

The
Advocate

The AUSTIN
Car Owners'
JOURNAL
March, 1927



The ADVOCATE

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DEBIT AND CREDIT

IT is a commercial axiom that you cannot take out of a concern more than you put into it, and the simile might with advantage be applied to a motor car.

Happy is the owner who has made the choice of a car which most nearly fulfills his ideal.

He may not be blessed with an over abundance of this world's wealth, and therefore has no ambition to drive one of the high priced super-luxury cars, but possessing a good, trusty, efficient car he knows it will convey him in sureness and safety wherever his will directs.

Having such a car—of which the Austin is a distinguished example—he takes pride in its condition and appearance. It receives those necessary attentions which keep it attuned to its work and everything goes well.

The winter months are a severe trial to the health and comfort of us all, and upon our manner of life, the taking of all reasonable precautions, and in case of sickness, the proper treatment at skilled hands; depends the condition of health and strength and fitness in which we find ourselves, when the spring is advancing.

As soon as the rigours of winter commence to relax, the prospect of excursions in the open air is an alluring thought, and the imagination begins to spread itself to happy journeys and beautiful surroundings. Just as with care of our persons, we ensure, as far as we may, a good physical and mental condition, so with care of our cars, we make almost certain, the due performance of its task in ministering to our needs and pleasures.

Therefore the prudent motorist welcomes the advent of spring, feeling fit and happy in the knowledge that his car is ready and able to do his will.

And for the unfortunate who has been injured in health by winter's severity, the invigorating breezes of a warm spring day, will bring back the colour to his cheeks, the sparkle to his eyes, the clearness to his brain and such a tonic for his depression, that when he awakes the next morning after refreshing sleep, he will appreciate just how much he owes his car.

Thus the account between them is a good one. If he debits his car with what he has spent upon it and credits it with what he receives in service and pleasure, the balance will be on the right side.

MESSRS. LOOKERS' SHOWROOMS

HARDMAN STREET, DEANS GATE, MANCHESTER



Messrs. Lookers Ltd. Showrooms and Offices.

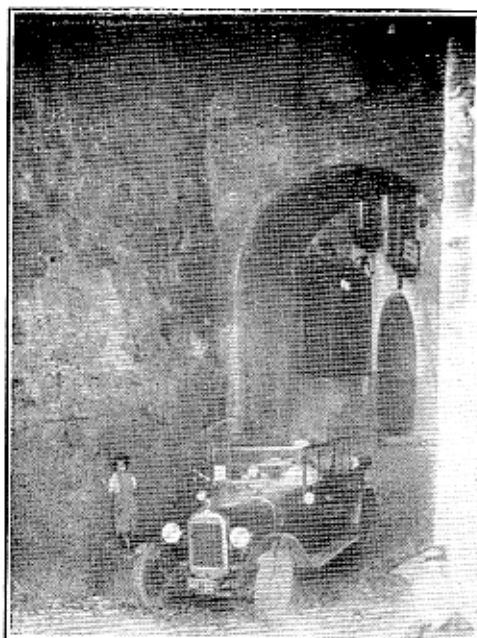
The above illustration shows only a portion of the frontage of Messrs. Lookers' extensive and well equipped Showrooms, the full extent of which is 250 feet. The commercial showrooms do not appear in the picture.

Above these Showrooms are a secondary Showroom for used cars on the one side, and on the other the Works and Repair Shop, 100 feet x 60 feet. Above these Works is another floor containing an extensive paint and body repairing shop. There are, of course, the usual sales offices, Directors' room, and extensive stores.

The premises, which are the sole property of Lookers Ltd., are free from encumbrances of any kind, and are valued at between £50,000 and £60,000.

It is interesting to note that Mr. Oswald D. Marsh, who has been Secretary of the Company for the past eight years, and Mr. Herbert W. Lugg, Sales Manager for four years, have joined the Board of Directors.

DIEPPE TO GIBRALTAR

*A street in Trujillo.*THE TALE OF A
"TWELVE."*Wayside Tea near Terez de-la-Fontera.*

WE had lived in Gibraltar some years ago, and when I was again appointed to this Port, the question at once arose "What will you do with the darling"? this being my wife's somewhat jealous nickname for my Austin "Twelve" 4-5 seater tourer. She did not seem very surprised when I said I should take her with me. So we discussed the pros and cons, and in the end decided, perhaps with a little trepidation, to drive the car across France and Spain. This decision was only arrived at after communicating with friends in Madrid who, however, did not recommend the journey even as far as Madrid in a small car and described the condition of the roads south of Madrid as appalling. I was told that for Spain the essentials were a powerful engine, adequately cooled, a well sprung chassis and a closed body to keep out the dust and for protection against the sun. So we began to make our preparations, and to consider the question of spare parts and tools which might possibly be required on the journey. I decided to remove the back seat and squab and forward by boat so as to leave the tonneau, which I had fitted with a light dust cover, clear for baggage, and to fit up my motor trunk (normally used to carry two suit cases) on the carrier with immediate necessities.

The grease gun, oiler and brace were neatly fixed under the bonnet whilst the pump, hydraulic jack, wood chocks, etc., were stowed in the motor trunk. This also contained a one-gallon tin of water fitted with a draw-off tap for drinking and radiator make-up, a thermos flask of distilled water for the battery and a spare magneto, together with a picnic basket which included a stove using "Meta"

solid fuel for making tea. The whole of these were stowed in the lower half and the upper half was appropriated for my wife's hats, umbrellas, mackintoshes, etc., in order to keep the weight as light as possible. Reserve petrol and oil were carried in a neat "carry-on" japanned box on the off-side running board. As only two spare tyres are allowed to be carried in France free of duty, I re-shod my rear wheels and after selecting the best of the remaining tyres for the front wheels and the two spare wheels, sent the other two tyres by boat. No tyre trouble whatever was experienced on the journey and it might be of interest to state that one of my spare tyres had already 19,910 miles to its credit, all my tyres being high pressure Dunlop Cord. The Austin "Twelve" can, I think, claim to be well shod.

Other spares not normally carried, of which the provision was considered necessary were the following:—Reserve valve and spring completed, complete set of gaskets and joints with a small bottle of gold size, bag of spare bolts and nuts, spring washers and split pins, fan belt, and set of water connections. These were stowed as found most convenient, but no occasion arose to use any of them.

The engine was decarbonised, valves ground in, and a thorough examination made of all parts of the chassis, oil changed, etc. Incidentally, I fitted jack platforms on the back axle.

Now we are ready for the journey and we duly embarked at Newhaven on a delightful morning at the end of September. We were only detained a little over an hour at Dieppe and made Rouen the same evening having found the road perfect. The next day, however, was to find out our weak spots, for after a few miles good going, except for a dense fog, we struck mile after mile of bad road in parts of which the whole width was undergoing repair. There were long stretches of pot holes, alternating with loose metalling and places where turf and mud were being used for filling the pot holes only to be thrown out again by the traffic. There was no sign of tarring. We saw only two English cars on this day, both being Austin "Twelve's."

When we stopped for lunch I found one of the front shock absorbers loose and tightened it up, only to find a few miles further on that the lower half had come quite adrift from the axle. It is only fair to say that the shock absorbers (Hartford's) on my car were not an integral part of the car, having been fitted after the car was purchased in July 1924. The trouble was remedied by a French mechanic who made me a new bolt fitted with two nuts and I experienced no further trouble on this account. Later on in the day I discovered my luggage carrier had broken down where it had been patched and welded after a similar break on the particularly bad stretch of road between Pitlochry and Inverness 12 months ago. I should mention that with an extra spare wheel and a motor trunk it is impossible to stow this carrier so as to have the benefit of the centre supports, thereby causing very heavy strain to be thrown upon it. It would be an advantage if the design could be slightly modified to allow for this. We carried on to Le Mans which we reached about dusk and, after a little persuasion, I succeeded in getting the garage to take the repair in hand the same night. The fracture was rewelded and I inserted wood wedges and wired them on in order to obtain a support at the centre and with this we got through to Gibraltar without further mishap. Incidentally, the car had a narrow escape as during the welding operations a fire was started in some loose material underneath it. Thanks to the prompt application of a chemical fire extinguisher no damage was done. I should like here, to say a word in praise of the French mechanic who is a very resourceful, willing and thorough workman, as evidenced by the fact that I had not the slightest further trouble on account of either of the above parts. Not

being a French scholar made it a little difficult at first to explain what I required, but when the mechanic had grasped the situation he set out to make a thoroughly good job in a most efficient manner; moreover, the charges for the above repairs were most reasonable.

