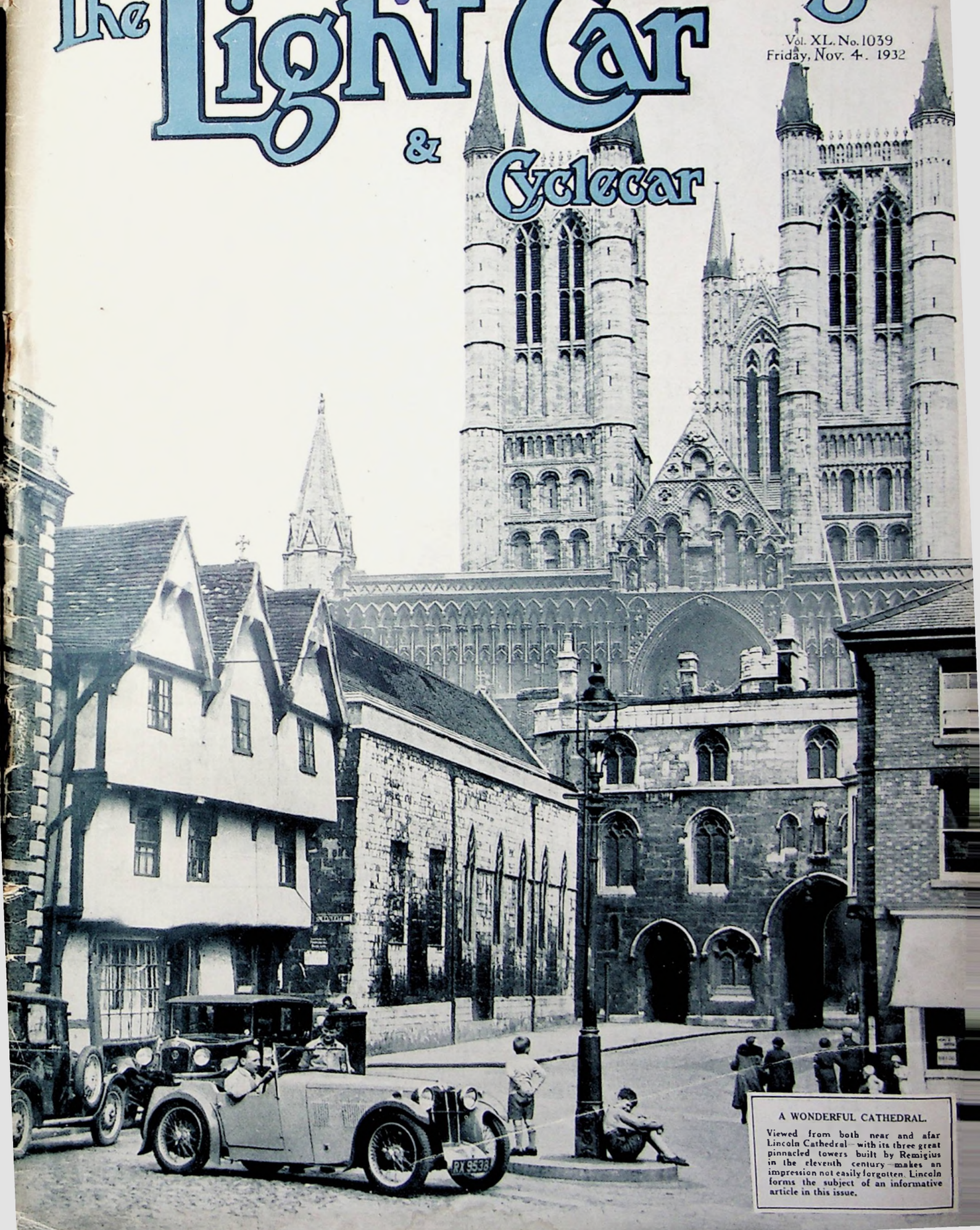
The Light Car & Cyclecar

3D.

Vol. XL. No. 1039
Friday, Nov. 4. 1932



A WONDERFUL CATHEDRAL.

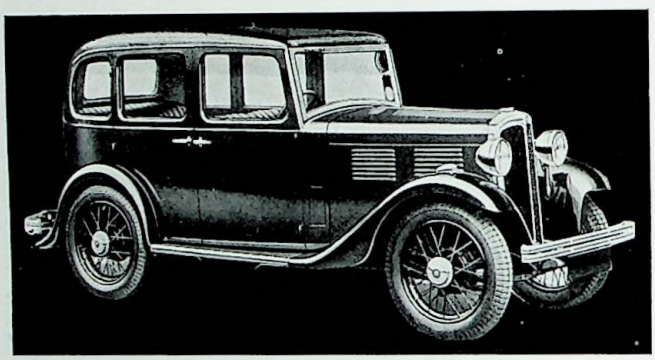
Viewed from both near and afar Lincoln Cathedral—with its three great pinnacled towers built by Remigius in the eleventh century—makes an impression not easily forgotten. Lincoln forms the subject of an informative article in this issue.

AUSTIN • FORD • LANCHESTER • MORRIS • ROVER

100 CARS IN STOCK FOR IMMEDIATE DELIVERY

ANY MAKE OF CAR SUPPLIED FOR CASH OR ON OUR OWN FINANCED EASY TERMS

Best Prices given in Part Exchange



1 OF THE 100

The STANDARD LITTLE NINE SPECIAL SALOON

In attractive choice of colours. Furniture hide upholstery. Protecto-glass all round. Adjustable seats. Bumper bars front and rear. Chromium plated lamps

£174 ex works.

Choose your new car in comfort here

At 92, GLOUCESTER ROAD, S.W.7.

(Five doors from Gloucester Road Tube Station.) FROBISHER 3037

Drive Yourself Hire
Austin 10 h.p. and 7 h.p. Saloons.
Also Morris Cowley Saloons.
From 30/- Week-end; 75/- Weekly.
UNLIMITED MILEAGE.

See and try the New FORD

SECOND-HAND BARGAINS

1932	AUSTIN 7 Coachbuilt Saloon. Excellent condition ..	£88 0
1932	series AUSTIN 7 Coachbuilt Saloon. Very good condition	£68 0
1931	AUSTIN 7 Coachbuilt Saloon. Special offer	£60 0
1929	AUSTIN 7 Saloon. First-class bargain	£45 0
1930	MORRIS Minor Coachbuilt Saloon	£52 0
1930	WOLSELEY Hornet Sunshine Saloon	£85 0
1932	WOLSELEY Hornet Coachbuilt Sunshine Saloon, 4 speeds, 4 doors, bumpers, foglight. Small mileage ..	£142 10
1931	(late) 10/25 h.p. ROVER Sunshine Saloon de luxe, safety glass, Magna wheels and bumpers	£95 0

NORMAND GARAGE LTD

489, OXFORD STREET, LONDON, W.1
LIGHT CAR SHOWROOM
Between Selfridge's 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

OPEN UNTIL 6 P.M. SATURDAYS.

STANDARD • TRIUMPH • TROJAN • WOLSELEY • ETC • ETC

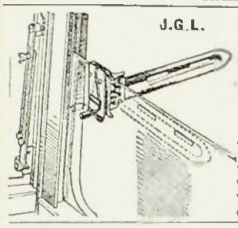


BATTERIES

Guaranteed to be full capacity and suitable for starting as well as lighting. These batteries must not be confused with cheap makes Ours are made by one of the oldest, well-known and most experienced Battery manufacturers in the trade.

A. 6v. 56a. Austin 7, Coventry Victor, Citroen, Clyno, Morgan .. 22/6
B. 6v. 72a. Morris Minor 26/6
C. 12v. 56a. Late Morris Cowley 42/-
D. 12v. 70a. Late Morris Oxford 50/-
E. 6v. 72a. Ford, Essex, most American cars 28/-
F. 6v. 85a. Ford, Chrysler, Buick, etc. 31/-
G. 6v. 72a. New Ford 30/-
H. 6v. 85a. New Ford 33/-
J. 6v. 100a. Buick, Chrysler, Hudson, etc. 36/-

Batteries charged at our EUSTON ROAD Depot.
Bring your Battery to us to be correctly filled and charged.
LUCAS or EXIDE BATTERIES supplied and charged



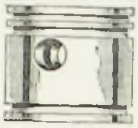
J.G.L. **Hand-operated DIRECTION INDICATOR**

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



The LUCAS STREAMLINED SIDE LAMP 10/6

The neatest and smartest Side Lamp ever made.

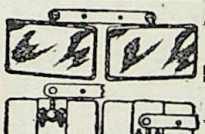


A SET of 4
Super Quality Fully Guaranteed
PISTONS, RINGS and GUDGEONS
For AUSTIN 7 and MORRIS COWLEY & MINOR.
COMPLETE **21/-**

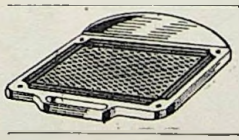
DUAL ARM WIPERS
for attaching to existing windscreen wipers



Stadium Courtesy **5/-**
Stadium 5-minute Fixing **6/6**
"Second-Sight" Suction Fitting **7/6**



Marvellous Offer!
STADIUM DUAL INTERIOR MIRRORS
With exceptional range of vision. Usual Price 5/9 **1/9**



STEP MATS
with Kick Plate and Scraper .. **4/3**
Less Kick Plate and Scraper **3/6.**

Complete RUNNING BOARDS
For Austin 7 Pair **7/6**

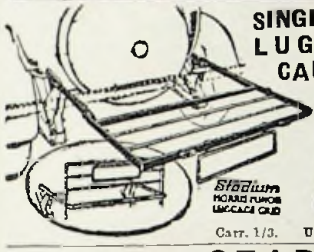


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Our Holloway Road Depot is now closed for Rebuilding.

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EST. 1876
The Original Motor-cycle and Accessory Firm.
JAMES GROSE LTD.,
Cycles and Accessories
379 Euston Road
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SINGLE FOLD LUGGAGE CARRIERS for MORRIS MINOR 4/-
Carr. 1/3. Usual Price 10/6



STADIUM SMOKERS' COMPANION SETS Our Price **1/9**
Made in polished Bakelite material with detachable compartments for 10 cigarettes, matches & ash-tray. Usual price 7/6.



RADIATOR LAMPS
Guaranteed Safe—Burns Paraffin.
Special Offer of Stadium Best-Quality Radiator Lamps, as illustrated. Usual Price 7/6. Our Price **3/6**

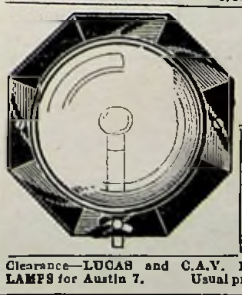
J.G.L. 5/9
P. & H. 7/6
Sentinel 8/-
Prima 16/9
Universal, burns for 7 days .. 8/-



SPOTLIGHTS
J.G.L. Special Value **6/6**
J.G.L. Super as illustrated with patent Ball Adjustment, Black and Chromium finish **17/6**
P. & H. make 16/-
Lucas 22/6
With bulbs and switches



SUPER POWER FOG LAMPS
of robust construction, giving a penetrating beam of light, fitted with special amber coloured glass. Can be adjusted to any position. Complete with bulb, flex and switch. Ditto J.G.L. special value 6/6. **15/-**



STADIUM ROOF LAMPS
Beautifully finished with frosted glass and self-contained switch. Usual Price 10/6. **1/9**



10/6 each, with Bulb.

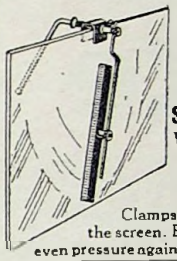
Clearance—LUCAS and C.A.V. HEAD-LAMPS for Austin 7. Usual price 42/-

GREAT CLEARANCE of RADIATOR MUFFS



by well-known manufacturers enables us to offer best quality Muffs at the astonishing price of Worth from 10/- to 15/- each.
Post 9d. **4/6**

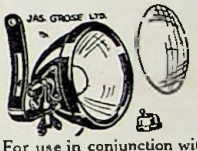
For AUSTIN 7, 12 and 20 h.p., ARMSTRONG SIDDELEY, DARRACQ 16 h.p., ESSEX, ERSKINE, BEARDMORE, CITROEN, FIAT, HILLMAN, HUMBER, MORRIS MINOR, COWLEY and OXFORD, ROVER, SINGER, SUNBEAM, STAR, WOLSELEY



The J.G.L. HAND WIND-SCREEN WIPER, 2/9
Clamps each side of the screen. Blade kept at even pressure against the screen

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





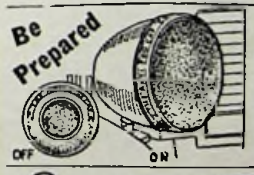
A BOON TO AUSTIN 7 OWNERS. A SPECIAL ROAD AND FOG LAMP 15/-
For use in conjunction with the Austin 7 Headlamps. Special Bracket fits to side of Radiator. Wired in conjunction with the Headlamps, this lamp comes into use when Headlamps are switched off. Complete with easily detachable fog disc. Instructions for fitting.

EXTENSION for Oil Filler for B.S.A. 3-wheeler 1/6





MUDFLAP for B.S.A. 3-Wheeler. 1/6 Each.



FOG DISCS
Copper Amber Shade
Celluloid edged with Black Leather Cloth.

4in...	6d.	8in...	9d.
5in...	8½d.	9in...	11½d.
6in...	7d.	10in...	1/2
7in...	8½d.	11in...	1/2½



THESE WILL SOLVE YOUR HEADLAMP GLARE PROBLEM
This Anti-glare Eyeshield consists of green hooded top, the bottom is open, therefore there is no restriction for normal driving. On facing headlamps, slightly incline the head and you can face the most powerful headlamp. Frames made of ultra-light imitation tortoiseshell. **1/3** Pair.



JAS. GROSE LTD.
RADIATOR RIBBON
for B.S.A. 3-wheeler
A Chromium Plated Strip, fits down the centre of Radiator .. **3/6**

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.

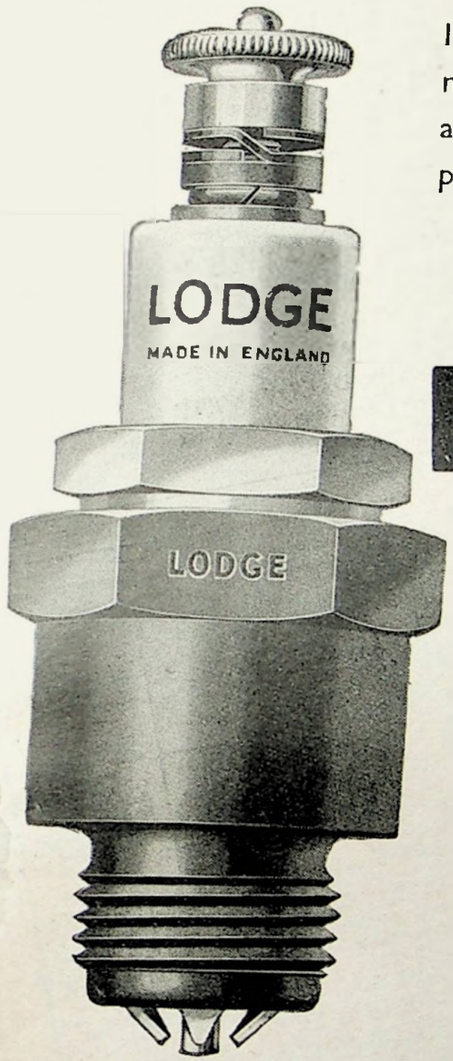
MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.



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

November 4, 1932.

A hint worth taking!



If your car has 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

A new set of

LODGE

PLUGS

is a grand tonic for an engine that is no longer new

For standard touring cars
LODGE C3
(illustrated)
5/-
(red box)

For sports cars
LODGE HD
6/-
(bronze box)

Sold everywhere

LODGE PLUGS LTD.—RUGBY

A3

Pioneers of "Better" Motoring

ARMSTRONG SIDDELEY

PERFECTED, PIONEERED AND POPULARISED

1. The only successful self-changing gear;
2. The pre-selector control;
3. The high-grade six-cylinder engine;
4. Central chassis lubrication;
5. The stylish V shape radiator;
6. Carriagework unequalled for elegance and comfort;
7. High-class cars at moderate cost.

YOU CANNOT BUY A BETTER CAR

12 h.p. £265—£315 (ex works)

PLEASE WRITE FOR CATALOGUE "B.E.113."

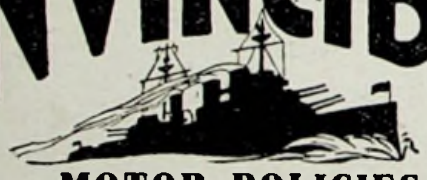
ARMSTRONG SIDDELEY MOTORS LIMITED, COVENTRY

London: 10, Old Bond Street, W.1 Manchester: 35, King Street West

Agents in all centres

BP113

INVINCIBLE



MOTOR POLICIES QUARTERLY without extra cost.

BE SAFE! INVINCIBLE INSURANCE IS the SOUNDEST Quarterly Proposition.

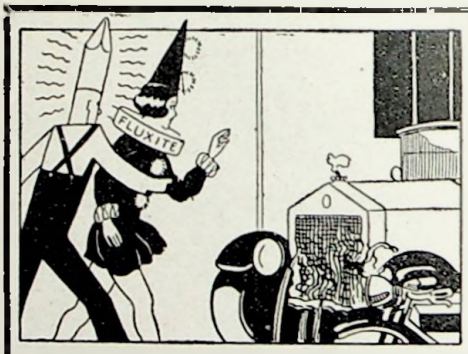
Lowest rates consistent with solid security.
"No claims Bonus" allowed on transfer.
R.T.A. CERTIFICATES BY RETURN—POLICIES SENT AT ONCE
IMMEDIATE COVER can be obtained from

BRANCH OFFICES:

Birmingham	6, New Street
Blackpool	3, Yorkshire Penny Bank Chambers
Cardiff	22, Queen Street
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Leicester	Allen House, Newarke Street
Liverpool	4, Drury Lane, Water Street
Manchester	27, Brazennose Street
Mansfield	17, Brunt Street
Nottingham	1/11, Carrington Street
Oxford	379, Cowley Road
Plymouth	9, Princess Square
Southampton	Verity House, 155, Above Bar
Swansea	Westminster Buildings, Church Street

or from INVINCIBLE POLICIES LIMITED
Palmerston House
51, BISHOPSGATE——LONDON, E.C.2
Telephone - - - - - - London Wall 0464/5/6

AGENTS WANTED



"We're Fluxite and Solder, the reliable pair, Famous for Soldering—known everywhere! To help with repairs—we're ready and willing. And Motorists find we save many a shilling!"

