

# The Light Car & Cyclecar

3<sup>D</sup>

The Only  
Small Car  
Journal  
Founded 1912.

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

Vol. XL No. 1028  
Friday, Aug. 19, 1932  
Registered at the G.P.O.  
as a Newspaper.



#### AMONG BURNHAM'S BEECHES.

Only 25 miles from London, these glorious beech woods were bought by the Corporation of London in 1883. Gray often wandered in them, and Mendelssohn, the great composer, was well acquainted with their loveliness.

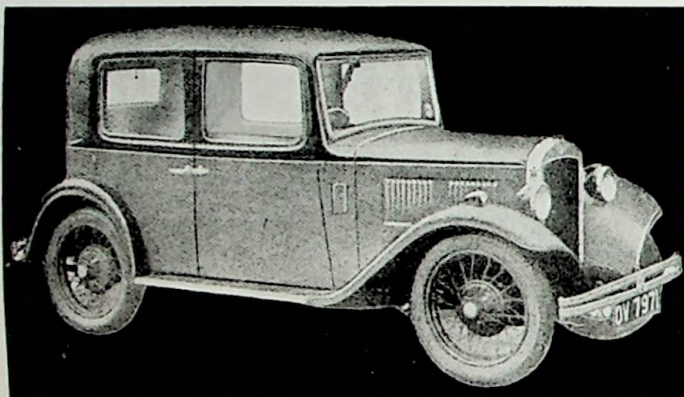


AUSTIN  
FORD  
MORRIS  
ROVER

**100 CARS  
IN STOCK**

STANDARD  
TRIUMPH  
TROJAN  
WOLSELEY

ANY MAKE OF CAR SUPPLIED FOR CASH OR ON OUR OWN FINANCED DEFERRED TERMS, WHICH CAN BE ARRANGED IN 48 HOURS. YOUR PRESENT CAR TAKEN IN PART EXCHANGE—BEST POSSIBLE PRICE GIVEN. IT WILL PAY YOU TO BUY HERE.



## The NEW AUSTIN TEN-FOUR

with Sunshine Roof,  
Bumpers, good leather  
upholstery and full  
equipment.

DE LUXE SALOON

**£168**

**IMMEDIATE DELIVERY**

**HIRE AND DRIVE YOURSELF**  
Austin Seven and Morris Cowley Saloons  
WEEK-ENDS from £3-3. Taxed and Insured.  
FROM £4-10. WEEKLY Unlimited Mileage.  
HIRE DEPARTMENT:  
92, GLOUCESTER ROAD, S.W.7. Frobisher 3037.

**FREE** Call or send  
for a copy  
of our new booklet  
"MOTORING MADE EASY."

## SPECIAL

Let us fit locks to the  
doors of your Austin 7  
Saloon. Price inclusive 17/6

**NORMAND  
GARAGE LTD.**

**489, OXFORD STREET, LONDON, W.1**  
LIGHT CAR SHOWROOM

Between Selfridges and Marble Arch.

Mayfair 6801-2

11, HAMMERSMITH ROAD, W.14.  
Trojan Showrooms. Opp. Olympia. Fulham 3477.

AVONMORE PLACE, AVONMORE RD., W.14  
Service Department. Fulham 4972

( O Every Saturday until 6 p.m. and  
every Sunday (Oxford St.  
( PEN Branch) 10 a.m. to 1.30 p.m. )



## CAR LUGGAGE CARRIERS



**SPECIAL**  
for Austin 7  
Single fold **9/6**

Pressed Steel, as illus. 18/6  
**SPECIAL** for Morris Minor, as illus. 10/6  
Single fold.

Pressed Steel, for Morris Minor, as illus. 18/6  
**SPECIAL** for Morris Cowley 20/-

## TEA and LUNCHEON OUTFITS

In strong blocked fibre cases containing all utensils for Picnics and Camping.



Tea Outfit with Vacuum Flask for 2 persons... 10/6  
Ditto for 4 persons... 15/6  
Ditto with Kettle and Burner for 2 persons... 12/6  
For 4 persons... 17/11  
**TEA and LUNCH** with Vacuum Flask for 2 persons... 16/3  
For 4 persons, 25/-  
Ditto with Kettle and Burner for 2 persons... 29/6  
For 4 persons... 40/-

### PRIMUS STOVE OUTFITS

1-pint size 12/-  
1-pint size 14/6  
2-pint size 17/9

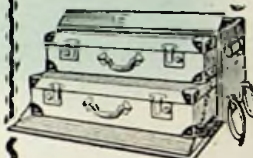
SPORTS GAMES

EST. 1876

**JAMES GROSE LTD.** Cycles and Accessories

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

## EXTRA SPECIAL OFFER! LUGGAGE TRUNKS



Size: 27" long x 16 1/2" deep x 14" wide.

3-ply birch foundations, covered black waterproof material 2 locks, extra strong leather straps for attaching to carrier, two INSIDE CASES with locks & handles

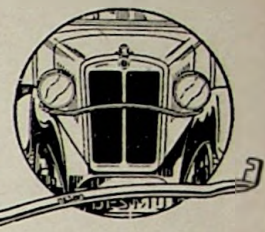
**37/6**  
Usual price 65/-

## TIE BARS

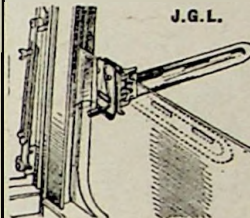
Chromium Plated

**6/6**

These Tie - Bars provide a support for the mudguards and enable you to fit Medallion, Horn, Badges, etc.



For 1927 to 1932 Austin 7, Morris Minor, O.H.V. and S.V. Family 8, Armstrong Siddeley, Austin 12, Riley, Hillman Minx, Austin Ten-Four. State year of car when ordering.

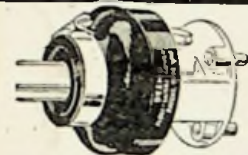


J.G.L.

## Hand-operated DIRECTION INDICATOR

Designed to fit on the drop window of saloon cars. Can be used with window open or closed... **3/6**

Chromium Plated Model 5/-



**The DESMO FLEXI-LUBRI Cover** **3/-**  
for Austin Universal Joints.



**EXTRA STRONG**

Fitted with Special Never-slip Buckle.

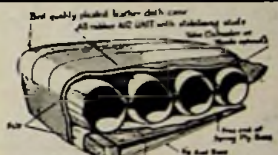
**LUGGAGE STRAPS**  
1 1/2 in. wide  
6 foot 1/6  
7 foot 1/9  
8 " 2/-  
9 " 2/3



**Genuine CALORIMETERS**  
for Radiators  
Visible Night & Day.  
Usual Price 17/6  
**OUR PRICE**  
Chromium Plated **9/6**  
11/6



**SPECIAL OFFER**  
Genuine **COWEY**  
Variable Note Horns **3/6**



**HUTCHINSON**  
AIR Controlled REPLACEMENT SEAT for Austin 7 **17/6**  
Usual Price 20/-

## CARRIAGE PAID NEW and CLEARANCE CAR TYRES GUARANTEED BY US

SIZE	Heavy Cords & AVON		GOODYEAR		MICHELIN		FIRESTONE		DUNLOP		TUBES	
	N.	C.	N.	C.	N.	C.	N.	C.	N.	C.	N.D.	N.G.
3'50-19 (26 x 3'50)	—	13/6	27/-	14/6	27/-	13/6	22/-	15/6	27/-	—	6/6	3/6
4'00-19 (27 x 4'00)	—	16/6	30/6	17/6	31/3	—	25/-	17/-	29/-	20/-	7/-	3/9
4'40-19 (27 x 4'40)	—	19/3	39/-	—	42/-	24/-	32/-	24/-	39/-	35/-	7/6	4/3
4'50-19 (27 x 4'40)	—	24/6	39/-	—	42/-	—	—	24/-	39/-	—	8/6	4/6
5'00-19 (28 x 4'95)	—	24/6	48/-	31/6	51/-	—	36/6	30/-	48/-	—	8/6	4/6
5'00-19 (29 x 5'00)	—	24/6	48/-	31/6	51/-	—	38/6	30/-	48/-	—	9/-	4/6
5'00-20 (30 x 5'00)	—	28/-	55/6	31/6	58/-	—	38/6	—	55/6	—	6/-	4/6
4'50-21 (30 x 4'50)	—	24/-	—	—	—	—	60/-	—	47/-	—	—	4/6
4'75-19 (28 x 4'75)	—	24/-	—	—	—	—	60/-	—	47/-	—	—	—

COVERS: N.—NEW. C.—CLEARANCE.

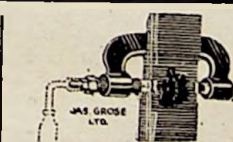
TUBES: N.D.—NEW DUNLOP. N.G.—NEW GROSE.

## AIR CUSHION

for Seat, fitted with Genuine MOSELEY Float-on-Air interior. Size 18" x 16" **OUR PRICE**



**12/6**  
Worth 25/-



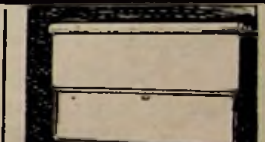
**TERRY'S**  
**LEAF SPRING GREASER** **8/6**



**LIGHT CAR HIGH PRESSURE GREASE GUN** **5/6**  
Usual Price 15/-  
Will fit most nipples.



**GEAR LEVER EXTENSION**  
for AUSTIN 7 **3/6**  
Also for Morris Minor 2/-  
Riley 9, 3/-

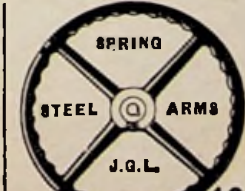


**REAR BLINDS** for Saloons **5/-**

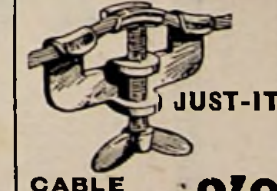
## SPECIAL OFFER.



**LIGHT CAR JACKS**  
With Handle. Worth 7/6. **2/11**

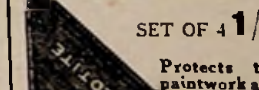


**SPRING ARM STEERING WHEEL.**  
For Morris Minor, Wolseley Hornet. For B.S.A. 3-wheelers... 12/6



**CABLE Adjusters**  
for Austin 7, etc. **3/9**  
Pair.

## HOLDTITE Corner Protector for Bonnet



SET OF 4 **1/-**  
Protects the paintwork and stops all bonnet rattle.



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

Special Postal and C.O.D. Dept. from Euston Road only. 25% deposit must accompany foreign C.O.D. Orders. Orders of 10/- or over Carriage Paid, except bulky goods. Our only City Depot, 4, OLD JEWRY, CHEAPSIDE. North London: 288, HOLLOWAY ROAD.

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





## "AND NOW I THINK WE ALL AGREE"

SAYS DR. "CHEMICO."

This season has definitely established "BENZOYLE" — the CORRECT Upper Cylinder Lubricant—as a necessity for all engines. Manufacturers and expert drivers agree. No new car should ever be started in life without it—every "veteran" inherits a new lease of life from its use. Remember, upper cylinder lubrication is a scientific matter—"BENZOYLE" is, above all, the lubricant with the necessary scientific qualifications for its job—including high flash point and negligible carbon deposit.



Every Engine—YOUR Engine—needs

### BENZOYLE

UPPER CYLINDER  
LUBRICANT

DOSE: Half Ounce in every  
Two Gallons of Petrol.

SOLD AT MOST FILLING STATIONS

16 oz. Tins, 2/6; 8 oz. Tins, 1/6;  
or in 1-ozs. from the Benzoyle  
Service Tanks at ONE PENNY.

Write for explanatory booklet to:  
The COUNTY CHEMICAL Co., Ltd.  
CHEMICO WORKS,  
BIRMINGHAM.

H.C.T.

# INVINCIBLE

**MOTOR POLICIES  
QUARTERLY**  
without extra cost.

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

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

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

#### BRANCH OFFICES:

Birmingham	6, New Street
Blackpool	3, Yorkshire Penny Bank Chambers
Cardiff	22, Queen Street
Croydon	36, High Street
Derby	17, Corn Market & 2, Gower Street
Hull	140, George Street
Leicester	Allen House, Newarke Street
Manchester	27, Brazennose Street
Mansfield	17, Brunt Street
Nottingham	111, Carrington Street
Oxford	379, Cowley Road
Plymouth	9, Princess Square
Southampton	Verity House, 155, Above Bar

**INVINCIBLE POLICIES LIMITED**

Palmerston House

**51, BISHOPSGATE—LONDON, E.C.2**

Telephone - - - - London Wall 0464/5/6

**AGENTS WANTED**

## Why should I wear a "LITESOME" BODY BELT ?

*I'm fit as a fiddle—*

It is just you men who are fit as fiddles who should wear the "Litesome" Body Belt—to keep you fit—to make you fitter still. We don't claim that the "Litesome" cures anything—it certainly does help to prevent the evil consequences of strain and over-exertion—but primarily it is intended as a safeguard for active men—to preserve their energy and alertness, to impart a braced-up feeling of poise and efficiency. It's no use trying to explain the different feeling you get, you have to experience it to appreciate it. But if you want to know how the "Litesome" Body Belt has benefited men in all walks of life, you should send for the free descriptive folder, "Safeguard the Danger Line." The "Litesome" Body Belt should be worn constantly by every man—it is particularly valuable to motorists. It is worn by most racing motorcyclists, athletes and sportsmen.

## 4'6

POST FREE  
5/- OVERSEAS

Two styles:  
EVERYMAN with  
adjustable belt—  
SPORTS model with  
elastic belt.

Two sizes:  
28-34 and 34-40 in.  
waist.

From Boots, Taylors,  
Timothy Whites,  
Army & Navy Stores,  
Harrods, etc., or direct.

**Fred Hurlley Ltd., Victoria Park Mills, Keighley.**  
Please send one "Litesome" Body Belt, for which I  
enclose P.O. for 4/6.

Size..... Style.....

Name .....

Address .....

L.10.

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

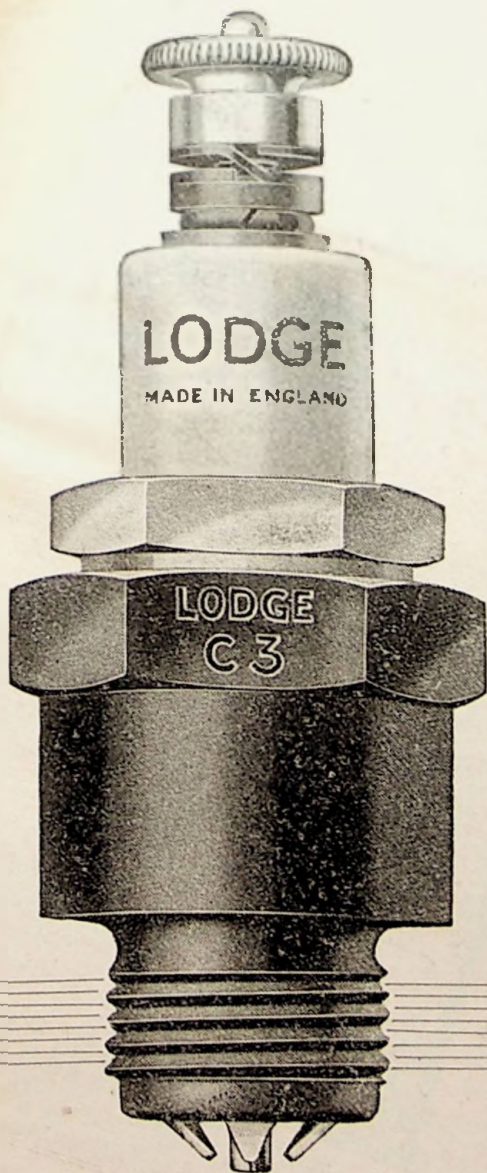


AUGUST 19, 1932.

The Light Car 3  
a Garage

## Renew engine vitality

If you have put up a fairly good mileage already this year you will be well advised to fit new plugs, even though the present ones may appear to be in good order



You will be delighted with the revitalising effect on your engine of a new set of

**LODGE**  
PLUGS

For standard touring cars

**LODGE C3**  
(illustrated)

5/-  
(red box)

For sports cars

**LODGE HD**

6/-  
(bronze box)

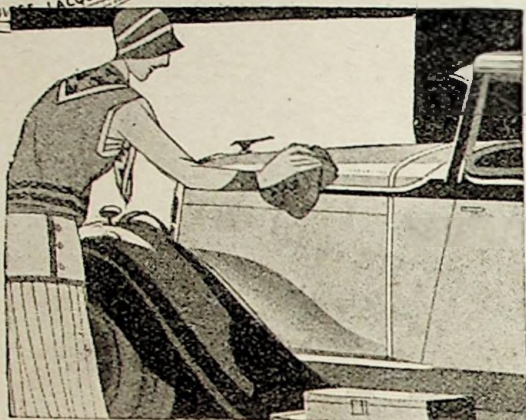
At all garages.





# SIMONIZ

Easily applied



## A HIGH GLAZE AND PROTECTION



3/6 PER TIN.  
SOLD EVERYWHERE  
Sufficient for the  
whole season.

A new car attracts universal attention. A few months pass and then the glass-like surface disappears. Mechanically the car is perfect, but road dust, particles of flying flint, tar, the sun and rain, have had their effect on the finish. And yet the "show-room" finish is still there. UNDERNEATH THE GRIME.

SIMONIZ KLEENER will remove this grime, will take out the hundreds of minute scratches, will remove all blemishes. A light rub and travel stains are gone. SIMONIZ will PROTECT this fine surface and produce a LASTING glaze as only SIMONIZ can.

Even a new car should be SIMONIZED. Keep the weather off your cellulose. A coat of SIMONIZ is cheaper than a coat of paint.



Motorists Wise ~  
**"SIMONIZ"**  
SIMONIZ (England) LTD., LONDON, S.W.1.

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

# INSURE

**FULL THIRD PARTY POLICIES**

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

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

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

DEFENCE LTD.

DEPT. 6

Insurance Brokers

40, KING WILLIAM ST. THE MONUMENT, E.C.4

TEL.: MANSION HOUSE 9944 (seven lines).

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

APPLICATIONS FOR AGENCIES INVITED!

## ... you ought to afford them:

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

- 1. SPECIAL QUICK-FILLER CAPS.**  
(Petrol or Oil). Instant action, easily fitted. Prices 2 in. 4/6, 2 1/2 in. 6/3.
- 2. "BROOKLANDS" HUB CAPS.**  
For Austin 7, Midget, Minor, Hornet, etc. Chromium plated, 2 1/2 set 5; Talbot, 22/6; for Rudge Spare Wheels, 7/6. Post 2d.
- 3. BROOKLANDS RADIATOR STONE GUARDS.**  
Chromium plated and solid brass. Easily attached. Austin 7, 30/-; M.G. Midget, 30/-; Riley 9, 32/6 and 35/-; Hornet, 38/-. All makes available. Post 1/3.
- 4. "AERO" WINDSCREENS.**  
Ideal for Sports Cars. Highly polished alum. frames. Triplex glass. Adjustable any angle. 12 in. x 12/6. Carriage 2/.
- 5. BROOKLANDS FULLY FLEXIBLE STEERING WHEELS.**  
For all cars. 16 in. from 36/- 18 in. from 40/- Steering column extension for Hornet, Midget, Minor, 12/6.
- 6. MORRISCOT PETROLIFT.**  
For cars with rear tanks. Replaces uncertain vacuum feed with latest absolutely positive reliable system. Independent of air pressure, feed is always constant, giving utmost economy and power. Fitted in a few minutes. 12 or 6 volt. 60/.

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

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

158, LONDON ROAD,  
Open 8.30 to 7.30.  
Wednesday 8.30-1.

KINGSTON 3720

KINGSTON-ON-THAMES.  
Near Norbiton Station.



## Some Features of Next Tuesday's Issue of

# The Motor

23rd AUGUST

### THE ULSTER T.T.

Exclusive Photographs and Drawings by  
Bryan de Grineau.

### THE NEW 16 h.p. WOLSELEY

An Outstanding Car for 1933. First Published Illustrated Description and Road Test, with Complete Programme for 1933.

### *Some Features of the Current Issue of "The Motor," 16th August.*

#### WHY NOT A £6-TAX CAR?

The Two-Seater with Minimum Running Costs would make a Wide Appeal. By the Editor of "The Light Car & Cyclecar."

#### THE COST OF RUNNING A SMALL CAR.

Some Useful Data.

#### THE NEW 10 H.P. MEADOWS ENGINE.

First Description of the 1½ litre Four-cylinder Model with Overhead Camshaft.

#### AUTOMATIC ENGINE STARTING

and Other Lucas Novelties.

#### THE ART OF ADVERTISING A USED CAR.

Why it Pays to Give Essential Particulars.

#### DECREASE IN MOTOR "CRIMES."

339,144 "Motor" Offences Include Many Not Committed by Motorists. The Official Statistics Analysed.

#### ROAD TEST OF THE RE-DESIGNED 8 H.P. FORD.

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

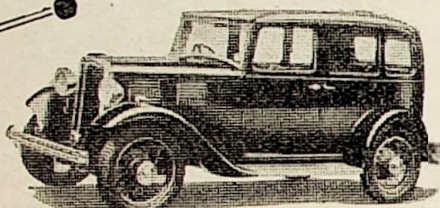
Offices:—5-15, ROSEBERY AVENUE, LONDON, E.C.1.



# 1933

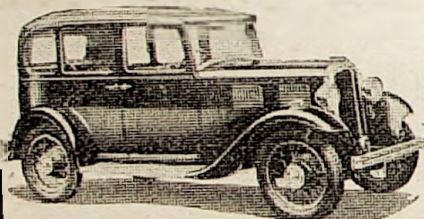
## CARS PROMPT DELIVERY

SEE  
THEM  
NOW  
AT THE  
SERVICE  
COMPANY



1933 STANDARD "Little Nine" £159  
Coachbuilt Saloon

On self-financed terms: Deposit £31 18 0  
and 12 monthly payments of... £11 2 7  
or 18 " " " £7 11 11  
or 24 " " " £5 16 7  
or otherwise as arranged between ourselves.



1933 STANDARD "BIG NINE" £205  
Saloon (Bumpers extra)

On self-financed terms: Deposit £41 0 0  
and 12 monthly payments of... £14 7 0  
or 18 " " " £9 16 0  
or 24 " " " £7 10 4  
or otherwise as arranged between ourselves.



1933 HILLMAN "MINX" Family £159  
Saloon

On self-financed terms: Deposit £31 18 0  
and 12 monthly payments of... £11 2 7  
or 18 " " " £7 11 11  
or 24 " " " £5 16 7  
or otherwise as arranged between ourselves.

DEALERS AND  
DISTRIBUTORS IN:

**AUSTIN  
HILLMAN  
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)

Hours: Mon.—Fri. 9 a.m. to 6.30 p.m.

Established 1889.

Sats. 9 a.m. to 1 p.m.



EXAMPLE:—

Third Party Only.

AUSTIN SEVEN

or

MORRIS MINOR

from

£2/15/0 Yearly

13/9 Quarterly

All types of vehicles  
including Motor Cycles.

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

\*Phone, call or write for full particulars.

**STUARTSON**  
(INSURANCE) LTD.

34, LEADENHALL STREET, LONDON, E.C.3.

\*Phones: Monument 2351/6 (6 lines).

Send particulars of your offer as above and quote terms for—

VEHICLE..... H.P.....

NAME.....

ADDRESS.....

L.C.

## "WELLINGTON" LIQUID METAL POLISH



A  
POLISH  
THAT,  
WITH A  
MINIMUM  
OF LABOUR,  
GIVES A  
REAL  
BURNISH  
THAT  
LASTS

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

In tins, 3d., 4d., 7d. & 1/3; also in 1/4 & 1 Gallon Cans  
ALSO MAKERS OF NON-INFLAMMABLE LIQUID METAL POLISH

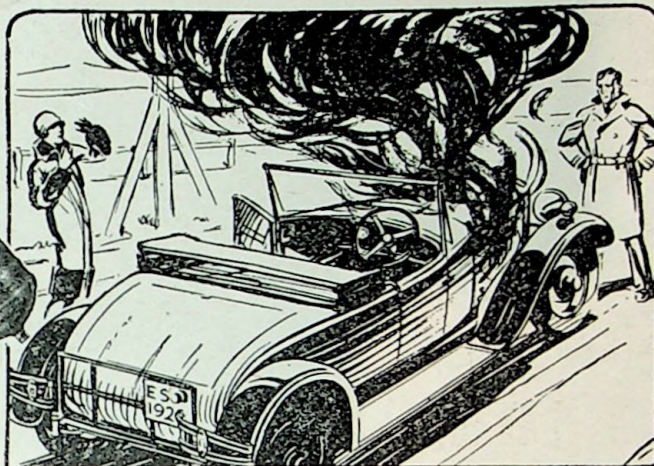
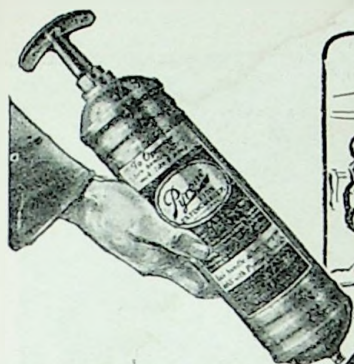
**JOHN OAKLEY & SONS LTD.**

WELLINGTON MILLS

LONDON S.E.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.





**FIRE**  
may spoil  
your  
holiday  
motoring!

It happens every day—a glorious run to the sea or country—that all ends in smoke—and fire, just because they don't bother to carry proper Fire Protection. A "Pyrene" Extinguisher is so dependable—so easy to carry on the car—so simple to operate. Thousands of motorists have saved their cars with "Pyrene" Extinguishers. Be ready to save yours.

Be sure of  
safety by  
carrying a

PRICES FROM **35/-**

THE PYRENE COMPANY, LIMITED,  
Great West Road, Brentford, Middlesex.

Telephone: Ealing 6012 (7 lines).

Get one from your  
Motor Dealer to-day,  
or write for folder  
L.C. 193.

**Pyrene**  
TRADE MARK  
**FIRE  
EXTINGUISHER**

The "Pyrene" Extinguisher works in any position with both upward and downward strokes of the pump—does not depend on maintained pressure. Resists wear due to excessive vibration. Easily filled up again after use. Made in "Standard" and "Junior" sizes. The "Pyrene" Extinguisher is definitely a high class Fire Fighting Appliance of British manufacture, designed to give lasting and dependable service.

Telegrams: "Pyrene Brentford."

## All about the Petrol Engine



THE 3rd Edition of "THE PETROL ENGINE" has been brought right up to date and tells in clear, non-technical language of the development and modern application of the petrol engine as applied to cars, motorcycles, motor boats, buses, vans, and aircraft. There are a host of splendid illustrations, and every section is dealt with exhaustively by the staff of "The Motor" :: :: and its associated journals. :: ::

PRICE **3/6** NET

Temple Press Ltd., 5/15, Rosebery Avenue, London, E.C.1

D7

## THE GIBSON

**2/3 cwt. TRAILER**  
with All Steel Chassis.

Without question the best value on the market. The chassis is of the finest all-steel construction, with detachable wheels. The strong body is of ample dimensions, viz., 5 ft. x 3 ft. x 1 ft., and the whole is finished in either Red, Blue or Green to choice, and is varnished. A feature is the silent, self-locking ball hitch, and towing hitch which is readily fitted to any car. Ideal for the family man, and for trade purposes, and complete with mudguards, registration plate, tail lamp and flex.

**COMPLETE, 13 GUINEAS** (at Works).  
Complete with Body and All Accessories.

Chassis only 10 GUINEAS Complete with Accessories.

Fully Illustrated Catalogue Post Free on request.

**J. BROCKHOUSE & CO., LTD.**

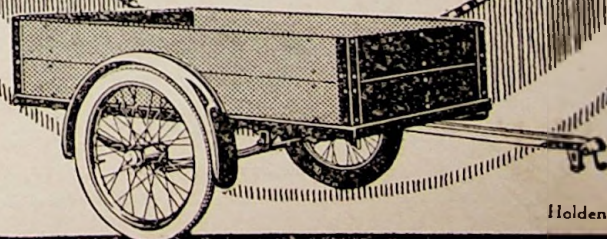
VICTORIA WORKS, WEST BROMWICH, STAFFS.

London Office: Australia House, Strand, W.C.2.

Agents for Irish Free State:

**R. CALLOW & SONS, WESTLAND ROW,**

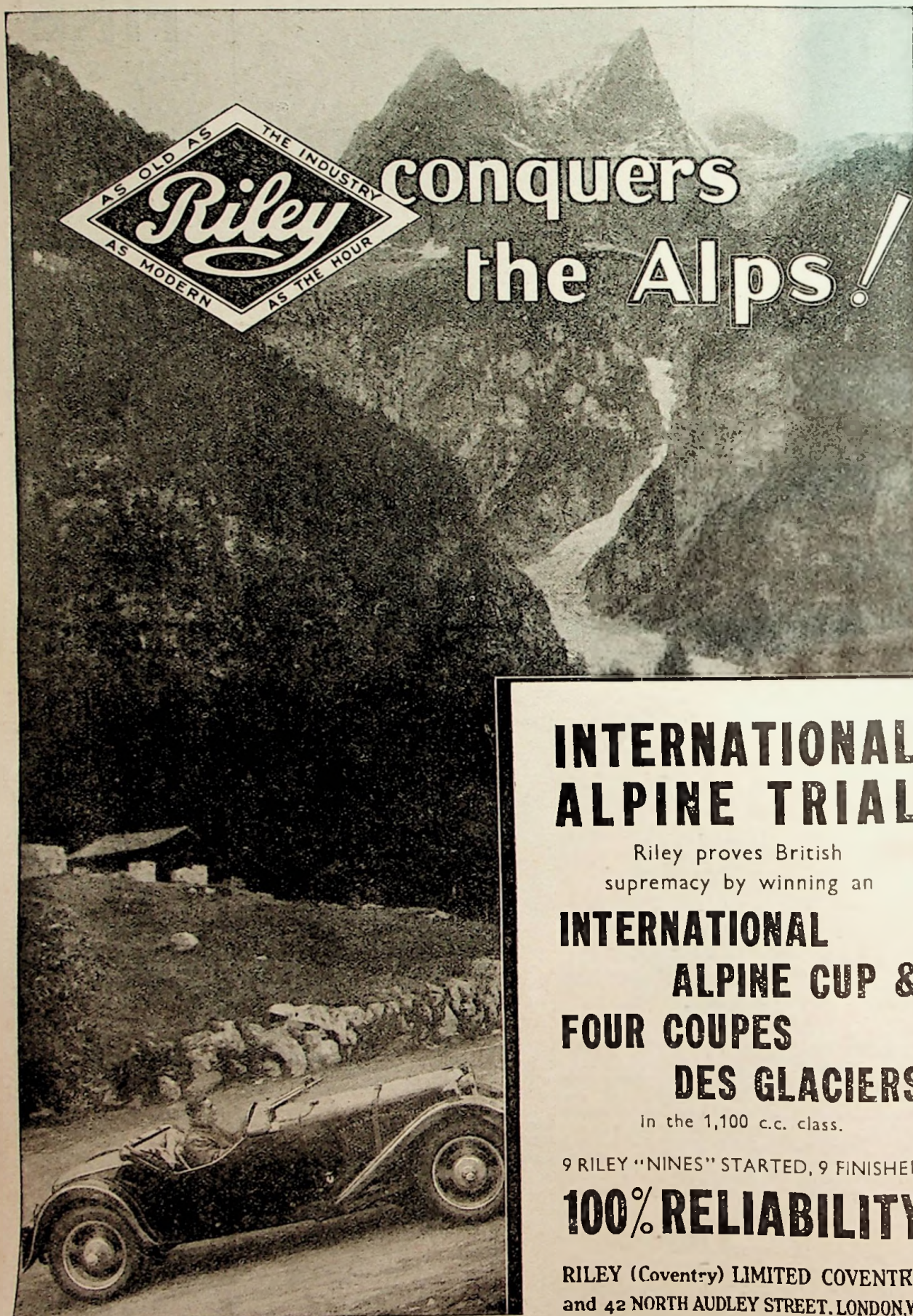
DUBLIN.



Holdens

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





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

# conquers the Alps!

## INTERNATIONAL ALPINE TRIAL

Riley proves British  
supremacy by winning an

### INTERNATIONAL ALPINE CUP & FOUR COUPES DES GLACIERS

In the 1,100 c.c. class.

9 RILEY "NINES" STARTED, 9 FINISHED

## 100% RELIABILITY

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

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



# The Light Car & Cyclecar

## THIS IS WHIPSNADE.

A striking sign on the hill side now supplements one of the signposts directing visitors to Whipsnade Zoo. It takes the form of a lion cut in the chalk and immediately arrests the attention of the traveller.

**THE T.T.** will be run off to-morrow. In Northern Ireland at the moment it is the sole topic of conversation.

**THE NIGHTS** are drawing in. Is your lighting system in good order? Now is the time for a thorough overhaul.

**THE SHOW** is only eight weeks hence. Watch our pages for the first news of the many clever cars which Olympia will house.

**UNFAVOURABLE** tides prevented the Skegness sand races from being held at their usual time this year. It is possible that they will be staged in the autumn.

**NEXT WEEK.** In addition to a full and graphic description of the T.T. next week's issue will contain the latest news concerning Shelsley and more details of developments for 1933.

**FRANCE** is suffering from a slump in the motor industry, and it is suggested that most of the big producers will have to close down for a short period in the near future.

**WHITE LINES** along each edge of the road on dangerous bends where no clearly defined "kerb" is indicated are the latest contribution to the cause of "Safety First" on country highways.

**DAGENUM** should be a good market for Empire products according to a Reuter message which reports that the New Zealand Government has received an inquiry from a motor firm there for nine million feet of timber.

**UNBRANDED** and unadvertised fuels are being offered for sale as "No. 1 Spirit" in certain parts of the country. Motorists accustomed to buying only branded spirit should make sure that they receive the fuel for which they ask.

No. 1028. VOL. XL.



## What's On . . .

### The Cream of the News

**£6 TAX** cars are pleaded for in the current issue of *The Motor* in a two-page article by the editor of *The Light Car and Cyclecar*.

**BUNTON to Buxton.** The Light Car Club's annual trial will take place on September 18th, and copies of the regulations are now available.

**MR. FRED. S. DUSENBERG**, one of the pioneers of the American motor industry, has passed away. He contracted pneumonia following an accident.

**A REVIEW** of the circumstances connected with 61 fatal street accidents which took place during the week ended July 24th shows—according to the National "Safety First" Association—that only one was unavoidable.

**MR. WALTER H. JOHNSON**, a director of Humber, Ltd., says that Africa provides "every opportunity and scope for British car manufacturers." Mr. Johnson has just returned to this country after an extensive business tour in the Union.

**THE HIGH-SPEED** trial of the M.C.C. will take place at Brooklands on September 3rd. The trial is open only to members of the Club.

**SYNCHRO-MESH** gears are understood by very few people. Turn to the simple explanation of how they work which is featured in this issue.

**FOREST FIRES.** The A.A. asks motorists to take every precaution when parking and picnicking. Owing to the dry weather a conflagration is very easily started.

**GOOD NEWS.** The latest returns of the Board of Trade show a substantial increase in the exports of British cars and a considerable drop in the imports of foreign vehicles.

**FOREIGN TOURING** will become much cheaper if the French abolish the present visiting motorists' tax of 10 francs a day and replace it by a single-payment tax of only 5 francs to cover a stay of 90 days. This plan is to be put before the French Chamber of Deputies in the near future.



**A**T eleven o'clock to-morrow morning, Saturday, August 20th, the Royal Automobile Club will hold their fifth Tourist Trophy race on the Ards Circuit, Belfast.

An entry of 35 cars is dominated by the pick of British automobile engineering; only three foreign cars are down to start—the Italian Alfa-Romeos.

The list is composed of 10 M.G. Midgets in the 750 c.c. class, seven Rileys, an Alta and three Crossleys in the 1,100 c.c. class, two Rileys, two Frazer-Nashes, an Alvis, a Lea-Francis and an Aston-Martin in the 1½-litre category, and four Talbotts and three Alfa-Romeos in the class above 1,500 c.c.

The T.T. will be run over 30 laps of the 13½ miles circuit—about 410 miles in all. If the weather continues fine it is expected that speeds will be higher in every class to-morrow than ever before in the history of a British road-race—and last year the fastest car averaged 79.05 m.p.h.

It must be realized that the Tourist Trophy race is open only to modified sports cars—not specially built racing cars. The regulations ensure that no radical modifications are made.

In addition, no car can start unless the factory which built it has satisfied the R.A.C. that the model to be raced has been catalogued and sold to the public in sufficient quantities to justify the description of "standard chassis."

A departure from accepted tradition has been made this year. For the first time in the history of sports car road racing the cars will run stripped and in "racing trim." That is to say, the wings, lamps, screens, and hoods which in former years have had to be fitted in accordance with strict regulations as to size, will this year be discarded.

This modification will result in greater safety—for in the past there has been the danger of a lamp shaking off at 100 m.p.h. and bouncing in front of the car behind, or—as seen in an appalling smash at Le Mans in 1931—of a slung tread becoming jammed up between wing and wheel instead of flying clear. There will also be a gain in speed due to less wind resistance, and drivers need no longer lose valuable seconds lashing into place a loose wing or a rattling screen.

Light cars will figure prominently in to-morrow's race—the only British road race of the 1932 season. The under-1,500 c.c. cars number 28, against the seven 3-litre models, and the struggle in the light car field will be thrilling.

It can be safely stated that practically every marque is miles an hour faster than ever before—faster even than in the J.C.C. 1,000-miles Race—lap speeds in practice have shown that.

Added to this is the interest of the newcomers to the race—the Alta and the three Crossleys—and those which are making a long-overdue re-appearance—the Lea-Francis and the Alvis.

Especially interesting attaches to the 1½-litre



For the victor: the Tourist Trophy.

litre six-cylinder Rileys, which have made their bow only this season.

The 1½-litre class has been but poorly supported during the past few years, but this year, if the numbers are not overwhelming, the variety is provocative. The two Rileys are balanced by the two Frazer-Nashes. One of the latter—to be driven by T. G. Moore—is the identical car which this private owner drove in the T.T. last year—but without the supercharger, which will be in place to-morrow.

The history of the other car is no less interesting. The entry is that of A. P. F. Fane, who intended to drive the latest Frazer-Nash "blower" model which he handled in the German Grand Prix. Fane, however, is prevented from driving—indeed, we hear he is to be married instead! Into the breach leapt the indefatigable manufacturer-designer-driver, H. J. Aldington himself, who, without a specially prepared machine at hand, will try his luck with the supercharged T.T. replica car which he took through the recent Alpine Trial without losing a mark.

The Aston-Martin is a perfectly standard car, entered and driven by a private owner, R. O. Shuttleworth. His

## All About

# TO-MORROW'S



In Newtownards: a composite photograph of the market square into the street leading to the market square. To-morrow the cars will be seen in the wings and lamp.

car is one of the new two-carburettor low-chassis Aston-Martins of the type which did so well at Le Mans this year, but is in no sense a "racer."

The other two cars—the Alvis and the Lea-Francis—are almost veterans, and recall that never-to-be-forgotten duel into which the first Ards T.T. developed in 1928, when Kaye Don scraped home in his Lea-Francis, winner by 13 secs. from Leon Cushman's Alvis, Inci-

## FULL LIST

### CLASS 8 (750 c.c.)

Handicap: supercharged, 4 laps and 3 mins. 52 secs.; unsupercharged, 5 laps and 5 mins. 50 secs.

Car.	Entrant.	Driver.	Reserve.
M.G. Midget (S)	F. S. Barnes	J. D. Barnes	F. S. Barnes
M.G. Midget (S)	Major A. T. G. Gardner	H. C. Hamilton	C. Paul
M.G. Midget (S)	Major A. T. G. Gardner	J. R. Jeffress	C. Paul
M.G. Midget (S)	Major A. T. G. Gardner	Major A. T. G. Gardner	C. Paul
M.G. Midget (S)	S. Hailwood	S. Hailwood	—
M.G. Midget (S)	E. R. Hall	E. R. Hall	—
M.G. Midget (S)	N. Black	N. Black	R. Gibson
M.G. Midget (S)	S. A. Crabtree	S. A. Crabtree	—
M.G. Midget (S)	G. F. A. Manby - Colegrave	G. F. A. Manby - Colegrave	A. C. Furlough
M.G. Midget	J. G. C. Low	J. G. C. Low	—

### CLASS 7 (1,100 c.c.)

Handicap: supercharged, 2 laps and 5 mins. 30 secs.; unsupercharged, 3 laps and 7 mins. 5 secs.

Car.	Entrant.	Driver.	Reserve.
Crossley	V. Balla	V. Balla	R. M. Mero
Crossley	V. Balla	R. F. Onis	R. M. Mero
Crossley	V. Balla	C. N. Crowther	R. M. Mero
Alta	J. L. Ford	J. L. Ford	M. H. Baumer
Riley	V. Gillow	V. Gillow	P. MacLure
Riley	Mrs. Windom	T. H. Windom	S. H. Newsome
Riley	F. W. Dixon	F. W. Dixon	J. W. Shaw
Riley	V. Riley	C. E. T. Eyston	D. C. McLachlan
Riley	V. Riley	C. R. Whitcroft	D. C. McLachlan
Riley	V. Riley	C. S. Staniland	D. C. McLachlan
Riley	V. Riley	A. van der Beek	D. C. McLachlan

(S) denotes supercharged engine



# R.A.C. T.T. RACE



showing a bunch of cars roaring out from the fastest part of the Ards Circuit—the Comber level crossing, instead of running with the cars in past years.

identally, the driver of the "Leaf" is an Irishman, W. Sullivan, well known in Irish racing circles, who made best performance at the Craigantlet hill-climb last Saturday.

The two Rileys in this class are the new 1½-litre six-cylinder chassis which were introduced this year. One of these cars ran tentatively in the J.C.C. 1,000-miles Race, in which it showed itself to be reasonably fast, very steady,

*The Stage is Set for the Only British Road Race of the Year. Light Cars Dominate the Entry with 28 Machines Out of 35*

and perfectly reliable. With the experience thus gained, we may expect that the T.T. 1,500 c.c. Riley will be worth watching in its class.

There will be excitement in the 1,100 c.c. camp. First of all there is the works team of three Rileys to be driven by G. E. T. Eyston—whose racing and record successes are innumerable—C. R. Whitcroft and C. S. Staniland.

Whitcroft is a well-known Riley racing driver, both at Brooklands and on the road, and C. S. Staniland was the first driver home in the 1,100 c.c. class last year, also in a Riley at 70.35 m.p.h.—fifth in the race.

A. Van der Beeke, who is also down

to drive a Riley, came into prominence at Shelsley Walsh, where the car of his own design created great interest.

Among the private entries of Riley cars is Mrs. Wisdom—whose car is the one in which she and Miss Joan Richmond won the J.C.C. 1,000-miles Race. As women are barred from the T.T. her car will be driven by her husband, T. H. Wisdom, who was seen at the wheel of an Invicta in the T.T. last year, and averaged 70.84 m.p.h.

Two other Riley drivers who will be worth watching are Victor Gillow and F. W. Dixon. The former made a name for himself by his dashing performance in the Irish Grand Prix two years ago.



## OF ENTRIES

### CLASS 6 (1½ litres).

Handicap: supercharged, 1 lap and 6 mins. 50 secs.; unsupercharged, 2 laps and 5 mins. 30 secs.

Car.	Entrant.	Driver.	Reserve.
Aston-Martin	R. O. Shuttleworth	R. O. Shuttleworth	M. Jamieson
Lea-Francis (S)	W. Sullivan	W. Sullivan	—
Fraser-Nash (S)	T. G. Moore	T. G. Moore	R. G. J. Nash
Fraser-Nash (S)	A. P. F. Fane	H. J. Aldington	N. A. Berry
Alvis (S)	E. Coleman	"V. Karachi"	T. Dowling
Riley	V. Riley	E. McClure	D. C. McLachlan
Riley	V. Riley	—	—

### CLASS 4 (2 litres—3 litres).

Handicap: supercharged, 2 mins. 30 secs.; unsupercharged, 1 lap and 2 mins.

Car.	Entrant.	Driver.	Reserve.
Talbot	A. W. Fox	Hon. B. E. Lewis	—
Talbot	A. W. Fox	J. S. Hindmarsh	—
Talbot	A. W. Fox	T. E. Rose-Richards	—
Talbot	W. Esplen	W. Esplen	W. Y. Craig
Alfa-Romco (S)	Earl Howe	Earl Howe	—
Alfa-Romco (S)	Sir H. R. S. Birkin	Sir H. R. S. Birkin	—
Alfa-Romco (S)	Soc. An. Alfa-Romco	—	—

(S) denotes supercharged engine.

Gillow came to grief in the T.T. last year, for his car overturned on Quarry Corner immediately after the start of the race.

Dixon is a motorcycle racing rider whose name is regarded with awe in the two-wheeler world, where he has shown himself to be devoid of all fear, whilst possessing amazing skill and judgment. To-morrow will be his first appearance in a race at the wheel of a car, and it is likely to be sensational!

The three Crossleys have been entered by Vernon Balls, under whose aegis the marque entered racing only this season. So far, at Brooklands, Balls has been contending with the inevitable troubles of a racing debut, and a tremendous amount of work had to be done on the cars in the light of experience before they left for Ireland, where they will make their bow in a road race.

Tremendous interest will attach to the 750 c.c. class—one unsupercharged and nine supercharged M.G. Midgets. This was the category which produced the winner—Norman Black—last year, and to-morrow Black will again be at



the wheel of a Midget. Major A. T. G. Gardner has entered a team of three cars, driving one himself, with H. C. Hamilton and J. R. Jeffress (a well-known Brooklands Alfa-Romeo exponent) as co-drivers. Hamilton made the fastest 750 c.c. lap in 1931 at 70 m.p.h.

E. R. Hall, of Bentley fame, S. A. Crabtree—who finished third in 1931—and J. D. Barnes, are among the others who will handle the Midgets.

The rest of the entry is grouped in Class 4—seven cars all under 3-litres. The most interesting entry here is, of course, the Alfa-Romeo entered by that famous Italian factory which has enjoyed such a phenomenal run of successes this season. As we go to press it has not been announced who will drive the car, and the names of Nuvolari and Borzacchini—who both drove last year—have been mentioned, together with that of Rudolf Caracciola, the young German "ace." Caracciola has given up racing Mercedes in favour of the Italian marque; he won the T.T. in a Mercedes in 1929.

#### British "Aces."

The two other Alfas have been entered by Earl Howe and Sir Henry Birkin, who are down to drive to-morrow. These are two of the finest drivers in the country to-day, and their handling of a car is a delight to watch. Neither of them has a team to consider, they will be driving an individual race—and it will be interesting to compare their performance with that of the "official car."

The four remaining cars in this class are Talbots, one of which is to be driven by the Hon. B. E. Lewis. The amazing reliability of this marque may well place the cars in a threatening position to-morrow.

The system of handicapping which has been chosen in the light of past experience is that of time allowances plus credit laps, in which an unsupercharged car receives a longer start than a corresponding machine with a blower.

#### The Handicapping.

The handicaps in to-morrow's race are as follow:—

750 c.c.: Unsupercharged, 5 laps plus 5 mins 50 secs.; supercharged, 4 laps plus 3 mins. 52 secs.

1,100 c.c.: Unsupercharged, 3 laps plus 7 mins 5 secs.; supercharged, 2 laps plus 5 mins. 30 secs.

1,500 c.c.: Unsupercharged, 2 laps plus 5 mins. 30 secs.; supercharged 1 lap plus 6 mins. 50 secs.

Three-litres: Unsupercharged, 1 lap plus 2 mins.; supercharged (virtual scratch), 2 mins. 30 secs.

In the 750 c.c. class all the M.G. Midgets but one are supercharged. There are no blown models in the 1,100 c.c. class. In the 1½-litre category the two Frazer-Nashes, the Alvis and the Lea-Francis are blown and the two Rileys and the Aston-Martin are unblown. The three Alfa-Romeos in the 3-litre camp are supercharged.

The handicapping for to-morrow's race is to a great extent based on the performance of the fastest cars in each class in the 1931 T.T., having regard to the gain in speed owing to the decreased wind resistance of the stripped cars this year and the progress which has been made in the cars since last season.

The winning M.G. Midget in 1931 averaged 67.90 m.p.h. The first

"eleven hundred" home was Staniland's Riley, at 70.35 m.p.h. The first 1½-litre car to finish was Major Harvey's Aston-Martin at 68.49 m.p.h., and Borzacchini's 2½-litre Alfa-Romeo averaged 79.05 m.p.h. to gain second place in the race.

This year the fastest cars in the race will again be the Alfa-Romeos, which are conceding four whole laps

### IN BRIEF

*The race starts at 11 a.m. to-morrow, Saturday, August 20th.*

*The Circuit measures 13½ miles to the lap. The course is 30 laps, making a total distance to be covered of 410 miles.*

*Thirty-five cars are due to start—10 under 750 c.c., 11 in the 1,100 c.c. class, seven 1½-litre cars and seven cars between two and three litres. There are no entries over three litres in the race.*

*The only foreign machines in the race are the three Alfa-Romeos. Two of these have been entered and will be driven by British private owners.*

*The T.T. was won last year by Norman Black (M.G. Midget) at 67.90 m.p.h.*

*The fastest car to finish was B. Borzacchini's Alfa-Romeo, which averaged 79.05 m.p.h.*

and 1 min. 22 secs. to the M.G. Midgets. Last year Borzacchini finished 1 min. 12 secs. behind Norman Black's winning Midget, having given him a start of four laps and 4 mins. Thus it will be seen the Italian car made up four laps and 2 mins. 48 secs. To-morrow it must make up four laps and 1 min. 22 secs.

The Ards circuit, on the very outskirts of Belfast, has several attributes of the ideal road racing course. It is not of the gruelling tortuous type, like the Targa Florio or the Nurburg Ring, nor is it dangerously fast and deceptive like Monza or the Montlhéry road course; but is definitely a "driver's circuit."

The grand-stand overlooks the starting area, with its long line of pits and the huge scoreboard behind. This year, incidentally, the scoreboard has been arranged so that creeping indicators will show the progress on handicap of every car throughout the race.

#### The Circuit.

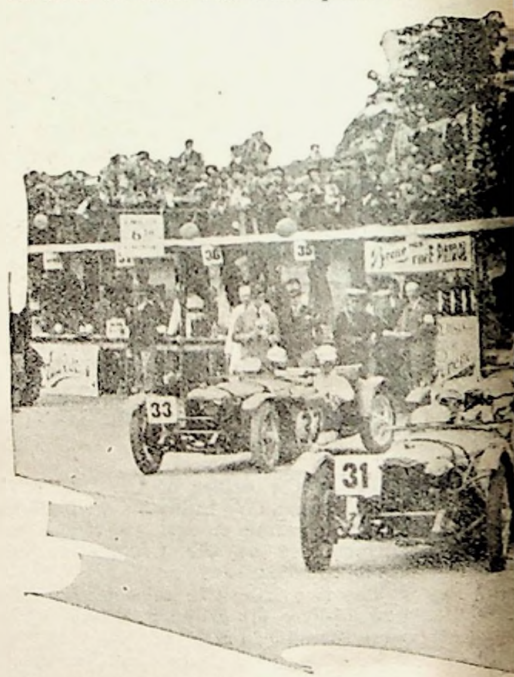
Almost immediately after the start the course swings left-handed round Quarry Corner, with its huge throngs of spectators, and zig-zags up-hill to the top of Bradshaw's Brae, whence a fast winding run down brings the cars roaring into the village street of Newtownards, with its awkward right-angle corner at the Town Hall. Here the drivers swing right-handed, bump the off-side wheels over the low kerb of the pavement and howl out across the swept space of the market square. Thence they thunder up the straight and gently rising gradient between the echoing houses out into the fastest leg of the

course—the Comber straight—two miles of sheer flat-out speed with a fast, right-hand bend half-way down.