As I had never driven on the Continent before I was pleased to find that one drops into the right-hand rule without any difficulty. The only trouble I experienced was on account of steering bias which was rather pronounced on the heavily cambered roads and which might perhaps have been accentuated by the car having been driven by the left hand rule for over 20,000 miles. This was partially cured by slightly deflating the near side tyres.

After these minor troubles we got along exceedingly well notwithstanding the appallingly bad roads in places. Our runs included one of 213 miles from Ruffec to Bayonne which was made possible by some stretches of very straight fast tarred roads where one could keep pegging along at 40 m.p.h., keeping a wary eye for bad patches upon which one could come quite unexpectedly. The country was flat and the scenery for the most part uninteresting, the route taken being in the direct one via Alencon, Le Mans, Tours, Poitiers, Angouleme and Bordeaux. Once over the border, however, the scenery became wild and wonderful, and we began to understand the necessity for a good car. According to the information I had received we were soon on the worst climb between San Sebastian and Madrid, just before leaving the Province of Guipuzcoa. It proved to be a very long stiff climb with numerous hair-pin bends which, however, we did comfortably on third gear with an occasional drop to second, without overheating, followed closely all the way up by a large car. I was delighted over this, but unfortunately, we were to have a set-back on the next serious climb between Burgos and Madrid which takes one over the Sierra Guadarrama after passing Aranda. On this my engine boiled for the first time just as we reached the top.

Here I might mention that the maximum gradient observed on my Tapley gradient meter on the long pulls experienced in Spain was 1 in 8, and I should estimate the average gradient at much less, say 1 in 12 to 15. The hills however, are very long with several nasty hair-pin bends, and although the height climbed may not be more than 2,000 to 3,000 feet one has continually to drop several hundred feet to ford a stream which makes the total climb much more. Nearing Madrid we ran into road repairs on a bridge at the bottom of a sudden hidden corkscrew drop known as the Devil's Dip where the gradient must have been 1 in 3 or 4 and we only just managed to get by. Generally speaking the climbs are not so bad although considerably longer than, for example, Glencoe or Kirkstone and we did not strike any surface quite so bad as Glencoe after rain.

(To be continued).

FILTERS

Dear Mr. Editor,

15th February, 1927.

Once again I am writing you regarding my 12 h.p. car, and trust that you will be patient with me. As you have gathered from my previous letters I am sadly deficient in the knowledge of mechanics.

Just before Christmas my engine was becoming increasingly difficult to start— which I put down to the cold weather. On Boxing Day we had accepted an invitation from some of our friends to spend a jolly evening with them—the party being both for grown-ups and children. In consequence we all loaded up into the car in the afternoon. I tucked the children snugly into the back and

wrapped a travelling rug round them, for, although the all-weather equipment of my car is as near perfect as I should think it possible to make, it is nevertheless cold, and the kiddies, of course, feel it more in the rear seats. When I had settled myself in the driver's seat, I proceeded to start the engine in the usual way, but unfortunately, I could not get a single explosion from it. The starter worked perfectly, turning the engine round at quite a high speed, but it would not start. Eventually, I managed to start it up by swinging vigorously with the starting handle, but I found that I had to have the throttle very wide open.

It was also apparent that the engine would not run at a slow speed, but only at fairly high revolutions. This was, of course, very annoying, as we were getting late for our party. I thought that perhaps the magneto was at fault, and would not explode the mixture except when it was running very fast.

When we got to the party, as we were late, everyone wanted to know the reason, and I was the subject of a good deal of chaff from other guests. One of the guests is also the owner of an Austin "Twelve"—rather an enthusiastic motorist—and he at once said: "Oh! it is only your slow runner stopped up." Well, to cut a long story short, this fellow guest came to see me the next morning, and, after we had exchanged seasonal greetings over two tots of "Scotland's own," we went out to the garage, and, as predicted, my friend found that the whole of my trouble was in the slow running jet. The jet itself was quite clear but a tiny little piece of gauze in the bottom of it was choked up.

Now, Mr. Editor, had it not been for my friend, I should never have known of the existence of this small piece of gauze, and I think it might help many fellow Austin owners if you gave a few hints regarding this, for it would have saved me much time and trouble on Boxing Day.

Another friend of mine bought an Austin "Twelve" last month, and he tells me that it has a longer stroke than mine. I have been for a run on it, and it certainly is a very fine car. It appears to climb hills rather better than mine.

Would it be possible to have the stroke of my engine increased, so that mine would climb hills in the same manner?

Well, Mr. Editor, I trust I have not made this letter too long, and wishing you and the Austin Motor Company a happy and prosperous New Year.

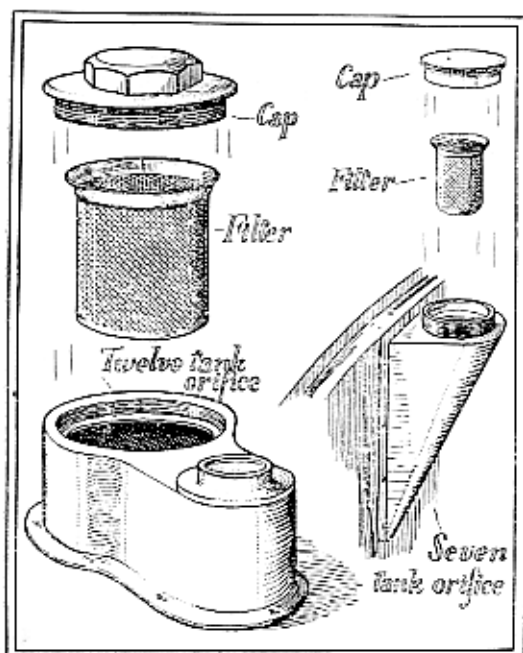
I remain, Yours faithfully,

"SIMPLE SIMON."

We thank our subscriber "Simple Simon" for his very interesting letter, and are sorry to hear of the trouble he had in starting up his car. We trust, however, that being late did not mar the enjoyment we hope he experienced at his party.

When the easy starting of the engine gradually declines—culminating in the failure to start unless the throttle is wide open, this is sure evidence of a choked slow running jet. The slow running jet is, in effect, a small carburetter attached to the side of the main carburetter, its function being to supply a small quantity of rich mixture for starting and slow running, and it will only operate when the throttle is practically closed. As soon as the throttle is open the mixture is drawn from the main jet—the suction on the starting carburetter (shall we call it) ceasing. Also, after the engine is running, as soon as one takes one's foot off the accelerator and the throttle becomes nearly closed again, the engine runs on this slow running carburetter (jet).

"Simple Simon" will thus readily see why, as the slow running carburetter was out of action, the engine would not start until the throttle was fairly wide open. When the throttle is fairly wide open in this manner, much greater suction has to be produced in order to draw the mixture up—hence the necessity for swinging the engine very hard with the starting handle.



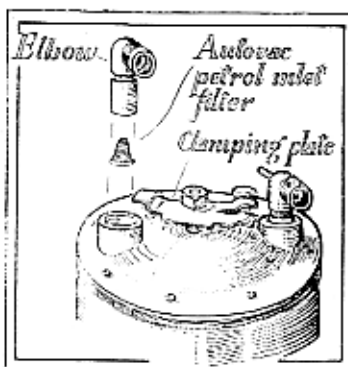
It is well that the various filters in the petrol system should be examined and cleansed periodically. Had "Simple Simon" taken this precaution, he would not have had this trouble.

The first filter is the large cylindrical one in the petrol - tank filling orifice. What is known as waterproof gauze is employed in its construction—the mesh of which is so fine that, whereas petrol readily flows through it, water will not. This will account for the fact that sometimes little blobs of liquid will be seen in the bottom of this filter. They are really little drops of water which

have become introduced into the petrol in some way

The next filter in the system is inside the petrol inlet elbow of the autovac—

that is, the one one nearest you when you lift the bonnet. To detach and cleanse this, all that is necessary is to first undo the union nut holding the pipe to this elbow; then slacken off the nut in the centre of the autovac which holds down the three-armed clamping plate. The inlet elbow can then be removed from the autovac top; it is only held down in a taper, and may be found tight. A gentle tap with the side of a spanner, at the same time pulling it with the fingers, will loosen it. Placed into the orifice at the bottom of the elbow is a small gauze strainer, which prevents any particles of matter being sucked through this pipe into the autovac, for when the autovac is drawing a fresh supply from the main tank, the suction along this pipe is considerable. Should many particles have collected, in some cases they will form a hard wad, which will be found behind this gauze, and looks very much like a miniature bird's nest.