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

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

ANOTHER USE FOR FLUXITE
Hardening Tools and Case Hardening. Ask for Leaflet on improved method.

FLUXITE SOLDERING SET

Simple to use and lasts for years in constant use. Contains special "small space" soldering iron with non-heating metal handle; pocket blowlamp, Fluxite, Solder, etc., and full instructions.

COMPLETE 7/6 or Lamp only, 2/6

FLUXITE LIMITED
(Dept. 420),
Rotherhithe, S.E.16



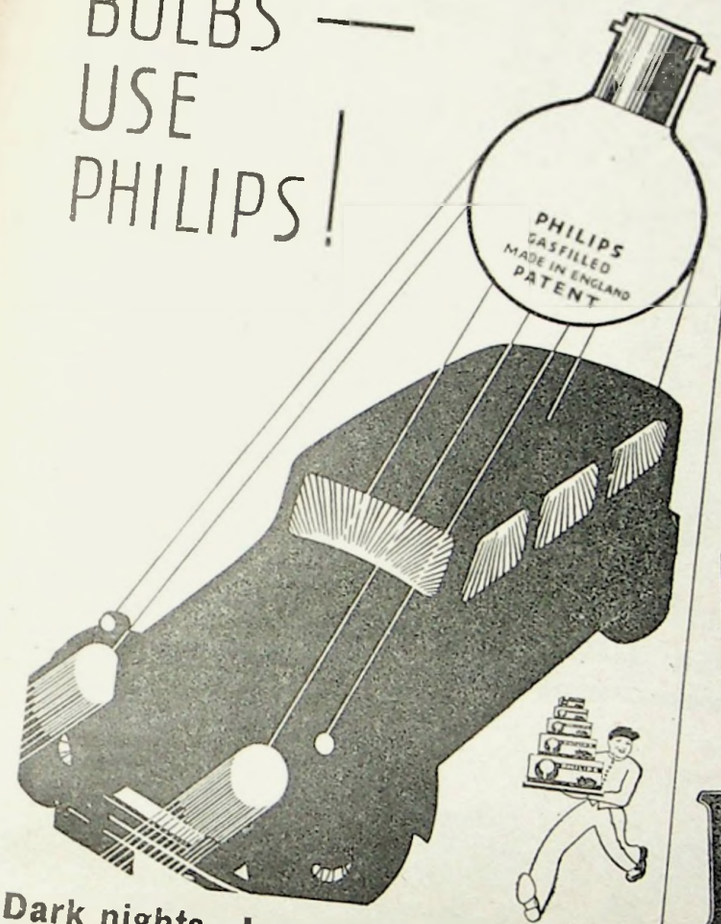
ALL MECHANICS WILL HAVE

FLUXITE

IT SIMPLIFIES *ALL* SOLDERING

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

USE HIGH-EFFICIENCY BULBS — USE PHILIPS!



Dark nights. Long unlighted roads. Clear vision and perfect comfort is assured with Philips Lamps. Philips 42 years' experience will ensure perfect efficiency for every lamp on your car.

USE PHILIPS MOTOR BULBS—and see!

MADE IN ENGLAND

PHILIPS
HIGH EFFICIENCY GAS FILLED MOTOR BULBS

PHILIPS LAMPS LTD., 145, Charing Cross Road, London W.C.2.

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

The BATTERIES THAT WORK BETTER & LAST LONGER!

PERTRIX
TRADE MARK
BATTERIES

STARTING—LIGHTING—IGNITION

For instant starting and brilliant lighting of all makes of cars. Unrivalled for efficiency, reliability and satisfaction. The service given by us and our service agents is second to none. Obtainable from all garages, and our service agents.

BRITANNIA BATTERIES LIMITED,
233, Shaftesbury Avenue, London, W.C.2.
27a, Cadogan Street, Glasgow; 211, Deansgate, Manchester;
18, Mitchell Lane, Bristol.

OLYMPIAN EXHIBITION
of B.S.A. CARS and THREE-WHEELERS

CONTINUOUS DISPLAYS
Daily 10.0—10.0
The "MOTOR CYCLE" FILM
"Wheels of Speed"
also
THE FAMOUS FILM
"This Progress"
and many other attractions

To celebrate the opening of our new Super Service Depot we are holding a Special Exhibition of B.S.A.'s for 1933.

Complete Exhibits of
THREE-WHEELERS from £100
9 h.p. 4-cyl. SPORTS CARS from £160
and **The NEW 10 h.p. 4-cyl. CARS** with Daimler Fluid Flywheel Self-changing Transmission, from **£230**

In addition to our own Staff, Experts from the B.S.A. works will be in attendance and their advice is at the disposal of visitors without the slightest obligation. Come along and bring your friends.

NOV. 7-12. Daily 10-10. ADMISSION FREE

GODFREY'S LTD

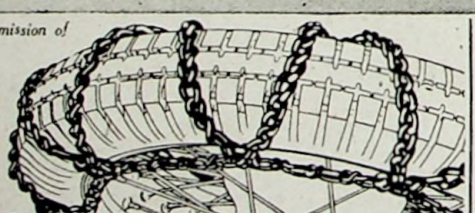
Showrooms at:
208-210, Gt. Portland St., W.1. Museum 3401.
232, Stamford Hill, N.16. - Clissold 7127.
228-234, London Road - Croydon 1214.

SUPER SERVICE DEPOT
EDEN STREET, HAMPSTEAD ROAD, N.W.1



Reproduced by kind permission of the "Autocar."

The Parsons Non-Skid Chain in sizes to suit every type of tyre.



The Parsons Emergency Tyre Grip made in various sizes.



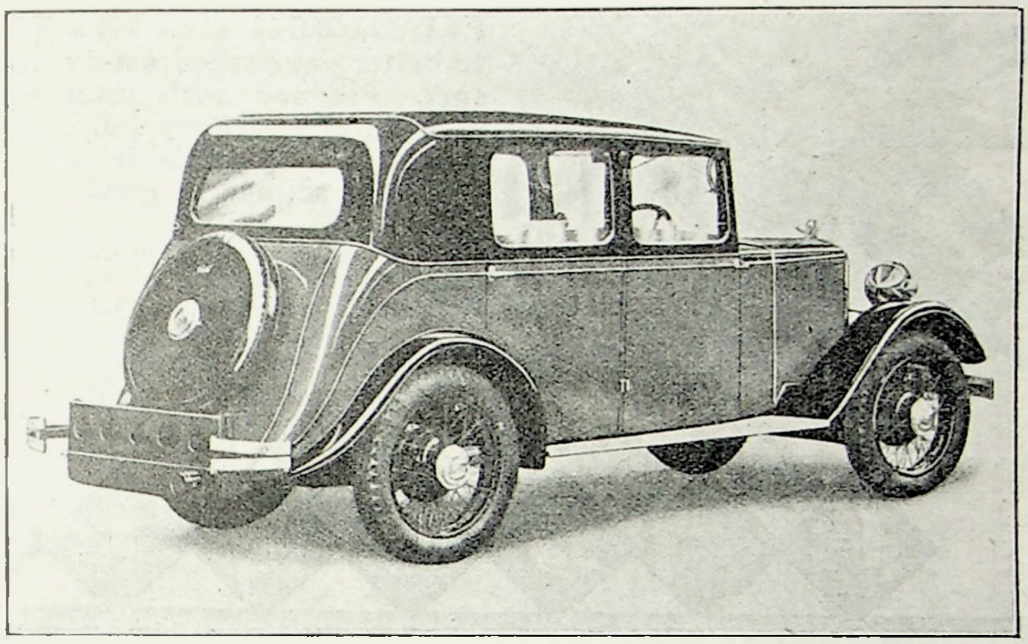
W.B. & G.

"The '*worst possible*' motoring conditions are easily overcome by the '*best possible*' chains—PARSONS."

Snow, Mud, Ice, Sand, Grass, Skids are easily overcome by Parsons Non-Skid Chains—the one simple, safe and certain protection for motoring in all weathers on treacherous roads. The latest and greatest productions are worthy essential equipment for your car. Designed by Non-Skid experts whose experience dates back to the pioneer motoring days. British made throughout, fashioned, welded and tested at the most modern chain-making works, to give maximum service. Confidence and safety all the year round are yours for a set of Parsons Non-Skid Chains to-day.

THE PARSONS CHAIN CO., Ltd., 25, Victoria Street, S.W.1, and at Stourport, Worcs. *'Phone: Victoria 3896-7. 'Grams: "Chainwork, Sowest, London."*

Giving money away!



At the Show, one of our friends suggested that we could not possibly produce our "Kestrel" at the price.

We replied that maybe we were so full of the milk of human kindness that we were giving money away.

This caused him to laugh, heartily.

The "Kestrel" certainly does look as if the price should be more, with its handsome lines, 12 volt set, bumpers, etc., etc., and wonderful performance, but the price is £175 only, and it's jolly cheap.

So are its running costs.



While on the subject of giving, why not a bit more for your poppy? The Jowett owners from their savings on running expenses, other owners from the bone.

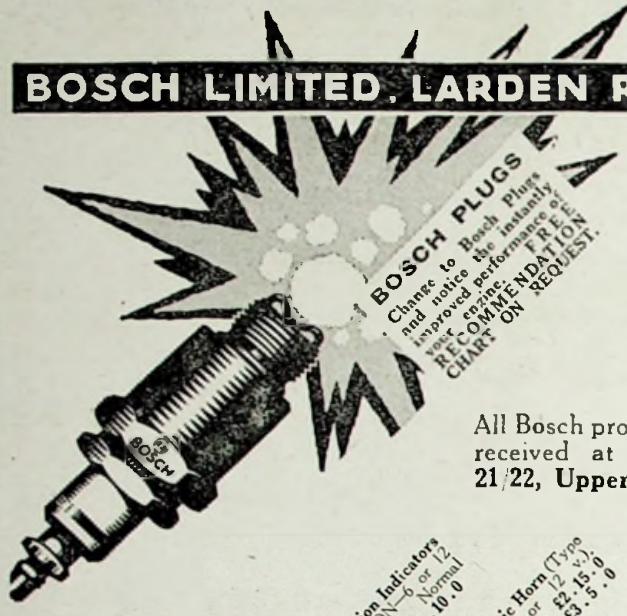
JOWETT CARS LTD., IDLE, BRADFORD

Scottish Depot:
222, Bothwell Street, Glasgow C.2

BOSCH

BOSCH LIMITED, LARDEN ROAD, ACTON, LONDON, W.3

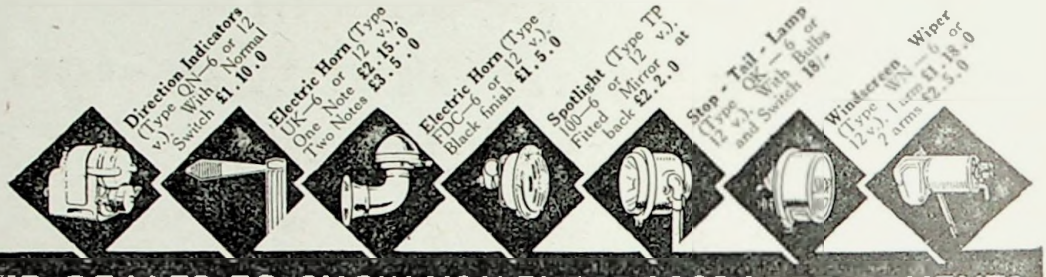
SOLE SELLING AGENTS IN GT. BRITAIN AND IRELAND FOR BOSCH PRODUCTS MANUFACTURED BY ROBERT BOSCH A.-G., STUTTGART.



FIT BOSCH REFINEMENTS

to better your speed, safety and comfort. Planned with understanding and perfect in every detail, they are thoroughly dependable in service and always in good taste.

All Bosch products can be obtained and repairs received at JACKSON & ALLUM, LTD., 21/22, Upper Rathbone Place, London, W.1



TRADE MARK OF ROBERT BOSCH A.G.

ASK YOUR DEALER TO SHOW YOU THESE BOSCH REFINEMENTS

STUARTSON (INSURANCE) LIMITED.

THE PIONEERS OF MOTOR INSURANCE BY QUARTERLY PAYMENTS WITHOUT EXTRA COST

INVITE YOUR INQUIRIES.
CALL, WRITE OR PHONE
34, LEADENHALL ST E.C.3
Telephone: Monument 2351/6 (6 lines)

INSURANCE

AGENCY APPLICATIONS INVITED

GO to COLLIERS

for accurate cylinder grinding, turning, gear cutting and all forms of repetition work, etc.

We are Engineering Specialists with one of the most up-to-date Engineering Shops in the British Isles. We are equipped to undertake the finest type of speciality work or general engineering jobs.

Write for new comprehensive list just published. Free and post free.

"APPROVED BY A.I.D."

R. H. COLLIER & CO., LTD.,

Successors to Swift of Coventry, Ltd., and the Clyno Engineering Co. (1922) Ltd.,

Coventry Road, South Yardley, BIRMINGHAM and Green Lane, WOLVERHAMPTON.

'Phone: Acocks Green 1681 (3 lines) *'Grams: Colspar, Birmingham*

SEE NEXT TUESDAY'S ISSUE OF

The Motor

(NOVEMBER 8).

FOR

Details of Important Transmission Developments.

Other interesting features will be:

Why and When Engines Run Backwards.

Finding an Ideal Specification.

The Illustrated Description of a Car which would Appeal to Many. By "Fingermark."

Features of the Current Issue of "The Motor," November 1.

THE FUTURE OF THE SHOW.
What Can Be Done to Increase its Attractiveness? By "Fingermark."

STANDARDIZED RULES FOR CONCOURS d'ELEGANCE.
New Regulations Needed to Ensure the Development of a Useful Type of Event on Sound Lines.

THE TRUTH ABOUT THE RUSSIAN MOTOR INDUSTRY.
By a Special Correspondent, lately Returned from the Soviet.

THE CAUSES OF HEAD-ON COLLISIONS.
How Some Accidents Happen.

ROAD TESTS.
The Latest Vauxhall Cadet.
The Essex Terraplane Sports.
The 3·3-Litre Bugatti.

NOW ON SALE - PRICE 4d.

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

AS . DEPENDABLE . AS . AN . AUSTIN

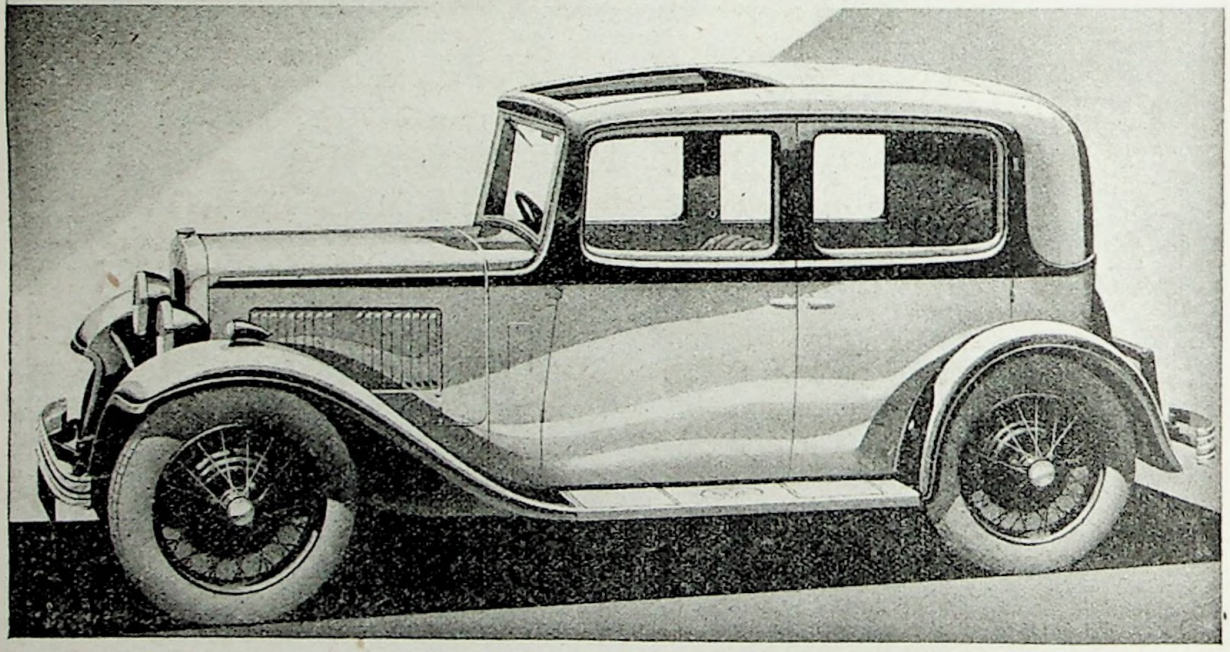
SIR MALCOLM CAMPBELL *says:*

"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.

£165

(Price at works.)

READ THE AUSTIN MAGAZINE: 4d. EVERY MONTH.

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.

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



MAGPIE ARCHITECTURE. — *Old Moreton Hall, near Congleton—which is considered to be one of the finest examples of the style in England. It was erected in the 16th century.*

What's On . . .

The Cream of the News

GLASS which is both unsplinterable and unbreakable has, according to a Frankfort paper, been produced in Germany.

THREE TEST RUN reports figure in this issue—the very latest models of the Singer, Austin Seven and Rover being described.

LIGHTING-UP TIME in London, tomorrow (Saturday) is 4.55 p.m.; in Birmingham it is 4.59 p.m. and in Liverpool 5.1 p.m.

IS IT POSSIBLE? Judge Cluer is reported to have said that he did not understand the meaning of the expression "turning an engine over."

SEASON TICKETS for car parking are to be offered by the Bristol and District King's Roll Committee Motor Parks Attendants Association.

THE SCOTTISH SHOW opens in Kelvin Hall, Glasgow, next Friday, November 11. Full details of the light car exhibits will be given in the issue of this journal of the same date.