For the next mile the road bends steadily to the right, winding as it goes, and with a nasty curve over a level-crossing, where a driver can very easily take-off and land again in the wrong place. And so into the narrow village street of Comber, with its famous butcher's shop at the right-handed right-angled turn and the escape road ahead.

How the exhausts howl between the walls as the cars accelerate from the turn! A vicious right-hand swirl—and there is Carstrand Bridge ahead, a nasty bend which leads to a gradually winding road for two miles to Dundonald Bridge, where the buttress of the bridge seems to jut out into the road on the near side, and where the camber is all wrong—a beastly spot.

A mile farther the cars reach the slow Dundonald hair-pin, where the road curls back on itself and runs up-hill to



THE START. — A fine photograph of the start 11 o'clock. The grand-stand full of spectators.

the pits and the stands—and the finish.

The circuit for the most part is like a normal English country main road, with a normally bumpy surface which does not become unduly slippery in the rain. It is not very wide, and is steeply cambered in places, with room for two cars to pass anywhere on the circuit.

Danger zones are marked out at the Town Hall turn in Newtownards, in Comber and at Dundonald. Here white lines are painted across the path of the cars—one before the corner and one after—and in the area between no car may attempt to pass another.

Spectators may watch the race all the way round the course. Only here and there is it deemed safer to keep the people at a distance from the road. Quarry Corner is always black with gay crowds. Bradshaw's Brae is lined with them. In the market square at Newtownards special grand-stands are built by local effort, and the shop windows



and roofs of houses are hired out for the occasion.

All round the course are little private enclosures, the owners of which make a small charge for a view of the race, but natural grand-stands there are in plenty, and itinerant vendors supply refreshments for al fresco meals.

This year the Ulster authorities have decided to make a charge of 2s. 6d. for every car entering the race area, so that some contribution shall be made towards the huge expenses of the race, which so many thousands enjoy for nothing.

All cars on their way to the course—which they must reach before 10 o'clock to-morrow morning—will be stopped and the half-crown tickets must be bought. These will be issued free—be it noted—to all cars bearing R.A.C. car park discs.

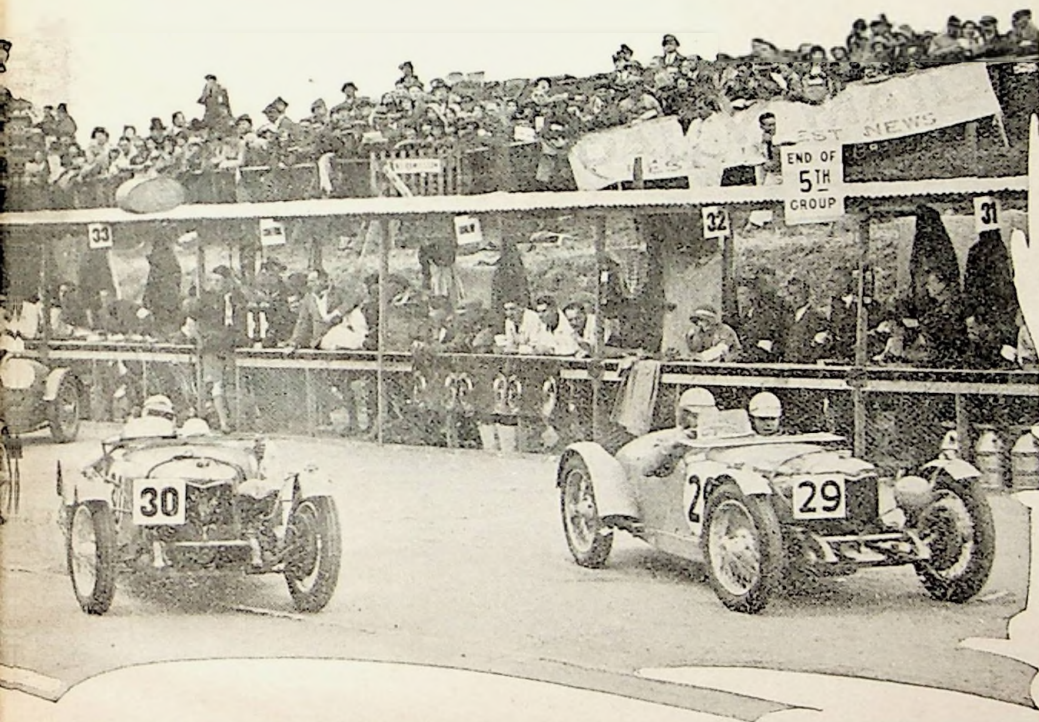
As eleven o'clock draws near all the competing cars will be parked in echelon with their back wheels almost against

together, jostling for the lead to Quarry Corner. The three Alfa-Romeos go next, 4 mins. 36 secs. behind the 1,100 c.c. class, and then, last of all—half a minute behind the Alfas—the Talbots will join the fray.

This somewhat peculiar order of starting is brought about by the fact that, as we have already mentioned, credit laps are used in the handicapping besides time; the result is that the faster cars find a comparatively open circuit ahead, where passing is easy and safe.

### FROM THE COURSE

SEVERAL camps have struck the usual unforeseen troubles discovered in practice, and some frantic last-minute changes are being made to compression ratios and supercharger pressures. In two instances a lower back axle ratio will be hastily fitted before the final scrutiny of the cars.



The 1,100 c.c. class in last year's T.T. To-morrow the same category opens the race at the long line of pits, some of which are shown here, and beyond the crowd which throngs the pit area is the gigantic scoreboard with its moving indicators.

the pit counters. The drivers and their mechanics will be in their seats. Some gay and facetious, some pale and jumpy; some chew steadily, some talk earnestly with pit chiefs—all betray in their various ways the nervous strain of those dreadful long minutes before the start.

At eleven o'clock engines will roar into life, and the 1,100 c.c. class will rush, bunched wheel to wheel, up the slight slope to Quarry Corner. Sixteen seconds later the supercharged 1½-litre cars will leave. Then will come a minute's pause before J. G. C. Low's unblown M.G. Midget—serene, aloof and alone—will hum off after the others, to be followed, 20 secs. later, by the two six-cylinder Rileys and the Aston-Martin.

Another pause, while the note of the cars dies away towards Bradshaw's Brae, and then, 1 min. 38 secs. later, the nine "blown" M.G.s will scream off

It is considered very unlikely that the factory Alfa-Romeo will start, and much disappointment is felt at the probable exclusion of the only foreign element in the race—for both the other Italian cars will be driven by Englishmen.

Another disappointment is the almost certain withdrawal of one of the 1½-litre Rileys, for which no driver has as yet been nominated.

H. C. Hamilton (M.G. Midget) created a sensation on the first day of practice by covering a lap at 71.27 m.p.h., which is faster than the 750 c.c. class lap record last year and is 20 secs. faster than the handicap lap speed of the class!

The fastest car on the course was Earl Howe's Alfa-Romeo, which lapped at 76.12 m.p.h. (6 secs. under his handicap speed). Sir Henry Birkin did a lap in the other Alfa-Romeo at 72.64 m.p.h.

The Hon. B. E. Lewis (Talbot) put in a lap at 72.21 m.p.h., 9 secs. under his handicap speed.

The Rileys have become great favourites for the race, and are being watched with interest whenever they appear on the course. The Crossleys are also a centre of attraction.

Major A. T. G. Gardner (M.G. Midget) and his mechanic were sprayed with scalding water when the radiator cap flew off. They were, however, able to continue after mopping themselves dry.

### LAST YEAR—

The Alfa-Romeo team seemed to have the race in the hollow of their hand—but the team chief made a miscalculation. Borzacchini was held back too long, and he missed first place by 1 min. 22 secs.

The race was won by Norman Black (M.G. Midget) at 67.90 m.p.h. and S. A. Crabtree (M.G. Midget) was third at 67.72 m.p.h.

The fastest lap in the race—a record—was made by B. Borzacchini (Alfa-Romeo) at 81.28 m.p.h. The fastest light car lap was put up by C. S. Staniland (Riley) at 72.30 m.p.h. The fastest 1,500 c.c. lap was Major C. M. Harvey's 70.55 m.p.h. in an Aston-Martin and H. C. Hamilton's M.G. Midget put up the fastest lap in the 750 c.c. class at 70.00 m.p.h.

Over half-a-million people watched the race, which was run in fine weather after days of rain.

Only 19 cars finished out of 44 starters. Earl Howe (Alfa-Romeo) went backwards through a hedge, but continued. Sir Henry Birkin (Alfa-Romeo) buckled an axle at Comber. B. O. Davis (Mercedes) hit Major A. T. G. Gardner's M.G. Midget while overtaking and both cars retired.

V. Gillow (Riley) overturned on the first corner of the race. H. Widengren (1,100 c.c. Maserati) embedded his car in a sandbank at Newtownards. S. W. B. Hailwood (M.G. Midget) crashed at Comber. No one was hurt in all these incidents!

Practice times in every class of the race have shown one very startling thing, which is that if the small cars maintain in the race the promise they have given in practice, the remaining two Alfa-Romeos will have to average throughout to-morrow's race a speed about equal to last year's record lap speed (over 81 m.p.h.) in order to win!

Those enthusiasts who are unable to cross to Ireland for the race will be glad to hear that the B.B.C. will broadcast a running commentary of the race in the National programme from 3 until 5.30 p.m.



## Gear-changing is Easy with

## THE SYNCHRO

*Simple Explanation of an Ingenious Arrangement Hitherto Used Only on Certain Large Cars But Now Standardized on the New 8 h.p. Ford*

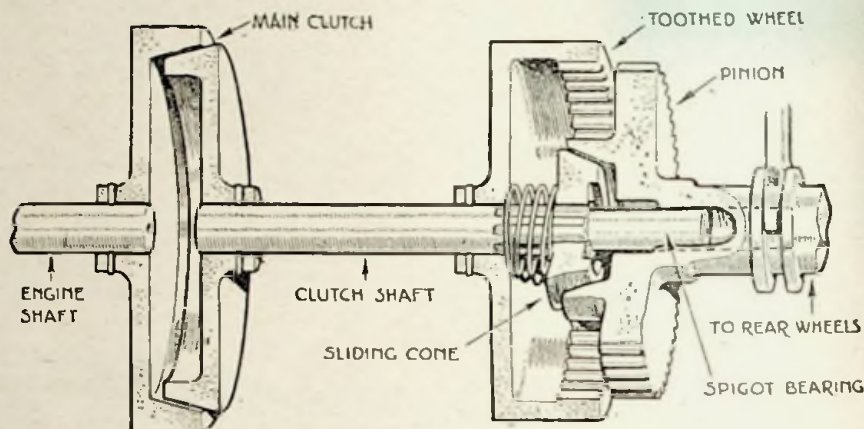


Fig. 2.—This simple lay-out shows the synchro-mesh principle in which the speeds of the two rotating members are matched by a small cone clutch.

ONE of the greatest difficulties experienced by anyone learning to drive a car is that of changing gear silently and with certainty. The trouble arises, of course, owing to the need for causing two gear wheels, which are to be meshed, to rotate at the same speed,

This is necessary because, obviously, if one set of teeth is going faster than the other, they cannot possibly mesh—at least not silently. Experienced drivers use the double-declutching method for synchronizing the speeds of the two gears and this is, of course, where the novice comes unstuck. He has insufficient judgment to enable him to control the speeds of the gears by the use of the clutch and accelerator pedals.

The whole difficulty of gear changing ceases to exist when synchro-mesh gears are used. In the light car field no gearbox of this kind existed until the arrival of the new 8 h.p. Ford, a supplementary description of which appears on our centre pages.

As the name implies, the speeds of the gears are synchronized automatically, the driver having nothing to do but depress the clutch pedal, move the gear lever from one position to the other and re-engage the clutch. It is impossible to clash the gears, a silent change always being made.

In the case of three-speed gearboxes, such as that fitted to the Ford, it is customary to apply the synchro-mesh principle only to top and second gears, the first speed and reverse being engaged in the ordinary way.

In a normal gearbox of the "silent second" type the layshaft and mainshaft are connected by means of

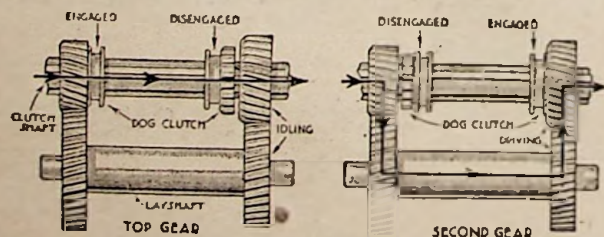


Fig. 1.—A top gear and "silent second" gear assembly with dog clutch control. In the synchro-mesh system clutches are used as well as dogs.

constant-mesh gearing, usually of the herring-bone or helical type, top gear or second gear being engaged by means of dog clutches which slide on a splined shaft. A glance at Fig. 1 shows the basic principles, the direction taken by the power being indicated by the heavy black arrow lines. In one sketch the left-hand dog clutch is engaged, providing top gear, and the power

from the engine goes straight through the mainshaft, the layshaft running idle.

When second gear is engaged the power is transmitted via the clutchshaft pinion through the two layshaft pinions, thence to the gearbox tailshaft by way of the second pinion which is locked to the mainshaft by the right-hand dog clutch.

A similar arrangement is made use of in the synchro-mesh system, but the two dog clutches are supplemented by small cone clutches which come into engagement first and thereby allow the respective speeds of the driving and driven members to be matched before the dog clutches mesh.

As the complete arrangement is a little complicated, we shall consider a very simple layout which will make the principle perfectly clear.

We must imagine an internally toothed wheel secured to the clutch shaft. The shaft is extended through the wheel and splined. Mounted on the splines is the driving member of a small cone clutch, behind which is a spring tending to push the cone along the shaft. (See Fig. 2.)

Spigoted to the shaft extension is a pinion having teeth which will mesh with those in the wheel. Formed on the pinion is the driven member of the special synchro-mesh clutch which, in the neutral position, is just clear of the driving member on the wheel.

### Matching the Speeds.

Imagine, now, that the toothed wheel and the pinion are rotating at different speeds and that it is desired to mesh them. The first step is to slide the pinion towards the wheel, when the clutch members will engage and the friction set up will at once tend to synchronize the speeds of the two members, so that by the time they are rotating at equal speeds the pinion will be in a position where it can enter the wheel, the driving cone being pushed back against its spring to allow for the travel of the pinion.

The part-sectional drawings which accompany this article (Figs. 3, 4 and 5) show the synchro-mesh principle as applied to the two-litre Vauxhall Cadet. It will be seen that in the actual arrangement the internally toothed wheel and the pinion of our simple example are quite small; in fact, they are only the same size as normal dog clutches. The cone clutches, also, are of moderate dimensions, because they are not called upon to transmit any part of the drive, their



# MESH SYSTEM

sole purpose being to balance the speeds of the driving and driven members.

Cone A, Fig. 5, is formed in one with the driving pinion on the clutch shaft. Cone B floats on A and is held in position by a casing which is provided with three radial prongs, the inner ends of which engage with splines formed in the mainshaft. Thus the casing must rotate with the shaft.

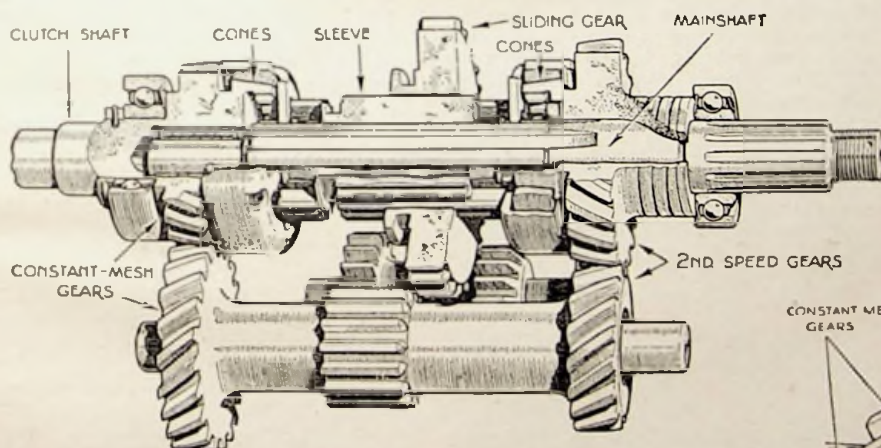
The prongs are of somewhat arrow-headed formation, the shoulders being chamfered, whilst lying in the bottom of each of the three splines is a flat spring in which a kink is formed at one point.

The sliding sleeve is operated in the ordinary way by means of a selector fork, and the leading edges of those teeth of the dog clutch which oppose the prongs are chamfered to an angle similar to that on the prong shoulders.

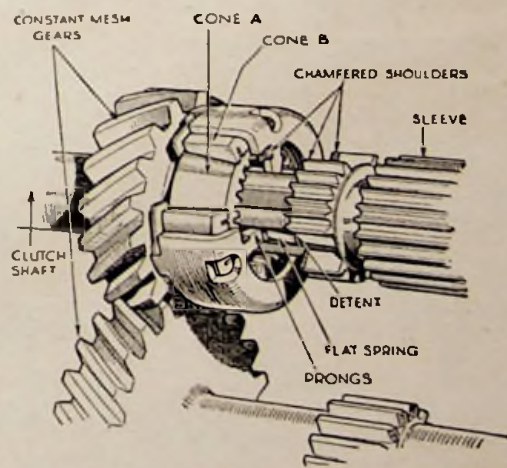
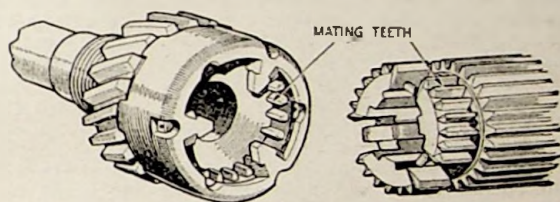
As the pinion slides towards the ring the flat springs are pushed forward also so that they engage with the heads of the prongs. This causes the casing to push the floating cone B on to A. The friction thus set up by the jamming effect of the cone causes the ring to slow down or to speed up, as the case may be, the result either way being that the ring and the pinion are caused to run at the same speed, thus ensuring smooth engagement.

By mounting a similar clutch assembly at the other end of the gear shaft, second speed also can be synchronized in the same way, the travel of the selector fork being so arranged that a neutral position is provided when both top and second-gear dogs will be free.

Movement of the fork in one direction will engage



In Fig. 3 (left) the layout shown in Fig. 1 can be traced. First speed and reverse gears and the clutches have been added. Fig. 4 (above) gives details of the dog clutch, whilst below in Fig. 5 can be seen the clutch cones and other points mentioned in the text. This is the Vauxhall Cadet gearbox.



second gear, whilst its movement in the other direction through neutral causes the top gear to engage. A separate selector fork is used for first speed and reverse, these two gears being meshed in the ordinary way by sliding them into engagement.

In action, when it is desired to change from second to top, it is necessary only to declutch and to move the gear lever fairly slowly to the new position. Just beyond neutral a slight resistance to the lever movement is felt. This is when the flat springs are being pushed against the prongs just prior to being tripped to allow the chamfered edges of the pinion and the prongs to come together and, thus, to increase greatly the pressure on the cones.

No attempt must be made to push the gear lever through hurriedly, as a little time is necessary for the fast-moving outer cone B to speed up the inner cone A.

As a rule a pause of not more than one second is required; the dogs then engage silently.

When changing down from top to second the same

procedure is adopted, but the accelerator pedal is depressed so as to allow the engine to speed up; thus a single movement brings about the same results as the more complicated double-declutching process adopted with ordinary gears.

The foregoing has explained as simply as possible the normal type of synchro-mesh gear. Other schemes have been adopted to simplify gear changing, all of them having for their object the synchronizing of the meshing gears.

A very interesting and ingenious method of synchronizing gear speeds was described in our issue of January 7th, 1927. The gears were of the normal sliding type, but there was a subsidiary gearbox provided with rubber-faced discs having diameters precisely equal to the pitch diameters of the various gears and similarly arranged in relation to each other.

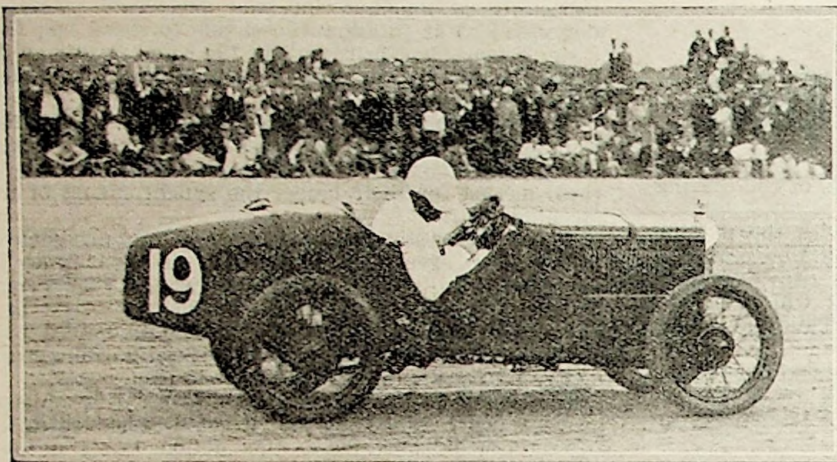
The cluster of discs on the layshaft of the subsidiary gearbox was arranged so that it could be moved away from the mainshaft discs, this action being accomplished by the clutch pedal.

The operation, therefore, when changing gear was to depress the clutch in the ordinary way, which freed the drive between the engine and the rear wheels and enabled the gear lever to be moved to the neutral position. Further depression of the clutch pedal brought the appropriate pair of rubber discs into frictional contact and, as these were connected with their respective pinions the precise synchronization of the pinion speeds was assured before engagement. So

soon as the gear lever was home and the clutch released the rubber discs came out of contact and, therefore, ran without wear.

Whether or not gear-synchronizing schemes will become standardized on all makes of car remains to be seen, but it is certain that efforts are being made to simplify gear changing to the greatest possible degree.





A fast "750" at Southport—C. D. Parish's supercharged Austin.

## SOUTHPORT 100 MILES RACE

### Important Meeting on Birkdale Sands

**A**N excellent afternoon's programme was run off before an enormous crowd in almost ideal weather last Saturday by the Southport Motor Racing Club on the Birkdale sands. Whether because the chief event of the day was for four-wheelers or for some other reason, it was noteworthy that the car classes were very well supported.

In the three-mile race Jack Field (without whom no Southport meeting would be complete) had a runaway win in his 2.3-litre Bugatti. H. B. Prestwich (1.087 Frazer-Nash), who was second at the end of the first mile, could not maintain his position against C. S. Dickson-Geertz (1.089 Salmson) and G. Casswell (1.500 Frazer-Nash).

Eleven cars started in the five-mile event, and once again Field had things his own way. Dickson-Geertz, too, looked like repeating his success, but was passed by J. Bartlett (1.087 Salmson) in the last lap. In both races the best "750" proved to be C. D. Parish's Austin.

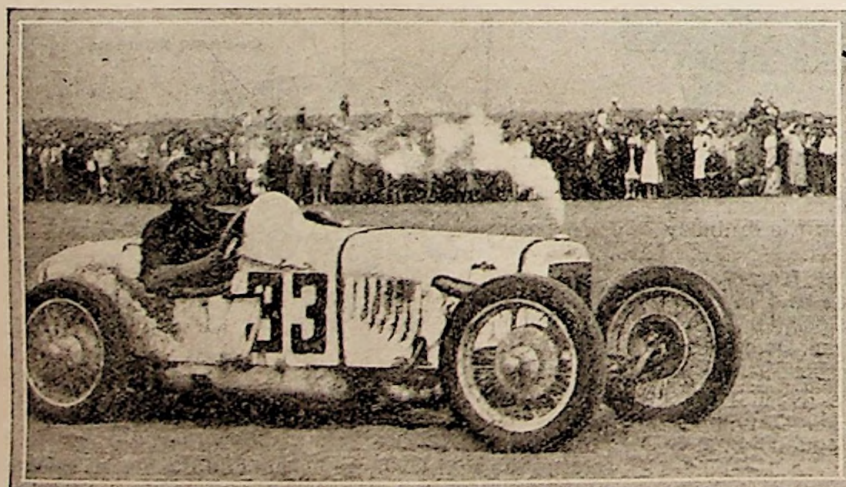
After these appetizers and the motor-

cycle events came the big event of the day—the 100-Mile Handicap Race. The large field of 29 cars was started simultaneously in two rows—an impressive sight—and the handicaps were managed on a credit-lap basis. Unblown 750 c.c. cars, for instance, were credited with nine laps (18 miles) before they started.

In an event of this nature there is ample opportunity to study cornering methods and a wide diversity was to be noted. For the most part the smaller cars took the turn close in to the flags, which needs heavy braking and corresponding acceleration. This is undoubtedly good tactics, as was shown by W. L. Thompson (Austin), who simply ran away from a big Mercedes, which admittedly was not feeling very well!

On the other hand, there is much to be said for Noel Carr's "off-set" cornering, which consisted of a very wide approach that brought him into the return straight quite close to the flags. At any rate, it gave him a nice large piece of sand to play on by himself.

W. L. Thompson (Supercharged



THE INDIANAPOLIS TOUCH.

A. Conan-Doyle, in the Frazer-Nash "Slug," coming fast into a turn during the 100 miles race, which was won by J. H. Bartlett's Salmson, with W. L. Thompson's Austin second.

Austin) was the first to score 25 laps, of which eight were actually handicap credit. Meanwhile, Field, from scratch, was obviously travelling remarkably well, and J. H. Bartlett (1.087 Salmson, five laps), although less obtrusive, was wasting no time. Comfortably before the end he took the lead and won by over two minutes from Thompson, who in turn was just 90 seconds ahead of Field, the third man home.

#### RESULTS.

**Three-mile Race.**—1, J. Field (2.3-litre Bugatti); 2, C. S. Dickson-Geertz (1.089 c.c. Salmson); 3, G. Casswell (1.500 c.c. Frazer-Nash).

**Up to 750 c.c.**—1, C. D. Parish (Austin); 2, A. H. Barlow (Austin). No other finisher.

**Up to 1,500 c.c.**—1, C. S. Dickson-Geertz (1.089 c.c. Salmson); 2, G. Casswell (1.500 c.c. Frazer-Nash); 3, H. B. Prestwich (1.089 c.c. Frazer-Nash).

**Unlimited.**—1, J. Field (2.3-litre Bugatti); 2, C. T. Rhodes (2-litre Bugatti). No other finisher.

**Five-mile Race.**—1, J. Field (2.3-litre Bugatti); 2, J. H. Bartlett (1.087 c.c. Salmson); 3, C. S. Dickson-Geertz (1.089 c.c. Salmson).

**Up to 750 c.c.**—1, C. D. Parish (Austin); 2, V. W. Derrington (Austin); 3, A. H. Barlow (Austin).

**Up to 1,500 c.c.**—1, J. H. Bartlett (1.087 c.c. Salmson); 2, C. S. Dickson-Geertz (1.089 c.c. Salmson); 3, G. Casswell (1.500 c.c. Frazer-Nash).

**Unlimited.**—1, J. Field (2.3-litre Bugatti); 2, J. H. Bartlett (1.087 c.c. Salmson); 3, C. T. Rhodes (2.3-litre Bugatti).

**Hundred Mile Race.**—1, J. Field (2.3-litre Bugatti), 59.7 m.p.h.; 2, J. H. Bartlett (1.087 c.c. Salmson), 54.2 m.p.h.; 3, J. Thompson (750 c.c. Austin), 54.2 m.p.h.; 4, J. Field (2.3-litre Bugatti), 63.35 m.p.h.; 5, G. Casswell (1.500 c.c. Frazer-Nash), 55.8 m.p.h.

**Up to 750 c.c.**—1, W. L. Thompson (Austin); 2, C. D. Parish (Austin).

**Up to 1,100 c.c.**—1, J. H. Bartlett (1.087 Salmson); 2, W. L. Thompson (750 c.c. Austin).

**Up to 1,500 c.c. and up to 2-litres.**—1, J. H. Bartlett (1.087 c.c. Salmson); 2, G. Casswell (1.500 c.c. Frazer-Nash).

**Up to 3,000 c.c. and Unlimited.**—1, J. H. Bartlett (1.087 c.c. Salmson); 2, J. Field (2.3-litre Bugatti).

## 1931 MOTORING OFFENCES

### A.A. Analysis

**T**HE following A.A. Bulletin was published last week and is of particular interest in view of the misleading conclusions which can be so easily drawn from a mass of statistics when they are not carefully analysed and reduced to simple terms:—

The Automobile Association has just completed an analysis, on a percentage basis, of the figures published in the Home Office Return of Motoring Offences (England and Wales) for 1931.

By this means an interesting insight is given into the most common causes of prosecution and it is made quite clear that the vast majority of proceedings instituted by the police were in respect of minor technicalities having little or no bearing on the question of public safety.

The A.A. analysis reveals that of the 359,144 cases reported, 19,014 per cent., or nearly one-fifth of the total, were in connection with lighting, whilst 10,701 per cent. were for obstruction. Driving licence offences came next with 9,155 per cent., careless driving 8 per cent., whilst excessive noise is fifth on the list with 7,704 per cent.

The fact that the prosecutions for manslaughter and causing bodily harm constitute .019 per cent. and .007 per cent. respectively definitely rebuts the allegations so frequently made against motorists by prejudiced parties. This also applies to the number of cases dealt with for driving whilst under the influence of drink or drugs and reckless driving—628 per cent. and 3,867 per cent.

Generally, the official statistics bear out the contention of the Automobile Association that since the Road Traffic Act abolished the 20-mile speed limit the standard of driving has consistently improved, although the speed of traffic generally has increased.

### Captain Mallins in Cape Town

Capt. Geoffrey Mallins, leader of the British-Africa Trade Development Expedition which left London last year, has reached Cape Town after 15 months' travelling. The expedition, which includes two Riley cars in the convoy of six British vehicles, has covered over 17,000 miles.



# "LONDON—SCARBOROUGH" RESULTS

## 78 per cent. "Premiers" in M.C.C.'s New Event

AS was expected on every side at the conclusion of the London-Scarborough Trial on July 30th, the event has cost the M.C.C. dear in Premier Awards. Out of 86 car starters no fewer than 82 finished and 67 gained first-class awards—78 per cent. of the starters!

Only nine drivers received silver medals—owing to a failure on one hill of the four, four merited bronze medals, and only two failed to gain an award at all. Four cars retired en route.

None of the hills "took toll" of the competitors, but Boltby Bank failed nine drivers and Little Blakey was the downfall of eight. Two failed on White Horse—the first hill on the course—and six came to grief on Little Beck. Only one competitor was late at the finishing check.

Among the individual marque performances, several makes scored 100 per

cent. successes—i.e., all the starters gained first-class awards. Probably the best performance in this respect was that of the Riley Nines, eight of which started and eight of which gained premier awards. The Frazer-Nash contingent may also be proud of its record, for eleven of these cars gained nine "firsts" and two "silvers" between them.

The marque performances were as follow:—

A.C.: one started—one premier. Alta: one started—one premier. Alvis: two started—one premier, one retired. Austin: nine started—four premiers, one silver, one bronze, two no award and one retired. B.N.C.: one started—one premier. Bentley: one started—one silver. Crossley: one started—one premier. Essex: one started—one premier. Fiat: one started—one premier. Ford: three started—three premiers. Frazer-Nash: 11 started—nine premiers, two silvers. Hillman: one started—one premier. Invicta: one started—one premier. Jowett: two started—two premiers. Lagonda: one started—one premier. Lancia: one started—one premier. Lea-Francis: two started—two premiers. M.G. Midget: seven started—four pre-

miers, one bronze, one silver, one retired. M.G. Magna: three started—three premiers. M.G. Six: one started—one premier.

Morris Minor: four started—two premiers, one silver, one retired. Morris Cowley: one started—one premier. Morgan: four started—four premiers. Riley: eight started—eight premiers. Rover: one started—one premier. Standard Nine: one started—one bronze. Standard Sixteen: five started—four premiers, one silver. Swift: one started—one premier. Talbot (over 1½ litres): three started—three premiers. Talbot (1,076 c.c.): one started—one premier. Trojan: one started—one premier. Wolseley Hornet: eight started—six premiers, two silvers. Vauxhall: one started—one premier.

Premier = premier award; silver = silver medal; bronze = bronze medal.

From this list it will be seen that twenty makes scored 100 per cent. successes, in addition to which the three M.G. Magnas and the M.G. Six also gained premier awards, although the M.G. Midgets had a "silver" and "bronze" medalists in their ranks.

The full results given below are as officially published by the M.C.C., subject to protests.

### SUMMARY OF RESULTS.

Three-wheelers: Four started, four premier awards.

Four-wheelers: 86 started, 4 retired, 67 premier awards, 9 silver medals, 4 bronze medals, 2 no award.

### SPECIAL PRIZE FOR SILENT RUNNING.

Lambert, C. P., 1125 c.c. Austin.

A.C. Pigé-Leschallas, J. G. ... PA

ALTA. Finch, J. R. G. (1074) ... PA

ALVIS. Hutchison, K. N. (1496) ... R

Dracup, G. (2148) ... PA

AUSTIN. Davis, C. M. (747) ... PA

Lambert, C. P. (1125) ... PA

Orford, J. G. (747) ... PA

Elliott, J. A. (747) 1,2,3,4 ... NA

Tenboach, M. P. (747) 4 ... S

McGowan, A. P. (747) ... PA

Prince, N. A. (747) 2,3,4,5 ... NA

Morris-Goodall, M. H. (747) 2,4 ... B

Clare, D. (747) ... R

BENTLEY. Marker, R. R. K. (4525) 4 ... S

B.N.C. Driskell, J. A. ... PA

CROSSLEY. Bolton, F. A. (2165) ... PA

ESSEX. Varley, R. (2632) ... PA

FIAT. Prime, E. A. (1195) ... PA

FORD. Howard, W. J. (3283) ... PA

Thompson, J. B. (2043) ... PA

Hillcoat, H. (5640) ... PA

FRAZER-NASH. Schofield, T. G. (1496) 3 ... S

Hopkins, D. G. (1496) ... PA

Twentyman, T. (1496) ... PA

Harvey, C. M. (1496) ... PA

Cowell, L. A. (1496) ... PA

Jones, M. (1496) ... PA

Mitchell, M. Junr. (1496) ... PA

Lea, P. (1496) ... PA

Butler-Henderson, L. (1496) ... PA

Robinson, F. B. (1496) 3 ... S

West, D. (1496) ... PA

HILLMAN. Niemeyer, J. R. T. (2110) ... PA

INVICTA. Boyd-Harvey, J. J. (1298) ... PA

JOWETT. Lovatt, H. J. (907) ... PA

Garland, A. H. (907) ... PA

LEA-FRANCIS. Bolton, H. (1247) ... PA

Wagstaff, C. H. (1496) ... PA

LAGONDA. Willoughby, E. (1954) ... PA

LANCIA. Bickford, R. (2120) ... PA

MORRIS. Smith, A. W. F. (847) ... R

Bolton, F. W. J. (847) ... PA

Beech, C. A. (847) 2 ... S

Collier, G. K. (1550) ... PA

Whitnail, W. W. (847) ... PA

M.G. Addington, E. N. (1250) ... PA

Taylor, G. E. (847) ... PA

Berry, J. A. (847) ... PA

Collier, M. T. U. (847), 2,3 ... B

Strong, P. A. E. (847) ... PA

Sicouda, G. H. (847) 2 ... S

Avery, H. M. (847) ... PA

Mason, A. L. (847) ... PA

Langley, A. B. (2468) ... PA

Langley, A. H. (1250) ... PA

MacGregor, G. M. (1250) ... PA

MORGAN. Laird, H. (1096) ... PA

Braun, G. B. (980) ... PA

Hooper, H. J. (1096) ... PA

Hicks, A. L. (1096) ... PA

RILEY. Ietchworth, G. H. S. (1089) ... PA

Walker, K. E. A. (1089) ... PA

Roe, S. H. (1089) ... PA

Wells, C. V. (1089) ... PA

Tongue, R. E. (1089) ... PA

Harter, R. J. (1089) ... PA

Dobbs, H. G. (1089) ... PA

Gamble, D. J. C. (1089) ... PA

ROVER. Way, R. (2565) ... PA

STANDARD. Deane, A. F. (2054) ... PA

Lockhart, W. G. (2054) ... PA

Tice, J. G. (2054) 1 ... S

Bartley, A. H. (2054) ... PA

Roberts, D. C. C. (1287) 2,4 B

Sampson, J. H. (2054) ... PA

SWIFT. Massey, R. H. (1190) ... PA

TALBOT. Marshall, A. L. (2276) ... PA

Lesard, W. E. (3000) ... PA

Hahood, B. J. (1076) ... PA

Powys-Lybbe, A. (3016) ... PA

TROJAN. Scroggs, A. F. (1488) ... PA

WOLSELEY. Allott, F. (1271) 2,3 ... B

Patrick, J. A. M. (1271) ... PA

Davies, W. J. (1271) 2 ... S

Stroud, H. J. (1271) ... PA

Davis, W. A. V. (1271) 3 ... S

Kennedy, J. J. (1271) ... PA

Marsh, J. A. E. (1271) ... PA

Gamble, G. O. T. (1271) ... PA

VAUXHALL. May, A. (4225) ... PA

(The figures in brackets indicate engine capacity.)

### ABBREVIATIONS.

PA—Premier Award. S—Silver

Medal. B—Bronze Medal. NA—

No Award. R—Retired.

### KEY TO FAILURES.

1. Failed White Horse Hill.

2. Do. Boltby Bank.

3. Do. Little Blakey Hill.

4. Do. Little Beck.

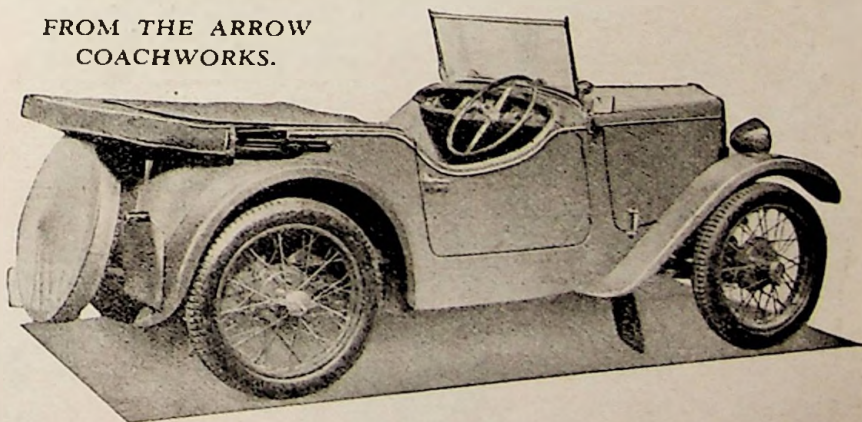
5. Outside time limit, Scarborough.

## FOR THE AUSTIN TEN-FOUR

THREE accessories specially designed for the Austin Ten-Four have recently been placed on the market by Desmo, Ltd., Desmo House, Stafford Street, Birmingham. The first is a bulb horn arranged so that the trumpet fits through the scuttle and occupies a position under the bonnet, whilst the bulb is attached to the fascia board where it comes conveniently to hand. The price is 15s. Next comes a neat rear-view mirror for external fitting, priced at 9s. 6d. It is very simple to fit.

The third accessory is a chromium-plated tie-bar which serves the triple purpose of improving the appearance of the car, giving extra rigidity to the wings and serving as a convenient mounting place for club badges, high-frequency horns, and so on. It sells at 7s. 6d.

## FROM THE ARROW COACHWORKS.



A foursome sports body on the long chassis Austin Seven by Arrow Coachworks, Boston Road, Hanwell—one of the first productions of the concern which has taken over the business from A. P. Compton and Co., Ltd. The price of this model is £155.



# NEW O.H.V. MEADOWS ENGINE

## A 10 h.p. Four-cylinder Unit with an Unusual Valve Arrangement Providing a Good Power Output

**I**N view of the return to favour of cars with 10 h.p. four-cylinder engines, the latest production of Henry Meadows, Ltd., of Wolverhampton, is likely to be very popular. The new engine is robustly built and, apart from one or two interesting particulars, follows conventional and well-tried practice.

Its capacity of 1,248 c.c. is obtained by bore and stroke measurements of 63 mm. and 100 mm. respectively. The Treasury rating is 10 h.p., but the actual power output is said to be rather more than 36 b.h.p. at 4,000 r.p.m. Other figures taken from the power curve are 31 b.h.p. at 3,000 r.p.m., 21 b.h.p. at 2,000 r.p.m., and 10 b.h.p. at 1,000 r.p.m.

### Steady Torque.

As these figures indicate, the torque remains reasonably constant over a wide speed range, a feature which is usually accompanied by good performance on the road. That the combustion chamber and port design is of a high standard is shown by the figure for the brake mean effective pressure, which is 115 lb. per sq. in. at 2,500 r.p.m. This is obtained with a compression ratio of about 5½ to 1. Incidentally, the figure is still slightly above 100 lb. per sq. in. at 800 r.p.m. and at 3,800 r.p.m.

Turning to the details of construction, it is scarcely necessary to say that the cylinder block and crankcase form a single casting. The crankshaft is carried in three white-metal bearings.

The cylinder head casting carries the valves, the camshaft and the rockers. An unusual feature is that although the inlet valves are vertical, the exhausts are sharply inclined. Two advantages are claimed for this layout: In the first place, it allows a better arrangement for the water jacket, and every valve is

actually surrounded by water. Secondly, it gives a better combustion chamber shape.

Mounted immediately above the camshaft is a shaft on which the eight rockers are carried. Adjustment for valve clearance is provided by means of a hardened setscrew at the valve end of each rocker. The camshaft itself is of straightforward design. Near the middle of it there is a pair of skew gears driving a vertical shaft, at the top of which is the coil ignition distributor.

The shaft is extended down to the sump, where it drives a gear-type oil pump. This pump is enclosed in a gauze filter, and its gears have spirally cut teeth, so as to make it smoother in operation.

Oil is fed under pressure direct to the three main bearings, thence through the crankshaft to the big ends. A branch supply leads to the camshaft bearings and the overhead-valve gear. The pressure relief valve is placed so that the escaping oil lubricates the camshaft drive.

The drive consists of two chains. The lower is of the single-roller type and is arranged in triangular fashion to drive the dynamo and an idler pinion. From

the shaft on which the idler is mounted, a duplex roller chain drives the camshaft. The 2-to-1 reduction takes place in the first stage of the drive, and the number of teeth used on the various pinions is so arranged that very fine adjustments of valve timing can be obtained on the vernier principle.

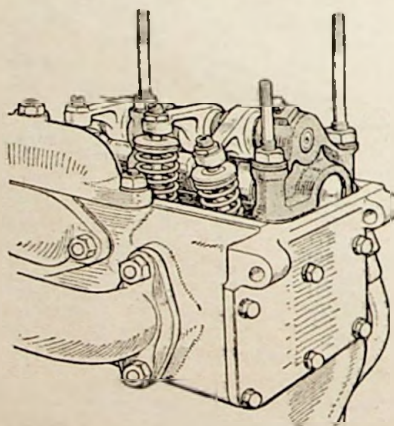
### Invar Pistons.

Invar strut pistons are employed and each carries three rings, of which one is a grooved scraper. The gudgeon pins are pinched in the small ends of the connecting rods and turn in the pistons.

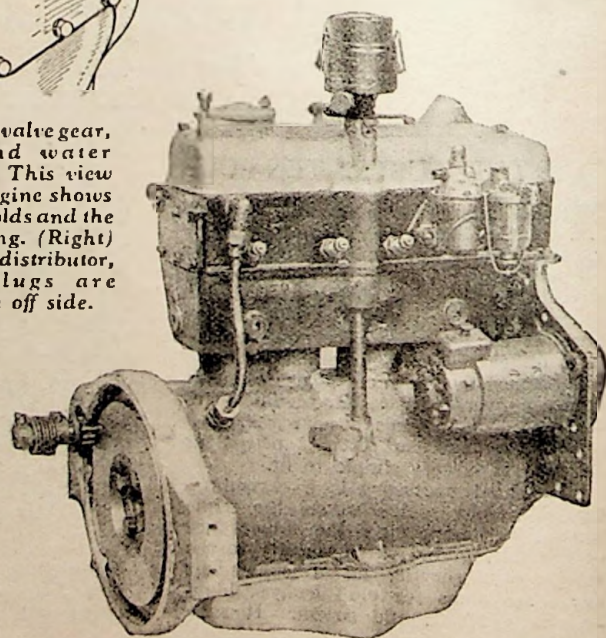
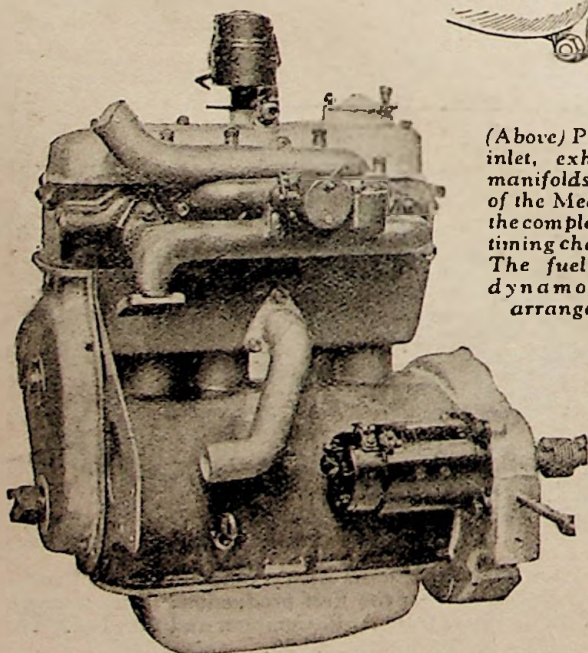
Provision is made for a four-point attachment of the engine to the frame, and the unit includes a single-plate clutch and a four-speed gearbox. Helical wheels give a silent third gear, and the ratios provided are 3.75 to 1 in bottom gear, 2.3 in second, and 1.57 to 1 in third, taking the direct drive as 1 to 1. The reverse ratio is 4.82. Naturally, a dynamo and starter are included, and a petrol pump can be driven from an eccentric on the camshaft. The weight of a complete unit, less gearbox, is about 2 cwt.

### A Lucas Novelty.

Amongst many other interesting accessories which Joseph Lucas, Ltd., are producing for 1933 is an automatic engine starter, known as the Startix. The device comes into operation directly the ignition is switched on, and causes the starter motor to turn the engine. If there is not an instant start the motor is cut out momentarily, then again cut in. This continues until the engine fires. Afterwards should the engine be stopped accidentally the Startix will at once restart it automatically.



(Above) Part of the valve gear, inlet, exhaust and water manifolds. (Left) This view of the Meadows engine shows the complete manifolds and the timing chain housing. (Right) The fuel pump, distributor, dynamo and plugs are arranged on the off side.





## An Insurance Clerk on DRIVING A FRIEND'S CAR

### Third-party Liability

**M**OST people are aware, in a hazy sort of way, that their insurance policies cover them whilst driving other people's cars. It is not generally understood, however, what their exact position is with regard to insurance.

There is usually a clause in Section II of the policy which states: "The company will indemnify the insured while personally driving for private purposes as hereinafter defined a motor-car or motorcycle not belonging to him." It must be realized that this clause does not apply to the Loss or Damage section of the policy.

The insured is indemnified only in respect of his *third party liability* whilst personally driving for private purposes any motorcar or motorcycle not belonging to him.

"Private purposes" is here interpreted as including personal business and professional use, and an important point is that the motorcar or motorcycle must not belong to the insured. If this were not stipulated, there is nothing to

prevent anybody from obtaining third-party cover for two or three cars whilst paying a premium for only one.

There is no stipulation to the effect that the insured car must be out of use while the insured drives other cars. It may, therefore, occur that the policy covers the third-party liability of the insured while driving a car not belonging to him and also grants cover to a relative or friend who is driving the insured car.

If an accident should happen whilst the insured car is being driven by a friend who holds a separate policy of his own, any third-party claims must be dealt with by the insurance company which issued his policy. The owner of the car cannot be held responsible for the careless driving of his friends, and there is no reason why he should provide insurance for them. In addition, their respective insurance companies have received premiums regarding this risk and must therefore deal with the claims.



*Not a pump in some quiet village, but in a remote spot in the Rhodesian desert—Modernity in an African setting.*

### Parking in the New Forest.

Motorists visiting the New Forest are warned that there is a by-law to the effect that cars may not be parked in the Forest after sunset.

### 'Ware Llandilo!

The Llandilo Bench has announced that in view of the alarming increase in motoring accidents it proposes in future to take serious consideration of any offence under the Road Traffic Act.

### British Exhibition in Denmark.

In the motor section of the All-British Exhibition due to be held in Copenhagen from September 24th until October 9th there will be exhibits of Humber and Hillman cars, including models of the Hillman Minx—a de luxe saloon, a family saloon and a coupé with a Danish body.

### Eastbourne Concours d'Elegance.

Entries for the Eastbourne Concours d'Elegance on September 7th close on Monday next, August 22nd, at 5 p.m., and should be sent to the organizing secretary, Capt. E. I. Short, at 49a, Terminus Road, Eastbourne. In the evening after the concours a special dinner and dance will be held at the Grand Hotel, for which tickets are 12s. 6d., obtainable from the above address.

Many famous names appear in the list of judges. Amongst those who have signified their intention of acting in this capacity are Earl Howe, Sir Henry Birkin, Mr. and Mrs. A. J. Mollison, the Earl of March, Col. Lindsay Lloyd, Flight-Lieut. Schofield and Lady Cobham.

### New Heat-resisting Paint.

A new heat-resisting paint for which remarkable properties are claimed has just been introduced by Nobel Chemical Finishes of Slough. Known as Kemick, it sells in quarter-pint tins at 1s. 6d. and is suitable for application on steel, iron, zinc, galvanized iron, copper, aluminium and so on. The makers claim that, far from flaking off when applied to parts liable to rust, it actually prevents rust, whilst continual heating and cooling certainly improves its lasting qualities. It is, therefore, eminently suitable for use on exhaust systems, and should appeal strongly to those who take a pride in smartness under the bonnet and also to owners of machines such as Morgans, where the exhaust system is exposed.

When first applied, Kemick is black, but under the influence of heat it bubbles slightly and liberates a fine white powder, which, mixing with the black pigment, gives an attractive dark grey. Application is stated to be very easy and little care need be taken to remove all traces of rust.

### Open to You

The following famous gardens will be opened to the public on Sunday, August 21st, on payment of a small fee in aid of the Queen's Institute of District Nursing.

DEVON.—Cottingham, Sidmouth.

GLOS.—Mythe Court, Tewkesbury.