There is no further filter in the autovac itself, but occasionally the drain tap at the bottom of the autovac should be opened, and any dirt that has collected in the bottom drained away.

It is only necessary in most cases to merely open the tap and allow about a tablespoonful of petrol to run out. This will be quite sufficient to carry away any sediment that may have collected. If it is found that no petrol flows through when the tap is opened, a piece of wire should be poked up through the hole.

So long as it is not poked too far, there is nothing in the autovac to come to harm.

From the autovac the petrol flows down the pipe to the union which is screwed in to the large boss underneath the float chamber. In this boss is another filter—a small cylindrical one,—to remove which it is necessary to undo the petrol pipe to the float chamber, when the union in the float chamber itself can be unscrewed. On this will be found a cylindrical strainer. It is merely pushed on to the end of the union, and can easily be taken off.

The next and last filter is the one which troubled our correspondent. It is a very small piece of gauze which is a tight fit in the bottom of the slow running tube, and will require an inch nail or hatpin, or similar pointed instrument, to withdraw it.

It will be seen that it is only by the remotest chance that any obstruction can reach the jets, and so choke them up. This is an excellent feature, for it is far easier to clean a filter than a choked jet with its very small hole, and sometimes a piece of stiff wire of small enough diameter with which to clear out a choked jet is not available.

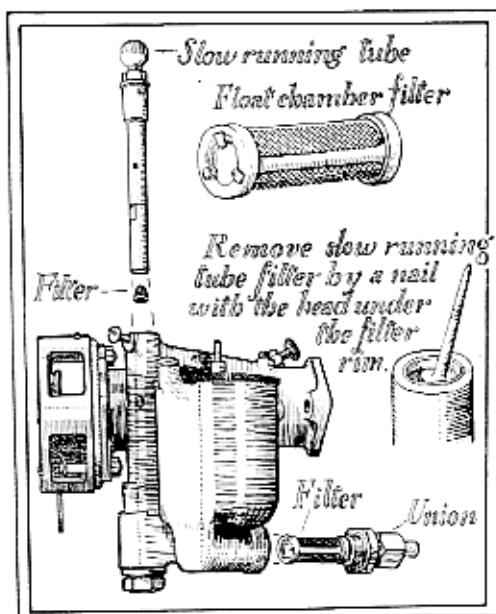
Should a stoppage occur at any time, through either of the filters in the carburettor being choked, it may be found difficult to effectively clean them at once, on account of the very small mesh. Under these circumstances, there is no reason why you should not continue your run without the filters. They have no effect on the consumption or flow of petrol when clean, and as they are at the end of the line after the fuel has already passed through two other filters, it is a reasonable risk to take to run for a time without them. They can then be cleaned at leisure, or replaced by new ones—which is perhaps the better method on account of their fine mesh, and the difficulty of thoroughly cleaning them.

These remarks apply equally to "Twenty" and "Twelve" models.

We trust this information will be of interest to "Simple Simon" and other owners, and we do strongly advise them to periodically examine the petrol filters.

We are pleased that "Simple Simon's" friend likes his new car so much. Yes, the 12 h.p. engines are now made with a slightly longer stroke. This is the result of accumulated experience and experiments over the last three or four years, and the engines do provide better hill-climbing facilities. We are afraid, however, that it is quite impossible to increase the stroke of existing engines, and that "Simple Simon" must wait until he purchases his next Austin car if he wishes for this improvement in hill-climbing.

We again thank our friend for his welcome letter, and are always glad to receive them from him; they are so interesting and to the point.



“BE THERE A WILL AND WISDOM FINDS THE WAY”

SLOWLY, but very surely, there is being established a saner, fairer outlook on motor traffic. Already the numerous arterial roads which extend for many miles throughout the country, recently constructed or widened and improved out of all resemblance to their previous ridiculously inadequate proportions, are monuments to the conversion of the “powers that be.”

While opportunity has been seized to make an attempt to provide something commensurate with modern traffic requirements on many of the main highways, yet, town traffic, although closely supervised, and police controlled, presents the greatest difficulties and dangers.

The “ten mile” speed limit is so ludicrously obsolete, that its retention as a by-law can only be described as “funny and futile.” It is quite clear to motorist and pedestrian alike that fifteen, and even twenty miles an hour in town traffic is frequently necessary if the stream of vehicles is to go forward at that proper pace which will avoid checks and hold-ups.

Even so, the congestion caused by the limited space and tortuous course of old narrow, crooked streets, presents such a series of obstacles, that it almost passes the wit of man to devise and control a scheme of passage capable of handling and properly facilitating present-day traffic. It is a painfully frequent sight to see large numbers of vehicles of all descriptions, converging on a narrow bottle-neck street, vainly endeavouring to get along at a reasonable pace; finally checked and blocked in such a way as to cause serious delays. Loss of time, missed trains, late arrival at business appointments, each and all result in loss of money and irritation of temper.

The additional cost of these delays in the commercial usage of cars must be a very heavy figure indeed, and although at first sight it might appear that this extra cost of delivery came out of the pocket of the tradesman or manufacturer, everyone knows that in the end it must be added to the cost of the goods carried and be paid by the consumer. So it is clear that for economy's sake, everyone is interested in smooth and rapid transport.

In the main thoroughfares of almost every city and town where the pavements are crowded with foot passengers, and the roads fully occupied by traffic moving at the best permissible or possible pace, one of the most awkward problems for the pedestrian, is to find the means of crossing from one side of the other with ease.

Island “refuges” are common, and so the pedestrian is able to walk, or as more frequently happens, make a dash half-way over the road, and then, watching his opportunity, essay the second half of the journey.

Frequently the passage may be a quite leisurely walk, but more often it is an excursion full of excitement, and even danger.

The white gloved policeman on point duty is invariably an expert, whose intelligent control of the approaching stream of vehicles commands admiration, and whose signals are obeyed with respect. Pedestrians know that under his guidance and check, they may pass from pavement to pavement in safety, and motor and other drivers respond to his commands readily and cheerfully.

But apart from these particular spots, there are many others where pedestrians pass over the roads and endeavour to cross through the traffic, and it is at these places where accidents are most frequent. Motor drivers, conscious that they

must keep pace and place in the press of vehicles, alert and intent upon their task, have to watch anxiously and act without a second's hesitation, when some person suddenly appears from a spot hidden by some standing or moving object, and endeavour to pass before his car. To avoid injuring and possibly maiming or killing the injudicious pedestrian, a rapid hand signal to the driver following and an instantaneous application of brakes, possibly accompanied by a swerve in one or other direction, is the only means by which a driver may escape inflicting injury to the walker. If his efforts are successful, too often his only reward is a scowl and a curse, or even a torrent of abuse, yet to the driver only belongs the commendation due to the avoidance of a catastrophe.

It also happens that the driver of a car following that which has escaped through the motorist's ability and swiftness of action, may have neither time nor room to control his car from making collision with the car in front of him; and injury to the cars is certain, and to the drivers, very possible. The fault, of which this damage is the result, is therefore most certainly that of the person, who disregarding his own and other people's safety, rashly and wilfully enters into a stream of traffic at an entirely unsuitable place at which to cross a road; but the motorist, apparently, has no legal redress.

That is clearly an injustice.

Probably that consideration has not weighed with the Traffic Control Department Chiefs, who have instituted as an experiment, a definite place in Parliament Square where foot passengers shall cross the road, through the "one-way" traffic. On the footpath there is a sign: "Please cross here," and policemen direct attention to it.

The trouble, difficulty, and anxiety endured by motorists proceeding along Whitehall, which is one of the widest and best thoroughfares in the Metropolis, has been the subject of quite a number of letters published recently. One correspondent, anxious to put an end to this state of affairs, advocates the erection of railings at the edge of the pavements, with openings on to crossings at certain suitable intervals, and argues that such a scheme would do much to remedy the present admitted evil.