THE EARL OF DUNRAVEN, it was stated at the annual meeting of the South Wales and Monmouth Rural District Councils' Association, collected £700 in parking fees on Southerndown Common in twelve months.

LOCAL AUTHORITIES are up in arms against the increase in charge from 1s. to 10s. for police reports of street accidents.

A MONUMENT to Siegfried Marcus, who produced a motorcar in 1864, was recently unveiled in the grounds of the Technical High School, Vienna.

RUBBER for road paving is being strongly recommended by the various banks, insurance companies and so on having offices in the City of London.

FROM MAY to September approximately 30,000 day-excursionists visited England from the Continent. Most of the visitors found time for a motor tour round London.

PROF. MARCHANT, president of the Institution of Electrical Engineers, looks forward to the time when arterial roads will be so well lighted that headlamps will be unnecessary.

SUMMONED for advertising for paying passengers, several private motorists had to pay nominal fines at Burslem recently—the charge centring in the fact that the drivers did not hold public service vehicle licences. The summonses were issued as a warning.

AN M.G. MAGNA figures in our attractive front cover picture this week.

THE SHOW has resulted in the staff of Jowett Cars, Ltd., being brought up to full strength.

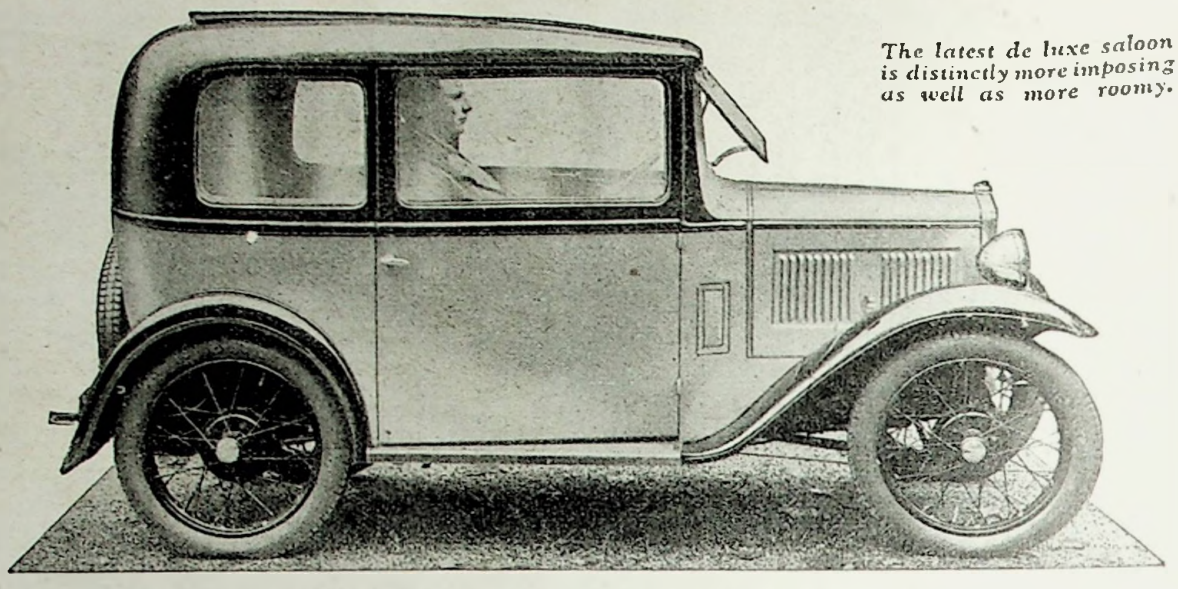
THE BRIGHTON ROAD reveals a decrease in traffic of 46 per cent. this year compared with 1931.

SOUTH AFRICA continues to show a preference for British cars. During August last the percentage was 36; in July 32.

THE BRIGHTON AND HOVE Motor Club is endeavouring to obtain a two-day permit for next year's speed trials. The Madeira drive, it is proposed, should again be used, but various improvements are suggested.

SPECIAL PRIVILEGES, it has been suggested, should be afforded to doctors in the matter of parking their cars outside private residences and elsewhere. The A.A., however, believes that a badge would lead to abuses and that reliance should be placed on the discretion of the police.

THE EXPERIENCES of the gentleman who was "mindin' the 'ole in the road" fade into insignificance beside the story of records attacked by George Eyston, Bert Denly, Edgar McClure and T. H. Wisdom at Montlhéry in a Riley last week. During the attempt—*and throughout the night*—the drivers had to dodge a gaping hole on the banking—the result of the recent disastrous fire. Details appear on another page.



The latest de luxe saloon is distinctly more imposing as well as more roomy.

SEVEN HORSES — FOUR SPEEDS

Impressions of the 1933 de Luxe Austin Seven

THERE are few cars that have remained so little changed over a period of ten years as the Austin Seven, and there are few cars that have proved such a consistent favourite with the public over the same period. These two facts are worth a little thought, for when taken together they make one realize more forcibly than ever how much forethought, as well as skill, Sir Herbert Austin brought to bear on the evolution of his now world-famous "baby."

Yet similar as the latest models are in their fundamentals to those early Sevens, enormous improvements have taken place since the first cars left the factory. Never one to make sweeping alterations merely to give his salesman talking points at the Motor Show, Sir Herbert has, nevertheless, always been ready to see possible improvements and adopt them if he can do so without altering the fundamental appeal of the car.

The 1933 models probably differ from their immediate fore-runners more than any other year's models have done, yet they are still true Austin Sevens with all their charms—economy, handiness and reliability—preserved to the full.

In view of the many detail improvements made in the latest models, a brief resumé of the changes will prove helpful before going on to describe the performance of the car on the road.

The 1933 Improvements.

Most noteworthy, perhaps, is the fitting of a four-speed gearbox of the now very popular type, which incorporates double-helical teeth for the constant-mesh and third-speed clusters. Another transmission alteration, which represents an easing of maintenance work, consists of an improved clutch-withdrawal mechanism that, besides having longer life, can be lubricated without lifting anything except the mat.

The engine has come in for a large share of attention, a new "thermal flow" combined inlet and exhaust manifold with a more effective hot-spot having been adopted. In addition, a horizontal Zenith carburetter is used instead of the previous vertical type.

On the opposite side of the engine one now finds the electric starter which previously was placed above the clutch housing and protruded into the body. This alteration has taken away that rather "mechanical" look from the interior of the car, but the excellent feature of mounting the starter switch on the instrument itself has been retained and a remote control provided; the starter knob is very accessibly placed on the steering-column bracket and connected to the actual switch by a wire cable.

A rear tank—which holds five gallons—is another new feature, the petrol supply to the carburetter being looked after by an A.C. pump driven off the camshaft. An electric petrol gauge is provided.

Finally, there is one very important change, which, however, does not affect the de luxe saloon. This is the adoption on all models of the longer wheelbase and wider rear track that were found last year only on this model.

The de luxe saloon tested was barely run-in when first taken over, but as a further 430 miles had been clocked on the speedometer by the time the car again entered the Austin showrooms in Oxford Street a very fair opportunity was provided to see just how these many alterations panned out under a wide variety of conditions.

The starter was, naturally, the first point that came under notice and scored full marks straightaway; the new remote control is far more convenient than the old. One simply operates the strangler knob with the left hand, the starter knob with the right, tickles the accelerator pedal—and off she goes, however cold it may be. Incidentally, if the starter *should* fail there

AT A GLANCE.

ENGINE: Four cylinders; 56 mm. × 76 mm. = 747.5 c.c. (tax £8). Side-valves; two-bearing crankshaft; pump lubrication; coil ignition; Lodge plugs; Zenith carburetter.

TRANSMISSION: Single dry-plate clutch. Four-speed "silent third" gearbox; ratios: 5.25, 9.05, 14.4 and 23.3 to 1. Semi-enclosed propeller shaft; spiral bevel rear axle.

DIMENSIONS: Wheelbase, 6 ft. 9 ins.; track, 3 ft. 4 ins. front; 3 ft. 7 ins. rear; ground clearance, 8¼ ins.; turning circle, 33 ft.; overall length (saloon) 9 ft. 11 ins.; overall width, 4 ft. 3 ins.

GENERAL: Brakes, internal expanding; foot and hand take effect on all four wheels. Suspension: front, transverse; rear, quarter elliptic. Electrical equipment: C.A.V., 6-volt. Wheels: wire with 3.50-in. × 19-in. Dunlop tyres.

Makers: THE AUSTIN MOTOR CO., LTD., Longbridge, Birmingham.

is a sensible, permanently fitted starting handle instead of the usual awkward detachable affair.

Full marks were also awarded to the new carburation and induction arrangements, as the strangler had to be used very little and the engine was pleasantly free from that spluttering and lack of power during the first mile or two that used to be rather troublesome.

To return to first impressions, great care was taken in engaging the clutch on leaving the showrooms, as Austin Seven clutch pedals have a very short travel. Care proved to be unnecessary, as the latest clutches seem to give a smooth getaway, even if one is forgetful. Full marks, again.

Now for the gearbox. On the score of easy changing marks can undoubtedly be awarded as before, whilst the third speed is moderately silent. In the matter of ratios, however, there is room for two opinions. Top and third correspond very closely with the top and second of the old three-speed box, second is a little higher than the old bottom, whilst the new first speed is in the nature of an emergency ratio.

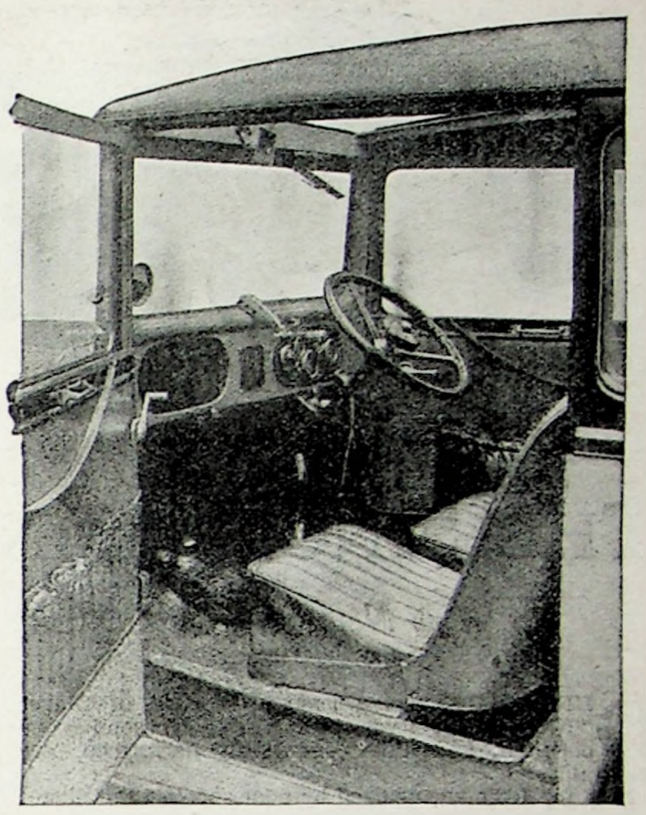
Ratios Chosen for Average Drivers.

In choosing these ratios the makers undoubtedly had in mind the fact that many drivers dislike changing, and certainly do not want to be bothered with two changes (top to third and third to second) on hills of the 1-in-8 variety. The new box, therefore, has all the attractions of the old to these drivers, with the additional advantages of a very useful emergency ratio for restarting on an up-grade or tackling freak hills.

On the other hand, a third ratio in the region of 7.5 to 1 would undoubtedly prove a boon for moderately heavy traffic or main-road hills that are just too steep for top; but as a third of this type would certainly mean more changing, the Austin plan is perhaps the better, bearing in mind the fact that so many people start their motoring career in a Seven.

In the matter of general performance the latest models seem little affected by the additional size of the body—which easily seats four grown ups. The engine is very willing and gets neither hot nor bothered even when driven flat out for several miles on end. On one occasion, for example, 38½ miles were covered in an hour, whilst on another four hours sufficed to clock 147 miles, the first part of this run consisting of getting out of London at a busy time. The actual maximum in top is slightly over 50 m.p.h. and in third about 35 m.p.h.

The suspension is exceptionally good and called forth unsolicited praise from three separate passengers who travelled in the car. One of them, in fact, calmly poured out a cup of tea from a vacuum flask and drank it without spilling a drop at 30 m.p.h. Brakes and steering, too, are well up to modern standards.

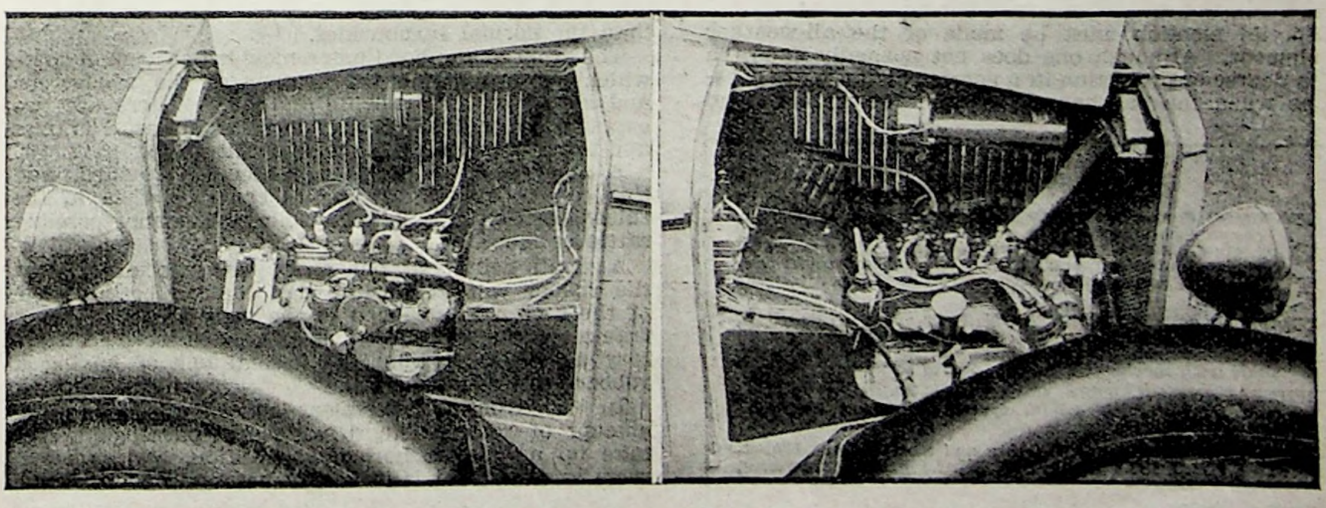


The interior of the driving compartment showing the new facia board with its grouped instruments and very useful cubby hole.

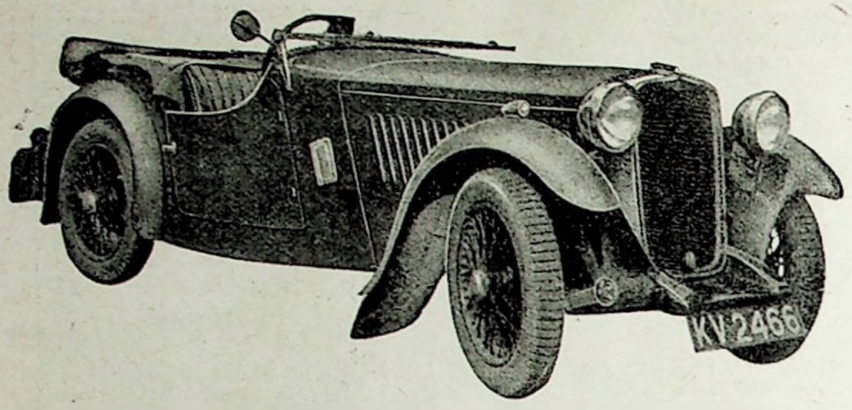
Petrol and oil consumption proved very satisfactory, the respective figures being 44 m.p.g. and approximately 1,500 m.p.g.

The 430 miles covered in the car included all conditions (except sunshine to try the sliding roof!), and the only occasion when an improvement could have been wished for was on a long night run which suggested that 12-watt headlamp bulbs are hardly adequate.

To sum up, one could not wish for a better £125 worth, and there is no doubt that the 1933 models will prove even more popular than ever.



THE LATEST AUSTIN SEVEN ENGINE. —— *Two views of the 1933 power unit showing the new induction and exhaust arrangements, the new position of the starter alongside the engine on the off side, and the more accessible oil filler.*



A long bonnet, slightly sloping radiator and well cut-away doors all help to give the Singer a sporting appearance. (Below) The rear view is very attractive also, the body being set low between the wheels.

A Convincing Test of

THE SINGER NINE SPORTS MODEL

A Newcomer with Plenty of Power and Acceleration

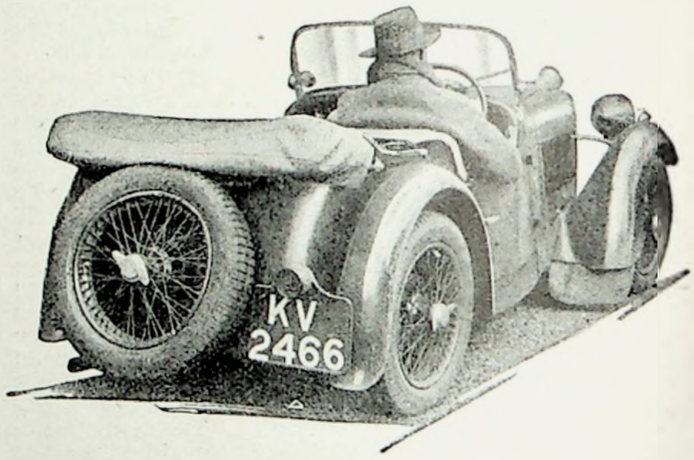
DURING the past season a number of Singer "Nine" sports two-seaters have been seen in competitions, and have consistently performed very creditably.

Now for 1933, encouraged by past success, the Singer company comes forward with a greatly improved version of this popular car. The new sports four-seater, we predict, is destined easily to become the most popular sporting model so far produced by the famous Coventry concern, for it combines a performance which is quite out of the ordinary with a moderate selling price.