KENT.—Mereworth Castle, near Maidstone.

OXON.—Elsfield Manor, Oxford.

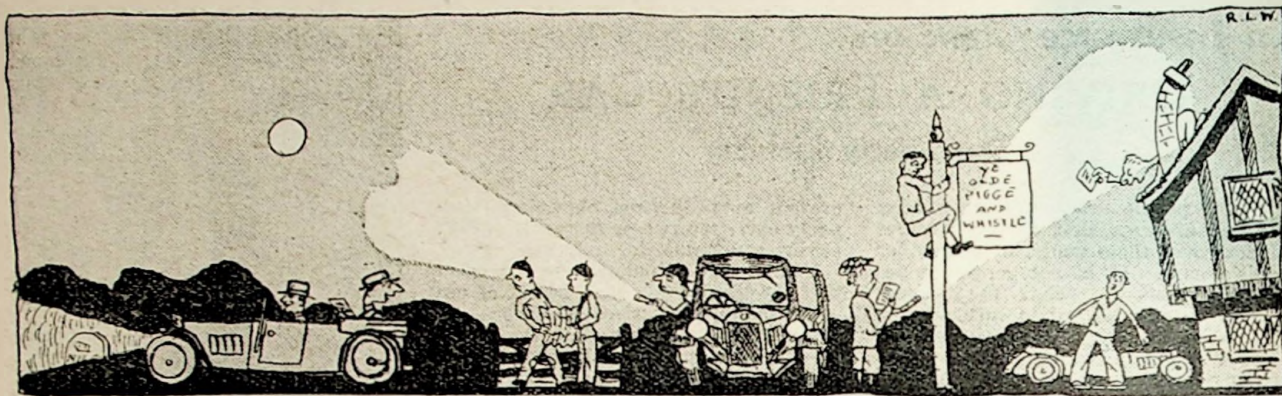
WORCS.—Hanbury Hall, Droitwich.



"THIS GREEN AND PLEASANT LAND."

A Crossley Ten "Torquay" saloon photographed at Rede Mere, a well-known Cheshire lakelet which is an anglers' mecca.





"... one of the oldest forms of motoring competition ... and one of the best."

## TREASURE TROVE

Go Seek It—If You are Fond  
of Fun Along the Highways

by  
*Focus*

**O**F late there has been a mild boom in treasure hunts—one of the oldest forms of motoring competition, and, in my opinion, still one of the best.

For the benefit of the entirely uninitiated, the idea is for the competitors to meet at an agreed spot and there to be given a clue apiece. All receive precisely the same clue which, when elucidated, reveals the whereabouts of the next clue.

The usual plan is for an entry fee to be payable, the cash thus realized being split into first, second and third prizes, or used for the purchase of appropriate trophies.

The first prize, of course, goes to the first man to discover the "treasure," and the "place-men" are naturally the next two to get there. Some folk think that the "treasure" should be itself the prize, but others prefer to remove this complication or, at the other extreme, to have a highly spectacular finale.

### Murder!

An example of the last named was provided by a band of enthusiasts who live near me and who had a "treasure hunt," the object of which was not to find a treasure but to trace a murderer.

The whole thing was done most dramatically. At the meeting place the organizers had secretly arranged for a "murder" to be committed by one of their number, who immediately drove off. This was at 8 p.m. Whilst the competitors were getting their breath back and realizing that the murder was a sham, the miscreant, of course, got clear away.

Within a couple of minutes two newspaper boys were on the scene with a miniature newspaper specially prepared by the organizers in advance and containing a report of the tragedy. This report, of course,

420

contained the first clue. It was long and uninformative, which is the ideal first clue, as it prevents the competitors getting away en masse. Most of them spent several minutes reading the report and several more studying maps in search of the places to which the report appeared to indicate that the miscreant had flown.

It was all very craftily planned so that, although there were plenty of false clues which the less expert amateur detectives might pursue, there was, at the same time, little doubt that all save the most out-and-out dunderheads would ultimately reach the spot where the second clue was to be found.

This was an excellent start. It scattered the competitors over a wide area, whilst not hopelessly fogging any of them.

The second clue, once found, led to others, and the hunt ended in a remote wood where, hanging from a tree, was a dummy figure representing the murderer who, exhausted by the hue and cry, had thwarted the professional hangman by taking his own life. Of the score or so of competitors, three located the "body" and went on from there to a pre-

arranged venue where a dawn bacon-and-eggs party was in progress.

This came very close to being the ideal treasure hunt. There was the happy gathering at the start, a midnight search in solitary and often eerie surroundings, and a joyous party at the finish.

Let me make a few suggestions to others who may plan similar outings.

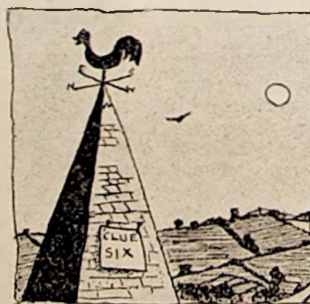
First, choose your ground with care and make sure no annoyance will be caused to residents; and secondly, make absolutely certain that the clues are in their appointed places. It is no good putting them there some hours in advance; somebody may remove them before the competitors arrive.

### Type the Clues.

Another vital thing to remember in placing the clues is that in his excitement the first man to locate them may scatter the rest and make it difficult for later arrivals to find them. Generally, it is best to type the clues and put them in envelopes. The ideal plan is to have a marshal on the spot to hand each competitor his clue when he arrives.

Out in the country it is sometimes feasible to write a clue on a board and nail it to a tree, to a fence or to a building.

In my opinion, every clue should be so schemed that it does not put too high a premium on local geographical knowledge, and should certainly point with certainty to only one place. It may lay false trails, but the true line must be clear to all after due consideration. Further, the site of each new clue



"... feasible to write a clue on a board ..."



should be identified with the event, so that when a man locates it he knows that he is "hot." Many a treasure hunt has been spoiled by a clue leading, say, to a barn, and several competitors making their way to different barns perhaps miles apart.

In compiling the clues the organizers must make themselves reason like Sherlock Holmes in his classic talks with "my dear Watson." This will lead them along the right lines, and should result in both humorous and clever compositions. There are some who believe in little couplets and scraps of verse, such as:—

"Beneath a withered tree you look around.

"Four miles it is; you reach it with a bound."

Personally, I prefer something which points the way more clearly, which is subtle and which calls for the exercise of motoring knowledge. In the last-named connection it makes good fun and prevents mob rushes from one clue to the next if there is some such reference as:—

"Five minutes at 20 m.p.h., 8 at 30, 3 at 5 and 7 at 40.

Then turn back; go right after 5 at 90."

The sorting out of a little puzzle like this will go a long way towards the prevention of bunching, whilst setting nobody too hard a task.

Anagrams, cross-words and all the clever little brain-twisting stunts which win such wide popularity for men like Henry E. Dudeney may well make their way into the clues. For example, a clue should not say "Pass through Marden," but "Pass through N-E-R-M-A-D." A clue contained in a cross-word puzzle would be a single word which became revealed as the puzzle was completed. Distances may be given on the "herring-and-a-half" principle, and plenty of inspiration for trick calculations of this kind is to be found in all arithmetic books and examination papers.

"As far in miles as the number of days a snail would take to climb a yard stick if it climbed a foot each day and slipped back six inches each night" is the kind of thing I have in mind. The answer is five, of course, and not six, for we are not concerned with the snail's subsequent adventures after it has reached the top. There are many such nursery tricks in arithmetic which can add a lot of fun to treasure hunts.

I turn last, in giving hints concerning clues, to skill in map-reading. It is important for the organizers to remember that, unless specially advised in advance, not all the competitors will have the same map.

Further, map-reading is not everybody's flair, and a Juggins at it may become hopelessly lost and have his outing spoiled. This should be avoided, because Jugginses are often the life and soul of a party. Rather in the same connection it is well to avoid putting a premium on an undeniably dead accurate speedometer.

For success in treasure hunts the golden rule, of course, is not to get too "het up." Study the clues with great care and remember that five minutes' concentration may save a false trail that can easily cause 20 minutes' delay. A 1-in. map and a compass (the latter accurate and used some distance from metal objects) are useful. Correct the compass at noon (Greenwich), when shadows point due north, and study it at night, not with a torch but with a match. A very good torch is an essential, and it must be powerful enough for reading country signposts. Remember, too, to carry some small change in case a clue needs seeking by 'phone from a public call office.

If the organizers have "done their stuff" properly there should be a certain amount of exploring to be done on foot, so wear good boots and see that your passengers are also clad in serviceable kit. Make sure that your licences, insurance certificate and lights are O.K., as the police often interrupt nocturnal explorers.

Above all, however, be most careful not to damage property or to irritate folk who are in bed.

It is a very odd thing, but perfectly ordinary mortals who, alone, hesitate to ask a stranger the time, will joyfully join in raising a perfectly hideous racket if there are five or six companions on the spot. There have been treasure hunts in which people's front gardens have been reduced to ruin by excited and hilarious hunters, and carefully kept hedges which have been suspected as hiding places of clues have



"... in ... eerie surroundings ..."

been torn to bits in the heat of the chase.

Another and very important point to be remembered is—driving. Treasure hunters nearly always make use of narrow lanes and quiet side roads. It is as well to remember that other traffic may be there! I well remember how an enthusiastic hunter who was late for the start met

half the field in a narrow lane on his way thither. His enthusiasm for treasure hunts waned from that moment.

There is really no end to the fun to be derived from this hunting—and there is as much joy in the planning of the thing as in the hunt itself. I remember a hunt in which the penultimate clue was stated to be "at the station." I was first at the nearest—a one-man show on a branch line. No clue there, and only a very bewildered station master-cum-porter, who grew really annoyed by the time the 15th car load had rushed his office. I was beaten by a short head to the nearby L.M.S. station. Again no clue—and when the last ten cars arrived, one after the other, they found a large black-board erected outside the booking office with the legend in chalk, "Treasure Hunters. No Clues Here!"

The fire station was a blank, and then, with bated breath and trembling within, we crept into the last resort—the police station. An enormous sergeant glared up from his desk. Our timid request for a clue drew a stare of majestic astonishment, which slowly dissolved into a smile—and the clue was duly produced.



"... a certain amount of exploring to be done ..."



# RICH MIXTURE

Light Car Comment  
and Advice

by  
*Focus*

## *A Designer Unhampered.*

THE Goliath three-wheeler, which was fully described last week, is particularly interesting in one very important respect. It proves that a machine can have two wheels behind and one in front and still look very presentable and not too unorthodox.

The secret of its good appearance is that the designer started with a sheet of virgin paper on his drawing board; one can see no trace of any attempt to accommodate odds and ends of motorcycle parts. Thus the Goliath gets away to a better start than almost all the small, inexpensive, British cyclecars which have been produced.

## *Successful Because . . .*

I CAN remember none save the B.S.A. three-wheeler which started from scratch in this way. There has always been a motorcycle engine or gearbox to accommodate or a batch of possibly unsuitable components from some other type of machine. It was because the contemporary manufacturers were unable to escape from ties of this kind that the cyclecar never obtained a firm hold in this country.

Before the war I can remember only three such machines which were in any way outstanding, the G.N., the Morgan and the A.C. Sociable. All of them were made throughout under one roof except the Morgan, which used a proprietary engine. It is significant that these three carried on in prosperity, whilst their innumerable competitors, shackled by the need for employing proprietary motorcycle parts, dashed headlong into liquidation.

## *The Insurance of Three-wheelers.*

IF there was somebody in England who had the courage of the Goliath manufacturers, and who would turn out a machine of this kind, he would reap a useful harvest. Before going into production, however, he would have to tickle up the insurance companies on the matter of rates. At present the tariff companies charge about £11 for a comprehensive policy for a three-wheeler, the reason being that expensive parts of the mechanism are vulnerably mounted in front.

It would be absurd to charge such rates for a



machine like the Goliath, which looks as though it could suffer a head-on crash with a Foden without collecting more damage than could be put right for £25 or £30.

## *Why Spares Are Dear.*

WHAT all-round decrease in insurance rates could be made if the cost of spare parts could be brought down to a figure more in keeping with their cost of production than is the case at present? And I wonder, too, whether the increase in motoring which would follow the big drop in running costs that cheaper spares would bring about would reimburse the manufacturers for any losses suffered due to the spares revenue falling?

It has always been the policy of the trade to charge very heavy prices for spares, and when one goes into their spares departments one can understand the reason. The bigger makers carry immense stocks, many of the parts being for cars which have been out of production for a dozen years and more. Dear spares, however, are a bad thing and one would like to think that all our leading manufacturers are doing everything within their power to make them cheaper.

## *Austins Up in the Air.*

THE Austin company has certainly been trying hard to cut spares costs, for when I was last at the works at Longbridge I found that an entirely new system for the storage and dispatch of spares had been introduced. It is a most scientific business employing the latest types of mechanical conveyor and a huge clerical and packing staff. This





#### IN HANTS AND WORCS.

There is a charm in the typical English thatch which is known and appreciated the world over. (Left) An example of Sussex thatch and timber at Houghton, near Amberley. (Right) Picturesque village homes at Great Comberton, near Bredon Hill, Worcs.

spare parts department occupies one side of a giant new service department which was built in the spring. Here it is possible to deal with scores of repair and smash-up jobs in the promptest possible way, as all the mechanics, of course, are experts on Austin cars and the equipment is really splendid.

A feature of the giant shop is that none of the cars stands on the floor; they are all on trough-shaped rails three or four feet from the ground, which they reach by ramps as soon as they enter the shop. This plan, of course, eliminates the need for pits, facilitates inspection and allows the whole place to be kept beautifully neat and tidy.

#### *The Economy of Cleanliness.*

TO anyone who has not been over a big car manufacturing works some of the big factories of the present day would be a positive revelation in cleanliness and orderliness.

I mentioned two or three months ago that I had spent a Sunday pottering round the Standard works at Coventry. The impression which has lingered longest in my mind was the cleanliness of the whole place. Better and quicker work is done in clean, tidy shops, hence the army of cleaners and sweepers which the factories of to-day employ. As soon as a shift goes off a horde of "tidiers up" takes charge and the next shift to come on finds everything absolutely ship-shape. This, of course, is a much easier plan to arrange

in an assembly shop, a sub-assembly shop or even in a foundry than in a service department. There the trouble is that every car is having something different done to it.

#### *30,000 Miles a Year.*

WHAT is a really big annual mileage? I was told the other day by the proprietor of an hotel which caters largely for commercial travellers that he has many regular visitors who claim to exceed 25,000 miles a year, and one or two who average 30,000. These are big figures when translated into terms of miles per working day, and I wondered whether there was perhaps a little exaggeration.

Some years ago, in 1926 I believe, when motoring was not only my means of getting about, but also my only job, I did 32,000 miles in a year. Of course, I did enormous week-end mileages that year in the course of reporting motoring events in all parts of Great Britain and several places abroad.

How many readers of this page have exceeded 30,000 miles in a single year, and are there any claims to 40,000 miles? I am sure that the Editor would welcome their letters for publication in the correspondence columns.

#### *600 Miles a Day.*

WHILST we are on the subject of big mileages, I wonder whether you appreciated the immense amount of journeying which was done in



**RICH MIXTURE (Contd.)**

connection with the Hillman Minx story which was published a fortnight ago.

The writer knocked back 1,755 miles between about five o'clock on Friday and the same time of day on the following Monday. This involved nearly 600 miles every day for three consecutive days. How many small car owners can equal that total? It beats my best by quite a lot.

Incidentally, at the end of the trip the Minx was brought down to my house for me to try. It was in perfect order, and showed no signs of the hours of almost full-throttle work which it had done.

**Car History for 5s. 6d.**

A HANDY little book, "The World's Automobiles, 1881-1931," is published by G. R. Doyle, of Windmill Hill, Ruislip, Middlesex. Its useful part is a list in which an effort has been made to include particulars of every make of motorcar which, from the beginning of automobile history, has made its way into production, with the name and address of the manufacturer and the period during which it was produced.

The author has added little notes here and there, telling one, for example, that the Singer car is not associated with the sewing machine company, that the "Soames" car in 1904 had a free wheel, that there was a car with electric gear change in 1910, and that the Pennington, built in 1893, could be had with rear-wheel steering.

The price of this book, which the author describes as "a monograph on 50 years of car building," is 5s. 6d. post free. I rather recommend it.

**Compulsory First Aid.**

HAVE you read about the so-called "campaign" to make it compulsory for motorists to carry first aid outfits? The sponsor of this plot has been reported as being a lady associated with the

Scottish Women's First Aid Corps, and there is no doubt that her intentions are most admirable. But does one man or woman in 5,000 possess the necessary skill or courage to deal with a roadside casualty? And, as everyone knows who has any knowledge of first aid work, it is better to do nothing than to apply improper remedies or to bandage in an incorrect way.

Many times I have been faced with the problem of whether to do something for an injured person or to wait till the doctor arrives. Always I have decided that it would be wisest to wait. It has been my misfortune to come upon a very large number of serious road accidents, so that I can speak with some feeling upon the subject. And I want nothing more, should I ever meet myself with a serious misfortune on the highway, than to have my injuries left alone until an expert arrives to administer whatever remedies may be required.

**Making Us "Brake Conscious."**

A DISTINCT effort is being made by the trade to make us more "brake conscious." The instigators are, of course, manufacturers of brake linings and those cunning devices that enable the braking effort on each wheel to be readily checked with absolute accuracy so that adjustment is not a matter of hit-or-miss methods. Everyone should be in sympathy with this movement. There are, nowadays, thousands of car owners who are incapable of making a proper job of compensating a set of four-wheel brakes by hand-testing methods, whilst an equal number cannot be bothered to take the trouble.

At the moment, most of them go about with very indifferently adjusted brakes as the tell-tale black streaks so often seen on main roads show. If they can be persuaded to spend a few shillings from time to time on proper adjustment they will find driving much less nerve-fraying and we should all have less apprehension about our back panels when we have to pull up quickly on a busy road.

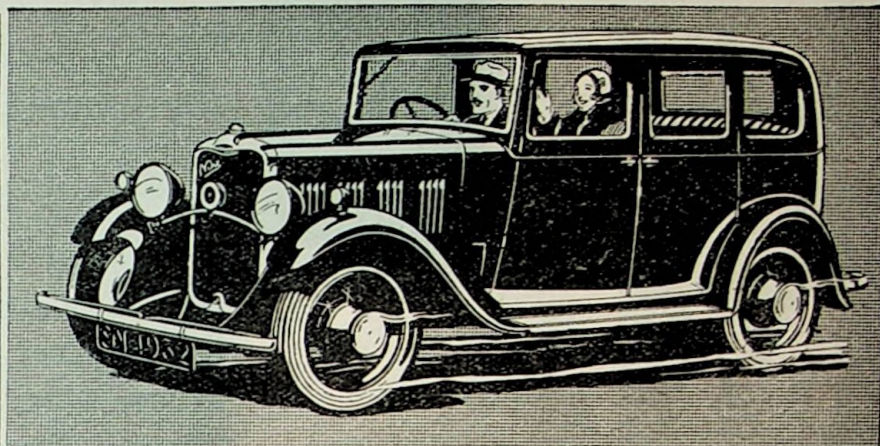


MADEIRA DRIVE,  
BRIGHTON.

Here speed trials will be held on September 17th, a feature being "neck-and-neck" racing in pairs over a ½-mile standing-start course. Its possibilities for this purpose were borne in mind by the builders of the road some 25 years ago.



**Well  
worth  
£167-10**  
(LIST PRICE)



**But cost only**  
**at HENLYS**

**£139**

**NEW 1932**

SHOP - SOILED

**SINGER**  
**NINE SALOONS**

Henlys unique exchange and deferred terms are, of course, available with these magnificent Singer Nine Saloons. Fill in the coupon below and see what Henlys will allow for your car. Act to-day, next week might be too late.

**FILL IN THIS COUPON AND POST TO-DAY**  
(without obligation)

- 4-SPEED GEARBOX, HI-LO SILENT THIRD, giving swifter, smoother and more silent travel. 30/40 m.p.g. and capable of 58 m.p.h.
- HAND-MADE COACHBUILT BODY with four wide doors and deeply upholstered leather seats. Sliding roof. Beautiful colours.
- EXCEPTIONALLY ROOMY. Will carry four persons with ease in absolute comfort.
- FULLY GUARANTEED BY THE MAKERS. List Price £167-10. Henlys Price **£139**

WHAT WILL YOU ALLOW FOR MY CAR IN EXCHANGE?

My car is (make) ..... Year ..... H.P. ....

Type of Body .....  
(state if coachbuilt or fabric)

Condition .....

Name and Address .....

Henly House, Euston Road,  
N.W.1.

Museum 7734 (20 lines)

Also at  
95 & 155, 7, Gt. Portland St.,  
W.1, and Devonshire House,  
Piccadilly, W.1.

And at BRISTOL, BOURNEMOUTH  
and MANCHESTER.

**HENLYS**  
**ENGLAND'S LEADING MOTOR AGENTS**



# WHAT IS YOUR M.P.G. ON OIL?

**WHEN RE-FITTED  
WITH AEROLITE  
OWNERS ARE  
GETTING 2,000  
M.P.G. OF OIL . .**

**APART FROM . . IMPROVED**

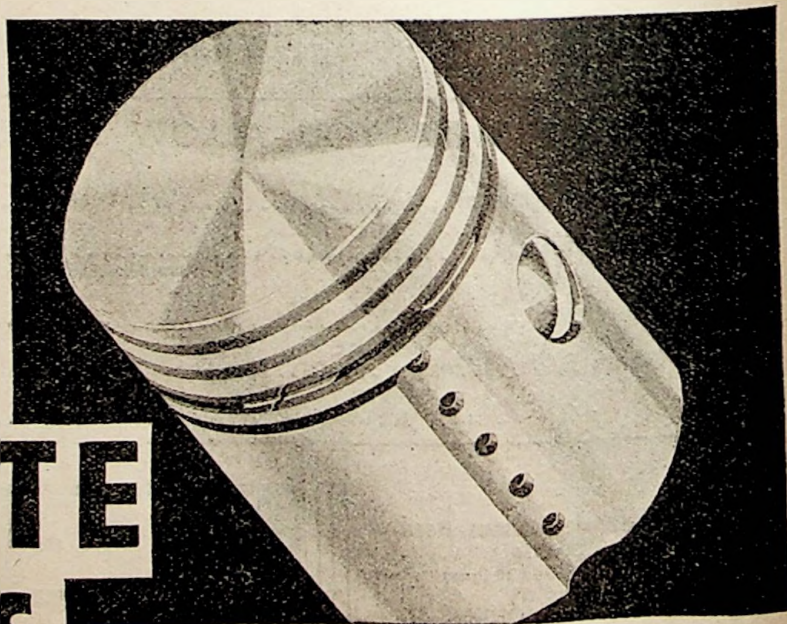
**PERFORMANCE**

## ● CYGNET RINGS

are perfectly made to  $\frac{1}{4}$ "  
"thou." tolerance, and  
free from flaws. With the  
best pistons use the best  
rings.

AEROLITE Pistons and Cygnet  
Rings are incorporated as  
standard equipment on all  
STANDARD and HILLMAN  
MINX cars.

# AEROLITE PISTONS



**100% ENGLISH PRODUCTION**

THE LIGHT PRODUCTION CO., LTD., 60-66 Rochester Row,  
Westminster, S.W.1

Telephone: Victoria 0671

"Ridgeways Garage" of Birmingham say—referring to a "Graham Paige" that they fitted with AEROLITE PISTONS:—"This engine has an all round improved performance, and is actually doing 2,000 miles to a gallon of oil, this is only one instance as Riley 9's, all types of Morris, Essex, Buick, and many other makes of cars have an improved oil consumption of at least 100 per cent."

Your car can be improved out of all reason in respect to performance and consumption.

Ask your garage to quote for re-boring and fitting with AEROLITES and CYGNET RINGS.



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

COVENTRY: 6, Warwick Row.  
Phone: Coventry 4775.

NORTHERN OFFICES:  
MANCHESTER: 274, Deansgate.  
Phone: Blackfriars 5038-39.

## The Light Car & Cyclecar

Conducted by  
EDMUND DANGERFIELD.

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

Inland Telegrams - "Pressimus,  
Holt, London."

Cables - "Pressimus, London."

Telephone - - Clerkenwell GUUD  
(Private Exchange).

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

### These Highwaymen.

FOR many reasons it is sincerely to be hoped that the police will spare no pains to round up the highwaymen who were busy last week-end. Two held up the owner of a sports car near Dunstable, a motor coach was stopped in Savernake Forest, and a further highwayman exploit was reported from Guildford. The method of the modern Dick Turpin appears to be extremely simple. He pulls up his car and makes

distress signals to passing drivers, who, if they stop, are set upon and robbed. The obvious precaution which we can all take against this kind of bandit is to decline to pull up for anyone other than a constable in uniform, but if this policy were widely followed it would cause very serious hardship to any honest motorist who was stranded. Picture yourself on a lonely road on a dark night having run out of petrol and every car swerving and tearing past when you signal for assistance!

It is therefore well to bear in mind that these highwayman episodes are isolated occurrences and are by no means indicative of the fate which is likely to overtake everyone who stops to help a stranded driver. Whilst the present bandits are at large it would be wise for those who are driving alone to decline to stop when signalled after dark. If a car is carrying two or three men, however, it would seem absurd to forsake the time-honoured custom of helping fellow motorists in distress. After all, one can always have the jack handle handy!

### Still We are Progressing!

AS year succeeds year it becomes more and more difficult to foreshadow really practical improvements in the design of light cars. With the announcements of the first of the new models each year, however, it is apparent that the studied deliberations of those whose job it is to keep the wheel of progress moving have not been in vain. Several manufacturers' programmes for 1933 have yet to be disclosed, but the lines of development are already obvious, and it may surely be said that never in the history of light cars have they been more ambitious or more practical.

Progress is most marked in the direction of much easier and safer control. The self-changing gearbox has already established itself and is

gaining adherents, whilst the fluid flywheel, once a feature included only in the rich man's car, appears this year for the first time in a light car. The free wheel, too, has at last gained the confidence of the public: prejudices have been dispelled and constructional and functional difficulties overcome. Improved free wheels will figure on more than one make for 1933. Friction clutches and sliding pinion gearboxes are by no means doomed; there are

countless drivers, in fact, who prefer them. Here again, improvements will be noted for 1933, particularly with regard to the "twin-top" principle, and greater longevity of the working parts. Coachwork reveals changes only in minor respects, but the art of the designer will enjoy a wider scope owing to a tendency to produce lower chassis.

### 339,144 in Trouble.

THE A.A. Analysis of Motoring Offences, which we publish on a news page this week, shows how easy it is to form entirely wrong impressions concerning the behaviour of drivers. In 1931 it is shown that 339,144 motoring offences were reported and that of this number only .019 per cent. led to manslaughter proceedings and .007 to a charge of causing bodily harm. Surely it is rather hard to justify compulsory third party insurance with all its elaborate, cumbersome and costly machinery in view of this revelation. It must be remembered, of course, that the only insurance which is compulsory is that which concerns the damage which a motorist may do to an individual; it is not compulsory to insure against damage which may be done to property.

It is rather surprising to learn that nearly 4 per cent. of the proceedings instituted against motorists last year concerned reckless driving. No doubt this figure will be more satisfactory in future years as the mobile police become more efficient and as a wider understanding of what is recklessness and what is not permeates the police forces of the country. That of the huge total of motorists charged with offences last year nearly 20 per cent. had committed no more serious breach of the law than a contravention of the lighting regulations does not surprise us in the least, nor are we astonished to learn that 10.7 per cent. of the total number of offences were that of "obstruction."



## Technical Aspects

# TESTING FOR VIBRATION

Easy Methods by which Unbalanced Forces  
Can Be Traced and Often Eliminated

By

L. MANTELL

I HAVE been testing a number of light cars for vibration recently and am surprised to find, especially in examples which have done a fair mileage, how many of them are rough from causes other than lack of engine balance.

The average motorist nearly always blames his engine when chatters set in at various speeds, but so far as my observations have taken me the trouble has frequently nothing, or but little, to do with the engine itself and arises very often at some point behind the fly-wheel.

It is not at all necessary to guess at the source of the vibration, for it can be determined by simple tests, which I will enumerate.

It is one of my most deeply-rooted convictions that telling what to do is never of much real value unless an exact reason is given. "Whats" without "whys" are never of much value unless one is content with rule-of-thumb procedures, and I cannot imagine a "Technical Aspect" reader with such a failing.

We will therefore proceed to analyse the objectionable vibration with a view to simple location. It can be present at five distinct points. The engine, the clutch and clutch shaft, including those members of the gearbox which are in constant mesh with the latter, the propeller shaft, the transverse portions of the back axle and, finally, the road wheels.

To locate eccentricity or lack of balance in any of these members or groups of members it is necessary so far as possible to make it rev. either alone or in conjunction with another member already known to be in balance, and with one exception this is quite easy.

TAKE the engine first but remember that there are two ways in which to rev. it up. These are by accelerating it with the clutch in and the gear lever in neutral, or with one of the speeds in and the clutch out.

The latter method will disclose engine faults only, because the clutch and all the transmission behind it is now stationary, but the former will, of course, include the clutch, clutch shaft—if there is one—and the gearbox shafting and pinions in constant mesh therewith.

Engage a gear, therefore, to begin with and speed the engine up, noting carefully its vibrational behaviour. If normal, quickly get into neutral, let the clutch in and repeat the acceleration as exactly as possible, when any difference that results will be due to the clutch and above-mentioned members of the gearbox.

If this test shows normality and does not reproduce the road-driving roughness one must now look behind the gear-

box, and to do this the rear parts must be revved at the vibrational speed without the engine.

This test also is easy: Select a fairly long down gradient and when going well at the "rough" speed get into neutral and decelerate—or, if you wish to be very exact, stop the engine. Any roughness now evident will obviously be due to cardan shaft back axle or road wheels; or, of course, to the gearbox.

Providing the hill is long and steep enough to give you the required speed range, the best course is first to run declutched only, which will bring in the driven member of the clutch and all the gearbox, including the clutch shaft. After noting the effect, get into neutral and slow down to an idling speed or stop the engine and see if there is any difference.

This test is, perhaps, a little superfluous for the rear clutch members and constant mesh parts of the gears have already been tested, but it is a minute's work and acts as a check on the first impressions.

EVERYTHING but the cross-shafts and the road wheels has now been tried, and one can almost certainly forget about the former, because their relatively low speed and tolerable certainty of being true makes them practically above suspicion. Thus, we come down finally to road wheels, the tests for which are a little more troublesome.

Some ingenuity is also necessary in carrying out this test properly because if one tries to rev. the road wheels with the back of the car jacked up, where are the jacks to be placed?

A position under the axle is no good because this part transmits the road-wheel oscillations to the chassis, and it will not do so if fixed on a solid support. On the other hand, if props or jacks are placed under the chassis, leaving the axle free, it will certainly vibrate in sympathy with any irregular movements imparted by the road wheels, but as the chassis is now resting on a solid base this will clearly not receive them, so that method of supporting will not do either.

The easiest way, in the absence of special tackle, is to get two boards of sufficient length and strength to support the rear end of the car when they are mounted on four blocks, one at each end of each board. The blocks and boards should be so placed that a jack can be mounted on the centre of each board and screwed up under each end of the back axle.

When the rear wheels clear the

ground the thickness and length of the boards should be such as to cause a fair amount of sag and, therefore, give the required springiness. Sufficient ground clearance should be provided under the wheels and the boards to allow for the extra weight of the driver, and also to give ample room for vibrations, if there are any.

Here, now, we have the chassis mounted with its rear springs at normal tension and, at the same time, the axle is free to vibrate.

Before starting, however, put blocks both in front of and behind the front wheels for safety, no brakes now being available. With an arrangement of this kind the whole gamut of vibration tests can be gone through in a few minutes and, as regards the estimation of the rear-end vibrations, much more accurately than is at all possible on the road because movements due to surface roughnesses are here eliminated.

Having first carried out the front-end observations as per tests Nos. 1 and 2, the rear portion can be tested accurately by the simple procedure of running the engine in top gear with and without the road wheels up to the vibratory period as shown on the speedometer, the difference representing, of course, the lack of balance in the latter members. The difference between a top-gear speed-up with the rear wheels off and the same with the lever in neutral will disclose propeller shaft oscillations only, which are otherwise difficult to differentiate.

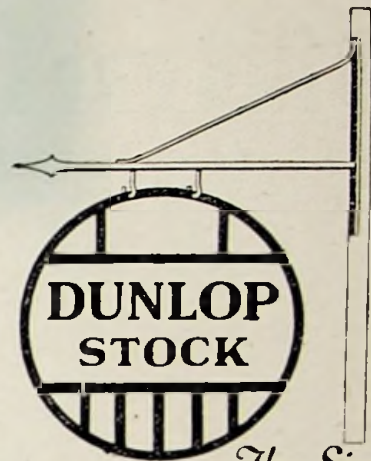
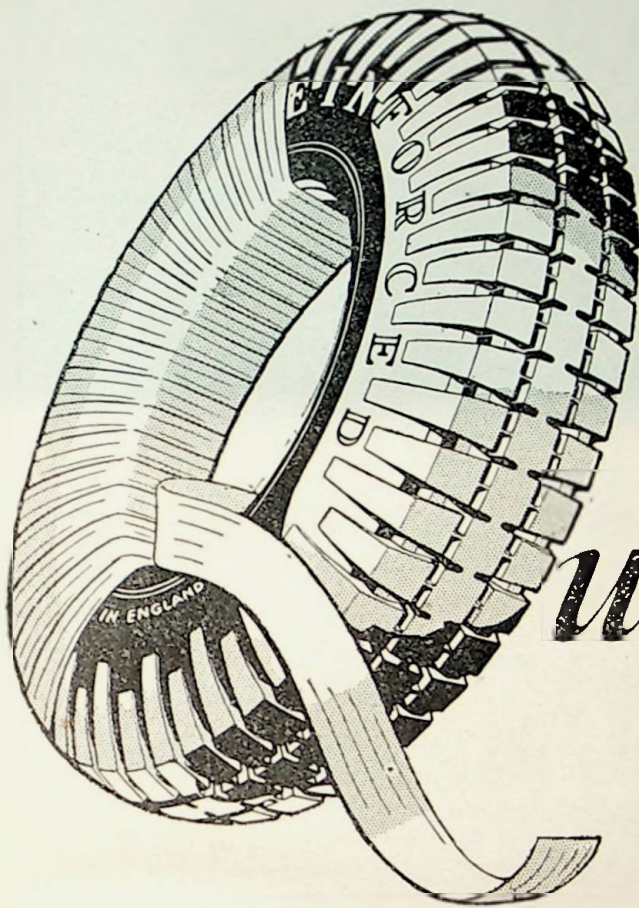
While thus jacked up the front wheels can then be tested for running balance by mounting them on the rear hubs, thus enabling them to be revved up to the required speed.

AS almost everybody knows, the correction of wheel balance can be carried out by lapping a suitable length of heavy lead wire round the spoke ends at the lighter parts of the defective wheel, but as regards the propeller shaft I have found that a very convenient way to restore balance is to get a number of water-joint clips, which can generally be obtained of suitable diameter correctly to encircle the shaft.

Either lead washers or various arrangements of lead wire round the tightening screws, according to their design, plus a little patience in finding the correct positions and weights will work wonders in restoring freedom from transmission oscillations, assuming, of course, an exposed shaft.

In order roughly to estimate the direction in which to place the weighted parts mount a piece of chalk on a suitable and easily adjustable support fixed on the ground, bring it up very gradually until it just touches the shaft when this is turning over at its "rough" period. The chalk marks will show the heaviest side.





*The Sign of*  
**SERVICE**

*Quality*

Dunlop Quality  
is never sacrificed  
to price. It's the  
millions of tyres  
Dunlop sell every  
year which make  
them so very  
inexpensive

DUNLOP GUIDE  
TO  
GREAT BRITAIN

5th Edition now ready

5/- net

From all booksellers

or

Ed. J. Burrow & Co.  
Ltd., 125 Strand,  
London, W.C.2



DUNLOP RUBBER CO. LTD.,  
Fort Dunlop, Birmingham.  
Branches throughout the World.

**DUNLOP**

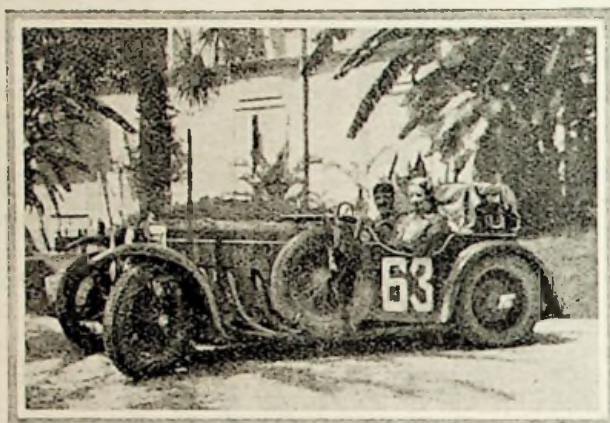
*The first tyre  
in the world*

C.F.H.



# Stamina!

Competing for the first time in the Six Days' International Alpine Trial, unquestionably the most severe test in the world of a car's reliability, the two standard production Frazer Nashes entered both finished without the loss of a single mark, each gaining a Coupe des Glaciers—the highest possible award. Only 5, out of 25 English and foreign, cars in the 1,500 c.c. class gained Premier Awards, while the Frazer Nashes were the only make of car in the 1,500 c.c. class to score a 100% success.



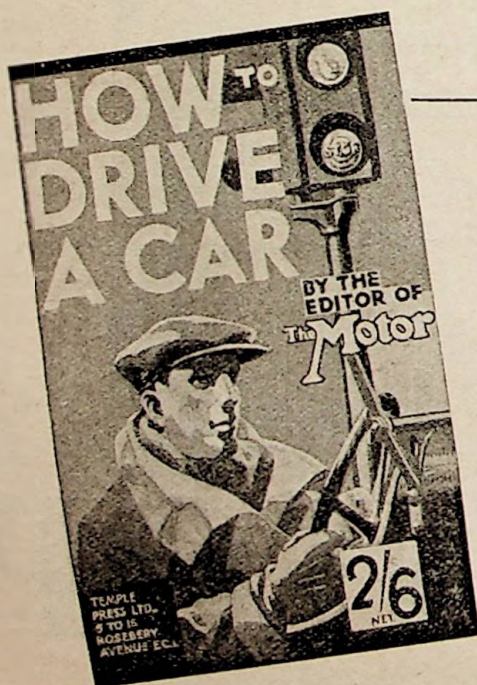
*THE SCRIBE*, author of "Disconnected Jottings," writing in "The Autocar," May 27th, 1932, said:

"I always think that, though the sporting fraternity likes to refer to sports cars as machines, the Frazer Nash is the only one that really fits the appellation. I was in a Frazer Nash last week-end and found it a most amazing vehicle, with terrific acceleration and wonderful road-holding qualities.

"*THE IDEAL MACHINE FOR COMPETITION WORK.*"

**Fastest Time on the Stelvio up to 2,000 c.c. A.G. Gripper (Frazer Nash)**

**FRAZER NASH CARS FALCON WORKS LONDON RD. ISLEWORTH  
TELEPHONE HOUNSLOW 3171-3172**



**NEW (12<sup>th</sup>) EDITION**



How to correct a skid  
Safety hints for town driving  
How to develop road sense

*Just a few of the  
helpful topics dealt with in  
"HOW TO DRIVE A CAR."*

The results of a long driving experience with all types of car are embodied in this handbook. It is clearly written and fully illustrated, and covers the entire subject completely.

Have you bought your copy of this recently published (12th) edition?

In these days of crowded roads, when driving demands a high degree of skill, "How to Drive a Car" is one of the most valuable motoring handbooks obtainable.

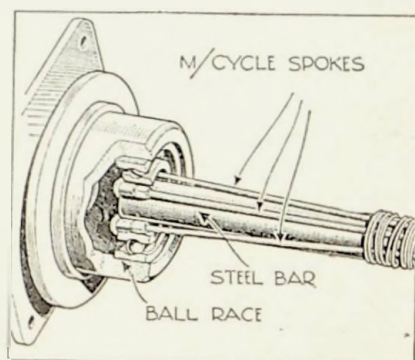
**PRICE 2/6 NET**  
of all bookstalls and booksellers.  
Published by Temple Press Ltd.,  
5/15, Rosebery Avenue, London, E.C.1.



# OTHER READERS' IDEAS

## Removing Ball Races.

**W**HEN it is desired to remove a ball race from a housing of a kind to which access to the rear cannot be gained, so that the race may be driven out, a special extracting tool usually is necessary. Tools of this type, however, are not available in the workshop of the average amateur mechanic, but a useful substitute can often be made by inserting a number of stout wheel spokes, on which nipples have been screwed, into the centre hole of the ball race, and then wedging them



out by means of a steel bar round which they are arranged, as shown in the sketch.

It will be seen that the nipple heads bear against the rear face of the inner ring of the ball race, and that the central steel bar prevents them from collapsing.

If the outer end of the bar be bent over or, alternatively, drilled to take a stout tommy bar, a few blows on the bar or the bent-over portion in an outward direction will generally result in drawing the ball race unless this be very tight, in which case the housing in which it is fitted should be warmed by means of a blow-lamp.

The heat will cause the housing to expand away from the race. Care must be taken not to overheat the part, as this may damage the race; furthermore, if the race itself becomes heated, it will, of course, tend to expand, thus nullifying the effect of expanding the housing.

## Securing Wood Screws.

**A** WOOD screw which tends to work loose can be made permanently tight by first removing it and then coating the threads with "Durofix" or any similar celluloid-base cement. It is then screwed home, and will be found afterwards to remain rigidly in place.

Other applications for a cement of this kind are to be found in its use for filling in cracks when re-cellulosing any part of the bodywork of a car, for repairing celluloid side screens, and for protecting the inner sheet of a pane of safety glass which has been cracked.

The cement is run along the crack and allowed to set; the surplus may then be scraped off, but sufficient will remain within a crack to ensure that discoloration or blistering will not be caused by the ingress of moisture.

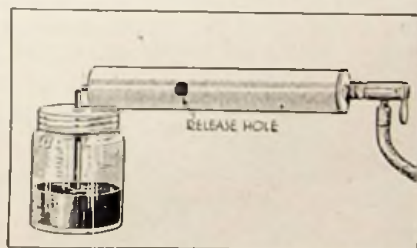
*THE choice of a sparking plug or 5s. is offered for every reader's hint published in this feature. No hint should exceed 200 words in length; if necessary a rough sketch should accompany it, and the sender must indicate whether, in the event of publication, he prefers 5s. or a sparking plug.*

*THERE is a guinea each month to be won for the best "Idea" published during the month. The winner's name and address, together with the title of the "Idea" and the date on which it was published, will be announced in the first issue of the next month.*

## Useful Paint Spray.

**W**HEN touching up cellulose bodywork, a much better result can be achieved with a spray than with a brush. Fairly elaborate plants are, of course, available for sale or hire, but these are intended primarily for use when, say, the entire body is being cellulosed. For smaller work, such as touching up the edges of wings and so on, one of the small combined sprayers and pumps is all that is needed, but some amateurs experience difficulty in handling a spray of this kind, the trouble being that they cannot pump and guide effectively at the same time; thus at one moment there is too much pressure, and at another too little, so that the surface is unevenly coated.

It is suggested that very good results can be obtained by modifying the spraying apparatus in the following manner: The pump plunger and rod are removed,



and the end cap of the pump barrel is then replaced and soldered into position, whilst a small air union of a type which will take an ordinary push-on tyre pump connection is soldered into the cap. A little over half-way down the pump barrel a small hole, about  $\frac{1}{4}$  in. diameter, is drilled through one side.

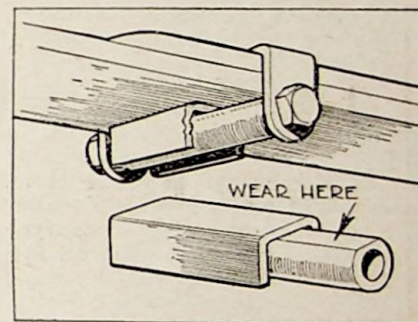
These alterations enable the sprayer to be fed with air from a foot pump, although in all probability it will be necessary to obtain an additional length of connector tubing.

In operation a finger is held over the hole in the side of the pump barrel, and air is supplied by steady strokes with the foot pump. If the pressure is too high it can be released instantly by removing the finger from the hole, whilst at other times an accurate regulation of pressure is obtained by partially uncovering the hole. The general arrangement is made clear by the sketch above.

## Packing Spring Clips.

**O**N some makes of car rebound leaves are fitted above the master leaves of the road springs, and are held in position by means of clips, the bolts of which pass beneath the spring leaves and carry tubular distance pieces. In the course of time, especially if the springs have not been lubricated regularly, the distance pieces tend to wear, thus allowing the rebound leaves to become slack.

A cure for this trouble is to remove the distance pieces and fit thicker ones, or, alternatively, to file a flat along each and then to make up channel section packing pieces of a thickness which will hold the rebound leaf in close contact with the master leaf, as shown in the sketch.



It is probable that the existing distance pieces already have flats on them, owing to the wear. It is, therefore, necessary only to true up the flattened surface by filing, and then to measure carefully in order to find out the thickness needed for the channel pieces. A strong screw clamp or even an adjustable spanner can be used for drawing down the rebound leaf whilst the new packings are being fitted.

## Curing Floorboard Rattle.

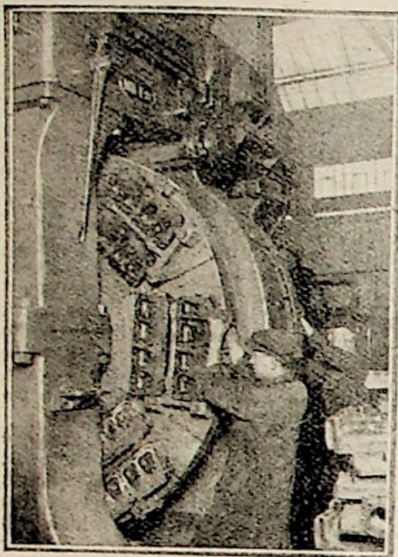
**F**LOORBOARDS which are held in place by turn buttons sometimes tend to rattle, owing to the clearance which may develop between the button and the board. If it is not convenient to sink the button into the wood, or to build up the board, a very satisfactory anti-rattle effect can be secured by fixing some pieces of rubber sponge round the ledge on to which the footboard fits. A rubber sponge can be bought very cheaply, and, of course, is easy to cut with a sharp pair of scissors.

## Decarbonizing Aluminium Pistons.

**I**T is important when scraping carbon from the tops of aluminium pistons to avoid scratching the surface, as scratches form a key into which fresh deposits of carbon bed themselves very readily. Great care must be taken, therefore, in the use of sharp-edged metal scrapers; in fact, it is suggested that a much more suitable tool is a box-wood chase wedge as used by plumbers.

The wedge is sharpened by means of a small plane, cutting across the grain, and when the necessary edge has been formed the corners should be rounded.





A gigantic multiple milling machine in the Dagenham works. Its "job" is to face cylinder heads.

FOR many years the name of Ford has been a household word throughout the world. Even non-motorists are familiar with the name and with the marvelous organization at the Detroit factory which was at its zenith during the time that the famous Model T Ford was being made. Other factories were established in Europe, and there was a very large depot at Manchester used mainly for assembling.

Then came the news that a very large tract of land at Dagenham, in Essex, had been acquired by the Ford concern, upon which was to be built a super-factory. As everyone knows, this factory is now a going

# AN 8 H.P. CAR MADE

## Brief Details of the Works at Dagenham, Essex, in which the 8 h.p. Ford is Now Being Produced

concern, and it is certainly the largest thing of its kind in this country. The accompanying aerial photograph gives some idea of the size of the works proper and of the outlying buildings.

There are few factories where the metal required for the finished product is, as it were, made on the premises. At Dagenham there are blast furnaces in which iron ore delivered in ships at the quayside is smelted and refined to produce the iron and steel required in the production of Ford cars.

Within the machine shops everything is on the same giant scale for super mass production. One has only to glance at an accompanying picture, which shows a giant milling machine, to realize this point.

The machine in question consists of two slowly rotating faceplates, upon which cylinder heads are mounted in pairs. As the faceplates revolve the heads are milled by a series of cutters, so that only one revolution of the faceplates is necessary for the completion of the operation. The speed of the machine is such that two operators can unbolt



THE HOME OF THE FORD.

This aerial view in Essex, gives blast furnaces

the heads and fit others whilst it is working.

It will be gathered, therefore, from this instance alone that, however great may be the demand for the new 8 h.p. model, the factory is equipped to meet it—in addition, of course, to producing all of the other models in the Ford range.

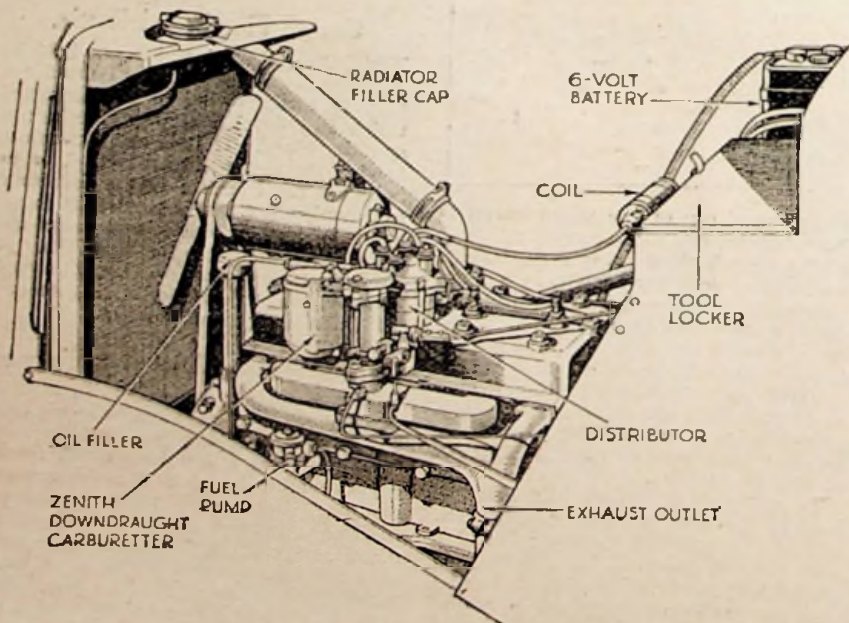
We dealt briefly last week with the redesigned 8 h.p. model; it will now be interesting to give more complete details, together with a report of our road test.

### British Ideas.

It must be admitted that when the car was first shown to the public at the Albert Hall, London, in February last, there were several points which could be criticized—at least from the British standpoint.

This particular model was designed and produced in America. It is encouraging, therefore, to note that the production jobs turned out at Dagenham have been built entirely from what one might term a British standpoint.

With regard to the engine, the carburetter and distributor, originally placed very low down, now find a more elevated position, the distributor being mounted above the cylinder head and the carburetter—a Zenith down draught—above the



On the latest model 8 h.p. Ford the important engine auxiliaries are accessibly mounted on the near side. The down-draught Zenith carburetter feeds into a square-section induction manifold.



# IN A GIANT FACTORY

## Two Types of Saloon Body Standardized on the Modified Chassis. Road-test Report of the Fordor Model

and reverse being engaged in the normal manner. A full description of the working of a synchro-mesh gearbox appears in this issue.

