's exhibition there are no fewer than 15 makes of this form of power unit, of which only two are of foreign origin. It is interesting to note that one of the oil-engined 6-ton lorries shown is actually capable of well over 50 m.p.h.

To drive one of these vehicles is like handling a large edition of a sports car, as the engine is kept at a more or less

constant speed and the road performance obtained by the use of the eight forward gears.

One of these oil engines—of the two-stroke type and having six cylinders with double-opposed pistons—is found in the Gilford chassis, which has front-wheel drive and independent pneumatic suspension to each wheel. There are no axles either fore or aft, and there is no frame in the accepted sense of the word, the body and chassis being built in one.

All the Hardy chassis afford the advantage of being able to drive on all the wheels or through only the wheels at

the rear. This selection is automatic, according to the gear engaged.

Several models are noticed which have the front axle set back behind the engine. This is an extension of the principle employed in some of the new Wolseley Hornets, but in the case of commercial vehicles is done in order to give correct proportionment of the load to comply with legal requirements.

### Box-section Front Axles.

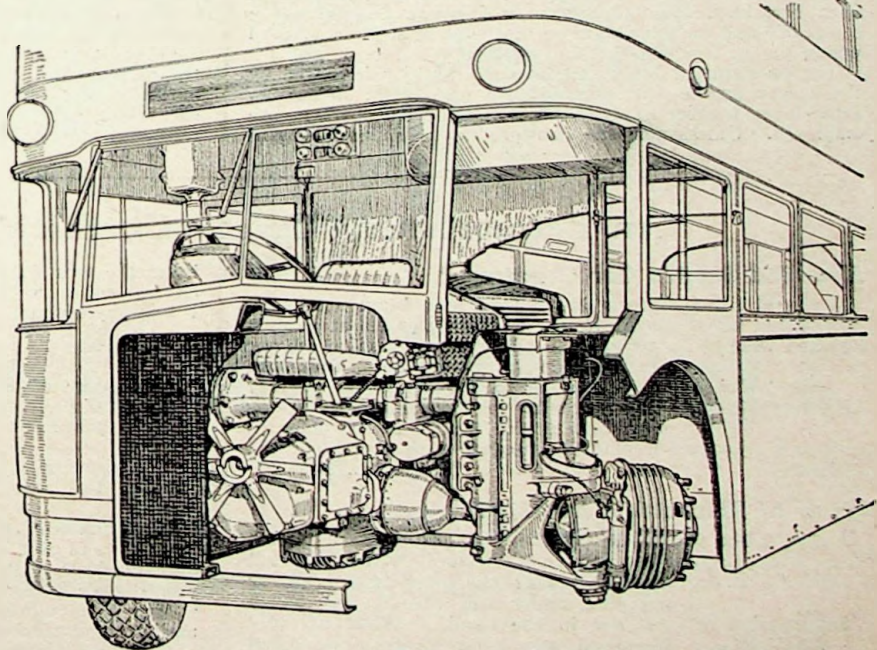
On the Thornycroft double-deckers a special feature is the use of box-section, welded-steel front axles, giving enormous strength.

Another unusual vehicle is the Vickers-Armstrong's cross-country lorry, which has half-tracks both front and rear, whilst the steering is by means of Lockheed hydraulic brakes. To turn a corner the brake is applied according to which of the front tracks will be the inner one on the curve.

The rear tracks are driven by two sprockets mounted centrally one on each side of the frame, the power being taken from a five-speed gearbox. It will be clear that the front and rear caterpillar tracks are separate—hence the term "half-track," as distinct from "full-track," in which continuous tracks pass round all the wheels.

The Exhibition will continue until November 14th, and is open daily from 10 a.m. to 9 p.m. With the exception of the two Saturdays, the admission charge is 2s. until 6 p.m., after which the price is 1s. On the two Saturdays 1s. is charged all day. In addition to the grouped makes there is a collective chassis exhibit of special interest to the technically minded.

A fully illustrated description of the Show is given in the current issue of *The Commercial Motor*.



## A MOST ORIGINAL UNIT.

Perhaps the most unorthodox design at the Show is the new Gilford f.w.d. coach chassis. Each wheel is suspended on an air spring, and the engine is a six-cylinder two-stroke of the opposed type, having two crankshafts and 12 pistons.





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.

## BLOWERS OR BIGGER ENGINES?

I noticed the comments made by Mr. L. Mantell on October 30th headed "Blowers for Touring—I Do Not See the Need for Them," and cannot help thinking that, as in most cases, there are two sides to the question. A larger engine is given as the alternative to a blower, but the increase in engine size will have to be considerable if a competitive performance is to be obtained, and how are we going to house this larger engine without increasing very materially the size and weight of the light car?

### Views of George Eyston.

I am interested up to a point in an increase in maximum speed, but I lay a special stress on improvement in acceleration. "Get by in safety" is my cry. With our congested roads I like to feel that the car I am driving can, with certainty, take advantage of temporary openings in the traffic and make up time on the winding sections of road which are so common in this country.

The acceleration I demand is with difficulty imparted by the larger engine with atmospheric aspiration, unless an ultra large number of cylinders and multi-carburettors are employed. Unless someone can produce a superior engine to the orthodox, the employment of a compressor is simpler and cheaper. I am all against complication, but I do not see my requirements fulfilled with atmospheric pressure.

The simple constructional difficulties which cause Mr. Mantell so much anguish can be met by competent designs in due course. With knowledge it is quite possible to construct light-car engines to cope with the increased stress of running with a blower which, incidentally, overcomes distribution troubles and gives flexibility approaching perfection. So far as the blower mechanism is concerned this can now be made as reliable as the engine and have the same life, whilst the cost in production is not uneconomical, particularly when a filip to sales is obtained.

As to the cost of operation, the car of the future will incorporate features which all tend to give economy; for instance, engines may even dispense with the orthodox carburetter.

In the future, time will be of more value than it is at the present day, and I am thinking that cars will be used on the increase for business purposes—particularly the light car, which will be possessed by nearly everybody when the torque at low revolutions is increased. G. E. T. EYSTON.

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## An Extraordinary Crash—Conflicting Accounts

### How Did Nash's Car Overturn?

I should like to inform Mr. Zulver that I am not at all hazy about the facts of R. G. J. Nash's crash at Wembley, and were he in my position and able to examine the car in question he would note that the damage done to the car bears out my impression of the actual crash. I can also inform him that I have numerous witnesses who had a similar impression to myself of the accident.

Is "The Blower" Wrong? HAROLD L. BIGGS.

### Views of Mechanic's Brother.

I should like you to correct the explanation given to Mr. H. L. Biggs in your footnote to his letter. "The Blower" is entirely wrong in saying that the rear wheels were spinning under full throttle as Nash cut out in the bend. What actually happened was that Nash approached the bend "flat," broadsided, and then, seeing he had not enough acceleration to bring his tail right round and was heading for the fence, cut out. This stopped the spin of the rear wheels, making them grip suddenly, thus causing the car to overturn. You can take this as

being the true facts of this case as my brother was riding as mechanic to Mrs. Wisdom, whose car was used, so I was paying particular attention to this run. J.A.B.

### The Artist Supported.

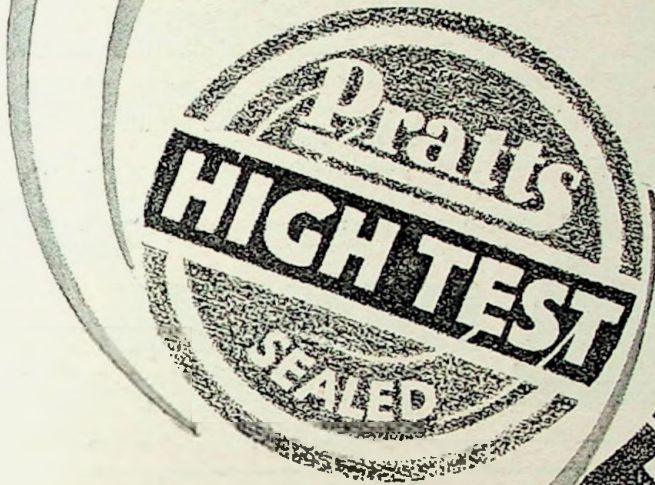
In defence of *The Light Car and Cyclecar* and of the artist who drew the sketch of Nash's crash, I cannot let Mr. Biggs's letter pass unchallenged. If Mr. Biggs had watched the incident carefully he would have noticed that the car finally came to rest with the front wheels pointing to the outside edge of the track, and that, in contradiction to the usual practice, it was tilted inwards and not outwards. The reason for this was adequately dealt with by "The Blower" in the footnote to Mr. Biggs's letter.

May I be allowed to congratulate the artist on a most realistic and accurate impression of a quite unusual skid? H. CRANFIELD.

\*\* In view of the wide difference in the accounts of this remarkable accident, it seems that the true explanation will never be definitely settled; correspondence on the subject is therefore closed.—Ed.



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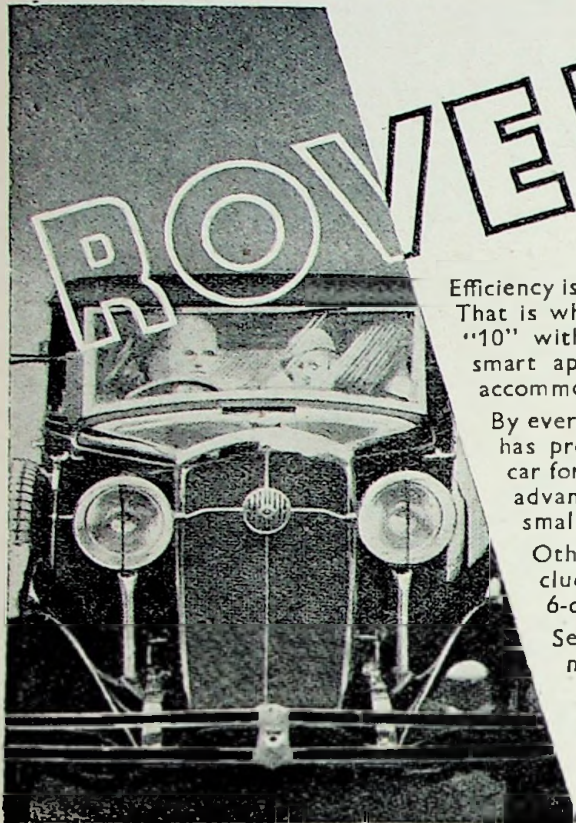
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# The Motor

November 3.

## Leading Features of this week's issue

**FOG PENETRATION.** By a Specialist.  
The Experts' Methods of Safe Driving in Mist and Fog, with an Illustrated Review of Accessories which Aid Drivers.

**THE FUTURE OF THE MOTOR SHOW.**  
Many Sides to Intricate Problems—Suggestions now being considered

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**NOVEL SYNCHRONIZER FOR EASY GEAR CHANGING.**

**RIVER WAYS FOR LONDONERS.**  
Short Autumn Week-end Drives with an Object.

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**INTERESTING COMPARISONS IN DESIGN OF WORLD SPEED RECORD CARS.** Four Cars Illustrated.

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**OUR READERS' OPINIONS (cont'd.)**

**Shock Absorbers Tightened with Speed.**

Apropos Mr. Mantell's remarks about shock absorbers, it may interest him to know that I tried, two years ago, to interest manufacturers in a perfectly simple method of automatically controlling shock absorbers in relation to the speed of the car, but nobody was interested. The idea was to have them slacked right off at slow speeds and gradually tightened up as the speed increased. It worked all right in practice, too.

**Idea Not Taken Up.**

SIMPLE SIMON.

**Petrol Consumption IS Important.**

I really fail to see the point of "Thirsty Jet's" letter. He admits the saving on 10,000 miles with a consumption of 30 m.p.g. as against 40 m.p.g. is only £7, and then goes on to say that much greater savings can be made on tax, tyres, insurance and repairs. Saving on tax means a smaller engine and an automatic saving in consumption. That goes without saying. Personally, I think that most of us in these days consider £7 a lot of money and would be only too pleased to save it on the year. After all, it represents the tax of my Jowett.

**The Annual Saving.**

Admittedly great savings can be made on tyres and general repairs, but even if this is so I can see no reason why a saving on the petrol bill should not be made also.

SAVEALL.

**What Do Trials Drivers Want ?**

I am pleased to see that several of your readers are trying to answer the question "What do trials drivers want?" but I am afraid that I cannot share the enthusiasm of "Frazer-Nash" for the scheme outlined by "Trials Secretary." The Yorkshire Centre of the A.C.U. tried such a scheme, with four groups of about 12 clubs each, and, except in the case of one group, it has proved a dismal failure; hardly any car members have supported those events containing car classes, and the support has been in most cases worse than the ordinary club trial of past seasons.

**Is the Game Dead?**

So far as sporting trials are concerned, the game is dead in this part of the country; there is a certain amount of support from car members for main road trials, but despite plenty of members with sports cars, bedecked with cycle-type mudguards and pip-pip horns, one cannot run an event

for cars of a "rough" nature, as these gentlemen, willing as they are to wear competition number cards and look like racers, will not damage their machines on such hills as Park Rash and Rosedale Chimney. Things may be better in the south, where one has several large one-make clubs, 'The Light Car Club and the Junior Car Club, but here the only support for sporting events comes from motorcyclists.

Is it the lack of events that is keeping budding trials drivers hidden, or the lack of drivers that prevents clubs organizing trials with a car class? W. L. T. WINDER.

**English Drivers Too Silent ?**

I quite agree with "Clackson's" letter on the use of hooters. Having recently carried out a tour in France, I think it might be of interest to mention that in that country

**The Use of the Horn.**

they go to the opposite extreme and sound the loudest possible horns on every possible occasion, sometimes starting 100 metres away from the danger point and keeping the button pressed until they are past. Apparently they take it for granted that there is nothing coming unless they hear a horn. Moreover, French drivers do not hesitate to come two, or even three, abreast round a blind corner at speed if they do not hear a hoot. When touring France, therefore, it is essential to have a loud hooter and to use it.

This is, I think, carrying matters to the opposite extreme, but does, nevertheless, emphasize the use and possibilities of the hooter as a help towards the prevention of accidents.

G. H. WHITAKER.

**Why the Show Attendance Fell.**

In dealing with the reduced attendance figures for the Motor Show you suggest that the reason is that people no longer go merely as sightseers. It is possible that this view is correct, but is it not more likely that

**Parking Difficulties Blamed.**

the reason for the exceptional drop this year is the difficulty which has already been dealt with in your pages, namely, the refusal of the police to allow parking facilities in the adjacent streets?

There are few things more calculated to discourage a keen motorist from visiting any kind of show than the thought that he will have trouble in parking his car while he is there. Of course, there are other ways of getting to Olympia—which is a good thing, or nobody would have gone at all. I suggest that the drop in attendance was caused by the police, and the parties concerned should take the strongest action against this officiousness.

H. L. OLTON.

**A New Hornet on the Road**

Life seemed very black indeed a month or so ago because I wanted a new car which could hop it, and such cars all seemed to cost much fine gold. But then I began to read about the new Wolseley Hornet in

First Impressions *The Light Car and Cyclecar* and one by "Marmaduke." sentence would stick in my memory.

"On the 6½ to 1 ratio," it said, "55 m.p.h. can certainly be reached—and quickly." Years ago there was a popular weekly journal which had a slogan, "If you see it in ———, it is so." Well, I rather regard *The Light Car and Cyclecar* in this way; if it says 55 m.p.h. can certainly be reached you can bet your Sunday pants that it is so. And it did not need the brain of a Senior Wrangler to estimate that if the car would do 55 on the 6½ to 1 third gear its maximum on the 4½ to 1 top would be in the neighbourhood of 70 under favourable conditions.

But what of the price? Hundreds and hundreds I supposed. And then I had a sort of pleasurable tingling down my spine—£198 10s. Where is the snag? was my first thought, and to try to discover it I bided me at speed to the local agent.

A shapely body, fronted by a good-looking radiator which suffered no whit in appearance from being a foot or so farther forward than usual, was my main impression of the exterior. Inside, there seemed to be bags of room, and, having provided myself with a tape, I did a bit of measuring and was shocked to find that from dash to back squab was 13 ins. longer than in my present car, which has a wheelbase of 9 ft. against the Hornet's 7 ft. 6 ins. In every other direction it was an inch or two bigger, which, as I am 6 ft. 2 ins. in height and weigh nearly 14 stone,

was a very decided advantage from my point of view.

On the road shock followed shock. Near my home is a nice hill for trying out the higher gears of a car because it is steeper than it looks. I am used to touring up in third and reaching the top at about 22 m.p.h. The Hornet streaked up at 37 and had to be eased at the summit to turn into the main road, which has a slight up-gradient for about a mile; it is a good light car which will take it at 30.

In third still the Hornet accelerated—30-40-45-50-55, although there was a gusty head wind—and within 100 yards of passing the crest the speedometer marked 60, fair and plain. The instrument may have been a little fast—I do not know, because the difference between 55 and 60 is too slight for most folk to distinguish—but we were certainly going very fast indeed, and yet the engine was perfectly smooth and amazingly quiet. Changing into top the figure 65 soon showed but no more, and the engine could probably not quite give of its best on the high gear under the adverse conditions.

At 60 the driver said he would demonstrate the brakes. I shuddered because the road was wet and looked slippery, but we came quietly to a standstill without sign of skid; hydraulic brakes giving equal pressure all round are evidently "the stuff to give the troops."

A remarkable car, my masters, and if I do not get one it will not be for want of badgering my bank manager. Poor wretch; I wonder if he knows what he is in for?

MARMADUKE.

\* \* A road test of the new Wolseley Hornet appears elsewhere in this issue.—ED.



OUR READERS' OPINIONS (contd.)

**The Angel With—**

"Focus's" reference to the angel with a whitewash pail, in last week's issue, reminds me that about a fortnight ago, when passing along the Great West Road, I saw a couple

—The White-wash Pail.

of men operating a portable spraying plant in order to whiten the kerbs. They were making very quick progress and I should think that this was the method employed on the roads that "Focus" noticed. By the way, may I revive a plea first put forward in your journal, namely, that when fog is about every motorist should whitewash the kerb along the frontage of his own house? It costs little in time and money and is a real boon to fellow motorists.

UNA.

**The L.C.C. Annual Dinner.**

I am an enthusiastic clubman. For many years past I have competed in all types of competitions both on motorcycles and cars. It has always been my view that the annual dinner and prize distribution of any club is one of the most enjoyable functions of the year. Last week a friend asked me to join his party at The Light Car Club's dinner, which, I understand, is due to come off at the Park Lane this week. The only catch in an otherwise smooth programme was that the tickets cost 15s. each. Surely that is a bit steep. The Light Car Club must have amongst its members numbers of folk who, whilst having sporting instincts, are, at the same time, relatively poor. For them 15s. is too much.

The M.C.C. I notice, is charging 10s., and their show is always one of the very best. Surely 10s. is enough for an ordinary club dinner and dance, especially now when money is so tight?

E.A.

\* \* The Light Car Club obviously has to budget for a smaller number of visitors than the M.C.C. and we gather that whereas a lower price was considered, it would have resulted in a bigger loss than that for which allowance is always made.—Ed.

**Do Not Blame the Romans!**

In the article "Blame the Romans" last week it is suggested that the Romans made tortuous tracks across marshy land. The genuine Roman roads were always dead straight,

Why Fen Roads Zig-zag.

although at some points where a road was being driven between towns far apart the road was composed of perfectly straight lines meeting at a slight angle. In other words, where a large distance was to be covered, a point approximately midway between the two terminal points was found, and from this point a dead straight road was made to each terminal.

These roads cut across marshes, streams, and other obstructions, and were well paved, but after the Roman occupation had ceased the Britons did not trouble to repair the roads and in consequence they sank and became useless in places where they crossed marshes. Alternative routes to avoid the soft parts of the marshes had then to be found to take the place of the old road, and these comparatively modern deviations are the ones referred to in the article.

JOHN B. COOKSON.

**Is Pinking Harmful.**

I am more than interested in the issue raised by "A.H.S.," as I came to the conclusion, years ago, that the views then, and still, current regarding pinking and its concomitant,

Reader Thinks Not.

when driving with an open throttle on top gear at low speed, were fundamentally unsound. As a student, I had calculated stresses at high revs. and low revs. and found, as anybody can who cares to take the trouble, that the former were much higher than the latter, and that the possibility of damaging the engine by slow running was a myth.

When the General motorbuses began to give audible evidence of the views of the L.G.O.C. on the matter, I imagined that it would not be long before this particular bogey was laid, and I am surprised that it is only now that a motorist has raised the matter. I have no connection with either the L.G.O.C. or the A.E.C., but I know them as having extremely competent engineers, who make the most complete research into all matters pertaining to the running of their engines.

B38

The only possible line along which their position could be assailed would be on the ground that their engines were essentially different from those of private touring cars. This, however, can hardly be maintained, for their design tends to approximate more closely, as time goes on, to the light car engine.

STEAM ENGINE.