For £185 one gets a trim, handsome little vehicle with equipment and finish apparently equal in every way to that found on sports cars costing at least £100 more.

Dealing first with the body, this is modelled on the original "Le Mans" type, and, although there are rear seats, the legroom afforded is naturally somewhat cramped. There are, however, deep wells on each side of the propeller-shaft tunnel, and, provided the rear passengers do not mind adopting a very upright position and sitting rather a long way out of the body, they can be accommodated. One rear passenger sitting more across the compartment can be quite comfortable. The rear squab folds forward to give access to a sensibly large side-curtain locker.

Special mention must be made of the all-weather equipment. Although one does not normally expect a high degree of protection in a sports car there are occasions when the car has to be used for more normal



work, and few things are more annoying than a hood which is difficult to erect or, when erected, obscures one's vision. The Singer hood suffers from neither of these defects. When folded it fits snugly into a recess and has a cover. When up the leading edge is secured by two snap-on fasteners—a much better arrangement than the normal turnbuckles.

The front of the hood has a moulded chromium strip, which conforms with the contour of the windscreen and keeps out all draughts and rain. There are two curtains on each side; they have rigid metal frames and the driver's has a large signalling flap.

A single-pane safety-glass screen is provided, and this can be folded flat for fast work; when in the raised position it is locked firmly and cannot possibly rattle or move.

A small point, but one worthy of mention, is that the rubber water-excluding flap for the bottom edge of the screen is attached to the body and the screen frame abuts against it. This is a much more satisfactory arrangement than the normal one of having a rubber strip on the screen.

In the front compartment there is a surprising amount of room. The driver's and passenger's legs take up an almost horizontal position, and so much room is there that it is hardly necessary to bend the knees at all. This extraordinary legroom is an outstanding feature of the body, a driver well over 6 ft feeling not in the slightest degree cramped.

One criticism that can be offered is that the brake

AT A GLANCE.

ENGINE: *Four-cylinder, 60 mm. by 86 mm. = 972 c.c. Treasury rating, 8.93 h.p.; tax, £9. Valves operated by chain-driven o.h. camshaft. Alloy pistons. Coil ignition (automatic advance). Twin downdraught carburetters. Fan assisted cooling. "Vibro-damper" engine mounting.*

GEARBOX AND TRANSMISSION: *Four-speed; ratios, 5.25, 8.35, 12.08 and 21.41 to 1. Silent second and third gears; remote control. Flexible-centre clutch. Open propeller shaft with mechanical joints. Spiral bevel back axle.*

WHEELS AND BRAKES: *18-in. Rudge-Whitworth "knock-on" wheels with 4.5-in. tyres. Lockheed hydraulic brakes.*

GENERAL: *Twelve volt lighting and starting set. Wheelbase, 7 ft. 8 ins.; track, 3 ft. 9 ins.; ground clearance, 8 ins.*

PRICE: *£185.*

Makers: SINGER AND CO., LTD., Coventry.

and accelerator pedals are placed too close together. This is awkward in an emergency—especially as on the Singer both these controls have a very marked effect. It is a point which could be easily remedied.

The facia board is equipped with a most impressive array of instruments. Grouped in the centre are the 5-in. dials of the rev. counter and speedometer, the oil and petrol gauges, ammeter and a plug socket for an auxiliary lamp. All these instruments are indirectly lit. A large Ashby Brooklands steering wheel has finger-tip controls for the lights and horn mounted in its centre. The gear control is of the remote type, operated by a short, stiff lever having a pleasantly positive action, and which falls very conveniently to the driver's left hand.

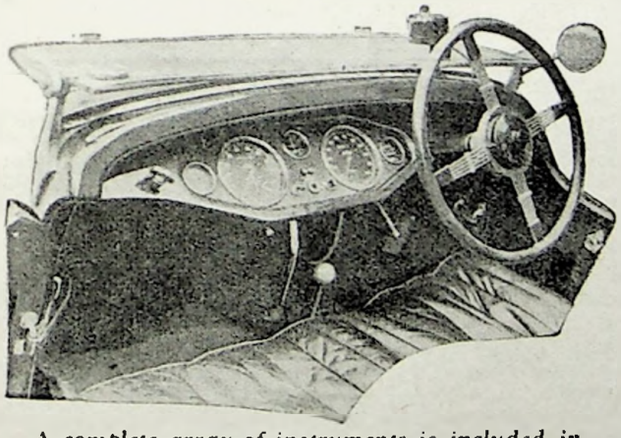
A rather novel form of adjustable seat is employed. The actual metal seat pans are dished and are a fixture, and only the back squabs move fore and aft. Pneumatic cushions are free to move over the metal seat pans. In practice this arrangement has much to recommend it, as an inch or two is saved in the seat height and there is no sway or movement in the back rests. A tonneau cover is provided for the rear compartment.

Performance Figures.

Great efforts have been made to give this car a road performance enabling it to hold its own with most light cars, except those of the super-sports class. Its maximum speed is not high—64 m.p.h. is probably a fair figure—but the acceleration is really excellent.

On a level stretch of the Great North Road the following figures were obtained, and show that the Singer steps off the mark as quickly as most things. From a steady 10 m.p.h. in second gear 30 m.p.h. was reached in 6¾ secs. From a standing start 40 m.p.h. was attained after 12¾ secs. and 50 m.p.h. in 21 secs. The gear-changes from first to second and second to third are instantaneous, but a fairly long pause has to be made before engaging top. The comfortable maximum in third is 48 m.p.h.; this accounts for the comparatively high "rest to 50 m.p.h." figure, as a few seconds were lost on the final gear-change.

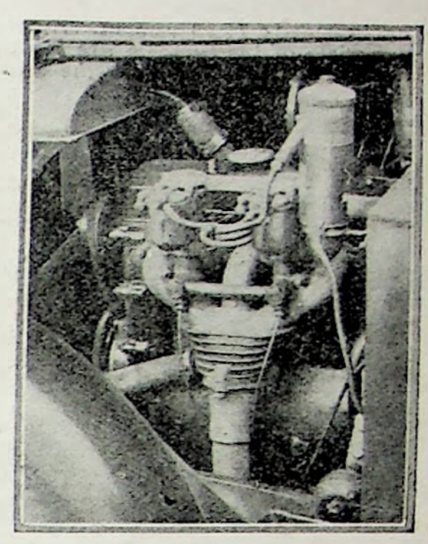
Rev.-counter readings showed that the engine was turning over at 4,200 r.p.m. at 63 m.p.h. on top and 3,500 r.p.m. at the comfortable cruising speed of



A complete array of instruments is included in the facia-board panel. The rev. counter and speedometer both have 5-in. dials.

52 m.p.h. On third the peak revs. obtained were 5,300, representing a road speed of 49 m.p.h. On one occasion 5,500 r.p.m. was touched, at which speed valve bounce set in. The car as tested weighed just under 17 cwt., which shows that the Singer Nine engine in its latest form develops ample power.

At low speeds it is not absolutely smooth, but higher up in the range all traces of vibration vanish, and between 3,000 r.p.m. and 3,500 r.p.m. on top it purrs along very sweetly without any noticeable periods at all. Most sports engines have vibration periods, and



Near side of the new sports engine, showing the twin down-draught carburetters and the finned exhaust manifold which provides a hot spot for the induction pipe.

it is much better to have them low down in the range where they are seldom encountered. The Singer has a crisp exhaust note and a pleasant low drone on the over-run.

Basically the engine is the same design as has been fitted to Singer Juniors and Nines for some years past, and is therefore a well-tried type which should be free from irritating troubles. The camshaft is carried above the head and driven from its front end by a chain; it operates the valves through rockers.

On the sports version twin carburetters supply the mixture and are of the down-draught type. They give a smooth pick-up and have no flat spots. Starting is very good even on a cold morning, and the 12-volt starter turned the engine over in a most convincing manner. Before maximum performance could be obtained the engine had to be thoroughly warm, and was, if anything, over-cooled, having a very large radiator and a four-bladed fan.

Improved Gearbox.

An improvement for 1933 is the four-speed gearbox in which both the second and third ratios are silent. The change (by means of dog clutches) is ridiculously simple, and there is really no need to make any noise at all when changing. The clutch, which has a flexible centre plate, has a light action and takes up the drive smoothly and without judder.

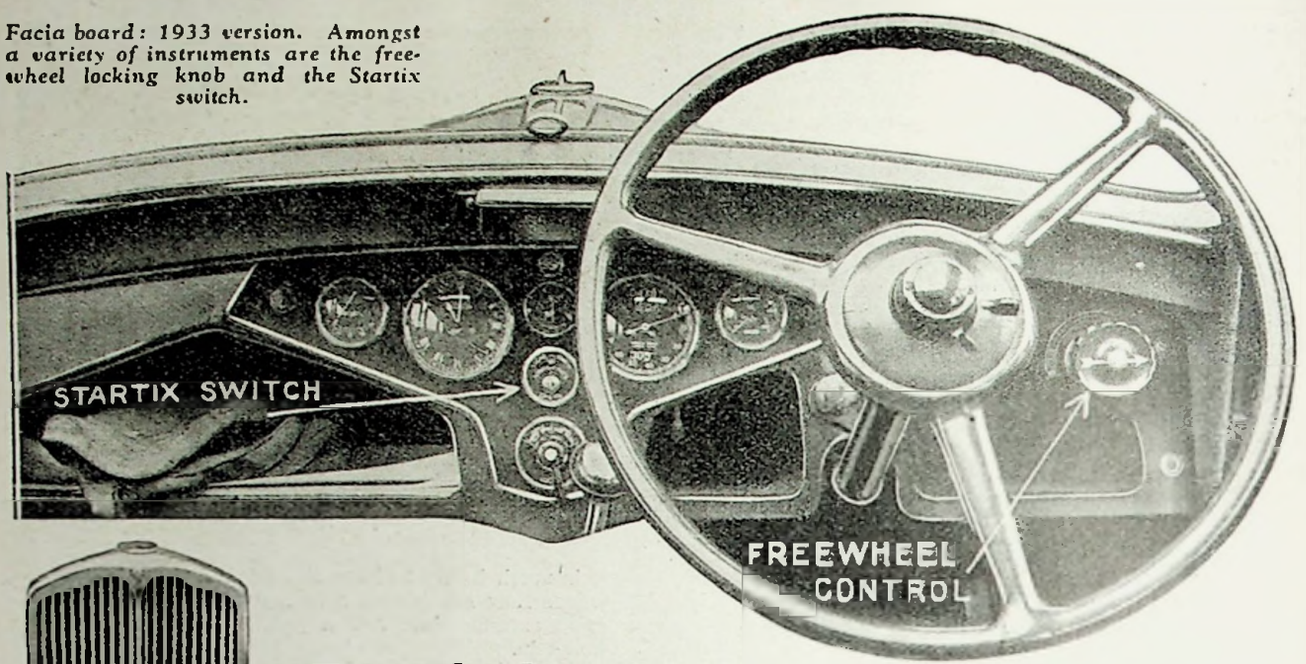
Half-elliptic springs are used all round, and these are controlled by large Hartford friction shock absorbers. The suspension is unusually good, giving reasonable suppleness with a complete absence of any sign of wheel dither, rolling or pitching. The car holds the road in quite a remarkable fashion, and the cornering is quite out of the ordinary in its steadiness. It is, indeed, difficult to believe that one is motoring in a car costing well under £200.

Singers adopted hydraulic brakes on this model for the first time this year and they are very effective in action. They give a smooth, rapid pull up and the braking effort on each wheel is, of course, absolutely the same. One can use these brakes with impunity on practically any surface. The hand brake operates upon the rear wheels only.

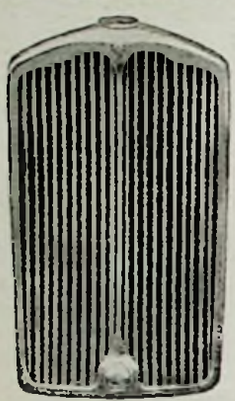
A point which often can be adversely criticized on sports cars is the mudguarding; so often does one find that the body and sometimes the windscreen become plastered in mud very quickly. On the Singer this is not so, for the wings are of ample width and cover a large arc of the wheel. Although of the close-fitting type, those in front do not swivel with the wheels.

Altogether this latest Singer Nine is a worthy addition to the ranks of small sporting cars, and is especially suited to trials work where maximum speed is not so important as sheer power and acceleration.

B11



Facia board: 1933 version. Amongst a variety of instruments are the free-wheel locking knob and the Startix switch.



Free-wheeling In

The Rover Ten Special

—Emphasizes the Varied Delights of "Coasting"

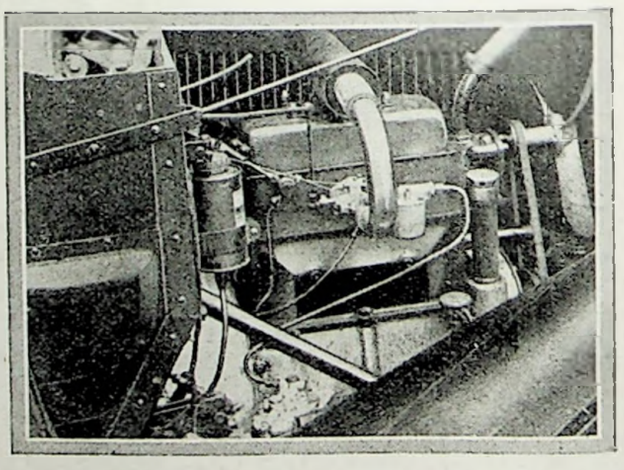
THE Rover Ten Special is definitely a pleasing car; even to those accustomed to Rovers it will strike a new note and indicate the advances which are being made in light car design. Its performance is good and it gets on with the job in hand so silently, so smoothly and with such a marked absence of fuss that the miles are put behind with surprising swiftness.

Much of this is due to the ease with which the car can be handled. The free wheel—at first an object of suspicion—soon finds its way to the heart of even the most enthusiastic exponent of ordinary gear-changing. After a journey of 100 miles or so, in fact, one really *does* begin to appreciate the amount of work—and consequent fatigue—which is saved by not having to touch the clutch except when getting away from rest.

To change gear the foot is merely lifted from the accelerator, a pause of roughly one full second is allowed, then the lever is gently thrust through neutral and into the required notch, be it from third to top, vice versa, top to botton, *et seq!*

Careless gear-changing results in nothing more than an audible but by no means distressing click; a little thought produces a dead silent and pleasingly rapid change. For really fast gear-changing the lever is moved straight across from one notch to another, there is a click (not a harsh grating sound) and the deed is done.

If you are one of those people who like to keep their hands in at gear-changing you merely give a knob on the right of the facia board a half turn—when the car is in motion—and the free wheel is locked. Thereafter the controls become normal, with one outstanding exception; both third *and* second are of the silent type, and therefore easily meshed. Whether the free wheel be in use or not, this permits full use to be made of the very useful second gear.



The off side of the engine showing the transverse air cleaner and silencer, the fan mounting and so on.

AT A GLANCE.

ENGINE: Four cylinders, 63 mm. by 95 mm.; 1,185 c.c.; tax £10. Overhead valves operated by push rods. Coil ignition; "Startix" control; electric fuel pump; Amal carburetter.

TRANSMISSION: Dry-plate clutch; four-speed gearbox with silent second and third (ratios 5.44, 8.27, 11.5 and 22 to 1); free wheel—which can be locked at will; open propeller shaft to spiral bevel-axle.

DIMENSIONS: Overall length (without bumpers), 12 ft. 11 ins.; overall width, 5 ft. 1 in.

PRICES ("Special" Models): Chassis, £162; saloon (as tested), £228; Sportsman's coupe, £248; Family Ten models from £195.

THE ROVER CO., LTD., Coventry.

B12

The "silent" ratios are really noiseless, both on the drive and the over-run; by engine revs. alone can one tell which gear is engaged. Add to all this the facts that the clutch is very sweet, the steering finger light, the suspension—apart from a slight tendency to roll on corners—as nearly perfect as one could desire, the engine without vibration, owing to the flexible mounting, and the hydraulic brakes thoroughly dependable (as they must be with a free wheel), and an indication is given of the attractiveness of the latest edition in "special" form of the Rover Ten.

On the other side of the scale the car offers ground for criticism only on the score of a certain amount of sluggishness in getting off the mark. Perhaps the criticism is unfair in that this full four-seater saloon, with its luxurious equipment and generous accommodation, imposes too many hundredweights on an engine which is basically lively and highly efficient.

Not having any pretentions to being a sports car, but rather offering something in the nature of a very comfortable family carriage, the Rover can easily be forgiven this one small mark against its character—particularly as it will cruise along at an effortless 55 (by speedometer) when it gets going, and will attain 60 under favourable conditions.

Top Gear Pulling.

For hard pulling, too, it would be hard to beat. All the hills from Coventry to London (and there are some tiresome drags) can be taken in top; in fact, the engine will hang on, without indicating in any way that it is distressed, when the speedometer needle has dropped so low as 20 m.p.h. Slipping into third, the wise driver gets a silent 35-40 m.p.h.; he knows better!

Free-wheeling, in the opinion of the writer, has only one drawback, and a small one at that. It centres in the need for revving up the engine to the "driving speed" when, say, the car has been allowed to coast at 40 m.p.h. There is a momentary period of lag, as it were, and a sound from beneath the bonnet rather like a vacuum sweeper being started up. On a busy road this operation may have to be gone through many times in a mile, and, frankly, it causes irritation. But there it is—if you do not like it you merely lock the free wheel. The writer tried locking it—and went back to "coasting" after five minutes! The proof of the pudding. . . .

Mention must be made here of the Startix which operates with almost uncanny precision and certainty. Start off from cold with the hand throttle too finely set and you are conscious of the fact that the engine has stopped only when the whirr of the starter indicates that the Startix has come to your aid. Talking of components one must mention that the carburetter is an Amal, the plugs Lodge, the "electrics" by Lucas and the tyres of Goodyear manufacture.