Something of this sort seems desirable and it may be, that, following the Parliament Square Crossing, other spots may be so controlled. It is only a step further in the same direction, to fix railings which will prevent anyone attempting to step on to the road, except at authorized crossings. If they do, they will probably be held responsible for any mishap which arises out of their presence at a spot where they should not have been, and so we seem to be gradually recognising the principle that a person may "walk to the common danger."

Once that principle is established, it would follow that an action for damages arising out of such "dangerous walking," ought to succeed.

Reverting again to the subject of the increased pace of traffic both on town and country roads; it is a fact of which those who use the roads most, know best, that there are certain types of vehicles that can only conform to the current demands of the road under the most favourable conditions.

Present day motoring requires and must have, along with a thoroughly efficient driver, thoroughly efficient vehicles, with ample power, quick acceleration, and powerful and effective brakes. The Austin models are conspicuous examples of these three fundamental qualifications. Unfortunately there are numbers of cars, many of them so old and obsolete, that they are no longer able to keep their places on the road without extra effort; sluggish in acceleration, heavy in steering and with brakes that cannot pull them up sharply. Others which are unwieldy and dangerous, especially on greasy roads, are some of the older patterns of light lorries.

These carry loads from one to two tons and travel at something round 15 m.p.h. usually. On greasy roads their brakes do not seem able to pull them up short, and the writer saw a bad smash up a few days ago, where if the brakes had been efficient, the accident would have been avoided.

It would not be fair to say that pedestrians must keep off the roads because motors are not sufficiently under control, but facts are facts, and no amount of arguing will alter them. Everyone's effort must be and will be directed to make and keep the conditions of road use as free from accident as is humanly possible.

Therefore it follows that motorists will welcome the steps being taken to control the entrance of the pedestrian on to the vehicle crowded roads of to-day, and so prevent him placing himself in a position where accident is likely and danger ever present.

Prevention is better than cure.

Mr. Stenson Cooke, Secretary of the Automobile Association broadcast a very interesting and amusing "talk" on the evening of the 17th December, addressing his remarks "To those who walk." They were very pungent, and we quote a few.

"To my mind the important thing to remember is that walking is traffic—road traffic—in common with every other form thereof, be it cycle, motor car, lorry, tram, 'bus or what not.

"The street, the road, the highway, are meant for traffic.

"Our common duty, therefore, is to accept that fact, and to regard ourselves as traffic. If we don't, we are out of place on the road of to-day.

"We are not, yet, liable to be fined for walking to the common danger. For that relief we may be duly and truly thankful, because, you know, we do in fact walk to the common danger, when, by temporary lack of thought, we blunder in front of a driver, who, with heart in mouth, may swerve to save our life. Oh yes, he—or she—will swerve: it's the game. We all do it. I've had to do it, and to continue, if that quite natural action lead to collision and consequent pain and grief, it is we who walk and blunder, who commit the sin. It is we who are guilty of negligent behaviour—walking to the common danger.

"There may be no immediate tragedy. Driving ability may remedy the walking blunder, but the shock—the nerve strain—the feeling—Oh! my goodness, what a near thing! I might have killed him. All that must, and surely does, leave its mark. It can't be fair, can it? And we all want to be fair. We can agree that it is futile for you, or me, or any of the walking multitude, to hope to stem the flowing and growing tide of 'bus, lorry, or car traffic on the road. That traffic is as vital to national life and progress as the circulation of the blood in our body.

"We have got to accept that fact and conform to it."

MOTOR CYCLING MANUAL.

It is well-known that many motor cyclists ultimately develop into car owners, and their experience of the cycle and the mechanical and road knowledge they gather is certainly a useful advantage when later they attain the dignity and comfort of a motor car owner.

Most motor cyclists already have acquaintance with the *Motor Cycling Manual*, which has now been revised, partly re-written and re-illustrated, so that the seventh edition of which we have received a copy is a complete up-to-date book which should be a real assistance to all motor cyclists. Price 2s. 6d. Published by The Temple Press, Ltd., Rosebury Avenue, London, E.C.1.

AUSTINS ABROAD

IN SOUTH AMERICA.

Mr. R. G. Ash, the Export Director of the Austin Motor Co., Ltd., is travelling by S.S. *Almeda* to South America. The purpose of the visit is to investigate the possibilities of the motor market in Brazil, Argentina and Uruguay. At present the needs of these countries are supplied almost entirely by the American manufacturers.

Only about 140 British cars were shipped to that market last year, and Mr. Ash will obtain first-hand information as to the position, and the prospects of securing a fair share of the big trade being done in motors in those countries. Mr. Ash is visiting Sao Paulo, Rio de Janeiro and Montevideo.

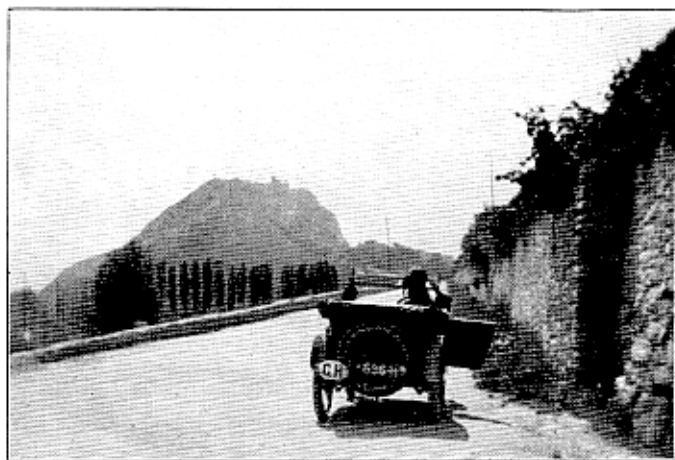
AN EXCEPTIONAL WEEK END

At an Altitude of 7,400 Feet with an Austin "Seven" (Tourer.)

(Continued from last month.)

We had left Altdorf at about 5 o'clock, this means that in spite of the many stops on the way to admire the view, we had covered about 40 miles most of it with second gear, and climbed from 450 M. (1,370 feet) to 2,431 M. (7,490 feet) in three hours. I certainly think this is a splendid performance for such a small car and a better testimonial regarding the high quality of the "Seven" could hardly be found.

Belvedere means "nice view"; this name is undoubtedly appropriate to the spot on which the hotel is erected. The view was simply magnificent; we struck particularly lucky with our room. From its balcony we could see, in front of us, the descent of the Furka Pass road to Gletsch and the ascent of the Grimsel



Just a few yards from Siou, Valais

Pass ; on our right the wonderful Rhone Glacier and the Gerstenhorner, 3,186 M. (9,710 feet), and on our left the Dallis Stock, 2,862 M. (8,723 feet).

We left Belvedere just before 8 o'clock Sunday morning, after having visited the grotto cut in the Rhone Glacier, just a few yards from the hotel.

The road down to Gletsch was very steep and a few bends were particularly sharp. We stopped about half way to pick rhododendrons and we had quite a lot of them within a few minutes. We arrived safely in Gletsch, which lies at the bottom of the Rhone Glacier as well as of the Grimsel Road.

After having posted some cards and paid the usual fee of 5 francs to be allowed into the Canton de Valais, we left Gletsch and took the road to Brig. We thought that once we had passed Gletsch the dangerous part was over, but we were apparently mistaken. Even with my "Seven" I could not take one of the turnings without going backwards. I also took another bend too sharp and jammed the back wheel in a pile of stones. We had to alight and lift it out. It was a good job the car was light.

As far as the hairpin curves are concerned, I am sure this is one of the worst roads I have ever come across and we were certainly very glad to reach Brig, which is the first village on Swiss territory after the Simplon Tunnel.

After Brig we found ourselves on ordinary roads and there is nothing much to relate about this part of the Rhone Valley which is very monotonous as far as Sion. Sion is a very pretty and picturesque town. We followed the Rhone, called at Martigny, and had a look at the Pissevache waterfall and reached Lausanne at 6 o'clock after having gone through some of the loveliest parts of Switzerland, namely Villeneuve, Chateau de Chillon, Montreux, Vevey and Lutry, along the Geneva Lake, which is also called the Lac Lemman. We had supper at Lausanne and drove to Bienne the same evening, arriving about 10 o'clock. We had then covered about 190 miles from Belvedere. We spent the night in Bienne and the car took us to Zurich, early on Monday morning, at an average speed of 49 Km. (distance 125 Km.). Altogether the car had covered 570 Km. during the week end, and in spite of the fact that second gear had to be made use of for well over seventy miles, the average petrol consumption amounted to just over 6 litres for 100 Km., or about 45 miles per gallon.