**"Too Fond of Swank."**

The craze for mascots and emblems on cars really seems to be going to rather ridiculous lengths these days. Why should it be assumed that no sports car can go quickly

The Craze for Mascots.

without a not inconsiderable number of badges, speed nymphs and wings? Mascots having wings especially offend me; they seem to be so utterly useless.

They do not and cannot make a large saloon look "sporty" and often look too stupid for words. Only yesterday I saw a very ordinary family saloon, for which the makers themselves do not claim anything in the way of speed, which had (a) large wings on the radiator, (b) equally large wings under the Boyce thermometer and (c) wings on the A.A. badge. These three sets of wings, all of varying design, just clashed with one another and ruined the appearance of the car. I do hope that the craze will soon die out, but fear that it will not, for, as a race, we are too fond of swank.

WINGLESS.

**CONDENSED CORRESPONDENCE.**

"Hub-Nut" complains of delay in getting delivery of a Morris Family Eight which, he states, he ordered five weeks ago. "Having received such good service from Morris Motors in the past," he writes, "it is all the more disappointing to be let down in this way."

**ASKED AND ANSWERED.**

M.S. (Bradford).—The correct gap for the contact breaker points of a magneto is .012 in., whilst the sparking plug gaps can be set at anything between .018 in. and .025 in.

O.D. (Caterham).—No, it is not in order for you to drive without a horn and give audible warning merely by shouting, as the law stipulates that motorcars and cycles must carry "an instrument."

S.A. (London, S.E.10).—The spring leaves on your Austin Twelve-Six are interleaved with zinc, which saves the need for lubrication. From this point of view, therefore, there would be no point in your fitting gaiters. They would, however, protect the leaves from mud and water.

B.S. (Trowbridge).—The fact that your engine refuses to tick over and is very difficult to start, but runs quite satisfactorily under normal conditions and pulls well, suggests a choked pilot jet in the carburetter or an air leak. Should this not prove to be the case, we advise you to clean and adjust the plugs. Finally, if the trouble is not cured, test the magneto to make sure that it produces a good spark at low speeds.

A.V.N. (Brentford).—The Sandford three-wheeler has never been sold in large numbers in this country, so that you might have to wait rather a long time if you wish to pick up one second-hand. Furthermore, the make is not, so far as we know, represented in this country, and you would have to obtain spare parts from the French factory, the address of which is G. Sandford et Cie, 72, Avenue des Ternes, Paris, France.

P.O. (Purley).—In view of the fact that your oil consumption is 1,000 m.p.g., we should not think that there is anything seriously wrong with your piston rings and cylinder bores, and we should imagine that the trouble you are having with the sparking plugs is due to an unduly rich mixture. Were oil the cause of the trouble the points would have a distinctly oily appearance, whereas we note that you use the word "sooty" in connection with them; this certainly bears out our theory.

J.S. (Watford).—It is quite normal for a certain amount of oily vapour to escape from the two ventilators in the overhead camshaft cover of your 1928 Singer Junior, but if the quantity of vapour expelled is excessive it is possible that the piston rings are faulty and are allowing the gases to blow past the rings and into the crankcase, whence, of course, it finds its way out of the breathers. Should you be troubled with the fumes finding their way into the car, we advise you to stop up the existing breathers and fit a fairly large diameter copper pipe (say, 1/2 in.) to the cover, the open end of the pipe being led to some point under the car where the draught will carry the fumes away.



# SPORTS JOTTINGS

By  
THE BLOWER

I HAVE had several letters from people interested in my plot for a big Rally next year, with varying suggestions for an ideal finishing point. They are all unanimous on one point, however, and that is that the thing be made stiff—as distinct from a main-road run at an incredibly dull average speed.

My idea is to reproduce something in this country quite as arduous as the Monte Carlo event by mapping out set routes to be followed from the different starting points. The idea would be to offer courses which would be a real challenge to a good driver to cover even at an average speed of quite modest proportions.

There should be no difficulty in finding excellent routes, no matter from which quarter of the country competitors started. To simplify organization it might be a good idea to have, say, five starting points: for instance, Land's End, John o' Groat's, London, Edinburgh and Liverpool. The Land's End people would be required to follow a route through the best the Cotswolds and Wales can offer. The John o' Groat's contingent would be taken through the right parts of Scotland, the Lakes and the Peak; from London the course might go through the Chilterns, north to the Peak and westwards into Wales, and the Edinburgh and Liverpool bands would follow a course through the Lakes and Wales. Everybody would converge on the finish having covered more or less equal mileages of more or less equal severity.

One correspondent—Mr. A. C. Fairlough—suggests Minehead as the finish, with a hill-climb up the toll road at Porlock, hired, stolen or borrowed for the occasion!

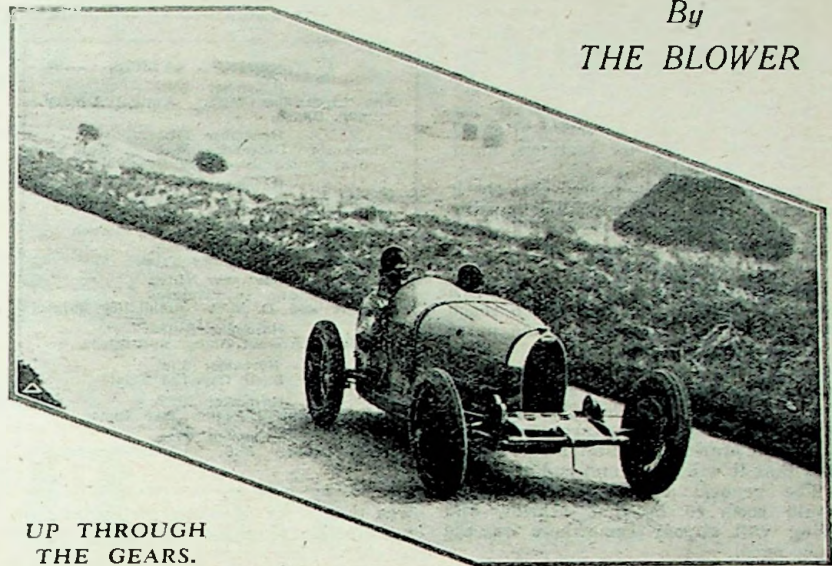
I have an idea that any locality chosen as the finish of such a big event would go to some considerable lengths to provide a hill for a climb and a stretch of road for an acceleration, braking and flexibility test.

Such a Rally would seem to have distinct possibilities as a means of motorear propaganda all over the country, as for several days Rally cars would be passing through all the big towns in the country, creating not a little interest among the multitude.

BY the way, the picture published on these pages in a recent issue of a Morgan rushing up Blacker Mill in the M.C.C. Sporting Trial was not of G. C. Harris, as stated in our caption, but of H. Laird. My apologies to the gentlemen concerned.

MY note in last week's "Jottings" on round-the-houses racing and its popularity on the Continent has set me thinking what tremendous fun it would be if something of the sort could be staged in this country. Of course, I realize that we have nowhere quite so ideal as Monte Carlo, where the Monaco Grand Prix is run each year, but we ought to be able to produce a course comparable in general outlay, so to speak, and one has no doubt that somebody would if the law were not such a "hass" in matters of this kind.

No enthusiast would find it very hard to imagine a very nice little race being held at Brighton, down the Marine Parade one way, round the



UP THROUGH  
THE GEARS.

Speed trials: a photographic impression of that exhilarating dash up the course, when awards are won or lost by precision in gear-changing.

## Thoughts on a British Rally—Why Not a Round-the-houses Race in England?—An Inland "Southport" Course—The Inter-Varsity Trial—Lord Ridley's Record

hairpin at the end and back up the Madeira Drive. Torquay also might be mapped out into an excellent course, and I expect several of my readers know of similar resorts with beautiful circuits simply asking to be used. Imagine the attraction such a race would be to any town!

THE International Sporting Club, of Monte Carlo, has sent me a few copies of the regulations and programme of the Monte Carlo Rally, so that if anyone wishing to compete would like a copy, I will be pleased (on receipt of the postage!) to forward one.

GRASS-TRACK racing for cars—an exciting pastime—may be in the forefront of southern sport next year if plans now being made by the Three Counties Speedway mature. The moving spirit behind this enterprise is a Mr. J. T. Tanfield, who has been running a motorcycle grass track with great success at Ashwell, between Royston and Baldock, and the scheme is to provide a course 1½ miles in length with the shape of an elongated hour glass. The course would thus be similar to that at Southport or Skegness, in which a lap consists of an outward run, the rounding of a pylon and the return run. The difference at Ashwell would be that instead of the outward and homeward runs being dead straight they would be slightly curved.

The course is to be laid out on downland ideally suited for the purpose, and there is a great deal of local enthu-

siasm for the scheme. The Cambridge University Club sees in the projected track a fine venue for their speed trials, and I understand that a number of enthusiasts from in and round London have expressed a great interest in the idea. It is a fact, of course, that there is nowhere in the south nowadays where one can go fast except at Brooklands, which is a rather costly spot from the point of view of most people.

There is no intention at Ashwell to surface the track, nor is there any need to do so. I went over the site last Sunday with Mr. Tanfield and Cyril Pullin, and the smooth close-clipped grass on well-drained land provides a splendid natural surface and is remarkably free from bumps. An idea of its nature can be gained from the fact that the motorcycle course, which has been used this summer, although less than a quarter-mile round, has been lapped at 40 m.p.h.

Cyril Pullin, by the way, is running the "George and Dragon" at Baldock nowadays, and is making an excellent job of it. Always a popular personality at Brooklands, most of the track folk get down to see him there and his hotel has become an accepted stopping place for everyone in motoring sport when they use the North Road.

THAT exciting event, the Inter-University Reliability Trial, is scheduled to take place in the Chilterns once more on Saturday, November 14th. The course will be very similar to last year's (i.e., pretty fierce), and will include



Alms, Maiden's Grove, Shillingridge Wood and Kimble Lane, of abominable memory. The start will be from Marlow and the finish at Tring.

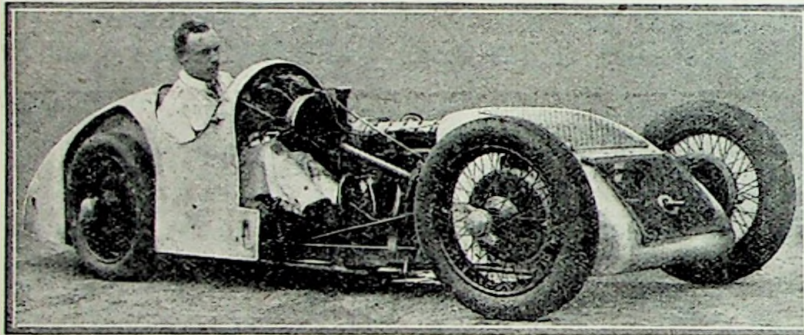
This event will be a tonic for despairing trials' secretaries, who, in the light of meagre support for their own events, would like to see real enthusiasts doing their best to ruin good motorcars on as sporting a course as it is possible to get in the London district. The ecstatic joy of the university men careering at speed over Kimble Lane, for instance, must be seen to be believed.

When the mud-bespattered cars check in at the "Rose and Crown," Tring, the tired finishers may well say, "This was a trial."

Since writing the above I am thrown into confusion by reports which reach me from sundry sources. Some agree that the start of this trial will be Marlow, as I set forth above. Now come others who say the start will be from Tring. A third party has also appeared saying that both the start and finish will be at Marlow. I now await claimants that it will begin and end at Tring.

The general consensus of opinion would seem to be that Marlow and Tring will appear somewhere on the route card.

Cambridge, by the way, being last year's victors, at present hold the spoils—the trophy presented by our associated journal, *Motor Cycling*. This trophy is only for competition among those in *stat. pup.*, but there is a special award for those competitors



no longer illuminating the universities by the distinction of their presence.

Entries must be in by November 7th, and forms may be had from Mr. A. L. Jones, Jesus College, Oxford, or Mr. H. L. S. Sikes, Trinity, Cambridge.

ON Wednesday, October 28th, Viscount Ridley pushed up his own record for the flying kilometre in Class H (750 c.c.) from 105.42 m.p.h. to 105.92 m.p.h. Unfortunately, just after taking the record, and while he was careering past the Vickers works in the reverse direction of the track, travelling at over 100 m.p.h. towards the Byfleet Banking, the Ridley Special got out of control and crashed through the fencing just beyond the lap scorers' box. Lord Ridley, fortunately, was not seriously injured, and is rapidly recovering, but judging from the photograph reproduced on this page, the car will want extensive rebuilding. I hear that the bodywork took the full shock of the smash, and that the chassis is not too badly crumpled.

B40

THE fate of the Irish Grand Prix still appears to be hanging in the balance. It will be remembered that the two days' racing this year in Phoenix Park, Dublin, showed a considerable loss, and I believe the position

FORTHCOMING EVENTS.	
November 6th.	The Light Car Club. Annual Dinner and Dance.
November 7th.	Manchester University M.C. Run to Watch the Stockport Scramble.
November 8th.	Enfield and D. M.C. Reliability Trial.
November 9th.	C.S.M.A. Annual Dinner and Dance.
November 14th.	Inter-Varsity Reliability Trial.
November 15th.	Veterans' Run to Brighton.
November 15th.	Harrow and D. M.C. Reliability Trial.
November 20th.	B.A.R.C. Annual Dinner and Dance.
November 21st.	"Sunbac." Shell Cup Car Trial.
November 28th.	M.C.C. Annual Dinner and Dance.
December 12th.	N.W. London M.C. London-Gloucestor Trial.

was that, if an adequate guarantee was not forthcoming for 1932, the races would be abandoned.

A letter I have just received from the secretary of the Royal Irish Automobile Club—who are, of course, responsible for the promotion and organization of the race—states that the matter is still under consideration. An announcement is expected shortly.

## CLUB ITEMS

### "SUNBAC."

The Shell Cup Car Trial has been postponed until November 21st, to avoid clashing with the R.A.C. London to Brighton run for veteran cars (November 15th). Regulations are now available from the general secretary, Mr. J. D. Woodhouse, 10, Warwick Chambers, Corporation Street, Birmingham. The annual general meeting will be held on December 15th.

### HARROW AND D. M.C.

The Hales-Finch Cup Trial will be held on November 15th, open to the following clubs—Harrow, Uxbridge, Willeaden, Wembley, Watlington and Chalfonts.

Full particulars are available from the hon. secretary, Mr. W. J. Lake, 192, Vaughan Road, Harrow.

### BERKHAMSTED AND D. M.C.

The annual dinner and dance will be held on Wednesday, November 25th, at Buck's Restaurant, Watford, at 7.30 p.m. During the evening the club's own film of its events will be shown and concert artists have been engaged. Tickets, at 10s. 6d. each, can be obtained from Mr. A. Paul, 57, Nether Street, N. Finchley, London, N.12.

### CARSHALTON M.C.C.

An extraordinary general meeting will be held on Thursday, November 19th, at the Greyhound Hotel, Carshalton, at 8 p.m. The subject to be discussed is the club's policy regarding grass-track racing.

The following officers have been elected for 1932:—President, Mr. G. M. Cook; hon. secretary, Mr. H. E. R. Polden, 83, Beverlons Road, Thornton Heath, Surrey; hon. treasurer, W. Petzold; hon. trials secretary, D. G. Atlington; hon. social secretary, F. Dyer; committee, S. H. Dolman and C. Walters; hon. auditor, F. L. Dodridge.

### M.C.C.

November 28th is the date of the annual dinner and dance, which will be held at the Connaught Rooms, Great Queen Street, London, W.C.2, at 7 p.m., with the president in the chair.

After-dinner speaking will be limited to one speech, so that there will be a long evening for dancing.

Tickets are priced at 10s. Parties of eight may reserve tables if early application is made and club members may invite as many guests as they wish.

Tickets are available from Mr. J. F. Crundall, 236a, Lancaster Road, London, W.11.

### BEFORE— AND AFTER.

(Left) Viscount Ridley warming up his Ridley Special before taking the flying kilometre record in Class H at 105.92 m.p.h. (Below) The wrecked car which crashed just after the attempt. Lord Ridley was fortunately not seriously injured.





An astounding performance

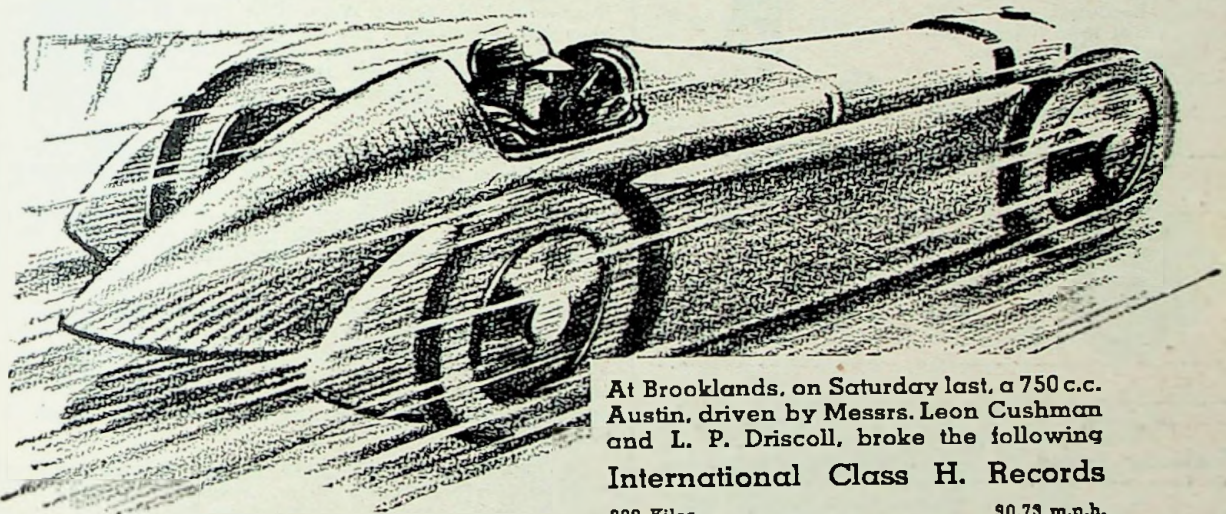
**500 Miles**

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**AUSTIN SEVEN**

at an average speed of

**90.11 m.p.h.**



At Brooklands, on Saturday last, a 750 c.c. Austin, driven by Messrs. Leon Cushman and L. P. Driscoll, broke the following International Class H. Records

200 Kilos	. . . . .	90.73 m.p.h.
200 Miles	. . . . .	90.78 m.p.h.
3 Hours	. . . . .	90.38 m.p.h.
500 Kilos	. . . . .	89.61 m.p.h.
500 Miles	. . . . .	90.11 m.p.h.
6 Hours	. . . . .	90.12 m.p.h.

(Subject to confirmation).

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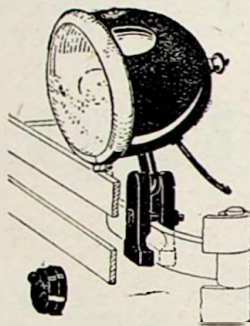
are essential to quick and easy starting in cold weather. Warm, cosy covers which protect the radiator against frost. Made to measure from hard-wearing leather cloth, lined thick felt. Roll up front curtain permits of heat regulation.

No. R2/24 .. from 11/9 each  
Combined Radiator and  
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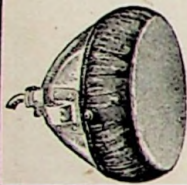
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No. L3/57. Black or Black and Nickel .. each 21/-  
No. L3/58. Black and Chromium, each 23/6



### OILSKIN FOG SCREENS



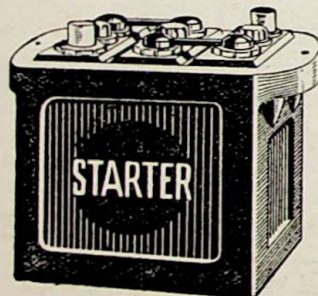
Fit snugly and securely over front of lamp, being held in position by elastic bands.

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“Duco”  
Radiator Lamp.  
All brass and absolutely reliable.  
Burns paraffin.



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## AROUND THE TRADE

A special display of Bianchi cars is being held by Ernest Osborne, Ltd., 17-18, Rathbone Place, Oxford Street, London, W.1.

G.W.B. Electric Furnaces, Ltd., North Road, Holloway, London, N.7, have issued a new leaflet dealing with Eternite case-hardening compound.

Owing to an unfortunate error, the price of the two-level petrol tap specially made for Austin Sevens by Rotherham and Sons, Ltd., of Coventry, was given as 15s. in a reply to a correspondent last week. The correct figure, of course, is 5s.

Edmunds, Walker and Co., Ltd., 6, Newman Street, London, W.1, have completed arrangements for the distribution of B.H.B. pistons for replacement purposes. A full list of replacement models and prices is given in a catalogue issued by this concern.

“Oil and the Car” is the title of a booklet just issued by Price's Patent Candle Co., Ltd., Battersen, London, S.W.11. It contains useful hints on lubrication, and is illustrated with clear sketches, whilst details of the various grades of Price's oils and a recommendation chart are included.