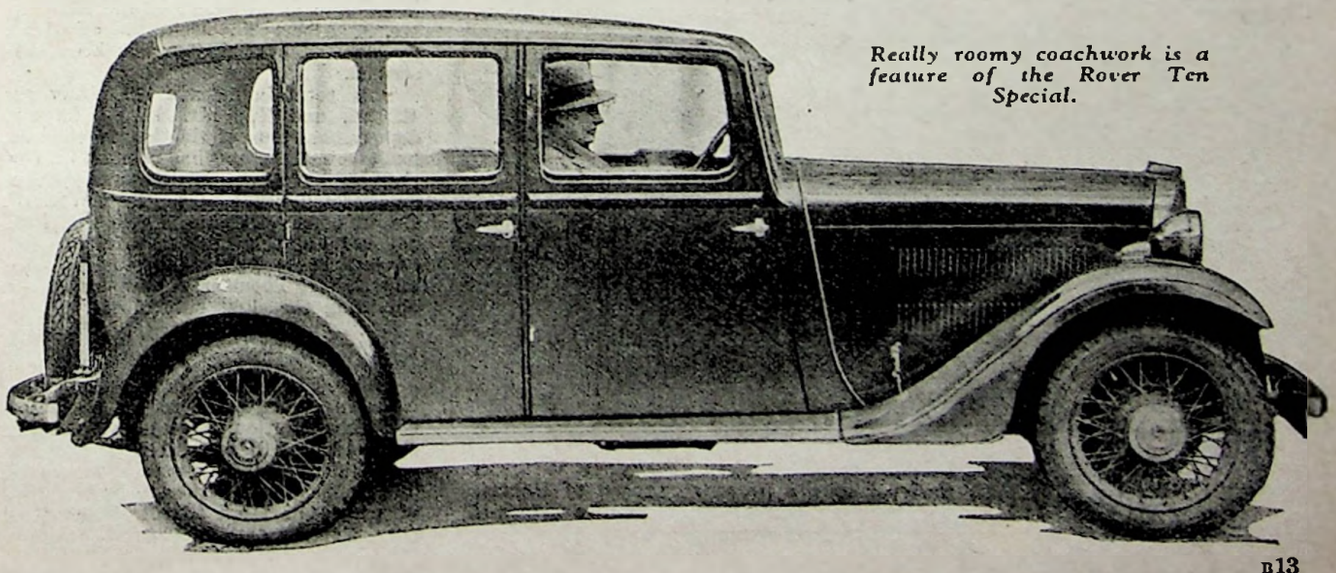
The long gear lever assures a definitely comfortable driving position and the wheel is nicely placed.

What does all this cost? A modest £228 all on, and, when you come to look at it, there is quite a *lot* "on." Listen to this:—

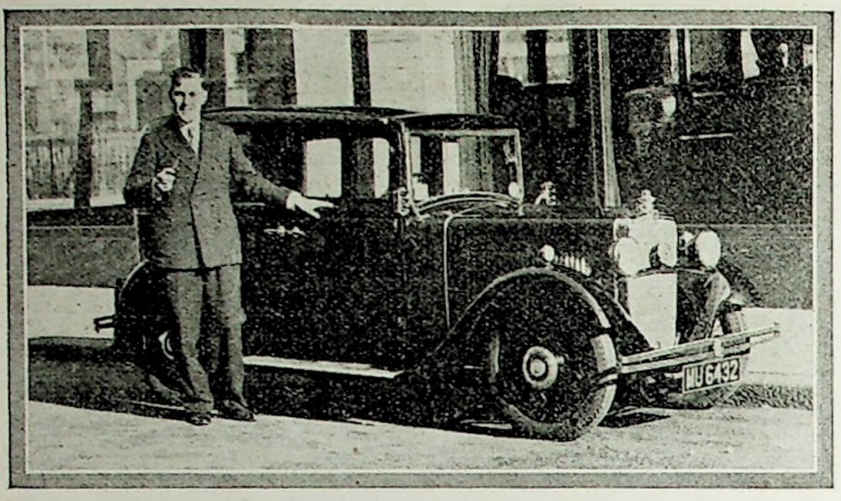
Chromium-plated head and side lamps (dip and switch, of course), electric horn, speedometer and clock (Jaegers), ammeter, oil gauge, petrol gauge, concealed facia-board light, roof light, driving mirror, a multitude of cunning ash-trays, rope pulls, roof net, twin-arm electric wiper, bumpers, rear stoplight *and* a sliding roof.

The petrol gauge, by the way, is of the electric type, and it gives a sure indication of the amount of fuel in the rear tank—which has a capacity of eight gallons, enough for about 200 miles' running.

As we have said, a very pleasing car, and one which gives modern motoring quite a new flavour.



Really roomy coachwork is a feature of the Rover Ten Special.



THE WINNER. — *Mr. C. H. Costello, of Mill Hill, who won this 1933 Morris Ten saloon in a recent slogan competition held by Stewart and Ardern, Ltd. His entry was: "Morris plus Stewart and Ardern means Value plus Service Supreme."*

THE BRITISH LEGION

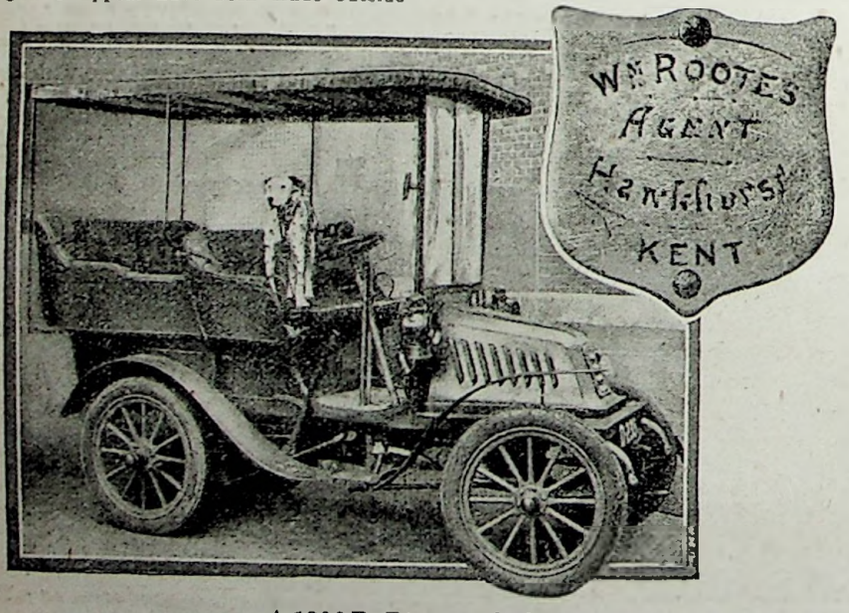
Rumour Strongly Denied

WE need hardly remind our readers that next Friday is "Poppy Day"—the anniversary of the Armistice of the Great War which was brought to an end on November 11, 1918.

This year it is hoped that a record will be obtained in support of the annual appeal by the British Legion and with the utmost readiness we are pleased to give prominence to a request by Captain W. G. Willcox, organizing secretary, to the effect that a very untruthful rumour is being circulated.

It is said that because of the fire which occurred in May last at the British Legion Poppy Warehouse, and the consequent loss of stock on hand for November 11, some of the emblems which are now being issued for this year's appeal have been made outside the British Legion Poppy Factory by female labour.

Captain Willcox issues a categorical denial of the rumour and goes on to explain that for months past 350 badly disabled ex-Service men have been working long hours each day at the Poppy Factory in an endeavour to make good the 21,000,000 poppies destroyed by the fire. The great aim of the factory management is to be able to employ more disabled men, of whom there are many hundreds on the waiting list. This, says Captain Willcox significantly, will be possible only when there is a sufficiently large additional demand for Haig Fund Poppies and poppy wreaths.



RESCUED FROM SCRAP. — *A 1902 De Dion supplied when new by Mr. William Rootes, founder of the present concern of Rootes, Ltd., to an Indian Prince. Inset is the original dealer's name plate.*

B14

THE VETERAN CAR RUN

November 20

ENTRIES for the R.A.C. Veteran Car Run from London to Brighton (Sunday, November 20) close finally on Monday next, November 7. The run is confined to motorcars with a minimum age of 28 years, that is to say, they must have been built not later than 1904.

Moon's Garage, Buckingham Palace Road, London, S.W.1, will again be the scene of scrutineering on Saturday, November 19, and of the actual start on the following morning. The first car is due to leave at 9.30 a.m. and the route will be via Westminster Bridge, Brixton, Croydon By-pass, Purley, Redhill, Reigate, Crawley, Handcross and Pyecombe. The first car is expected to arrive at Brighton about 12 noon. Already nearly 40 entries have been received, the earliest being a Chas. T. Crowden, built probably in 1894, and as likely as not one of the first cars to be built in this country. The entries also include a 50 h.p. Napier which was built in 1903 for the Gordon Bennett trials.

Copies of the regulations and entry forms may be obtained from the Secretary, Royal Automobile Club, Pall Mall, London, S.W.1.

NEXT WEEK

All About The

Scottish Show

Which Opens in

KELVIN HALL, GLASGOW

on NOVEMBER 11

Scottish readers should note that copies of next week's issue will be available on the day the Show opens

3d. — *As Usual*

Benevolent Fund Appeal.

The hon. treasurer of the Motor and Cycle Trades Benevolent Fund, Col. Sealey-Clarke, announces that in answer to the appeal on behalf of the Fund by Mr. J. Albert Thomson, the president, the sum of over £6,925 has been subscribed.

This total includes £2,000 from the S.M.M. and T.; Mr. E. L. Payton, deputy chairman of the Austin concern, has given £100, and has promised a further £100 if nine other donors of a like amount will come forward. Mr. E. F. Crane, of the Hercules Cycle Co., Ltd., has reduced this number to eight, and, having subscribed £500 to his own appeal, Mr. Thomson is now engaged in obtaining the eight subscribers.

A Plucky Patrol.

Hats off to the A.A. patrol who, giving chase to a runaway horse on his motorcycle combination, managed to overtake the maddened beast and with considerable difficulty bring it to a standstill. The incident was witnessed by hundreds of people in High Street, Harlington, near Slough.

Fog Discs.

R.A.C. fog discs are now available. The scheme has proved very popular during the previous two winters—in fact, since its inauguration over 400,000 discs have been distributed. The discs are made of a specially prepared amber paper; they are available in two sizes and are packed in sets of four, thus providing for both head and side lamps. Being lightly gummed, they can be easily secured to lamp glasses and they are, of course, designed only for temporary use. Supplies are obtainable at all R.A.C. branch offices, road telephone boxes and, of course, from the headquarters, Pall Mall, London, S.W.1.

Benevolent Fund Dance.

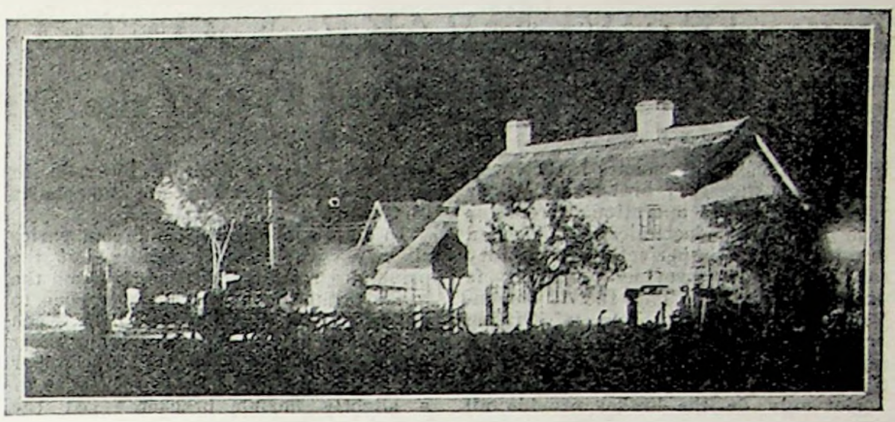
A dance in aid of the Motor and Cycle Trades Benevolent Fund will be held by the London Centre at the Astoria Dance Salon, Charing Cross Road, London, on November 9. Tickets at 5s. each can be obtained from the Fund headquarters, 28 Bedford Row, London, W.C.

Godfrey's Private Olympia.

There is, of course, no motorcycle show at Olympia this year. However, Godfreys, Ltd., 208-210, Great Portland Street, W.1, are next week holding an exhibition at which all the popular motorcycles will be shown, together with a number of makes of car, including Austin, B.S.A., Jowett, Morris and Triumph.

During the week talks will be given by well-known motoring authorities.

This show will also celebrate the concern's 22nd anniversary and the opening of a new super service station in Eden Street, Hampstead Road, N.W.1. This new service station is a five-story building having a floor area of some 12,000 sq. ft., and throughout the show there will be continuous exhibitions of motoring films. An invitation to attend is extended to readers of *The Light Car and Cyclecar*. The show will, of course, be held in the new service station.



A MODERN ROAD-HOUSE BY NIGHT. — *"The Fountains," Loughton, near Stony Stratford, on the Coventry road, as it appears gaily flood-lit on these autumn evenings—in striking contrast with its old-world interior. This hotel has a private aerodrome nearby.*

More Riley Records

At Montlhery and Brooklands

FOUR International class records fell to the 1,500 c.c. six-cylinder Riley at Montlhéry on Wednesday, October 26, when, with George Eyston as captain, a team of drivers, including Eyston, Bert Denly, Edgar McClure and T. H. Wisdom, made a very successful run.

The figures, which represent International records in Class F, were as follow:—24 hours at 82.41 m.p.h.; 3,000 kilometres at 82.54 m.p.h.; 2,000 kilometres at 91.68 m.p.h.; 12 hours at 92.98 m.p.h.

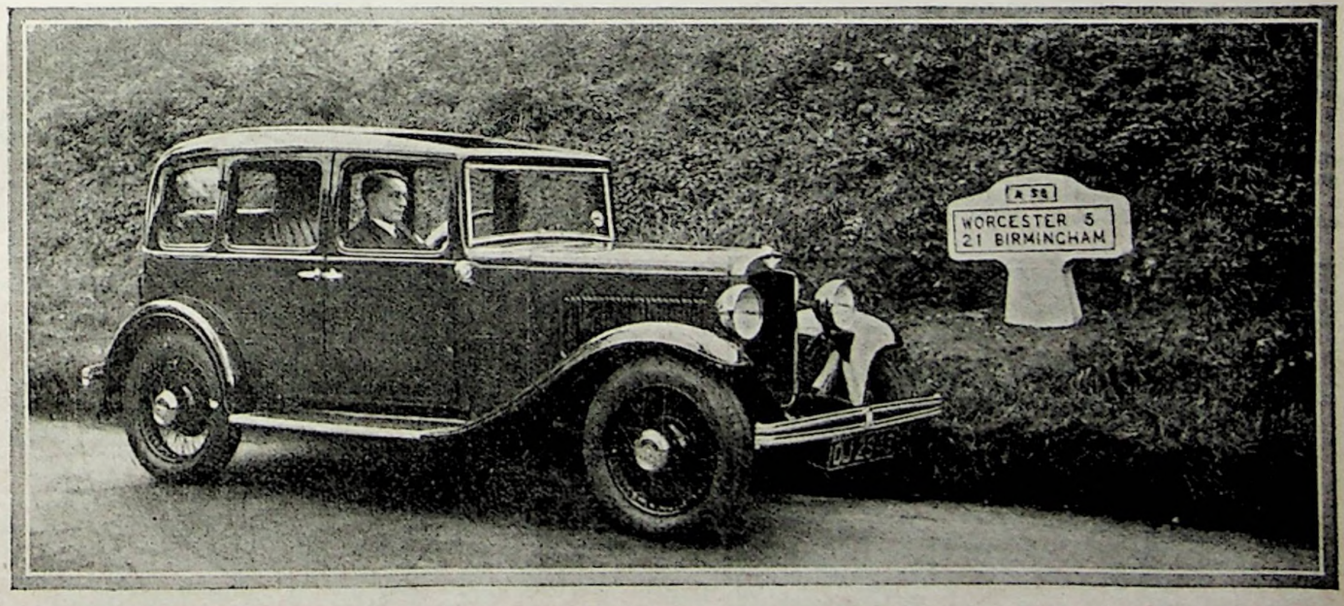
The attempt was the first to be made at Montlhéry since part of the track was damaged by fire last summer. A large hole in the banking had not, at the time the records were made, been repaired, and in the course of the run—which, naturally, had to be made during the night as well as during the day—the car had to be steered safely past the danger point.

Heavy rain and a strong wind during the night added considerably to the danger of the attempt, and, once again, we have to offer our congratulations to the determined little band of drivers and the Riley Co. on their successful effort.

Congratulations are also due to F. W. Dixon, who established six records (subject to the usual official confirmation) with his Riley Nine at Brooklands on October 28.

The records are all in International Class G (1,100 c.c.), and are as follow:—

50 kiloms. at 109.18 m.p.h.; 50 miles at 110.37 m.p.h.; 100 kiloms. at 110.78 m.p.h.; 100 miles at 111.09 m.p.h.; 1 hour at 110.93 m.p.h.; 200 kiloms. at 110.67 m.p.h.



MORE SIGNS OF THE TIMES. — *A 1933 Austin Twelve-Six beside an entirely new type of milepost which is making its appearance.*

New Brake Control Design

Convincing Road Test of the Girling System

DESPITE developments in the way of servo-assisted brakes and other special methods of operation, it remains true that a mechanically operated braking system is perfectly satisfactory for light cars, provided that it is properly designed. This fact is demonstrated by the latest form of Girling brakes which were recently tested by a representative of *The Light Car and Cyclecar*.

Not only do the brakes provide all that can reasonably be desired in the way of deceleration, but they are, at all times, completely under the driver's control, and, moreover, they have several features which are very attractive from the point of view of maintenance.

As tested, the Girling brakes were fitted to a 9 h.p. saloon car with a total loaded weight of about 23 cwt. The brake drums were those originally fitted to the car and the stopping distances can therefore be compared with the results obtained in a test of another car of the same make and type.

Surprising Figures.

Over a range of from 20 m.p.h. to 50 m.p.h. the Girling brakes showed an average advantage of rather more than 70 per cent., and the stopping distances obtained with them were never greater than about two-thirds of the corresponding distance for a car with normal brakes. So surprising was the difference, in fact, that the tests were repeated, but similar results were always obtained. From 30 m.p.h., for instance, the Girling-equipped car stopped in 24 ft. and from 50 m.p.h., the figure was 67 ft.

Despite these somewhat remarkable results, there was none of the "through-the-windscreen" feeling which is not uncommon with some brakes which are undoubtedly effective stoppers.