THE "SEVEN" SCORES IN PORTUGAL.

Our Agent at Oporto, writes :—

It is with real pleasure that we bring to your notice the brilliant success that the Austin "Seven" has just won in the Race "Rampa da Circumvalacao," which took place on the Oporto Circuit, distance 5 kilometres, the greater part being on a steel hill, with very sharp turns.

The Austin "Seven" which was driven by our Partner, Mr. Mario Nunes Goncalves, and in spite of the rain and the state of the road, the following prizes were won :—

FIRST PRIZE in the 750 c.c. category for Touring Cars.

FIRST PRIZE in the 1,100 c.c. category for Touring Cars.

AUTOMOBILE CLUB DE PORTUGAL CUP given to the fastest Touring Car in all categories.

PRIZE PEUGEOT for the best time in the first category.

BRONZE SPIDOLEINE for the best time of all the Touring categories.

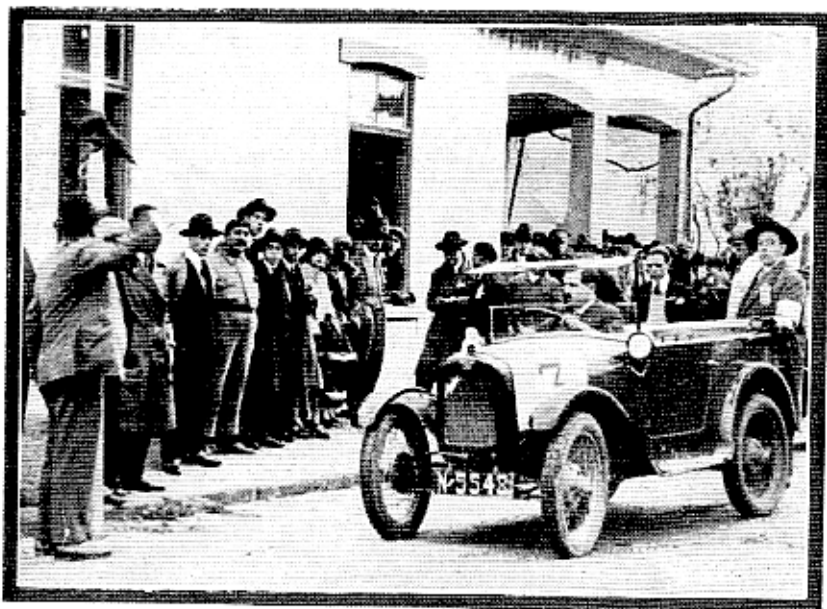
Our Partner, Mr. Mario Goncalves realised in the second race, the marvellous time of 4.52-1/5 = average 61.650 kilometres per hour ; he thereby won the cup

offered by the Automobile Club de Portugal; this Cup was given to the touring car which did the distance in the least time, no matter in what category.

The small Austin "Seven" beat all the other touring cars, and it was competing with such big cars as Rickenbacker, National, Motobloc, Singer, etc., etc.

You will see in the newspapers we send to you by this same post, the result of all the races, and the time taken.

You will also see that another Austin "Seven" driven by its owner obtained third place in category 750 c.c., and first place in category 750 c.c. Sport.



Mr. Mario Goncalves and his Austin "Seven" waiting the signal to start.

"THE BURGHELY."

Writing from Rotherham, to Messrs. Wilson Motors, Ltd., Eccleston Street, Victoria, S.W.1., Mr. H. Baker, B.S., tells them the "Burgheley" Model Austin "Seven" they supplied has completed 12,000 miles. His fastest run was Rotherham to Bridlington, 82 miles in 2 hours 10 minutes. Maximum speed attained so far, 63 m.p.h., and he can reach 58 m.p.h. at any time.

The car is "rock steady" and steers beautifully at speed. Steadiness, he says, is enhanced by the specially constructed tail which helps to load the back wheels, and to the fact that the driver sits almost on the top of them. Petrol consumption, over the last 5,000 miles of which a careful check has been taken, works out at 49 m.p.g.

The body work looks extremely smart despite the attacks of all sorts of weather.

The polished walnut tail top withstands the damp very well—"such a good looking and sturdy body on such a staunch little chassis as the Austin 'Seven.'"

TRIPLEX

By F. R. KENNINGTON.

EDMUND BURKE, more than a hundred and fifty years ago, in one of his speeches reminded his audience that "Dangers by being despised grew greater." And to-day this is even more true particularly in motoring, for with the increasing numbers of cars on the road, so in like ratio increase the dangers. Is it not the duty therefore, of all motorists to eliminate as far as humanly possible those road perils that can largely be foreseen? A little thought will quickly convince any thinking person that ordinary glass which is the principal cause of personal injury should be replaced with Triplex.

What is Triplex?

Triplex is in no way a substitute for ordinary glass, it is a proven article superior in every way for the glazing of all vehicles; for one considers a substitute an inferior copy and such a thought could not by any stretch of imagination apply to Triplex. Really Triplex is ordinary glass made safe. It must not be confused with glass in which wire netting is embedded. Triplex briefly is a sandwich of two sheets of the finest glass procurable and a sheet of celluloid, the celluloid being in the middle. This glass and celluloid are subjected to many interesting processes and finally emerge solidly fastened together. So solidly is the glass and celluloid combined that it is impossible to separate them without destroying the whole.

Triplex in an Accident.

It is not claimed that Triplex will not break. Triplex will break, but on breaking, no splinters become detached and it is therefore impossible for one to be cut by flying glass, which as we have said causes the majority of personal injuries in a crash. Triplex will fracture but the breakage is never one in which the fragments of ruptured glass are hurled outwards at the moment of separation.

Ordinary Glass.

Ordinary glass, one of the most brittle of substances, in an accident flies splintered in all directions, dealing out grievous injuries. So very serious is this, that one out of every six beds in the hospitals of one large town is a motor accident case, and very many of these suffering from cuts or eye injury which would not have been possible had Triplex been fitted.

The Cost of Triplex.

Triplex Safety Glass must cost more than ordinary glass. The cost of manufacture makes this so and to cheapen it would be to impair its principal virtue—safety. Few men will really allow this cost argument to count when buying a modern car.

The Popularity of Triplex.

Triplex was invented about fifteen years ago and during the war the Government took all that could be manufactured, but immediately after it again became available to the motorist and industry in general, and is daily growing in popularity. It is an interesting fact that nearly all members of the Royal Family have their cars Triplex fitted, and large quantities are sent abroad for use in the cars of other royalties.

Triplex is extensively used in the Navy, Army, Tanks, Air Force and only recently New Scotland Yard have ordered that it be fitted to the several hundred cars in use by the London Metropolitan Police.

Good advice to all motorists is :—Fit Triplex and be Safe.

Quotations from recent letters:—

"In an unavoidable accident which happened to my coupé yesterday, I am sure the Triplex Glass prevented a fatality.



My wife and I feel so grateful that I must thank you and tell you of our indebtedness.

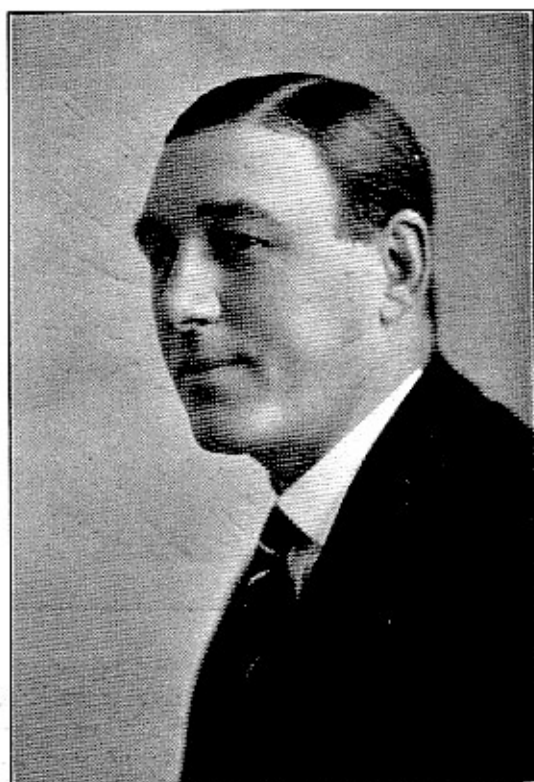
The Surrey Motors, who built my coupé, were enthusiastic about the proven value of your glass.