Garage and service station proprietors should note that Tecalemit, Ltd., Great West Road, Brentford, Middlesex, have just introduced a new combination pressure gauge and inflator connection for air lines. It is known as the Tecalemit Aircontrol, and those interested should write to the makers for full particulars.

A new supply and service depot on very modern lines has just been opened at the Central Goods Yard, Reading, for the distribution of Regent Empire motor spirits. In accordance with the policy of the producers, Trinidad Leaseholds, Ltd., only British labour and materials have been used in the construction of this depot.

Substantial price reductions are announced by Lissen, Ltd., Lissenium Works, Worples Road, Isleworth, Middlesex, in connection with their Lissen car and motorcycle batteries. As an example of the new prices, the cost of models suitable for Morris Minors and Austin Sevens are £2 12s. 6d. and £2 8s. 6d. respectively, the old prices being £3 2s. 6d. and £3.

The directors of the Ever Ready Company (Great Britain), Ltd., Hercules Place, Holloway, London, N.7, have declared an interim dividend for the half-year ended September 30th, 1931, at the rate of 10 per cent. per annum on the preference shares and 10 per cent. actual on the ordinary shares, both payable on November 30th, 1931, to shareholders registered on that date. Transfer books will be closed from November 20th to November 30th inclusive.

In “The Triplex Tribune,” a leaflet issued periodically by the Triplex Safety Glass Co., Ltd., details are given of some striking tests carried out with the latest examples of Triplex bullet-proof glass. The most severe was when eight bullets from a .45 calibre revolver at a distance of 15 ft. were fired at one spot in a corner of a sheet of this glass; the first seven bullets merely “mushroomed” against the pane without penetrating, and it took the eighth to go through!

Two new and attractive catalogues have just been issued by Oldham and Son, Ltd., Denton, Manchester. The first gives details of replacement batteries for all types of car; important price reductions are shown, a replacement battery for a Morris Minor, for example, now costing £2 10s., as opposed to the old price of £3 3s. The other catalogue is of interest mainly to the trade, as it deals with battery service equipment, giving details of such items as volt meters, battery testers, connector-bar moulds, lead-pouring ladles, battery steamers and so forth. Copies of either catalogue can be obtained on request.

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



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USED  
CARS**

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	1930 85		
	1929 65	Rover 10's - 1931	140
Morris Minors 1931	100		1930 120
	1930 85		1929 110
	1929 65	Standard 9's 1931	150
Riley 9's - - 1931	220		1930 120
	1930 165		1929 90
	1929 135	Triumphs - 1931	140
Singers - - - 1931	120		1930 110
	1930 100		1929 85

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Make of Car or Motorcycle.	Date of Manufacture.	Type or Model.
Type of Body.	General Condition.	Owner's Estimate of Value. £ : :

NAME .....  
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PLEASE WRITE IN PENCIL.  
L.C. 6/11/31

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



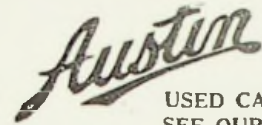
# 4 POINTS IN YOUR FAVOUR

1931 JOWETT Black Prince, fabric saloon, black and green, splendid condition ...	£110
1930 M.O. Midget, sports coupe, sunshine roof, cycle wings, large sump, black ...	£129
1931 RILEY 8, Monaco saloon, mileage small, black and red, as new. Taxed ...	£198
1931 SINGER Junior, coachbuilt saloon, sunshine roof, black and red, as new ...	£110
1931 WOLSELEY Hornet, coachbuilt saloon, large body, sunshine roof, maroon ...	£129
1931 STANDARD Big Nine, fabric saloon, black and red, positively as new ...	£139
1930 ROVER 10, Riviera fabric saloon, wire wheels, sunshine roof, like new ...	£110
1930 STANDARD 8, Teignmouth fabric saloon, blue and cream, good tyres, smart ...	£105
1929 RILEY 8, Monaco Mark III saloon, genuinely in beautiful condition ...	£110
1931 TRIUMPH Super 7, de luxe tourer, duo tone grey, small mileage, as new ...	£98
1930 JOWETT Black Prince, fabric saloon, black and green, equal to new. Taxed ...	£95
1930 MORRIS Minor, "Arrow" sports coupe, one of the prettiest cars on road ...	£89
1929 ROVER 10, sportsman's coupe, sunshine roof, wire wheels, black and red ...	£95
1930 TRIUMPH Super 7, de luxe fabric saloon, blue and grey, exceptionally clean	£82
1930 MORRIS Minor, fabric saloon, dark blue, very good tyres, A1 condition ...	£69
1929 ROVER 10, fabric saloon, sunshine roof, clock, speedo, leather, etc., smart ...	£89
1930 MORRIS Minor, tourer, all-weather equipment, good tyres, dark blue ...	£59
1929 SWIFT 10, de luxe fabric saloon, wire wheels, duo tone brown and maroon ...	£78
1929 TRIUMPH Super 7, de luxe 3-seater, repainted black and red, very smart ...	£59
1929 MORRIS Minor, fabric saloon, dark blue, almost new tyres, very smart ...	£55

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Your protection and assurance of Satisfaction.
- ★ **18 MONTHS TO PAY**  
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Existing Insurance can be transferred.
- ★ **GENEROUS ALLOWANCE**  
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It will pay you to call and inspect our range of over 50 high-grade Used Cars, or to send for detailed bargain list. Every car carries a guarantee and has been reconditioned in our works (if necessary). Wherever you live we can supply you, and will gladly send any car up to 50 miles for absolutely non-obligatory trial run.

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USED CARS  
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ADVTs. UNDER AUSTIN HEADING  
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LTD.

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



"We're Fluxite and Solder. The Reliable pair, Famous for Soldering—Known everywhere! We travel all roads from End to end—All motorists know US—We're their best friend."

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

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

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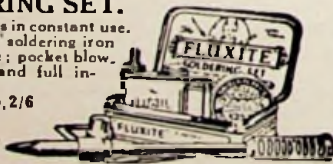
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COMPLETE 7/6 or LAMP only, 2/6

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Hardening Tools and Case Hardening. Ask for Leaflet on improved method.



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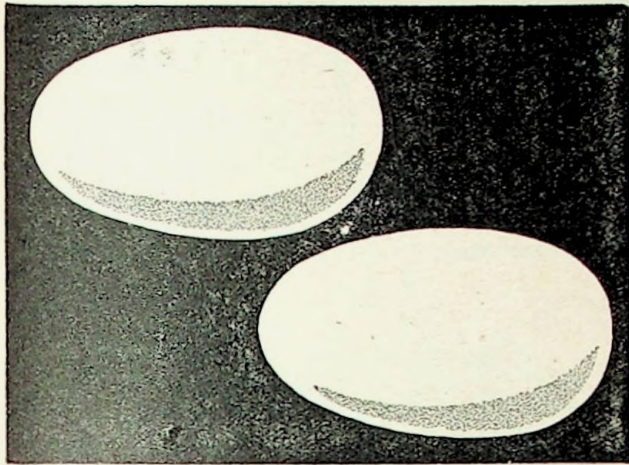
TEMPLE PRESS LTD.  
5-15, Rosebery Avenue, London, E.C.1.

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



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





# Any two eggs look alike . . .

but are they alike? You can only tell by a test. Rowland Smith's service may not *look* different, but when you experience it—when you put it to the test—you at once appreciate that it is very different. You can depend on Rowland Smith's for their integrity, their after-sales service, their genuine interest in every single client. Part Exchange—H.P. Terms—Cars bought for Cash.



Come and see the  
**1932 MODELS**

AUSTIN, B.S.A., M.G.,  
MORRIS, STANDARD,  
at



HEAD OFFICES AND SHOWROOMS:

78, 79, 80, 81, HIGH STREET,  
HAMPSTEAD, LONDON, N.W.3.

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Telegrams:  
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9-8 (including Sa-  
turdays). Sundays,  
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**THE LARGEST LIGHT CAR BUYERS**



**STERLING !!  
OVER PAR !!**

The "£" is worth more  
than a Pound at

**KIRK'S**

Avoid that heavy depreciation  
this winter and the high storage  
charges, by taking advantage of  
the highest

**CREDIT NOTE**

allowance for your CAR or  
MORGAN (any age or type).  
REMEMBER — KIRK'S CREDIT

**DOES NOT  
DEPRECIATE**

PART CASH AND PART CREDIT  
CAN BE ARRANGED IF DESIRED

Perhaps you would prefer to  
make an exchange now for a  
SALOON CAR FOR THE  
WINTER. 150 Models in Stock

**TERMS ARRANGED**

Write for Latest Lists.

**Guaranteed for Three Months**

**22-49, PRAED ST., PADDINGTON, W.2.**

'Phone: Paddington 6049 and 6892.

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

'Phone: North 4784.

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

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



# CONFIDENCE IN WHAT WE SELL UNDER £100

Two hundred cars, nearly all 1929, 1930 and 1931 models, at nearly half the cost of new ones. Every one is guaranteed and offered under our seven days' trial guarantee.

Could anything be fairer? Could anyone offer you better security against disappointment?

Our Credit Terms are adjusted to suit yourself—just choose your car from our illustrated lists—there is no need for you to even fetch it as Benmotors will deliver it to your door anywhere in England, Scotland or Wales (and collect your present car or motorcycle) for only £2 10s. extra.

Fill in below—you will get a definite exchange quotation per return—it will surprise you how easy and safely a deal can be completed through the post at Benmotors.

## SPECIFICATIONS

of illustrated examples on the right.

**89 Pounds. RILEY 12 50, 1928 special Tourer,** detachable wire wheels, excellent tyres—2 spares, morocco leather interior and cellulose finish bodywork wonderfully well kept, full rigid equipment, V screen, excellent hood, superb mechanical condition throughout, specially tuned engine, 4-speed close ratio gears, very fast and attractive, ideal sports giving almost saloon comfort. Choice 4 others.

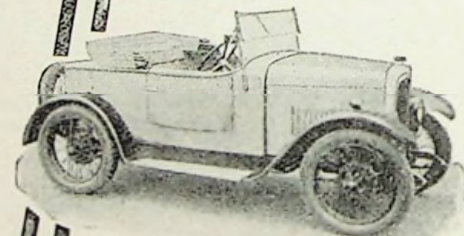
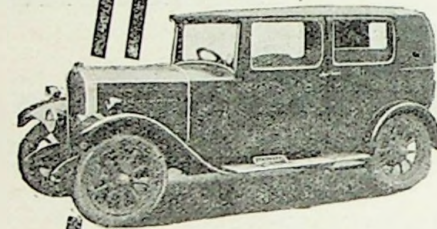
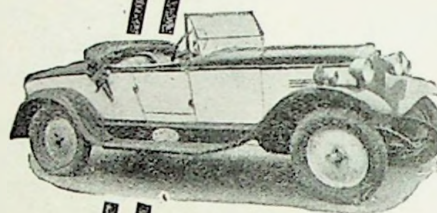
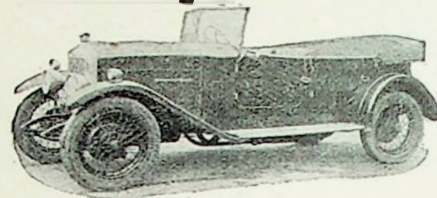
**49 Pounds. ROVER 920, 1927 Sports 2-seater,** dual cellulose finish bodywork, wonderfully well kept, morocco leather interior to match, excellent hood and equipment, three tyres as new—others excellent, clock, wiper, mirror, V screen, all extras, small mileage, luggage grid, shock absorbers, spring gaiters, etc., recently overhauled, exceptionally sound throughout. Choice 9 others.

**79 Pounds. SWIFT 10, 1928-9 4-door, low built fabric Saloon,** real leather interior, wonderfully well kept, adjustable seats, clock, wiper, mirror, luggage grid, Tecalemit chassis lubrication, spring gaiters, £15 worth of extras, small mileage, excellent tyres all round, ideal, economical family saloon. Choice 8 others.

**69 Pounds. TRIUMPH Super 7, 1929 Sports 2-seater,** concealed dickey, wire wheels, excellent tyres, dual finish bodywork original, wonderfully well kept, hydraulic brakes, wiper, spotlight and all extras, really sound throughout, one owner, economical and attractive. Choice 7 others.

Call, if you can, and see nearly 200 all under one roof.

Every car is clearly priced so that you may walk round without being worried to buy. All cars open to A.A. or R.A.C. examination willingly.



# Benmotors

128-130, East Hill, WANDSWORTH, S.W.18  
Phone: Battersea 2425-2426.  
Hours: 9.0-3.0; Saturdays 9.0-7.0

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

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

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



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

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

### REGULATIONS.

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

### NOTICES.

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

### DEPOSIT SYSTEM.

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

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

### CLOSING TIME.

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

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

Meta 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: Pressinus, Holb., London.  
 Cables: "Pressinus," 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. 1923 2-seater, £10, exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 7671. 987-994

A.C.s. See page 22. 987-856

A.C., 1924, super sports 2-seater, aluminium body, disc wheels, well kept and exceptionally fast, £18. Smith, 407 Edgware Rd. 987-33

A.C., 1930, all-aluminium sports 2-seater, one owner since new, exceptional condition, £15. Below.

Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 987-66

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

A.J.S., 1931, 4-door de luxe saloon, sunshade roof, small mileage, has been well kept, taxed, £135. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tele., Streatham. 9520-1. 987-91

A.J.S., 1930 model 2-seater, exceptional condition, has been well kept, price for quick sale £118. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tele., Streatham 9520-1. 987-89

A.J.S., 1931, 2-seater, brand new and unregistered, one only, £159. 19 Beynon Rd., Carshalton. Telephone, Wallington 1917. 987-68

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

F. G. Smith (Motors), Ltd., 169 Shaftesbury Avenue, W.C.2. Temple Bar 3876. 987-191

AMILCAR. £6 deposit, 57 guineas cash. 1927 9hp Grand Sports Burbaissa 2-seater, blue and red, i.w.b., cycle-type wings, very exceptional condition, free insurance to cash buyers; 100 cars in stock, list free. Exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 987-963

AMILCARS. See page 22. 987-857

AMILCAR saloon, 1927, 9hp, taxed, excellent condition, £35; terms. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 987-84

ASHTON-EVANS 2-seater and dickey, perfect runner, 11hp, 25. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 987-223

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

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

AUSTIN, 1929 chummy, licensed, splendid condition, £45; 1927 Austin Cup, fast, excellent condition, £35; exchange motorcycle. Tippett, 37 Arlington Rd., Surbiton. Phone, Elmbridge 1274. 987-n333

AUSTIN 7, 1926 tonner, rigid all-weather, equipment, good tyres, re-coachfurnished, licensed, £24. Below.

AUSTIN 7, 1927 tonner, excellent condition throughout, licensed, £34; two others, £30. Below.

AUSTIN 7, 1928 tonner, good tyres, splendid condition, licensed, insured, £38; also 1929, £45. Below.

AUSTIN 7, 1928 Gordon Cup 2-seater sports, good tyres, taxed, £42; another, £37; exchanges, terms. Norington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 987-941

AUSTIN 7, chummy, 1925, £22 10s. A.Z. Motors, 180 West End Lane. Hampstead 0523. 987-924

AUSTIN 1929 7hp Mulliner sports 2-seater, engine specially tuned, very fast, wonderful acceleration, 4 practically new tyres, taxed, bargain, £55; exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2182, 1688. 987-919

AUSTIN 7, 1930 fabric saloon, on first tyres, excellent condition, £70. 13 Northumberland Alley, E.C.3. 987-n188

AUSTIN 7 for sale, 1928 tonner, excellent condition, fully equipped, taxed, bargain, £40. 25 Upper Elms Rd. Aldershot. 987-n314

AUSTIN 7s. Taylors, of Kingston, offer the following:-

1930 Wydor saloon, £67 10s.

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

1928 chummy, taxed year, £40, and selection of several others.

Taylors, 135 London Rd., Kingston. Kingston 1264. zzz-698

AUSTIN 7, 1932 coachbuilt saloon, moderate mileage, as new, written guarantee, unique deferred terms, £105. 516-523 Streatham High Rd., S.W.16. Phone, Pollards 4444. 987-876

AUSTIN 7 1/1 1929 special 2-seater sports, large exhaust pipe, coil ignition, 36 guineas. S. D. O. Taylor and Co., Ltd., 6 Kendrick Place, near South Kensington Station. Kensington 8965. 987-855

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



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

**AUSTIN 7 sports, 1928.** In good condition, excellent engine, new tyres, 60 m.p.g. What offers? Perry, 72 Cross Oak Rd., Berkhamsted. 987-n252

**AUSTIN 7, 1930,** supercharged Hartwell Special, engine recently overhauled, pretty body, low and streamlined, recellulosed black throughout; offers invited. Frazer Nash Cars, London Rd., Isleworth. Hounslow 3171-2. 222-723

**AUSTIN 7, 1929,** Wydor saloon, in exceptionally nice condition, taxed, £47 10s., or exchange. 339a Goldhawk Rd., W.6. Riverside 5113. 987-913

**AUSTIN, 1926,** tourer, good tyres, fully equipped, taxed, a bargain for £30 cash, terms of exchange. Hackford Motors, 182 Acre Lane, Brixton. Phone 3062. 987-904

**AUSTIN, 1930,** Ulster model, genuine Brooklands job, very fast, guarantee 70 m.p.h., specially tuned engine, 95 guineas; cash, terms of exchange. Hackford Motors, Ltd., 182 Acre Lane, Brixton. Phone 3062. 987-905

**AUSTIN 7, 1929,** saloon, good condition, £70. Taxed.

1931 Austin 7 coachbuilt saloon, as new, £85. Taxed. Stuart and Co., 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 987-899

**AUSTIN.** Mebes and Mebes, Ltd. (Est. 1893), for used cars of higher grade, offer:—

**AUSTIN, 1929,** 7hp Swallow saloon, 2 tones maroon, leather upholstery, extras, taxed, nice condition, £75, A.A. examination of guarantee; deferred and exchange. 144 Gt. Portland St., W.1. Museum 4244-5. 987-898

**AUSTIN, 1926,** 7hp tourer, luggage grid, good tyres, side screens, very good condition, engine recently overhauled, £30; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 987-896

**AUSTIN 7s.** £2 deposit only!!! See our large selection of genuine end-of-season bargains; easy terms and exchanges. Call and see us. Carlton Garage, 79 Carlton Vale, Edgware Rd. 987-885

**AUSTIN 7.** £92 10s. 1931 (April) Dart 2-seater, leather upholstery, as new, only 4,000 miles, must sell, no reasonable offer refused. 89 East Hill, Wandsworth. 987-889

**AUSTIN 7, 1931,** sun saloon, taxed year, exceptionally good condition, £85. Taylors, 135 London Rd., Kingston. Kingston 1264. zzz-743

**AUSTIN 7s,** tourers from £25, 2-seaters from £35, coachbuilt and fabric saloons from £40. Twenty Austin 7s always on view. H. Glover-Motors, 3-5 Chelverton Rd. Putney 7134. (Open Sunday Morning.) 987-890

**AUSTIN 7.** Harry Nash. 1930 Gordon England Stadium, metal body, cream and black, guaranteed mileage 6,000, cost £150, accept £77 10s., taxed, deferred. 348 King St., Hammersmith. 987-894

**AUSTIN 7.** Harry Nash. 1931 supercharged, metal body, black and red, small mileage, magnificent condition, £125; deferred. 348 King St., Hammersmith. 987-892

**AUSTIN 7, 1929,** tourer, maroon and black, small mileage, trial, £47. Peaslake Garage, Peaslake, near Guildford. 987-n343

**AUSTIN 7 tourer,** late 1927, excellent condition, taxed and insured. Chater, Burma Mews, Burma Rd., Green Lanes, N.16. £30. 987-n340

**AUSTIN 7, 1924,** £8, running order. Brightwell, 120 Whyke Rd., Chichester. 987-n342

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

£9 deposit, 88 guineas cash. 1931 model coachbuilt saloon, opal blue, small mileage, practically new, free insurance to cash buyers. Below.  
£7 deposit, 68 guineas cash. 1930 sports 2-seater, blue, one owner, very small mileage, practically brand new, free insurance to cash buyers. Below.

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

£4 deposit, 42 guineas cash. Late 1928 Gordon England Cup, silver and black, very good condition, taxed, free insurance to cash buyers. Below.

£4 deposit, 39 guineas cash. 1928 Mulliner fabric saloon, blue, very good condition, free insurance to cash buyers. Below.

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

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

Rowland Smith, 78-81 High St., Hampstead. Open all week-days, including Saturdays, 9-8, Sundays 9-1. One minute Hampstead Tube. Phone, Hampstead 6041-6. 987-964

**AUSTIN 7, £47 10s.,** 1928, chummy, taxed and insured, tyres as new, several extras, bargain; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 987-951

**AUSTIN 7, 1929-30** coachbuilt saloon, sliding roof, first-class condition, chromium plating, Triplex glass, just recellulosed dark blue, bumpers, electric wiper, taxed, £65. Asbys, 22 Albert Embankment, S.E.11. 987-m706

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

**AUSTIN 7, 1927** saloon, excellent condition, interior lighting, clock, dashlight, etc., £35. Taylor, 12 Ada St., Plaistow Grove, West Ham, E.15. 987-n48

**AUSTIN 7.** Ruffell's Motors for Austin 7s.  
1929 Wydor saloon, black, faultless condition, very attractive, taxed December, £55.