As regards maintenance, no parts of the mechanism require lubrication after they have left the factory. Almost more important is the fact that adjustment of the brakes calls for no skill and is a remarkably easy operation.

The mechanism itself is simple enough. It has two main features, namely, that the shoes are expanded by a cone and rollers, instead of by the usual cam, and that these cones are operated almost entirely by rods in tension, so that there are no shafts to twist.

In details, of course, the layout varies slightly with different chassis, but the principles remain the same. From the brake pedal there are two rods, one to the front axle and one to the back. Each of these connects up with a very short vertical spindle attached at its upper end to the respective axles by means of a slightly flexible bracket. At the lower or unsupported end of each spindle there is a pair of levers placed fore and aft, and from each lever a transverse rod, parallel with the axle, passes to the cone, inside the brake drum.

Pressure on the brake pedal, or, of course, on the brake lever, pulls the cones across between the two shoe tips and thus expands the shoes in the drum. To reduce friction, steel rollers are placed between the cone and each shoe tip. As most of the leverage occurs at this point, the remainder of the operating mechanism back to the pedal is comparatively lightly loaded, and any danger of breakage is correspondingly small. Furthermore, owing to the very small amount of friction throughout this mechanism, and also to the almost entire absence of "give" or lost motion, a much higher leverage ratio can be employed than is usually possible.

Owing to the absence of friction in the operating mechanism, the only take-off springs required are those inside the brake drum. Consequently, the joints on the tension rods are always loaded in one direction and therefore a good deal of slack in the bearings is of no importance. This is turned to advantage by making the clevis pins about 1-32-in. smaller than the holes in which they work. Thus no lubrication is necessary, but owing to the fact mentioned above, the joints do not rattle.

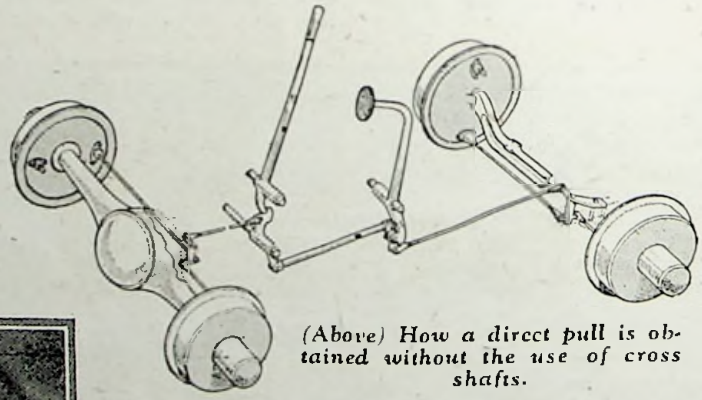
At the brake pedal there is compensation between the two fore and aft rods; it takes the conventional form of a swinging link, which, however, has a limited movement, so that if one rod fractures, the other two brakes will still operate.

As between the two wheels of the front pair, or of the back pair, the compensation is of a very simple but effective type. Because the short vertical spindle is flexibly mounted, any tendency for one brake to come on harder than the other is counteracted by the "give" in the bracket, so that the lower end of the spindle moves over until there is an equal pull to each brake.

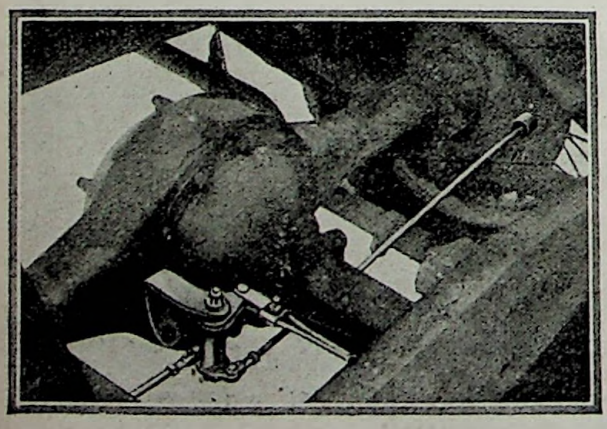
Simple Adjustment.

The method of adjusting the Girling brakes is attractive. Carried in the back plate is a cone with two flats machined upon it. Its outer end can be turned with a spanner, so that the cone can be screwed inwards or outwards. In this way the separate pivots which are provided for the brake shoes can be moved farther apart, and the clearance between the brake shoes and the drum can therefore be taken up.

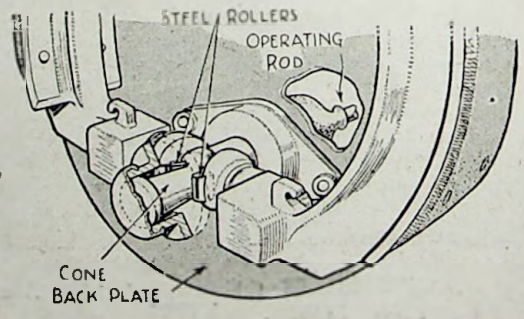
The chief merit of this arrangement lies in the fact that very accurate adjustment can be carried out without jacking up the wheel. The cone is rotated until it will turn no more because the shoes are against the drum. It is then turned back until the flats are felt to be in engagement with the brake-shoe pivots. There is then a clearance of .015 in. on each shoe. It is difficult to imagine anything simpler.



(Above) How a direct pull is obtained without the use of cross shafts.

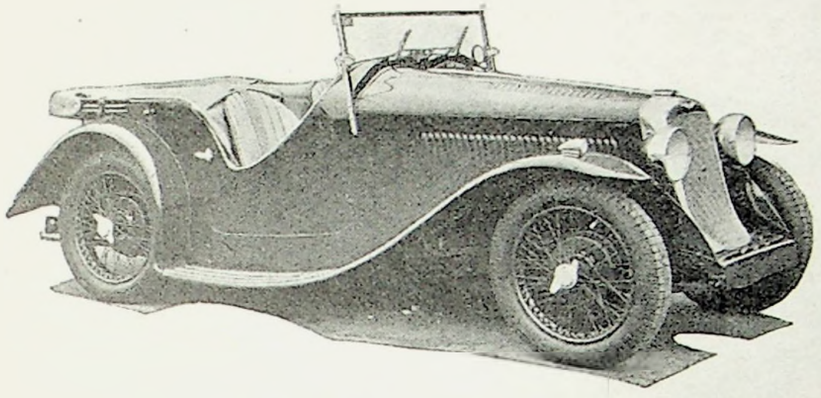


(Left) The rear compensating pivot which ensures even application of both brakes. (Right) A cut-away view of the cone which expands the shoes.

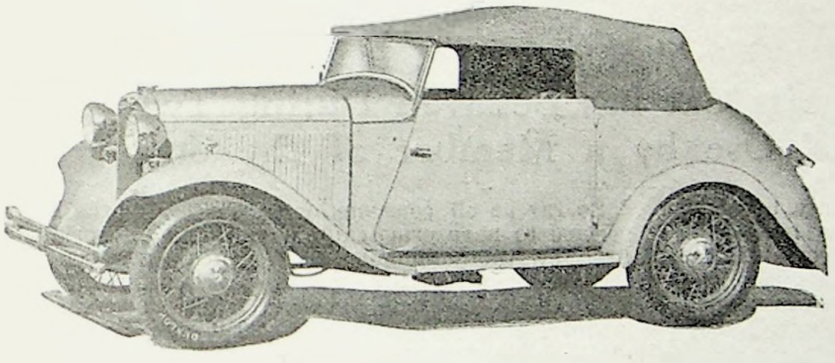


Special Bodies for the Minx

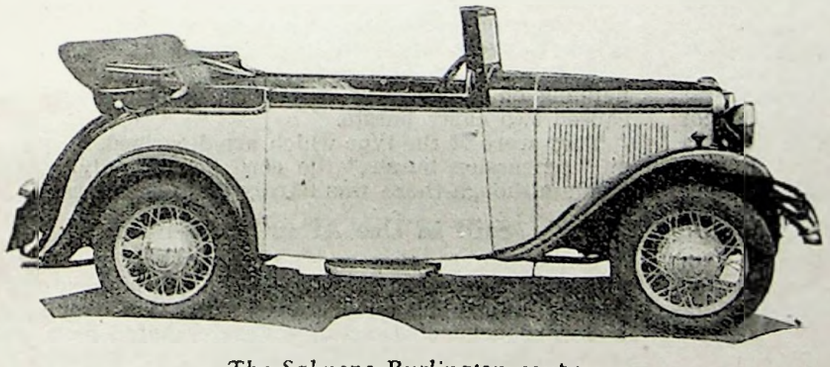
Examples of Open and Closed Bodywork Designed for Fitting on Hillman Chassis



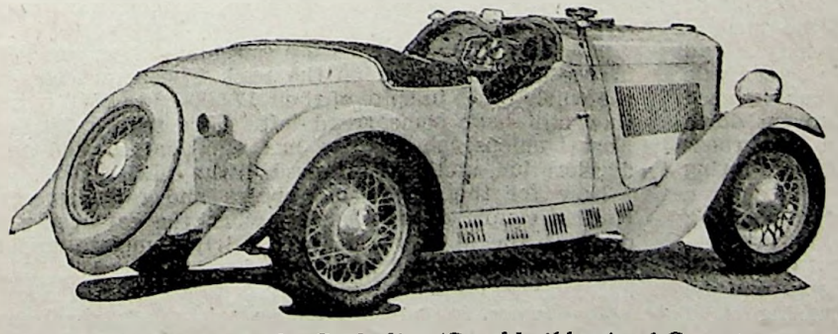
The March Minx open four-seater.



The R.E.A.L. sports 2-4 seater.



The Salmons Burlington coupe.



Sports two-seater by Carbodies (Coachbuilders), of Coventry.

THE Hillman Minx chassis lends itself particularly well to the mounting of specialized coachwork and various samples are shown on this page, on both the standard and Aero chassis.

The March Minx, which makes use of the Aero underslung chassis, has been sponsored by the Earl of March and embodies features which this driver has found desirable as the result of many years' racing. It is an occasional four-seater and the sides are cut away at a steep angle to give plenty of arm room.

The facia board is shallow and has running across its whole width a tray for carrying odd packages. The instruments include speedometer, rev. counter, oil and petrol gauges and ammeter; a Brooklands flexible steering wheel is used. The tonneau cover is of rather unusual design. It can, by means of Zipp fasteners, be made to cover all seats, the rear only or the rear and the front passenger's. The standard finishes are black, blue, green or red with upholstery to match and the price complete is £227. Cars can be seen at Messrs. Kevill-Davies and March, Ltd., 9, Bruton Street, W.1, or Jack Olding, 8, North Audley Street, W.1.

A Luxurious Coupe.

The Burlington coupé on the standard chassis is a very luxurious type produced by Messrs. Salmons and Sons, Ltd., 13, New Burlington Street, W.1. It can be converted from a snug saloon to an open tourer in a matter of seconds. In designing this body particular attention has been paid to the provision of ample accommodation for all occupants.

The body is constructed throughout of seasoned English ash and hand-beaten panels, and the pneumatic upholstery is carried out in best leather. There is room for suitcases in the tail, access to the compartment being obtained by hinging the rear squab forward. Triplex glass is used throughout and the price complete is £220, a choice of colour schemes being given.

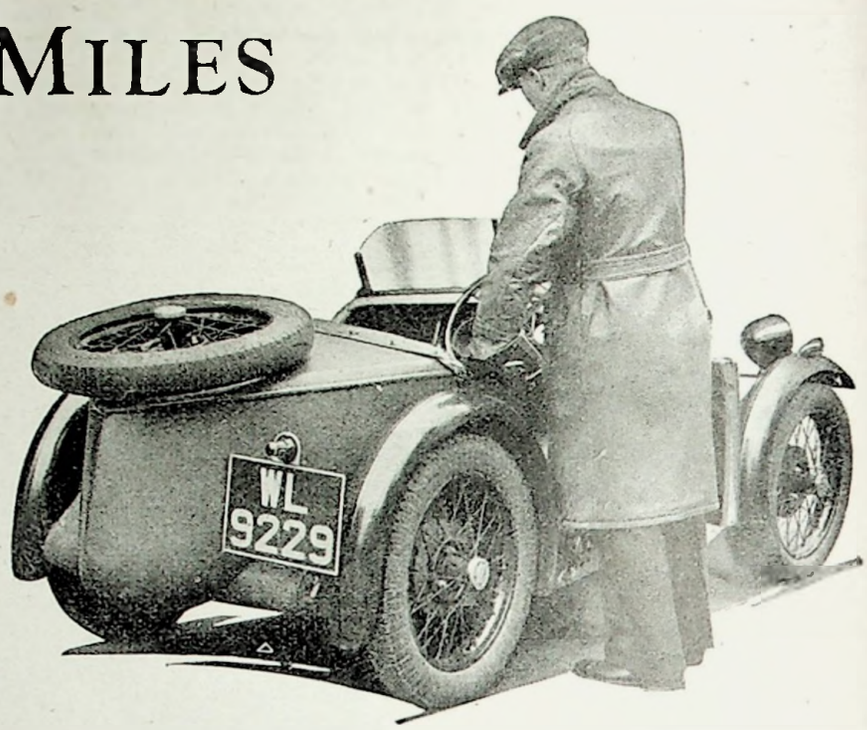
Flewitt, Ltd., 120, Alma Street, Birmingham, are producing a neat folding-head coupé, the standard colours being birch grey, fawn or all-black. When folded, the head sits down snugly and the one-piece seat is adjustable. All the interior fittings are carried out in good taste and the pneumatic upholstery is covered with Celstra hide. The price, in this case, is £190.

The R.E.A.L. Comet is normally a sports two-seater but can be converted into a four-seater at will. When not in use the hood is entirely concealed, which gives an unbroken body contour. Furniture hide upholstery is used and there is a large luggage locker in the tail. The price complete is £210, and particulars can be obtained from R.E.A.L. Carriage Works, Ltd., Popes Lane, Ealing, W.5.

An attractive sports two-seater on the standard chassis is made by Carbodies (Coachbuilders), Coventry. The rear locker gives plenty of space for luggage.

An excellent feature is the special tool locker beneath the scuttle, each tool having its own felt-lined compartment. The equipment includes a fold-flat windscreen with metal wind deflectors, double screen wipers, and the price is £185 (spare wheel cover and radiator stoneguard extra).

30,000 Miles with an M.G. Midget



"Although it falls to my lot to handle all sorts of cars in the course of a year, I have never once gone back to the Midget with a feeling of dissatisfaction."

How a Popular Sports Car has Behaved During Two and a Half Years' Use by a Member of the Staff

THE title of this article is not strictly accurate because, at the time of writing, the mileage is only 29,752. As, however, a nice round figure sounds so much better in a heading and as, also, the 30,000 mark will almost certainly have been topped by the time these words are printed, perhaps I may be forgiven.

The M.G. Midget in question is a late 1930 model, purchased in May of that year, but before going on to deal with its faults (which are few) and its good points (which are many), stress must be laid on the fact that it must, in the natural order of things, have a roughish time in covering week-end events, and so on. And it has done nearly 30,000 miles of this!

Now for the way it has covered them. I do not propose to take out slide rules and enlist the aid of a chartered accountant to provide running-cost figures worked out to the 17th decimal place, mainly because a most worthy effort in this direction appeared over the name of "The Gipsy" in our issue of October 21. This contributor is one of those meticulous kind of people who is far better fitted than I to work out such matters, and his efforts in the mathematics line will do very well for the time being.

Petrol Consumption.

I must, however, differ from him in the matter of petrol consumption, as mine is nowhere near so good as he obtained during his second year. Mine usually works out at round about 34 m.p.g. This may sound rather low, but no great efforts have ever been made to reduce fuel consumption because the car is used for so many short runs that any attempt to cut down the mixture strength unduly would mean that these trips would be covered with a reluctant, spluttering engine.

There is also the fact that quite a lot of running is in traffic which again does not tend to improve consumption. It should be noted, however, that even with the present setting, approximately 40 m.p.g. can be obtained on a main road run if a gentle cruising speed of about 40 m.p.h. is maintained.

So far as oil consumption is concerned, the engine seemed to have practically no thirst at all during the first few thousand miles, and even after 20,000 miles had been covered, the consumption remained at about 1,200 m.p.g. Then, however, it began to drop off slightly, and by the end of 28,000 it was 800. At this distance the engine was overhauled—of which more anon—and the consumption is once again in the neighbourhood of 1,200 m.p.g.

Whilst on the subject of matters which directly affect running costs, tyre wear may be mentioned. The original covers were all in use until, at the end of 12,600 miles, a jutting piece of kerb caught me napping on a very wet and slightly foggy night and caused two nasty bursts.

They were of the type which are described, I believe, as "concussion bursts," the cord being badly frayed inside although there was hardly a mark externally.

Still in Use After 21,030 Miles.

Unfortunately, they were the two best tyres and, although they could possibly have been patched up, I cannot afford to be bothered with tyre trouble at awkward moments, and they were replaced by a pair of Fort Dunlops. The other three covers were in use until the speedometer registered 21,030 miles, when a tendency of the car to deviate from the straight and narrow path on wet roads gave warning that they needed replacement.

The two covers which were purchased first are still in use and have been on the back wheels practically the whole time; in spite of their 17,500 odd miles' wear, they still have some tread left. This says a lot for Fort Dunlops, as the car has excellent brakes and acceleration, and both are used to the full.

Now for the matter of repairs and replacements. Until a couple of months ago, when the car was run down to the M.G. works for a fairly complete engine overhaul, the pistons had never been removed, neither had the big-ends been touched.

The sump, in fact, had been taken off only once, which was done with the idea of cleaning out any

sludge which might be (but was not) found in it. The only attention to the engine, in fact, had been periodic decarbonizing and grinding in the valves (usually done every 4,000-5,000 miles), the fitting of two new sets of plugs and the polishing of the ports.

The latter was done by A. F. Ashby, of Hendon—the well-known Brooklands driver—and at the same time a new camshaft of a later type was fitted. The combination of these two jobs resulted in distinctly better acceleration, and, although not affecting the top gear maximum appreciably, served to put up the second gear speed from 42 m.p.h. to 47 m.p.h. At this point valve bounce makes itself evident, and although it could be overcome quite readily by fitting double valve springs, 5,200 r.p.m. seems to me quite enough for any motorcar that one has to rely on for everyday use, so I have not troubled.