I shall be very glad to reply to anyone you may care to refer to me, as I am quite convinced that Triplex saved the passengers in my car from being more severely injured than they were. They were,

as a matter of fact, fairly seriously bruised and shaken but had no cuts due to glass."



SOME LEADING MEMBERS OF THE STAFF



H. N. RADFORD, Esq.

Service Manager.

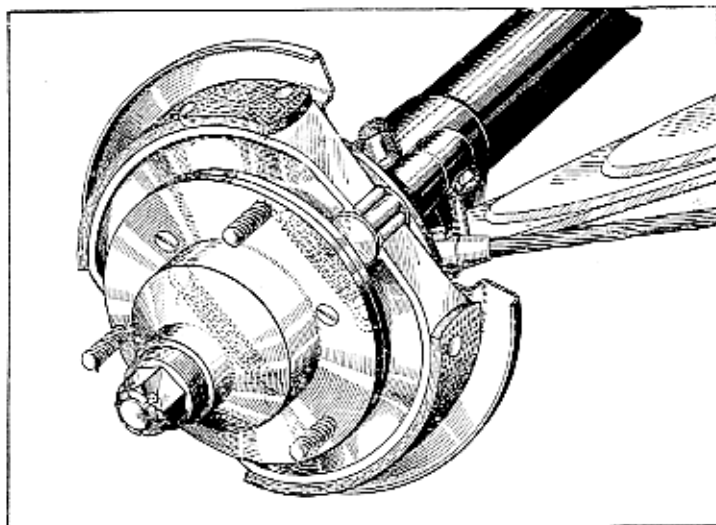
Joining the Motor Industry in 1902—when belt drives and tube ignition were still in vogue—after serving his apprenticeship in a works making cars and motor boat engines, Mr. Radford spent some years with Messrs. D. Napier & Sons, Ltd., as a draughtsman. After this, two years were spent with motor manufacturers in U.S.A., and he was responsible for the design of a 1913 model car then popular in the States.

Returning to this country in 1913, Mr. Radford joined the Designing Staff of the Austin Motor Company—resigning that position in 1919 to take charge of the Designs Department of the manufacturers of the "Bean" car. In 1921 he returned to the Austin Motor Company to take control of our Service and Repair Department, where he supervises the fulfilling of the motoring requirements of our many thousand clients.

RE-LINING THE BRAKES

ON the present models of the Austin "Seven" brakes, larger than those hitherto used, are fitted. The shoes, also, are of a new design and they are made of aluminium.

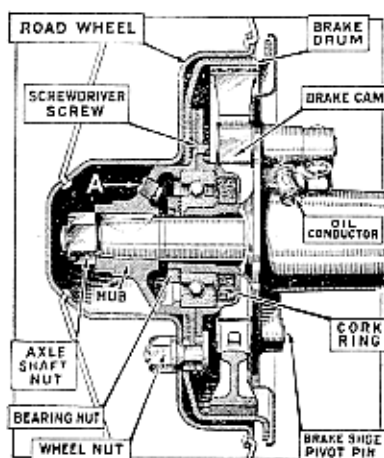
The method of re-lining the brakes is consequently different, and owners of cars with the larger brakes should note the following instructions.



It is necessary first to remove the wheel and brake drum and, before the shoes can be removed for re-lining, the hub and wheel bearing must be extracted. For this a special hub extractor is available from the Austin Service Department ; it is priced at 5s. 5d.

For the rear wheel brakes remove the axle shaft nut, having first taken out the split pin, then the three screw-driver screws (shown in the illustrations on

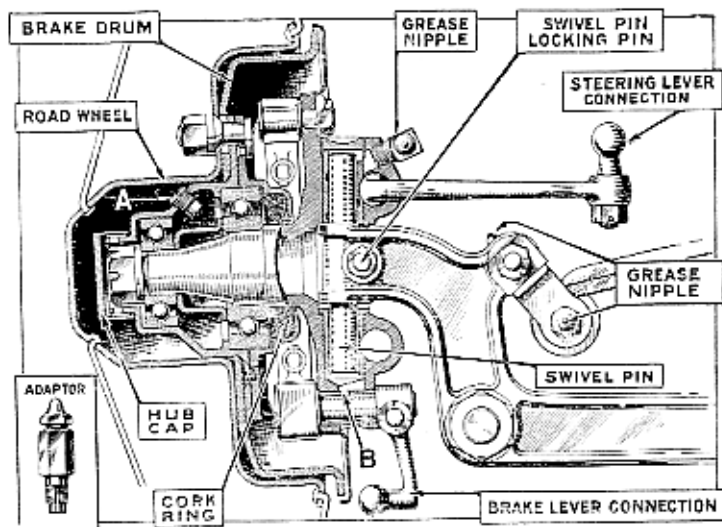
this page), and extract the outer portion of the hub by screwing the extractor on the screwed end, and turning the extractor bolt which bears on the end of the axle shaft. Remove the key from its keyway in the axle shaft. Next remove the bearing nut, having knocked back the tang of the washer locking it, and prise the inner portion of the hub or felt housing together with felt packing and bearing, off the end of the axle casing. Do not damage the paper washer between the hub and the felt housing faces, as it is important to make a good joint on re-assembling to prevent the hub lubricant penetrating to the brake.



If this inner portion of the hub does not easily come off the axle casing, the outer half should be re-fitted as closely as possible, using the wheel nuts if necessary to draw the two halves together. Then use the hub extractor a second time and so remove the hub together with bearing and packing. The brake shoes can now be pulled off the cam and pivot pin and the springs unhooked. The old linings can then be detached by punching or drilling out the rivets.

The brake linings are supplied drilled for the rivets. They should be clamped to the shoes while the rivetting is in progress, as it is essential that they should bed down on the shoe over their whole area.

To reassemble, replace the shoes with their springs on the cam and pivot pin. Replace the inner portion of the hub or felt housing with the bearing and packing on the axle casing end, and push up home by tightening the bearing nut, which must be locked by the locking washer in the same way as before dismantling. Replace the paper joint washer on the felt housing face, insert the key in the shaft, push the hub over the axle shaft, on the key, and draw it up to the felt housing by the wheel nuts on their studs. When the joint faces of the hub and the felt housing are together, insert and tighten the three screw-driver screws, and remove the wheel nuts. Replace the axle nut and tighten securely up to the hub boss. Remember to insert the split pin through the nut.



For the front brakes the operation is somewhat similar. Having removed the wheel and brake drum, remove the hub cap, and screw on the extractor in its place.

Remove the three screw-driver screws and draw off the outer portion of the hub. The axle nut and split pin will now be accessible for removal. Now replace the outer portion of the hub and pull it up to its original position by the wheel nuts, as in the case of the rear wheel. By means of the extractor draw off the hub with its bearings and packing. The brake shoes are left clear for removal. On reassembling remember to fit a new split pin through the axle and nut; there is a hole in the end of the hub through which the pin can be inserted.

After re-lining the brakes be sure that the hubs contain sufficient lubricant.

ROAD SPEEDS

WHEN the twenty miles per hour speed limit has been abolished and the roads freed from a ridiculous pretence, we shall be living under conditions which more nearly recognize things as they are, than as some few people imagined they ought to be.

For no one nowadays seriously contends that motor cars are or ought to be restricted to twenty miles per hour, and the utterly obsolete conception of the "safe" speed of a car, which was based upon the paces of horse drawn vehicles, has at last been laughed out of existence.

The basic idea of the modern highly efficient motor engine has been speed economically provided, and for a good while the speed least costly in fuel consumption has been between twenty and thirty miles per hour.

It would be foolish to say that the limit of fuel economy for any given speed has been reached, because improvements are constant and perfection is a long way ahead.

It follows that with an engine which gives its cheapest work at 25 to 30 miles an hour the owner, who finds that pace the average on the open road, would be inconsiderate to his own interest and comfort, and a nuisance to others going his way, if he did not conform to the speed of the moving stream of traffic.