1928 Gordon England saloon, recently overhauled, very nice condition throughout, £47 10s.

1928 Gordon England Cup sports 2-seater, small mileage, one owner, condition as new, £42 10s.

1928-9 4-seater, blue, new tyres, all-weather equipment, the whole car in new condition throughout, mileage 9,500, £42 10s.

1928 4-seater, blue, 4 new tyres, full equipment, exceptionally clean, £37.

1926 4-seater, carefully used, very nice condition, full equipment, £26.

1924-5 4-seater, new hood, super-tuned engine, engineer owned, in 1928 condition, £19.

Exchanges, hire-purchase. Open Sundays 10.30 to 1.30, week-days 9 to 8. Ruffell's Motors, 97a White Hart Lane, Barnes, S.W.13. Phone Prospect 5549. 987-997

**AUSTIN 7 1928** saloon, £48, no deposit, exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 7671. 987-991

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

**AUSTIN 7 1929** Mulliner coupe, £60. Below.

**AUSTIN 7 1927** tourer, taxed, £35. Below.

**AUSTIN 7 1925** tourer, taxed, £20, no deposit, exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 7671. 987-992

**AUSTINS.** Newnhams always have an excellent selection of Austins available. Few examples below but full list on request.

1931 series 7hp coachbuilt saloon, brown, moderate mileage, £79.

1930 7hp Wydor sliding-roof saloon, blue, perfect little car, £69.

1929 7hp Swallow sports saloon, green and grey, faultless order, £65.

1929 7hp chummy, maroon, one owner and very attractive, £45.

1928 7hp coachbuilt saloon, blue, smart appearance and excellent mechanically, £44.

1927 7hp chummy, blue, good appearance and general condition, £29.

1926 7hp fabric saloon, maroon, sound order, to clear £22

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 987-966

**AUSTINS.** See page 22. 987-858

**AUSTIN 7, 1925,** tourer, numerous extras, all new tyres, new hood, excellent condition, taxed, £28 10s. 46 Ravenswood Rd., Balham. 987-n357

**AUSTIN.** Ulster, 1930, unsupercharged, extra racing wings, petrol gauge, dash thermometer, will lap Brooklands 72 m.p.h., 4 awards this season, Double-Twelve, Relay, Mountain, engine overhauled by Austins since last raced, paint and general condition excellent, £115. Marriage, 75 Moorgate, E.C.1. 987-n355

**AUSTIN 7, £40,** 1929 Wydor fabric saloon, complete equipment, excellent condition. 86 Acre Lane, Brixton. Phone 3401. 987-n363

**AUSTIN.** F.O.C.I.L 1928 Gordon England Cup. Ricardo head, specially tuned, chromium, very fast, exceptional condition, 36 guineas; free list. F.O.C.I.L., Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 987-2

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

Paul and Co., 114 Gt. Portland St. Museum 4117. 987-105

**AUSTIN 7 1925** tourer, excellent mechanical condition, 20 guineas. Below.

**AUSTIN 7 1929** Wydor fabric saloon, excellent condition, taxed, 50 guineas; deferred, cycles in part. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 6489. 987-109

**AUSTIN, 1928** Taylor special sports, 49 guineas. Below.

1929 Austin 7 sports, £59. Below.

1930 Austin 7 4-seater, guaranteed, 65 guineas; exchanges, deferred. Elite Motors, 959 Garratt Lane, Tooling Broadway, Wimbledon 2925. 987-184

**AUSTIN 7, 1931** (September, 1930) saloon, sliding roof, taxed, excellent condition, £88. Below.

1930 Austin 7 Ulster supercharged 2-seater, amazingly fast, £125. Below.

1929 Austin 7 Stadium 2-seater, taxed, small mileage, £69. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 987-175

**AUSTIN 7** chummy, taxed, insured, recently overhauled and painted, £28. 45 King's Rd., Leytonstone. 987-n384

*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 saloon 1930 Wydor model, finished brown and black, fitted Ewart disc wheels, bumpers, mudfl., etc., taxed year, absolutely equal to new, £69; exchanges considered. H. Bath, 15 Kynance Mews, Gloucester Rd., Kensington, S.W.7. 987-377

AUSTIN 7 tourer, 1929, exceptionally nice car, £45; terms. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 987-83

AUSTIN 7, 1927 coachbuilt saloon, in very nice condition throughout, £37 10s. Lendon Bros., Ltd., 179 South Norwood Hill, South Norwood, S.E.25. Livingstone 1000. 987-189

AUSTIN 7, 1929 Wydor saloon, small mileage, new condition, taxed, £62. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 987-220

AUSTIN 7s. "There's no place like Holmes." Overhauled cars guaranteed to give satisfaction. Easy terms, including insurance, to suit your convenience. 1926 chummy, rigid screen, £30; 1928 tourer, £38; 1929 tourer, £50; 1927 coachbuilt saloon, £35; 1928 Mulliner saloon, blue, a real snip, £50; 1929 (August) Wydor saloon, black and red, one engineer owner, £68; 1929 Wydor saloon, one owner, £65; 1928 Cup sports, £50; 1928 Stadium sports, £68; 1930 sunshine coupe, Triplex, taxed, £68; 1931 coachbuilt saloon, £85; 1931 Mulliner sports, Alta head, £90; exchanges. Herbert W. Holmes, 29 Foley St., St. G. Portland St. Museum 1414. 987-946

AUSTIN 7, £68 10s. 6d. 1929 saloon. South London Car Sales (behind Brixton Palladium), S.W.2. Branch, opposite "Swan," Stockwell, S.W.9. Brixton 6634 or Macaulay 3781. 987-230

AUSTIN chummy, good condition, £18. Palmers, 53 York St., Twickenham. Popesgrove 1454. 987-210

AUSTIN 7, E. A. Cullum, A.M.Inst., B.E. One 1928 Wydor saloon, black, £48 10s.; also one 1928 Austin 7 Mulliner saloon, black, £37 10s.; examination invited. 36 High St., Eton. Phone, Windsor 308. 987-1098

AUSTIN 7, 35 guineas, 1928 fabric saloon, splendid order, good tyres, many extras. Maynards, 241a High Rd., Wood Green. 987-13

AUSTIN 7, 1929 chummy, original tyres, superb condition, many extras, 49 guineas cash, or exchange motorcycle and cash. Box No. 3521, c/o. "The Light Car and Cyclecar." 987-570

AUSTIN 7, 1927 G.E. Cup model, black fabric body and green wings, fitted with special sports hood, five-lamp set, inside mirror, calorimeter, facing hub caps, ghost silencer and 4 very good tyres, in excellent condition, taxed December, £31; also another at £35. Below.

AUSTIN 7, 1929 Mulliner coupe, black fabric body with red wings, engine just overhauled, 3 new tyres, in very nice condition, taxed, £48. Below.

AUSTIN 7, 1927 chummy, original finish Kingfisher blue, 2 new Dunlop tyres, taxed, £29. Earl, 76 Heath St., Hampstead, N.W.3. Open until 1 on Sundays. 987-72

AUSTIN 7, 1929 saloon, coachbuilt, Wydor, lawn colour, 3 months' guarantee, £57 10s.; 1931s from £82. Whitty's, Small Car Specialists. Extensive Selection, 7 The Vale, Acton, W.3. 987-52

AUSTIN, 1929, coupe good condition, £55. G.L.M. Motors, 18 Worple Rd., Wimbledon. Phone 6026. 987-46

AUSTIN 7, 1930, fabric saloon, sunshine roof, taxed and insured, good condition, £68. "Nogueira," Downlands Rd., Parley. 987-367

AUSTIN Swallow 1930 sports saloon, cream and green, equal new, small mileage, £110. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 987-1063

AUSTIN 7 Brooklands, 1927, repainted, overhauled, cycle-type wings, perfect condition throughout, £35; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd., Putney 2728. 987-1070

AUSTIN 7 Avon 2-seater, 1930, special head, spring steering wheel, fish-tail, etc., exceptionally fast car, £65 or near; also 1930 chummy, like new, £65; also 1931 model saloon, as new, £85; any trial; exchanges, deferred terms. Membrey and Co., Ltd., Young's Corner, Hammersmith. Riverside 0740. 987-1073

AUSTIN 7, 1930 and 1931 saloons. Wonderful selection at Premier, all overhauled and guaranteed; free delivery, terms to suit you; write for full bargain list now. Premier Motor Co., Aston Rd., Birmingham. 987-1076

AUSTIN 7 tourers and saloons, ready for the road, insured, taxed, guaranteed 3 months, £30 to £65; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 987-1078

AUSTIN 7, 1929 chummy, blue, exceptional condition throughout, £46. Newhams, Ltd., 164-6 Fulham Palace Rd., W.6. Fulham 0071-2. 987-1091

AUSTIN 7, 1928, 4-seater, taxed, new hood, £32, no offers. 14 Churchill Rd., Edgware. Phone 0862. 987-1062

AUSTIN 7, Brooklands Motor Co., offers Austin 7, 1931 fabric saloon, upholstered in leather, taxed, mileage small, £90.

AUSTIN 7 Swallow saloon, 1930, taxed, exceptional condition throughout, £95; exchanges, deferred. 331 Euston Rd., N.W.1. Museum 3143-4. 987-148

AUSTIN 7, 1930 saloon, taxed, perfect condition throughout, £65; exchanges, deferred. 368 Hornsey Rd., N.19. Archway 3294. 987-209

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

AUSTIN 7 saloon, £32 11s. Late 1927, coachbuilt, new tyres, ball change, taxed year, excellent condition. H. Bath, 15 Kynance Mews, Gloucester Rd., Kensington, S.W.7. 987-x376

AUSTIN 7, 1929 black fabric Wydor saloon, red upholstery, good tyres, very nice condition throughout, taxed, £50; exchanges or deferred. Haskins, 155 Ladbroke Grove, W.10. Park 5541. 987-186

AUSTIN 7, 1928 Cup model, red, very fast, £40. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 987-202

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

AUSTIN 7 1928 saloon, chummy, exceptional condition, £39. Lionel H. Page, 56 South Molton St., W.1. Mayfair 4433. 987-136

AUSTIN, £39, exchanges!!! 1927-28 coachbuilt saloon, in almost new condition throughout, taxed December, a real beauty; also a 1927 saloon, taxed, at £29. Chidley, 579b High Rd., Tottenham. Phone 2820. 987-144

AUSTIN 7 1932 model coachbuilt saloon, dark blue, leather upholstery, mileage 120 on demonstrations, £103. Below.

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

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

1930 (May) Swallow saloon, green-cream, mileage few thousand only, tyres still as new, perfect throughout, £100. Below.

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

1929 wide-door saloon, late delivery, chromium plate, one owner throughout, £50. Below.

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

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

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

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

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

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

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 987-34

AUSTIN 7, 1928-9 saloon, exceptionally nice car, taxed and complete, £45; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 987-95

AUSTIN 7, 1929, chummy 4-seater, in beautiful condition and complete bargain, £55; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 987-96

AUSTIN 7 1931 sunshine saloon, coachbuilt, run 3,000 miles. £87 10s. St. George's Garages, Temple Gdns., Golders Green. Speedwell 2836. 987-92

AUSTIN 7 1929 saloon, taxed to 1932, £58. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-114

AUSTIN 1928 chummy, like new, £40. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-115

AUSTIN 7. Cooke's Motors offer sunshine saloon, only 7 weeks old, unscratched, bargain, £95. Exhibition of 200 cars from October 31st to November 7th. Brighton Rd., Sutton, Surrey. Phone, 3800-1. Open week-days until 9 p.m.; Sundays, 1 p.m. 987-150

AUSTIN. Cooke's Motors offer 1930 model 7hp Gordon England Wembley saloon, very smart, colour black and green, £65; and 1928 Swallow 2-seater, red and cream, £69; also 1930 Wembley saloon, like new, £72; 1931 saloon, blue and black, only done 1,200 miles, £95. Brighton Rd., Sutton, Surrey. Phone 3800-1. Open week-days until 9 p.m.; Sundays 1 p.m. Exhibition of 200 cars from October 31st to November 7th. 987-151

AUSTIN 7 Cup model, 1928, 46 guineas, perfect condition, good tyres, hood and screens, starter and dynamo lighting, fast. Below.

AUSTIN 7 Cup model, 1926, 27 guineas, splendid condition, starter, dynamo, excellent mechanical condition. Below.

AUSTIN 7 chummy, 1927, 34 guineas, amazing condition, several extras, dynamo, starter, side screens, hood, any trial. Below.

AUSTIN 7 chummy, 1926, 29 guineas, nice condition, dynamo starter, side screens, hood, taxed, any trial. Below.

Terms, exchanges, at Hall, of Balham, the dealer who gives the 3 months with all second-hand machines. 48 High Rd., Balham. Battersea 5517. 587-164

AUSTIN 7 1930 2-seater, exactly as new, bargain, £70. Rhind and Co., 268 Deansgate, Manchester. 987-168

"MOTOR REPAIR MANUAL." For the Owner Driver and Amateur Mechanic.  
2s. 6d. net. 2s. 9d. post free.



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

**JUSTIN** 7 1923 tourer, £14, exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 7671. 987-995

**AUSTIN** Brooklands sports, overhauled, rebored, new pistons, very smart, wonderful performance, £45. Clark, 164 Gt. Titchfield St., W.1. Museum 9270. 987-986

**AUSTIN**, late 1926, chummy, good tyres, excellent throughout, needs painting, £20. Clark, 36 Fortune Green Rd., N.W.6. 987-987

**AUSTIN** 7, 29 guineas!! 1926 fabric saloon, Gordon England, good mechanical condition, £10 down. Below. 987-984

**AUSTIN** 7, 69 guineas!! 1930-31 Wydor saloon, black and red, as new, £20 down. Exchanges. Comerlords, Portsmouth Rd., Thames Ditton. 987-982

**AUSTIN** 7 1926 chummy, tax paid, first registered June, 1927, perfect condition, £28, or £8 down. Comerlords, Portsmouth Rd., Thames Ditton. 987-984

**AUSTIN** 7 1931 saloon, coachbuilt sunshine roof, exceptionally nice in condition, bargain, £87 10s.; exchanges, deferred. Rhind and Co., 258 Deansgate, Manchester. 987-169

**AUSTIN** 7 1929 fabric saloon, in very clean condition, £60 cash, or £5 down and 12 monthly payments of £5. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. P987-185

**AUSTIN** 7 1931 coachbuilt sunshine saloon, in very clean condition, one owner, £85 cash, or £25 down and 12 monthly payments of £5 7s. 6d. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 987-182

**AUSTIN.**

Naylor and Root, Ltd.

Exchanges and deferred terms over 18 months.

£95. 1931 Austin 7 coachbuilt saloon, sunshine roof.

£89. 1930 Austin 7 Swallow coachbuilt saloon, duo blue.

78. 1930 Austin 7 black and red fabric saloon, sun roof.

92. 1931 Austin 7 2-seater, Royal blue, as new.

19. 1929 Austin 7 supercharged sports 2-seater.

74. 1930 Austin 7 Wydor saloon, black and red, as new.

69. 1929 Austin 7 Stadium sports 2-seater, black and cream.

£69. 1929 Austin 7 Wembley saloon, blue and grey, attractive.

£68. 1930 Austin 7 2-seater, Royal blue, one owner.

£49. 1929 Austin 7 tourer, fully equipped, very smart.

£48. 1928 Austin 7 Cup model sports 2-seater, extras.

£38. 1928 Austin 7 Gordon England fabric saloon, blue.

£38. 1927 Austin 7 coachbuilt saloon, dark blue, taxed.

£42. 1927 Austin 7 Cup model sports 2-seater, red.

£32. 1927 Austin 7 chummy, side screens, good tyres, blue.

We will gladly send detailed specification of any car. If you cannot call, we will send one up to 60 miles of London for your examination and trial, without obligation to buy.

Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. Open each day 9 a.m. to 8 p.m.; Sundays 10 a.m. to 1 p.m. 987-50

**AUSTIN** 7 1930 coachbuilt saloon, sliding roof, one owner, excellent condition, £65. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 987-74

**AUSTIN** 7 1930 Wydor fabric saloon, one owner, very special condition, £72. 19 Bevon Rd., Oarsalton. Telephone, Wallington 1917. 987-67

**AUSTIN** 1931 7hp saloon, run small mileage, in exceptional condition, taxed, 78 guineas. Albany Motor Co., 75 Albany St. (near Gt. Portland St. Station), N.W.1. Museum 3984. 987-61

**AUSTIN** 7s:

1929 Wydor saloon, excellent condition, taxed, £55.

1928 coachbuilt saloon, perfect, £50.

1925 special sports 2-seater, £29.

Terms and exchanges on any of the above.

Cross, 64 Durham Rd., S.W.20. Phone, Wimbledon 2558. 987-56

**AUSTIN** 7 1927 chummy model, one owner only, in exceptionally good condition, £37 10s. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8605-4. 987-54

**AUSTIN** 7. Whitbys, of Acton, for second-hand, new and shop-fitted, biggest stock for miles round; exchanges and services. 7 The Vale, Acton, W.3. 987-61

**B.S.A.**, 1931, 3-wheeler van, small mileage, good tyres, electric wind-screen wiper, fully equipped, a sound job, £68 10s. Hackford Motors, Ltd., 182 Acro Lane, Brixton. Phone 5062. 987-906

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

**B.S.A.** Harry Nash. Several 1931 3-wheelers, unregistered, to clear, from £89, makers' full guarantee; exchanges, deferred. 348 King St., Hammersmith. 987-895

**CITROEN** 7 2-seater, magnificent condition, had very little use, new tyres, sacrifice, £9, seen Sunday. 19 Forest Rd., Forest Gate, E.7. 987-n315

**CITROEN**, 1925 7 2-seater, 13 guineas; easy terms and exchanges. Call and see us. Carlton Garage, 79 Carlton Vale, Edgware Rd. 987-886

**CITROEN** 7, £12 10s., 1925 cloverleaf 3-seater, 100% throughout. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 987-955

**CITROENS.** See page 22. 987-859

**CLYNO** saloon, 1926½, 11hp 4-door, insured, good condition, 12 guineas! 5 Victoria Avenue, Surbiton. 987-n334

**CLYNO** 9, 1928, saloon, blue and black, taxed, f.w.b., etc., excellent condition throughout, £35. Chantry Motors (formerly South Ealing Garage), 30 Uxbridge Rd., Ealing W.5. Ealing 4161-2. 987-947

**CLYNO**, £3 deposit, 28 guineas cash. 1928 11hp 2-seater, very good condition, free insurance to cash buyers; exchanges. Rowland Smith. Below.

£2 deposit, 25 guineas cash. Clyno, 1927, 11hp 4-door 4-seater, f.w.b., practically unworn tyres, very good condition, taxed, free insurance to cash buyers; exchanges. Rowland Smith. Below.

19 guineas. Clyno, 1926, 11hp 4-door saloon, blue, f.w.b., very good condition; 100 cars in stock, list free. Exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 987-962

**CLYNOS.** See page 22. 987-860

**CLYNO** coupe, £25, 1926-27, 12-24hp, f.w.b., Mulliner body, low mileage, exceptional condition; exchanges, deferred. 86 Acro Lane, Brixton. Phone 3401. 987-n362

**CLYNO** saloons and tourers, ready for the road, insured, taxed, guaranteed 3 months. £15 to £40; hire-purchase, exchanges. Andrews' Automobiles, 37 Suen Lane, Mortlake (Station). 987-1079

**CLYNO** 9 saloon, delivered new from works April, 1929, only 9,000 mileage, one owner, 40 guineas. Westmead Grange Gardens, Pinner. 987-n383

**COVENTRY-PREMIER** four-wheeler, mechanically perfect, new head and side screens, dynamo, excellent condition, tyres good, offers. 133 Spring Grove Crescent, Lampton, near Hounslow. 987-n187

**FIAT**, £22 10s.; 1927 9hp 2-seater, fully equipped, obvious bargain. Ward and Co., 5 Upper Richmond Rd., E. Putney 2818. 987-952

**FIAT** 9, £5 deposit, 49 guineas cash. 1928 special sports fabric 2-seater, blue, Rudge-Whitworth wire wheels, f.w.b., flared wings, carefully used, very good condition, taxed; free insurance to cash buyers; exchanges. Rowland Smith. Below.