To get back to the question of repairs, the only other items previous to the recent overhaul have been the fitting of new plates to the battery after the first 18 months, the fitting of new brake cables throughout, the relining of the brakes after just over 20,000 miles, and a few odd items which between them account for a pound or two.

At the end of this distance the oil consumption had begun to drop somewhat, and the oil pressure also had shown rather a tendency to fall away from its customary 85 lb. per sq. in. It therefore seemed time for the sump to come off, so that the big-ends, pistons and so forth could be inspected. Actually, it was found that the cylinder bores were worn somewhat, but not sufficiently for a rebore to be necessary, and, accordingly a new set of pistons and rings was fitted, whilst the big-ends and front main bearing were also found to require attention.

Actually, they were not by any means at the end of their life, but were sufficiently worn to make it false economy to assemble the engine without replacing them. Much the same applies to the valve guides. Other little jobs carried out at the same time consisted of the fitting of a new front engine bearer, as a crack was discovered, and attention to the dynamo.

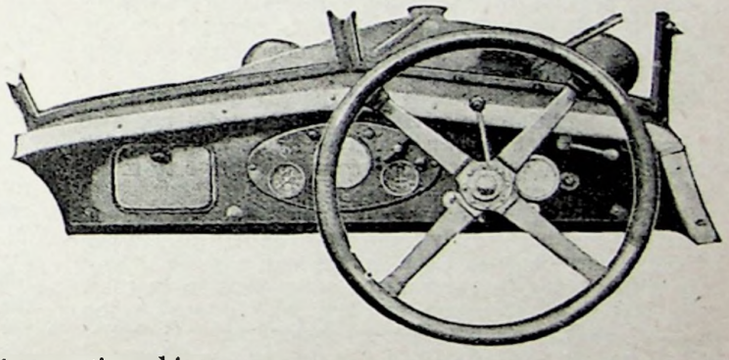
The new parts have now been thoroughly run in and the engine is doing its job as sweetly and efficiently as ever. So far as other parts of the car are concerned, the back axle has never yet been touched, neither has the gearbox, nor clutch, whilst the wheel bearings, king pins, steering gear (except for one new ball joint) have all quietly done their work without requiring any new parts.

The coachwork is still, in the main, in good condition, but the wings have been recellulosed on two occasions—a job which I carried out myself with the aid of a spray-painting plant.

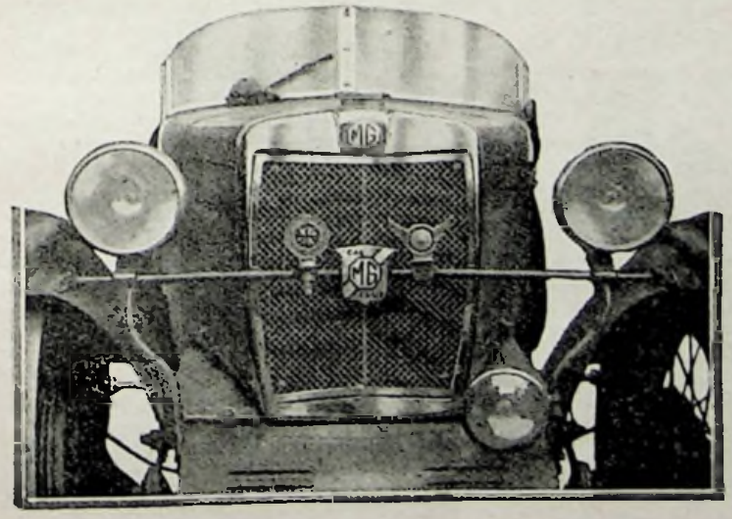
The body itself is still capable of being made to look very smart when a little energy is expended on removing the mud! The body, in fact, has stood up to the two and a half years' wear quite well, with the exception of the seat squab, which now, unfortunately, leaves no doubt as to whether it is covered in real leather or leather cloth!

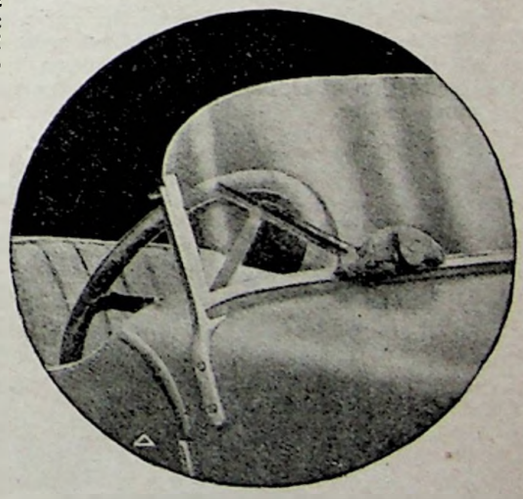
Taken all round, then, the M.G. Midget as I have found it, is a car capable of standing up to exception-





(Above) A bundle of newspapers under the front of the pneumatic cushion makes the seat much more comfortable—a simple expedient discovered by accident when experimenting with the idea of making a proper seat ramp. (Right) The facia board, showing the Bowden hand throttle and Aric radiator thermometer; the switch for the road light and the screen-wiper control can just be seen behind the wheel boss.





(Left) The front of the car showing the Ashby stoneguard and Stadium road light. (Above) The neat external-fitting Trico screen wiper, the control of which is on the facia board.

30,000 MILES WITH AN M.G. MIDGET *(contd.)*

ally hard work in a more than creditable manner. Let me now turn to its other aspects. First of all, there is the matter of performance. The makers have never claimed that this particular model is exceptionally fast. My own experience is that it is good for an honest mile a minute at any time when a level stretch of road can be found and there is no appreciable wind. A slight down grade enables the clock to be pushed round to the 70 m.p.h. mark without any great difficulty, whilst on one occasion I had the satisfaction of seeing the needle swing right off the dial!

Although the car may not, perhaps, have been doing 82 odd m.p.h. which the instrument suggested, there is no doubt that it was going very fast. I do not, however, pretend that this is the normal maximum speed, and the fact is mentioned only because that glorious swoop demonstrated the capabilities of both the engine and the transmission to turn over exceptionally fast without signs of distress; everything, in fact, was surprisingly sweet and controllable.

Lively in its Gears.

In second gear the maximum is, as I have already mentioned, 47 m.p.h. (this figure takes into account a slight speedometer error), whilst in bottom gear somewhere round about 25 m.p.h. is possible. Needless to say, the car is seldom pushed to these speeds, but the fact of being able to do them means that one has no compunction about approaching a difficult hill at, say, 20 m.p.h. in bottom or in revving up to 40 m.p.h. before slipping into top when passing another car.

One of the greatest charms of the car is that, although it has this very creditable capacity for revving, it is also surprisingly flexible in top gear, and will pull willingly right down to about 18 m.p.h. in top on a hill. I have never on one single occasion heard the engine knock.

Even now the gearbox is surprisingly quiet, and the clutch, in addition to giving a smooth take up, also allows quite quick upward changes to be made. With these two advantages there is every incentive to make full use of the gearbox.

Road holding is extremely good if the shock absorbers are kept fairly tight, and the car sits on the road on corners just as a sports car should. The only shortcoming in the matter of suspension is that, with tight shock absorbers and the tyres inflated to the recommended pressures, the car rides rather harshly at low speeds. Personally, I am not averse to this.

Steering is both light and accurate, but, as I remarked in a previous article on the car a year or so ago, I should prefer it rather higher geared, as there would then be much less wheel twiddling in traffic and the correction of skids on really slippery roads would be much easier.

The hood is a somewhat primitive affair and, in its original form, not only made the driver sit in rather a cramped position but also interfered rather seriously with visibility. The latter drawback has been overcome by fitting celluloid windows in the sides.

This incidentally, brings me to some of the special accessories that have been fitted and alterations that have been carried out. Most of them are clearly shown in the accompanying illustrations and need no comment, but I should like to mention a tonneau cover, which has proved one of the best investments of all. This completely covers the cockpit when the car is left standing, and so keeps the meddlesome fingers of children as well as rain and dust out of the interior. Alternatively, the driver's half can be folded under and buttoned to a press stud on the inside of the scuttle just above the cubby hole, so making the car ideal for solo work.

Other particularly useful fittings not shown include a McEvoy remote control gear change—a great device this—and a Tapley performance meter—also a very worth-while accessory.

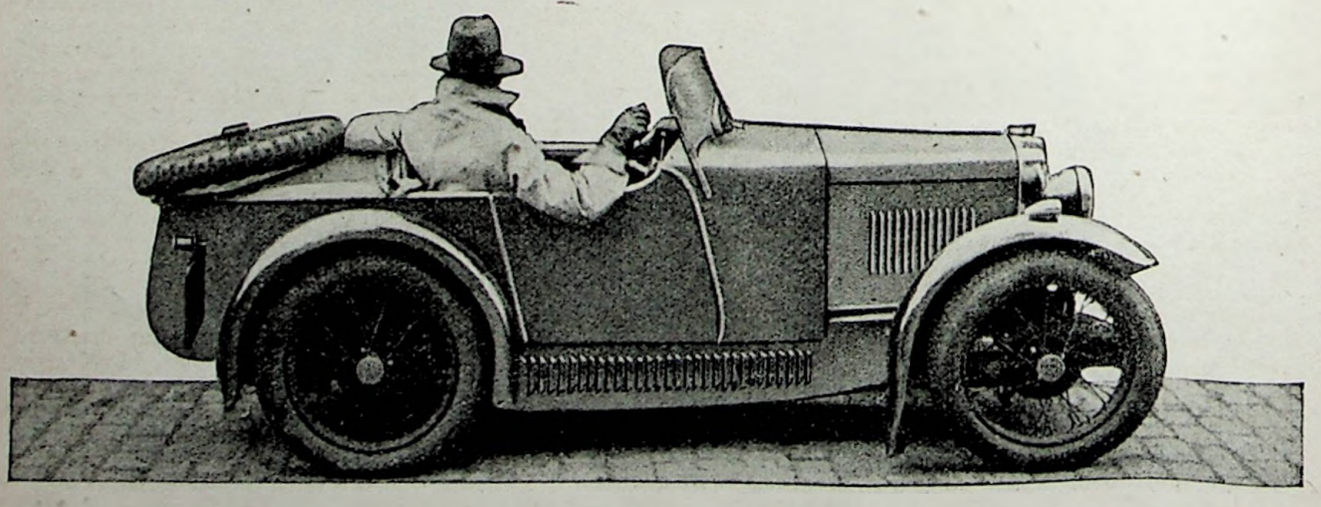
Before concluding, mention must be made of a few runs which the car has achieved. One summer holiday was spent exploring Scotland and trying it on many of the well-known test hills, including Kenmore, Amulree, Tornapress and Altnaharrie, and in no single case did it show the least signs of faltering. Other hills it has cheerfully climbed include Park Rash and Nailsworth Ladder, in addition to a host of lesser known acclivities that have been encountered either when covering trials or when plotting out trial courses.

Very Happy at "Fifty."

In the matter of speeds the car will keep up a genuine 50 m.p.h. all day long without the least sign of tiring, and this, in fact, is its normal cruising speed on main road runs. It has, however, never been driven "flat" for a long distance, as I believe that a few miles an hour in hand make all the difference in the way a car wears.

Nevertheless, a journey from North London to the centre of Leeds was made on one occasion at an average speed of 41.7 m.p.h. On another occasion a run was made from London to John o' Groat's inside 24 hours, the actual running average in this case being 36.7 m.p.h. for the 715 miles. At the end of that run, incidentally, the car had not caused the least cramping of either driver or passenger, which says a lot for the suspension and road holding as well as the comfort of the upholstery.

To conclude, I need hardly say that the Midget has more than satisfied me. It merely remains to add that, although it falls to my lot to handle all sorts of cars in the course of a year, I have never once gone back to the Midget with a feeling of dissatisfaction. That is saying a lot. H.



So Very Simple!

A Tale of Travail Which Need Not Have Been



THE contact-breaker spring in the magneto had broken into several pieces as we were driving along a Sussex country road miles from anywhere. The engine stood there as dead as mutton.

"Don't dawdle, old thing," Topsy had cried, lolling back lazily against the cushion, as I set off in the heat of that sultry Sunday afternoon to find a garage.

Garsfield proved to be four unexpected miles ahead. Its garage plainly possessed no spare part for my magneto. A patched-up repair was quite definitely out of the question, as my magneto was not of a type which allowed the old rubber trick to be tried. The best the manager could do was to promise to tow me in later—the van had just gone out on a job and was not expected in again for at least an hour.

Hot Work.

I turned about to trudge back without delay to my wife and the stranded car. I should not have hurried as I did but Topsy frequently has a way of becoming unreasonably agitated when her spouse remains out of her sight for more than an hour or so. Sitting alone in an immovable car, I reflected, would not conduce in Topsy's case to philosophic calm.

Soon my right heel was blistering. The afternoon was becoming hotter and hotter and perspiration began to trickle down uncomfortably into my eyes. I had become covered with road dust and must have looked something like a professional tramp, for none of the few passing cars would stop when I hailed them to beg a lift.

After a while at each turn of the winding lane I expected to see my car, but time after time I rounded a bend to find before me only another dreary long stretch of empty road.

I was beginning to wonder whether I had somehow missed my way when suddenly there rose up before me a vision that made me fear that I had got a touch of sunstroke. *Gliding towards me up the gentle slope came my own car, under its own power!*

It slowed down and as in a dream I saw Topsy seated radiant at the steering-wheel.

"Don't stand there gaping like a fish," she laughed. "Jump in."

"But——" I began.

"You must be tired. Get in and rest your weary bones."

"But what——?"

"Aren't you fed up with hiking?"

I stumbled in beside her, and sat, panting and mopping my streaming brow.

"Have you turned mechanic?" I asked.

"Not yet," she laughed; "it's very simple, and I've had quite an exciting time. Someone crashed into a milestone just behind the car after you'd gone, and buckled his front axle. No. No one hurt. Charming people. They seemed resigned to their fate and unpacked a marvellous tea—and invited me to join them. So I told them about our magneto and the husband had a look at it.

"Well, his magneto was the same as ours, so he put his spring thing in our car—and here I am! All we have to do is call at a garage and send out a tow gang to them."

G.F.H.

Whimsical Yorkshire

Some Quaint Place Names of England's Largest County

YORKSHIRE has some very strange village names, and a London friend has promised me he will come North during the autumn to see the places with the queerest nomenclature. He wants to see Appletreewick, in Wharfedale, Giggleswick in the Craven highlands, Barnoldswick on the Lancashire border, and Drighlington overlooking the Spen Valley.

I had to tell him that Barnoldswick is pronounced Barn-olds-wick, but that the residents call their little town "Barlick," which is not half so nice as the full title. Giggleswick, by the way, was the headquarters of the party of scientists who accompanied the Astronomer-Royal when observations were made during the last total eclipse of the sun seen in this country. Apart from this interest, the neighbourhood is very attractive, for the village is in the very heart of the Craven country, among the great white cliffs which provide some of the best scenery of the Pennine range.

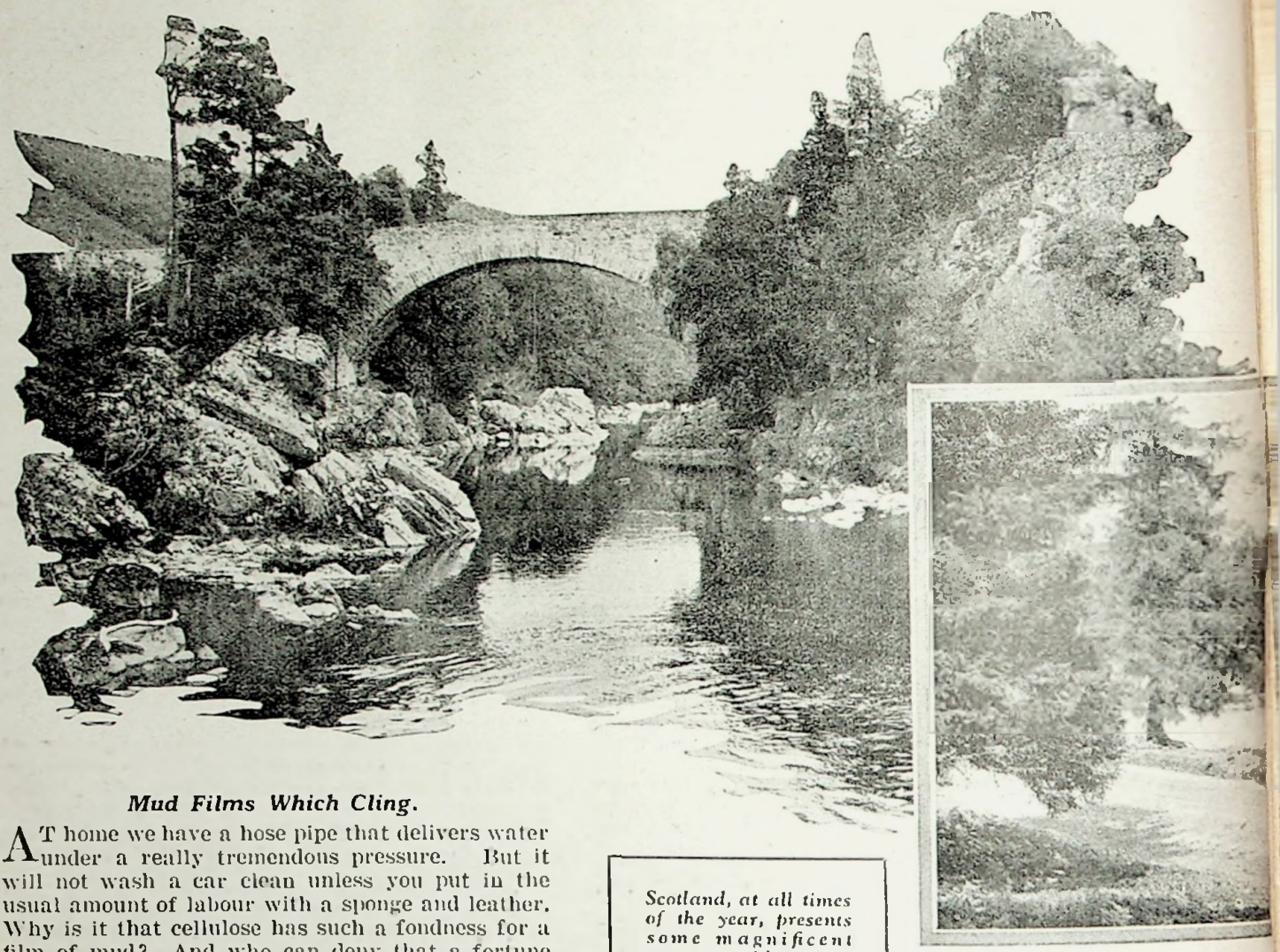
Another Yorkshire village name with a curious twist has just been prominent because Lord Snowden has recently associated himself with it in the selection of his title, styling himself Lord Snowden of Ickornshaw. Here, again, the residents do not give the full title to their hamlet, for the local name is "Cornshaw."