Car manufacturers have supplied that for which a general and thoroughly reasonable demand exists and everyone will welcome the day when the irritating and unreal restriction to a foolishly slow pace shall be abolished for ever.

The many auxiliaries to comfort which are embodied in the modern motor car are the makers' response to the expressed wishes of the buying public, and it is no exaggeration to say that the occupants of a motor car are as comfortably and luxuriously accommodated as those in any form of vehicles which convey travellers about the country.

The chassis framework, the upholstery, the springing, tyres and shock absorbers, each add their quota towards making the running of the car, that smooth gliding forward movement, which is at once so pleasing and exhilarating.

The very acme of pleasurable travel is thus provided and very thoroughly enjoyed by many thousands.

Traversing the roads of the homeland in pleasant weather, in such a vehicle becomes a positive delight. The constant panorama of scenery which unfolds itself, the incidents of the highroad, the street scenes in villages and country towns, in their turn make a variety, that engages the eye, exercises the imagination, and fills the memory with many pleasant and interesting examples.

All these delights are for the moderate man, and by that title is meant the driver who "cruises," as distinguished from the "speed merchant."

No doubt the latter derives both pleasure and satisfaction from the mere engine performance which a good car will give, but speed as speed, is not the real pleasure of motoring.

It cannot be denied that there are certain people who live in an atmosphere of hurry which often gets nowhere in particular. They live jazz lives in a fever of movement. Something new, something different, and *at once*, is their craving, and they "enjoy" so many changes that it is doubtful if they recognize the differences. This craving for change and excitement imposes real hard work if its victim is to be satisfied, and the usual end is inability to appreciate the things desired and nervous breakdown.

The movements of the motorist who is always in a hurry, carry him at such speed that the pleasures enjoyed by the mere "cruiser" are a sealed book to him.

Engrossed in covering mile after mile at the greatest pace possible, his eyes fixed on the road and his every faculty summoned to maintain a course through traffic of varying speeds, it follows that the loss of nervous energy during such sustained strain must be very considerable.

The few and hurried glances which he is able to give to the space other than the road immediately ahead of him, can only convey a very indistinct and blurred impression of his surroundings, and a journey of any considerable length must conclude with a sort of visual indigestion, physical dullness and mental fatigue.

"Punch" hit this idea off in a remark and query something like this :

Speeding Driver : "This is a pretty village we are coming to" !

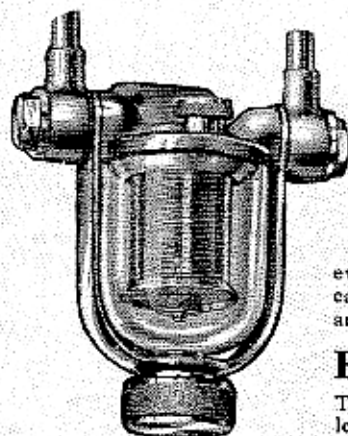
Companion : "Was it" ?

So hurry when you *have* to, but for pleasure just "cruise."

HUMOUR

"What is ostentation, father" ?

"Ostentation, my boy, is what makes a man try to lean back in a Baby Austin."
—*Daily News*.



An end to choked jets

Nothing is more irritating than roadside carburettor trouble at night—or by day, either for that matter. Fit a Zenith Filter to your Austin and cleanse every drop of petrol before it passes into your carburettor. Stops the tiniest speck of dirt and the smallest globule of water.

Entirely new principles

The Zenith Filter has no gauze to corrode or leather to clog. It is self cleaning. All impurities always in sight. Lasts indefinitely and is quickly fixed by anyone. Fully guaranteed. Write for further particulars to-day.

Fits your Austin.

One model fits all types of Austin Cars from the 7 h.p. to the 20 h.p.

24/-

Postage 6d. extra.

ZENITH

Advertisement of Zenith Carburettor Co., Ltd., 40/44, Newman Street, London, W. 1.

G.A. 7944.

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Main Agents and Distributors for County of Derby.
Every facility and advantage for Austin owners.
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“on a cold and frosty morning”

an engine easy to swing is easily started.

With Zero Huile de Luxe—the ideal winter lubricant—in the engine, the starter will buzz merrily—you start right away.

PRICE'S MOTOR OILS

including ZERO HUILE DE LUXE
are used and found suitable by the
Austin Motor Co.

The oil
that
saves
you
money

PRICE'S



PRICE'S have lubricants for every part of every Austin Car including the universal joint. Austin enquiries are welcome and receive every attention.

Write to
Technical Bureau
PRICE'S PATENT
CANDLE COMPANY
LIMITED,
Battersea, London,
S.W. 11.



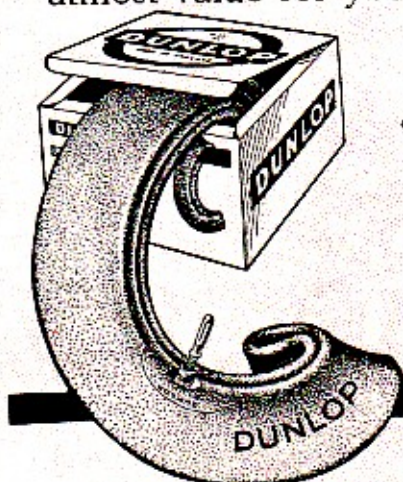
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**Be sure that your
TUBES as well as COVERS
are
DUNLOP**

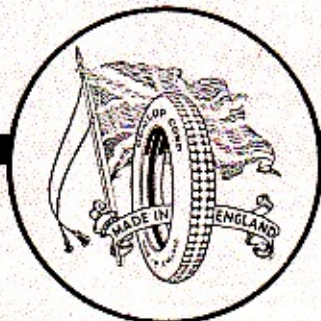
THE Tube is the heart of a tyre—and should be chosen just as carefully as a cover.

Dunlop Tubes are scientifically made on the most up-to-date methods. Fitted in Dunlop covers they make the perfect tyre.

Do not order an "inner tube"—specify DUNLOP inner tubes and so ensure the utmost value for your money.



Be sure it says
'MADE IN ENGLAND'
on your tyres.



C. F. H.
457

DUNLOP RUBBER COMPANY LIMITED
FORT DUNLOP, BIRMINGHAM
Branches throughout the World

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PRICES REDUCED

Costs of raw materials are down—the prices of "Dusout" Covers follow suit. The quality and finish of these splendid car covers will not be altered—Dusout Covers still represent the utmost value in this line that you can buy.

A "Dusout" Cover will keep your new car looking new, will protect it from dust and damp while in the garage, will act as a temporary garage while touring and will save you hours of work in the season. Used by the Austin Motor Co.

"Dusout" (REGD) CAR COVERS

Austin Sizes & Prices.

		Dust W' Proof Cover.	Cover.
20 h.p. Tourer	21 x 12ft.	44/-	71/-
20 h.p. Enclosed	21 x 15ft.	55/-	95/-
12 h.p. Tourer	18 x 12ft.	38/-	64/-
12 h.p. Enclosed	18 x 15ft.	48/-	80/-
7 h.p. Tourer	12 x 9ft.	19/-	32/-

Carriage Paid. Cash with Order.

DUSOUT MANUFACTURING CO.
43P, Blackfriars St., Manchester.

Phone: 4024 Central.
Grams: Dustless, Manchester.

LUGGAGE COVERS.

Strong Waterproof Luggage Covers, in good quality khaki material, hemmed all round and eyeletted. Size two yards square ... 19/6 each.

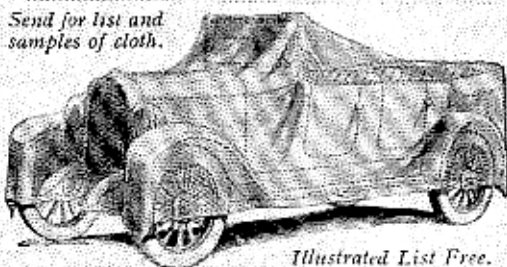
Leather Straps for the above. Best quality butt hide, with roller buckle

7ft. x 1½in. ... 4/9 each.
9ft. x 1½in. ... 6/6 each.

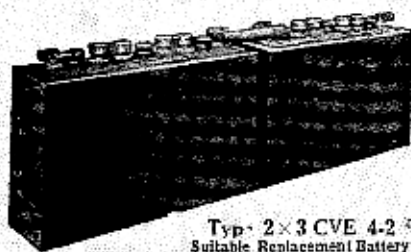


Carriage Paid.