£3 deposit, 35 guineas cash. Fiat, 1928 model, 11hp coachbuilt saloon, f.w.b., very good condition; free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 987-961

**FIAT** 9 1927 2-seater, exceptional order, £30, no deposit, exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 7671. 987-990

**FIATS.** See page 22. 987-861

**FIAT**, 1925 10-15 saloon, grey, good balloons, same owner since new, superb order, taxed, £25. Smith, 407 Edgware Rd. 987-45

**FIAT** 9, 1927 coachbuilt saloon, exceptionally well kept, small mileage, taxed, £42; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 987-940

**FIAT**, £20, 1927, 9hp 2-seater, f.w.b., complete equipment, bumpers, exceptional condition; terms. 86 Acro Lane, Brixton. Phone 3401. 987-n365

**FIAT**, 1925, 501 model, 10-15hp 4-door 5-seater, excellent order, £17 10s. Below.

**FIAT**, 1927, 8hp 2-seater, exceptionally nice throughout, £32 10s. Paul and Co., 51 and 53 The Mall, W.5. Ealing 4633. 987-999

**FIAT** 8 2-seater, 1926, in perfect order throughout, smart and reliable, £18 or exchange. 181 The Grove, Goldhawk Rd., W.6. 987-157

**FIAT** 1927 8hp drop-head coupe, with double diekey, leather upholstery, whole car in almost unscratched condition, bargain, £39. London Bros., Ltd., 179 South Norwood Hill, South Norwood, S.E.25. Livingstone 1000. 987-190

**FIAT** 9 1927 tourer, f.w.b., taxed, perfect, £19. 13 Larkhall Lane, Clapham, S.W.4. 978-x379

**FRAZER-NASH CARS** offer for sale the following used cars:—Standard sports 4-seater, 4-speed, touring body; reconditioned Standard sports 2-seater; 1927 Boulogne 3-seater standard body; Boulogne model 3-seater, reconditioned to 1929 specification. London Rd., Isleworth, Hounslow 3171-2. zzz-724

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



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

**FRAZER** Special GN Four, 10-24, o.h.v. starter, 4-seater, taxed, insured, cheap, £25; exchanges, 12 Kynance Mews, Gloucester Rd., S.W.7. 987-n366

**GWYNNE**, 1928 de luxe 2-seater, Ferrat f.w.b., real leather, high-speed car, £50, Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-116

**GWYNNE** 8 semi-sports 2-seater, very good one, £16, rear hood, repainted, Gatehouse Motors, Highgate Village, N.B. Phone, Mountview 4444. 987-222

**HUMBER**, 1927 9-20hp 4-seater, in exceptionally good condition always, one owner since new, good tyres, f.w.b., etc., genuine bargain, £48; exchanges, deferred, Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 987-980

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

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

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

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

**JOWETTS**, 1929 short saloon, registered June, 1930, in fine order, very small mileage, £55; 1930 long saloon, June, smart, one owner, £80.

1926 4-seater, £35; 1931 short de luxe saloon, £105; 1931 long saloon de luxe, 3,000 miles only, £125; cash or terms. Paters. Jowett Specialists, Bedford, 3519. 987-n331

**JOWETT**, 1927 (Sept.) 4-seater, £25. A.Z. Motors, 180 West End Lane, Hampstead 0523. 987-923

**JOWETT**, £6 10s.; late model 2-seater, unusual bargain. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 987-950

**JOWETT** 1930 7hp Black Prince saloon, one owner, £89. Nownhams, 237 Hammersmith Rd., London, W.6. Riv. 4646. 987-967

**JOWETTS**. See page 22. 987-862

**JOWETT**. See the Naylor and Root bargains on page 20. 987-20

**JOWETT**, 25 guineas, 1928 full 4-seater, exceptionally fine condition, insured; exchanges, deferred. Maynards, 241a High Rd., Wood Green. 987-12

**JOWETT**, 1930 Black Prince long-chassis saloon, black and red, small mileage, excellent condition, taxed, 90 guineas. Albany Motor Co., 75 Albany St. (near Gt. Portland St. Station), N.W.1. Museum 3984. 987-60

**JOWETT**, 1925 2-seater, fitted with starter, in exceptionally good condition, one owner only, £12 10s. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 987-55

**JOWETT**, 1929 4-seater, short chassis, 4 new tyres, good, £55. G.L.M. Motors, 18 Worple Rd., Wimbledon. Phone 6026. 987-48

**JOWETT** 7, 1927, long 2-seater and dickey, starter and full equipment, splendid condition throughout, £28. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 987-n373

**JOWETT**, 1925 4-seater, grey-green, good tyres, satisfactory mechanical order, £21. Smith, 407 Edgware Rd. 987-35

**JOWETT**, F.O.C.H., Jowett distributors and specialists, 14 Jowetts in stock, including 1932 de luxe models.

**F.O.C.H.** 1930 7hp long de luxe 2-seater, f.w.b., starter, one owner, small mileage, practically brand-new condition, 69 guineas. Below.

**F.O.C.H.** Late 1927 7hp long 4-seater, starter, almost unworn tyres, carefully used, superb condition, 29 guineas. Below.

**F.O.C.H.** 1924 7hp short 2-seater, blue, double dickey, exceptional condition, 10 guineas. Send for free list Jowett bargains. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 987-3

**JOWETT**, 1929 7hp short 4-seater, nice condition, £39; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 987-1058

**JOWETT**, 1930 long 2-seater, one owner, taxed, perfect, £60, any trial; exchanges, deferred terms. Mumbery and Co., Ltd., Young's Corner, Hammersmith. Riverside 0740. 987-1074

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

**JOWETT** 7 tourers, ready for the road, insured, taxed, guaranteed 3 months, £20 to £50; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake Station. 987-1080

**JOWETT**, £87 10s.; 1930 coachbuilt long chassis 4-door saloon, exceptional condition; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 987 140

**JOWETT**, 1930 Black Prince saloon, black with red upholstery and wheels, small mileage, one owner, taxed, £95; exchanges and deferred. H. Beart and Co., Ltd., 102 London Rd., Kingston-on-Thames. Phone 5148. 987-107

**JOWETT**, Finchley Motors offer 1930 Black Prince saloon, exceptional condition throughout, bargain, £95, 132 High Rd., East Finchley. Phone, Tudor 2358. 987-225

**JOWETT** 1929 short 4-seater, finished maroon, excellent condition throughout, £49; best possible deferred terms. Service Co., 273 High Holborn, Holborn 0666. 987-216

**JOWETT** 1928 long-chassis 4-seaters, choice of 2, £27 10s. each. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 987-199

**LEA-FRANCIS**, 1929 12-40, 11.9hp o.h.v. engine, 4 speeds, f.w.b., wire wheels, fitted semi-sports 4-seater body, finished in blue cellulose; the whole car is in really unscratched condition, 60 m.m.b., 30 m.p.g., cost £325, my price £95; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 987-914

**LEA-FRANCISES**. See page 22. 987-863

**LEA-FRANCIS**, 1928 12-50hp Brooklands 4-seater, low chassis, vacuum brakes, twin carburettors, 6 wire wheels, new tyres, leather upholstery, the whole in magnificent condition throughout, colour scheme two-tone blue cellulose, very fast £75; terms and exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 987-57

**LEA-FRANCIS**, 1929 supercharged 2-seater, Hyper sports, small mileage, unsoiled, extremely fast, £125. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-117

**LEA-FRANCIS**, 1927 super tuned 2-seater, 12hp, £40; repainted; also 4-seater, taxed, £30. Denmans, 132-3 Long Acre, W.C. Open week-ends. 987-118

**LEA-FRANCIS**, 1928 12-40 touring car, fast and comfortable, £70. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-119

**M.G. Midget**, Harry Nash, 1931, latest model, guaranteed mileage 5,000, black and red, sacrifice, £135; another, as new, colour red, taxed, £100; deferred. 348 King St., Hammersmith. 987-893

**M.G.**, 1930-31 Midget, finished blue fabric, mileage 7,000, in really unscratched condition, £95; also late-type 1931, £115. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 987-915

**M.G. Midget**, 1930 2-seater, many extras, taxed and insured, £85. Ward, Blythburgh, Polworth Rd., Streatham. 987-n339

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

£7 deposit, 75 guineas cash. M.G. Midget, 1929 super-sports 2-seater, red, exceptional condition; free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 987-960

**M.G. Midget** sports, 1929 (late) big sump fitted, red fabric, the whole car really equal to new throughout, special new trials tyres, taxed year, £79; exchanges considered. H. Bath, 15 Kynance Mews, Gloucester Rd., Kensington, S.W.7. 987-x378

**M.G. Midget**, 1930 sports 2-seater, new June, red-black, large sump, carefully used, taxed, £100. Below.

1929 (May) sports 2-seater, red, exceptionally clean and sound, very fast, taxed, £87 10s. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 987-36

**M.G. Midget**. See the Naylor and Root bargains on page 20. 987-21

**M.G. Midget** coupe, 1930 (July), spotless condition, £129. Lampitt, Victoria 0467. 987-n351

**M.G. Midget**, F.O.C.H. 1931 model 2-seater, black and red, one owner, small mileage, practically brand new, 119 guineas; exchanges, deferred.

**F.O.C.H.**, Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 987-4

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

M.G. Midget, 1931 2-seater, small mileage, splendid condition, £125. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 987-173

M.G. Midget, 1930 (first registered 1931) coupe, excellent condition, taxed, £125.

M.G. Midget, 1930 sports 2-seater, taxed, spare on body, exceptional condition, £85; terms. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 987-82

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

M.G. Midget, 2-seater, 1930, large snmp, exceptional condition throughout, £85; exchanges, deferred. 331 Euston Rd., N.W.1. Museum 5143-4. 097-147

M.G. Midget, 1929 sports 2-seater, blue, big sump, good tyres, £75. E.S. Motors, 325 High Rd., Chiswick, W.4. Chiswick 2246. 987-1090

M.G. Midget. Smith-conditioned. Same-as-makers' guarantee. Your safeguard. 8-30hp 2-seater, very fast, 1930, deposit 20 guineas, balance 80 guineas.

F. G. Smith (Motors), Ltd., 169 Shaftesbury Avenue, W.C.2. Temple Bar 3876. 987-192

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

MORGAN Service Depot. Official appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock, trade supplied. Official agents, Homac's, 243 and 247 Lower Clapton Rd., E.5. Phone, Clisold 9616-9617. zzz-955

MORGAN. 255111 1928 Aero o.h.v. J.A.P. colour red, cycle type wings, bumper, excellent condition. Morgan Hastings, Ltd., 17 Berkeley St., W.1. (Tele. Mayfair 5323.) 212 New King's Rd., S.W.6. (Tele. Putney 7611.) zzz-666

MORGAN bargains. Write for Colmore clearance sale list. Several used and brand-new 1931 Morgans at big reductions for quick clearance; easy payments over 12, 18 and 24 months. Colmore Depot, 77 Station St., Birmingham. 987-902

MORGANS, £2 deposit only!!! See our large selection of genuine end-of-season bargains. Easy terms and exchanges. Call and see us. Carlton Garage, 79 Carlton Vale, Edgware Rd. 987-884

MORGAN, 1927 Aero, o.h.v. Anzani, f.w.b., repainted, overhauled, £40; 1928 Aero, 12-40 J.A.P., f.w.b., geared steering, bumpers, s.s. tyres, repainted, £55; motorcycle part. Tippett, 37 Arlington Rd., Surbiton. Phone, Elmbridge 1274. 987-n332

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

MORGAN, 1930 Family 4-seater, J.A.P. water-cooled engine, carefully and little used by one owner, £49; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 987-942

MORGAN, 1927 Aero, o.h.v., f.w.b., geared steering, taxed, £40. A.Z. Motors, 180 West End Lane, Hampstead 0525. 987-921

MORGAN. 100 cars in stock, list free. Exchanges. Rowland Smith. Below.

£6 deposit. 58 guineas cash. 1930 model Aero, racing o.h.v. J.A.P., blue, f.w.b., reduced steering, straight-through exhausts, carefully used, very exceptional condition; free insurance to cash buyers. Below.

£5 deposit. 49 guineas cash. 1929 Aero, racing o.h.v. J.A.P., red, f.w.b., reduced steering, straight-through exhausts, very exceptional condition, taxed; free insurance to cash buyers. Below.

£4 deposit. 42 guineas cash. 1929 Aero, 8hp J.A.P., dynamo lighting, f.w.b., straight-through exhausts, reduced steering, cycle-type wings, practically unworn tyres, very exceptional condition, taxed; free insurance to cash buyers. Below.

£4 deposit. 39 guineas cash. 1929 Family, 8hp J.A.P., black and red, f.w.b., dynamo lighting, reduced steering, electric starter, exceptional condition; free insurance to cash buyers. Below.

£3 deposit. 31 guineas cash. Late 1928 Family, 8hp J.A.P., dynamo lighting, f.w.b., reduced steering, very exceptional condition; free insurance to cash buyers. Below.

£2 deposit. 23 guineas cash. 1924 Aero, 8hp Blackburne, black and red, dynamo lighting, straight-through exhausts, cycle-type wings, very good condition; free insurance to cash buyers. Below.

7 guineas. 1921 de luxe, 8hp w.c. J.A.P., foot accelerator, very good condition. Below.

Rowland Smith, 78-81 High St., Hampstead. Open all week-days, including Saturdays, 9-8; Sundays 9-1. One minute Hampstead Tube. Phone, Hampstead 6041-6. 987-965

MORGAN, 1930 (May) Family model, J.A.P., starter, rigid side screens, mirror, mileage 5,000, "as new" throughout, tax and insurance included, £60. Below.

1927 Aero, o.h.v. J.A.P., geared steering, shock absorbers, rigid side screens, various special features, very fast, £35. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. 987-37

## 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

MORGANS. No deposit. Below.

MORGAN.

Naylor and Root, Ltd.

Exchanges and deferred terms over 18 months.

£72. 1929 super-sports, o.h.v. racing Blackburne, cycle wings, maroon and black, taxed.

£85. 1930 super-sports, o.h.v. racing J.A.P., hood, cycle wings, speedometer, electric horn, duotone colour.

£98. 1931 super-sports, o.h.v. racing J.A.P., M chassis, bumpers, V screen, extras, very smart.

£65. 1930 Aero, o.h.v. J.A.P., f.w.b., starter, hood, speedometer, electric Bosch horn, maroon.

£59. 1930 Aero, s.v. J.A.P., M chassis, cycle wings, hood, speedometer, electric horn, very smart.

£45. 1927 Aero, o.h.v. racing J.A.P., f.w.b., speedometer, hood, electric horn, very good tyres, fast, taxed.

£39. 1927 Aero, o.h.v. Anzani, f.w.b., bumpers, hood, splayed wings, duotone green and yellow.

£28. 1927 Aero, o.h.v. M.A.G. engine, f.w.b., dynamo lighting, splayed wings, finished bright red.

£69. 1931 Family 4-seater, w.c. J.A.P., M chassis, starter, speedometer, side screens, electric horn, blue.

£42. 1928 Family 4-seater, w.c. J.A.P., f.w.b., dynamo, side screens, good tyres, speedometer, electric horn, etc.

£35. 1927 Family 4-seater, w.c. J.A.P., f.w.b., speedometer, side screens, electric horn, very good runner.

£22. 1925 Family, w.c. J.A.P., dynamo lighting, good tyres, really splendid condition.

£28. 1927 de luxe 2-seater, s.v. J.A.P., dynamo, speedometer, f.w.b., side screens, almost new tyres, taxed.

£22. 1926 de luxe 2-seater, w.c. J.A.P., dynamo lighting, pneumatic upholstery, speedometer, electric horn, smart.

Now is the time to consider more protection for yourself and passenger, so buy a Morgan; economical running, 50 m.p.g., 60 to 80 m.p.h. and only £4 tax. Write or call to-day.

Naylor and Root, Ltd., 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. Open 9 to 8, Wednesday 1 p.m., Sundays 10 a.m. to 1 p.m. 987-31

MORGAN, Aero, 1928, J.A.P., w.c., dynamo, f.w.b., geared steering, taxed, £45.

MORGAN, Aero, 1927, 10-40 racing J.A.P., o.h.v., geared steering, f.w.b., dynamo, superb order, £45.

MORGAN, Aero, 1926, 10-45 racing Blackburne, geared steering, f.w.b., foot accelerator, taxed, £35.

MORGAN, Grand Prix, 1925, J.A.P., w.c., dynamo, excellent order, £25.

MORGAN, Grand Prix, 1924, J.A.P., w.c., dynamo, geared steering, foot accelerator, special body, £20.

Page, 199b Upper Richmond Rd., High St., Putney. 7671. 987-988

MORGAN, 1,096 c.c. o.h.v. w.c. 1927 Aero J.A.P., f.w.b., bumper, special wings, new dynamo, battery and hood, geared steering, foot accelerator, pneumatic upholstery, guaranteed faultless, £48. 13 Elmwood Avenue, Palmers Green. 987-n348

MORGAN, air-cooled J.A.P. engine, standard model, taxed and insured, good condition, price 15 guineas. Barton, Thames Side, Henley-on-Thames. 987-n346

MORGAN. F.O.C.H. September, 1930, super-sports, M chassis, eleven hundred o.h.v. racing J.A.P., green and black, cycle-type wings, f.w.b., straight-through exhausts, bumper bar, very fast, exceptional condition, 79 guineas. Below.

F.O.C.H. Late 1927 Aero, eleven hundred o.h.v. J.A.P., pale blue, f.w.b., dynamo, reduced steering, hood, exceptional condition, 42 guineas. Free list. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 987-5

MORGAN, 1928, super sports, 10-45 racing J.A.P., cycle-type wings, full equipment, in superb condition, £52 10s. Below.

MORGAN, 1927 Family, water-cooled J.A.P., full equipment, repainted, as new throughout, £29 10s.; exchanges, deferred. Broadway Motors, 65 High St., Hounslow. Phone 0175. 987-179

MORGAN, 1927-8 Aero, o.h.v., geared steering, balloon tyres, f.w.b., bumpers, etc., excellent condition, £42 10s.; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 5122. 987-1051

MORGAN, 1928 Aero o.h.v., entirely overhauled, recellulosed to tone, new tyres, taxed, perfect, £42 10s.; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 987-1071

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

**MORGAN** sports, ready for the road, insured, taxed, guaranteed 3 months, £24; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 987-1081

**MORGANS.** 1950 Family, 8hp w.c. J.A.P., f.w.b., geared steering, sloping screen, one owner, taxed, £47 10s. Below.

1928 de luxe, 8hp, Dyno, geared steering, f.w.b., side screens, splendid order, £35. Below.

1927 Aero, 10-45hp o.h.v. J.A.P., latest enclosed rockers and push-rod, Dunlop s.s. tyres, f.w.b., special hood, guaranteed faultless, £52 10s. Below.

1926 Family, 8hp w.c. J.A.P., Dyno, starter, f.w.b., s. screens, discs, many extras, £35. Below.

1926 de luxe, 8hp J.A.P., Dyno, etc., magnificent machine, must be seen, £52 10s. Below.

1925 Grand Prix, 10hp w.c. Blackburne, Dyno, front bumper, perfect, £25.

Exchanges or deferred terms arranged. Thomas, The Official London Morgan Service Depot, 243-247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. 987-102

**MORGANS.** 1931 super Aero Morgan, 10-40 o.h.v. racing J.A.P., extra large brakes, several extras, close-fitting hood, mileage 5,000, exceptionally fast, special bargain, £97 10s.

1930 super Aero Morgan, 10-40 o.h.v. J.A.P., exceptional condition, indistinguishable from new, bargain, £82.

1929 Aero Morgan, 10-40 o.h.v. J.A.P., hood, etc., tyres as new, bargain, £58.

De luxe model Morgan, six to choose from, £25, all guaranteed. Rhind and Co., 258 Deansgate, Manchester. 987-170

**MORGAN,** late 1927, full adult 4-seater body, finished maroon and black, exceptional condition, starter, dynamo lighting, 27 by 4.40 balloons, o.h.v. engine, 36 guineas, taxed, any trial; terms, exchanges. 48 High Rd., Balham. Battersea 5517. 987-166

**MORGAN** Aero. Renno's. 1928 10hp water-cooled o.h.v. J.A.P. dynamo lighting, f.w.b., flared wings, cowls, motorometer, repainted green and fawn, excellent condition, 49 guineas; exchanges, terms 12-18 months. 232-3-4 Upper St., Islington, N.1. (Near Tubes.) Phone, North 4467-8. Open Sunday mornings, 10.30 to 1.30. 987-226

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

F. G. Smith (Motors), Ltd., 169 Shaftesbury Avenue, W.C.2. Temple Bar 3876. 987-193

**MORRIS** Minor, 1929 saloon, in magnificent condition throughout, taxed, any trial, £50. Barley Mow, West Horsley, Surrey. Phone, Clendon 2. 987-907

**MORRIS** Minor, 1931 8hp coachbuilt saloon, colour grey, safety glass, sunshino roof, tax paid, excellent order, £90; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 987-897

**MORRIS** Minor, £90; 1931 saloon, very small mileage, indistinguishable from new. Bull Motor Mart, Ltd., Bath Rd., Cippenham, near Slough. Phone, Burnham 149. 987-932

**MORRIS** Minor, 1930 blue fabric safety saloon, almost new condition, licensed, insured, £65; another, £58; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 987-943

**MORRIS,** 1931 s.v. 2-seater, brand new, makers' full guarantee, £80. Purser's Garage, St. Ives, Hunts. 987-n288

**MORRIS** Minor, 1930 tourer, really excellent condition throughout, complete all-weather equipment, any trial, unique deferred terms, £59. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 987-873

**MORRIS** Minor 2-seater, 1931 (August), taxed, full comprehensive insurance, as new, £85. Hooko, 50 Mount Pleasant Avenue, Tunbridge Wells. 987-n251

**MORRIS** Minor, 1931 (August), 2-seater, grey and red upholstery, taxed December, mileage 1,500, as brand new, 65 guineas; terms, exchanges. Cronland, London Rd., Bromley. 987-883

**MORRIS** Minor, 1932 saloon, taxed, done 500 miles, owner having larger car, £112 10s. G.L.M. Motors, 18 Worple Rd., Wimbledon. Phone 6026. 987-47

**MORRIS** Minor. See the Naylor and Root bargains on page 20. 987-27

**MORRIS** Minor, 1931 (June delivery) s.v. tourer, 4,000 miles, in first-class condition, bargain, £70. Wray Park Garages, Reigate. Phone 263. 987-65

**MORRIS** Minor, 1930 fabric saloon, magnificent condition throughout, taxed, £69; terms, exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 987-58

**MORRIS** Minor, 1929 saloon, Triplex, £52 10s. Paul and Co., 51 and 53 The Mall, W.5. Ealing 4633. 987-998

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

**MORRIS** Minor, 1931 sunshine saloon, dark maroon, listed £135, shop-soiled only, to clear, £108. Below.

1931 sunshine saloon, dark maroon, mileage 6,700, one owner, grid, complete and guaranteed, £90. Below.