The bodies on the redesigned Ford are of the coachbuilt type and distinctly attractive. As we mentioned last week, two types are available, the Tudor and the Fordor, and each provides really roomy accommodation for four adults.

In the Tudor body access is gained to the rear seats by folding forward the squabs of the front seats, the doors being particularly wide. It is noticeable also that very wide doors are fitted on the Fordor model. All windows are provided with mechanical lifts, and the rear light is of large dimensions.

Special attention appears to have been paid to mudguarding and the rearward sweep of the back mudguards will be noted from one of the accompanying photographs. By the use of pressed-steel aprons both front and rear, not only is the chassis itself protected quite effi-

weight unladen 13 cwt. 3 qrs. The three-speed gearbox provides ratios of 5.43, 9.58 and 16.67 to 1.

The Tudor two-door saloon is priced at £120, whilst the Fordor four-door saloon costs £135.

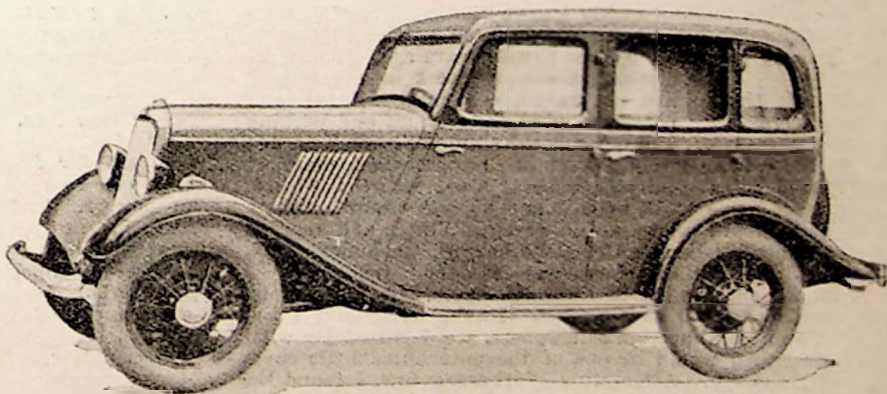
Upon taking the wheel of the car for a road test one notices, first of all, that there is plenty of room, even for a tall driver; a further glance round shows that the visibility is good, although one cannot see either of the front mudguards. The centrally arranged brake and gear levers are of good proportions, but the brake lever, being to the left of the gear lever, is just a little difficult to reach.

The clutch takes up very sweetly and, of course, with the synchro-mesh gearbox there is no difficulty whatever in making silent changes from second to top or vice versa.

### Performance Figures.

The Ford Co. claims a maximum speed of 55 m.p.h. for the car, but we found it possible to exceed this by some two or three m.p.h. On second gear the absolute flat-out speed appears to be about 44 m.p.h.

Acceleration tests from 10 m.p.h. in top gear gave 55 m.p.h. in 56 secs., whilst from 10 m.p.h. 40 m.p.h. was reached in second in 15½ secs. A cruising speed of 45 m.p.h. can easily be maintained and at this gait the car is perfectly comfortable, thanks to the very good suspension provided by the transverse springs aided by hydraulic shock absorbers. On the car which we tested, however, it seemed that the shock absorbers would benefit by tightening a little, as there was a slight tendency for the car to roll when



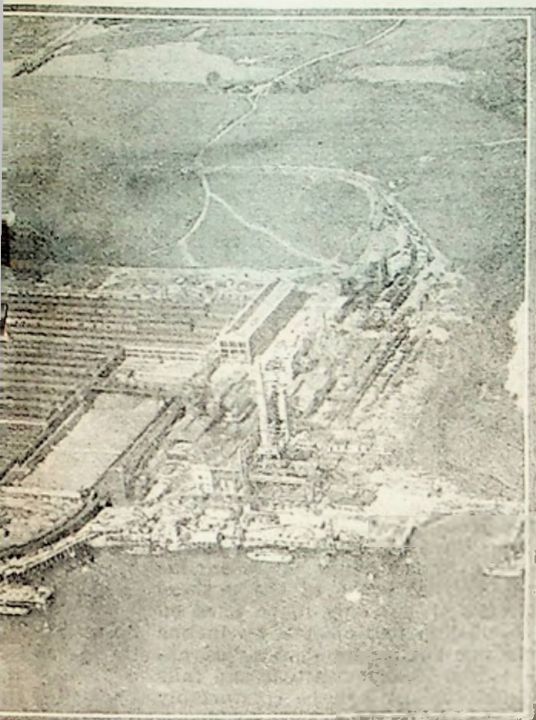
Wide doors are provided on the six-light Fordor saloon and, in common with the Tudor, the bonnet extends back to the windscreen base.

ciently from mud, but the fairings serve, in addition, to camouflage the Ford suspension system which, to English eyes, may appear a little unusual, although there is, of course, no question regarding its efficiency.

The wheelbase of the car is 7 ft. 6 ins. and the track 3 ft. 9 ins., the overall length, over the bumpers, is 11 ft. 9 ins., whilst the overall width is 4 ft. 7 ins., height 5 ft. 3 ins.,

cornering fast. We liked the steering, which is fairly high-g geared but nevertheless light and accurate. The Bendix duo-servo brakes appear to have plenty of power and are quite progressive in action.

So much for a brief review of the modified car and its performance on the road; we predict that the 8-h.p. Ford will enjoy wide popularity.



of the Ford works, on the banks of the Thames good idea of the area covered. The ore plant, foundries can be seen on the right. In the foreground is the wharf.

induction pipe. This last-named alteration in all probability has had the effect also of improving the performance of the engine, quite apart from making the instrument itself very readily accessible.

The dynamo is now mounted on the top of the cylinders and is driven by a normal type of vee belt from a pulley on the front of the crankshaft, a fan being mounted on the dynamo shaft. This arrangement obviates the use of the triangulated belt drive of the earlier model.

The petrol tank has been moved to the rear and fuel is fed from it to the engine by means of a mechanical pump driven from the crankshaft.

The dimensions of the engine remain as on the original model; that is to say, there are four cylinders, having a bore of 56.6 mm. and a stroke of 92.5 mm., capacity 940 c.c.; Treasury rating 7.96 h.p., tax £8.

The crankshaft has three bearings, lubrication is by gear-type submerged pump driven from the camshaft; the engine mounting is of the three-point rubber insulated type.

Other features of the chassis consist of transverse springing both front and rear, and the provision of a synchro-mesh gearbox, in which the synchronizing mechanism is applied to top and second speeds, first





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.

## TO PULL OR TO PUSH?

May I point out to "W.E.P." that the hand brake on 1903 cars was also "rarely used for anything but holding the car when parked"? I owned a 1903 24 h.p. Germain, which was

### An Early Example.

I forget which! The hand brake was actuated by a "push-on" lever.

The foot brake was excellent and it had to need be, bearing in mind the great weight of the car. The only time that I was in any danger was when a link in one of the driving chains broke on a very steep hill.

It had burner ignition, but my mechanic sold the platinum, fitted electric ignition on the engine and put a balance of money in my pocket!

H. R. POPE.

Last year I purchased the Graham Driskell Special—a car that is well known amongst the trials-loving fraternity—from Mr. J. A. Driskell. This car is fitted with an outside

### Experiences With a "Special."

racing-type hand brake of the push-on variety, and it has only to be tried on a start-and-stop test on a steep incline to make one realize its distinct advantages. In the "off" position the lever is vertical and falls nicely to the right hand, and the car can be comfortably held with one's back braced against the seat-back cushion—the ideal position for smooth clutch operation and allowing an instant getaway. Its advantages are also felt when cornering fast, a slight push-on check being far easier than a pull-on action, which always tends to pull the driver away from the seat-back and upset that perfect feel of balance which should exist.

FRANK HICKS ARNOLD.

### "Focus," the Despoiler.

"Focus," in making widely known the beauties of Durdle Door, may think he is being unselfish. I suggest that he is merely being perverse. Ten or fifteen years ago, when well-

### Durdle Door Secret.

meaning mass-producers of cheap cars had not ruined our rural solitude, and poor men used motorcycles and parking and other horrors did not exist, I earned my daily bread in lovely Dorset and scoured its nethermost parts on a Scott Squirrel. Then I went where I wished. Gates were made to be opened and no one minded. There were no postcard sellers at Lulworth. Winter and summer it offered peace. Durdle Door, Worbarrow, Chapman's Pool, Kimmeridge—all these places were free and unspoiled.

A month ago I went to Lulworth again, this time in my car, and found 200 cars parked. Having eaten our lunch in a kind of Southportian atmosphere, we departed for what I fondly hoped would be one of the untenanted little coves east of Lulworth. Attempting Worbarrow first I found the once familiar gate closed and an aged man demanding a fee. I explained my sorrow to him and he sympathized, but did not relent. Successively we then tried several of the other spots I remembered as quiet, only to meet with the same commercialized rebuff. In disgust my companions, who were Dorset folk, suggested returning home, and this we did.

Now, can "Focus" understand my grumble? If he knows a place which is still peaceful it is his sacred duty to preserve his secret. Does he want postcard sellers at Durdle Door? I know parts of Dorset where one can travel a whole afternoon and not meet another car, but wild horses would not drag the route from me. Everyone must know his own quiet spot. Why give it away?

N. WILLIAMS.

\* \* "Focus" replies that, much as he would like to keep \* discoveries of this kind to himself, and much as he is often tempted to do so, he must put the interests of his readers in front of his own.—ED.

431

### Out-of-date Signposting.

Each year motorists contribute a considerable amount to the revenue of this country by means of driving licences, car licences and the tax on petrol. Surely they are justified in expecting more consideration than they receive at present. Our signposts, for instance, while much better in some respects than they were ten years ago, are still far from perfect. During the hours of darkness they can be read only with difficulty, and that in the case of powerful headlamps. Even so, the driver is obliged to take his attention from the road and stare aloft as if in search of inspiration from above.

These signposts served their purpose very well in the days when people travelled on horseback. Then it was necessary only to ride up to a signpost and, sitting in the saddle, read the directions which were on a level with the horseman's eyes. We claim to have progressed since those far-off times. If our motor manufacturers still turned out the clumsy, top-heavy vehicles of the early days of motoring we should have a lot to say, yet we seem quite content with signposts which in style are not twenty but hundreds of years old. How long are we to put up with these inconvenient relics of an obsolete means of transport? Even our excellent motoring organizations are, in this matter of signs, no more free from guilt than are other responsible bodies. Only on a very few main roads have I seen signs placed at a sensible distance from the ground, so that they are picked out by headlights.

Cannot we have more reflecting signs? The cost on all important roads throughout the country would not be great compared with the amount of revenue which is drawn from the pockets of motorists, and night-driving on strange roads would be freed from one of its greatest difficulties. S.B.

\* \* We have constantly advocated better signposting and \* the extended use of reflecting signs.—ED.



## OUR READERS' OPINIONS (contd.)

## A Garage Assistant on Short Measure

May I butt in upon the discussion concerning petrol pumps, please? Your readers have had views expressed by the common public, the garage proprietor and the pump manufacturers. My view is that of an

How it is  
Done.

employee of a garage, which, seeing that it happens to answer a large portion of the question, should prove of interest to all and sundry who use pumps for replenishment.

I refer only to old types of pump, without a visible reservoir. To my knowledge assistants have been known to benefit themselves by the following method:—

The gauge on the pump shows figure "One" and a customer orders six gallons. Instead of quite giving the six gallons the assistant stops pumping in sufficient time to avoid the correct recording by one gallon, the customer losing

a small amount of petrol thereby without noticing it.

The next customer orders his requirements and gets the air in the pump plus the rest of the last customer's juice for his first gallon. The missing gallon goes into the assistant's pocket in the form of hard cash, and the perfectly honest proprietor comes along next morning, checks up the bills and the stock (which latter, by the way, is an every-day occurrence in most large garages) and finds no fault.

That is the naked truth as I have known it. It gives me great pleasure to deflect some of the blame from the proprietor, who does his best to please, to a few of the blighters who are not satisfied with their wages and a few possible tips. (I said a few!) I must apologise for asking you not to disclose my name, but the reasons are obvious.

CUTEM.

## A "Seven" in Ceylon.

Would the accompanying snap be of interest? It shows my Austin Seven taking some "nourishment" at a roadside station on the south coast road of Ceylon. The graceful coconut palms form a pleasing background; in fact,



"Baby" takes a little nourishment by the roadside.  
(See accompanying letter.)

these palms are a feature of the western and southern coasts, where they are to be seen in hundreds on every side. Need I add that the little car ran faultlessly throughout the whole trip (just under 500 miles). I did not have even a single puncture.

L. GORDON LOOS.

Mount Lavinia.

## Supercharging Complications—

I was very interested to read Mr. Boddy's letter on supercharger position and Mr. Mantell's cautious and scientific comments thereon, but I should like to rescue the subject

—and the Net  
Result.

from the somewhat arid realms of theory and present a few points of straight and commercial fact. The addition of any extra component, such as a supercharger, must be justified on the score of what the Americans term "result per dollar," and it is my opinion that blowing into the carburetter increases the dollars without changing the result. In detail a special carburetter is necessary instead of the ordinary mass-produced article, also a special tank, filler cap and fuel line—all of which may be subject to a pressure of 10 lb. per sq. in., or more than five times that required in the old air-pressure petrol feeds; these last-named frequently gave trouble and have been completely abandoned.

If, in addition, the supercharger is made to clutch in and out there will be more dollars to cover the control mechanism, provision must be made for eliminating the flat spot between cutting in the blower and obtaining pressure, and a very special clutch will be required to give just the right amount of slip to save the blower from damage by over-acceleration, combined with a positive connection under ordinary conditions.

Only one advantage is obtained by this mass of complication—namely, a saving in m.p.g. due to cutting out the

blower when not required. This saving is not likely to be more than 15 per cent. of the total fuel used, or, say, 1s. 6d. per week, so that estimating the total cost of the extras outlined above at £8, the car must be run over two years before any gain results.

Deposition and irregular slow running when sucking from the carburetter can be completely eliminated by (1) the use of a constant-vacuum carburetter, with (2) a small-diameter, high-velocity inter pipe, which (3) properly inter-cools the mixture so that the latter remains nice and warm when idling at low road speeds, but becomes dead cold at full throttle and high speeds.

All of which, when one knows how, is "simple, my dear Watson."

LAWRENCE POMEROY, JUNR.

## Progress and Complication.

I have recently read the forecasts of what to expect at the forthcoming Motor Show, and have been thinking the matter over while struggling with a minor adjustment to the controls of my car. The result has

We Can't Mend  
Things Now.

been a train of thought on which the views of other motorists would be of interest. Years ago I had a car in which the hand control of the throttle position was a very primitive arrangement of Bowden cable. A later car was so far "improved" that I was provided with a piece of bent iron attached to the steering column. It was very crude, very unsightly, but highly efficient. In both cases, if the thing did not please me, I could put it right in a matter of a few seconds.

Now I rejoice in a car which boasts of "finger-tip control," and the throttle control has ceased to function. I find that the failure is due to something having come unstuck inside a complex little box full of all sorts of things electrical and mechanical at the base of the steering column in the most unget-at-able position the art of man could devise.

If I consult the makers on the subject I shall probably be told to call at one of the super-service stations, where they would doubtless proceed to do quite a spot of dismantling in order to make a repair which a few years ago I could have done on the roadside with a pair of gas pliers.

Adverting to the forecasts of the Motor Show, one cannot help forming the impression that the whole trend of car "improvements" is to make the car foolproof. Do we want foolproof cars?

A great part of the pleasure of motoring is derived from the satisfaction of doing a skilful job skilfully. A smooth getaway and a neat gearchange are pleasure-giving things which in a few years' time will have all the fun knocked out of them by being made automatic. The fun will start when anything goes wrong. When that time comes there will be no more pleasure in driving a car than in going for a ride in a tram. One will lose the sense of personal control.

From another point of view, making a car foolproof seems to imply that fools will be driving cars. Do we want that, either? Surely, in these days of higher education and the emancipation of women, no one, man or woman, who is incapable of operating a straightforward car which is not entirely automatic is fit to be on the road.

Foolproofing a thing usually makes it complicated. What we want, surely, in these hard times is simplification, a design which gives easy maintenance, and if we cannot supply the skill needed to handle such a car a bath chair is surely the vehicle needed.

PRE-WAR.

A35



## OUR READERS' OPINIONS (contd.)

### Should Tourers be Cheaper—

As a potential purchaser of a new car in 1933 and an enthusiast of the open tourer, I have noticed (with dismay) that at least two prominent firms who have announced their 1933 programmes are marketing their open two or four-seaters for the same price as their saloons. Up to 1932 it has been generally accepted that the open tourer has been at least £10-£12 cheaper than its saloon brother and has proved a great saving to motorists who, like myself, much prefer it.

Does anyone agree with me that this is a retrograde step, even granted that the saloon has the better sales curve?

V. GOODWIN.

### A Short-circuit Danger.

My accumulator is snugly housed in a well beneath the driving seat, a position which has a number of advantages, but which, nevertheless, calls for a certain amount of virtue in the matter of maintenance. Recently,

**Battery Leads Attacked by Acid.** when I was more than normally virtuous, I got out the inspection lamp in order to augment the poor light which is inseparable from this position. I found the terminals nicely greased and everything dry and clean except that the insulation of the leads showed a dark stain for a few inches where they were brought together to pass through

a hole in the cover plate. On investigation, the insulation crumbled under my touch and fell off.

The hole through which the leads pass affords the only ventilation for the gases which are evolved when the battery is on charge, and whilst these are theoretically only a mixture of hydrogen and oxygen, actually minute particles of acid are carried by them. This acid had been deposited on the insulation of the cables and time had done the rest.

I made a temporary repair with insulating tape, but I narrowly missed a short circuit at this point which would have (1) ruined the battery, (2) put the car out of action, since I have coil ignition, (3) set fire to the floorboards and . . . the other things are relatively unimportant.

When I have fitted new leads I shall drill one or two small holes in the fore and rear ends of the cover plate so that a current of air will pass over the vent plugs when the car is in motion and carry away the acid fumes.

A.H.S.

## READERS' WANTS.

**HANDS.**—An instruction book for the 1922-3 model.—C. Park, 36, Barbourne Road, Worcester.

**SINGER.**—An instruction book for the 1925 10-26 h.p. model.—F. G. Williams, 18, Birchington Road, Crouch End, London, N.S.

**10.8 H.P. RHODE.**—Instruction book and accompanying special leaflets for the 1926 model; also back numbers containing helpful information concerning this car.—J. W. Richardson, 10, Grange Street, Rusholme, Manchester.

## Questions Asked and Answered

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

**Brooklands Hour Record.**—H.S. (Leicester).—The 1,500 c.c. Brooklands Hour Record is at present held by G. E. T. Eyston, who covered 115 miles 982 yds. in the hour. His car was a Bugatti.

**Olympia Motor Show.**—R.V. (London, N.3).—Your friend is incorrect in stating that the Motor Exhibition will not be held this year. Actually, it will take place, as usual, at Olympia, opening on Thursday, October 13th, and closing on Saturday, October 22nd.

**Shelsley Amateur Hill-climb.**—J.A.B. (Taunton).—The Amateur Hill-climb at Shelsley Walsh takes place this year on Saturday, September 3rd. The hill is a few miles from Worcester, and almost anyone in that town will direct you to it.

**Birdlip Hill.**—F.Y. (Dartmouth).—Although it was once regarded as something of a terror, Birdlip Hill, on the Gloucester-Cirencester road, is no longer considered of much note and is, in fact, now a main road hill regularly used by traffic of all kinds. Its maximum gradient is 1 in 5.

**1931 T.T. Speeds.**—B.J.W. (Watford).—The winner of the R.A.C. Tourist Trophy Race over the Ards Circuit last year was Norman Black (M.G. Midget), whose speed was 67.90 m.p.h. Second home was B. Borzacchini (Alfa Romeo) at 79.05 m.p.h. The event is, of course, a handicap race.

**Twin Rear Wheels.**—M.M. (Bristol).—If you wish the vehicle which you are constructing to be regarded as a three-wheeler for taxation purposes you must arrange for the twin rear wheels to be not more than 18 ins. apart, this measurement being taken between the centres of the tracks.

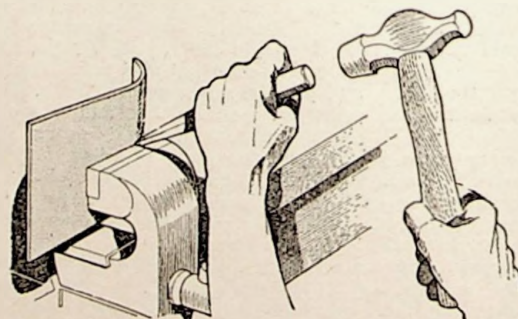
**Self-changing Gears.**—F.L. (London, S.E.10).—You are mistaken in thinking that skilful manipulation of the accelerator pedal is necessary to obtain satisfactory changes with the self-changing gearbox used on Armstrong Siddeley, Lancaster and Daimler cars. All the driver has to do to effect a change is simply to move the small lever on the steering column to the marking corresponding to the gear he next requires, and, so soon as he wishes to make the actual change, to depress and release the pedal corresponding with the clutch pedal on a normal gear. The change is then effected automatically and silently.

436

**High Running Temperature.**—T.E. (Baldoek).—A consistent running temperature of 97 degrees C. during hot weather is certainly too high, as it leaves a very small margin in reserve for hill-climbing and traffic work. In all probability you could reduce the temperature by three or four degrees if you transfer the four club badges which you say are mounted directly in front of the radiator to some other position so that they do not obstruct the air flow.

**Calculating Engine Revs.**—J.M.J. (Norwich).—A simple method of finding engine revolutions at various road speeds is to multiply the speed in m.p.h. by the gear ratio and by 336, then to divide the result by the diameter of the tyre in inches. Admittedly, modern tyre descriptions do not give you the latter figure, but you can easily find it by measuring the distance from the centre of the hub cap to the ground when the tyres are inflated to the usual pressure and the car is normally loaded; this, of course, will give you the radius which must be multiplied by 2 to give you the diameter.

**Cutting Metal Plate.**—M.R. (Devizes).—Metal up to about  $\frac{1}{2}$  in. thick can be cut quite satisfactorily by means of a cold chisel provided that a fairly stout vice is available. The method is simply to grip the metal in the vice, using the top face of the jaws as a guide to the chisel, which should be



The method of cutting metal plate described in the accompanying paragraph.

held sloping slightly downwards and sideways, as shown in the accompanying sketch. If you are dealing with thicker metal, the best plan is to drill a series of holes almost touching and then to lay the plate flat and cut away the small bridges between the holes. This, naturally, will leave a jagged edge which must be trued either by filing or by further trimming with the chisel. Incidentally, you should allow for this final trimming when drilling the holes.





**REMARKABLE PICTURE.** — In last Saturday's hill-climb at Craigantlet, Ulster, R. G. J. Nash got into a front-wheel skid in the wet with "The Terror" and charged the spectators. Fortunately no one was injured, but Nash, who holds the record for the hill, was unable to attack his own figures. Rain fell practically throughout the meeting.

R. G. J. NASH tried to go round a corner in the Craigantlet hill-climb last Saturday faster than said corner could be got round, with the result that "The Terror" did what you may observe depicted at the head of this page.

It was not really so horrible as it looks, however, as no one was hurt, but by the time Nash, somewhat disgruntled, got his car lifted back to where it belonged, the delay had made his climb nugatory—i.e., no good.

This was a great pity, as everything was set for him to break his own record for the hill which he set up with the same Frazer-Nash last year at 43.18 m.p.h., and the very large crowd was as disappointed as the very annoyed driver.

W. Sullivan, whose name I see in the lists for to-morrow's T.T., made the best performance of the day, averaging 40.20 m.p.h. with a supercharged Ulster model Lea-Francis in the heavy rain.

Mr. Cecil Kimber, managing director and presiding genius of the M.G. concern, seems to have enjoyed himself hugely by sharing an M.G. Midget with Mrs. Wisdom in different classes. These two appear to have put up identical times, and after the "Leaf," were the fastest drivers on the hill.

I give the results under "Club Items" on the next page.

**WELL**, to-morrow is the T.T. once again—this year the only road race within our own shores. The interest of the race has suffered undeniably by the absence of foreign competitors, but the three Alfa-Romeos will do much to atone for this.

The scrap among the light cars will produce a fine little race all on its own. I shall be particularly interested to see

what the Crossleys, the Alfa and the six-cylinder Rileys do. First appearances in a race of this type are always productive of surprises.

**ON** September 10th the B.A.R.C. will hold its last open race meeting of the season. Entries close on August 29th. There will be eight events—two short, two long and two Mountain handicaps, together with a ladies' handicap and that stirring affair—the Mountain Championship.

## SPORTS JOTTINGS

By "THE BLOWER"

This last will be run over 15 laps from scratch for cars in racing or touring trim. So a whole lot of people who have said, "Ah! if we had only a better handicap we'd do this, that and the other," will be able to do this, that or the other—or not, as the case may be.

Which reminds me—entries for the championship will be by invitation only.

**AS** there is something of a "political situation" in Spain just now, it has been decided to postpone the Spanish Grand Prix on the Lasarte circuit, San Sebastian, until 1933. This is a blow, as it means another great race the less this season.

**REMINDER** to those with beautiful motorcars—the entry lists for the Eastbourne Concours d'Elégance (September 7th) close on Monday, August 22nd. Haste is the word.

**HENKEN WIDENGREN**, who drives the straight-eight 14-litre supercharged O.M. at extremely high lap (and engine) speeds at Brooklands, and also a somewhat rapid 1,100 c.c. six-cylinder blown Amilcar, has entered the latter motorcar for the Grand Prix at Monza on September 11th—which will be at least one British entry to challenge the redoubtable Scaron's Amilcar in that race.

**THE** Berkhamsted and District M.C. are holding a speed hill-climb at Dancers' End, near Tring, on Sunday, September 25th. It will be remembered that there was a hitch on the last occasion this event was due to take place, as the R.A.C. refused a permit at the last moment. However, everything is ready this time, and, apart from earthquakes, riots, civil commotion and other possible happenings, the event will really take place. Cars up to 1,500 c.c. are eligible to compete, entered by Berkhamsted club members only, and racing cars need not apply.

The course is about 440 yards long, fairly steep and with an acute bend.

**THE LIGHT CAR CLUB** is holding its annual Buxton Trial on September 18th, and it is open also to members of the following nine clubs:—The Brighton and Hove, the Bugatti Owners, the Carshalton, the Cambridge University, "Sunbac," the Riley, and the Hornet, Sunbeam and North-West London clubs.



The course will be short and sweet (about 70 miles), and competitors will ascend (or not) en route Taddington Moor, Littou Slack—(mostly not)—Monsal Dale, Eyam Bank and Jenkin's Chapel.

The start will be after breakfast from the Eagle Hotel, Buxton.

Full details can be obtained from Mr. C. F. Widmann, Parkhurst, Warren Road, Purley, Surrey. Entries close on August 27th.

IT is rumoured that it is contemplated building another car to break the world's land speed record. Capt. J. S. Irving, who planned the "Golden Arrow," is mentioned as the designer. The speed aimed at, it is said, is that fascinating gait—300 m.p.h.

SOME person or persons unknown, with malice aforethought and a hammer, have done wanton harm, it seems, to the object of art known as the "Coppa Acerbo," for which there is a road race on Sunday, August 21st. It appears that the club premises were entered nefariously and the base of the cup stolen.

I cannot think why they stole the base, but evidently the cup offended against the æsthetic sensibilities of the intruders, for they smashed what is described by Reuter as the "super-structure" of the cup with a blow from a "metal instrument."

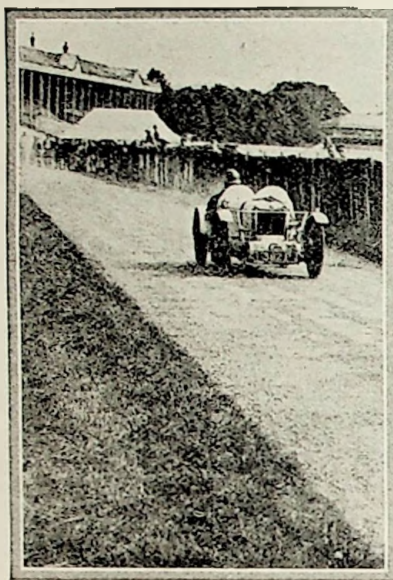
LAST week I went so far as to function as a film critic at the invitation of the makers of the film which is showing at the Capitol this week under the title of "The Love Contract." Assured that the film dealt with motoring, I went along for the Press show at the 'Tivoli with my mind stocked with such technicalities as tempo, montage, lighting, grouping, sequences, cuts, shots and all the rest of it.

As a critic I suppose I am allowed to say precisely what I think—which is that it is a film well worth going to see, but to me, both from the motoring angle and from the film angle, disappointing. The motoring was poor; Miss Winifred Shotton, as an expert motorist, was able to clean 12 sparking plugs in a double-six Daimler by putting her head under the bonnet and stroking a few of them gently with her hand—said 12 sparking plugs having suddenly caused the aforesaid Daimler to come to an abrupt stop.

On another occasion, as chauffeur to Mr. Owen Nares, she was shown equally expertly belabouring the sump of a supercharged 4½-litre Bentley very heartily with a hammer for no apparent reason. Mr. Owen Nares, as a fabulously wealthy financier, showed an impossible ignorance of matters motoring by swallowing an incredible tale of a run big-end in the aforementioned Daimler. I wondered why, seeing that this story had gone down perfectly, Miss Shotton should have bothered to fill the petrol tank with water also, for, as an expert, she must surely have foreseen the terrific difficulty of ever getting the fuel system free again.

At the wheel of the Bentley she gave me the impression of being entirely unable to cope with the car, for she held the wheel in that strained manner which most women adopt in their novitiate—i.e., gripping the wheel at its lowest extremity with outstretched arms.

438



At Gatwick: R. R. Jackson (M.G. Midget), making fastest car performance of the day at the Sunbeam M.C. speed trials last Saturday. The course was a quarter of a mile with a rolling start, and Jackson averaged nearly 55 m.p.h.

As a film the production seemed unable to make up its mind whether it was straight comedy, farce or musical comedy. The thing moved far too slowly with far too much padding, the story was so thin as to be almost invisible, and Mr. Owen Nares acted with the same shamefaced giggle which spoilt his performance in "Sunshine Susie," otherwise the thing kept me amused in a gentle manner for an hour and a half. Go and see it, for it is very good tempered and light hearted, if it grates badly on a motorist's sensibilities.

DETAILS concerning the race meeting to be held on the Phoenix Park circuit on September 17th are available from the secretary of the Irish Motor Racing Club, Mr. T. K. Sheridan, 54, Upper O'Connell Street, Dublin.

Entries close to-morrow at four guineas and on September 7th at five guineas, and the entry fee conveniently covers the club membership fees—as all entrants must be members.

TALKING of speed hill-climbs—a variety of amusement which has an irresistible appeal to men who motor—the London Motor Club has discovered a nice little course at Readercote Hill, Knatts Valley, near Farningham, in Kent. I hear that a climb will be held there on September 18th and that ten clubs will be among those present.

THERE appears in this issue an article dealing with the delights of treasure hunting. Those feeling a consequent urge to join in just such a hue and cry will be interested to hear that a hunt is being held on Saturday, September 3rd, in aid of the Croydon General Hospital, to which all motorists will be welcome (on payment of 2s. 6d.). Tickets can be had from Mr. M. C. Lewns, 242, Lower Addiscombe Road, Croydon.

## CLUB ITEMS and Sporting Events

### CRAIGANTLET HILL-CLIMB RESULTS.

860 c.c. (racing cars barred):—1, Hugo Wilson (847 c.c. M.G. Midget), 1 min. 56 1/5 secs.; 2, J. W. Patterson (847 c.c. M.G. Midget), 1 min. 57 2/5 secs.; 3, H. McGladry (847 c.c. Morris Minor), 2 mins. 9 2/5 secs. Winner's speed, 33.19 m.p.h.

1,100 c.c. (racing cars barred):—1, Cecil Kimber (746 c.c. M.G. Midget S.), 1 min. 44 secs.; 2, W. M. D. Montgomery (747 c.c. Austin S.), 1 min. 57 secs.; 3, H. W. Sloan (1,087 c.c. Riley), 2 mins. 3 3/5 secs. Winner's speed, 37.03 m.p.h.

1,500 c.c. (racing cars barred):—1, Mrs. T. H. Wisdom (746 c.c. M.G. Midget S.), 1 min. 48 1/5 secs.; 2, H. C. M'Ferran (1,250 c.c. M.G. Magna), 1 min. 53 2/5 secs.; 3, W. M. D. Montgomery (747 c.c. Austin S.), 1 min. 54 1/5 secs. Winner's speed, 35.60 m.p.h.

2-litres (racing cars barred):—1, W. Sullivan (1,496 c.c. Lea-Francis S.), 1 min. 37 3/5 secs.; 2, Cecil Kimber (746 c.c. M.G. Midget S.), 1 min. 43 3/5 secs.; 3, H. C. M'Ferran (1,250 c.c. M.G. Magna), 1 min. 54 3/5 secs. Winner's speed, 39.46 m.p.h.

Unlimited c.c. (racing cars barred):—1, W. Sullivan (1,496 c.c. Lea-Francis S.), 1 min. 36 4/5 secs.; 2, Mrs. T. H. Wisdom (746 c.c. M.G. Midget S.), 1 min. 43 3/5 secs.; 3, W. Griffiths (1,087 c.c. Riley), 1 min. 59 1/5 secs. Winner's speed, 39.79 m.p.h.

Unlimited c.c. (racing and sports cars):—1, W. Sullivan (1,496 c.c. Lea-Francis S.), 1 min. 35 4/5 secs.; 2, Cecil Kimber (746 c.c. M.G. Midget S.), 1 min. 43 4/5 secs.; 3, W. Griffiths (1,087 c.c. Riley), 2 min. 1 sec. Winner's speed, 40.20 m.p.h.

Handicap Class (all-comers):—1, H. W. Sloan (1,271 c.c. Wolseley Hornet), 21 2/5 secs., net time 1 min. 32 secs.; 2, H. M'K. Harvey (1,496 c.c. Alvis), 29 2/5 secs., and S. J. C. Cupples (1,271 c.c. Wolseley Hornet), 26 secs., net time 1 min. 32 3/5 secs.; 3, R. C. Parish (1,087 c.c. Riley), 37 1/5 secs., net time 1 min. 33 secs.

Fastest Climb of the Day:—W. Sullivan (1,496 c.c. Lea-Francis S.), 40.20 m.p.h. Record for the course, H. G. J. Nash (Frazer-Nash Terror), 1931, 45.18 m.p.h.

### FORTHCOMING EVENTS.

August 20th.  
R.A.C. Ulster T.T. Race, Ards Circuit, Belfast.

August 20th-21st.  
W. Middlesex Amateur M.C.C. All-night run to Eastbourne.

August 21st.  
C.S.M.A. River Rally at Pangbourne.  
C.S.M.A. (S. Wales Central). Chairman's Surprise Run.  
C.S.M.A. (Manchester Central). Run to Knarborough.  
West of England M.C. Rally at Two Bridges, Princetown.  
Wood Green and D. M.C. Sweepstake Run.

August 27th.  
London Eagle M.C. Week-end camp.

September 3rd.  
Midland A.C. Shelsley Walsh Amateur Hill-climb.  
M.C.C. High-speed Trial, Brooklands.

September 7th.  
Eastbourne Concours d'Elegance.

September 10th.  
B.A.R.C. Autumn Meeting.

September 17th.  
Brighton and Hove M.C. Speed Trials.

September 18th.  
L.C.C. "Buxton to Buxton."

September 24th.  
B.R.D.C. 500-Miles Race.

### WEST OF ENGLAND M.C.

The club will hold a motor rally on Sunday, August 21st, at Two Bridges, Princetown. There are no entry fees for the rally, but to qualify for the prize competitors must arrive between 12.30 and 2.30 p.m. The prize will be awarded to the driver covering the longest distance—to be proved by the signature of a competent witness. Competitors other than members of the club may only compete if they reside at a point west of a line drawn from Gloucester to Southampton, otherwise the rally is open to all motorists.

Hon. secretary: Mrs. M. L. Anning, Tor Hill, Kingsteignton, Newton Abbot.

### BERKHAMPTON AND D. M.C.C.

A speed hill-climb will be held at Dancers' End, Tring, on Sunday, September 25th, confined to club members only. Cars up to 1½-litres capacity being other than racing cars are eligible to compete, and the entry will be divided into sports and touring classes in which supercharged cars will compete in the class above that of their actual engine size.

Joint hon. secretaries, Messrs. A. Paul and W. E. Kentish, Maldon Cot, Hempstead Road, Watford.



*That's a valve  
—that was!*



"Gummy" oil makes valve stems stick in the valve guides and prevents proper valve seating which causes burnt valve seats and loss of power. Shell oils are remarkably clean and free from gum.

*but it won't happen  
with "Triple" or "Double"*

The unrivalled resources of Shell in all parts of the world together with the most highly trained technical staff see to it that Shell lubricating oil protects every valve of every kind of engine, and gives a maximum of lubricating efficiency to every engine part.

# TRIPLE SHELL Lubricating Oil

*is the Heavy Grade and*  
**DOUBLESHELL OIL** *is the Medium Grade*

Triple Shell is officially recommended by the makers of  
**ROVER : STANDARD : TRIUMPH**

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



## AROUND THE TRADE

Nownhams', of Hammersmith, stocktaking sale, which started on July 22nd, is still in operation. It closes on August 21st.

Messrs. Derrington, 159, London Road, Kingston-on-Thames, hold a large stock of many items of equipment dear to the heart of sports car owners.

Townsend Bros. Ferries, Ltd., express cordial thanks to Morris Motors, Ltd., for the way a Morris van behaved in the Alpine trial in its capacity as a tender.

In the August issue of "The Personal Touch," a house magazine produced by the staff of The Service Company (London), Ltd., High Holborn, London, W.C.1, it is revealed that in April this year the company sold more cars than in any previous month in their history.

Singer and Co., Ltd., ask us to make it clear that it was not a gold medal but a Special Award for being the only woman driver to drive throughout the whole of the course (with the exception of six hours), including the Stelvio and the Little St. Bernard Passes, which Mrs. Dinsdale won in the Alpine Trial.

Humber, Ltd., announce the following changes in the constitution of the boards of the company and its associated companies—the Hillman Motor Car Co., Ltd., and Commer Cars, Ltd.—which became effective as and from August 10th, 1932:—Mr. W. E. Rootes has been elected as a director and deputy chairman of each of the three companies, and Mr. R. C. Rootes has been appointed managing director of each company. Lt.-Col. J. A. Cole, O.B.E., J.P., continues to be chairman of the companies, and Mr. T. B. Keep is director and general manager of Commer Cars, Ltd.

Mr. G. Cozens, a brother of the late Leo V. Cozens, who until recently was general manager of the Kent depots of Rootes, Ltd., has been appointed general manager of George Heath, Ltd., Birmingham.

The comprehensive breakdown and repair service operated by Messrs. E. Williams and Sons, Bala, North Wales, should be of particular interest to those whose cars develop trouble on the Bwlch-y-Groes. Messrs. Williams have special know-



ledge of the famous hill and its effects upon cars. As agents for Ford cars they speak well of the manner in which the new 8 h.p. model behaved on "Bwlch-y" during some recent official tests.

Eustace Watkins, Ltd., have received the following splendid testimonial from Mr. Lionel Martin:—

I am very pleased to be able to tell you that the E.W. Wolsley Hornet Special entered and driven in the Alpine Trial by my wife gained a premier award in Group 3 (1,100-1,500 c.c.), incurring no penalty marks, and tied for the ladies' prize which was open to all classes.

While I think the performance speaks for itself, I should like to say how much we owe to the careful "look-over" given by your experts before we left England and particularly to the excellence of the Daytona body and all its fittings. The trial naturally led at times over extremely rough and body-racking roads, but whereas many of our competitors suffered from broken wings, stays, luggage and spare-wheel carriers, etc., we were entirely without these anxieties, owing to your good workmanship and design.

I may say that I chose the Daytona body as against all others because I felt sure it would "stand up."



## ILLUSTRATED ENCYCLOPÆDIA of Motor Car Parts and Technical Terms.

PRICE  
6<sup>D</sup>.

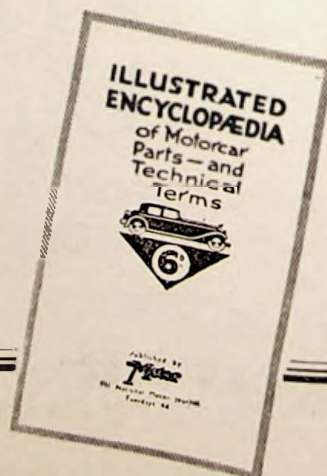
Of all bookstalls and book-sellers, or 7d. post free from the publishers.

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

There are 22 pages of definitions, and every definition is accompanied by a picture, which greatly assists comprehension.

Buy a copy—you will find it invaluable.

Published by Temple Press Ltd., 5-15, Rosebery Avenue, London, E.C.1.





# You must indeed be wealthy if you can afford "CHEAP" oil!

So-called "cheap" oil is, in point of fact, a reckless extravagance. Oil is one of the smallest items in the motoring budget and a reliable oil is the motorist's chief guarantee against engine trouble and costly repair bills. To ask for **Castrol** is advisable . . . and see that it comes from a container bearing the Trade Mark—

WAKEFIELD  
**Castrol**  
MOTOR OIL

C. C. WAKEFIELD & CO. LTD., All-British Firm, Wakefield House, Cheapside, London, E.C.2



# NAYLOR & ROOT

## 100 SELECTED BARGAINS

1931 STANDARD, Big 9 Saloon, sun roof, as new, taxed December	£119
1930 RILEY 9, Mark IV Monaco saloon, sun roof, choice 4	£139
1931 SINGER 8, saloon, sliding roof, Brown, taxed December, choice 3	£78
1931 AUSTIN 7, Ulster sports 2-seater, tuned engine	£115
1932 M.G. MIDGET, 2-seater, Red, mileage 5,000, as new	£125
1932 AUSTIN 12/6, de luxe saloon, sun roof, Black and Green	£169
1929 RILEY 9, Biarritz saloon, particularly smart, taxed	£105
1931 MORRIS MINOR, Malby drop-head coupe, Red and Fawn, cost £185, as brand new	£99
1931 M.G. MIDGET, 2-seater, new condition, choice two	£105
1930 ROVER 10, saloon, sliding roof, wire wheels, smart	£85
1930 SWIFT 10, Paladin coachbuilt saloon, sun roof, duo Grey, new cond.	£98
1930 TRIUMPH 7, tourer de luxe, duo Fawn, taxed December	£62
1928 RILEY 9, Monaco saloon, Brown and Cream, very smart, choice of four	£69
1930 M.G. MIDGET, 2-seater, large sump, good tyres, Blue	£85
1930 TRIUMPH 7, saloon de luxe, duo Grey, smart, taxed, choice 3	£65

### EACH WITH 3 MONTHS' WRITTEN GUARANTEE

Only a thorough examination can tell you the true condition of a car, therefore for your certain satisfaction buy your Used Car Bargain from Naylor & Root. Not only is every car thoroughly overhauled before delivery, it carries our 3 months' Written Guarantee. Any car will be sent up to 50 miles for free trial, and Easiest Terms and Fairest Exchange Allowance can be arranged on the spot if desired. Read through the lists on the left and right, then call or write us.

**NAYLOR & ROOT, LTD.**  
25, EAST HILL  
CLAPHAM JUNCTION, S.W.11

Open Daily 9-8. SUNDAY MORNINGS 10-1  
Phone - - - - BATtersea 6187-8-9.

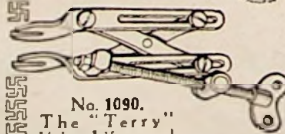
1929 ROVER 10, semi sports two-seater, Blue and Cream, taxed Dec.	£58
1930 MORRIS MINOR, coach saloon, choice two, duo Fawn, very smart car	£69
1929 M.G. MIDGET, 2-seater, good tyres, splendid condition	£75
1929 TRIUMPH SUPER 7, tourer, good tyres, very smart car	£49
1929 MORRIS MINOR, saloon, Blue, 3 new tyres, only 2 owners	£49
1929 AUSTIN 7, tourer, choice of three, 2 taxed	£49
1929 AUSTIN 7, Stadium 2-seater, many extras, very sporty	£49
1931 AUSTIN 7, coachbuilt saloon, small mileage	£79
1930 AUSTIN 7, coachbuilt saloon, choice of two	£65
1928 AUSTIN 7, tourer, very clean, taxed	£38
1928 AUSTIN Cup, 1930 improvements and fast	£45
1927 AUSTIN Cup, choice of three	£39
1930 HUMBER 9, saloon de luxe, really handsome car	£125
1928 JOWETT, 2-seater, ready for long tour	£29
1928 STANDARD 9, saloon de luxe, really roomy, well cared for	£49



The tireless action and never failing accuracy of—

### "AERO" VALVE SPRINGS

have made the word "Aero" a classic amongst racing men and tourists. "Aero" Valve Springs made by "TERRY" have helped to bring speeds from the "mile a minute" to "6 miles a minute" standard. Demand "Aero." Made for all engines. List Free.



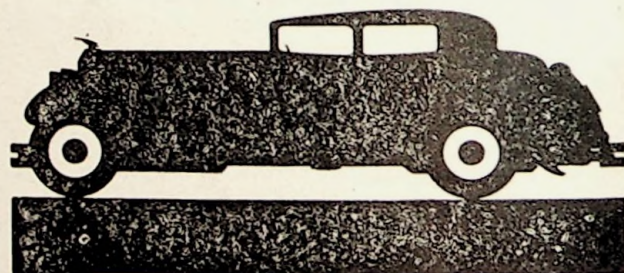
No. 1090.  
The "Terry" Valve Lifter and Compressor. Combines both operations. Capable of 200 lb. pressure. Reversible jaws give parallel lift. High grade quality. Price Each 7/6

No. 1175. The "Terry" Pocket Feeler Gauge. A most useful little tool. Only 2 ins. in length when closed. High grade plated finish. Price 1/- each.



If you cannot obtain "Terry" goods locally, please write to us.

**HERBERT TERRY & SONS LTD.**  
REDDITCH, ENG. Est. 1855



"Some owners used to adjust their brakes every 1,000 miles or so, but since they have had LAYSTALL HARDENED STEEL BRAKE DRUM LINERS fitted, they now adjust their brakes only every 10,000 miles—and get better braking all the time."

**BETTER and SMOOTHER  
BRAKING in all WEATHERS.**

Write for the LAYSTALL BOOKLET giving full particulars.

# LAYSTALL

EWER ST., SOUTHWARK,  
LONDON, S.E.1.

Telephone HOP 6140 (10 lines).  
Northern Branch Works:  
55, FONTENOY ST., LIVERPOOL.

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



# If you want CASH for your CAR go to



## THE LARGEST LIGHT CAR BUYERS

HEAD OFFICE AND SHOWROOMS:  
78, 79, 80, 81, HIGH STREET,  
HAMPTSTEAD, LONDON, N.W.3  
(One minute from Hampstead Tube Station.)

Telephone - - - - - Hampstead 6041 (8 lines).  
Telegrams - - - - - "Rosmicarex, Havor, London."

HOURS OF BUSINESS:—  
Open all Weekdays 9-9 (including Saturdays).  
SUNDAYS 9 a.m. to 1 p.m.



## A typical daily phone conversation!

MR. KIRK. "Hello! This is Kirk & Co., of Paddington, Car Dealers!"  
EXCHANGE. "Press button; a Caller!"  
MR. N. QUIRER. "Hello! — Ah! Kirk & Co.?"  
MR. KIRK. "That's right."  
MR. N. QUIRER. "Oh—Mr. Kirk—how are you? Quite a time since I last saw you. Do you remember the AUSTIN that I bought from you when you made a very fair offer for my old CLYNO?"  
MR. KIRK. "Well, I remember you, Sir! but can't quite place the car. You see, we have so many AUSTINS from time to time."  
MR. N. QUIRER. "Well—fact is, the car is going well, but having had an addition to the family I require a larger car. What can you suggest?"  
MR. KIRK. "I cannot do more than offer an exceptionally fine SINGER JUNIOR 1929/30 (Reg. Nov.), 8 h.p. 4-door Coachbuilt Saloon, fullest equipment, very smart appearance, and undoubtedly a bargain that you cannot better at £52; and, by the way, it has the tax paid."  
MR. N. QUIRER. "Fine—but the wife prefers a sunshine roof!"  
MR. KIRK. "Well, how about a very fine little WOLSELEY HORNET, 1931 Model, Six-cylinder Coachbuilt Sun-



shine Saloon, large body model, full equipment—Triplex glass, original cellulose finish, magnificent condition throughout. Now, Sir, if you really require a bargain and a first-class car, you should see this model at £98."  
MR. N. QUIRER. "Horse-power is a little beyond me—I hope I'm not putting you to too much trouble."  
MR. KIRK. "No, Sir! Our object is your complete satisfaction, that is why our Three-Months-Written-Guarantee sells practically everything we handle—mainly because we keep to only good, clean stock. But I would suggest that you give us a call."  
MR. N. QUIRER. "I think I had better come up and see you."  
MR. KIRK. "Yes! do, Sir! We are open from 9 a.m. till 9 p.m. every day in the week and on Sundays from 10 a.m. till 3 p.m."  
MR. N. QUIRER. "I will be along this evening, perhaps with my friend, who is on the look out for a sports car."  
MR. KIRK. "We have some fine sports cars—would an AUSTIN 1930 7 h.p. Taylor All-Sports 2-seater, completely equipped, attractive sports body, cycle type wings, 'V' Screens, etc., very smart appearance, attractive and fast, tax paid, at £69, be of interest? Failing that would an AUSTIN 'Arrow' 1930 Sports 2-seater, fully equipped dash, pneumatic leather upholstery, attractive cream and black body, all chromium, numerous extras, magnificent sports car at £65 appeal? This latter car is at our Highbury Depot, which always has a large range of sports and other cars."  
MR. N. QUIRER. "Terms can be arranged I suppose as simply as before?"  
MR. KIRK. "Yes, Sir! You remember how conveniently we arranged these to suit your own particular requirements."  
MR. N. QUIRER. "Thank you, we'll discuss the matter fully when I see you this evening. Good-bye."

150 LIGHT CARS  
MORGAN and B.S.A.  
3-WHEELERS  
Exchanges. Deferred Terms

Why not you  
'phone us  
NOW?

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

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

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



# Totally new ideas of value—Under £100

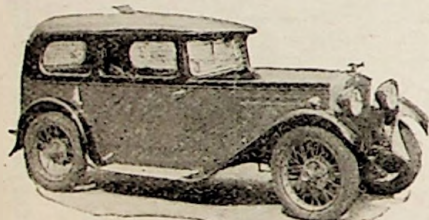
(Actual photos from stock.)