Send for list and samples of cloth.



Illustrated List Free.



Typ. 2 x 3 CVE 4-2 3
Suitable Replacement Battery
for Austin "20"
Capacity 57 amp. hrs.

NEW PRICE

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OLD PRICE

Exide

THE LONG-LIFE BATTERY

THE reduction in price of the Exide Austin "20" replacement battery is yet another reason why this battery will be fitted where the utmost reliability and economy are appreciated.

The 6-volt 3-XC15-2 Exide Battery, price £4 10s. 0d. is a standard battery for the Austin "12."

An Exide battery will improve the winter performance of your car.

Obtainable from all Garages & Exide Service Agents—consult the one near your home.

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Sign



The
Sign of
Skilled
Service.

Advertisement of The Chloride Electrical Storage Co. Ltd., Clifton Junction, near Manchester.

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THE BEST OIL

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Exclusively used
by the **AUSTIN**
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for the past
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Follow the official recommendation of The **AUSTIN MOTOR Co. Ltd.**, and use **STERNOL WW HEAVY** for the lubrication of the Austin Seven, Twelve, and Twenty Models both at home and abroad.

Send for our Special Austin Booklet.

Sternol WW
HEAVY
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Makes Engines Purr Like Pussies

Use also
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SPEEDWELL

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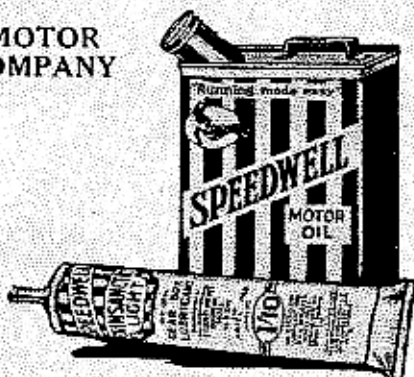
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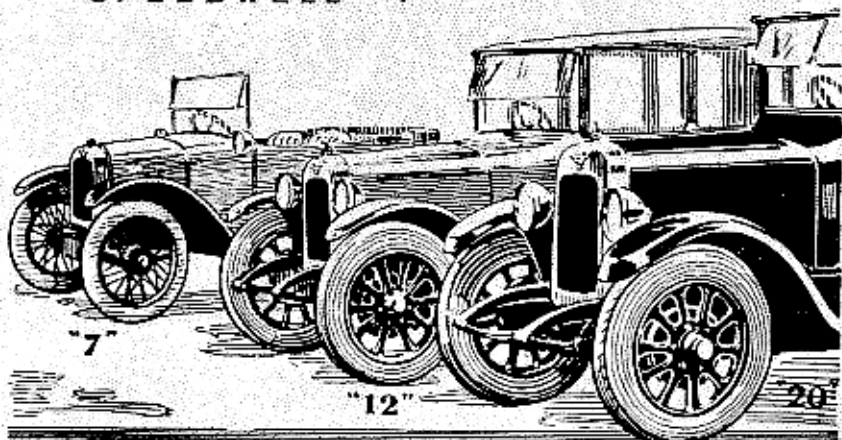
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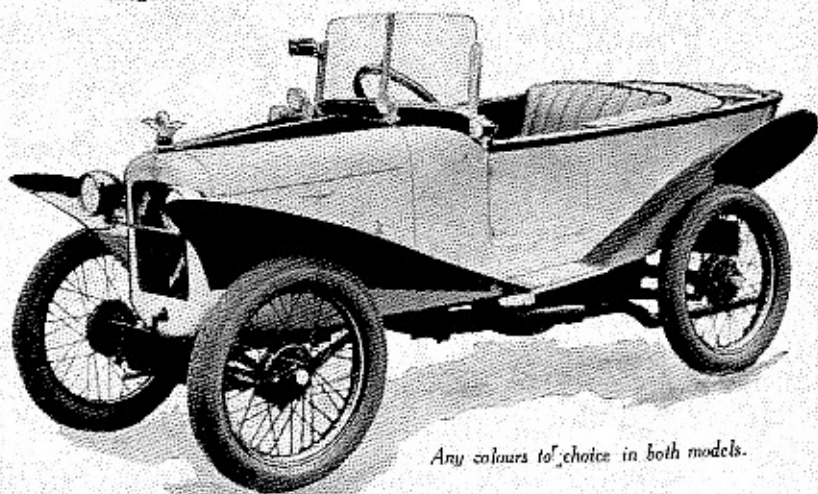
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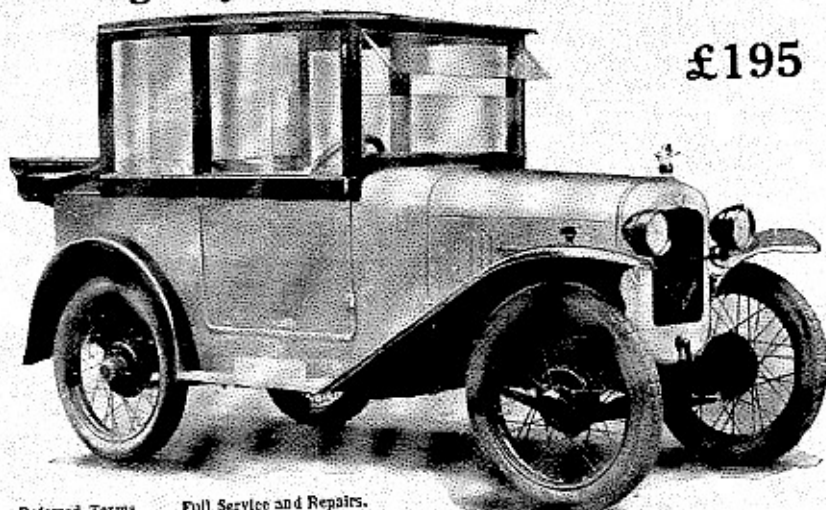
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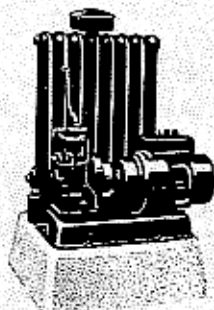
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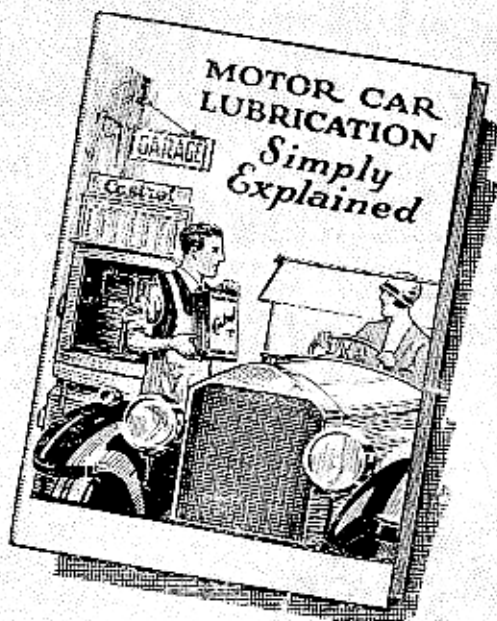
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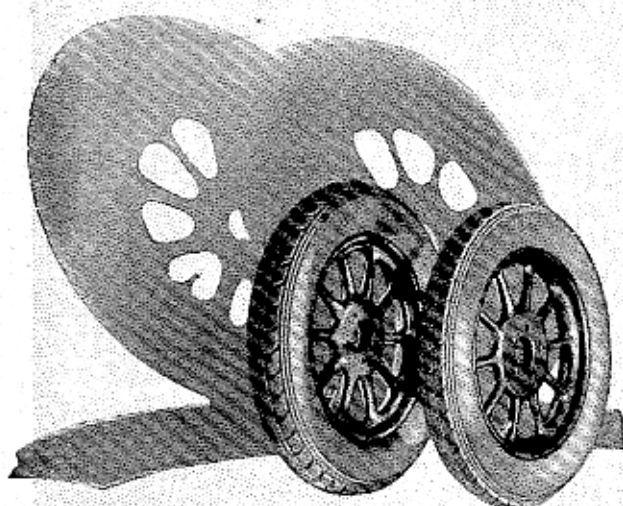
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