1931 2-seater, side valve, grey-black, extremely small mileage, quite "as new," complete, £75. Below.

1930 sunshine saloon, dual brown, superb order, tyres almost as new, various extras, taxed, £75. Below.

1930 fabric saloon, blue, Triplex, engineer-owned car, perfect throughout, taxed, £68. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 987-38

**MORRIS** Minor, 1930 8hp coachbuilt opening-roof saloon, fawn, nice little car, exceptional opportunity, £68. Newbams, 237 Hammersmith Rd., London, W.6. Riv. 4646. 987-968

**MORRIS** Minor, 1930 coachbuilt saloon, sunshine roof, taxed, £72. Below.

**MORRIS** Minor, 1930 blue fabric saloon, taxed, £65; exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426-7. 987-172

**MORRIS** Minor, 1931 coachbuilt sunshine saloon, new condition, taxed, £85. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 987-137

**MORRIS** Minor saloons, ready for the road, insured, taxed, guaranteed 3 months, £55 to £85; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 987-1088

**MORRIS** Minor saloon, 1930, black, condition like new, taxed, choice of two, £80; 1929 fabric saloon, taxed, £60. Dry's Garage, Kenton. Phone, Harrow 1660. 987-94

**MORRIS** Minor, smart 1929-30 fabric saloon, year's tax paid, recently overhauled, £59. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-120

**MORRIS** Minor, 1930 fabric saloon, exceptionally clean, very small mileage, £57 10s.; deferred; cycles in part. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 987-108

**MORRIS** Minor 1931 model saloon, finished blue, excellent condition, one owner, supplied by us originally, £82 10s.; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 987-219

**MORRIS** Minor 1930 saloon, excellent condition, one owner, supplied by us originally, £69; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 987-215

**MORRIS** Minor, Smith-conditioned, same-as-makers' guarantee. Your safeguard. 1931 coachbuilt saloon, folding roof, deposit 20 guineas, balance 70 guineas.

**MORRIS** Minor, 1929, fabric saloon, black and red, deposit 10 guineas, balance 40 guineas.

**MORRIS** Minor, 1930, as above, deposit 15 guineas, balance 55 guineas.

**MORRIS** Minor, 1931, as above, deposit 15 guineas, balance 70 guineas. F. G. Smith (Motors), Ltd., 169 Shaftesbury Avenue, W.C.2. Temple Bar 3876. 987-194

**MORRIS** Minor 2-seater, 1931, absolutely like new; exchanges or extended terms; exceptional bargain, £75. Buntings, Wealdstone. 987-205

**MORRIS** Minor, £5 deposit. 55 guineas cash. 1929 fabric saloon, brown, very exceptional condition, taxed; free insurance to cash buyers; exchanges. Rowland Smith. Below.

£8 deposit. 79 guineas cash. Morris Minor, 1931 2-seater, grey, one owner, small mileage, practically brand new, taxed; free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 987-959

**PANHARD**, 1897 single-cylinder 6hp, fully reconditioned, photon body, ready for the road, successful competitor last year's London-Brighton, fully described "Light Car and Cyclecar," May 1st, £45. Richard Taylor, Woodstock, Stourton, Stourbridge. 987-n360

**PEUGEOT**, 1928, ready for the road, insured, taxed, guaranteed 3 months, £28 to £35; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 987-1087

**PEUGEOT**, late 1927, all-weather 4-seater, starter, dynamo lighting, full equipment of side screens, taxed (£7 per year), any trial, a gift at 20 guineas; terms, exchanges. 48 High Rd., Balham. Battersea 5517. 987-165

**RENAULT** 8 1927 4-seater, just overhauled, 17 guineas; easy terms and exchanges. Call and see us. Carlton Garage, 79 Carlton Vale, Edgware Rd. 987-867

**RENAULTS.** See page 22. 987-864

**RENAULT**, 1931 Monax coupe, open or closed, mileage 8,000, dark blue, detachable hood and side curtains for dickey, £110. Yardley House, Elmdon Heath, Solihull, Birmingham. 988-n286

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

**RENAULT 9, 1927 4-door metal-panelled saloon, excellent condition, £55. 149 Treclyan Rd., Tooting. 987-n347**

**RENAULT.** The following cars, together with several others, carry our usual guarantee; deferred terms, part exchanges arranged. Call and inspect. Welham, Renault Sales, Service Distribution, Surbiton Hill Rd., Surbiton. Elmbridge 1875.

1931 12.5 Monasix saloon de luxe, bumpers, shop-soiled only, £170.

1931 13.9 speed model saloon, shop-soiled only, £170.

1929 12.5 Monasix saloon de luxe, bumpers, carrier, £80.

1928 12.5, as above, £60.

1929 9-15 saloon, coachbuilt, bumpers, chromium, etc., £75.

1928 9-15 saloon, coachbuilt on Weymann, tax paid, bumpers, wire or disc wheels, carrier, etc., £50 and £55.

1927 9-15 saloon de luxe, 4-door, coachbuilt, £35.

1927 9-15 tourers, side screens, taxed, carrier, £25 each.

1926 8.3 saloons, leather and cloth upholstery, overhauled, at £25 each; also coupe, £20. 987-8

**RENAULT, 1928, 9 saloon, good tyres, paintwork and upholstery perfect, nice order, £42 10s.; terms arranged. Homac's, 243-7 Lower Clapton Rd., E.5. 'Phone, Chisold 9616-7. 987-103**

**RENAULT 9, £58 10s. 6d. 1929 saloon. South London Car Sales (behind Brixton Palladium), 8.W.2. Branch opposite "Swan," Stockwell, S.W.9. Brixton 6634 or Macaulay 3781. 987-231**

**RHODE, 10hp Hawk 1929 sports coachbuilt saloon, wire wheels, dual colour, very attractive and excellent car, licensed, £52; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 987-944**

**RHODE 10, 1927-8 tourer, excellent condition, £25; no deposit; exchange. Page, 199b Upper Richmond Rd., High St., Putney. 7671. 987-993**

**RHODE Hawk saloon, 1929, ready for the road, insured, taxed, guaranteed 3 months, £65; hire-purchase; exchanges. Andrews Automobiles, 37 Queen Lane, Mortlake (Slater). 987-1082**

**RILEY specialists. Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. zzz-474**

**RILEYS. 400 car list post free. 1927 to 1932, new and used cars in stock: saloons, coupes, sports, landaulets, touring, 2-seaters, etc. Open till 8.30 p.m. week-ends included. Exchanges and terms. Distance no object. ("The Northern Motor Olympia," Barmers, near Birkdale Station, Southport. 'Phone, Birkdale 66161. (Branch Showrooms, 117 The Headrow, Leeds; 16 Cambridge St., Sheffield.) 987-879**

**RILEY 9, £40 saved!!! 1931 Plus Monaco saloon, blue, sunshine roof, brand new and unused, slightly soiled, full guarantee, list £305, accept £265. K.J. Motors, Bromley. Ravensbourne 3456-7. 988-727**

**RILEY, £10 deposit. 105 guineas cash. 1929 9hp Monaco saloon, black and cream, carefully used, very exceptional condition; free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 6041-6. 987-958**

**RILEY 9, £69; Monaco saloon, rebored by Rileys, taxed, brakes re-lined, completely overhauled, or exchange Midget. Hartley, 4 Sinclair Gardens, W.14. Shepherd's Bush 1865. 987-n359**

**RILEY 9, 1928 4-seater, special sports, 2 carburettors, capable high speeds, sound; what cash or exchange offers? Box No. 3520, c/o "The Light Car and Cyclecar." 987-n369**

**RILEY. See the Naylor and Root bargains on page 20. 987-26**

**RILEY, 1929 Mark IV 9hp twin-carburettor 2-seater and dickey, full all-weather equipment, 65 m.p.h., £95; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 987-916**

**RILEY 9, 1931 Monaco saloon, sunshine roof, black and red, in wonderful condition, taxed year, £210. Lucas, 240 Brixton Hill, S.W.2. Brixton 6501. 987-930**

**RILEYS. Newhams always have an excellent selection of Rileys available. Few example below, but full list on request.**

Brand-new 9hp Monaco saloon, dual colours, makers' full guarantee, to clear, £245.

1930 9hp Monaco saloon, brown and cream, exceptional condition, £148.

1928 9hp Monaco saloon, maroon, smart appearance and sound, £79.

Newham House, 237 Hammersmith Rd., Lohdon, W.6. Riv. 4646. 987-969

**RILEY 9, 1930 Monaco saloon, black and red, taxed, £148. Brandon, 64 Unner Richmond Rd., Putney, S.W.15. 'Phone, Putney 0633, after 7 o'clock. 987-n349**

**RILEY 1930 9hp Monaco saloon, black and red, one owner, excellent condition throughout, £165. Newhams, Ltd., 164-6 Fulham Palace Rd., W.6. Fulham 0071-2. 987-1096**

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

**RILEY. E. A. Cullum, A.M. Inst. R.E., 1929 Mark IV saloon, very nice condition, Triplex, taxed year, £127 10s., examination invited, 36 High St., Eton. 'Phone, Windsor 308. 987-1097**

**RILEY 9 1930 model sports low 4-seater, has been carefully used, open to any examination, £145. Rose and Young, Ltd., 97 Streatham Hill, facing "Locarno," Tel., Streatham 9520-1. 987-88**

**RILEY. F.O.C.H. 1928 special twin-carburettor Monaco fabric saloon, black and red, f.w.b., 2 new tyres, very fast, exceptionally good condition, year's tax, 78 guineas. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 987-6**

**RILEY 9, 1931 Monaco saloon, black and green, sunshine roof, taxed, as new, £215. Paul and Co., 114 Gt. Portland St. Muscum 4117. 987-106**

**RILEY 9, 1928 2-seater, coachbuilt, very smart, £85. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-121**

**RILEY 9, 1929 special saloon, 2-carburettor model, in magnificent order and condition, complete and taxed, bargain, £125; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 987-100**

**RILEY. Cook's Motors offer: 1929 Monaco saloon, Mark IV, very nice order, bargain, £119. High St., Sutton, Surrey. 'Phone 4660-1. Open week-days until 7 p.m. Sundays 1 p.m. Exhibition of 2000 cars from October 31st to November 7th. 987-152**

**RILEY 9, Smith-conditioned same as makers' guarantee. 1929 Monaco saloon, Mark IV, black and red, exceptionally fast; deposit 25 guineas, balance 95 guineas.**

**RILEY 9 4-seater special series, twin carburettors, black and red, 70 m.p.h., a very smart car and delightful to drive; deposit 20 guineas, balance 70 guineas.**

**RILEY 9 1930 Monaco saloon in new condition; deposit 35 guineas, balance 105 guineas.**

F. G. Smith (Motors), Ltd., Goodmayes, Ilford, London. 'Phone, Seven Kings 1000 (7 lines). 987-195

**RILEY 9 1929, Mark IV Monaco saloon, registered August, 1929, very small mileage, in beautiful condition throughout, fully guaranteed, £115; exchanges, deferred terms. Whitticks, 89 Gt. Portland St., W.1. Langham 1601. 987-187**

**ROVER 10, 1931 (March) sportsman's coupe, one owner, spotless appearance, excellent mechanical condition and tyres, wire wheels, comprehensive guarantee, taxed, unique deferred terms, £135. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 987-871**

**ROVER 10, 1929 Riviera sunshine saloon, one owner, small mileage, taxed year, wonderful condition throughout, 7 days' trial, £85. Taylors, 135 London Rd., Kingston. Kingston 1264. zzz-712**

**ROVER 10, 1929 4-door saloon, good mechanically, tyres nearly new, full equipment, written guarantee, unique deferred terms, £77. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 987-874**

**ROVER 10, £47 10s.; 1928 4-door saloon, taxed year, leather upholstery, attractive condition throughout; exchanges, terms. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 987-954**

**ROVER, 1931 10-25 4-door saloon de luxe, black-red, wire wheels, bumpers, grid, mileage 8,000, quite spotless, taxed, £130. Below. 1930 saloon, 10-25 4-door, maroon, leather upholstery, beautifully clean, taxed, guaranteed, £105. Below.**

1929 (June) 10 sportsman's sunshine coupe, black-brown, same bands throughout, £85. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 987-39

**ROVER 9, 1927 4-seater 4-door, f.w.b.s and full equipment, rear screen, etc., very good condition, taxed, £27. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 987-n372**

**ROVER 9 (August, 1928), guaranteed 2-seater, dickey, dynamo, starter, f.w.b.s, fully equipped, 39 guineas; exchange combination; easy terms. Wandsworth Motor Exchange, Ebnor St., Wandsworth (Town Station). 987-76**

**ROVERS. See page 22. 987-865**

**ROVER 10, 1928 de luxe tourer, exceptionally well maintained since new, small mileage, new condition, insured, £40; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 987-945**

**ROVER 10, 1928 sunshine saloon, unscratched, taxed, £60; also 1927 tourer, £35. A.Z. Motors, 180 West End Lane, Hampstead. 0623. 987-925**

**ROVERS. J. A. Baxter offers:—**

1931 10-25hp Rover 4-door sunshine coachbuilt saloon, new and unregistered, makers' two-year guarantee, cost £194, one only, genuine bargain, £159.

1931 10-25hp Rover Regal sunshine sportsman's coupe, wire wheels, bumpers, safety glass, taxed December, mileage only 5,000, as new, makers' guarantee, cost £212, genuine bargain, £140.

6 Spenser St., Victoria St., S.W.1. Victoria 7548-9. 987-920

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

**ROVER**, £15; 1926 9hp 4-seater, blue and black, 4-door body, rigid all-weather equipment, l.w.b., luggage grid, etc., sound condition; deferred terms. Phillips and Powis, 470-478 Oxford Rd., Reading, Phone 2600. 987-926

**ROVER**, £9; 9-20hp 4-cylinder 4-seater, 1925, painted blue, three doors, lighting and starting, balloon tyres, side curtains, many extras; cut expenses, £9 tax, 40 m.p.g. absolutely, any trial. Barnes, 25 Leigham Court Rd., Streatham, Phone 9221. 987-918  
**ROVER**. See the Naylor and Root bargains on page 20. 987-25

**ROVER 10**, 1929 model Riviera sunshine saloon, excellent condition, 79 guineas. E. H. Hora, Rainford Rd., Chelmsford. 987-n352

**ROVER**, 1929 10-25 opening-roof saloon, blue, very attractive throughout, £78.

1928 10-25 fabric saloon, blue, exceptional opportunity, £59.  
Newham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 987-970

**ROVER 1929 10-25 sportsman's coupe**, sunshine roof, condition as new, £89. Exchanges, terms. Below.

**ROVER 9 1927 4-seater**, excellent condition throughout, £27 10s. Exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham, Phone 3122.

**ROVER 10 1931 4-door sunshine saloon**, wire wheels, mileage 5,000, as brand new, £128. Rose and Young, Ltd., 97 Streatham Hill, facing "Locarno" Tele., Street. 9520-1. 987-87

**ROVER 1927 9-20 2-seater**, l.w.b., mechanically excellent, £50. Leeds and Oxley, Paddington. Phone 3845. 987-139

**ROVER 9**, ready for the road, insured, taxed, guaranteed 3 months, £20 to £25; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 987-1089

**ROVER 10**. Cooke's Motors offer: 1931 coachbuilt saloon, sunshine roof, equal to new, £139. Brighton Rd., Sutton, Surrey. Phone 3800-1. Open week-days until 9 p.m. Sundays 1 p.m. Exhibition of 200 cars from October 31st to November 7th. 987-153

**ROVER 10**, 1930 sunshine saloon, chromium plate, Triplex glass, Weymann body, cost £280, engine guaranteed like new, £110. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-122

**ROVER sports de luxe special 2-seater**, finished in duo-tone green, leather upholstery, taxed and insured to December, very fine order, almost new tyres fitted, bargain, £49. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-123

**ROVER 10hp sportsman's coupe**, 1930, like new throughout, sun roof, tuned for speed, taxed, 95 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-124

**ROVER**, late 1929, 10-25 Regal sunshine saloon, beautiful condition throughout, complete and taxed, £90; exchanges or deferred. Cummings 101 Fulham Rd., London, S.W.5. 987-101

**ROVER**, £67 10s. 6d. 10-25hp sunshine saloon. South London Car Sales (behind Brixton Palladium), S.W.2. Branch opposite "Swan," Stockwell, S.W.9. Brixton 6634 or Maaulay 3781. 987-228

**ROVER 1929 10hp de luxe Weymann sun-saloon**, beautiful condition throughout, one owner, supplied by us originally, £89; best possible deferred terms. Service Co., 275 High Holborn, Holborn 0066. 987-213

**ROVER 9 2-seater**, 1926, good condition, £14. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 987-221

**BALMSONS**. See page 22. 987-866

**BALMSONS**. Vadum Co. specialize in the speedy and economical 9.5 Balmson, 35-40 m.p.g., insurance from £1 Os. 6d.; A.A. or R.A.C. examination; deferred, exchanges. Open Saturdays.

18 Guineas. Grand Prix, twin, o.h.c., fared wings, cowled radiator, flexible steering wheel, taxed year, smart, fast.

19 Guineas. 1926 sports skill, Vee screens, wiper, starter, fast, smart.

20 Guineas. 1926 o.h.v. 4-seater, taxed, now hood, l.w.b., balloons.

22 Guineas. 10.4 twin, o.h.c., 4-door coachbuilt saloon, l.w.b., balloons, clean.

36 Guineas. 1926½ Grand Prix, twin o.h.c., l.w.b., Hartfords, long tail streamline body, smart.

67 Guineas. 1928½ Grand Prix Special, twin o.h.c., 4 speeds, l.w.b., balloons, concealed hood, Hartfords, revolution counter, chromium, unusually handsome sports 3-seater, Manx fabric body, lavish equipment.

**BALMSONS** urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 987-929

**BALMSON**, 1928 Grand Prix sports 2-seater, o.h.v. camshaft, taxed, £58; no deposit, exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 7671. 987-989

**BALMSON**, 1926 9.5 tourer, £15; exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 7671. 987-996

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

**SALMSON 1928** double-camshaft super-sports, fabric body, taxed, £50.

**SALMSON 1927** double-camshaft super-sports, very fast, £35. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 987-224

**SALMSON**, 1926 skiff sports, excellent condition, fast, many extras and spares, bargain, £15. Shaljian, 74 Thornton Rd., Balham, S.W.12. 987-n344

**SALMSON 2-seater**, ready for the road, insured, taxed, guaranteed 3 months, £28; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 987-1085

**SALMSON**, Grand Prix special, 80 m.p.h., recently overhauled, 4 speeds, cycle wings, perfect condition, £37 10s.; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 987-1072

**SALMSON 1928** sports 2-seater, recently overhauled and repainted, perfect condition throughout, £30; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 987-1068

**SALMSON**, sportsman's Weymann fabric saloon, super-sports engine, new condition, £100, offers. For details, photograph, send P.C. to Redler-Lodge, Worton Rd., Isleworth, Middlesex. 987-n356

**SALMSON skiff sports**, 1926 2-seater, black and red, fast car, £25. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-125

**SALMSON Grand Prix**, twin o.h. camshaft sports 2-seater, entirely overhauled, 100% condition, £17 10s.; exchanges. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 987-1074

**SALMSON** late 1926 sports 2-seater, in extremely good condition throughout, £15; exchanges. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 987-1073

**SALMSON**, 1924 9.5 2-seater, wire wheels, 3 new tyres, good runner, £12. Smith, 407 Edgware Rd. 987-40

**SCHNEIDER**, £95. 1928 sports 4-seater, very smart and fast car, year's tax, 11hp, Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-126

**SINGERS**. Taylors for Singer Juniors:—

1928 tourer, £40.