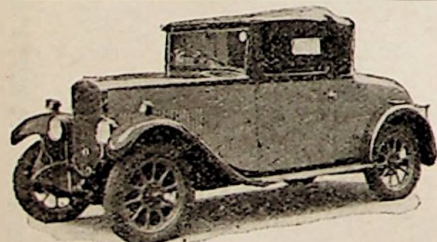
**TRIUMPH, Super "7," 1930, Special Sportsman's Coupe, beautifully equipped .. £79**



**ROVER, 10/25, 1930 model, Sports 2-seater, £79 dicky, specially tuned, tip-top throughout ..**



**FIAT "10," 1930, Swallow Sports Saloon, original condition throughout, very well kept .. £99**



**SWIFT "10," 1930/31, Drophead Coupe, sunk dicky, very small mileage, one owner .. £89**



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

## Benmotors

THE CLEARING-HOUSE FOR SMALL CARS

128-130, East Hill, WANDSWORTH, S.W.18

'Phone: Battersea 2425-2426.

Hours: 9.0—8.0; Saturdays 9.0—7.0.

Here are a few examples from Benmotors' latest stock of some 200 modern small cars. Terms to suit the times. It is a stock you must see to appreciate the value offered. Get our latest illustrated lists and a *definite* exchange allowance for your present car or motorcycle on the form below. Every car is sold on 7 days' trial, distance is immaterial.★

### THIS WEEK'S STOCK INCLUDES:— TWO-SEATERS.

- 99 Pounds. **AUSTIN 7, 1930**, supercharged Ulster sports, beautifully kept. Choice 2 others.
- 79 Pounds. **AUSTIN 7, 1931**, 2-seater, almost as new, one owner, all extras. Choice 4 others.
- 55 Pounds. **ALVIS 12/50, 1927**, D.H. coupe, excellent tyres, £20 worth of extras. Choice 2 others.
- 69 Pounds. **AMILCAR, 1930**, 16 h.p. 1928, coupe, wire wheels, excellent tyres, well equipped. Choice 3 others.
- 99 Pounds. **FIAT 10, 1930**, 2/3-seater, unmarked throughout, spare unrun, beautifully kept.
- 65 Pounds. **FIAT 8, 1929-30**, dome back coupe, very small mileage, excellent tyres, almost unmarked.
- 85 Pounds. **HUMBER 9/25, 1929**, de Luxe 2-seater, sunk dicky, mileage only 12,000, all extras. Choice 2 others.
- 75 Pounds. **JOWETT 7, 1931**, short 2-seater, almost as new, fullest equipment, small mileage.
- 49 Pounds. **LEA-FRANCIS, 1927**, 12/40 sports, R.W. wire wheels, specially tuned, 4-speed. Choice 3 others.
- 98 Pounds. **LEA-FRANCIS, 1929**, 12/40 de Luxe 2-seater, wide track model, 4-speed, specially tuned. Choice 2 others.
- 99 Pounds. **MORRIS MINOR, 1932**, sports 2-seater, very small mileage, all extras, excellent tyres.
- 99 Pounds. **M.G. Midget, 1930**, sports, many extras and equipment, particularly fast. Choice 3 others.
- 79 Pounds. **M.G. Midget, 1929**, sports, fully equipped, excellent tyres, cycle guards. Choice 2 others.
- 79 Pounds. **ROVER 10/25, 1930**, sports 2-seater, streamline body, wire wheels, particularly attractive.
- 59 Pounds. **ROVER 10/25, 1928**, sports 2-seater, £15 worth of extras, dual finish, very attractive.
- 95 Pounds. **RILEY 8, 1929**, sports 2-seater, wire wheels, 4-speed, silent third, very well kept.
- 39 Pounds. **SINGER 8, 1928**, 2-seater, particularly well kept, small mileage, all extras. Choice 5 others.
- 69 Pounds. **SALMONSON, 1929**, sports, 5 new tyres, flared guards, dual finish, all extras. Choice 3 others.
- 59 Pounds. **STANDARD 9, 1928**, sports 2-seater, specially tuned, very attractive. Choice 3 others.
- 99 Pounds. **SWIFT 10, 1930**, D.H. coupe, ribbon radiator, dual finish, absolutely unmarked. Choice 2 others.
- 85 Pounds. **TRIUMPH Super 7, 1930-31**, de Luxe 2-seater, negligible mileage, beautifully kept, all extras. Choice 4 others.

### TOURERS AND SALOONS.

- 59 Pounds. **AMILCAR, 1928**, 4-door fabric Saloon, high waist line, smart appearance, very fast.
- 79 Pounds. **AUSTIN 7, 1931**, Saloon, interior and bodywork as new, all extras, excellent tyres. Choice 5 others.
- 49 Pounds. **AUSTIN 7, 1929**, fully equipped, all extras, tip-top throughout. Choice 2 others.
- 99 Pounds. **ALVIS 12/50, 1928**, Tourer, all extras and equipment, 4-speed, one owner, very attractive.
- 69 Pounds. **ARMSTRONG SIDDELEY, 1929**, light "G" (Tax £12), 4-door Saloon, excellent throughout, superb performance.
- 59 Pounds. **FIAT 9, 1928**, fabric Saloon, very well kept, all extras, roomy and distinctive. Choice 3 others.
- 95 Pounds. **FIAT 10, 1930**, de Luxe Tourer, late radiator model, chromium fittings, particularly attractive.
- 69 Pounds. **GWYNNE 10, 1929**, fabric Saloon, trunk, innumerable extras, wire wheels, exceptionally pretty car.
- 59 Pounds. **HUMBER 9/20, 1928**, 4-door Tourer, original condition throughout, excellent tyres, one owner. Choice 2 others.
- 65 Pounds. **JOWETT 7, 1930**, long Tourer, 4 doors, chromium fittings, excellent hood and equipment. Choice 3 others.
- 89 Pounds. **LEA-FRANCIS, 1929**, 12/40 Tourer, wire wheels, 4-speed, tuned engine, very attractive.
- 39 Pounds. **LEA-FRANCIS, 1927**, 12 h.p. Tourer, well kept, excellent tyres, 4-speed, f.w.b.
- 69 Pounds. **MORRIS MINOR, 1930**, fabric Saloon, chromium fittings, Triplex glass, small mileage. Particularly well kept.
- 89 Pounds. **ROVER 10/25, 1930**, sunshine Saloon, interior and bodywork as new, excellent tyres, small mileage. Choice 4 others.
- 69 Pounds. **ROVER 10/25, 1929**, Riviera sunshine Saloon, fullest equipment, interior and bodywork excellent.
- 89 Pounds. **RILEY 8, 1928-9**, Monaco Sports Saloon, twin carburetors, silent third, superb performance. Choice 6 others.
- 99 Pounds. **RILEY 8, 1929**, Sports Tourer, all extras and equipment, specially tuned, excellent throughout. Choice 4 others.

ETC., ETC.—Call and see them all or get lists of 200 others post free—all cars open to A.A. or R.A.C. examination willingly.

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

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



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

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

### RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Paragraphs of 12 words or less are charged at the minimum rate of 2s. Subject to a discount of 5 per cent. for 13 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52. Terms: Cash with order and otherwise net.

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

### REGULATIONS.

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

### NOTICES.

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

### DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or Money Orders 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, postage, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangements between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding to both parties.

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

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

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

Head Offices:—5-15, Rosebery Avenue, London, E.C.1.  
Inland Telegrams: "Pressimus, Holb., London."  
Cables: "Pressimus, London."

Telephone: Clerkenwell 6000 (Private Exchange).

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

### NOTICE

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

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

**ALVIS** Brooklands sports 4-seater, 70 m.p.h., 12-50, o.h.v., numerous extras, overhauled and specially tuned, absolutely 100% condition, £32 10s.; choice of two. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 28-632

**ALVISES.** Don't miss page 18. 28-601

**ALVIS.** J. K. Greenwood and Co., Ltd., offer:—

£26 10s.!!! Alvis super-sports 2-seater, aluminium body, very fast. Exchanges. J. K. Greenwood and Co., Ltd., 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 28-685

**ALVIS,** 1927, 12-50 super sports 2-seater, pointed tail, taxed, £85, low deposits, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 28-694

**AMILCAR.** Park Garage (Leyton) offer a special bargain, 1929 Grand Sports 2-seater, 4-speed, low chassis, cycle type wings, practically new tyres, spring steering wheel, cellulosed blue and red, all bright parts chromium plated, taxed and insured comprehensively, originally priced at £87, offered during this sale week only at £70, cheapest ever offered and impossible to repeat. Park Garage, Skelton's Lane, Leyton. Leytonstone 1437. 28-619

**AMILCAR,** 9hp, black and red, perfect running order; offers. 238 Amhurst Rd., E. Chisold 6532. 28-j355

**AMILCAR,** Surbaise, genuine low chassis grand sport, tax paid, cycle-type wings, large diameter f.w.b., 27 by 4 well-base Rudge wheels and tyres, entirely overhauled, repainted. £30; exchanges. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 28-650

**AMILCARS.** Don't miss page 18. 28-602

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

£47 10s.!!! Amilcar 9hp, o.h.v., special 'super-sports 2-seater, cycle-type wings, long-tail body, etc., very fast job. Below.

£42 10s.!!! Amilcar 9hp super-sports long-tail 2-seater, taxed, white and red, chromium radiator, etc., 3 new tyres, f.w.b., new hood, beautiful condition. Below.

£39 10s.!!! Amilcar 9hp super-sports 2-seater, black and red, long-tail body, f.w.b., cycle-type wings, etc. Below.

£36 10s.!!! Amilcar 9hp super-sports 3-seater (choice of two), one grey and red, other dark blue, fitted, f.w.b., wire wheels, spring steering wheel, chromium dash, red leather upholstery, etc., etc. Below.

£19 10s.!!! Amilcar 9hp super-sports 3-seater, taxed September, black and red, vee screens, wire wheels, etc., written guarantee with every Amilcar, 35 m.p.h.!! nearly 70 m.p.h.!! Exchanges, deferred. J. K. Greenwood and Co., Ltd., 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 28-690

**ARMSTRONG SIDDELEY.** F. G. Smith (Motors), Ltd. 12-6 1930 saloon, finished blue, exceptionally nice condition throughout, £75. High Rd., Goodmayes. 'Phone, Seven Kings 1000 (7 lines). 28-934

**ARMSTRONG SIDDELEY,** 1929 12 6-cylinder saloon, splendid order, leather upholstery, £75. Deuman, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 28-824

**AUSTIN** authorized main dealers. Immediate delivery of all models, new and second-hand, in stock, exchanges and deferred terms if desired. Beechings, Ltd., Farnborough, Hants. Telephone 279. 28-713

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

**AUSTIN** 7, 1932 series, 2-seater, condition as new, very carefully used, taxed year, £88 cash. Box No. 5241, c.o. "The Light Car and Cyclecar." 28-284

**AUSTIN** 7 1930 Mulliner de luxe saloon, sunshine roof, visor, one owner, £65, or close offer. 17 Canning Rd., Croydon. 28-9938

**AUSTIN** 7 Swallow saloon, 1930, very nice condition, thoroughly recommended, hire-purchase, exchanges; £72 10s. Taylors. Below.

**AUSTIN** 7 fabric saloon, one owner, thoroughly overhauled, choice of 2, from £59. Taylors, 135 London Rd., Kingston. 1263. zzz-183

**AUSTINS.** Don't miss page 18. 28 605

**AUSTINS.** Naylor and Root for the best selection.

£85. 1931 coachbuilt saloon sliding roof, taxed December.

£62. 1930 Stadium sports two-seater, taxed, excellent car.

£72. 1930 coachbuilt saloon, wonderful condition.

£45. 1928 4-seater, one owner, taxed December, any trial.

£42. 1928 Cup sports 2-seater, good order, taxed.

£59. 1930 Wydor saloon, black and red, attractive.

15 models to choose from. Demonstration at your door. 'Phone an appointment. We vouch for the mechanical condition of each car.

Have you a part-exchange proposition? Let us have it. Three-wheelers or motorcycles accepted at competitive market values. 12 or 18 months deferred.

Naylor and Root are almost certain to have what you want at the price you wish to pay. Write for complete list. 248-250 Lavender Hill, Clapham Junction, S.W.11. Car Showroom at 25 East Hill, S.W.11. 'Phone, Battersea 6187-9. Open 9 a.m. to 8 p.m. and Sunday morning 10 a.m. to 1 p.m. 28-755

**AUSTIN** Swallow 2-seater, 1928-29, taxed, insured, £50. 66 River Avenue, N.10, or write. 28-x111

**AUSTIN** 7 saloon, 1929, taxed December, new tyres, £47 10s. 703 High Rd., Tottenham. 28-1108

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.** 55 guineas; 1930-31 Mulliner sports coupe, sun roof, new tyres, taxed end of year, perfect order. Seen any time. Golly's Garage, 111a Earl's Court Rd., S.W.5. 28-1105

**AUSTIN 7.** 1929 4-seater tourer, good condition, £38.

**AUSTIN 7.** 1928 4-seater tourer, good condition, £32.

**AUSTIN 7.** 1928 4-seater tourer, good condition. £30. Ruffells Motors, 97 White Hart Lane, Barnes, S.W.13. Prospect 5549. 28-848

**AUSTIN 7.** Mulliner sports coupe, sun roof, 1930-31, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6. 28-825

**AUSTIN 7.** 1931 saloon, small mileage, sun roof, black and red, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. 28-826

**AUSTIN 7.** £30. 1928 chummy. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 28-827

**AUSTIN 7.** 1931 coachbuilt saloon, sun roof, £75. Denmans, 132 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 28-828

**AUSTIN 7s.** Earls for bargains.

**AUSTIN 7.** 1930, Wydor saloon, small mileage, as new, taxed, £57.

**AUSTIN 7.** 1930, Stadium 2-seater sports, chromium plating, £57.

**AUSTIN 7.** 1929, Wydor saloon, black fabric body, taxed December, £47.

**AUSTIN 7.** 1927, G.E. Cup new hood, good tyres, taxed, £27.

**AUSTIN 7.** 1927 tourer, recellulosed, good tyres, taxed December, £27.

**AUSTIN 7s.** Earls, 75 Heath St., Hampstead, N.W.3. Open until one on Sundays. 28-1097

**AUSTIN 7.** £69 10s., 1931 coachbuilt saloon, sun roof, one owner, positively as new throughout; another £75 10s.; exchanges terms. Ward and Co. (Putney), Ltd., 5 Upper Richmond Rd., E. Putney, S.W.15. 28-763

**AUSTIN.** Newbams gigantic annual stocktaking sale—last few days. Few examples below but full catalogue on request. Self-financed hire-purchase terms and generous part exchange allowances arranged.

1931 7hp coachbuilt sliding-roof saloon absolutely first-class throughout, £72.

1930 7hp de luxe sliding-roof saloon, fitted several extras and exceptionally good, £55.

Newham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 28-732

**AUSTIN 7.** Lane Motors for Austin 7s.

1931 Boyd Carpenter sports, black and cream, 95 guineas.

1930 Stadium sports, black and green 59 guineas.

1930 and 1929 saloons, several from 39 guineas.

1928 2-seater Cup model sports, 42 guineas.

1927 Gordon England saloon, perfect, 29 guineas.

1931 special Mayle saloon, 79 guineas. 208 West End Lane, Hampstead. Open Sunday mornings. 28-722

**AUSTIN 7** 1928 fabric saloon, nice condition, mechanically excellent, £35; Austin 7 1928 chummies, several good cars, from £55. Frenzels, 519 Edgware Rd. 28-710

**AUSTIN 7** 1927 saloon, full equipment, good condition, £23. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 28-378

**AUSTIN 7.** List free. Exchanges. Rowland Smith, Below:—

£7 deposit. 69 guineas cash. Late 1931 chummy, very carefully used, practically new, year's tax.

£4 deposit. 39 guineas cash. 1929 Wydor fabric saloon, very good condition.

£4 deposit. 39 guineas cash. 1928 model Gordon England Cup, very good condition, taxed.

£3 deposit. 22 guineas cash. 1926 chummy, very good condition, taxed.

Rowland Smith, 78-81 High St., Hampstead. Open all week-days including Saturdays 9-9, Sundays 9-1. One minute Hampstead Tube. Phone, Hampstead 6041-6. 28-794

**AUSTIN 7.** 1928 (late) chummy, very nice condition throughout, new hood, all-weather equipped, good tyres, taxed and insured, £35; exchanges or deferred. Haskins, 155 Ladbroke Grove, North Kensington W.10. Park 5541. 28-801

**AUSTIN 7.** 1929 chummy, excellent condition, £42 10s. G.L.M. Motor, 18 Worple Rd., Wimbledon. Telephone 6026. 28-813

**AUSTIN 7** 1930 coupe sunshine roof, new tyres, now condition throughout, £48. 24 St. Peter's Grove, Hammersmith, Riverside 4652. 28-822

**AUSTIN 7hp** Cup model, 1928, just refabricated by makers and fitted with late-type body strengtheners, new hood, taxed and insured, several extras overhauled, £35. Exchanges. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 28-770

**AUSTIN 7** 1929 4-seater maroon, any trial given, £35. Rose and Young, Ltd., 97 Streatham Hill, facing "Locarno." Streatham 9520. 28-769

**AUSTIN 7.** Late 1929 sunshine saloon, exceptionally sound and smart condition, fully equipped, taxed, £42 10s. or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 28-661

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

**AUSTIN 7.** 1929 coachbuilt saloon, exceptional condition, licensed, £45. Below.

**AUSTIN 7.** 1929 Swallow sports 2-seater, exceptionally well kept, faultless mechanically, licensed and insured, £62; exchanges, terms. Norringtons, 245 Goldhawk Road, Shepherd's Bush, W.12. Riverside 2365. 28-659

**AUSTIN 7s.** "There's no place like Holmes." It will pay you to inspect our present stock of exceptionally nice clean second-hand cars. 1929 Swallow saloon, black and cream, fine condition, a bargain, £59, or £18 deposit, including 12 months' insurance; 1929 saloon £48 or £15 deposit, including insurance; 1926 tourer, £27, or £10 deposit, including insurance. Also a 1928 van, a bargain, £40. Exchanges. Herbert W. Holmes, 29 Foley St., Gt. Portland St., W.1. Museum 1414. 28-668

**AUSTIN 7.** late 1929 Boyd Carpenter special sports 2-seater, in exceptionally smart and sound condition, fully equipped, £65, or exchange Morgan or motorcycle. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 28-662

**AUSTIN 7.** 1930 saloon, one owner since new, £57 10s.

**AUSTIN 7** Cup models, choice of three, from £35.

**AUSTIN 7.** 1930-31 2-seater, coachbuilt, £58; exchanges, deferred. Rhinds, Ltd., 258 Deansgate, Manchester. 28-644

**AUSTIN 7.** McCarthy's Motors (1925), Ltd., bargains:—

1931 7hp coachbuilt saloon, perfect condition, £75.

1931 7hp sunshine coachbuilt saloon, new condition, £80.

1930 Austin 7 tourer, one owner, very clean, £60.

Part exchange and deferred terms arranged.

McCarthy's Motors (1925), Ltd., 28 Queen's Rd., W.2. Park 7766. 28-904

**AUSTIN 7.** Cass's Motor Mart, Ltd. (established 1911). 1932 de luxe coachbuilt saloon, sunshine roof, blue, mileage 3,000, £100.

**AUSTIN 7.** 1931 de luxe sunshine saloon, blue and black, small mileage, £80. Written guarantees, demonstrations, free within 50 miles, exchanges, extended payments. Cass's, 6 Warren St., W.1. Museum 0623. 28-914

**AUSTIN 7** 1931 Swallow coachbuilt saloon, two-colour finish, chromium plating, bumpers, positively as brand new. £105. Below.

**AUSTIN 7** 1931 saloon, sunshine roof, finished black, licensed to December, mileage 8,000, new condition throughout, £80. Exchanges, deferred payments. W. E. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. Phone, Museum 9515-6. 28-911

**AUSTIN 7s.** Great sale!! Steele Griffiths are offering during this week 250 used cars, all with written guarantee, at greatly reduced prices, including several Austin 7s. All showrooms open until 8 p.m. 89 Gt. Portland St., W. Langham 1601. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. Court House, Camberwell New Rd., S.E.6. Rodney 2201. 28-906

**AUSTIN.** Palmers of Twickenham. 1926 saloon, bumpers, etc., £22; 1926 chummy, insured, £22; 1929 Wydor saloon, £40; 1928 saloon, coachbuilt, £32. Many others in stock, exchanges or deferred. Palmers, 53 York St., Twickenham. Phone, 1454. 28-905

**AUSTIN** 1928 Swallow 2-seater, many extras, painted cream and green, new tyres, perfect mechanically, £38 10s. Barnicks, Kirchen Rd., West Ealing, W.13. Telephone 6378. 28-903

**AUSTIN 7** 1927 chummy, perfect order, taxed, £28, low deposits, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 28-897

**AUSTIN 7** chummy, good order, £17, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 28-896

**AUSTIN 7** 1930 Wydor saloon, taxed £50; also 25 chummy, taxed, £17 10s.; also 27 chummy, taxed, £27 10s. A. Z. Motors, 180 West End Lane, Hampstead 0523. 28-389

**AUSTIN 7** Cup model 1928, very nice condition, silver fabric, very carefully used, £42 10s. Camden Motors, Buck St., behind Camden Town Underground. 28-864

**AUSTIN 7** Swallow saloon, 1931, very handsome, positively like new, bargain, £85. Bunting's Exchange, Harrow. 28-392

**AUSTIN 7.** 1928 Mulliner saloon, overhauled, taxed insured, £42. Wales, 120 High St., Merton. Phone, Wim. 2047. 28-811

**AUSTIN 7.** £60. 1930 (May) coachbuilt saloon, Triplex glass, perfect condition throughout. Below.

1931 supercharged Austin 7. Ulster model, mileage 3,000, orange and black, one owner, as new, £125; exchanges. Prince Albert Garage, Staines Rd., Sunbury, Middlesex. Telephone, Sunbury 423. Open Sundays all day. 28-818

**AUSTIN 7.** 1927½ Cup sports 2-seater, very complete, sound private bargain, taxed, insured, £36. Archway 3289. 28-296

**AUSTIN** 12.6, 1932 coachbuilt sunshine saloon, carefully used, small mileage, full written guarantee, unique deferred terms, £177, 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 28-593

**AUSTIN 7.** 1927 (Sept.), small mileage, new tyres, recently overhauled and in good condition, £27 10s.; no offers. 72 Beecheroff Gardens, Wembley Park. 28-8198

**AUSTIN 7.** Rennos. 1928 Mulliner saloon, starting, spare wheel, f.w.b., speedometer, repainted black, red wheels, extremely smart, 43 guineas, £7 10s. down, 47s. 2d. monthly. 232-3-4 Upper St., Islington, N.1. Near Tubes. Phone, North 4467-8. 28-622

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**, genuine Brooklands model, streamlined 2-seater, kept in really beautiful condition, 5 nearly new tyres, cycle type wings, over 50 in 2nd gear, bargain for Austin enthusiast, taxed, £40. Park Garage, Skelton's Lane, Leyton. Leytonstone 1437. 28-618

**AUSTIN 7** chummy, late 1927, splendid condition. Dunlops, bumpers, carrier, many extras, carefully used, bargain, £25, near offer. 45 Greenhill Park, New Barnet. 28-344

**AUSTIN 7**, 1927 (tourer), excellent condition, engine recently overhauled, £27. 46 Woodlford Avenue, Ilford. 28-342

**AUSTIN 7**, 1929 model Wydor saloon, Triplex, many extras, taxed, insured, £42. 3a Victoria Villas, Kilburn. 28-351

**AUSTIN**. Ambassador Motors offer: 1927 c.b. saloon, 100% condition throughout, £30; 1927 Cup model, new tyres and very fast, £30. Ambassador Motors, 1013b Finchley Rd. One minute Golders Green Station. 28-353

**AUSTIN 7**, 1926 chummy taxed, good hood 19 guineas 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 28-654

**AUSTIN 7** saloon, 1930, coachbuilt, tax paid, £60. Choice of six others from £38. Exchanges, terms. Whitby's, 7 The Vale, Acton, W.3. Phone, Shepherd's Bush 1513. 28-640

**AUSTIN 7s**. Sale, August 21st-31st. End-of-season reduction, 120 cars to clear, including 30 Austins. List free. Smith and Hunter. Below.

1932 sun saloon de luxe, grey-black, leather upholstery, used few demonstrations, full guarantee, £105. Below.

1932 saloon de luxe, blue, long chassis, mileage 4,000 only, indistinguishable from new, taxed, £98. Below.

1931 (March) Swallow saloon, cream-maroon, very small mileage, tyres as new, guaranteed, £100. Below.

1931 coachbuilt sunshine saloon, blue, leather upholstery, carefully used, one owner, taxed, £78. Below.

1931 (February) 4-seater, dark blue, superb order, one private owner throughout, guaranteed, £68. Below.

1930 (May) coachbuilt de luxe saloon, brown, one private owner, Triplex throughout, spotless order, taxed year, £67. Below.

1930 fabric saloon de luxe, reg. GC411, Triplex, leather upholstery, beautifully kept, guaranteed, £57. Below.

1929 wide-door saloon, blue, red leatherette upholstery, good tyres, taxed year, £47. Below.

1929 4-seater, dark blue, good tyres, step mats, dash lamp, A1 lot, taxed year, £45. Below.

1927 (June) coachbuilt saloon, blue, leather upholstery, very attractive order, £32. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 28-788

**AUSTIN 7**, 1927 G.E. saloon, splendid order, £36.

1928 C.B. saloon, new engine, 4 new Dunlop tyres, repainted, really splendid order, £43.

1927 chummy, very good throughout, £29.

1926 chummy, in very good order, taxed, £22. Prims Motors, Park 0210. 2 Codrington Mews, Blenheim Crescent, London, W.11. 28-958

**AUSTIN 7**, Broadway Motors offer 1931 Swallow saloon, bumpers, hardly used, 100 guineas; choice of 6 from £65.

1929 Austin 7 Swallow saloon, excellent condition, £62; choice of 2. 1930 Austin 7 K.C. special sports 2-seater, Alta head, Solox carburettor, very fast, £82 10s. Many others from £25.

1931 Austin 7 coachbuilt saloon, indistinguishable from new, taxed year, £77 10s.; choice of 8 from £35; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 28-955

**AUSTIN 7**, 1931 Swallow saloon, small mileage, excellent condition, £99.

1931 Austin 7 chummy, taxed, nice condition, £65. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 28-944

**AUSTINS**. F. G. Smith (Motors), Ltd., for Smith-conditioned cars. Austin 7s: 1931 saloons from £85; 1930 saloons from £70; 1929 saloons from £55; 1927 tourers from £30; 1929 tourers from £50. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 28-935

**AUSTIN 7**, 1928 Gordon England saloon, black and brown, leather upholstery, taxed year, £45. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 28-929

**AUSTIN**. F.O.C.H. 1931 (July) Swallow coachbuilt saloon, blue and primrose, f.w.b., extras, magnificent condition, extremely smart, taxed, 82 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 28-922

**AUSTIN 7** 4-seater, 1928, in excellent condition, £28. 34a Hereford Rd., Westbourne Grove, W.2. 28-415

**AUSTIN** chummy, 1926, extras, perfect, £18 10s., genuine. Robinson, 138 Streatham High Rd., S.W.16. 28-410

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

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

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

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3532. 28-370

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

**AUSTIN 7**, 1929 Wydor saloon, £39 10s., taxed, splendid condition, quick sale. Phone, Holborn 9121. 23 Sheridan Rd., Manor Park, E.12. 28-411

**AUSTIN 7**, 1930 Wydor fabric saloon, one owner, taxed year, perfect condition, £60. Paul and Co., 51 The Mall, W.5. Ealing 4633. 28-921

**AUSTIN**. 1930 7hp sunshine saloon, fullest equipment, well kept in every respect, good tyres, tax paid, astounding value, £62. Kirk. Below.

1929 7hp Mulliner saloon, nicely fitted interior, good condition and appearance, genuine "Kirk" bargain, £47 10s. Kirk. Below.

1930 7hp "Taylor Ace" sports 2-seater, completely equipped, attractive sports body, cycle-type wings V screens, etc., very smart appearance; don't miss this last and attractive little bus; tax paid; £69 10s. Kirk. Below.

1927 7hp saloon, usual equipment, f.w.b.s., starter, other equipment, black and red finish. Can you beat this value? £32 10s. Three-Months-Written-Guarantee; exchanges, terms. 100 other cars Kirk and Co., 22, 49 Praed St., W.2. Paddington 6049. 28-961

**AUSTIN 7s**. Max Murray Motors is the firm for these wonderful little cars.

Call and see them, or we will gladly send them to you.

**AUSTIN 7**, 1931, coachbuilt saloon, in fine order inside and out, £77 10s.

**AUSTIN 7**, 1927, Cup model, very fast, £35.

**AUSTIN 7**, 1929 Aron sportsman's sunshine coupe, very clean indeed, £52 10s.

**AUSTIN 7**, 1928, van, painted, ready for hard work, very sound, £34.

**AUSTIN 7** Cup models always in stock at the lowest prices.

Generous allowances made for any make of car or motorcycle. Deferred terms.

Max Murray Motors, 70 High St., Tally Ho! Corner, North Finchley. Open on Sunday mornings. Hillside 3566. 28-383

**AUSTIN 7** saloon, 1926, excellent condition, recently overhauled and painted, £25, on view Saturday. Knole, Spring Grove, Loughton, Essex. 28-364

**AUSTIN 7**, 1926, rigid screens, taxed, insured, any trial, £22. Lemon, Heathside Lodge, Hanger Hill, Weybridge. 28-362

**AUSTIN 7**, 1929 chummy, full equipment, taxed year, insured, £42; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 28-377

**AUSTIN 7**, £30. 1928 Gordon England fabric saloon, leather upholstery, taxed, completely equipped, excellent condition; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 28-373

**AUSTIN 7**. Brooklands Motor Co. offers 1930 supercharged sports 2-seater, very small mileage; this car is in perfect condition throughout, painted maroon and black, with outside exhaust, a remarkably cheap car, £125 written guarantee; exchanges and private deferred terms. 410-416 Euston Rd., N.W.1. Museum 3143-4. 28-704

**AUSTIN 7**, 1927 Cup model, special headlamps, good condition, taxed, £26, offers. Phone Springpark 1002 for trial run. 28-365

**AUSTIN 7** Gordon England saloon, 1927, taxed, insured September, pneumatic upholstery, tyres good, £30. 1 Cardington Square, Hounslow. 28-367

**AUSTIN 7**, 1931 sunshine saloon, practically new, £75. Below.

1932 Austin 7 van, specially fitted, cost £130, practically brand new, £95. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 28-698

**AUSTIN**. J. K. Greenwood and Co., Ltd., offer:—

£36 10s.!! Austin 7 Gordon England Cup model sports 2-seater, taxed, in 100% condition throughout, written guarantee; exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 28-687

**AUSTIN 7**, 1928 tourer, first-class order, repainted, hood and side screens as new, India tyres, £35. 19 Beynon Rd., Carshalton. Tel., Wallington 1347. 28-683

**B.S.A.** Hackford Motors, the B.S.A. 3-wheeler specialists. Eighteen months to pay, good prices in part exchange; trade supplied. Write for catalogue. Below.

Hackford chromium luggage carrier, sports 32s. 6d.; de luxe and family, 29s. 6d. Below.

Hackford's for guaranteed second-hand 3-wheelers from £65. Inspection invited at our showrooms.

Hackford Motors, Ltd., 182 Acre Lane, Brixton. Phone 3062, rzz-85

**B.S.A. 3-wheeler**, 1931, new condition tax end of year, 65 guineas. 2 Christchurch Place, Hampstead, N.W.3. 28-x104

**B.S.A.**, £85! Genuine bargain!! 1932 sports air-cooled 3-wheeler, small mileage, condition as new; deferred and exchanges. Automobiles, 237 Brixton Hill, S.W.2. Streatham 4666. 28-639

**B.S.A.**, 1931 3-wheeler sports, 10,000 miles, excellent condition, good tyres, spare unused, taxed December; best offer. Heynolds, Bury Port. 28-330



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

### B.S.A. 3-wheelers.

Naylor and Root again offer a wonderful selection.

£85. 1932 sports 2-seater, 200 miles, chromium, taxed December.

£65. 1931 de luxe 2-seater, saxe blue, excellent order, taxed.

£69. 1931 sports 2-seater, black and red, 8,500 miles.

£79. 1932 de luxe 2-seater, wiper, spotlight, taxed.

£82. 1931 special sports, black and red, taxed year.

£75. 1931 family 4-seater, 4,000 miles, taxed, special.

9 models in stock. Usual generous exchange allowances and deferred terms. Your motorcycle, Morgan or car accepted in part exchange.

Naylor and Root, B.S.A. Specialists. Full list on request. 28-756

B.S.A., 1932 special sports coachbuilt, red and black, mileage 4,500, taxed December, as brand new, £90. Beaumont Motor Mart, Cheltenham. Phone 2065. 28-370

B.S.A., 1931 (August) sports 3-wheeler, mileage 7,000, perfect condition throughout, £75. West, "Dunromyn," North Dean, High Wycombe. 28-375

B.S.A., 1931 standard 3-wheeler, taxed, one owner, mileage 6,500, very exceptional condition, £67 10s. Harry Nash, 348 King St., Hammersmith. 28-676

B.S.A. Family 3-wheeler, as new, £68; exchanges, deferred. Rhinds, Ltd., 258 Deansgate, Manchester. 28-645

B.S.A., 1931 sports, small mileage, new tyres, taxed year, as brand new, £75. A.Z. Motors, 180 West End Lane, Hampstead 0523. 28-386

B.S.A. £6 deposit, 65 guineas cash. 1932 model sports 3-wheeler, one owner, very good condition; list free; exchanges. Open all weekdays, including Saturdays. 9-9; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 28-795

BUGATTI. 1½-litre Grand Prix Brooklands streamlined body, rebored, overhauled by makers, spring steering wheel, close-ratio gearbox, full road equipment, sound, any trial, insured, taxed, £35; exchange motorcycle. Williams, 7 Upper Brook Mews, W.2. 28-285

BUGATTI. 85 m.p.h., 12hp 1½-litre, genuine full Brescia twin magneto super-sports 2-seater, fitted with beautiful mottled aluminium streamlined body costing over £200 overhauled and reconditioned throughout, one of the prettiest cars on the road, £35; exchanges. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 28-635

BUGATTI. £3 deposit, 15 guineas cash. 1924 1½-litre o.h. camshaft super-sports 2-seater; list free; exchanges. Open all weekdays, including Saturdays. 9-9; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 28-790

CLYNO 4-seater tourer, 1927, f.w.b., new tyres throughout, £12 10s. Camden Motors, Buck St., behind Camden Town Underground. 28-866

CLYNO, £8. 1925 Royal tourer, nice appearance, good hood and screens, ready holiday tour, taxed. Maynards, 241a High Rd., West Green. 28-1092

CLYNOS, tourers and saloons, £10 to £30, ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.

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

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

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3352. 28-371

CLYNO, 1928½ 9hp 4-seater, 4 new tyres, perfect, £16. 3 Providence Place, Kilburn. 28-932

CLYNO 9, 1928 (August) 4-seater, in splendid condition throughout, taxed, any trial, £14. Barley Mow, West Horsley, Surrey. Phone, East Horsley (2). 28-930

CLYNO, 1928 11hp Royal saloon, superb condition, £35. Paul and Co., 51 The Mall, W.5, Ealing 4633. 28-918

FIAT 8, 1928, 2-seater, taxed, insured, all in, June, 1933, good condition £30. 1 Brook Avenue, Wembley. Phone 3669. 28-817

FIAT 10-15 4-seater, carefully used; any trial, £20. 64 Hill St., Peckham. New Cross 2379. 28-368

FIAT, 1929 8hp tourer, rebored, new pistons, very exceptional condition, Snip!! £39 10s. Harry Nash, 348 King St., Hammersmith. 28-678

FIAT 8hp 2-seater, 1928, one owner, just overhauled and repainted, £29. 181 The Grove, Goldhawk Rd. Shepherd's Bush 2250. 28-666

FIATS. Don't miss page 18. 28-604

FIAT 12, 1928 touring car, fine order, £50. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 28-829

FIAT 12, 1931 2-seater Roadster, fine order, £110. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 28-830

FIAT 10-15hp tourer, 1925-6, f.w.b., excellent tyres, wonderful condition throughout, taxed, bargain, £22. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 28-817

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

FIAT 1926 8hp 4-seater, good order, taxed, £22, low deposits; exchanges. Page, 199b Upper Richmond Rd., Putney 7671. 28-895

FIAT, 1928 2-seater coupe, splendid condition, taxed and insured, £20. 781b London Rd., Thornton Heath. Phone 3456. 28-950

FRAZER-NASH cars offer for sale these reconditioned cars:—1931 Falcon o.h.v. 4-seater; 1931 Interceptor 3-4-seater, 3 speeds; 1930 Boulogne o.h.v. 3-4-seater, 4 speeds; 1927 super sports, lowered chassis, 4 speeds, 3-seater. Full particulars on application, Falcon Works, London Rd., Isleworth. Mounslow 3171-2. zzz-182

FRAZER-NASH, 75 m.p.h. super-sports, special 3-seater skill body, mahogany decked, ribbed f.w.b., wide track, rear petrol tank, numerous extras, overhauled £65. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 28-651

HILLMAN Minx, 1932 family saloon, sunshine roof, £138; exchanges, deferred. Rhinds, Ltd., 258 Deansgate, Manchester. 28-646

HUMBER, 12hp, taxed December, good running order, £20 or near offer. Edmunds, Hills Hotel, Baywater. Baywater 0118. 28-190

HUMBER 9, 1930 coachbuilt saloon, taxed year, as new, £155. Paul, Sawyer and Co., 72 St. Portland St. Museum 1925. 28-627

HUMBERS. Don't miss page 18. 28-605

HUMBER, 1929 9-28 coachbuilt sliding-roof saloon, very exceptional little car, £79. Newmans, 237 Hammersmith Rd., W.6. Riv. 4646. 28-733

HUMBER 9. Cooke Motors offer 1927 coachbuilt saloon, a perfect motorcar in every way, nearly new tyres all round, taxed, real bargain at £59; terms and exchanges. 366 High St., Sutton. Open Sundays. Phone 4660. 28-858

HUMBER. £20!!! 1923 coachbuilt saloon, blue, 11hp. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 28-831

HUMBER 8, 29 guineas! 1925 saloon, very good condition throughout. Parwood, East Hill, Wandsworth. 28-945

JOWETT, 1930 Black Prince saloon, beautiful condition, £67 10s.; exchanges, deferred. Martins Garages, Highgate Village. Phone, Mountview 1228. zzz-155

JOWETT. Manchester. 1929, 1930, 1931 saloons and tourers always in stock. Distributors for Lancashire, Cheshire and North Wales. Saxo-Jeffries, Ltd., Deansgate. Bla. 1122-3 zzz-927

JOWETT, £35. 1927 long saloon, taxed, in splendid condition, good tyres, accessories. 128 Mill Lane, Chadwell Heath. 28-815

JOWETT, 1930 Black Prince long de luxe saloon, fabric, taxed to December 31st, bargain at £70. See below.

JOWETT, 1931 black de luxe long fabric saloon, cream wheel and beading, taxed to December 31st, bargain at £98; from London distributors. Godfrey, Ltd., 366 Euston Rd., London, N.W.1. Phone, Museum 1402-3. 28-587

JOWETT, 1927, long 4, taxed, insured T.P., £26. 28 Kingsley Avenue, Southall. 28-120

JOWETT, 1931 long saloon, perfect condition, overhauled, 14,000, taxed, insured year, £85. Rochester Cottage, St Lawrence, Ramsgate. 28-122

JOWETT 7 long saloon, July, 1930, engine guaranteed condition, brakes relined, two new tyres, taxed, £75. 40 St. Oswalds Rd., Norbury, Wim. 2907. 28-346

JOWETT, 1925, 4-seater long-chassis tourer, taxed, excellent condition, nearly new tyres, bargain, £17. 97 Pollards Hill South, Norbury. 28-358

JOWETTS. Don't miss page 18. 28-606

JOWETT 8, 1929 7hp long 4-seater, f.w.b., Ewart disc wheels, free-wheel transmission, taxed, perfect condition, £39; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 28-713

JOWETTS. used models on offer, cheap, at Sibson's Garage, Jowett agents, Leicester. 28-760

JOWETT, 1924 long 4-seater, blue, starter, good tyres and all-weather equipment, sound, taxed, £17. Smith, 407 Edgware Rd. 28-783

JOWETT, coachbuilt saloon, long chassis, taxed December, beautiful condition, £100; exchanges, deferred. Allery and Bernard, 344 Kings Rd., Chelsea. Flaxman 4635. 28-777

JOWETT. £4 deposit, 45 guineas cash. Late 1928 7hp long fabric saloon, carefully used, very exceptional condition, taxed. List free. Exchanges. Open all week-days, including Saturdays. 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 28-793

JOWETT. F. C. Smith (Motors), Ltd., 1931 Jowett long-chassis coachbuilt saloon, in really as new condition, £105; extended payments; 1928 tourer, taxed, £30. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 28-936

JOWETT 2-seater, practically new balloon tyres, excellent order, £12. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 28-926

"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).

**JOWETT** tourers and saloons £20 to £25. Ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.

Exchange and simplest hire-purchase. Neither references nor securities required. Drive away same day.

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

Andrews Automobiles, 57 Sheen Lane, Mortlake, S.W. 'Phone, Prospect 3332. 28-372

**JOWETT**, F.O.C.H., Ltd., offer only selected second-hand cars carrying 3 months' written guarantee, 14 Jowetts in stock. Send for free list. Below.

F.O.C.H. 1931 7hp long chassis 4-door fabric saloon de luxe, black and green, wire wheels, moquette, one owner, small mileage, practically brand-new condition, 95 guineas. Below.

F.O.C.H. 1930 (July) 7hp long chassis 4-door fabric saloon, black and red, f.w.b., chromium, electric screenwiper, one owner, exceptionally good condition, 69 guineas. Below.

F.O.C.H. 1925 (late) 7hp short chassis 4-seater, maroon, very good condition, taxed, 19 guineas. Below.

F.O.C.H., Ltd., 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 28-926

**JOWETT** 7hp 1925 2-seater, taxed, £16; exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 28-898

**JOWETT** 1928 long chassis coachbuilt saloon, perfect condition, taxed, £40. A.Z. Motors, 180 West End Lane, Hampstead 0523. 28-390

**JOWETT**, £35 only, 1927 long saloon, renovated, a rare bargain, we are wanting two saloons, must be good. Buntings, Wealdstone, Harrow. 28-391

**LEA-FRANCIS**, J. K. Greenwood and Co., Ltd., offer—

£32 10s. 1931 Lea-Francis 12hp semi-sports 2-seater, refinished blue, fitted f.w.b., 4 speeds, nearly new hood, good battery, leather upholstery, etc., in excellent condition throughout, written guarantee; exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 28-688

**LEA-FRANCISES**. Don't miss page 18. 28-607

**LEA-FRANCIS**, £67 10s., 1928 12-40 supercharged tourer, most attractive and fast; exchanges, terms. Ward and Co. (Putney), Ltd., 5 Upper Richmond Rd., E. Putney, S.W.15. 28-764

**LEA-FRANCIS**, 1927, drop-head coupe, 12hp, £40. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 28-832

**LEA-FRANCIS**, £60, 1928 touring car, 12hp, low-built body, good order. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 28-833

**LEA-FRANCIS** 1927 12-40 sports 2-seater, perfect, repainted, £32; low deposits, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 28-901

**LEA-FRANCIS** 1927 12-22 4-seater, taxed, recellulosed, exceptional condition, £34. Paul and Co., 51 The Mall, W.5. Ealing 4633. 28-917

**LEA-FRANCIS**, 1926-7, 12hp Meadows 4-seater 4-door tourer, f.w.b.s., full dash, clock, speedometer, in really excellent condition throughout, attractively finished blue and grey, £26. Three-months' written guarantee, exchanges, terms. 50 other cars. Kirk and Co., 28, 30, 32 Highbury Corner, N.5 (North 4784). 28-960

**MAREDAZ**, 1932 2-litre International Sports, like new, 2-4-seater, owner ordered abroad, cost £425, accept £275. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 28-834

**M.G.** Sprosen, Ltd. (Norman Black). Eighty sports cars. Fully guaranteed, deferred payments, repurchase.

**M.G.**, 1932 Monthery Midget, almost unused, one owner, many extras, £215. 109 Gt. Portland St., London. Langham 1212. 28-772

**M.G.**, 1932 Monthery, new condition, accept best cash offer; exchange small saloon or M.G. 2-seater. 22 Hawthorn Way, Cambridge. 28-585

**M.G.** Midget, 1932, new 8hp special sports folding-head coupe, full guarantee, two only, list £265, £193. Stuarts, 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 28-600

**M.G.**, 1932 (June) Monthery Midget, registered mileage 1,900, positively as new, attractively finished blue, licensed December, £198; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 28-658

**M.G.** Midgets. For better value see page 16. 28-748

**M.G.** Midget, 1932 2-seater, very small mileage, many extras, practically brand new, bargain, £125. Lionel H. Push, 56 South Molton St., W.1. Mayfair 4433. 28-697

**M.G.S.** Don't miss page 18. 28-608

**M.G.** Sprosen, Ltd. (Norman Black). 1932 Midget long-chassis occasional four coupe, black and blue, one owner, very small mileage, £185.

**M.G.**, 1931 Midget 2-seater, choice of 5, all in excellent condition, from £110.

**M.G.**, 1931 Midget coachbuilt coupe, sunshine roof, £145; others, £115, £110.

**M.G.**, 1930 Midget 2-seater, choice of 6, carefully used, small mileage, from £85.

**M.G.**, 1929 (August) Midget, one owner, Lavstall liners, special tuned big sump engine, black and green, £75. 109 Gt. Portland St., London. Langham 1212. 28-771

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

**M.G.**, 1930 (August) Midget 2-seater, large sump, red, A1 lot, selling for private owner, taxed year, £85. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. 28-785

**M.G.**, 1932 Magna, mileage 3,000, as brand new, £185.

**M.G.**, 1931 750 special competition Monthery 2-seater, cheapest ever offered, £185.

**M.G.**, 1931 specially tuned 4-speed Midget, year's tax, 4 brand-new tyres, £115.

Open Sunday morning. Exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 28-778

**M.G.** Midget, 1930 sunshine coupe, big sump, black and green, Bosch horn, exceptionally nice car, £100; exchanges, deferred. Allory and Bernard, 544 Kings Rd., Chelsea, S.W.3. Flaxman 4653. 28-775

**M.G.** Midget, 1931, like new, black and red, small mileage, £105. Denmans, 132-3 Long Acre, W.C. Open week-ends. 28-835

**M.G.** Jarvis of Wimbledon for second-hand M.G. bargains.

1932 supercharged Midget, low chassis, Jarvis 2-seater, British racing green, 4-speed gearbox, mileage 5,000, taxed year, £199.

1932 Midget, low chassis, occasional 4-seater standard tourer, demonstration model, small mileage, black and green, taxed year, £155. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. 'Phone 2526. 28-809

**M.G.** Midget. £7 deposit. 72 guineas cash. 1930 super-sports 2-seater, red, practically unworn tyres, very good condition; exchanges. Rowland Smith. Below.

**M.G.** Midget. £9 deposit. 92 guineas cash. Late 1931 super-sports 2-seater, red, one owner, exceptional condition, taxed, list free; exchanges. Open all weekdays including Saturdays 9-9, Sundays 9-1. Rowland Smith, 78-81 High St. Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 5041-6. 28-800

**M.G.**, 1932 (July) Midget, coachbuilt 2-seater, mileage 2,000, taxed, maker's full guarantee, indistinguishable from new, £139; exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd. Croydon 2182-1688. 28-717

**M.G.** Midget, unregistered, 1932 coachbuilt 2-seater, full guarantee, £165. Paul and Co., 51 The Mall, W.5. Ealing 4633. 28-930

**M.G.** Midget. F.O.C.H. 1930 8hp super-sports 2-seater, grey and green, 1931 type radiator, one owner, very carefully used, 80 lb. oil pressure, superb condition, 68 m.p.h., year's tax, 76 guineas. Below.

F.O.C.H. 1931 8hp super-sports 2-seater, black and red, cycle-type wings, exceptionally fine condition, 95 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 28-927

**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**, 1930 Aero, choice of two, £57 10s.; exchanges, deferred. Rhinds, Ltd., 258 Deansgate, Manchester. 28-647

**MORGANS**. Homacs have for disposal the following guaranteed Morgans:—

1932 Super-sports 10hp o.h.v. J.A.P. 3-speed and reverse, absolutely new condition, unscratched, guaranteed faultless, taxed year, £110.

1931 Super-sports, 10.45 o.h.v. J.A.P. M chassis, f.w.b., Vee screens, hood, speedometer, etc., taxed, £85.

1928 De luxe, 8hp a.c. J.A.P. f.w.b., geared steering, taxed, excellent order, £32 10s.

1927 Family, 8hp w.c. J.A.P. dynamo, f.w.b., side-screens, good tyres, excellent order, £37 10s.

1926 Standard model, 8hp J.A.P. dynamo lighting, good serviceable machine, £12 10s.

Exchanges or deferred.

Homacs Official Morgan Service Depot, 243 and 247 Lower Clapton Rd., E.5. 'Phone, Clissold 9616-9617. 28-660

**MORGAN**, 1924 Family, w.c. J.A.P., insured, perfect condition, £16. 8 Claremont Avenue, Kenton. Harrow 3343. 28-371

**MORGAN**. Naylor and Root offer:—

1932 Super-sports, 3-speed, black and red, taxed, 118 guineas.

1930 Aero, o.h.v. J.A.P., red, splendid condition, 66 guineas.

1929 Aero, o.h.v. J.A.P., 52 guineas; 1929, o.h.v. Anzani, 49 guineas.

1929 Family 4-seater, w.c. J.A.P., very clean, 45 guineas.

1927 Aero, a.v. J.A.P., starter, taxed, 32 guineas.

1929 de luxe 2-seater, maroon, f.w.b., taxed, 39 guineas.

1927 de luxe 2-seater, f.w.b., good tyres, w.c. J.A.P., 24 guineas.

1926 Family 4-seater, w.c. J.A.P., excellent order, 20 guineas.

1924 Grand Prix 2-seater, dynamo, w.c. J.A.P., remarkable condition, taxed year, any trial, 16 guineas.

We have undoubtedly the finest selection of models to offer you. Come and see them for yourself. Your present vehicle accepted in part exchange, motorcycle, Morgan or car.

Distance need be no obstacle to our doing business. We will bring any model for your inspection, and quote you deferred terms over 12 or 18 months.

Naylor and Root, Morgan specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. Open 9 a.m. to 8 p.m. (Wed. 1 p.m. or by appointment.) Sunday morning 10 to 1 p.m. 28-757



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

**MORGAN**, £15. 1928 2-seater, air-cooled, splendid engine, geared steering. Mackinlay, Elmbank, Arkley, Barnet. 28-j357

**MORGAN** Service Depot. Official appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock, trade supplied. Official agents, Homac's, 243 and 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. zzz-955

**MORGAN**, 1932 super-sports, only done 2,000 miles, £110. Lamb, Ltd., 245 High Rd., Ilford. 28-766

**MORGAN**, 1929, 10-40 o.h.v., taxed, insured (private), perfect condition, 44 guineas. Evenings. 21 Durban Rd., West Norwood, S.E.27. 28-j409

**MORGAN** Family, 1927, balloon tyres, f.w.b., J.A.P. engine, bargain, £25. 702 High Rd., Tottenham. 28-x110

**MORGAN**, £25. 1926 o.h.v. Aero, smart 2-colour finish, f.w.b., etc. Below.

**MORGAN**, £55. 1928 Super Sports, just recellulosed cream and green, o.h.v. J.A.P. twin float carburetter, very fine job; exchanges, deferred. Maynards, 241a High Rd., Wood Green. 28-1093

**MORGAN**. List free. Exchanges. Rowland Smith. Below.

£3 deposit. 35 guineas cash. Late 1928 Family, 8hp w.c. J.A.P., f.w.b., reduced steering, carefully used, exceptional condition, taxed. £3 deposit. 32 guineas cash. 1927 Aero 8hp J.A.P., electric starter, f.w.b., straight-through exhausts, hood, very good condition, taxed.