1929 tourer, £55.

1930 tourer, £80.

A.A. inspection invited; other models also available. Taylors, 155 London Rd., Kingston. Phone, Kingston 1264. zzz-615

**SINGER**, £35/11 1 28 8hp 2-seater and double dickey, luggage grid, excellent condition. Morgan Hastings, Ltd., 17 Berkeley St., W.1 (Tel., Mayfair 5323), and 212 New King's Rd., S.W.6 (Putney Bridge Station). Tel., Putney 7611. zzz-625

**SINGER Junior**, 1931, Porlock sports 2-seater, really reliable mechanical condition, excellent performance, nice condition throughout, fully equipped, unique deferred terms, £98. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 987-872

**SINGER Junior saloon**, 1931 coachbuilt sliding roof, maroon and cream, brand new and unused, slightly soiled, list £150, accept £135. K.J. Motors, Bromley, Ravensbourne 3456-7. 988-728

**SINGER**, 9 guineas. 1925 10-26 4-seater tourer, or exchange 500 o.h.v. cycle. Write, Smith, 74 Paulet Rd., S.E.5. 987-n105

**SINGER Junior**, 1930 (July), 2-seater, absolutely like new, £70. G. J. Shaffer and Co., Ltd., 82 Cricklewood Lane, N.W.2. Gladstone 3311. zzz-740

**SINGER**, 1929, 8hp Junior saloon, black and blue, taxed, one owner, tyres very good, bodywork, etc., exceptionally nice condition, mechanically very sound, a really cheap car at £55. Welfords Motors, Brighton. 987-882

**SINGER Junior**, 1931, coachbuilt sunshine saloon, one owner, wire wheels, remarkably excellent condition throughout, unique deferred terms, £96. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 987-878

**SINGER**, 1931 (late) Junior coachbuilt coupe, with sunshine roof, absolutely as new, £110, or £20 deposit secures. Fosters (Highbury), Ltd., 74 Highbury Park, Highbury Barn, London, N.5. 988-881

**SINGER Junior**, 1929 8hp 2-seater and dickey, exceptionally good condition, taxed, £42; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 987-911

**SINGER Junior**, Harry Nash, 1930 sunshine saloon, excellent condition, £67 10s.; deferred. 348 King St., Hammersmith. 987-891

**SINGER Junior**, 1928 2-seater, one owner, year's tax, perfect condition, 7 days' trial, £37 10s. Taylors, 155 London Rd., Kingston. Kingston zzzz-744

**SINGER 10**, 1927 4-seater, 4-door, l.w.b. and full equipment, new hood, etc., taxed, £25. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 987-n371

**SINGER 10**, 1925 4-door coachbuilt saloon, full equipment, really good condition, taxed, £15. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 987-n370



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

**SINGER**, 9.8 4-door coachbuilt saloon, 1927, one owner, excellent order, £27 10s. Ernest Osborne, Ltd., 17-18 Rathbone Place, Oxford St., W.1. Museum 9865-6. 987-69

**SINGER**, 1931 sunshine saloon, black-cream, mileage guaranteed under 2,000, one owner, taxed year, £110. Below.

1930 Junior sunshine saloon, dual brown, upholstered to match, mileage small, owner bought larger car, £95. Below.

1930 (April) Porlock sports, dual green, "as new" throughout, any trial, £75. Below.

1924 4-seater, 10hp, grey, good running order, to clear, £10. Below.

Smith and Hunter Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 987-41

**SINGER** Junior, 1931 sunshine saloon, black and green, taxed, mileage negligible, looks and runs as new, owner called abroad, £110 or close offer. Gap Bridge Motors, Wimbledon. Telephone 1026. 987-79

**SINGER** Junior, 1930 sports 2-seater, fitted with dickey seat, taxed, mileage under 4,000, as new throughout, tyres unpunctured, first reasonable offer secures. Gap Bridge Motors, Wimbledon. Phone 987-78

**SINGER** Junior, 1927 4-seater, mixed, o.s. tyres, good order throughout, new hood, bargain price, £20. Gap Bridge Motors, Wimbledon. Telephone 1026. 987-77

**SINGERS**. See page 22. 987-867

**SINGER**. See the Naylor and Root bargains on page 20. 987-22

**SINGER**, £71 10s., 1930 8hp saloon, positively in new condition; exchanges, terms. Below.

£9 10s 1925 Singer 10 4-seater, fully equipped, sound condition. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 987-948

**SINGER** Junior. £3 deposit, 31 guineas cash. 1927 4-seater, blue, very good condition, free insurance to cash buyers; exchanges. Rowland Smith. Below.

£3 deposit, 29 guineas cash. Singer Senior, 1927, 4-seater, red, l.w.b., exceptional condition, taxed, free insurance to cash buyers; 100 cars in stock, list free. Exchanges. Open all weekdays, including Saturdays 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 987-957

**SINGERS**. Newbams always have an excellent selection of Singers available. Few examples below, but full list on request.

1931 10hp de luxe coachbuilt sliding-roof saloon, black and cream, wonderful value, £128.

1930 8hp coachbuilt sliding-roof saloon, dual maroon, one owner only, £75.

1929 8hp coachbuilt saloon, blue, smart and generally attractive, £59.

1928 8hp 2-seater, maroon, good appearance, clearance offer, £29.

1927 10-26 4-seater, blue, nice condition, clearance offer, £19.

1925 10-26 4-seater, blue, amazing opportunity, clearance offer, £9.

Newham House, 237 Hammersmith Rd., London, W.6. Riv. 4646.

987-971

**SINGER** Junior, 1930 8hp 4-door coachbuilt saloon, finished black with red wire wheels, excellent condition, licensed, £72. Below.

**SINGER** Junior, 1929 8hp 4-seater, fitted with special all-weather body, £48. Below.

**SINGER** Junior, 8hp, 1930, 2-seater and dickey, positively new condition, £65; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2366. 987-939

**SINGER** 10, 1925 saloon, £17 10s. A.Z. Motors, 180 West End Lane, Hampstead. 0523. 987-922

**SINGER**, 1928 8hp 2-seater, maroon and black, condition almost as new, £39; exchanges, terms. Yarwood's, Stoneley South, High Rd., Tottenham. Phone 3122. 987-1060

**SINGER** 8 tourers and saloons, ready for the road, insured, taxed, guaranteed 3 months, £35 to £55; hire-purchase; exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 987-1084

**SINGER**, Porlock 2-seater sports, ready for the road, insured, taxed, guaranteed 3 months, £60 to £65; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 987-1086

**SINGER** Junior 1931 coachbuilt sunshine saloon, practically new, bargain, £99. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 987-138

**SINGER**, £85; exchanges, terms!!! 1930-31 Junior saloon; this car is honestly equal to brand new in every respect, mileage only 4,000, spare never used, tool kit unwrapped, cost £168, genuine bargain at £85. Chidley, 579b High Rd., Tottenham. Phone 2920. 987-142

**SINGER**, 1929, 8hp coachbuilt saloon, blue, £62. Newbams, Ltd., 164-6 Fulham Palace Rd., W.6. Fulham 0071-2. 987-1094

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

**SINGER** Junior, £30, 1928 4-seater, l.w.b., insured May, complete equipment, new condition; exchanges, deferred. 86 Acre Lane, Brickley. Phone 3401. 987-n364

**SINGER** Junior 1930 (late) coachbuilt saloon, black and cream, beautiful condition, one owner, £87 10s.; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 987-211

**SINGER** Junior 1929 coachbuilt saloon, finished blue cellulose, excellent condition throughout, £69; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 987-214

**SINGER** 1931 Junior saloon, blue, brand new, unregistered, £120. Dry's Garage, Kenton. Phone, Harrow 1660. 987-93

**SINGER** Junior, 1930, 2-seater and dickey, in showroom condition, chromium plating, tyres unmarked, spare unused, total mileage 3517, special offer, £85; terms arranged. Homma's, 243-7 Lower Clapton Rd., E.5. Phone, Clissold 9616-7. 987-104

**SINGER** 10, £25, smart, 1926, l.w.b., hood and side screens, paintwork, etc., as new, leather upholstery, splendid chassis. Denmans, 132-3 Long Acre, W.O. Open week-ends. Temple Bar 8135-6-7. 987-127

**SINGER** Junior. Cooke's Motors offer: Three exceptionally good saloons, 1929 coachbuilt saloon, £69; 1930 4-seater, £72; 1930 saloon, £82. All guaranteed. High St., Sutton, Surrey. Phone 4660-1. Open week-days until 7 p.m., Sunday 1 p.m. Exhibition of 200 cars from October 31st to November 7th. 987-154

**SINGERS**. Singers. From £10 down.

1928 8hp tourer, £35.

1928 8hp saloon, wire wheels, taxed year, £48.

1931 8hp saloons, beautiful condition, £105.

1931 ditto, shop soiled, unregistered 12 months, guaranteed, £117.

Murphy, Singer Specialist, Sales, Spares, Service, 17 Sheen Lane, Mortlake. 3303 Richmond. 987-168

**SINGER** Junior 1929 4-seater, 7.8hp, excellent order, bargain, £55; exchanges, deferred. Rhind and Co., 258 Deansgate, Manchester. 987-167

**SINGER** Junior 1930 coachbuilt saloon, stone and brown, sunshine roof, £72; exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426-7. 987-171

**SINGER** 1927 (December) 10-26 2-seater, taxed, nearly new, tyres perfect condition, any trial, £35. 5 Winterbrook Rd., S.E.24. 987-n382

**SINGER**, 1928, Junior saloon, maroon and black, in very good condition, £45. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 987-200

**SINGER** Junior. Smith-conditioned, same as makers' guarantee. 1931 saloon, with sliding roof; this car is literally in showroom condition, only having done very few miles, a splendid opportunity; deposit 20 guineas, balance 85 guineas.

**SINGER** Junior, 1930, coachbuilt saloon, 4-door; deposit 15 guineas, balance 57 guineas.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford, London (Phone, Seven Kings 1,000, 7 lines); and at 169 Shaftesbury Avenue, W.C.2 (Phone, Temple Bar 3876, 2 lines). 987-196

**STANDARD** 9, 1930 Teignmouth saloon, blue, sliding roof, wire wheels, as new, taxed year, £110. K.J. Motors, Bromley. Ravensbourne 3456-7. 988-726

**STANDARDS**. 400 car list post free. 1927 to 1932, new and used cars in stock; saloons, coupes, sports, landaulets, touring 2-seaters, etc. Open till 8.30 p.m. week-ends included; exchanges and terms, distance no object. ("The Northern Motor Olympia.") Hammers, near Birkdale Station, Southport. Phone, Birkdale 66161. (Branch Showrooms: 117 The Headrow, Leeds; 17 Cambridge St., Sheffield. 987-880

**STANDARD** 9, 1930 long sunshine saloon, one owner, splendid condition throughout, written guarantee, unique deferred terms, £99. 516-522 Stratham High Rd., S.W.16. Phone. Pollards 4444. 987-875

**STANDARD** Big 9 1931 fabric saloon, black and red, 4,100 miles, condition absolutely as new, taxed December, sunshine roof, £139. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426. 987-62

**STANDARD**. 1931 Big 9 coachbuilt sunshine saloon, black-cream, mileage 3,000 only, full guarantee, £160. Below.

1930 (March) Teignmouth saloon, black, brown leather upholstery, small mileage, tyres still original, guaranteed, £100. Below.

1929 8hp fabric saloon, black-red, wire wheels, bumpers, leather upholstery, privately owned, £75. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 987-42

**STANDARDS**. See page 22. 987-868

**STANDARD**, brand-new 1931 long-chassis sunshine saloon, wire wheels, unregistered, undemonstrated, reduced £215 to 159 guineas. Vedum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 987-927

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

**STANDARDS.** Newnham's always have an excellent selection of Standards available. Few examples below, but full list on request.

- 1932 Big 9 coachbuilt sliding-roof saloon, blue, almost new, £178.
- 1931 Big 9 sliding-roof saloon, very exceptional condition, £135.
- 1930 9hp coachbuilt sliding-roof saloon, fawn and brown, moderate mileage, £165.
- 1929 9hp short-wheelbase sliding-roof saloon, black and cream; opportunity! £68.
- 1928 9hp saloon, brown, very attractive little car, special offer, £49.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 987-972

**STANDARD.** 128 guineas!!! Swallow saloon, 1930-31, many extra fittings, tax paid, 2 shades grey and blue, absolutely as new, £30 down. Comerford, Portsmouth Rd., Thames Ditton. Phone, Emberbrook 2323. 987-985

**STANDARD.** See the Naylor and Root bargains on page 20. 987-24

**STANDARD 9** 1930 4-door saloon, wire wheels, a clean car throughout, one owner, £85. Rose and Young Ltd., 97 Streatham Hill, facing "Locarno." Tele., Streatham 9520-1. 987-90

**STANDARD 9,** 1930 coachbuilt sunshine saloon, taxed, blue, spotless condition, £115; terms: Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4635. 987-81

**STANDARD 9** 1930 Teignmouth saloon, sliding roof, leather upholstery, excellent tyres. Very small mileage, new condition throughout, £110; exchanges, deferred. Humphreys, Ltd., 118-122 Hampstead Rd., N.W.1. Phone, Museum 9515. 987-145

**STANDARD,** 1928 9hp saloon, maroon, good condition throughout. £54. Newnham's, Ltd., 164-6 Fulham Palace Rd., W.6. Fulham 0071-2. 987-1092

**STANDARD,** 1931 Big Nine sliding-roof saloon, coachbuilt, black and red, excellent condition, £145. Newnham, Ltd., 164-6 Fulham Palace Rd., W.6. Fulham 0071-2. 987-1093

**STANDARD,** 1929 saloon, 9hp sunshine, taxed, insured, many extras, one owner £78. Murphy, 17 Sheen Lane, Mordlake. 3303 Richmond. 987-160

**STANDARD 9,** 69 guineas. 1930 4-door sunshine saloon, taxed year, exceptionally fine condition throughout. Short and Glass, Ltd., 52, 54 and 56 Fitzroy St., London, W.1. Open Saturdays 9 till 6. Museum 8176-8177. 987-179

**STANDARD Big 9,** 1931, blue fabric saloon, £165. Bruton Garages, Ltd., 32 Bruton Place, Berkeley Square, W.1. Mayfair 4737. 987-176

**STANDARD 1929 Big Nine** Teignmouth sun-saloon, black, with brown leather cloth upholstery, excellent condition, carefully used, £82 10s. Service Co., 273 High Holborn, Holborn 0666. 987-216

**STANDARD 1930 9hp** sun-saloon, splendid condition, one owner. £110; best possible deferred terms. Service Co., 273 High Holborn, Holborn 0666. 987-217

**STANDARD 1932 Big Nine** saloon, maroon and black, used by ourselves for demonstration purposes only, low mileage, £182 10s.; best possible deferred terms. Service Co., 273 High Holborn, Holborn 0666. 987-218

**STANDARD,** £97 10s. 6d.; taxed year, 1930 Teignmouth saloon (sunshine), fully guaranteed, irreproachable condition, enquire before buying elsewhere. We save you money. South London Car Sales (behind Brixton Palladium), S.W.2. Branch opposite "Swan," Stockwell, S.W.9. Brixton 6631, or Macaulay 3781. 987-229

**STANDARD 9** 1930 4-seater sportsman's coupe, sun roof, exceptionally smart and perfect, £105. Below.

**STANDARD 9** 1929-30 Teignmouth saloon, well kept and carefully used, sun roof, £90. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-128

**STANDARD 9.** Cooke's Motors offer—1930 coachbuilt saloon, sunshine roof, original and nice condition, £118. Brighton Rd., Sutton, Surrey. Phone 3800-1. Open week-days until 9 p.m. Sundays 1 p.m. Exhibition of 200 cars from October 31st until November 7th. 987-156

**STANDARD.** Smith-conditioned same as makers' guarantee. Over 100 cars in stock.

Deposit 35 guineas, balance 133 guineas. Swallow Big Nine, 1930-31, tyres in new condition, fitted with Standard Swallow 4-seater saloon body, colour scheme a smart combination of plum red and cream, maroon, leather upholstery, mileage only 10,000, practically new condition.

F. G. Smith (Motors), Ltd., of Goodmayes; 169 Shaftesbury Avenue, London, W.C.2. Tel., Temple Bar 3876 (2 lines), and Seven Kings 1000 (7 lines). 987-197

**SWIFT,** 10hp 1929 4-door fabric saloon, pneumatic upholstery, 4-speed model, excellent condition, licensed, £78. Below.

**SWIFT 10,** 1928 fabric saloon, 4-door, finished maroon and black, licensed, £62; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2366. 987-938

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

**SWIFT,** 17 guineas, 1926-7 8.9hp 4-seater, perfect running order, nice appearance, f.w.b., etc.; exchanges. Maynards, 241a High Rd., Wood Green. 987-14

**SWIFTS.** See page 22. 987-269

**SWIFT.** See the Naylor and Root bargains on page 20. 987-28

**SWIFT 10,** £37 10s., 1928 2-seater, carefully maintained, very economical. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 987-949

**SWIFTS.** Newnham's always have an excellent selection of Swifts available. Few examples below, but full list on request.

1931 8hp Cadet sliding-roof fabric saloon, maroon, perfect little car, £95.

1931 10hp drop-head coupe, dual colours, really beautiful car, £142.

1931 10hp Paladin coachbuilt sliding-roof saloon, blue, small mileage, £139.

1930 10hp Fleetwing sports saloon, brown and cream, one owner only, £95.

1930 10hp 4-seater, dual maroon, excellent value, £88.

1929 10hp Migrant sliding-roof saloon, dual colours, special attraction, £75.

1927 10hp 4-seater, maroon, f.w.b., etc., good condition throughout, £25.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 987-973

**SWIFT,** 1931 10hp saloon, 4-door, coachbuilt, small mileage, faultless condition, £135. 1 Green Rd., Southgate. Barnet 3208. 987-n336

**SWIFT,** £29, exchanges!!! 1926-7 9hp de luxe 4-seater, f.w.b., many extras, very nice car, any test welcomed. Chidley, 679b High Rd., Tottenham. Phone 2920. 987-143

**SWIFT 10,** brand new, unregistered, unused, sunshine 4-door saloon, £158. Rose and Young, Ltd., 97 Streatham Hill, opposite "Locarno." Tele., Streatham 9520-1. 987-85

**SWIFT 1929** 10hp drop-head coupe, wire wheels, very smart, £78. H. A. Saunders, 330 Easton Rd., N.W.1. Museum 4511. 987-174

**SWIFT 10,** 115 guineas, 1930-31 saloon, spotless condition. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-129

**SWIFT 10,** 1928 saloon, 4 doors, f.w.b., £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-130

**SWIFT,** brand-new Cadet saloon, sun roof, Magna wire wheels, 3-bearing engine, 9hp, 55 m.p.h., £125, list price £185. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-131

**SWIFT 10** sportsman's coupe foursome, 1930, fast, sun roof, very smart car, 114 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. 987-132

**SWIFT,** 1926-7 4-seater, f.w.b., 10hp, real leather, any trial, £28. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-133

**SWIFT,** 1930-31 touring car, mileage negligible, seats 5, 60 m.p.h. car, 10hp, £110. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 987-134

**SWIFT,** £68 10s. 6d. 1929 coupe. South London Car Sales (behind Brixton Palladium), S.W.2. Branch opposite "Swan," Stockwell, S.W.9. Brixton 6634, or Macaulay 3781. 987-227

**TALBOT,** 10 guineas, 1924 8-18hp 2-seater, starter, very good condition; 100 cars in stock, list free. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 5041-6. 987-956

**TALBOT,** 10-23 tonner, mechanically perfect, £12. 13 Larkhall Lane, Clapham, S.W.4. 987-x380

**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 7,** 1928 coachbuilt saloon, perfect running order, one owner, taxed, £47 10s. 45 Hurstbourne Gdns., Barking. 988-m835

**TRIUMPH 1929 Super 7** saloon, good appearance and mechanical condition, unique deferred terms, £69. 616-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 987-877

**TRIUMPH super 7,** 1929½ sportsman's coupe, specially tuned engine, special head and induction, appearance and condition as new, mileage only 7,000, many extras, £65, or exchange. 339a Goldhawk Rd., W.6. Riverside 5113. 987-912

**TRIUMPH.** See the Naylor and Root bargains on page 20. 987-29

**TRIUMPH.** If you are interested in a new or used Triumph. Bablake Garage, Ltd., Queen Victoria Rd., Coventry (The Midland Specialists), are interested in you. Most models in stock; excellent prices allowed for used Triumphs. 999-a335

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

**TRIUMPH.** 1930, 7hp coachbuilt saloon, blue, one owner only, £89; 1929 Super Seven fabric saloon, black and red, special offer, £48. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 987-974

**TRIUMPH.** 1931 Super 7 sunshine coachbuilt saloon, leather, safety glass, unregistered, dual brown, list £197 10s., now £140. Leverett Kearton, Dering St., Bond St., W.1. Mayfair 4126-7. 987-933

**TRIUMPH 7, 1930,** de luxe saloon, taxed, exceptional condition, £80; terms. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4653. 987-80

**TRIUMPHS.** Morgan Hastings, largest distributors, offer following used Triumphs:-

£145!!! 1931 6-cylinder saloon, as new.