£3 deposit. 32 guineas cash. 1926 Aero, racing o.h.v., Blackburne, f.w.b. straight-through exhausts reduced steering exceptional condition. £3 deposit. 19 guineas cash. 1926 Aero 8hp J.A.P. black and green, straight-through exhausts, very good condition.

Rowland Smith, 78-81 High St., Hampstead. Open all week-days including Saturdays 9-9, Sundays 9-1. One minute Hampstead Tube. Phone, Hampstead 6041-6. 28-796

**MORGANS** P. H. Douglass, St. Mary's Square, Ealing, W.5. always has a good selection in stock, spares and repairs. Telephone, 6470 Ealing. 28-805

**MORGAN**. Carlton Garage for Morgans.

1929 Super-sports, o.h.v. J.A.P., f.w.b., black and red, 55 gns.

1928 super-sports, o.h.v. J.A.P., f.w.b., yellow with red line, 45 guineas.

1928 Aero, J.A.P., geared steering, f.w.b., 35 guineas.

1927 Aero, J.A.P., geared steering, f.w.b., 35 guineas.

1926 Aero, o.h.v. Blackburne, black and red, cycle wings, 29 guineas.

1925 Grand Prix, Aero type tail, 22 guineas.

1930 Aero, 10-40, o.h.v. J.A.P., f.w.b., geared steering, 55 guineas. 79 Carlton Vale, Maida Vale. Open Sunday mornings. 28-724

**MORGAN**, 1929 Aero, 10-40 o.h.v. racing J.A.P., geared, f.w.b., extras, 50 guineas. A.Z. Motors, 180 West End Lane, Hampstead 0525. 28-387

**MORGAN**, 1928 Aero, J.A.P., o.h.v., £35, splendid condition. Bunting, Wealdstone, Harrow. 28-393

**MORGAN**, 1928 Aero, o.h.v. Anzani, f.w.b., geared steering, dynamo, £40. Below.

**MORGAN**, 1928 de luxe, J.A.P., dynamo, perfect, taxed, £28. Below.

**MORGAN**, 1927 de luxe, Aero chassis, starter, f.w.b., w.c. J.A.P., £24. Below.

**MORGAN**, 1924 de luxe, o.h.v., w.c. Mag., excellent condition, taxed, insured, £17. Below.

**MORGAN**, first registered 1928, dynamo, taxed, £18. Below.

**MORGAN**, 1923 de luxe, dynamo, w.c. J.A.P., £9. Below.

**MORGAN**, 1924 Grand Prix, w.c. J.A.P., dynamo, £17; low deposits, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 28-902

**MORRIS** Minor, 1930 fabric saloon, blue, first-class condition, highly recommended, A.A. inspection invited, £55. Taylors. Below.

**MORRIS** Minor, 1929 saloon, blue, very clean, £42 10s.; hire purchase; exchanges. Taylors, 135 London Rd. Kingston 1263. zzz-184

**MORRIS** Minor saloon, 1929, reliable condition, full equipment, any trial, £39. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 28-592

**MORRIS** Minor fabric saloon, excellent condition, sound running order, any trial, bargain, £35. Collins, Mill Rd., Lowestoft. 28-j119

**MORRIS** Minor, 1931 series sunshine coachbuilt saloon, almost new condition, £79; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 28-650

**MORRIS** Minor, 1930 8hp coachbuilt saloon, sunshine roof, safety glass, bumpers, nice order, £68. Beechings, Ltd., Farnborough, Hants. Telephone 279. 28-665

**MORRIS** Minor, 1930 saloon, exceptionally smart and sound condition, one owner, small mileage, fully equipped, £50, or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 28-663

**MORRIS** Minor, 1932, 8hp, s.v. 2-seater, finished black and green, specially fitted 4-speed gearbox with silent third, amazing performance, condition and appearance indistinguishable from new (tax paid to December 31st) £78. Phillips and Powis (Motors), Ltd., 470-478 Oxford Rd., Reading. Phone 2600. 28-658

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

**MORRIS** Minor, 1930 o.h.v. coachbuilt sunshine saloon, perfect condition, £75, offers. 42 Perran Rd., Tulse Hill. 28-b636

**MORRIS** Minor, 1931 model, o.h.v. sports 2-seater, Hoyal fabric body, pneumatic upholstery, condition and appearance as new, one owner, any trial or examination, £58 10s. Thurlough Garage, Station Approach, Streatham. Stm. 3163. 28-j381

**MORRIS** Family 8, February, 1932, 4-door sunshine saloon, beautifully finished, black and green, unmarked and perfect, as new, with luggage grid, engine inst nicely run in, no faults, owner buying larger car, cost, with extras, over £160, bargain, quick sale, £124 10s. Langley, 76 High St., Pwllheli. 28-j380

**MORRIS** Minor. Brooklands Motor Co. offers:—1930 tourer, very good condition, £57 10s., written guarantee; exchanges and private deferred terms. 331 Euston Rd., N.W.1. Museum 3145-4. 28-705

**MORRIS** Family 8, 1932 saloon, practically brand new, £139. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4435. 28-696

**MORRIS**. H. A. Saunders for carefully used Minors.

1932 Coachbuilt saloon, black and green, low mileage, taxed, £95. 330 Euston Rd., N.W.1. Museum 4511. 28-715

**MORRIS** Minor, 1931, coachbuilt sun saloon, side-valve engine, Triplex glass, taxed, in magnificent condition throughout, genuine bargain, £75. Exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2182-1688. 28-718

**MORRIS** Minors. Great sale!! Steele Griffiths are offering during this week 250 used cars, all with written guarantee, at greatly reduced prices, including several Morris Minors. All showrooms open till 8 p.m. 89 Gt. Portland St., W. Langham 1601. Abbey House, Victoria St. (facing Westminster Abbey), Victoria 0-467. Court House, Camberwell New Rd., S.E.5. Rodney 2201. 28-907

**MORRIS** Minor, 1930 o.h.v. coachbuilt sunshine saloon, finished beige and brown, safety glass all round, numerous extras, including sun visor and luggage carrier, licensed to December, very low mileage, unscratched, £73; exchanges, deferred payments. W. E. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. Phone, Museum 9515-6. 28-910

**MORRIS** Minor, 1930, 8hp fabric saloon, full dash, Triplex glass, chromium plating, superb little car, genuine snip. Taxed to December. Why not see this one? £59 10s. Three-months-written-guarantee, exchanges, terms. 100 other cars. Kirk and Co., 22, 49 Prad St. W.2 (Paddington 6049). 28-962

**MORRIS** Minor 1929 saloon, exceptional condition, low mileage, taxed, £48, low deposits, exchanges. Page, 199b, Upper Richmond Rd. Putney 7671. 28-900

**MORRIS** Minor, 79 guineas. 1931 sunshine coachbuilt saloon, as new, taxed. Short and Glass, Ltd., 52, 54 and 56 Fitzroy St., London, W.1. Open Saturdays 9-6. Museum 8176, 8177. 28-951

**MORRIS** Minor, F. G. Smith (Motors) Ltd. Smith-conditioned Morris Minors. 1929 saloons from £55; 1930 saloons from £70; 1931 saloons from £90, with sliding roof; extended payments and trial, High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 28-937

**MORRIS** Minor. Sale, August 21st-31st. End-of-season reductions, 120 cars to clear, including 30 Morris. List free. Smith and Hunter. Below.

1932 (March) sunshine saloon, mileage 1,200, quite indistinguishable from new, grid, bumpers and £10 extras, cost £140, taxed, £110. Below.

1932 2-seater, green, new April, small mileage, taxed September, spotless order, £85. Below.

1932 coachbuilt saloon, blue, brown upholstery, faultless throughout, taxed year, bargain, £95. Below.

1931 (April) coachbuilt sunshine saloon, grey, very sound, one private owner only, guaranteed, £73. Below.

1931 coachbuilt 2-seater, side-valve, tyres very good, in most attractive order, £62. Below.

1930 (April) fabric saloon, blue, serviceable tyres, exceptionally sound and well-kept, £55. Below.

1930 Stadium sports 2-seater, maroon, very attractive throughout, complete equipment, £65. Below.

1929 (August) saloon, blue, Triplex throughout, exceptionally sound, taxed year, £48. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 28-789

**MORRIS** Minors. For better value see page 16. 28-749

**MORRIS** Minor, £55 10s., 1931 s.v. 2-seater, small mileage, one owner. Below.

**MORRIS** Minor, £67 10s., 1930, sun roof, well kept and generally in splendid order. Ward and Co. (Putney), Ltd., 5 Upper Richmond Rd., E. Putney, S.W.15. 28-765

**MORRIS** Minor, 1931 s.v. 2-seater, blue, very smart, £69. Below.

**MORRIS** Minor, 1932 s.v. 2-seater, very small mileage, £87.

Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Exchanges and deferred. Phone, Battersea 6187-9. 28-758

**MORRIS**. Newnham's gigantic annual stocktaking sale—last few days. Few examples below! but full catalogue on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

**MORRIS** Family Eight 1932 coachbuilt sliding-roof saloon, hardly sold, £118.

**MORRIS** Minor, 1930 8hp coachbuilt opening-roof saloon, exceptionally nice order throughout, £55.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 28-734



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

**MORRIS** Minor, 1929, 4-seater, nearly new tyres, in very good order, one owner, taxed year, £32. Barley Mow, West Horsley, Surrey. 'Phone, East Horsley 2. 28-931

**MORRIS** Minor tourer, 1929 (August), exceptionally good condition, £40. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 28-821

**MORRIS** Minor 1930 saloon, excellent condition, £50. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 28-820

**MORRIS** Minor. Cookes Motors offer 1931 sports 2-seater, in spotless condition, very fast and economical; this season's bargain, £60. Another 1932 coachbuilt 2-seater, a.v., guaranteed positively as new, £78; terms and exchanges. Grove Rd., Sutton (opposite P.O.). Open Sundays. 'Phone 3800-1 and 4661. 28-861

**MORRIS** Minor 1931 black fabric saloon, Triplex, original tyres, little worn, total mileage 8,000 only, positively new condition in appearance and mechanically, taxed, £79 10s.; highest exchanges, easiest deferred. Motormyles, Ltd., 156 Gt. Portland St., W.1. Museum 6756. 28-1091

**MORRIS** Minor, 1929 saloon, taxed December, genuine bargain, £45. 13 Wilmott Way, Banstead, Surrey. 28-1112

**MORRIS** Minor saloon, 1930, taxed December, bargain £47 10s. 703 High Rd., Tottenham. 28-1109

**MORRIS** 8. Cass's Motor Mart, Ltd. (established 1911). 1932 Family 8 sunshino saloon, black and green, mileage negligible, new condition, written guarantee; demonstrations free within 50 miles; £130; exchanges, extended payments. Cass's, 5 Warren St., W.1. Museum 0623. 28-915

**MORRIS** Minor tourers and saloons, £50 to £75. Ready to drive away, taxed, insured and guaranteed three months; 100 popular makes in stock, from £10 to £65

Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day.

Example:—Morris Minor, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. 'Phone, Prospect 3532. 28-573

**MORRIS** Minor, 1929, 4-seater, taxed, thoroughly sound, £42 10s. Paul and Co., 51 The Mall, W.5. Ealing 4653. 28-919

**OMEGA**, 1927, 3-wheeler, family model, taxed and insured March. 1933. any trial; buy it and drive away, price £17 10s. Anchorage Fewfield, Chertsey Lane, Staines. 28-1812

**PEUGEOT**. £3 deposit. 19 guineas cash. Late 1928 7hp, drop-head coupe, very good condition. Taxed. List free. Exchanges. Open all week-days, including Saturdays, 9-9. Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 6041-6. 28-797

**PEUGEOT** 7hp 1926, splendid condition, taxed, £11 10s. 126 The Grove, West Wickham. Springpark 1297. 28-413

**PEUGEOT** 7, 1927, 4-seater, colour dark green, a roomy and comfortable car, good appearance, good chassis, good tyres, taxed, £18 10s. Read and Bennett, 40 Lanhope St., Upper Park Place, N.W.1. Padd. 9550. 28-711

**PEUGEOT**. F.O.C.H. 1929 model, 7hp, 2-seater and dickey, red and cream, new coupe hood and glass side-screens, excellent tyres, extremely smart, first-class condition throughout, 29 guineas. 3-5 Heath St., N.W.5. Hampstead 2215-6. Open Sunday mornings. 28-925

**RATIER**, 90 m.p.h. supercharged 9hp, 1,100 c.c., late 1931, taxed year, in absolutely new condition throughout, streamlined super-sports 2-seater body, helmet-typs cycle-type mudguards, numerous extras, the prettiest small car on the road, £87 10s.; exchanges. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 28-629

**RENAULTS**. The following cars, together with several others, carry our usual guarantee; deferred terms, part exchanges. Witham, Renault Sales and Service Distributors, Surbiton Hill Rd., Surbiton. Elmbridge 1873. 28-609

1932 10hp saloon, shop-soiled, maroon, £175.

1932 12.5 saloon, 6-cylinder, special, shop-soiled, £175.

1932 Speed Four saloon, 5-seater, shop-soiled, £175.

1928 12.5 Monosix saloon, Weymann, completely overhauled, £45.

1928 9.15hp tourer, all-weather, maroon and buff, £30 to £35.

1927, as above, £20 to £30. 28-684

**RENAULTS**. Don't miss page 18. 28-609

**RENAULT**, £20, 1927, l.w.b., 8hp touring car, fine runner. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 28-836

**RHODE** standard saloon, £36 to £48. Ready to drive away; taxed, insured and guaranteed 3 months; 100 popular makes in stock, from £10 to £65.

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

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

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. 'Phone, Prospect 3532. 28-574

**RILEY** specialists. Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. 222-474

**RILEY** 9, 1930 Monaco saloon, excellent throughout, specially tuned, many extras, full written guarantee, unique deferred terms, £125. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 28-591

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

**RILEY** 9 1929 Monaco saloon, blue and cream, condition and tyres like new, worth seeing, £120, or nearest offer. Write for full particulars, Squirrell, 36 Forest Rd., Edmonton, N.9. 28-189

**RILEY** Nine, 1929 Monaco saloon, black and red, lovely condition, £97 10s.; exchanges, deferred. Rhinds, Ltd., 258 Deansgate, Manchester. 28-648

**RILEY** 9, 1928 Monaco special, twin carburettors, 18-in. spring steering wheel, sunshine roof, Fort Dunlops all round, 70 m.p.h., £68. Walters and Co., 356 High St., Ponders End, Middlesex. 'Phone, Enfield 0565. 28-360

**RILEY** 9, 1929 Monaco saloon, finished black and red wire wheels, carefully used by one owner, safety glass fitted, licensed December, £89; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 28-657

**RILEY**, £245. Brand new and unregistered, 1932, 9hp Plus Ultra series Monaco half-panci 4-door saloon, complete to maker's specification, colour blue and black, listed at £298 ex works. Liberal allowance on present car. Deferred terms. Phillips and Powis (Motors), Ltd., 470-478 Oxford Rd., Reading. 'Phone 2600. 28-636

**RILEY** 9, 1928 sports 4-seater, Mark III model, central change, just rebored, new Dunlops, 38 m.p.h., oil negligible, taxed, £60; exchange motorcycle and cash. "Sunglow," Verbena Gardens, St. Peter's Square, Hammersmith. 28-552

**RILEY** 9, £97 10s., 1929 Mark IV Monaco saloon, taxed, excellent condition throughout. Paul and Co., 114 Gt. Portland St. Museum 846-5. 28-626

**RILEY**, 1929 Monaco saloon, in excellent condition throughout, open to your own thorough examination and offered on hire-purchase terms if you wish, completely equipped, £95. R. Baxter, 143 Astonville St., S.W.18. Putney 5491. 28-547

**RILEY**. J. K. Greenwood and Co., Ltd., offer:—

£72 10s.!!! or near offer. 1928 Riley 9 Monaco sports saloon, taxed year, finished black-red, fitted pneumatic upholstery, wire wheels, all good tyres, l.w.b., 4 speeds, adjustable bucket seats, etc., really good chassis and excellent appearance, written guarantee; exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 28-689

**RILEY**. Newnham's gigantic annual stocktaking sale. Last few days. Few examples below, but full catalogue on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

1932 9hp Monaco Plus Ultra sliding-roof saloon, really beautiful car, £245.

1929 9hp Monaco saloon, dual colours, most attractive throughout, £92.

1928 9hp Monaco saloon, particularly smart and sound, £75.

1924-5 11hp tourer, maroon, very nice order throughout, £15.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 28-736

**RILEYS**. For better value see page 16. 28-750

**RILEY** 9, £118 10s. 1930 Monaco saloon, perfectly sound throughout. Ward and Co. (Putney), Ltd., 5 Upper Richmond Rd., E. Putney, S.W.15. 28-766

**RILEYS**. Don't miss page 18. 28-610

**RILEY** 9, 1930 Monaco saloon, sun roof, £140. Denmans, 132-3 Long Acre, W.C. Open week-ends. 28-837

**RILEY** 9, 1932 (May) special Monaco sun saloon, 2 carburettors, mileage 2,000, many extras, cost £340, accept £250. 702 High Rd., Tottenham. 28-106

**RILEY** 9. Cookes Motors offer: 1928 saloon. In really nice order, l.w.b., starting and lighting, everything works, only wants seeing, a bargain at £64; terms and exchanges. 366 High St., Sutton. Open Sundays. 'Phone 4660. 28-857

**RILEY**, 1929, Mark IV sportsman's saloon, as new, 95 guineas. Elite Motors, Garratt Lane, Tooting Broadway. Wimbledon 2925. 28-812

**RILEY** 9, 1930 Monaco saloon, red and black, taxed December, very good tyres, exceptionally clean, £130. Leeds and Oxley, 1a Majda Hill West, W.2. Paddington 3843. 28-868

**RILEY**, 1929 Monaco fabric saloon, recently overhauled, £95. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 5122. Open Sundays 11-1 p.m. 28-382

**ROVER** 10, 1930 sportsman's 4-seater sunshine coupe, nice condition, guaranteed, £68. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 28-596

**ROVER**. Newnham's, 136-8 Streatham Hill, S.W.2, offer 1931 10hp coachbuilt sliding-roof saloon, one owner, beautiful order, any trial, £115. Streatham 8830. 28-701

**ROVER** 10. Brooklands Motor Co. offers 1931 sportsman's coupe, exceptional condition, £105, written guarantee; exchange, and private deferred terms. 351 Euston Rd., N.W.1. Museum 5143-4. 28-706

**ROVER** 10, 1928 sunshine 4-door saloon, in exceptionally good condition, £44. Below.

**ROVER** 10, 1931 4-door coachbuilt saloon, wire wheels, one owner, years licence, £98; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 28-651



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

**ROVER 10**, 1932 coachbuilt 5-seater sunshine saloon, one owner, carefully used, full guarantee, unique deferred terms. £135. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 28-597

**ROVER**, Broadway Motors offer 1931 Regal sunshine saloon, Magna wheels, bumpers, leather upholstery, one owner, very small mileage, indistinguishable from new, £110.

1929 Rover 10hp sportsman's sunshine coupe, mechanically perfect, £77 10s.; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 28-954

**ROVER**, F. G. Smith (Motors), Ltd. Smith-conditioned Rover 10 coachbuilt saloon, 1931, as new, choice of two, £120; Rover 10-25 1931 sportsman's coupe, black and red, £117 10s.; extended payments. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 28-938

**ROVER**, 1931, 10-25 hp sportsman's sunshine coupe 4-seater, superbly equipped, wire wheels, safety glass, chromium plated, black finish, real leather upholstery, tax paid, absolutely like new (Paddington), £115.

**ROVER**, 1928, 10-25hp 4-seater sports, f.w.b.s, wire wheels, pneumatic leather upholstery, geared steering, V single-piece screens, exceptionally fast and really attractive, £47. Three-months-written-guarantee, exchanges, terms. 150 other cars. Kirk and Co., 22-49 Praed St., W.2 (Padd. 6049), and 28, 30, 32 Highbury Corner, N.5 (North 4784). 28-963

**ROVER**, J. A. Baxter offers:—

1932 10-25hp Rover 4-door coachbuilt sunshine saloon, 4-speed model, new and unregistered, rear petrol tank, full makers' guarantee, list price £200, genuine bargain, £165.

1932 10-25hp Rover 4-seater all-weather tourer, brand new and unregistered, full makers' guarantee, list price £195, genuine bargain, £160. 6 Spenser St., Victoria St., S.W.1. Victoria 7548-9. 28-674

**ROVER 10**, 1932 model saloon, coachbuilt, bumpers, taxed and insured, one owner, £125. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streatham, 9520-1. 28-672

**ROVER 9**, 1924, de luxe 4-seater, new tyres, low mileage, perfect condition, taxed, insured, £30. No. 1 Bishopswood Reservoir, Aylmer Rd., N.2. Mountview 5706. 28-348

**ROVER 9**, 1926 super tourer, taxed, insured September, equipped, starter, speedometer, wiper, f.w.b., £18. Curtis, 36 Braemar Avenue, Wembley. 28-345

**ROVER 10-25**, 1932 coachbuilt sunshine saloon, 4 speeds, brand new and unregistered, slightly soiled only, £170. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. zzz-196

**ROVER 10**, £97 10s. 1931 saloon de luxe, sun roof, small mileage, positively as new throughout: exchanges, terms; another, £107 10s. Ward and Co. (Putney), Ltd., 5 Upper Richmond Rd., E. Putney, S.W.15. 28-767

**ROVERS**. Don't miss page 18. 28-611

**ROVER**, Newnham's gigantic annual stocktaking sale. Last few days. Few examples below, but full catalogue on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

1932 10-25 coachbuilt sliding-roof saloon, maroon, absolutely faultless throughout, £145.

1931 10-25 coachbuilt sliding-roof saloon, exceptionally nice condition, £108.

1928 10-25 4-door saloon, first-class order throughout, £52. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 28-735

**ROVERS**. For better value see page 16. 28-751

**ROVER**, 1932 10hp coachbuilt sunshine saloon, blue, Magna wheels, mileage 5,000, spare unused, usual guarantee, £140. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. 28-784

**ROVER 9** sports 4-seater, £48, ready to drive away, taxed, insured and guaranteed 3 months; 100 popular makes in stock, from £10 to £65.

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

Example:—Rover 9, taxed, insured and "self-financed" hire-purchase guaranteed, £54, or £18 deposit and 12 monthly payments of £3.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3532. 28-379

**ROVER 9** sports 2-seater, 1927, good runner, £27 10s. Camden Motors, Buck St., behind Camden Town Underground. 28-865

**ROVER 10**. Cooke Motors offer: saloon, fitted sun roof, leather upholstery, f.w.b., starting and lighting, safety glass all round, a bargain not to be missed, 3 months' guarantee with service, £75; terms and exchanges. Brighton Rd., Sutton. Open Sundays. Phone 3800-1 and 4661. 28-859

**ROVER**, W.J.C. Motors!!! 1930 10hp 4-door saloon, sunshine roof, exceptional condition throughout, £75. W.J.C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. Exchanges, deferred. Send for list. 28-850

**ROVER 10**. Save £50 on latest £225 special coachbuilt saloon with radiator shutters, real hide upholstery, 4 speeds. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 28-838

**ROVER 9** sports streamlined 2-seater, cherry and cream, £35. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6. 28-839

**ROVER 10**, 1931 (late) sportsman's coupe, black and red, like new, £115. Denmans, 132-3 Long Acre, W.C. Open week-ends. 28-840

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

**ROVER**, £25; exchanges!!! 1926-7 super-sports aluminium and blue 2-seater, very fast and sporty. Chidley, 579b High Rd., Tottenham. Phone 2920. 28-804

**SALMONS**. Intending purchasers of second-hand Salmonsons are requested to apply to the makers. Up-to-date facilities for repairs offered, large stock of spares. Salmonson cars also urgently required for cash. S.M.S., Ltd., Church Wharf, Chiswick, W.4. Phone, Chiswick 3531. zzz-171

**SALMONS**. Vadum Co. specialize in 9.5hp Salmonsons, twin camshafts, tuned to 50 m.p.h. in second, effortless high cruising speed, 35-40 m.p.h.; A.A. or I.L.A.C. inspection welcomed; quarterly insurance; deferred terms; overhauls; good used spares.

49 guineas. 1928½ Grand Prix saloon, 4 doors, large f.w.b., 12-volt lighting and starting, cowled radiator, runs beautifully.

39 guineas. 1927½ Grand Prix drop-head coupe de luxe, dickey seat, excellent balloons, quiet and comfortable fast car.

39 guineas. Grand Prix, special engine, ball-bearing crankshaft, 4 speeds, balloons, Vee screens, streamline coachbuilt body.

Salmonsons urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 28-635

**SALMONSON**, 1929 9hp twin o.h. camshaft, 70 m.p.h. Grand Prix, streamlined, 2-seater, finished black and red, £55. Bartlett, 47a Pembroke Villas, Notting Hill Gate. 28-780

**SALMONSONS**. Don't miss page 18. 28-612

**SALMONSON**. Lano Motors. 1929 10.4hp 2-seater sports, 55 guineas, 208 West End Lane, Hampstead. Open Sunday mornings. 28-727

**SALMONSON**, £27 10s. 1926 Grand Sports, very smart, excellent condition throughout; exchange. Parwood, East Hill, Wandsworth. 28-946

**SCHNEIDER** sports 4-seater coachbuilt body, 10-30, cutaway driver's side, guaranteed sound and reliable, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 28-841

**SENECAL** 9hp sports, perfect running order; offers. 258 Amburst Rd., E. Chisold 6552. 28-354

**SENECAL** super-sports 2-seater, streamlined sports fabric body, £20. Denmans, 132-3 Long Acre, W.C. Open week-ends. 28-842

**SINGER** 1930 Junior saloon, low mileage, taxed to end of year, a very clean car, £60. Stakesby Garage, Ltd., Whitby. Tel. 251. 28-372

**SINGER 9**, 1932, saloon, sun roof, slightly soiled, makers' guarantee, £155. Taylors. Below.

**SINGER Junior**, 1931, saloon, sunshine roof, taxed end of year, one owner, excellent condition, A.A. inspection; hire-purchase, exchange. Taylors, 135 London Rd. Kingston 1264. zzz-185

**SINGER**, 1930 (March) 8hp 4-door coachbuilt saloon, maroon, exceptional appearance and order, clearance bargain, £49 10s. Harry Nash, 348 King St., Hammersmith. 28-675

**SINGER 9**, 1932 super-sports 2-seater, mileage 700, black and green, cost £160 a few weeks ago, £120. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streatham, 9520-1. 28-669

**SINGER 9**, 4-door, 1932 coachbuilt saloon, furniture hide upholstery, taxed, Magna wheels, sunshine roof, mileage 1,200, too small for owner, £128. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streatham 9520. 28-670

**SINGER Junior**, brand new, unregistered, slightly shop-soiled, 4-door coachbuilt sun saloon, four speeds, rear petrol tank, makers' guarantee, £129 to clear. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streatham, 9520-1. 28-671

**SINGER Junior**, 1930 saloon, black and cream, one owner, first registered 1931, £59. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streatham, 9520. 28-673

**SINGER**, 1927-28, smart saloon, 10hp, dynamo, starter, balloons, nicely equipped, 29 guineas, motorcycle part, £8 down, 10s. weekly. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 28-680

**SINGER Junior**, 1929, 4-door coachbuilt saloon, sound mechanically, good tyres, any trial, £48. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 28-595

**SINGER 8**, late 1928, trial, guaranteed, 36 guineas. 66 Morton Rd., Essex Rd., Islington. 28-191

**SINGER**, 8hp Junior, 1931 sunshine 4-door saloon, exceptional condition £79. Also 1929 drop-head coupe with dickey, in positively new condition, year's licence, £58; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 28-652

**SINGER Junior**, 1929, one owner, good condition, full equipment, any trial, £42. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 28-594

**SINGER**, 1932 8hp special Kaye Don saloon, new, unregistered, cost £185, bargain, £145; deferred or exchange. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4435. 28-695

**SINGER**, J. K. Greenwood and Co., Ltd., offer:—

£37 10s.!!! Singer 8hp special Swallow sports 2-seater, red and cream, good tyres, folding screen, long-tail body, etc., 35-40 m.p.g., excellent little car and splendid condition, written guarantee; exchanges, deferred. 30 and 30a Highbury Rd., N.W.5. Gulliver 2251-2. 28-686

"COMPRESSION IGNITION ENGINES FOR ROAD VEHICLES." By the  
Editor of "The Commercial Motor." 2/6 net; 2/9 post free.



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

**SINGER Junior, 1928 8hp 4-seater, maroon, one owner, small mileage, taxed, £25. Rose and Young, Ltd., 97 Streatham Hill (facing Locarno). Telephone, Streatham 9520. 28-699**

**SINGER 8, 1928 2-seater and dickey, f.w.b. and full equipment, very good condition. £28; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 28-379**

**SINGER Junior, 1931 coachbuilt 4-door sunshine saloon, perfect, £75. Seen, 223 High Rd., Kilburn, N.W.6. 28-374**

**SINGER 8, 1929 1/2 4-door coachbuilt saloon, safety glass, taxed December, fully insured April, 1933, 39 guineas. 5 Victoria Avenue, Sarbiton. 28-372**

**SINGER Junior. Phillips and Powis (Motors), Ltd., offer: Brand-new and unregistered 1932 8hp coachbuilt sun saloons, 4 speeds, rear tank, at £128. List £150. Liberal allowance on present car. Deferred terms. 470-478 Oxford Rd., Reading. Phone 2600. 28-637**

**SINGER, 1933 Junior saloon, black and red, sunshine roof (unusual 1930 model), faultless condition, £68; taxed. 35 Gallop, Sutton. Phone 4964. 28-349**

**SINGER Junior, 1929 8hp 4-door saloon, finished blue, almost new Fort Dunlops, clock, speedometer, etc., taxed till December, beautiful condition, 49 guineas; exchanges. Whitbys, 1-7 The Vale, Acton, London, W.3. 28-543**

**SINGER Junior saloon, 1932, 4 doors, 4 speeds, sliding roof, list price £150, accept £118, unrepeatable offer, mileage under 200. Whitbys, 7 The Vale, Acton, W.3. 28-641**

**SINGER cars from Singer specialists.**

Exceptional offer. Fast, specially tuned Kaye Don 9hp saloon, taxed, low mileage, demonstrator, listed £185, carrying our full guarantee, £135.

Murphy, Singer specialists for 8 years. 17 Sheen Lane, S.W.14. Prospect 3303. 28-730

**SINGERS. For better value see page 16. 28-752**

**SINGER. Newhams gigantic annual stocktaking sale. Last few days. Few examples below, but full catalogue on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.**

1932 9-60 sports 2-seater, amazingly fast, almost as new, £119.

1931 8hp coachbuilt sliding-roof saloon, smart and generally attractive, £78.

1928 8hp coachbuilt saloon, dual blue, beautiful little car, £58. Newham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 28-737

**SINGERS. Don't miss page 18. 28-613**

**SINGER Junior, 1930 coachbuilt 4-door saloon, with wire wheels, chromium plate, full equipment and extras, and in very nice condition throughout, £59. Harold Simons, Ltd., 311 Euston Rd., N.W.1. Museum 9764. 28-863**

**SINGER Porlock sports 2-seater, chromium plated, carefully used, recently overhauled, 35 guineas. Camden Motors, Buck St., behind Camden Town Underground. 28-867**

**SINGERS. Cookes Motors offer:—A real economical buying. 1932 shop-sold Singers, carrying the makers' full guarantee, the following models:**

9hp Special saloon, maroon and black, £139.

8hp Junior saloon, light blue and black, £125.

10hp de luxe saloon, maroon and black, £158; terms and exchanges.

366 High St., Sutton. Open Sundays. Phone 4660. 28-862

**SINGERS. Lane Motors for Singers.**

1932 8hp Kaye Don saloon, 129 guineas.

1929 8hp Porlock sports, 35 guineas. 208 West End Lane, Hampstead, Open Sunday mornings. 28-726

**SINGER Junior. Cookes Motors offer 1931 saloon, 4-speed gearbox, in absolutely spotless condition, 3 months' guarantee, a real bargain, £74; terms and exchanges. Brighton Rd., Sutton. Open Sundays. Phone 3800-1 and 4661. 28-860**

**SINGER Junior saloon, 1929, taxed December, bargain, £57 10s. 702 High Rd., Tottenham. 28-107**

**SINGER. W.J.C. Motors!!! 1929 2-seater, very clean, taxed for the year, £39. W.J.C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. Exchanges, deferred. Send for list. 28-849**

**SINGER, £25!!! 1927 coachbuilt 6-cylinder saloon, ready for use. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 28-843**

**SINGER 8 1930 saloon, like new, £68. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 28-844**

**SINGER, £33; exchanges, terms!!! 1929 4-seater, topping little car, any test welcomed. Chidlev, 579b High Rd., Tottenham. Phone 2920. 28-803**

**SINGER Junior, 8hp, 1930 (August) special sports 2-seater, black and red, various extras, cycle-type wings, pneumatic upholstery, excellent condition, one owner, £55. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 28-819**

**SINGER Junior 1931 8hp coachbuilt saloon, finished in maroon and cream, in excellent condition throughout, £82. Newhams, Ltd., 164-168 Fulham Palace Rd., W.6. Fulham 0071. 28-384**

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

**SINGER Junior tourers and saloons, £35 to 65; ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.**

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

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

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 28-376

**SINGER Porlock sports, £54 to £68, ready to drive away, taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.**

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

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

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 28-375

**SINGER Junior, 1930, 4-door coachbuilt saloon, dual green finish, wire wheels, taxed December, very low mileage, chromium plating, new condition throughout, £72 10s.; exchanges, deferred payments. W. E. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. Phone, Museum 9515-6. 28-909**

**SINGER 8, 1927, Junior tourer, perfect, taxed, insured, £28, low deposits, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 28-899**

**SINGER 8, 39 guineas! 1928 saloon, excellent condition throughout; exchange. Parwood, East Hill, Wandsworth. 28-947**

**SINGER. F. G. Smith (Motors), Ltd. 1931 coachbuilt saloons, sliding roof, choice of three faultless cars, from £105; also Junior tourer, in spotless condition, £35. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 28-939**

**SINGER 1931 Super Six, de luxe 4-door sunshine saloon, luxuriously fitted interior, superb car in every respect, being practically equal to new. Call and have a demonstration at Paddington. £110. Kirk below.**

1932 4-door coachbuilt saloon, sunshine roof, fullest equipment, all chromium fittings, 2-colour black and cream finish. See this car to appreciate the beautiful condition. (Paddington.) £110. Kirk below.

1931 model Junior coachbuilt 4-door sunshine saloon, 4 speeds, rear petrol tank, fullest equipment, smart appearance and condition, year's tax paid (Paddington), £79 10s. Kirk below.

1930 8hp 4-door coachbuilt saloon, f.w.b.s., fully equipped, dash luggage carrier, exceptionally small mileage, very carefully used, astounding value (Highbury), £69 10s. Kirk below.

1929-30 (reg. November) 8hp 4-door coachbuilt saloon, fullest equipment, very smart appearance, and undoubtedly a bargain that you cannot better, tax paid (Paddington), £52. Kirk below.

1929 "Porlock" sports 2-seater, fully equipped, wire wheels, original finish green and grey, exceptionally fast, and attractive, one owner (Highbury), £42. Kirk below.

Numerous other sports cars in stock. Three-months-written guarantee. Exchanges, terms. 100 other cars. Kirk and Co., 22, 49, Praed St., W.2 (Paddington 6049), and 28, 30, 32 Highbury Corner, N.5 (North 4784). 28-964

**S.S. H. A. Saunders offers: 1932 9hp sports coupe, small mileage, very attractive and as new, £175. 330 Euston Rd., N.W.1. Museum 4511. 28-714**

**STANDARD 1930 Big Nine sunshine saloon, carefully used, nice appearance; unique deferred terms; £77. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 28-599**

**STANDARD 1932 Little 9 special saloon, carefully run in, £145. Parkinson, Sapling Rd., Swinton, Manchester. 28-813**

**STANDARD 9, 1931 Swallow saloon, 4-speed, taxed year, mileage 7,000, as new, £165. Below.**

**STANDARD 9, 1931 coachbuilt saloon, blue, taxed year, as new, £145. Paul, Sawyer and Co., 72 Gt. Portland St. Museum 1925. 28-628**

**STANDARD 1931 Big Nine coachbuilt sunshine saloon, sound mechanically, nice appearance, full guarantee, £129. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 28-598**

**STANDARD 9, 1930 4-door sunshine saloon, excellent condition throughout, wire wheels, £88. Below.**

**STANDARD 9, 1931 Big Nine sunshine saloon, magnificent condition, small mileage, £115; exchanges, terms. Noringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 28-636**

**STANDARD. 1932 Little Nine coachbuilt saloon, spotless, £127 10s.; exchanges, deferred. Rhinds, Ltd., 238 Deansgate, Manchester. 28-649**

**STANDARD. Newhams, 136-8 Streatham Hill, S.W.2, offer 1931 Big 9 coachbuilt sliding-roof saloon, excellent condition throughout, £135. Streatham 8830. 28-700**

**STANDARD, 1932 Big 9 coachbuilt saloon, small mileage, otherwise brand new, £169. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4435. 28-694**

**STANDARD. 1932 Little 9 saloon, finished blue, fitted with bumpers and step-light, £120; exchanges, deferred. Whitbys, 7 The Vale, Acton, London, W.3. Phone, Shepherd's Bush 1513. 28-642**

"THE MOTOR BOAT MANUAL."  
Motor Boating Enthusiasts.

10th Edition. A Practical Handbook for  
5s. net. 5s. 5d. post free.



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

**STANDARD.** 400 Car List post free; 1927 to 1932 new and used cars in stock. Saloons, coupes, sports, landaulets, touring, 2-seaters, etc. Open till 8.30 p.m., weekends and holidays included. Distance no object. "The Northern Olympia." Better exchanges at Bangers, near Burdale Station, Southport. Phone 66161. (117 The Headrow, Leeds; 16 Cambridge St., Sheffield.) 28-586

**STANDARD.** £12; tourer, 11.4hp, good runner. Lighting and starter. taxed, insured, trial. G., 15 Thornhill Crescent, N.1. 28-541

**STANDARD.** Newnham's gigantic annual stocktaking sale. Last few days. Few examples below, but full catalogue on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

1932 Big 9 coachbuilt sliding-roof saloon, moderate mileage and most attractive, £165.

1931 Big 9 Avon sports 2-seater, very exceptional appearance, etc., £135.

1931 Big 9 de luxe sliding-roof saloon, only wants seeing, £125.

1929 Big 9 sliding-roof saloon, carefully used by one owner, £72.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 28-738

**STANDARD.** 1932 Big 9 saloon, very low mileage, perfect condition, £155, year's guarantee; exchanges, deferred. Truscott for Saloons, 173a Westbourne Grove, W.11. Bayswater 4274. 28-762

**STANDARD** Big 9, 1930 Teignmouth sunshine saloon, practically new tyres, blue, beautiful condition throughout, £85; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea, S.W.3. Flaxman 4633. 28-774

**STANDARDS.** Don't miss page 18. 28-614

**STANDARD.** Sale, August 21st-31st. End-of-season reductions. 120 cars to clear; list free. Smith and Hunter. Below.

1932 Little 9 saloon de luxe, black-cream, Triplex, bumpers, as new throughout, guaranteed, tax paid, £138. Below.

1930 Teignmouth sunshine saloon black-red, very complete equipment, one owner, quite perfect, £85. Below.

1929 Teignmouth saloon, black-white line, leather upholstery, good tyres, one owner throughout, £65. Below.

1928 Folham saloon, 4-door, just repainted brown-black, very sound condition, fully equipped, taxed, £48. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 28-787

**STANDARDS.** For better value see page 16. 28-753

**STANDARD** Big 9, 1930 saloon, sun roof, £85. Denmans, 152-3 Long Acre, W.C. Open week-ends. 28-845

**STANDARD.** £9 deposit. 95 guineas cash. Big Nine, 1931, fabric sunshine saloon, practically unworn tyres, one owner, exceptional condition. Taxed. List free. Exchanges. Open all week-days, including Saturdays, 9-9. Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 28-799

**STANDARDS.** Great sale!! Steele Griffiths are offering during this week 250 used cars, all with written guarantee, at greatly reduced prices. More than 8 Standards are included in this sale. All show-rooms open until 8 p.m. 89 Gt. Portland St., W. (Hingham 1601); Abbey House, Victoria St., facing Westminster Abbey (Victoria 0467); Court House, Camberwell New Rd., S.E.5 (Rodney 2201). 28-908

**STANDARD** 9, 1929 long chassis sun-roof saloon, perfect, £65; terms, exchanges. A.Z. Motors, 180 West End Lane, Hampstead 0523. 28-388

**STANDARD** 9, Lane Motors. 1930 sunshine saloon, 75 guineas. 208 West End Lane, Hampstead. Open Sunday mornings. 28-725

**STANDARD** 9, 1929, registered March, 1930, 4-door saloon, sunshine roof, bumpers, in really excellent condition, £65; exchanges, terms; also 1928 saloon at £45. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 28-712

**STANDARD** tourer, 1928 9hp, excellent condition throughout, £35. Frenzel's, 319 Edgware Rd. 28-709

**STANDARD.** F. G. Smith (Motors), Ltd. Smith-conditioned Standards. 1931 Big 9 4-door saloon, choice of two, £150, sliding roof, £125 fixed head; extended payments; 1929 9hp saloon, sliding roof, £65. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 28-940

**STANDARD.** F.O.C.H. 1931 Big Nine 4-door sunshine saloon, one owner, very carefully used, superb condition throughout, year's tax, 129 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 28-923

**SWIFT** 10, 1931 Migrant sunshine saloon, wire wheels, leather upholstery, 4 speeds, small mileage, guaranteed, £105. 516-822 Streatham High Rd., S.W.16. Phone, Pollards 4444. 28-588

**SWIFT.** Newnham's, 136-8 Streatham Hill, S.W.2, offer 1931 10hp Swallow sports saloon, most attractive car, beautiful condition, £148. Streatham 8830. 28-702

**SWIFT** 10hp 1928 4-door saloon, taxed year, clean condition throughout, £47 10s. Paul and Co., 114 Gt. Portland St. Museum 8464-3. 28-624

**SWIFT.** 1927 10hp tourer, real red leather upholstery, one owner, under 25,000, £22 10s. or near offer. 22 The Loning, Colindale Lane, N.W.9. 28-540

**SWIFT.** 1927 10hp 4-seater, blue, f.w.b., rear screen, particularly sound and well-kept, taxed, £30. Smith and Hunter, 407 Edgware Rd. 28-786

**SWIFTS.** Don't miss page 18. 28-615

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

**SWIFT.** Newnham's gigantic annual stocktaking sale. Last few days. Few examples below, but full catalogue on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

Cadet 1931 8hp coachbuilt sliding-roof saloon, beautiful little car, taxed, £75.

1931 10hp Paladin coachbuilt sliding-roof saloon, beautiful appearance and general condition, £135.

1930 10hp sliding-roof Foursome coupe, very exceptional opportunity, £85.

1931 10hp drop-head coupe, really first class throughout, £105.

1929 10hp Migrant sliding-roof saloon, one owner, excellent car, £65.

1928 10hp tourer, fitted w.w., etc., smart and very good mechanically, £55.

1926 10hp tourer, blue, fitted f.w.b., genuine opportunity, £14.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 28-739

**SWIFT** saloons and tourers, £30 to £55, ready to drive away, taxed, insured and guaranteed 3 months. 100 popular makes in stock from £10 to £65. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 5332. 28-380

**SWIFT.** F.O.C.H. 1927 10hp 4-door coachbuilt saloon, maroon and black, f.w.b., starter, real leather upholstery, many extras, one owner, very carefully used, magnificent condition throughout, year's tax, 39 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 28-924

**TALBOT** 9hp 4-seater tourer, excellent condition, full equipment, small mileage, £20. 18 Leybourne Rd., Kingsbury, N.W.9. 28-271

**TALBOT.** £38, 1926 10-25 drop-head coupe, just rebored and overhauled, marvellous bodywork. Mackinlay, Elm Bank, Arkley, Barnet. 28-356

**TRIUMPH.** 1932 super 7 saloon de luxe, blue, unlicensed, demonstration, very small mileage, full guarantee, £150; exchanges, deferred. Martin's Garages, Highgate Village. Phone, Mountview 1228. 28-126

**TRIUMPH.** Authorized main dealers. Immediate delivery of all models. New and second-hand in stock; exchange and deferred terms if desired. Beechings, Ltd., Farnborough, Hants. Telephone 279. 28-719

**TRIUMPH.** Bablake Garage, Ltd., Queen Victoria Rd., Coventry (The Midland Triumph Specialists), solicit your custom. You can't beat Bablake Garage, Ltd., for new or used models. Used Triumphs urgently wanted in exchange for any car. 28-75

**TRIUMPH.** Morgan Hastings, Ltd., the Triumph specialists, offer:- 1930 7hp de luxe saloon, engine rebored, excellent condition throughout, £65.

1931 12hp 6-cylinder coachbuilt sliding-roof saloon, safety glass throughout, unscratched condition, £105.

95 New Bond St., W.1 (Mayfair 5323), and 212 New King's Rd., S.W.6 (Putney 7611). 28-188

**TRIUMPH.** 1930 Super 7 tourer de luxe, maintained like new, taxed December, £57 10s.; exchanges, deferred. Martins Garages, Highgate Village. Phone, Mountview 1228. 28-187

**TRIUMPH** Super 7, 1930 (September), 2-seater, duo blue, large dickey, engine perfect, paintwork as new, small mileage, £72. Francis, 10 Greenhill Parade, Harrow. 28-934

**TRIUMPH** 1930 Super 7 de luxe 4-seater model, cellulose grey and maroon, exceptionally nice condition, £55. Fraser Nash Cars, London Rd., Isleworth, Hounslow 3171. 28-193

**TRIUMPH** 1931 Super 7 coachbuilt sunshine saloon, excellent mechanically, sound tyres; unique deferred terms; £82. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 28-590

**TRIUMPH** 7 1930 saloon; sell or exchange super or Aero Morgan. The Beeches, Colman Hill, Cradley, Staffs. 28-816

**TRIUMPH** 7 1929 sportsman's saloon, black and red, very good condition throughout, £40; exchanges. Prince Albert Garage, Staines Rd., Sunbury, Middlesex. Telephone, Sunbury 423. Open Sundays all day. 28-810

**TRIUMPH.** 1931 7hp coachbuilt saloon de luxe, duotone grey, one owner only, splendid order, £90. Beechings, Ltd., Farnborough, Hants. Telephone 279. 28-664

**TRIUMPH** 8hp 1930 sports saloon, leather upholstery, excellent mechanically, £65; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 28-653

**TRIUMPH.** Newnham's, 136-8 Streatham Hill, S.W.2, offer 1930 7 de luxe saloon, leather upholstery, safety glass, excellent condition, £69. Streatham 8830. 28-703

**TRIUMPH.** Penno's. 1928 super 7 saloon, 4-wheel brakes, speedometer, spare wheel, starter, repainted black, red wheels, extremely fine car. 39 guineas; £7 10s. down, 42s. 2d. monthly. 232-34 Upper St., Islington, N.1. Near Tubes. Phone, North 4467-8. 28-623

**TRIUMPH.** Newnham's gigantic annual stocktaking sale. Last few days. Few examples below, but full catalogue on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

1932 super 7 de luxe coachbuilt sliding-roof saloon, moderate mileage and perfect, £128.

1930 super 7 coachbuilt sliding-roof saloon, dual colours, most attractive little car, £69.

1929 super 7 tourer, dual colours, exceptional appearance, etc., £38.

1929 super 7 saloon, particularly smart and sound, £39.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 28-740



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

**TRIUMPH**, 1929 (March) 4-seater, maroon, good tyres, complete equipment, repainted, £38. Smith and Hunter, 407 Edgware Rd. 28-781

**TRIUMPHS**. For better value see page 16. 28-754

**TRIUMPH**, 1929, 7hp coupe, splendid condition, £45. Bartlett, 27a Pombridge Villas, Notting Hill Gate. 28-779

**TRIUMPHS**. Don't miss page 18. 28-616

**TRIUMPH** 7, 1930, saloon, de luxe, coachbuilt, safety glass, taxed, £65. Sydney Hall, Catherine St., St. Albans. Telephone 656. 28-852

**TRIUMPH**, 1932 saloon, shop-soiled only, £140; exchanger or deferred. Sydney G. Cummings, only address, 101 Fulham Rd., London, S.W.3. Sloane 8231-2. 28-1096

**TRIUMPH**. £8 deposit. 82 guineas cash. Super 7, 1931 model. Gnat super-sports 2-seater, black and green, one owner, very exceptional condition. List free. Exchanges. Open all week-days, including Saturdays, 9-9. Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone. Hampstead 6041-6. 28-798

**TRIUMPH** tourers and saloons, £50 to £65, ready to drive away; taxed, insured and guaranteed three months, 100 popular makes in stock, from £10 to £65. Exchanges and simplest hire-purchase. Neither references nor securities required; drive away same day. Example: Triumph, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 28-777

**TRIUMPH**, £65, a genuine bargain, coachbuilt de luxe saloon, very beautiful condition throughout, taxed, terms, exchanges. 368 Hornsey Rd., N.19. Archway 3294. 28-869

**TRIUMPH** 1929 Super 7 saloon in splendid condition, £42 10s. Rex Judd, Motor Exchange, High St., Edgware. Phone 0862. 28-913

**TRIUMPH** 7, Cass's Motor Mart, Ltd. (established 1911), 1931 de luxe coachbuilt saloon, £105.

**TRIUMPH** 7 1930 de luxe saloon, £75. Written guarantees, demonstrations free within 50 miles, exchanges, extended payments. Cass's, 5 Warren St., W.1. Museum 0623. 28-916

**TRIUMPH**. H. A. Saunders for carefully used Triumphs. 1932 9hp 4-door saloon, leather upholstery, bumpers, sliding roof, negligible mileage, as new, £149. 350 Euston Rd., N.W.1. Museum 4511. 28-716

**TROJANS**. Always several in stock. Scud for details. Lewes Motors, Lewes, Sussex. zzz-475

**VERNON-DERBY**. £8 deposit. 79 guineas cash. 1930 (registered 1931), 9hp super-sports 2-seater, green, one owner, carefully used, exceptional condition. List free. Exchanges. Open all week-days, including Saturdays, 9-9. Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 28-792

**VERNON-DERBY**. Broadway Motors offer 1928 sports 2-seater, excellent condition, £62 10s. 18 and 19 Woodstock St., Oxford St. 28-957

**WOLSELEY** Special E.W. International sports, 4-seater, black and green, Magna wheels, sports bumpers, thermometer, twin wiper, chassis louvres, very carefully run in and used, mileage 6,000 only, late 1931, taxed, £158. Sydney Hall, Catherine St., St. Albans. Tel. 656. 28-1038

**WOLSELEY** Hornet, 1932 4-door saloon, Triplex all round, list price £203 10s., offered at £185 10s., unregistered. Real, Medland and Wills, Ltd., Bridgewater. Phone 39. 28-j123

**WOLSELEY** Hornet, 1931 coachbuilt sunshine saloon, one owner, excellent throughout; unique deferred terms; £98. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 28-589

**WOLSELEY**, 1931 Hornet E.W. coupe, finished black and green, in exceptionally nice order, £135. W. T. Dunn, Ltd., 507 Euston Rd., N.W.1. Museum 5391. Exchanges, deferred terms. 28-693

**WOLSELEY** 10, 1926 2-seater, f.w.b., splendid condition, taxed, insured, £18. 19 Russell Hill Rd., Purley. Phone, Purley 4458. 28-j366

**WOLSELEY** 10 2-seater, 1922, good condition, taxed and insured, £11. Evenings. Saxby, 143 West End Lane, Hampstead. 28-j369

**WOLSELEY** Hornet, 1932 E.W. sports 4-seater, black and green, taxed year, as new, £175. Below.

**WOLSELEY** Hornet, 1931 E.W. coachbuilt sportsman's coupe, sun roof, taxed, year, mileage 7,000, £147 10s. Below.

**WOLSELEY** Hornet, 1931 coachbuilt sun de luxe saloon, Magna wheels, blue, exceptional condition, £105. Paul and Co., 114 Gt. Portland St., Museum 8464-5. 28-625

**WOLSELEY** Hornet International sports 4-seater, registered 1931, chromium plating, stoneguard, flexible steering wheel, folding wind-screen, colour black and red leather upholstery, taxed for year, £150. Ace Motors, Gosforth, Newcastle-on-Tyne. Phone, Gosforth 62526. 28-j343

**WOLSELEY** Hornet. £112 10s. 1931 special 2-seater sports, excellent condition, very fast; exchanges, terms. Below.

**WOLSELEY** Hornet. £72 10s. 1930 saloon, coachbuilt, in splendid order. Ward and Co. (Putney), Ltd., 5 Upper Richmond Rd., E. Putney, S.W.16. 28-768

**WOLSELEY** Hornet 1930 coachbuilt saloon, blue, spotless condition, £69; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea, S.W.3. Flaxman 4633. 28-776

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

**WOLSELEY** 1931 (March) coachbuilt Hornet sunshine saloon, maroon, wide body, all new tyres, as new throughout, £95. Smith and Hunter, 407 Edgware Rd. Ambassador 1011. 28-782

**WOLSELEYS**. Don't miss page 18. 28-617

**WOLSELEY**, 1930 (July) Hoyal 2-seater, perfect condition, exceptionally smart car, £105, or exchange B.S.A. and cash. 70 Hervey Close, Finchley, N.3. Evenings. 28-810

**WOLSELEY** Hornet 1930 saloon, coachbuilt, overhauled, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 28-846

**WOLSELEY** Hornet 1931 saloon, coachbuilt, sun roof, Triplex glass, 115 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. 28-847

**WOLSELEY** Special E.W. International sports 4-seater, black and green, Magna wheels, sports bumpers, thermometer, twin wiper, chassis louvres, very carefully run in and used, mileage 6,000 only, late 1931, taxed, £140. Sydney Hall, Catherine St., St. Albans. Tel. 656. 28-853

**WOLSELEY** Hornet saloon, 1930 (late), exceptionally good condition, £65. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 28-818

**WOLSELEY** Hornet. £15 deposit. 155 guineas cash. 1932 model, 4-door coachbuilt sunshine saloon, 4 speeds, numerous extras, one owner, small mileage, practically brand new, year's tax, cost over £200. Exchanges. Rowland Smith. Below.

**WOLSELEY** Hornet. £12 deposit. 125 guineas cash. 1931 Swallow 2-seater, cream and red, one owner, carefully used, very exceptional condition. Exchanges. Rowland Smith. Below.

**WOLSELEY** Hornet. £7 deposit. 75 guineas cash. Late 1930 coachbuilt saloon, exceptional condition, taxed. List free. Exchanges. Open all week-days, including Saturdays, 9-9. Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone. Hampstead 6041-6. 28-791

**WOLSELEY** Hornet. Lane Motors. 1930 saloon, a real beauty, 75 guineas. 208 West End Lane, Hampstead. Open Sunday mornings. 28-713

**WOLSELEY** Hornet. Broadway Motors offer 1931 coachbuilt sunshine saloon, large body, year's tax, exceptionally clean, 100 guineas; choice of two.

1931 Wolseley Hornet Swallow 2-seater, immaculate condition, colour cream and green, 4-speed gearbox, remote control, £150; another, £140. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 28-956

IF you want to buy or sell a used motorcar, see "The Motor" Sale Section. Hundreds of car bargains are advertised each week. zzz

**SPARE PARTS FOR LIGHT CARS.**

**HOMAC'S**. Morgan official service depot.

**MORGAN**. All spares in stock; c.o.d. service; trade supplied.

**OFFICIAL** repairers appointed by the Morgan Co. for London.

**SERVICE** overhauls and repairs our speciality.

**DEPOT**: Homac's, 245-7 Lower Clapton Rd., N.E. Clissold 9616-7. zzz-954

**AUSTIN** 7hp and Morris Minor spares of dismantled cars, quotations by return, approval. Clare's Motor Works, 258 Brixton Hill, S.W.2. Streatham 8312. zzz-891

**RHODE**. All spares in stock. Repairs. Rhode Motor Co., Webb Lane, Hall Green, Birmingham. Phone, Shirley 194. zzz-1111

**A.C.** All replacements stocked for all models, also guaranteed second-hand parts. Elephant.

**BELSIZE**. All models. Genuine parts only obtainable from Elephant Motors, new and second-hand.

**ELEPHANT** service. New and second-hand parts for Fiat, Renault, Citroen, Donnet, Wolseley, Ansaldo, Austin, A.B.C., Deemsters, Calthorpe, Zebra, Grey, Horstman, Marscal, Rhode, Riley, Rover, Calcott, Crouch, Castle, Enfield, G.N., G.W.K., Hillman, Humber, Singer, Swift, Albert, Ariel, Autocrat, Lagonda, Hammond, Hampton, Standard, Straker, Mathis, Lea-Francis, Berliet, Peugeot, etc.

**CLYNO**. For prompt service try Elephant first. Complete stock of new and second-hand parts. Reduced price list 1924-9 models, 1s. post free.

**ELEPHANT**. Special parts made or repaired, gears, worm wheels, shafts, etc., quick service.

**ELEPHANT MOTORS, LTD.**, 97-103 Newington Causeway, London, S.E.1. Phone, Hop 7076-7-8. zzz-106

**SCOTIA MOTOR WORKS** have enormous stocks of parts for practically all makes and types of cars, including:—

A.C., A.B.C., Anzani, Austin, Alvis, Albert, Angus, Bean, Belsize, Belzize-Bradshaw, Buick, Buckingham, Clyno, Calthorpe, Calcott, Citroen, Chevrolet, Crouch, Coventry-Premier, Darracq, Deemster, De Dion, Essex, Fiat, Ford, Galloway, G.N., G.W.K., Gwynne, Humber, Hillman, Hurtu, Hotchkiss, Horstman, Hampton, Lagonda, Morris, Marscal, Maxwell, Mercury, McKenzie, Overland, Peugeot, Rover 8, 9 and 12, Riley, Renault, Rhode, Salmson, Swift, Standard, Singer, Stellite, Scripps Booth, Talbot, Talbot-Darracq, Trojan, Wolseley, and many others. Also large stock of accessories and equipment, including screens, mirrors, lamps, tyres, etc. Prompt attention. Call, write, phone or wire as below.

**SCOTIA MOTOR WORKS**, 125 Upper Tooting Rd., London, S.W.17. Phone, Streatham 6187-8. Telegrams, "Scotia, Streatham 6187, London." zzz-221

**TRIUMPH** spares. Complete stock for Triumph Super Seven, trade and retail. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603.

**OVER 500** cars, including late models, dismantling for spares; write, phone or -11 for lowest quotation. Snow's, 42a Wilton Rd., Dalston, E.8. Clissold 8645. zzz-605

"COMPRESSION IGNITION ENGINES FOR ROAD VEHICLES." By the Editor of "The Commercial Motor." 2/6 net; 2/9 post free.



## SPARE PARTS FOR LIGHT CARS (continued).

**MASKELL** for Morgans. Official repairers, carry a complete stock of Morgan spares; write for spare list gratis. 6 Station Rd., Camberwell, S.E.6. Brixton 5725. zzz-203

**ROVER 8** spare part and repair specialists. Write for our complete price list of second-hand spares, in excellent condition, approval. Clare's Motor Works, 118 Tulse Hill, S.W.2. Brixton 6507. zzz-636

**SENECHAL** cars, sales, new and second-hand spares and service at The Winter Garden Garage, 10 Macklin St., W.C.2. Holborn 4256. zzz-711

**CLYNO** owners. Your motoring will be cheaper than ever. Send for our new reduced prices of all running parts, quality and finish maintained. R. H. Collier and Co., Ltd., South Yardley, Birmingham. Telephone, Acocks Green 1551. zzz-197

**AMILCAR** 9hp spares, cheap. 1 Kingsholm Rd., Gloucester. 28-1559

**SWIFT** spare parts. The only source from which genuine spares can be obtained for all models of Swift car is through R. H. Collier and Co., Ltd., successors to Swift of Coventry, Ltd., or their agents, R. H. Collier and Co., Ltd., Coventry Rd., South Yardley, Birmingham. Telephone, Acocks Green 1551. zzz-801

**JOWETT**. Comprehensive spares stockists. F.O.C.H., Ltd., 3-5 Heath St., N.W.5. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. zzz-598

**HEADINGLEY** for spares. Frazer-Nash, G.N. Horstman, Lea-Francis, Riley, Rhode, Salmson, Standard, Talbot. Large stocks. Expert advice. Phone 52080, or wire "Tribune, Leeds." The Headingley Motor and Eng. Co., Ltd., 8 Ouley Rd., Leeds. zzz-868

**SPARES**, lowest prices, equal to new, for Austin, Morris, Rover, Swift, Clyno, Singer, Hunter, Talbot, Rhode, Renault, Salmson, Standard, Gwynne, Peugeot, Jowett, Fiat, Calorinorpe, and many others. All electrical accessories; approval. Balham Motor Mart, Ltd., Eton Garage, 260 Balham High Rd., S.W.17. Phone, Battersea 2969. zzz-94

**DISMANTLING** hundreds of light cars, all makes. We hold the largest stocks in Great Britain of second-hand engines, gearboxes, back axles, spare parts, accessories, cheap; inquiries invited. Caplans, Ltd., Motor Demolition Works, Fossil Rd., Glasgow. Phone, Douglas 4090. Telegrams, "Demolition, Glasgow." 54-404

**MATHIS** spares. Official stockists. Gardner Motors, Bolton Rd., Harlesden, N.W.10. Telephone, Willesden 5066. zzz-982

**SWIFT** spares; and efficient repairs by Swift factory mechanics. Prices Motors, Colindale Avenue, Edgware Rd., N.W.9. (Colindale 6660.) 30-h994

**CLARE'S MOTOR WORKS** for good second-hand spares; over 500 cars dismantled; quotations by return; approval. 118 Tulse Hill, S.W.2. Brixton 6507. zzz-737

**CONWAY** for good second-hand spares. Now dismantling: Ariel, A.C., Armstrong Siddleer, Arrol-Johnston, Austin, A.B.C., Alvis, Albert, Anzani, Ansaldo, Buick, Bean, Belsize-Bradshaw, B.S.A., Clyno, Colthorne, Chrysler, Calcott, Cubitt, Crossley, Citroen, Charron, Coventry, Premier, Daimler, Darrack, Delage, Dodge, Durant, De Dion, D.V.P., Duplex, Essex, Eric-Campbell, Fiat, Gwynne, Galloway, G.N. G.W.K., Humber, Hillman, Hampton, Horstman, Jowett, Jewett, Le Buire, Lorraine, Lagonda, Lea-Francis, Lancia-Lambda, Morris, Maxwell, Moon, Moss, Minerva, McKenzie, Napier, Peugeot, Paladium, Renault, Riley, Rover, Rhode, Ruston-Horsby, Rolls-Royce, Salmson, Standard, Sizaire-Berwick, Sunbeam, Studebaker, Star, Swift, Stellite, Straker-Squire, Talbot, Talbot-Harrod, Triumf, Unic, Vauxhall, Voisin, Vulcan, Vinot, Wolseley, Waterley, Willys-Knight, etc. Send us your inquiries; quotations by return. Call, write, wire or phone, Acorn 1748. Gloucester Rd., and 19 High St., Acton, W.3. 28-856

**AUSTIN 7s**, second-hand parts cheap, Peugeot radiator. 221 Malda Vale, W.9. 28-933

**PARWOOD** for Austin spares. Open 9-9, Sundays 9.30-1. East Hill, Wandsworth. 28-948

**WITHAMS** for spares and prompt attention!!! Dismantling A.C., Ariel, Bean, Clyno, Citroen, Fiat, Gwynne, Humber, Lagonda, Morris, Morgan, Peugeot, Riley, Rhode, Rover, Renault, Standard, Singer, Swift, Talbot, etc. Oldridge Rd., Battersea 2580. And at Riverside Rd., Summerstown, Wimbledon 2513. (Back of Wimbledon Stadium.) 28-385

## NEW LIGHT CARS AND CYCLECARS.

**AUSTIN**. Weybridge Automobiles, Ltd., official main dealers. Unique sales and service facilities. Weybridge. Phone 235-6-7. zzz-830

**AUSTIN**. F.O.C.H., Ltd., agents. 1932 models, immediate delivery from stock; highest allowances. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-599

**AUSTIN**. Rowland Smith Motors, Ltd.

**AUSTIN** agents. Immediate delivery all models. Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-701

**AUSTIN**.

No deposit. Tourer, £6 10s. monthly.

Guaranteed after-sales service.

Normand Garage, Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2.

Open till 7 p.m. week-days, 6 p.m. Saturdays, 10-1.30 p.m. Sundays. zzz-163

**AUSTIN 7**, 1932 de luxe coachbuilt saloon, fawn and black, immediate delivery. List price £128. Terms, exchanges. Open all week-days, including Saturdays, 9-9; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-190

## NEW LIGHT CARS AND CYCLECARS (continued).

**AUSTINS**. Newnham supply Austins better through having large stocks, plus advantages of self-financed hire-purchase terms and generous part-exchange allowances. 237 Hammersmith Rd., London, W.6 (Riverside 4646). Branch showrooms: 136 Streatham Hill, S.W.2 (Streatham 8850); 164 Fulham Palace Rd., W.6 (Fulham 0071). 28-745

**AUSTIN 10-4**, the very latest de luxe coachbuilt saloon, with sliding roof, leather upholstery, safety glass and bumpers, £168, available for immediate delivery in wide choice of colours. Generous offer for your second-hand car in part exchange. Easiest of easy terms. Premier Motor Co., Aston Rd., Birmingham. 28-1090

**AUSTIN**. Bruton Garages, Ltd., authorized agents; early delivery all models; exchanges and terms. 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 28-943

**B.S.A.** Owen Bros., Authorized Main Agents. Three-wheelers actually in stock. All spare parts and repairs. 19 Battersea Rise, Clapham Junction. Phone, 1299 Battersea. Closed Wednesdays 1 o'clock. zzz-950

**B.S.A.** Godfreys, Croydon, for B.S.A. 3 and 4-wheelers. Main distributing agents. 1932 models in stock. Buy from the specialists and get special service; exchanges, easy terms; 12 or 18 months. 228-234 London Rd. Phone, Croydon 1214. 28-113

**B.S.A.** Rowland Smith Motors, Ltd.

**B.S.A.** 3-wheelers stockists. Immediate delivery. Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-702

**B.S.A.** Palmer, Revell and Co., main B.S.A. agents. All models, including the new 4-wheeler, actually in stock, instant delivery. 14 Merton Park Parade, Wimbledon, S.W.19. 36-g851

**B.S.A.** Hackfords, B.S.A. distributors; demonstrations daily on the 1933 9hp water-cooled 4-cylinder open sports 4-seater at £160. Inspection invited; cash, deferred or exchange at Hackford Motors, Ltd., 182 Acro Lane, Brixton. Phone 3062. zzz-172

**B.S.A.**, 1932 sports 3-wheeler, black and red. Immediate delivery. List price £105. Terms, exchanges. Open all week-days, including Saturdays, 9-9; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-191

**B.S.A.** Harry Nash for B.S.A.s.

Full range of 1932 3-wheelers for immediate delivery. Also the 1933 programme. Place your order now. The 4-wheeler 4-cylinder f.w.d. 4-seater open sports, £160; and improved 3-wheelers, including the 4-cylinder models. Full inquiries and your exchange or payment propositions welcomed. Exceptional terms and allowances. 348 King Street, Hammersmith. 28-677

**B.S.A.** vans and sports 4-seaters, demonstration runs, immediate delivery; exchanges, terms. Comerfords, B.S.A. distributors, Portsmouth Rd., Thames Ditton. Emsbrook 2325. 28-875

**B.S.A.** Waldron Motor Mart for quickest delivery of the new 1933 model B.S.A. 4-cylinder 4-wheeler sports 4-seater, actually in stock here; liberal exchanges and deferred terms. 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 28-381

**DERBY**. Morgan Hastings, Ltd., sole concessionaires for the new front-wheel-drive 9hp Derby. Spare parts for all previous models. 95 New Bond St., W.1. Mayfair 5323. zzz-149

**FORD**. Earliest possible deliveries of the new Ford 8hp cars. Get on our waiting list now to avoid disappointment. W. Harold Perry, Ltd., Ford main dealers, Invicta Works, North Finchley, N.12. Telephone, Finchley 1111. Perry for Fords. zzz-905

**FRAZER-NASH**. Current prices. 11.9hp Exeter 2-3-seater, £399; Colmore long 3-4-seater, £499.

**FRAZER-NASH** Cars. All inquiries re hire purchase or part exchange should be addressed to Frazer Nash Cars, Falcon Works, London Rd., Isleworth. Hounslow 3171-2. Demonstration runs at any time anywhere. zzz-6

**HILLMAN**. Newnham offer immediate delivery from stock of the wonderful 10 Hillman Minx saloon; self-financed hire-purchase terms and generous part-exchange allowances. 237 Hammersmith Rd., W.6. Riverside 4646. 28-744

**JOWETT**. Godfreys are trade and retail distributors. Large stocks for immediate delivery. For easy terms and fair exchanges. Godfreys, Ltd., 366-368 Euston Rd., London, N.W.1. Phone, Museum 3401-2. zzz-32

**JOWETT**. Lovatts for Jowetts.

South London Service Depot and Trade Distributors. Early delivery of all models; cash or deferred. To ensure Jowett service consult the Jowett specialists.

Mitcham: 191 Streatham Rd. Phone, Mitcham 1597.

Croydon: 189 Handcroft Rd. Phone, Thornton Heath 2468. zzz-257

**JOWETT** service station (London), main agents. Immediate delivery new Jowett saloons; part exchanges and deferred payments, service after sale, overhauls and repairs. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 1666. zzz-82

**JOWETT** Specialists. A.V. Motors, Ltd. We have had many years' experience with these cars and can give you excellent service. Phone, Kingston 0710. Address, 28 The Causeway, Teddington. zzz-487

**JOWETT**. Farnham, Surrey. Sales and service. Barnett and Small, West St. Phone 216. 30-112



# NEW LIGHT CARS AND CYCLECARS (continued).

# NEW LIGHT CARS AND CYCLECARS (continued).

**JOWETT.** Liverpool. Immediate delivery out of stock. long coachbuilt saloon de luxe. £162 10s. Hire-purchase or exchange. Main agents, The Rodney Motor Co., Ltd., 39-43 Berry St. Royal 6736-7. Telegrams, "Motomart." zzz-781

**JOWETT.** F.O.C.H., Ltd., London distributors. 1932 models from stock; exchanges, deferred. Below.

**F.O.C.H.** 1932 Jowetts from £15 deposit. Highest allowance for your present car. F.O.C.H., Ltd., 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-600

**JOWETT.** Lancashire and Cheshire and North Wales distributors, Saxon Jellieris, Ltd., Deansgate, Manchester. Phone, Blackfriars 1122-3. zzz-865

**JOWETT.** Croydon. Turner's, Lower Addiscombe Rd. Addiscombe 3131. zzz-987

**JOWETT.** The Service Company, trade and retail distributors. Sales, service, spares depot. All models on view. Part exchanges. Best possible deferred terms. 275 High Holborn, W.C.1. Holborn 0666. zzz-204

**M.G.** Rowland Smith Motors, Ltd.,

**M.G. agents.** Immediate delivery. Deferred terms. Highest exchange allowance. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-703

**M.G. Midget.** Brighton and district M.G. agents. Mansfields, Ltd., Kingsway, Hove. 8490 Portslade. zzz-613

**M.G. Midget and Magna cars.** C.M.I., Ltd., Finchley Rd., Hampstead, N.W.3, and Hermitage Rd., Hitchin. Trial runs any time, immediate delivery, deferred terms, liberal exchanges. Phone, Primrose 1161 and Hitchin 494. zzz-96

**M.G. F.O.C.H., Ltd., agents.** 1932 models, immediate delivery from stock. Highest allowances. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-601

**M.G.s.** Jarvis of Wimbledon.

Wholesale and retail distributors of M.G. cars.

We can give you full particulars and earliest deliveries of the New Midget. Demonstration runs arranged at any time. Liberal exchanges. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. zzz-811

**M.G. Midget, coachbuilt 2-seater, black and green, in stock, immediate delivery.** £185; exchanges, deferred payments. F. G. Smith (Motors), Ltd., High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). zzz-941

**MORGANS.** Nottinghamshire. See these sturdily built machines and have a trial run at Bennetts (Nottingham), Ltd., 24-30 Shakespeare St., Nottingham. zzz-199

**MORGAN.** Rowland Smith Motors, Ltd.,

**MORGAN agents.** Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-704

**MORGANS in the West.** Sales and service spares. Kettles, 90 Stoke Croft, Bristol. zzz-719

**MORGANS!** Morgans!! Another special "snip" at Colmore; brand-new 1932 family 2-speed, with the £95 de luxe model body, only £75. Optional colours, dark blue or maroon. Only available for limited period. Colmore Depot, 77 Station St., Birmingham. zzz-728

**MORRIS Minor and Family 8.** Part exchange, hire-purchase terms. Sole London distributors, Stewart and Arden, Ltd., Morris House, 103 New Bond St., W.1; Morris House, The Vale, Acton, W.3; Morris House, Bensham Lane, Croydon; Morris House, High Rd., South Tottenham, N.15; Morris House, Finchley Rd., Golders Green, N.W.11. zzz-4

**MORRIS Minor in stock at Platers, of Streatham.** Authorized Morris dealers for sales and service. Platers, 376, 482 High Rd., Streatham, S.W.16. Phone, Streatham 8480. zzz-602

**MORRIS.** Try F.O.C.H., Ltd. Highest allowances. No waiting. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. zzz-602

**MORRIS.** Rowland Smith Motors, Ltd.

**MORRIS dealers.** Immediate delivery. Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-705

**MORRIS Minor.** No deposit, from £5 10s. monthly. Extended payments arranged in 48 hours. Normand Garage, Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. week-days, 6 p.m. Saturdays, 10-1.30 p.m. Sundays. zzz-164

**MORRIS Minor, 1932, coachbuilt sunshine saloon, green, immediate delivery.** List price £125. Terms, exchanges. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-192

**RILEYS.** Newnham supply Rileys better through having large stocks plus advantages of self-financed hire-purchase terms and generous part-exchange allowances. 237 Hammersmith Rd., London, W.6 (Riverside 4646). Branch showrooms: 136 Streatham Hill, S.W.2 (Streatham 8830); 164 Fulham Palace Rd., W.6 (Fulham 0071). zzz-745

**ROVER.** Henlys, London distributors for Rovers. 155 Gt. Portland St., W.1. Museum 7734. zzz-650

**ROVER.** Immediate delivery from stock, 10-25 and the new 12hp 6-cylinder models; exchanges or deferred. Satisfaction guaranteed. Sydney G. Cummings, only address, 101 Fulham Rd., London, S.W.3. Sloane 8231-2. zzz-1094

**SINGER.** Croydon Service Depot, wholesale and retail. Turner's, Lower Addiscombe Rd. Addiscombe 3131. zzz-986

**SINGER.** Spikins (Twickenham), Ltd., all models in stock. zzz-27

**SINGER.** F.O.C.H. (Distributors). Immediate delivery. Highest allowances. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. zzz-603

**SINGER.** Rowland Smith Motors, Ltd.,

**SINGER agents.** Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-706

**SS2 Standard.** Immediate delivery of 1932 models from stock; deferred; cycles in part. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. zzz-23

**S.S. Manchester.** North Lancashire distributors, Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. zzz-682

**STANDARD Little Nine saloons (£155), actually in stock for immediate delivery; highest allowances; deposit £20.** F.O.C.H., Ltd., 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. zzz-738

**STANDARD.**

Guaranteed after-sales service. Extended payments arranged in 48 hours. Normand Garage, Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. week-days, 6 p.m. Saturdays; 10-1.30 p.m. Sundays. zzz-165

**STANDARD.** Rowland Smith Motors, Ltd.

**STANDARD agents.** Immediate delivery. Deferred terms; highest exchange allowances. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-966

**STANDARDS.** Newnham supply 1933 model Standards better through having them actually in stock, plus advantages of self-financed hire-purchase terms and generous part-exchange allowances. 237 Hammersmith Rd., W.6. Riv. 4646. Branch showrooms: 136 Streatham Hill; 164 Fulham Palace Rd., W.6. zzz-741

**STANDARD.** 1933 models in stock. Exchanges or deferred terms. Sydney G. Cummings, Standard agent, only address, 101 Fulham Rd., London, S.W.3. Sloane 8231-2. zzz-1095

**STANDARD.** Bruton Garages, Ltd., special Standard agents; 1933 models on view; exchanges and terms. 32 Bruton Place, Berkeley Square, W.1; also 4 Blenheim St., New Bond St., W.1. Mayfair 4737. zzz-942

**TRIUMPH.** Liverpool delivery all models, exchanges. Hire-purchase up to 2 years. Authorized agents, The Rodney Motor Co., Ltd., 39-43 Berry St. Royal 6736-7. Telegrams, "Motomart." zzz-700

**TRIUMPH.** Ratcliffe Bros., specialists and distributors for London, Middlesex and Essex, offer immediate delivery of all 1932 models, including the Royston drop-head coupe and Abbey sports models. A special range of models on view and demonstration cars are at your service. 200 Gt. Portland St., W.1. Museum 8605-4. zzz-880

**TRIUMPHS.** Morgan Hastings, Ltd. The largest and oldest distributors for London, Surrey and part Middlesex, offer immediate delivery of all the latest 1932 models. Demonstration cars available at 95 New Bond St., W.1 (Mayfair 5523), and at our Sales, Service and Spares Depot, 212 New King's Rd., Fulham (Putney 7611). zzz-150

**TRIUMPH.** Coventry. Bablake Garage, Ltd., Queen Victoria Rd. (The Midland Triumph Specialists), are well worth getting in touch with. Used Triumphs urgently wanted in exchange. zzz-76

**TRIUMPH.** 1932 Super Nine coachbuilt saloon, sliding roof, reduced to £149. Used only for two short demonstration runs; maker's list price £185. Good second-hand motorcycle or 3-wheeler considered as a deposit, balance 12, 18 or 24 months. Colmore Depot, 77 Station St., Birmingham. zzz-729

**TRIUMPHS.** Newnham as Triumph distributors supply these quality cars better through having large stocks plus advantages of self-financed hire-purchase terms and generous part-exchange allowances. 237 Hammersmith Rd., W.6. Riv. 4646. Branch showrooms: 136 Streatham Hill; 164 Fulham Palace Rd., W.6. zzz-742

**TROJAN.**

High prices for your present car, low deferred payment terms. Ask for particulars of the new Trojan from Normand Garage, Ltd., sole London and Kent distributors, 11 Hammersmith Rd., W.14 (opposite Olympia) (Fulham 3477-9); 489 Oxford St., W.1 (between Marble Arch and Selfridges) (Mayfair 6801-2); Service Depot and Spares, Avonmore, Maidstone, Kent (Maidstone 2740). Open until 6 p.m. Saturdays. zzz-786

**WOLSELEY.** Weybridge Automobiles, Ltd., one of the largest Wolseley distributors. All models Hornets on view. Weybridge. Phones 235-6-7. Reading Depot: Caversham Rd. Phone 5140. zzz-401

**WOLSELEY Hornet.** Extended payments arranged in 48 hours. Normand Garage, Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. week-days, 6 p.m. Saturdays, 10-1.30 p.m. Sundays. zzz-166



## NEW LIGHT CARS AND CYCLECARS (continued).

**WOLSELEY** Hornet. Rowland Smith Motors, Ltd.,

**WOLSELEY** Hornet agents. Immediate delivery. Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-967

**WOLSELEY** Hornet Swallow. Manchester. Lancashire main distributors, Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 28-681

**WOLSELEY.** Jarvis of Wimbledon for Wolseleys.

Immediate delivery of the New Hornet Special with Jarvis 2-seater body, finished in grey and green, £265. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 28-810

## MISCELLANEOUS LIGHT CARS & CYCLECARS.

**ROWLAND SMITH MOTORS, LTD.,**

**AGENTS** for all cars.

**YOU** will buy it cheaper from Rowland Smith. Cash, deferred or exchange.

**ROWLAND SMITH'S** special list of special bargains. Yours for the asking. Write, phone or call now.

**TURN** to our small advertisements under Classified Section. Rowland Smith (Motors), Ltd. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-118

**F.O.C.H., LTD.,** supply any make new car. Large second-hand car show-rooms. Exchanges, deferred. Free list. 3-5 Heath St., N.W.3. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. zzz-603

**I BUY** motorcars for cash.

**I SELL** motorcars for cash or easy payments.

**I EXCHANGE** motorcars.

**DROP** me a line, or call; we can do business. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Telephone, Sloane 8231. zzz-111

## WANTED—Cars.

**ROWLAND SMITH MOTORS, LTD.,**

**WILL** pay spot cash on sight and the highest price obtainable for:—

**AUSTIN 7s.**

**AMILCARS.**

**B.S.A.s.**

**BUGATTIS.**

**CITROENS.**

**CLYNOS.**

**FIATS.**

**FRAZER-NASHES.**

**HILLMANS.**

**HUMBERS.**

**MORRIS Minors.**

**M.G. Midgets.**

**TRIUMPHS.**

**VERNON-DERBYs.**

**JOWETTS.**

**LEA-FRANCIS.**

**MORGANS.**

**PEUGEOTS.**

**RENAULTS.**

**RILEYS.**

**ROVERS.**

**SALMONS.**

**SENECHALS.**

**SINGERS.**

**STANDARDS.**

**SWIFTS.**

**TALBOTS.**

**WOLSELEYS.**

**OR** any other makes.

**SPORTS** cars wanted for spot cash. Highest prices paid.

**HIRE.**

**PURCHASE** accounts settled and we pay you the balance in cash.

**HIRE-PURCHASE.** If you have entered into a hire-purchase agreement and do not wish to continue, we can offer immediate settlement (without liability and in confidence), and pay you the balance in cash. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-102

**H. F. EDWARDS AND CO., LTD.,** 175 Gt. Portland St., W.1., offer immediate cash and absolutely best price for any modern light car; distance no object. Call, write or phone, Welbeck 4161. zzz-513

**WANTED** urgently, Morris Minor saloon, £40, cash waiting. 28 Combedale Rd., Greenwich. 28-363

**PRIVATE,** wanted fourer, 7-9hp, about 1928. 2 Dors Close, Wood Lane, Kingsbury, N.W.9. 28-376

## WANTED—Cars (continued).

**NORRINGTONS.** The big cash buyers of small cars. All makes and models entertained. Purchase on sight. Call or communicate. 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 28-654

**MORGAN** or B.S.A. three-wheeler. Will purchase outright for cash. Call, 245 Goldhawk Rd., Shepherd's Bush, W.12. 28-655

**CASH** to-day!!! £20 to £80. Morgans, Austins, B.S.A. 3-wheelers, clients waiting. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 28-679

**WANTED,** 3-wheeler, 1928-30, no dealers, cash. Letters only. 7 Milverton Gardens, Seven Kings, Essex. 28-667

**WANTED** at once small saloon or open car for cash. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 28-816

**W.C. Anzani-engined** Morgans, any year, any condition. F. H. Douglas, St. Mary's Square, Ealing. Telephone 6470. 28-806

**NEWHAMS** want unlimited number of recent cars for cash, or in exchange for any new or used models; best possible prices offered. 237 Hammersmith Rd., W.6. Riverside 4646. 28-746

**A GOOD** light car or 3-wheeler wanted immediately; cash waiting. Chidley, 579b High Rd., Tottenham. Phone 2920. 28-802

**WANTED,** smart and obsolete Morgans for cash. 8a Ainger Rd., N.W.3. Priamrose 0046. 28-851

**KIRK AND CO.** "Safety First—Sell at Kirks." Paddington and Highbury Depot.

**KIRK AND CO.** invite you to call to-day for our price without obligation. Highbury Depot.

**KIRK AND CO.** specialize in Morgans and urgently require super-sports models. Paddington Depot.

**KIRK AND CO.** guarantee the best price for the right "job." Don't delay. Call to-day. Highbury Depot.

**KIRK AND CO.** very urgently require Morgans and B.S.A. 3-wheelers. Call to-day. Paddington Depot.

**KIRK AND CO.** must also have immediately a number of sports cars. Call to-day. Highbury Depot.

**KIRK AND CO.** want Senechals, Amilcars, Salmons, top prices paid. Call to-day. Paddington Depot.

**KIRK AND CO.** want Austin Sevens, Jowetts, Triumphs, Morris Minors. Call to-day. Highbury Depot.

**KIRK AND CO.** urgently require one hundred light cars of all kinds. Call to-day. Paddington Depot.

**KIRK AND CO.** will definitely purchase your cyclecar or 3-wheeler. Call to-day. Highbury Depot.

**KIRK AND CO.** mean to have more stock and will pay the price for it. Call to-day. Paddington Depot.

**KIRK AND CO.** Have you a 1925-6-7 Aero Morgan? We will purchase it. Call to-day. Highbury Depot.

**KIRK AND CO.** offer a special opportunity to dispose of Morgans, etc. Call to-day. Paddington Depot.

**KIRK AND CO.** Remember, we absolutely guarantee the highest price. Call to-day. Highbury Depot.

**KIRK AND CO.** Write, phone or call, or we will collect free anywhere in British Isles. Paddington Depot.

**KIRK AND CO.,** 22, 49 Praed St., W.2 (Phone, Paddington 6049, 6892); and 28, 30, 32 Highbury Corner, N.5 (Phone, North 4784). Hours of business: 9 p.m. week-days; Sundays 10 a.m. until 1 p.m. 28-959

**AUSTIN 7** wanted, 1927, 1928. Letters, stating full particulars, Wells, 13 Wimbledon Park Parade, S.W.19. 28-412

**CASH** waiting for unlimited number of light cars, particularly saloons; highest prices paid; distance no object. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Prospect 3332. 28-378

**THE SERVICE CO.,** 273-4 High Holborn, London, urgently want light cars of recent date. Best cash prices given. zzz-611

**MANCHESTER.** Wanted for cash, B.S.A. 3-wheelers, M.G. Midgets, Morris Minor s.v. 2-seaters, Austin 7 Cup models, Arrow and Abbey foursomes, Stadium 2-seaters and super Aero Morgans. Best cash prices given; distance no object; hire-purchase accounts settled. Call, write or phone, Blackfriars 9352. Joseph Rhind and Co., 258 Deansgate, Manchester. zzz-18

**THE LIGHT CAR CO.** do buy highest prices for used cars. Call or send details. 404 Euston Rd., N.W.1. Museum 2122. zzz-919

**CASS'S MOTOR MART, LTD.** (Established 1911), will purchase any modern light cars; cash on sight. Call, phone or write, 5 Warren St., W.1. Museum 0625. zzz-329

**WANTED** for spot cash, Austin 7s, Riley and M.G. Midgets. Golly's Garage, Ltd., 111a Earl's Court Rd., S.W.5. Frobisher 0065. zzz-735

**F.O.C.H.** urgently require light cars. Spot cash. Highest prices. Bring or write. Below.

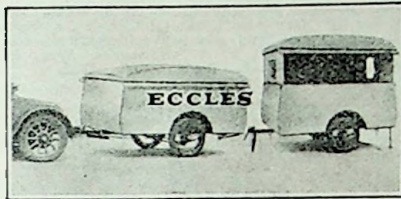
**JOWETTS.** F.O.C.H. definitely pay highest prices. Spot cash. F.O.C.H., Ltd., 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. zzz-606

## LIGHT VANS AND PARCELCARS.

**AUSTIN 7,** 1928 van, in new condition, £29. Rex Judd Motor Exchange, High St., Edgware. Phone 0862. 28-912



## CARAVANS, TRAILERS, ETC.



**ECCLES** collapsible camping trailer, fitted for two, solid panelled and side curtains, glass windows, £75. Eccles, Caravans, Stirchley, Birmingham. 28-994

**WAYSIDE** collapsible caravan, three-berth, fully equipped, £60. Makers, Stubbs, Hawksworth, Notts. 31-w55

**TRAILERS** from £8 17s. 6d., complete; also steel chassis and axles supplied from the actual manufacturers. F. Boddy and Son, Engineers, Boroughbridge, Yorkshire. 33-114

**ANGELA** caravans. New and second-hand models always in stock, caravans for hire from £2 10s. weekly.

**ANGELA CARAVAN CO.**, near Flamstead, St. Albans (on the main London-Covey road). zzz-147

**RICE** folding caravans for roominess, airiness, general comfort and first-class equipment.

**RICE** folding caravan for safety, easy touring and care-free driving, with small cars, 2-berth 69 guineas, 3-berth 88 guineas.

**SIR ALAN COBHAM** purchased a Rice caravan for his personal use after members of his staff have been continuously touring for months with caravans of that make. See Sir Alan's wonderful Air Display and inspect these caravans when they visit you. See the Austin XII van that sailed over Shap Fell with a full load and Rice caravan behind.

**RICE CARAVANS, LTD.**, Gargrave, via Leeds (near Skipton). Several used models available September at reduction. zzz-189

## CARAVANS, TRAILERS, ETC. FOR HIRE.

"D.B." **SUPER TRAILER** manufacturers have fleet of demonstration trailers available for hire from 25s. per week. B. Dixon-Bate, Bridge Works, Chester. Telephone, 1254 Chester. 29-194

## AGENCIES.

**PROFITABLE** whole or spare time occupation. Exclusive motor accessory. Experience unnecessary. Write BCM/TIOR, London, W.C.1. 33-1245

## BATTERIES—ACCUMULATORS.

## GENERAL MOTOR AND TYRE CO.

**NEW** car starter and lighting batteries, assorted makes by all well-known makers, all other types in stock.

**GUARANTEED 12 months.** All types can be supplied. Please state year and make of car. Carriage forward.

**BABY AUSTIN**, 6-volt, 60 a.h., 19s.

**MORRIS-COWLEYS**, 1927 onwards, 12-volt, 54 a.h., 42s.; 1925-6 long type, 12-volt, 40 a.h., running board, 48s.

**MORRIS Minor**, Jowett, etc., 6-volt, 72 a.h., 26s. 6d.

**FORD** and Chevrolet, 6-volt, 88 a.h., 29s. 6d.

**MORRIS-OXFORD**, 1927 onwards, 12-volt, 72 a.h., 47s.; 1925-6 long type, 12-volt, running board, 60 a.h., 60s.

**CHRYSLER** (Buick, etc.), 6-volt, 100 a.h., 35s.

**MOTORCYCLE**, 6½-in. by 4½-in. by 3½-in., 6-volt, 12 a.h., 12s. 6d.

**FULLY** guaranteed.

**AUSTIN 7**, 6-volt, 40 a.h., 14s.

**MORRIS-COWLEY**, 12-volt, 40 a.h., 35s.

**MORRIS-OXFORD**, 12-volt, 60 a.h., 42s.

**MORRIS Minor**, 6-volt, 60 a.h., 21s.

**CHEVROLET**, 6-volt, 60 a.h., 25s. 6d.

**FORD**, 6-volt, 75 a.h., 25s.

**BUICK**, 6-volt, 90 a.h., 28s.

**BATTERIES** despatched fully charged and ready for use at 2s. each for 6-volt and 3s. 6d. for 12-volt. No waiting. Carriage forward, on 7 days' approval.

**COVERS** supplied for Austin 7s., 3s.; Morris Minor, 3s.; Morris-Cowley, 3s. 6d.; Morris-Oxford, 4s. 6d.; and long-type Morris, 7s. Holding-down bolts, 1s. 8d. pair, automatically fitted to all standard cars in a few minutes.

**BATTERY** service station. Any type or make of battery charged and repairs of every description undertaken, starter batteries loaned to customers whilst own is under repair.

**GENERAL MOTOR AND TYRE CO.**, 65-83 Queen St., Hammersmith, W.6. Phone, Riverside 6388 (7 lines). Grams, Tyrepress, Hammer, London." And

**370-372 GRAY'S INN RD.**, King's Cross, London, W.C.1. Phone, Terminus 4429 (3 lines). Grams, Tyrepress, Hammer, London. zzz-9

## BATTERIES (continued).

**LUCAS, C.A.V.**, Rotax Service Station. (Props., Cox and Co.)

**ELECTRICAL** service, large stocks, replacements, exchanges; immediate delivery, low prices.

**CAMDEN TOWN**, 91 Bayham St. Phone, Gulliver 4461-4.

**PUTNEY**, 158 Felsham Rd. Putney 6193-4.

**KINGSTON-ON-THAMES**, Elton Rd. Kingston 3557-8.

**BECKENHAM**, Chaffinch Rd. (opposite Clock House). Beckenham 1146-7. zzz-108

**13s. 9d.** Special offer guaranteed 6-volt batteries for Austin 7 and Morgan, all types at similar keen prices. Murphy, 17 Sheen Lane, S.W.14. Prospect 3303. 28-731

## CAR PAINTING.

**PAINTING** or cellulosing, just a smarten up or a high-class job. Austins, £2 10s.; repairs, overhauling. Armstrong, 4 Leyland Rd. (near "Seven Stars"), Shepherd's Bush. Phone 1577. 28-708

## CARPETS, MATS, ETC.

**CARPETS** and mats for all cars in coco-nut fibre, hair or pile carpets, etc. Order, stating fully requirements, direct from the makers. The Car Mat Co. (Established 1880), 146-150 Portobello Rd., London, W.11. Tel., Park 2703. zzz-854

## CELLULOID.

**ALLEN AND DORSETT** for British transparent polished celluloid, 20/1000 thickness, 55 by 24, 5s. 6d.; 50 by 20, 5s.; 58 by 18, 5s.; 60 by 16, 4s. 6d.; carriage paid. 63-65 Aslett St., Wandsworth. zzz-844

## CLOTHING.

**LEATHER** coats, teddy lined, ladies' or gent's, from 40s.; list free; easy payments; 7s. 6d. secures delivery. Pride and Clarke, Ltd., 158 Stockwell Rd., S.W.9. 28-953

## COACHWORK SPECIALISTS.

**A. P. COMPTON AND CO.**, coachbuilders. Special bodies built to order, designs and estimates free. Repairs, renovations, cellulosing, trimming, panel beating, etc. Arrow Works, Portsmouth Rd., Long Ditton. Telephone, Emberbrook 2276. 28-408

## CYLINDER GRINDING.

**CYLINDER** grinding, liners, valve seats, welding, piston, stockists. Apply for list. Dartford Automobile Eng. Works, Ltd. Phone 600. 31-942

**CYLINDERS** and crankshafts reground, new pistons fitted, bearings re-metalled, scored bores filed in. Guaranteed welding. Sadgrove and Co., 20 Cannell St., Ancoats, Manchester, City 5761. 31-30

**WHITE, WATSON AND CO.** Cylinders reground with alloy pistons, fitted with Wellworthy rings. Austin 7, 55s.; 12, 66s.; Cowley, 60s.; Oxford, 68s.; others from 60s.; with Watalite heat-treated pistons from £4; reground in chassis, valves reseated, bearings adjusted, run in. £9; workmanship and materials guaranteed; inquiries invited. 80 Belvedere Rd., S.E.1. Hop 4352. zzz-57

**READING CYLINDER AND PISTON CO.**, 774 Oxford Rd., Reading. Cylinders reground with Cyllite pistons from 50s.; crankshafts reground, bearings re-metalled, cylinders lined with Centricast liners; guaranteed six months. Reading 3224. zzz-71

## DUST COVERS.

**MARBLE ARCH MOTOR SUPPLIES, LTD.**, for dust covers, hemmed and eyeleted.

**12 ft.** by 9 ft. dustproof, 7s. 6d.; Willesden green, 16s. 6d.; water-proof duck, 28s.

**15 ft.** by 9 ft. dustproof, 8s. 9d.; Willesden green, 22s. 6d.; water-proof duck, 45s.

**15 ft.** by 12 ft. dustproof, 12s. 6d.; Willesden green, 27s. 6d.; water-proof duck, 45s.

**18 ft.** by 12 ft. dustproof, 14s. 6d.; Willesden green, 32s. 6d.; water-proof duck, 55s.

**18 ft.** by 15 ft. dustproof, 17s. 6d.; Willesden green, 42s. 6d.; water-proof duck, 67s. 6d.

**MARBLE ARCH MOTOR SUPPLIES, LTD.**, 153-155 Edgware Rd., W.2. 28-773

## DYNAMOS AND MAGNETOS.

**LUCAS, C.A.V.**, Rotax Service Station. (Props., Cox and Co.)

**ELECTRICAL** service, large stocks, replacements, exchanges; immediate delivery, low prices.

**CAMDEN TOWN**: 91 Bayham St. Phone, Gulliver 4461-4.

**PUTNEY**: 158 Felsham Rd. Putney 6193-4.

**KINGSTON-ON-THAMES**: Elton Rd. Kingston 3557-8.

**BECKENHAM**: Chaffinch Rd. (opposite Clock House). Beckenham 1146-7. zzz-109

"HOW TO DRIVE A CAR." 12th Edition. A complete guide to the finer points of car control. 2s. 6d. net. 2s. 9d. by post.



### DYNAMOS (continued).

**ROTAX, C.A.V.,** Lucas, Duccolier, Delco-Remy, Bosch, Brolt, etc., Service station. See below.

**DYNAMOS,** starters, magnetos. 1,000 different reconditioned replacements ready to exchange while you wait, from 15s., allowing for part payment on old machine. See below.

**LET** us quote you for specialized high-class electric service executed by skilled craftsmen, cheapest experts in London. See below.

**GOODS** despatched on 7 days' approval against cash. Day, night and week-end service. See below.

**BEARDMORE ELECTRIC SERVICE,** 18-28 Queen's Rd., Hyde Park, W.2. Telephone: Day, Park 8641-2; night, Park 7766. zzz-869

### ELECTRO, CHROMIUM AND NICKEL PLATING.

**CHROMIUM** plating. Quality work at moderate charges by the original chrome platers in Manchester and district; also nickel, silver plating, enamelling and Parkerizing. F. Davis (Manchester), Ltd., East Stanley St., Salford. Phone, Blackfriars 4040. zzz-1

**CHROMIUM** plating, high-grade work on heavy nickel deposit, with latest plant, keenly competitive prices. Cox and Co., Lower Richmond Rd., Putney, S.W.15. Putney 6193-6. zzz-872

### ENGINES.

**CITROEN,** Rover, A.B.C., Anzani, Bean, Morris, Essex, Buick, Singer and Clyno engines, also most other makes. Inquiry invited. Scotia Motor Works, 126 Upper Tooting Rd., London, S.W.17. Phone, Streatham 6187-8. zzz-45

**F. H. DOUGLASS,** the Morgan specialist, has large stocks of parts for the following engines: Anzani, Blackburne, M.A.G., J.A.P. F. H. Douglass, St. Mary's Square, Ealing. 6470 Ealing. 28-807

**CONWAY** for good second-hand engines for almost every make of car. Call, write, wire or phone Acorn 1748. Gloucester Rd., and 19 High St., Acton, W.3. 28-855

### EXCHANGES.

**ROWLAND SMITH MOTORS, LTD.,** AUSTIN main agents. Immediate delivery of 7hp models. Deferred terms, highest exchange allowances.

**ROWLAND SMITH MOTORS, LTD.,** B.S.A. agents. Deferred terms, highest exchange allowances.

**ROWLAND SMITH MOTORS, LTD.,** M.G. agents. Deferred terms, highest exchange allowances.

**ROWLAND SMITH MOTORS, LTD.,** Morris agents. Deferred terms, highest exchange allowances.

**ROWLAND SMITH MOTORS, LTD.,** Singer main agents. Deferred terms, highest exchange allowances.

**ROWLAND SMITH MOTORS, LTD.,** will give you the highest price for your motorcycle or car in exchange for any make of new or second-hand car.

**TURN** to our small advertisements under Classified Section. Rowland Smith (Motors), Ltd. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-119

**ARCHIE SIMONS AND CO.,** Exchange Specialists. Any make of car supplied; deferred terms, highest possible allowances. 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-470

**F.O.C.H.** Exchange specialists. New or second-hand. Cash (either way). Deferred. Free list. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-607

**NORMAND GARAGE, LTD.,** exchange specialists, offer highest possible price for your present car or motorcycle, on receipt of full particulars, in exchange for any make of new or guaranteed second-hand car, balance cash or exceptionally easy payments arranged in 48 hours, delivery and collection in England, Scotland or Wales, free service. Immediate delivery of Austin, Morris, Trojan, Triumph, Standard, Singer, Humber and Rover. Call, write or phone, 489 Oxford St., W.1 (Mayfair 6801-2), or 11 Hammersmith Rd., W.14 (opposite Olympia) (Fulham 3477-9). zzz-167

**NEWHAMS** allow best possible prices for used cars in exchange for new or other used models; distance no object; 200 cars always in stock; deferred arranged if desired. 237 Hammersmith Rd., London, W.6. Riverside 4646. 28-747

### EXTENDED PAYMENTS.

**ROWLAND SMITH MOTORS, LTD.,**

**DEFERRED** terms. No references, no inquiries of employers, guarantors, and deposits not essential. Balance 6-24 months, charges from 3½%. Individual requirements given every consideration. Highest exchange allowances. Full particulars and list on request.