£115!!! 1931 7hp de luxe fabric saloon, sliding roof.

£115!!! 1931 Gnat sports 2-seater, 4,000 miles.

£85!!! 1930 7hp de luxe fabric saloon.

£65!!! 1929 7hp Gordon England saloon. 17 Berkeley St., W.1. Phone, Mayfair 5323. 212 New King's Rd., S.W.6. Phone, Putney 7611.

**TRIUMPH,** 1931 7hp saloon de luxe, shop-soiled only, listed at £185, maker's usual guarantee, £145.

**TRIUMPH,** 1930 7hp 2-seater de luxe, exceptionally good condition, £287 10s.

**TRIUMPH,** 1929 7hp tourer, good condition, £50. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 987-553

**TRIUMPH,** 1931, brand-new Scorpion 6-cylinder sliding-roof saloon, unregistered, £155. 19 Beynon Rd., Carshalton. Telephone, Wallington 1917.

**TRIUMPH,** 1929 super 7 de luxe 2-seater, taxed and in excellent condition, £40. Phone, Sanderstead 1307. 987-n554

**TRIUMPH** super 7 2-seater, 1930, low mileage, taxed, one owner, £90; exchanges and deferred terms. Open till 8. Phone, Popenogrove 035. Spinkins (Twickenham), Ltd., Heath Rd., Twickenham. 987-208

**TRIUMPH,** 1929, Gordon England saloon, in very good condition, £57 10s. H. and A. Motors, 69 Church Rd., Upper Norwood, Livingstone 3122. Open Sundays 11-1 p.m. 987-201

**TROJANS.** Always several in stock. Send for details. Lewes Motors, Lewes, Sussex. zzz-475

**WINDSOR** sports, very fast, good condition, taxed, £35. G.L.M. Motors, 18 Worple Rd., Wimbledon. Phone 6026. 987-49

**WINDSOR,** £37 10s., 1927 10hp 4-door saloon, taxed, exceptional bargain. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 987-953

**WOLSELEY** Hornet, 1931 fabric saloon, unregistered, fully guaranteed, slightly shop-soiled only, £149. Olympia Motor Co., 3 Hammersmith Rd. (opposite Olympia), Kensington, W.14. Fulham 4217. zzz-656

**WOLSELEY** Hornet, 1930 (July), coachbuilt saloon, almost like new, one owner, taxed, £90. Barney Mow, West Horsley, Surrey. Phone, Clandon 2. 987-908

**WOLSELEY.** 1930 (July) Hornet coachbuilt saloon, superb order, full guarantee, taxed, £100. Below.

1930 Hornet coachbuilt saloon, dark maroon, small mileage, clean and well kept, £98. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 987-43

**WOLSELEYS.** See page 22. 987-870

**WOLSELEY.** See the Naylor and Root bargains on page 20. 987-23

**WOLSELEY,** 1931, special 6-cylinder low-chassis Hornet Jenson super sports 2-seater, one owner, cost £245, my price £150. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 987-917

**WOLSELEY** Hornet, 130 guineas!!! 1931 coachbuilt sunshine saloon, mileage under 3,000, colour lake, tax paid, quite as brand new, your own terms, third-party insurance only. Comorlands, Portsmouth Rd., Thames Ditton. 987-983

**WOLSELEY.** £150!!! 1931 Hornet sunshine coupe, cost £225, mileage 1,700, absolutely as new. Morgan Hastings, Ltd., 17 Berkeley St., W.1 (Tele., Mayfair 5323), and 212 New King's Rd., S.W.6 Tel., Putney 7611). zzz-710

**WOLSELEY** Hornet, 1931 close-coupled 4-seater, very small mileage, as new, 154 guineas; also

1931 model Wolseley Hornet coachbuilt saloon, large body, sun roof, indistinguishable from new, taxed, £135; also

1931 Wolseley Hornet 2-seater, specially tuned engine by Laystalls, competition tyres on rear, real hot-stuff car, taxed, £150; dejected; cycles in part. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 987-110

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

**WOLSELEY** Hornet, 1930 saloon, coachbuilt, in fine order, very fast, £110. Denmans, 152-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6. 987-135

**WOLSELEY** Hornet. Smith-conditioned, same as makers' guarantee.

1931 coachbuilt saloon, sunshine roof practically new, only done small mileage, deposit 25 guineas, balance 95 guineas.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford, London. Phone, Seven Kings 1000 (7 lines). 987-198

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*(continued).*

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**WANTED,** 9hp Standard saloon. Box No. 3469, c.o. "The Light Car and Cyclecar." 987-149

**GET** more for your car by sending it to the Motor House, Ltd., 20-22 Finchley Rd., N.W.8. You can draw 50% on the sale price on sight, balance a day after sale. This is the most sensible way to sell any modern car. Hundreds have found it so. Printed booklet on application. Most cars sold immediately upon receipt. zzz-359

**THE SERVICE CO.,** 275-4 High Holborn, London, urgently want light cars of recent date. Best cash prices given. zzz-611

**F.O.C.H.** urgently require light cars. Spot cash. Highest prices. Bring or write. Balys.

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**THE LIGHT CAR CO.** do pay highest prices for used cars. Call or send details. 404 Euston Rd., N.W.1. zzz-582

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**CAR** cruiser caravans for sale or hire, fully equipped, 2, 3 and 4-berth models, various sizes second-hand caravans also now available. Write for particulars.

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**CARAVANS, TRAILERS, ETC. (continued).**

**RAVEN CARAVANS** for light cars. Prices from £50; completely equipped.

**RAVEN CARAVANS,** 2 Ravenscourt Square, Goldhawk Rd., Hammersmith. Phone, Riverside 0353. zzz-48

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**PROFITABLE** whole or spare-time employment, exclusive provincial territory. Write BCM/KXWV, London, W.C.1. 595-d261

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**NEW** car starter and lighting batteries, assorted makes by all well-known makers. All other types in stock.

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**FORD** and Chevrolet, 6-volt, 88 A.H., 29s. 6d.

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**MOTORCYCLE,** 6 1/2 in. by 4 1/2 in. by 3 1/2 in., 6-volt, 12 A.H. 12s. 6d.

**FULLY** guaranteed.

**AUSTIN 7,** 6-volt, 40 A., 13s. 6d.

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**LUCAS, C.A.V.,** Rotax.

**OFFICIAL** service, large stocks, replacements, exchanges, immediate delivery, low prices.

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**ENGINES—Wanted.**

**WANTED**, Riley 9 engine and gearbox or complete chassis; condition optional. Cash price and particulars. Box No. 3509, co. "The Light Car and Cyclecar." 987-n289

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**ROWLAND SMITH MOTORS, LTD.**

**AUSTIN** main agents. Immediate delivery of 7hp models. Deferred terms, highest exchange allowances. Below.

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**ROWLAND SMITH MOTORS, LTD.**, Morris agents. Deferred terms, highest exchange allowances. Below.

**ROWLAND SMITH MOTORS, LTD.**, Singer main agents. Deferred terms, highest exchange allowances. Below.

**ROWLAND SMITH MOTORS, LTD.**, will give you highest price for your motorcycle or car in exchange for any make of new or second-hand car. Below.

**TURN** to our small advertisements under Classified Section. Rowland Smith (Motors), Ltd. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-707

**F.O.C.H.** Exchange specialists. New or second-hand. Cash (either way). Deferred. Free list, 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-607

**MANCHESTER.** Exchange your car with Rhind and Co., 238 Deansgate, Manchester. zzz-38

**ARCHIE SIMONS AND CO.** Exchange Specialists. Any make of car supplied; deferred terms, highest possible allowances. 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-470

**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, Hornet and Standard chassis with Arrow special coachwork. 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 5037-8). zzz-663

**AUTO-AUCTIONS** allow best part-exchange prices for new or second-hand cars; 100 cars always on view; any trial or examination. Horselyerry Rd., S.W.1. Phone, Victoria 8761. zzz-692

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**EXTENDED PAYMENTS (continued).**

**ALWAYS** at your service. We offer all types of motor vehicles on extended payment terms. Our new booklet, "Buying a Car," gives particulars of 700 cars, terms and general information; post free. Payment may be extended over 12, 18 or 24 months. Wm. Whiteley, Ltd., Queen's Rd., W.2, and 205-7 Gl. Portland St., W.1. zzz-175

**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

**F.O.C.H.** hire-purchase is simple and costs little. Minimum formalities. Very low deposits. 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-608

**THE TRADING AND FINANCE CORPORATION, LTD.** (Incorporated 1900), give best terms for deferred payments on new and second-hand cars. Payments over 12, 18, or 24 months. Completion within 12 hours.

**THEY** are also prepared to purchase any car and resell to a third party without extra profit by extended payments.

**WRITE** or call. Bush Lane House, Cannon St., London, E.C.4. Phone, Mansion House 8963-4. zzz-586

**GARAGES.**

**CHARING CROSS GARAGE**, Villiers St., Strand. Capacity 200 cars; always open, running repairs, accessories, etc.; theatre facilities. Gerard 1489. zzz-73

**HOODS AND SCREENS.**

**TODD AND CO.** Hoods re-covered and repaired, side screens recelluloided, general upholstery and repairs fabric bodies re-covered or repaired. Duncan St., Islington. 989-565

**ASMUS.** Hood re-covering, best materials. 2-seaters from 30s., 4-seaters from 40s., screens recelluloided cheaply. 63a High St., Clapham, S.W.4. (Next to Jay's.) Macaulay 5042. zzz-501

**RAFTON** 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.

**RAFTON** backlight replacement. Troubles with broken backlights eliminated cheaply, quickly and permanently. Easy fixing. List free.

**GRAFTON** side screens, cheapest and best. Grafton Engineering Co., Sycamore Grove, New Malden. Phone, Malden 0161. zzz-91

**COX.** Calso. Rotax and Easting patent hoods and windscreens are now solely manufactured by us. Replacements and repairs to these and other types receive immediate attention.

**COX.** Fasting dicky screens, £3 3s.; rear screens, £4. Special lists on application.

**COX.** Hood re-covers by skilled trimmer at really reasonable prices according to quality of cloth.

**COX.** Side curtains, recelluloiding from 5s. per panel, side curtains, from 15s. each; catalogue and measurement charts on application.

**COX.** Hood cloth, lawn or black twill, 5s. 6d. yard; extra quality, 6s. 4d. yd., 72 ins. wide; black leather cloth, 60-in., 2-ply, 7s. 4d. yd.; 1-ply, 3s. 6d. yd., other qualities pro rata. Webbing and piping 6d. per yd.; covered studs 1s. dozen. Patterns on application.

**COX.** Celluloid, English, 29 ins. by 18 ins. by 20-1,000 in., 2s. 9d. sheet; other sizes pro rata.

**COX AND CO.**, Lower Richmond Rd., Putney, S.W.15. Tel., Putney 6193-6. zzz-481

**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.

**ALLEN AND DORSETT** for side screens, renovations, recelluloiding, etc. Example: Austin 7 set, 8 panels, replaced, 20s. Trade inquiries. Allen and Dorsett Motor Trimmers, 63-65 Aslett St., Wandsworth. Phone, Battersea 1422. zzz-310

**HARRISON'S.** Hoods re-covered in few hours. Loose covers all cars.

**HARRISON'S.** Replace celluloid while you wait or by return post or rail.

**HARRISON'S.** Carpets, envelopes, cushions, tents, tarpaulins, upholstery materials, all-weather equipment, renovating.

**HARRISON'S.** 355 Norwood Rd., Tulso Hill Station, S.E.27. Telephone, Streatham 6846. zzz-327

**RECOVERS** from 30s. celluloid replacements 4s., repairs. Jones, 778 High Rd., Tottenham. 987-n358

**INSURANCE.**

**THE "OPEN ROAD" Motor Insurance Policy** is the only one you must not overlook. Light cars are insured on specially favourable terms. Apply at the Army, Naval and General Assurance Association Ltd., Trafalgar House, Waterloo Place, Pall Mall, S.W.1. Telephone, Regent 0984-5. zzz-191

**INSURANCE (continued).**

**COMPARE** these rates with what you are now paying: 8hp cars, £7; 9hp cars, £7 7s.; 10hp cars, £8 7s. (£100 value); Morris-Cowleys, £8 10s.; Morris-Oxford, £10. Write for prospectus to North and South Insurance Corporation, Ltd., Orleans House, Edmund St., Liverpool. zzz-577

**COMPREHENSIVE** policies, 7hp cars, £7 10s.; "no claim bonus" allowed; instalments arranged. E. J. Bass, 40 Chancery Lane, W.C. Holborn 0238. zzz-669

**OLD-ESTABLISHED** companies offer through Andrews and Booth, brokers, low rates for any period, any vehicle.

**SPECIMEN** 12 months' policy: Cowley, comprehensive, £8 10s.; third-party, £4 5s.; Road Traffic Act, £3 16s. 6d.; 10 per cent. less for named-driver policies, non-claims bonus allowed on transfer, others and commercials equally low, private-hire and hirer-driving risks a speciality.

**ANDREWS AND BOOTH.** 37 Sheen Lane, S.W.14. Richmond 2212. zzz-591

**WE** select the best and cheapest policies from Lloyd's and 95 leading companies for motorists' individual requirements. For lowest cash and instalment premiums consult Metropolitan Insurance Brokers, Ltd., Empire House, St. Martin's-le-Grand, E.C.1. Nat. 5261. 992-j365

**LOWEST** rates. Immediate cover. Deferred terms. Example: (R.T.A. owner driving, and bonus): Austin Seven, £2 11s.; Cowley, £3 2s.; Oxford, £3 12s. 11d.; motorcycles, 13s. Big no-claims bonus. Jackson's, Insurance Brokers, 54 Old Broad St., E.C.2. London Wall 0329. 990-147

**MASCOT POLICIES.** Quotations and certificates by return, quarterly instalments. Mascot Policies, Ltd., 30 Lime St., London, E.C.3. Monument 1159. zzz-715

**QUARTERLY** premiums without additional cost under Inviolable Policies. Road Traffic Act certificates by return. Policies sent immediately. Competitive rates. Inviolable Policies, Ltd., Palmerston House, Bishopsgate, E.C.2. Phone, London Wall 0464. See page 4. 987-32

**DEFENCE, LTD.**, 40 King William St., E.C.4 (Mansion House 9022-3), for lowest rate, payable by instalments. See page 8. 987-r353

**INSTALMENT** premiums, quarterly or monthly, accepted by Carjax, Ltd., the pioneers of Period-Payment Policies, covering all motor risks. Fully comprehensive or third-party only, affording full protection under the new Road Traffic Act covered at Lloyd's or with leading non-tariff companies. Instalments unaffected by claims. Transfers without loss of bonus. Special rates attach to Morris, Ford, Standard, Singer, Triumph and Rover cars. Carjax, Ltd., 27 Old Bond St., and 15 Albemarle St., London, W.1. Regent 3200. Immediate issue of certificates. 987-748

**QUARTERLY** premiums without additional cost. Austin 7s, £2 2s. 6d.; others cars, lorries, motorcycles, etc., at competitive rates. Security, Satisfaction, under a Stuarton Policy. Stuarton (Insurance), Ltd., 34 Leadenhall St., E.C.3. Monument 4270. See displayed advertisement, page 7. 987-11

**MAGNETO AND DYNAMO REPAIRERS.**

**FOR** these units we have the most up-to-date testing and service machinery in London. See below.

**TROUBLE** located and the faulty unit exchanged while you wait, from 30s. per unit. See below.

**1,000** different type replacement magnetos, dynamos and starters in stock ready to fit. See below.

**BEARDMORE SERVICE, LTD.**, 12-18 Queen's Rd., Hyde Park, W.2. Phone, Park 8641-2. zzz-737

**IMMEDIATE** magneto exchange service! Your magneto exchanged same day for same make and type at cost of repairing your faulty one. Guarantee given. Super Power Co., 81 North Side, Clapham Common, London, S.W.4. Phone, Battersea 0270. Telegrams, "Superpowers-Batt., London." zzz-84

**MISCELLANEOUS.**

**COLEY** radiator thermometers, 25s.; Coley oil gauges, 25 lb. 6s. 6d.; altimeters, 11s.; K.L.G. plugs F.7, 1s. 9d.; files, recuts, assorted dozen, 3s. 6d.; gloves, leather gauntlet, fleecy-lined, tan, 7s. 6d.; dark brown, 8s. 6d.

**AEROPLANE** wheels with Palmer tyres and axle, 50s. per pair, carriage forward; screw pickets, 12-in., 9d.; motor repair outfits, 1s. 3d.

**WINDSCREEN** frames, 15 by 3½ in., 1s. 9d.; 6-volt Stewart horns, new, 17s.; chamois leathers, 16 ins. square, 1s. 9d.; bolts, nuts, washers, 7 lb. bag, assorted, 4s.; spanners, Gedore, etc.

**ABOVE** post paid. Send for free list. Coley, Ltd., Ordnance Works, Kingston-on-Thames. zzz-643

**TRIOX** cleans upholstery, fabric, Bedford cord and floor carpets. Not a polish but a "Magic Stain Remover" and renovator. Ask your garage, or direct from Triox Products, Ltd., 6 Colonial Avenue, E.C.3. zzz-547

**25,000** sheets new galvanized corrugated roofing iron, 6 ft., 1s. 6d., carriage paid your station. Other lengths. Weltons, Fratton, Portsmouth. 991-n350

**YOUNG'S** guaranteed bargains. New K.L.G. F7 plugs, 1s. 6d.; automatic suction windshield wipers, complete, 9s. 6d.; spotlamps from 8s. 9d.; fog lamps, 17s. 6d.; radiator muds for all models, from 7s. 6d.; rear luggage carriers for Austin 7, Morris Minor, etc., 17s.; postage extra; complete stocks motor clothing, gauntlets, helmets, etc. Young's, 32 Tooting Bec Rd., S.W.17. zzz-729

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



**MISCELLANEOUS**

(continued).

**ERIC CAMPBELL**, radiator, block, pistons, etc., pair Houdaille shock absorbers, pair 6-in. Miller headlamps, G.N. engine, bevel box, chains, sprockets, etc., A.B.C. engine and gearbox, cheap. Write 43 High St., Godalming. 987-n345

**MARBLE ARCH MOTOR SUPPLIES, LTD.**

**DESMO** traffic indicators, mudguards or windscreen fitting, usual price 30s., our price 12s. 6d., post 1s.

**CAR** thermo safety gauge combines oil gauge and temperature recorder, replaces existing oil gauge and occupies same hole in instrument panel, list price 57s. 6d., our price 10s., post 9d.

**OIL** gauge for Austin 7, usual price 12s. 6d., our price 2s. 6d., post 6d.

**HYDRAULIC** jacks, best make, made to lift 2 ton, list price 27s. 6d., our price 15s., carriage 1s. 3d.

**HAND** pumps, brass with foot, usual price 6s. 6d., our price 3s. 6d., post 1s.

**SPARE** petrol cans, 1 gallon, list price 8s. 6d., our price 4s. 6d., post 3d.

**ELECTRIC** horns, Desmo 6 or 12-volt, complete, with wire and switch, list price 35s., our price 12s., post 9d. Marble Arch Motor Supplies, Ltd., 135-135 Edgware Rd., W.2. 987-64

**MISCELLANEOUS—Wanted.**

**AUSTIN** sports front axle and rev. counter. Box No. 3518. Co. "The Light Car and Cyclecar." 987-n350

**MUDGUARDS.**

**MUDGUARDS** for all cars, guaranteed fit. Competitive prices. Prompt service. Send for lists. Syd Pearson (Mudwings), Cheylesmore, Coventry. Phone 3559. zzz-585

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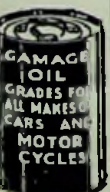
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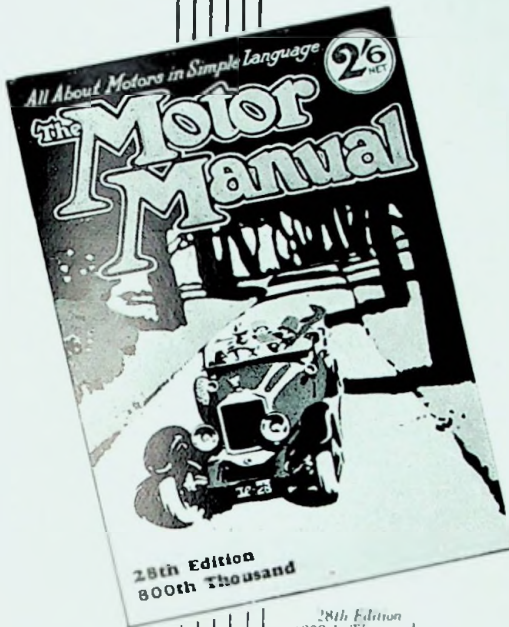
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