**TURN** to our small advertisements under Classified Section. Rowland Smith (Motors), Ltd. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-120

**THE SERVICE CO.,** the house of highest repute for extended payments, established over 30 years, no outside finance, easiest of terms to your convenience, new, second-hand, exchange; state requirements. 273 High Holborn, London. zzz-502

**F.O.C.H.** hire-purchase is simple and costs little. Minimum formalities. Very low deposits. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-608

### 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 Gt. Portland St., W.1. zzz-175

### FRICTION DISCS.

**FOR** G.W.K. cars and all purposes. A. G. Grice, Richmond Rd., Caversham, Reading. 33 1820

### GARAGES.

**CHARING CROSS GARAGE,** Villiers St., Strand. Capacity 200 cars; always open, running repairs, accessories, etc.; theatre facilities. Gerard 1489. zzz-73

### HEAT-RESISTING PAINT.

**KEMICK** heat-resisting paint will keep your exhaust manifold clean and rust free. It will not burn off even at red heat! 1s. 6d. per ¼-pint tin, from any garage 47 195

### HOODS AND SCREENS.

**HARRISON'S.** Hoods recovered 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

**ALLEN AND DORSETT** for hood re-covering, 2-seaters from 30s., 4-seaters from 40s., satisfaction guaranteed. Below.

**ALLEN AND DORSETT** for side screen renovations, quick celluloid replacing service, from 2s. 6d. per panel. 63-65 Aslett St., Wandsworth. zzz-845

**CENTRAL MOTOR INSTITUTE, LTD.,** for hoods, side screens, mats, fabric body repairs, loose covers, etc. New College Parade, Finchley Rd., London, N.W.3. Phone, Primrose 1161. Always open. zzz-815

**ASMUS** hood re-covering, highest quality, from 30s.; screens recellulosed cheaply. 63a High St., Clapham, S.W.4 (next to Jay's). Macaulay 5042. zzz-921

**COX.** Hood re-covers, best materials; skilled workmanship; side screens repaired or replaced, strictly reasonable prices.

**COX.** Hood cloths, khaki or black, 5s. 6d. yd., 72 ins. wide; extra quality, 6s. 4d., 72 ins. wide; black leather cloth, 2-ply, 7s. 4d. yd., 60 ins. wide; coloured sports cloths, from 6s. yd., 72 ins. wide; webbing and banding, 6d. yd.; British celluloid, 58 ins. by 18 mins. by 20-1,000 in., 5s. sheet; samples on application.

**COX.** Dickey-seat screens, £3 5s.; four-panel rear screens, £4; visors from 10s. 6d. Send for fully illustrated lists.

**COX AND CO.,** Lower Richmond Rd., Putney, S.W.15. Tel., Putney 6193-6. zzz-128

**HOODS,** re-covers from 30s., loose covers, any kind of upholstery, fabric bodies, re-covered and repaired. G. Cheny, 91 Little Albany St., N.W.1. Telephone, Museum 0671. 30-618

**BONTOP** hood re-covering sets. Re-cover your hood in your own garage. Each set ready to fit frame, immediate delivery, carriage paid. Write for patterns, mentioning make and year.

**BONTOP.** A few slightly shop-soiled hood re-covering sets available. State make, etc.

**BONTOP.** Hoods re-covered. Sidescreens fitted, old screens repaired, envelopes, tonneau covers.

**BONTOP** sidescreens, two types, from 13s. 6d. per screen. Bontop Backlight replacements, no sewing, 7s.

**BONTOP** dickey screen, £2 17s. 6d.; hood extra 25s.; Bontop baby seat, for car, home and holiday, 10s. 6d.

**BONTOP** accessories fit easily. Trade supplied. Lists free. Grafton Engineering Co., Sycamore Grove, New Malden. zzz-186

**TODD AND CO.** Hoods re-covered and repaired, side screens recellulosed, general upholstery and repairs, fabric bodies re-covered or repaired. Duncan St., Islington. 32-135

### INSURANCE.

**ARMY, NAVY AND GENERAL ASSURANCE ASSOCIATION, LTD.** (established 1904).

**ALL** cars favourably rated. Specimen rate. Combined benefits, £7 10s.; touring cars up to 10hp, third party only, £4; statutory, £5 8s.

**APPLY** Head Office, Trafalgar House, Waterloo Place, Pall Mall, London, S.W.1. Telephone No., Whitehall 9917. zzz-908

**COMPETITIVE** policies by instalments without additional cost. All bonuses allowed. Ernest J. Bass, 40 Chancery Lane, W.C. Holborn 0328. zzz-820

**QUARTERLY** premiums at annual rates; immediate certificates; all benefits; expeditious claims service. Special rates Ford, Austin and Morris. Carfax, Ltd., 13 Albemarle St., London, W.1. zzz-146

**QUARTERLY PREMIUMS.** No extra Road Traffic Act cover. Austin 7, one driver, 16s. 2d. quarterly; Cowleys, 20s. 3d.; Fords, 20s. 3d.; Oxfords, 25s. 4d. Others and commercials equally low. Write for new advantageous scheme. Jackson's, 54 Old Broad St., E.C.2 (London Wall 0329), and Grand Buildings, Trafalgar Square. zzz-944



## INSURANCE (continued).

**QUARTERLY** premiums at no extra cost under Invincible Policies. Certificates by return. Policies sent at once. No-claims bonus to 25%. Be safe. Invincible Policies are secure. Invincible Policies, Ltd., 51 Bishopsgate, London, E.C.2 Phone, London Wall 0464-5-6. See page 2. 28-721

**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

**CONSULT** unbiased experts and secure the best and cheapest policy from Lloyd's and all leading offices for your particular requirements. Quarterly terms with company of unquestioned stability. Metropolitan Insurance Brokers, Ltd., Empire House, St. Martin's-le-Grand, E.C.1. National 5261. 32-744

**REDUCED** rates—write for quotation. Exceptionally low premiums for country risks. Policies issued for any period. Special instalment premium scheme. Mascot Policies, Ltd., 106 High St., Ruiship, Middlesex. Telephone, Ruiship 644. Agents wanted. zzz-180

**OLD-ESTABLISHED** companies offer through Andrews and Booth, Ltd., cash or dividend-payment insurance. Lowest rates obtainable. Let us quote you for private cars, motor coaches, commercial vehicles and self-drive hire. Any period. Immediate certificates. Andrews and Booth, Ltd. (Block N), 37 Sheen Lane, Mortlake (Station), S.W.14. (Prospect 1061, 5 lines.) Branches: 5 Gower St., Derby. Tel. 2818. 12 South Sherwood St., Nottingham. Tel. 40627. 6 St. Stephen St., Bristol. Tel. 22388. 9 Union St., Hereford. Tel. 2272. zzz-179

**DEFENCE, LTD.**, 40 King William St., E.C.4 (Mansion House 9944), for lowest rates payable by instalments. See page 4. 28-336

**QUARTERLY** premiums without additional cost. Austin 7s, £2 2s. 6d.; other cars, lorries, motorcycles, etc., at competitive rates. Security, service, satisfaction under a Stuartson policy. Stuartson (Insurance), Ltd., 34 Ladbroke Hall St., E.C.3. Monument 4270. See displayed advertisement page 6. 28-720

## LAMPS.

**RENNOS** electric bulb bargains. Side, tall, 6d.; head, 1s.; two filaments, 1s. 9d.; 24 by 24 twin filament, dipping for latest Lucas, 1s. 11d.; postage 1½d. each bulb, c.o.d. service. Below.

**RENNOS.** Brand new 7-in. B.T.H. headlamps, bright, dim fittings, two clips, unrepeatable bargains, 18s. 6d., worth double, postage 1s. 252-3-4 Upper St., Islington, N.1. Near Tubes. Phone, North 4467-8. 28-620

## LUGGAGE GRIDS.

**PRESSED-STEEL** luggage carriers, latest type, fitted without drilling, for Austin 7, Morris Minor, Wolseley Hornet, 17s.; Cowley, 22s. 6d.; Oxford, 22s. 6d.; other types supplied. "Young's," 32 Tooting Bec Rd., S.W.17. zzz-115

## MAGNETO AND DYNAMO REPAIRERS.

**LUCAS, C.A.V.,** Rotax Service Station. (Props. Cox and Co.)

**ELECTRICAL** service, large stocks, replacements, exchanges; immediate delivery, low prices.

**CAMDEN TOWN,** 91 Bayham St. Phone, Gulliver 4461-4.

**PUTNEY.** 158 Felsham Rd. Putney 6193-4.

**KINGSTON-ON-THAMES.** Elton Rd. Kingston 3557-8.

**BECKENHAM.** Chaffinch Rd. (opposite Clock House). Beckenham 1146-7. zzz-110

**ROTAX, C.A.V.,** Lucas, Duccellier, Delco-Remy, Bosch, Brolt, etc., dynamos, starters, magnetos, 1,000 different reconditioned types, any one ready to exchange while you wait for the price of repairing yours, from 10s. 6d. See below.

**WE** have the most up-to-date testing machines, and give 12 months' guarantee with every job. See below.

**DAY,** night and week-end service.

**BEARDMORE ELECTRIC SERVICE,** 18-28 Queen's Rd., Hyde Park, W.2.

**TELEPHONE:** (Day) Park 8641-2. (Night) Park 7766. zzz-825

## MIRRORS.

**RENNOS** special offer driving mirrors, black and plated finish, convex surface, originally 7s. 6d., clearance price 2s. 6d., c.o.d. service. 232-3-4 Upper St., Islington, N.1. Near Tubes. Phone, North 4467-8. 28-621

## MISCELLANEOUS.

**COACHWORK** materials. Screws, beadings, mouldings, leather, bandings, fabrics, twill, wood machined to pattern, etc. Hoods re-covered. Armstrong.

**CLASS,** safety or plain, any size. Armstrong, 4 Leysfield Rd. (near "Seven Stars"), Shepherd's Bush. Phone 1577. 28-707

**LIBERTY** engine dynamos, 6-volt 15-amp., reduction gearbox attachment, price 5s. each; C.A.V. and Thompson-Bennett hand magnetos, Coley thermometers, motor accessories and tools for all trades. Coley and Barnett, Ltd., Ordnance Works, Kingston-on-Thames. zzz-194

**DECARBONIZE** at home; economize; simple, harmless, efficient; 2s. 9d., 6s. 6d. Shippey Bros., 108 City Rd., E.C.1. 28-j295

## MUDGUARDS.

**CHEAP** cycle-type and other wings. Large stocks for immediate delivery. Any type made to order on shortest notice. Please state exact requirements. Victoria Sheet Metal Co., Wellington, Shropshire. 31-c322

**YOUNG'S.** Mudguards for Austin 7 from 10s., for Morris from 8s.; mudguards for Jowett, Clyno, Morgan, Rover, Singer, Standard, Swift, Riley, Triumph, M.G. Midget, Wolseley Hornet, etc., keenest prices by return. Cycle type for Austin 7, 67s. 6d. set; complete comprehensive stocks. Prompt service. Young's, 32 Tooting Bec Rd., S.W.17. Phone, Streatham 0791. zzz-116

**MUDGUARDS,** competitive prices, suit all cars; lists. Syd Pearson, Gosford St., Coventry. zzz-144

## NUMBER PLATES.

**BALE,** 44-46 Howland St., Tottenham Court Rd., London, W.1. Phone, Museum 6731. Telegrams, "Limitable, Wesdo, London." Cable, "Limitable, London."

**BALE,** makers of every type and description of number plates, cheapest prices, contractors for quantities, ask for terms. Service, 1 hour for solid die-formed plates and 10 minutes for rapid model riveted plates, porcelain finish dome-white plates 15 minutes; separate components supplied.

**BALE** maintains a name that is known and recognized all over the world. Specify and see the name, you will get the best and they cost no more. 28-490

**CAST** aluminium polished plates. Beadless, 3s. 9d. each; beaded, 4s. 6d. and 5s. 6d. each. Moseley and Son, Founder, Wolverhampton. Telegrams, "Plates." zzz-935

## OILS AND GREASES.

**MOTOR** oils. Blenders of over 50 years' standing offer motor oils (state car): 5-gallon drums for 12s. 6d.; Ford oil, 11s. 6d.; delivery free London; cash with order to John Hatch, Ltd., 25 St. James's St., Islington, N.1. 36-g767

## PATENT AGENTS.

**A. P. THURSTON AND CO.,** Chartered Patent Agents, British and Foreign Patents. Trade Marks and Designs. 329 High Holborn, W.C.1. zzz-158

**J. E. S. LOCKWOOD,** 3 New St., Birmingham. Phone, 3980 Midland. Patents guide free. 34-744

## PISTONS AND PISTON RINGS.

**MARTLET** high-efficiency pistons. Special sets, oversize, high ratio. Brooklands Engineering Co., Ltd., Brooklands Track. Phone, Weybridge 489. zzz-108

## RADIATORS.

**CONWAY** for good second-hand radiators for almost every make of car. Call, write, wire or phone Acorn 1748. Gloucester Road, and 19 High St., Acton, W.3. 28-854

## REPAIRERS.

**BARIMAR** scientific welding is better and 75% cheaper than new parts. As the largest welders in Great Britain we offer guaranteed repairs to broken cylinders, combustion heads, flanges, bores, water jackets, cracked, burnt and worn valve seatings, smashed aluminium crankcases and gear-boxes, axle cases and axle shafts, crankshafts, steel road wheels, etc. Worn parts built up by electro-deposition. Any metal welded and machined ready for assembly. Guaranteed cylinder grinding and Barimar de luxe pistons. The best, quickest and cheapest service.

**SCORED** and worn cylinders. Insist on your motor engineer ordering a Barimar guaranteed repair in 12 to 24 hours. It is the cheapest, too, as bores are not enlarged and existing pistons and rings are refitted. Send carriage paid with piston, rings and gudgeon pins of scored or worn bore. Remove all other fittings. The Barimar process is patented and all motorists are warned that every genuine repair carries the Barimar guarantee tag. See us on your job. All Barimar factories operate Barimar scored-cylinder process.

**LONDON:** Barimar, 14-18 Lamb's Conduit St., W.C.1.

**BIRMINGHAM:** Barimar, 116-117 Charles Henry St., Birmingham.

**MANCHESTER:** Barimar, 67 Brunswick St., Ardwick Green, Manchester.

**NEWCASTLE-ON-TYNE.** Barimar, 31 The Close, Quayside, Newcastle-on-Tyne.

**GLASGOW:** Barimar, 134 West George Lane, Glasgow, C.2. zzz-830

**AUSTIN 7.** Authorized agent and repairers, late foreman Austin London service, Thompson Garage Works, Ballards Lane, North Finchley, N.3. Finchley 1750. zzz-337

**BLACK LION WELDING WORKS.** Welding of every description. Prompt despatch; lowest charges. 24 St. Peter's Grove, Hammersmith. Riverside 4652. zzz-918

**JOWETT, F.O.C.H.,** officially appointed repairers by Jowett Cars, Ltd. 1500 spares stocked. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9 till 8; Sundays 9 till 1. zzz-867

**JOWETT** repair specialists; advice and estimates free; standard repair charges; guaranteed work. T. W. Cooter, A.M.Inst.B.E., 110 Canterbury Rd., West Croydon. Thornton Heath 2487. zzz-162

"THE MOTOR ELECTRICAL MANUAL." 5th Edition. A complete guide to motor electrical equipment. 2s. 6d. net; 2s. 9d. post free.



**REPAIRERS (continued).**

**JOWETT** repair specialists; advice and estimates free; standard repair charges; guaranteed work. T. W. Cooter, A.M.Inst.B.E., 57 Midhurst Avenue, West Croydon. Thornton Heath 2487. zzz-162

**MAKE** no mistake about your repairer. Let F. H. Douglass, the Morgan specialist, repair your car. St. Mary's Square, Ealing. Telephone 6470. zzz-898

**TUNING.**

**POLISHING** cylinder heads. Hornets, 27s. 6d.; Midgets, 22s. 6d.; Minors (s.v.), 10s. 6d.; Austin 7, 10s. 6d., and any other makes. M. A. McEvoy (London), Ltd., 146 High St., Notting Hill Gate (Park 6438), and Leaper St., Derby. zzz-107

**TUITION.**

**BRITISH SCHOOL OF MOTORING.** Private driving lessons on latest cars (open or saloon) at times to suit each pupil. All B.S.M. cars have safety controls and are in charge of expert instructors. Write or call. The British School of Motoring, 5 and 6 Coventry St., Piccadilly Circus, W.1. Gerrard 5455 (5 lines). Established 22 years. Over 75,000 taught. zzz-906

**THE MOTOR TRAINING INSTITUTE** inaugurates the "Quarter-Century Celebration Year" by reduced fees and remaining entirely devoted to private individual instruction. "Special Austin course." Revised prospectus free. Inspection invited. 90 George St. (bus stop), Baker St., W.1. Welbeck 2947. zzz-843

**THE CENTRAL MOTOR INSTITUTE**, the most popular school in London. Driving lessons from 7s. 6d., complete maintenance courses from 30s. Day and evening lessons, also Saturdays and Sundays. Modern methods, expert gentlemanly instructors, individual attention. You should inspect the school and its records before deciding elsewhere. The Central Motor Institute, Ltd., Finchley Rd (near Swiss Cottage), Hampstead, N.W.3. Phone Primrose 1161 for prospectus. 76-b24

**LEARN** driving and repairs by instructor with life experience. Backward pupils a speciality. Six one-hour driving lessons £2 10s. Charles Ward, Manville Garage, 15a Brecknock Rd., N.7. Gulliver 1619. zzz-494

**TYRES AND TUBES.**

**THE BIRMINGHAM MOTOR TYRE REPOSITORY CO.** New and additional salerooms at 84 and 85 Broad St., Birmingham. Tel., Midland 3393.

**NEW** branches, Hartshill Rd., Stoke-on-Trent (Tel., Hanley 48432); and 19 Market Square, Northampton (Tel., Northampton 1975).

**FURTHER** huge price reductions.

**25,000** car covers to be cleared immediately. We have, without doubt, the largest stock in the country. Goods despatched carriage paid against cash, 7 days' approval first passenger train or C.O.D.

**THE** largest stockist of Fort Dunlop, Goodyear, Heavy Duty and Firestone Cords in the country. Prices on application. Please state your size.

**7s. 6d.** Real good second-hand Cords. All latest pattern tyres with our 5,000 miles' guarantee. All sizes in stock.

**15s.** Perfect Used Test Tyres, in the latest makes and pattern Cord Tyres. Real good treads. 6,000 miles' guarantee.

**32s. 6d.** 27 by 4.40 covers. Brand-new Heavy Duty Tyres in makers' wrappings. All guaranteed by makers, Dunlop Clipper Cords, Goodyear Pathfinder Cords, Regent Super Cords.

**BRAND-NEW** clearance tubes. All sizes up to 30 by 5.00, 4s. 6d. each.

**SPECIAL** prices to factors and genuine tyre dealers.

**THE BIRMINGHAM MOTOR TYRE REPOSITORY CO.** New and additional salerooms at 84 and 85 Broad St., Birmingham. Tel., Midland 3393.

**NEW** branches—Hartshill Rd., Stoke-on-Trent (Tel., Hanley 48432); and 19 Market Square, Northampton (Tel., Northampton 1975). zzz-14

**THE DUNLOP RUBBER CO.** accepts no responsibility for tyres purchased at prices other than those authorized. In the interests of the public the prices of Dunlop car, motorcycle and bicycle tyres are protected, and the sale of any such tyres at prices above or below those appearing in current lists constitutes a breach of the company's conditions of licence. zzz-105

**BULL'S.** Established 1895.

**BULL'S.** West End depot for Dunlop, Goodyear, India, Firestone and all first grade makes.

**BULL'S.** New extra Heavy Tyres, best make only. Large selection. 15,000 miles guaranteed. 700 by 85, 16s.; 710 by 90, 19s. 9d.; 760 by 90, 25s.; 765 by 105, 29s. 9d.; 28 by 3, 17s. 6d.; 28 by 3½, 19s. 9d.; 30 by 3½, 19s. 9d.; 27 by 3.85, 19s. 9d. Balloons: 26 by 3.50, 14s. 9d.; 27 by 4.00, 16s. 6d.; 27 by 4.40, 22s. 6d.; 28 by 4.95 (29 by 5.00), 26s. 6d.; 29 by 4.95 (30 by 5.00), 29s. 9d.; 28 by 5.25, 32s. 6d.; 27 by 4.75, 27s. 6d.; 28 by 4.75, 26s.; 715 by 115 (720 by 120), 22s. 6d.; 750 by 130 (740 by 140), 29s. 9d.; 775 by 145, 39s. 6d.

**BULL'S.** All makes of second-hand covers from 10s.

**BULL'S.** All above carriage paid or fitted free, approval against remittance, c.o.d., if desired. Bull's Rubber Co., Ltd., 3 Upper Saint Martin's Lane, W.C.2. Phone, Temple Bar 1747. zzz-105

**LADBROKE'S** for bargains: 2,000 brand-new extra-heavy 26 by 3.50 cord covers in makers' wrappings, fully guaranteed for 12 months, 14s. 6d.; heavy service ditto, 16s. 6d.; 27 by 4.00, 17s. 9d.; 27 by 4.40, 19s. 6d. Brand-new clearance. Not second-hand or remoulded. Sent for 30 days' approval. Tyres fitted free while you wait. Ladbrooke Motor Stores, 204 Ladbrooke Grove, W.10; also 105 Goldhawk Rd., Shepherd's Bush, W.12. Park 5569. zzz-823

**TYRES AND TUBES (continued).**

**GENUINE** Brand-new guaranteed Firestone, Dominion, Oldfield, Michelin Cords. Special Clearance offer. 700 by 80, 20s.; 700 by 85, 22s. 6d.; 710 by 90, 27s. 6d.; 28 by 3, 17s.; 27 by 3.85 (Balloons for 700 by 80-85), 18s. 6d.; 26 by 3.50, 16s.; 27 by 4.00, 18s.; 27 by 4.40 and 28 by 4.50, 25s.; 29 by 5.00, 32s. 6d.; 30 by 5.00, 37s. 6d. Approval against cash. Prompt despatch. "Young's," 32 Tooting Bec Rd., S.W.17, Streatham 0791. zzz-117

**THE DUNLOP RUBBER CO., LTD.**, announce that their productions offered to the general public at prices other than those appearing in their current retail list are either shop-soiled clearance surplus stock of an obsolete type or pattern, or are sold in contravention of the company's conditions or licence. Any matter arising out of such a purchase will not be dealt with in any way by the company. zzz-104

**GENERAL MOTOR AND TYRE CO.**

**65-83 QUEEN ST.**, Hammersmith, W.6. Tel., Riverside 6388 (7 lines). 37/0-372 Grays Inn Rd., King's Cross, W.C.1. Tel., Terminus 4429 (5 lines). Depots: Paris, Brussels.

**LEADING** stockists and dealers for new India, Firestone, Goodrich, Pirelli, Healey, Michelin, etc., etc.

**LARGEST** tyre factors in the world.

**ALL** well-known makes in stock—fitted while you wait at either depot. All goods sent on 7 days' approval against remittance. All tyres sent goods train, carriage paid; if required passenger, add 1s. per tyre and 6d. per tube; giant tyres 2s. 6d. per cover and 1s. per tube. Goods delivered London area c.o.d. Send for 32 pp. catalogue of motor accessories, starter batteries, jacks, clothing, etc. These tyres are new and not remoulded, and please do not confuse with remoulded or reconstructed tyres.

**GUARANTEED** 12,000 miles, brand-new tyres, buttressed, also tubes, by well-known makers, extra-heavy super tyres:—

**700 by 80-85** (26 by 3), 16s. 7d., tubes 3s. 9d.; 710 by 90, 18s. 8d., tubes 4s.; 760 by 90, 22s. 10d., tubes 4s.; 810 by 90, 24s. 3d., tubes 4s. 3d.; 765 by 105, 26s. 8d., tubes 4s. 6d.; 26 by 3, 16s. 7d., tubes 3s. 5d.; 28 by 3½, 19s. 4d., tubes 4s.; 30 by 3½, 20s. 1d., tubes 4s.; 720 by 120 (715 by 115), 20s. 10d., tubes 4s. 4d.; 740 by 140 (730 by 130), 50s. 1d., tubes 4s. New Balloons—26 by 3.50, 14s. 1d.; tubes 3s. 6d.; 27 by 4.00, 17s. 4d., tubes 3s. 9d.; 27 by 4.40, 19s. 6d., tubes 4s. 8d.; 29 by 5.00, 24s. 11d., tubes 4s.; 30 by 5.00, 27s. 8d., tubes 4s.; other sizes pro rata.

**EXTRA** special offer of the well-known Welch reconstructed tyres, fully guaranteed for 10,000 miles by the factory and backed by us. The Welch method of reconstruction is a new process and not the old method of retreading; they have not just had a piece of rubber placed on the tread, which is commonly known as "topped," but have a reinforced tread, and the whole of the side wall is reinforced and entirely recovered with the new rubber—26 by 3.50, 13s.; 27 by 4.00, 14s.; 27 by 4.40, 16s.; 30 by 4.75, 22s. 6d.; 29 by 4.95, 30 by 5.00, 22s. 6d.; 29 by 5.00, 22s. 6d.; 31 by 5.00, 24s.; 28 by 5.25, 27s. 6d.; 30 by 5.25, 27s. 6d.; 31 by 5.25, 27s.; 29 by 5.50, 28s. 6d.; 38 by 4½, 32s. 6d.; 32 by 6.00, 32s. 6d.; 32 by 6.50, 32s. 6d.; 30 by 5, 35s.; 32 by 6 T.T., 50s.; 32 by 6 I.D., 57s. 6d.; 36 by 6, 52s. 6d.; 24 by 7, 55s.; 38 by 7, 60s.

**IF** you require your own tyres reconstructed, please send to us carriage paid (collected in London area—free of charge) with remittance, and we will return to you same day, carriage paid, a reconstructed tyre indistinguishable from new. In this event please deduct from the above the following prices:—2s. 6d. for all car tyres excepting 32 by 4½, for which please deduct 5s.; 30 by 5, 6s.; 32 by 6, 10s.; and 5s. per tyre for all other giant sizes.

**IF** you require cheaper quality tyres—prices on application.

**SEND** for 36-pp. catalogue.

**WE** are the largest tyre factors in the world.

**GENERAL MOTOR AND TYRE CO.**

28-21

**27** by 4.00 new guaranteed standard Michelin covers, 22s.; other sizes equally as cheap. Green, Westbury Lane, Buckhurst Hill, Essex. 31-814

**MASONS.** RECOGNIZED for the Most Comprehensive Stocks in the Country, and the best New Tyres, values possibly obtainable. LITERALLY HUNDREDS UNSOLICITED TESTIMONIALS. Approval against remittance or c.o.d. Carriage paid! Immediate despatch! Do NOT confuse NEW TYRES with Remoulded or Reconstructed.

**MASONS.** Leading stockists for DUNLOP, MICHELIN, GOODYEAR, GOODRICH, INDIA, FIRESTONE, AVON, PIRELLI, STEPNEY, etc.; EVERY TYPE OF TYRE at the most competitive prices available, including Stepney (Special) Tyres for Morgans!

**MASONS.** BRAND-NEW (Manufacturers' Surplus and Clearance) Tyres. Huge Purchase from the leading Manufacturers! Best MAKES and Latest Types. We guarantee 12,000 to 15,000 miles! These are genuine New Goods, NOT reconstructed or remoulded! 550 by 65, 25s.; 700 by 80 (26 by 3), 14s. 6d.; 700 by 85, 16s.; 710 by 90, 18s.; 28 by 3½, 19s. 4d.; 30 by 3½, 19s. 4d.; 26 by 3.50, 16s.; 27 by 4.00, 16s. 6d.; 28 by 4.95 (29 by 5.00), 26s. 6d.; 29 by 4.95 (30 by 5.00), 29s. 9d.; 28 by 5.25, 32s. 6d.; 27 by 4.75, 27s. 6d.; 28 by 4.75, 26s.; 715 by 115 (720 by 120), 22s. 6d.; 750 by 130, 30s.; 27 by 3.85 (balloons for 700 by 80-85), 20s. Tubes 3s. 6d. to 5s.

**MASONS.** ASTOUNDING VALUE! New Super-remoulded Reinforced Covers and special GUM-DIPPED and "Superwax" Casings, guaranteed 10,000 miles: 26 by 3.50, 11s. 6d. (Seconds, 9s. 6d.); 27 by 4.00, 14s.; 27 by 4.40, 15s.; 29 by 4.40, 30 by 4.50, 19s. 6d.; 28 by 4.95, 29 by 5.00, 22s. (Seconds, 15s.); 715 by 115, 17s.; 720 by 120, 20s.; 730 by 130, 22s.; 700 by 80-85, 12s. 6d.; 710 by 90, 28 by 3½, 16s.; 760 by 90, 30 by 3½, 16s. 6d. (Seconds, 13s. 6d.). Masons, "A" Dept., The Tyre House, Ipswich. 28-691

**"COMPRESSION IGNITION ENGINES FOR ROAD VEHICLES."** By the Editor of "The Commercial Motor." 2/6 net; 2/9 post free.



## TYRES AND TUBES (continued).

**HOMERTON RUBBER WORKS, LTD.**, the right place to purchase four tyres. Our goods, prices and service cannot be beaten. Tyres fitted free while you wait. Goods dispatched carriage paid or c.o.d.

**HUGE REDUCTIONS. WONDERFUL BARGAINS. NEW EXTRA-HEAVY REMOULDED COVERS.** Guaranteed 10,000 Miles minimum, same as giving service to 20,000 miles and upwards. 700 by 80-85, 12s. 6d.; 710 by 90, 28 by 3 1/2, 16s.; 760 by 90, 16s. 6d.; 765 by 105, 22s. 6d.; 715 by 115, 17s.; 730 by 130, 22s.; 775 by 145, 25s.; 26 by 3.50, 11s. 6d.; 27 by 4.00, 14s.; 27 by 4.40, 15s.; 28 by 4.95, 22s.

**NEW HEAVY-DUTY COVERS, GUARANTEED 12,000 Miles:** 700 by 85, 16s.; 710 by 90, 18s.; 28 by 3 1/2, 19s. 6d.; 760 by 90, 22s. 6d.; 765 by 105, 25s. 6d. Ballons, Reinforced: 26 by 3.50, 15s.; 27 by 4.00, 17s. 3d.; 27 by 4.40, 19s. 6d.; 28 by 4.95, 29 by 5.00, 24s. 6d.; 27 by 4.75, 28 by 4.75, 25s.; 30 by 5.00, 27s. 6d.; 715 by 115, 20s.; 730 by 130, 30s.; 775 by 145, 35s.

**SECOND-HAND COVERS** in good condition: 700 by 85, 26 by 3.50, 710 by 90, 28 by 3 1/2, 27 by 4.00, 27 by 4.40, 10s.; 28 by 4.95, 29 by 4.95, 715 by 115, 730 by 130, 775 by 145, 15s.

**HOMERTON RUBBER WORKS, LTD.**, 11 Upper Saint Martin's Lane, W.C.2 (Phone, Temple Bar 5157, 2 lines); and 140 Lower Clapton Rd., E.5 (Phone, Amhurst 2889). zzz-95

**TYRES.** 5s. with order secures delivery of any size brand-new Dunlop, Michelin and Firestone (tyres balance monthly). State size and make required. Price and Clarke, Ltd., 158 Stockwell Rd., S.W.9. 28-952

## WHEELS.

**WIRE WHEEL MANUFACTURING CO.** specialize in repairing, rebuilding and converting all types of wheels. Tradescent Rd., Stockwell, S.W.9. Reliance 5713.

## BOOKS AND PUBLICATIONS.

**"THE MOTOR SHIP REFERENCE BOOK FOR 1932."** A handbook of authoritative information for shipowners, shipbuilders and marine engineers. Gives details of every large oil-engined liner, cargo ship and other important craft built in 1931, together with other valuable data, diagrams and photographic reproductions. 5s. net; by post 5s. 6d. Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

**"THE MOTOR ELECTRICAL MANUAL."** 5th Edition. Completely up to date, with many new illustrations. Written in simple language to meet the demand of owner-drivers for complete practical information on the electrical equipment of their cars. 2s. 6d. net, 2s. 9d. by post. Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

**"HOW TO DRIVE A CAR"** (12th Edition) deals exhaustively with every aspect of car driving. Written and revised by the staff of "The Motor," the information may be regarded as authoritative and accurate. The more important motoring laws are explained in an easily comprehensible manner. "How to Drive a Car" is obtainable from the publishers, Temple Press, Ltd., 5-15 Rosebery Avenue, London, E.C.1, or from the leading newsagents and booksellers. It is priced at 2s. 6d. or by post 2s. 9d. zzz

**"THE MOTOR MANUAL."** 28th Edition. 800th thousand. The standard book on motor vehicles and motoring. Covers the whole subject clearly and understandingly, and is a mine of practical information. Every motorist, beginner or expert, should possess a copy. 2s. 6d. net; 2s. 10d. by post. Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

## BOOKS AND PUBLICATIONS (continued).

**"COMPRESSION IGNITION ENGINES FOR ROAD VEHICLES."** By the Editor of "The Commercial Motor." The theory and practice of compression ignition engines. All types on market described. Practical information on running and maintenance. 2s. 6d. net; 2s. 9d. by post. Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

**"THE PETROL ENGINE."** A new and thoroughly revised edition of this popular handbook. The usual chapters dealing in simple language with the principles and construction of all types of petrol engine are included and have been brought up to date. Every type of petrol engine is dealt with, including motor boat engines, aircraft engines, portable electric lighting and power set engines. Written by experts on the staffs of "The Motor," "The Commercial Motor," "Motor Cycling" and "The Motor Boat," this manual will be found invaluable to every keen motorist. Price 3s. 6d. net; by post 3s. 10d. Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

**"THE MOTOR REPAIR MANUAL."** A thoroughly comprehensive and up-to-date guide to the home repair of motor vehicles. Full descriptions of tools and how to use them, workshop processes, etc. Fully illustrated, 2s. 6d. net, 2s. 9d. by post. Of all bookstalls and booksellers, or direct from the publishers, Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

## EDITORIAL AND BUSINESS NOTICES.

THE LIGHT CAR AND CYCLECAR is published in London every Friday morning.

Head Offices: 5-15, ROSEBERY AVENUE, LONDON, E.C.1.

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

Cables: "Pressimus, London."

Telephone: Clerkenwell 6000. (Private Exchange).

Midland Offices: 61-65, New Street, Birmingham. Telephone, Midland 4117 (3 lines). Telegrams, "Presswork, Birmingham."

6, Warwick Row, Coventry. Telephone, Coventry 4775. Telegrams, "Presswork, Coventry."

Northern Offices: 274 Deansgate, Manchester. Telephone, Blackfriars 5038-9. Telegrams, "Presswork, Manchester."

**EDITORIAL.**—All Editorial communications and copy must be addressed to "The Editor," and must reach this office not later than first post Tuesday morning. Drawings or MSS. which are not considered suitable will be returned if stamps are enclosed, but the Editor does not hold himself responsible for safe keeping or safe return of anything submitted for his consideration.

Accounts for contributions should be sent in immediately after publication, addressed to "The Manager." Payment will be made during the month following publication. All drawings and other contributions paid for and published in this journal are the copyright of the publishers, from whom alone authority to republish or reproduce can be obtained.

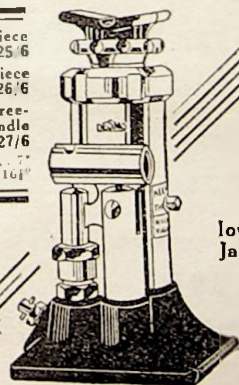
**SUBSCRIPTION.** THE LIGHT CAR AND CYCLECAR will be mailed regularly at the following rates:—

	12m.	6m.	3m.
United Kingdom and Canada	19s. 0d.	9s. 6d.	4s. 9d.
Abroad	21s. 0d.	10s. 6d.	5s. 3d.

**REMITTANCES.** Postal orders, cheques, etc., should be made payable to Temple Press Limited and crossed "Midland Bank, Ltd., Bedford Row." Remittances from abroad should be made by International Money Order in Sterling. All letters regarding subscriptions, advertisements and other business matters must be addressed to "The Manager." (Other Business Notices will be found on the first page of this section.)

## You can abuse it!

With One-Piece Handle .. 25/6  
With Two-Piece Handle .. 26/6  
With Three-Piece Handle 27/6  
Min. height .. 7'  
Max. height, 16'



The Desmo Hydraulic Jack stands up to any amount of hard usage, and if the oil level is correctly maintained will always lift as easily and evenly as on the day it was purchased.

Jacks costing twice as much are in nowise more efficient, moreover the low overall dimensions of the Desmo Jack make it ideal for light cars.

Ash your Garagemanto show you one, also request a copy of our pocket encyclopædia, or write

# DESMO

Desmo Ltd., Stafford St., Birmingham.

## MARBLE ARCH

MOTOR SUPPLIES LTD

### MUDGUARDS

8/6 for Morris, Austin, Singer, Standard, Swift, Morgan, etc. All Models from 8/6 each. Sports Mudguards for Austin 7, Morris Minor, Morgan, etc., from 10/6 ea. Send for list.

133 & 135, Edgware Road, London, W.2  
Phone: Paddington 0789 & 0690. 'Grams: Archmotor, Padd.



For touch-ups. Black, 2/-; Colours, 2/3. Also in Quikamel Oil Enamel (dries in 4 hours).

Sole Manufacturers:  
Postans, Morley Brothers  
& Birtles, Ltd.,  
Trevor St., Birmingham.

## TENZ

TABLETS for the BREATH

The Motorists' SafeGuard

3d. Use Right Size

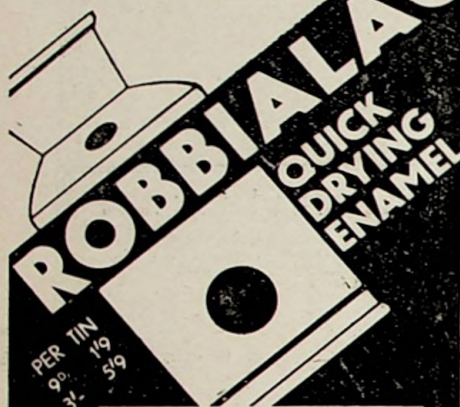
DESTROYS ALL ODOURS of Tobacco, Food, Alcohol. From Hotels, Chemists, Tobacconists, etc.

TENZ Manufacturing Co. MANCHESTER.

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



## ENAMEL YOUR CAR WITH



Send for the Free Robbialac Leaflet specially written for the job you want to do. Please state whether Leaflet required for renovating a Cycle, Motor Cycle or Car.  
Dept. No. L.11, Robbialac Works, Stratford, E.15

## TYRES ↓ TYRES

Look at the Money  
you **SAVE!**

### Amazing Prices.

Special clearance **BRAND NEW** tyres, by manufacturers of world-famed repute, Goodyear, Goodrich, etc.

26x3.50 w.o.	-	-	14/6
27x4.00 w.o.	-	-	14/6
27x4.40 w.o.	-	-	17/6
27x4.50 w.o.	-	-	18/6

Are we mad? No, but you will be if you miss one of these super bargains. Satisfaction guaranteed or money refunded without question or quibble.

**J. Hemmings & Sons,**  
Dept. L.C.A.,  
**HALE, LIVERPOOL.**  
Phone—Hale 30.

FITTED FOR  
OIL OR GREASE  
LUBRICATION AS  
PREFERRED.

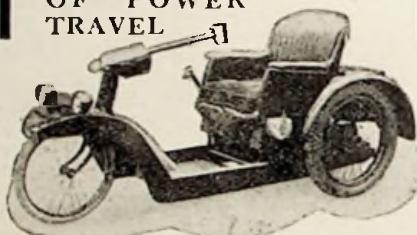
AUSTIN 7 h.p.	-	22/6	per set.
MORRIS MINOR	-	30/-	"
SINGER 8 h.p.	-	35/-	"
9 h.p.	-	45/-	"
STANDARD			
LITTLE 9	-	42/-	"
STANDARD BIG 9	-	50/-	"
HILLMAN MINX 42	-	42/-	"

Post Free.

**Quick Fit**  
Gaiters  
FOR ALL CARS

W. DICKINS & Co., Ltd., 475, Foleshill Road, COVENTRY

### THE ARISTOCRAT OF POWER TRAVEL



### AUTO-ELECTRIC INVALID CARRIAGES

Made throughout at our Works at Shalford, nr. Guildford.

Silent; luxuriously comfortable; will climb any hill; simplicity itself to control. Agency applications invited.

**NELCO LTD.**  
AUTO ELECTRIC WORKS,  
SHALFORD, SURREY.  
London: 15, Caroline Street, W.C.1.  
Telephone: Museum 3474

THE 1932  
**Coventry Victor Midget**  
**£75 THREE-WHEELER £75**

Tax £4. Petrol 60 m.p.g.  
WRITE NOW for Catalogue C.2  
The Coventry Victor Motor Co., Ltd., Coventry.



**HUGE PRICE REDUCTIONS**  
Easy fitting sections. Strong, planned, rebated, moulded weatherboards. Weatherproof. Roofing felt supplied. Ample room. Large windows. Delivered Carriage Paid England and Wales.  
Long. Wide. High. Cash. With  
11ft. 7ft. 8ft. £7. 7 13/6  
14ft. 8ft. 8ft. £9. 0 16/6  
16ft. 8ft. 9ft. £11. 2 20/4  
14ft. 9ft. 9ft. £10-14 19/8  
16ft. 9ft. 9ft. £11-15 21/7  
Floors Extra.  
BIG CATALOGUE. Garages and Portable Buildings **FREE!**  
F. & H. SUTCLIFFE, Ltd., 26, Wood Top, Hedden Bridge  
London Showrooms—40-42, Oxford Street. Yorks.

## "South Western" GARAGES & SECTIONAL BUILDINGS—ALL KINDS

Prices  
again  
reduced.

Buy now  
before  
they rise.

14 ft. x 8 ft.  
£8-15-0  
15 ft. x 9 ft.  
£10-19-0

2-in. PLANNED REBATED  
WEATHERBOARD.

CARRIAGE PAID. Deferred terms arranged.  
South Western Appliance Co. (1929), Ltd.  
Dept. YG, High Street, Fulham, S.W.6. (Putney 2771)



SCRIVENER'S PATENT—A Magic Valve Fitting Tool.  
For AUSTIN 7, 12, 16 and 20.

The only Tool which fits Valve Spring Cotter instantly. Worth a GUINEA each. BEWARE OF IMITATIONS.



Fingers safe from pinching For Austin 7 3/8 each. For ALL OTHER CARS 4/6. Post 3d. each. Scriveners, Patentees & Manufacturers, Fleet St., Swindon.

## ELLIS'S WEATHERBOARD GARAGES

300 Sizes and Designs in  
FREE CATALOGUE

NOW from  
13/9 down

Free Plans for Council.  
'HENDON' WEATHERBOARD GARAGES. Sectionally built of 1" planned, tongued, grooved, and moulded weatherboarding. Roof of grooved, tongued boards and felt. Gables finished asbestos and wood overlays. Lock and key. Glazed windows to open. Bolts for erection.

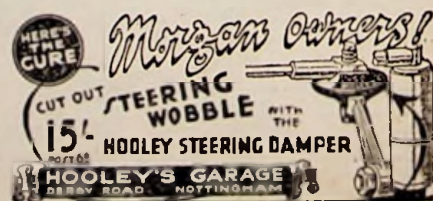
				for erection.			
Long.		Wide.		High.	Price Erected.		Monthly.
10 ft.	x	7 ft.	x	8 ft.	£7 10 0	or	13/9
12 ft.	x	8 ft.	x	8 ft.	£9 5 0	or	17/-
14 ft.	x	8 ft.	x	8 ft.	£9 10 0	or	17/6
16 ft.	x	8 ft.	x	8 ft.	£10 10 0	or	19/3



G. Ellis & Co., Milton Wharf, Gainsborough Rd., London, E.9  
VISIT OUR SHOWGROUND—OPEN ALL SATURDAY

### "THE MOTOR MANUAL"

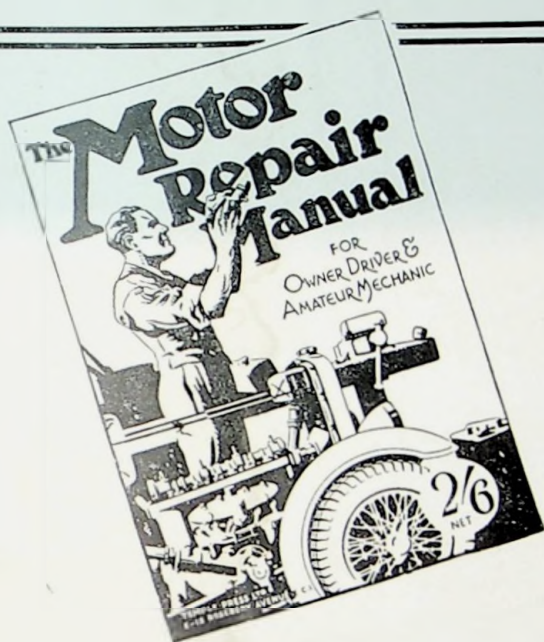
Will teach you how to understand your car. It is the standard book on the subject. 2/6 net. 2/10 post free.



"THE MOTOR REPAIR MANUAL." An up-to-date guide to the home repair of motor vehicles. 2s. 6d. net. 2s. 9d. by post.



## NEW EDITION NOW ON SALE



*Save time and money  
by doing your own  
minor car repairs and  
adjustments*

Every owner-driver who wishes to tackle reasonable repair jobs and adjustments at home should read "The Motor Repair Manual," the new (6th) edition of which is now on sale.

Detailed instructions are given. There are sections on the lathe and its use; descriptions of tools and how to use them, and of various mechanical processes and workshop practice; hints on fitting up a repair shop, and much other essential information. The book is written in non-technical language and is fully illustrated.

### 2/6 NET

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

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



# 100%

## MAXIGROOVE

### SCRAYPOIL RING

PATENT NO. 289264

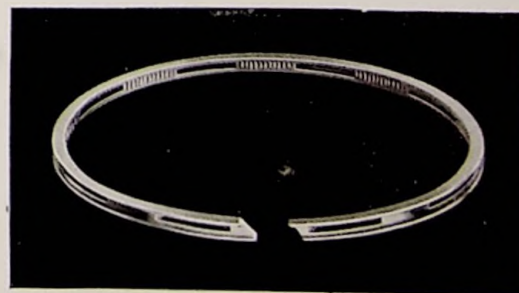
## Avoid re-grinding worn cylinders

and the expense of fitting new pistons when cylinders are badly worn and oil pumping becomes excessive.

You can save this expense by fitting the BRICO 100% "MAXIGROOVE" Scraypoil Ring which is a definite cure, instantaneous in action, and marvellously effective. The most wonderful piston ring ever introduced, with fully patented features. Strongest where the stress is greatest. No other is "just as good."

*Obtainable from all Garages and  
Dealers. Manufacturers*

**The BRITISH PISTON RING Co., Ltd.,  
COVENTRY.**





AUGUST 19, 1932.

The Light Car  
& Cyclocar

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

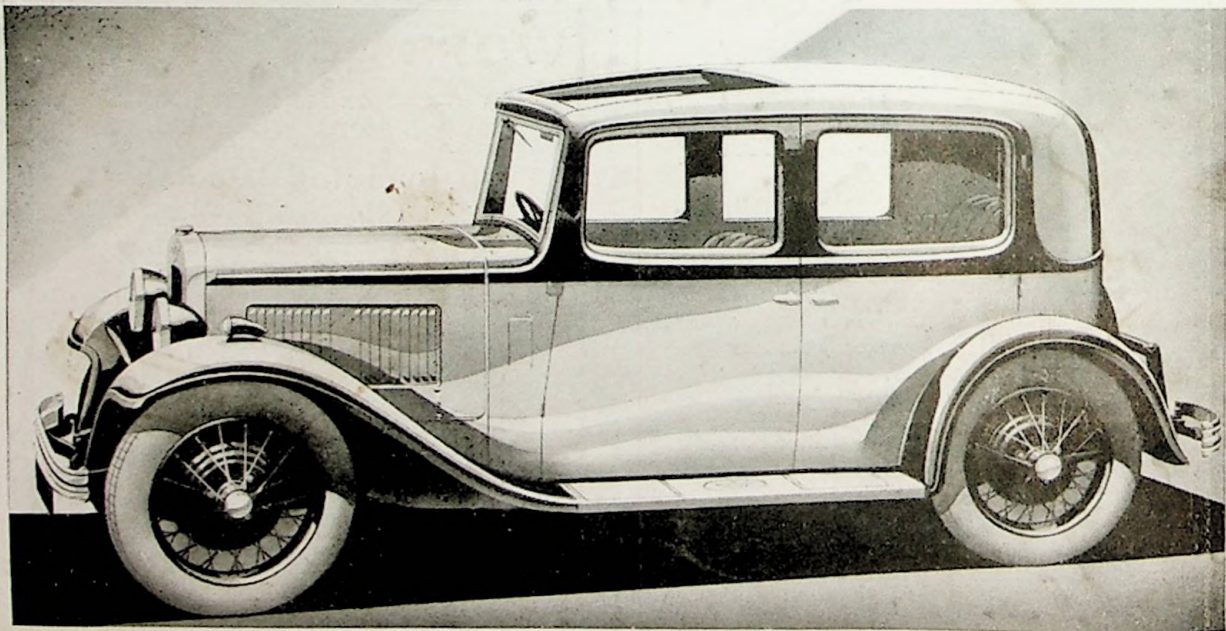
**SIR MALCOLM CAMPBELL** says:

*"I predict that the future of this car is absolutely assured"*

"Having tried it (the Ten-Four), I am convinced that it will appeal to the general motoring public from every point of view," writes Sir Malcolm Campbell in *'The Field.'* "Here is a real motor car, solidly built, amazingly cheap both in purchase price and running costs, yet at the same time a fully grown vehicle. The car's performance on the road is exceedingly good. A speed of 50 m.p.h. can be achieved with the greatest of ease—even the 60 mile mark can be reached if conditions are favourable. The steering, too, is excellent. Its stability leaves nothing to be desired—it holds the road like the proverbial leech. Both suspension and brakes are really excellent. I predict that the future of this car is absolutely assured. Sir Herbert Austin should be congratulated on introducing a new model that will still further enhance the prestige of his firm."



## THE NEW 'TEN-FOUR'



EQUIPMENT includes sunshine roof, leather upholstery, bumpers and shock absorbers, Triplex glass throughout, chromium finish and Dunlop tyres, 6-volt electric lighting with dipping beam device. Instrument board equipped with oil pressure-gauge, petrol gauge, clock, speedometer and ammeter.

**£168**  
{Price at works.}

READ THE  
A U S T I N  
M A G A Z I N E :  
4d. EVERY  
M O N T H .



# AUSTIN

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

"The Light Car & Cyclocar" is Printed and Published Weekly by the Proprietors, TEMPLE PRESS LTD., 5, 7, 9, 11, 13, 15, ROSEBURY AVENUE, LONDON, E.C.1.  
OVERSEAS AGENTS—Australasia—GORDON & GOTCH, Melbourne, Sydney, Brisbane, Perth, Adelaide, Lancaster, Wellington, etc. India—A. H. WHEELER & CO., Allahabad.  
Bombay, Calcutta, etc. Africa—CENTRAL NEWS AGENCY, LTD., Cape Town, Johannesburg, Durban, etc. Canada—W. DAWSON & SONS, LTD., Toronto, etc. GORDON & GOTCH, 132, Bay Street, Toronto. U.S.A.—THE INTERNATIONAL NEWS CO., 131, Varick Street, New York, N.Y. AGENTS FOR FRANCE AND BELGIUM—W. H. SMITH & SON, 248, Rue de Rivoli, Paris, and 78, Marche aux Herbes, Brussels.