Perhaps the most curiously named place in Yorkshire is the village of Jump, near Barnsley, and it is said there is a milepost here with the inscription "To Jump 1 Mile." "Nont Sarah's" would confuse many South country-people, but this is an isolated inn formerly kept by a lady known to all as "Aunt Sarah."

Many foreign names are to be found in Yorkshire, but perhaps the strangest collection of names is to be found in the Brontë country, near Thornton, the birthplace of the Brontë sisters. Here one finds Egypt, Moscow, Jerusalem, Aberdeen and Virginia. America is near Harrogate, Canada near Rawdon, on the outskirts of Leeds, while Virginia is near Haworth, and Troy near Canada.

A Yorkshireman.

B21



Scotland, at all times of the year, presents some magnificent scenery. Above is a part of the gorge of the Findhorn river which extends for thirteen miles and eventually flows into the Moray Firth. (Right) Alongside the upper stretches of the Dee, near Braemar.

RICH

Light Car

Mud Films Which Cling.

AT home we have a hose pipe that delivers water under a really tremendous pressure. But it will not wash a car clean unless you put in the usual amount of labour with a sponge and leather. Why is it that cellulose has such a fondness for a film of mud? And who can deny that a fortune awaits the man who invents a car finish that needs no sponging and leathering? To clean a thoroughly dirty car still takes a long time and much hard work. It is, in fact, one of the few remaining unpleasant tasks that have to be done by the private owner.

There is no doubt that a time will come when five minutes spent with a hose will restore a dirty car to a presentable condition if not to a perfect state of cleanliness.

More Safety This Winter.

THE roads this winter will definitely be safer than ever before. Last year witnessed a widespread realization by local authorities of the need for simplifying fog driving, and I expect to see white kerbs and yellow guiding lines along all our principal arteries. Another exceedingly valuable safety idea is the low posts with reflex lights which have become much more numerous of late. They are useful whenever visibility is poor, and it is good to see their number growing.

I believe that skating-rink road surfaces are less in evidence this year than they were. I cannot speak from personal observation because my motoring has been greatly restricted for the latter half of the season, but one seems to hear less of them, and my post definitely contains many fewer complaints concerning them than was the case a year ago.

B22

A Job for the M.O.T.

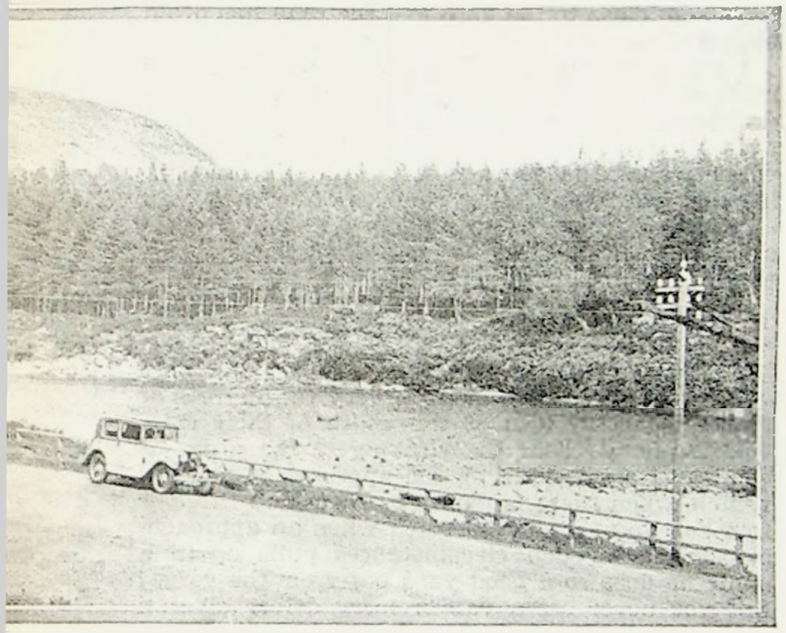
THE next move that is due to be made towards making winter motoring safer is legislation abolishing the promiscuous use of coloured lights —and particularly of red lights. At present a red light ahead may denote a closed level crossing, an open cross-roads, a controlled cross-roads, a refuge, a barrier on the left or right, a total obstruction of the road—or merely the presence of another car going in the same direction as yourself.

The Minister of Transport has power to produce order out of this chaos, and in my view he would find it a greater contribution to the well-being of the public than concerning himself with artificial hands and flapping devices that aim at making you drive everybody else's car as well as your own. There is really useful work to be done in the standardizing of warning lights. A start

could be made by insisting on white lights for off-side road obstructions and red lights for those on the near side. This would save dozens of accidents.

These Bigger Mudguards.

THE better mudguarding of 1933 models will be greatly appreciated by their owners—at any rate until they have a smash! Most of the new mudguards protect the bodywork from mud-splashes to a far greater extent than their fore-runners, and it is a pity that it has not been possible to accomplish this without the use of wings which are hard to repair and costly to replace.



MIXTURE

Comment and Advice

by Focus.

Good headway has been made in the elimination of bodywork nooks and crannies that trap dirt and complicate cleaning, but oddly enough the wire wheel is allowed to continue to make car washing a lengthy business. Surely its reign of popularity is due for a reverse. I noticed, by the way, in reports of the Paris Show, that disc wheels are regaining their popularity in France. It is no doubt only a matter of time before they are again widely used in this country. The ever-increasing size of wire-wheel hubs is opening the door for the disc to roll in.

A Holiday in November.

SOON, having suffered the rigours of an operation which should put an end to the troubles which have been afflicting me this year, I am looking forward to taking a holiday to do some convalescing. But it is a perplexing business planning a November holiday. I do not think I have ever been faced with the task before. If francs were cheap the obvious thing to do would be to go abroad, but a friend just back from the Paris Show tells me that you need to be a millionaire on the Continent now.

One thing I shall not do is to go to Scotland in search of winter sports. A. S. Jenkinson tried it last year and got lost in a fog or something of the kind. I dare say that Cornwall will claim me. Winter rollers from the Atlantic dashing themselves into the North Cornish porths should be an inspiring sight. And how charming must be the by-lanes of the Duchy when you have them to yourself.

Caravanning Not So Cheap.

ALL this year I have lived in hopes of a caravan holiday, but it is too late now to think of anything more ambitious than a winter bachelor week-end—even presuming that the building of my caravan is completed before the spring. It has been under construction for a long time now, this portable home, which I intended in the first place to be a marquee on wheels, but which now has cavity walls 1½ ins. thick and probably weighs about three-quarters of a ton!

Next year I look forward to using it quite a lot and learning whether caravanning is really as fascinating as it appears. One thing which I have learned is that unless you have a lot of liberty the ownership of a caravan is not necessarily a big economy. They are expensive to buy (and even dearer, it seems, to build!), they cost money for storage, and their maintenance in connection with such matters as redecoration and so forth is far from insignificant. For example, for the exterior painting of mine a local country coachbuilder made a charge of £6 10s.

These Splendid Oil Squirts.

WHAT splendid things these new oil squirts are. They are descendants, I suppose, of the force-feed oil-cans which came out a few years ago, but it was the introduction of penetrating oil that brought them out in spate. Think what a blessing they would have been in the days of chain transmission, of clutch-withdrawal races that needed frequent attention, and of exposed valve stems which were always getting dry and binding in their guides.

I have in my garage an example of the kind which Castrol supply, and it will, no doubt, double the life, and prolong indefinitely the silence, of my brake connections and all those other little parts which like oil so much, but which are generally most awkward to get at.

More Twins Coming.

DOWN at Bristol, where the Douglas Co., world-famed as motorcycle manufacturers and by no means unknown as small-car builders, are pursuing nowadays a very progressive policy, they have evolved a very bright idea for dealing with the heating problem presented by the long inlet pipe of a horizontal twin. They have jacketed

RICH MIXTURE *(contd.)*

the pipe and are circulating the sump oil through it, thus warming one and cooling the other.

Maybe carburation experts will not consider the arrangement theoretically ideal, because they are known to favour localized as distinct from wide-spread inlet-pipe heating, but with an h.-o. engine a compromise is a necessity. We shall be hearing more about twins under light-car bonnets before long.

Speeding at 25!

WHAT a hurry and a scurry one finds in the world after several weeks in bed. At the end of last week I had my first run in a car since towards the end of September, and the speed of the traffic along the Barnet by-pass seemed to be immense. Our own speed, too, appeared to be quite high enough until I looked at the speedometer and saw it recording 25!

Really it is very interesting to get at first hand the outlook of those who are out of sorts. It makes one realize the source of letters to the Press suggesting the reimposition of a 20-mile speed limit—and it makes one realize that the membership of the Pedestrians Association may well be quite big. After all, there must always be thousands of convalescents at large, perpetually startled by the commonplace occurrences of present-day existence and with ragged nerves which make them wish to drag down the rest of the community to the snail's pace of their own reflexes.

Rights Preferred to Safety.

MY next little outing was a run of half a dozen miles to take tea with some friends. On our way back in darkness we came upon a familiar sight. Beside the road were three or four cars—one with a bicycle beneath it—a cyclist was laid out on rugs on the grass, and a mobile "cop" was measuring skid marks on the road.

No wonder these accidents happen; they are due to people driving so fast. That was my first thought; the reaction of the unfit. But thinking it over later one could see the cause of that smash and the many others of the same kind which occur. There was at least one party to it who had not taken every possible and reasonable precaution. It was a case of somebody preferring his rights to his safety. I wonder how many car drivers there are whose hack bicycles are not fitted with tail lamps or with reflectors which work.

Passing with 2 ft. to Spare.

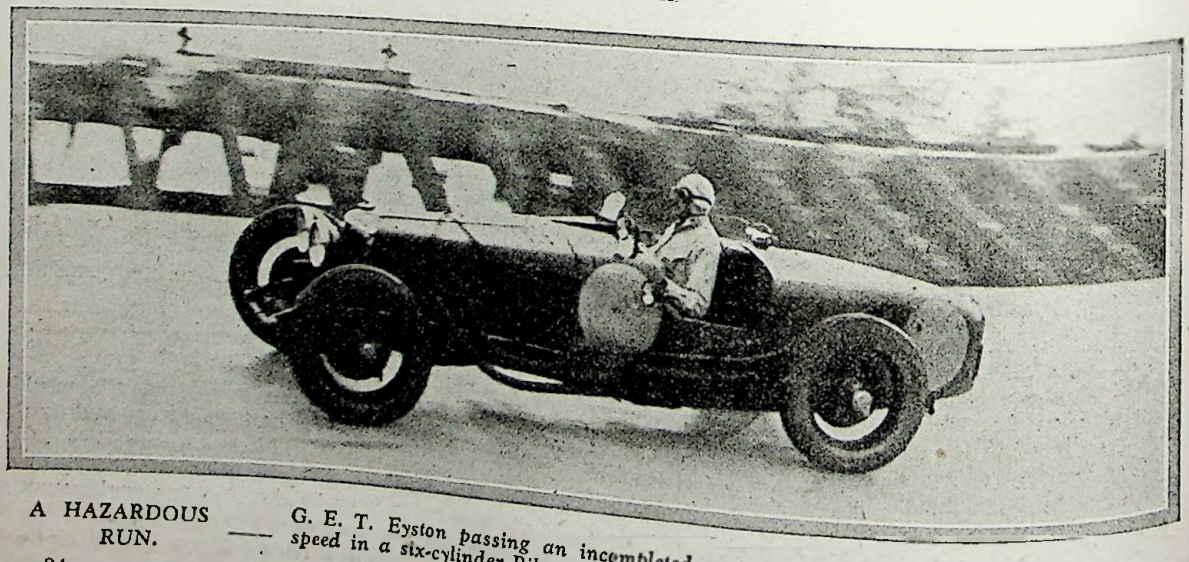
MY driver on this outing and on others which have followed it, has maintained a very modest speed. Why is it that so many overtaking drivers are intolerant of those who go slowly? At least a dozen have blared their horns at us and stared round seemingly enraged, whilst a very large number have shown signs of impatience, although we have kept close to the kerb and the road has often been wide enough for three vehicles abreast.

I am convinced that not nearly enough use is made of the width of our modern roads. Present-day drivers seem not to realize that many of them are quite twice as wide as the old high-roads along which we used to average quite good speeds, passing and overtaking other vehicles often with only a couple of feet or so to spare. We shall become a nation of much better drivers when the vogue of the long high bonnet passes.

Seats Adjustable Up and Down.

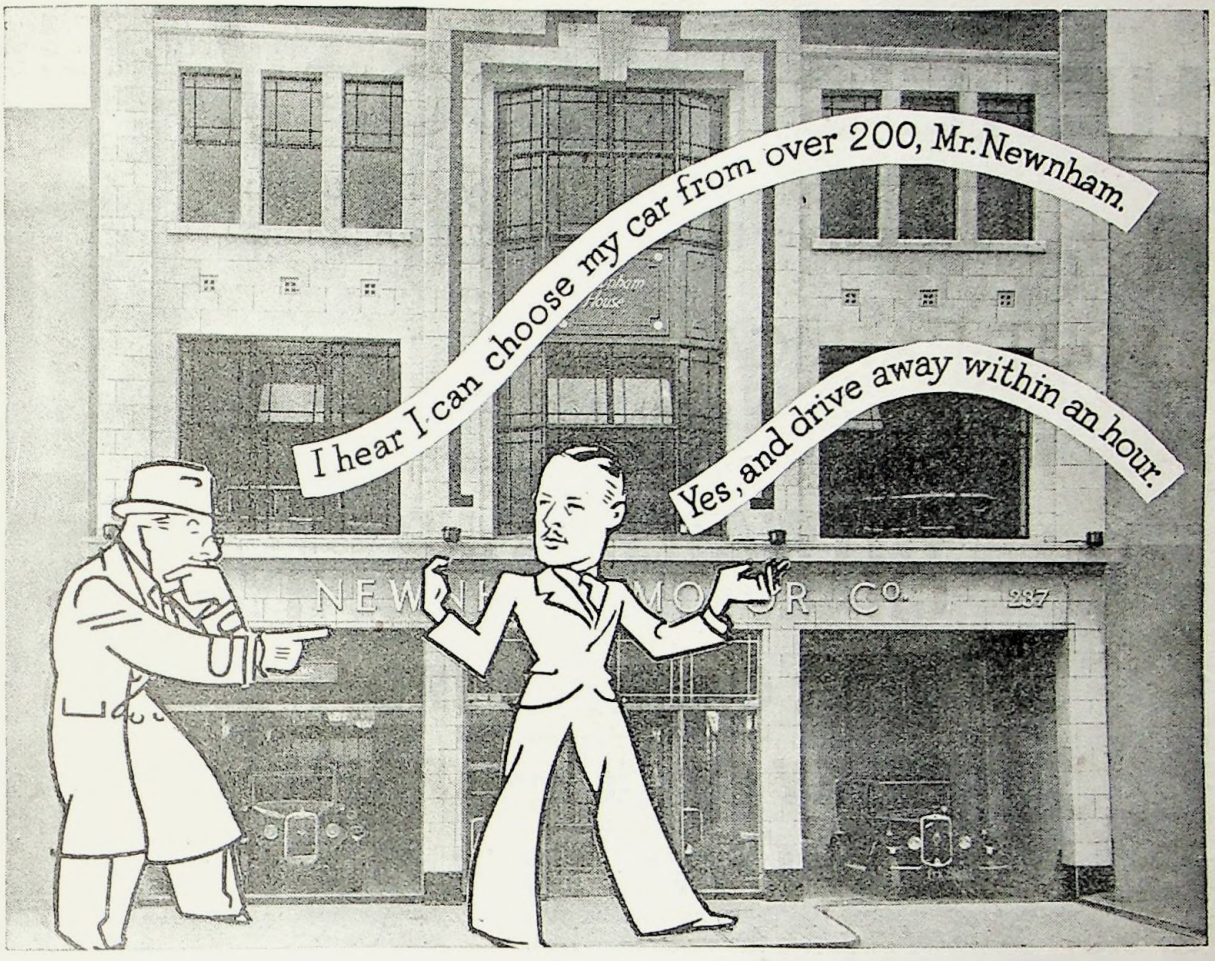
IF you are fond of pottering amongst the lanes you will agree with me that very few drivers of to-day have any idea of the width of their cars. One frequently sees them taking to the grass or coming to a standstill on the approach of another vehicle when there is plenty of room and three or four feet to spare. And often when an approaching driver in such circumstances pulls up in a panic he does so a good yard out from the verge! But you never see a van or lorry driver give an exhibition of this kind, because their seats are high above the bonnet and wings.

When I am teaching anyone to drive I always put extra cushions on the seat, and the additional confidence which it gives is most marked. It would be a good thing if car seats were adjustable, not only in a fore and aft direction but up and down as well.



A HAZARDOUS RUN. — G. E. T. Eyston passing an incompleted section of the banking at Montlhery at speed in a six-cylinder Riley during a successful record-breaking attempt. Details appear on another page.

B24



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Topics of the Day

Cyclecar Mirrors.

FROM time to time we have endeavoured to make it abundantly clear that Regulation 13 of the Motor Vehicles (Construction and Use) Regulations, 1931, appertaining to the use of a reflecting mirror, does not apply to cyclecars having three wheels and weighing less than 8 cwt. The police and the courts at which defendants subsequently have to appear are not always so well informed, and a further instance of ignorance of the Road Traffic Act was displayed recently on this very point.

The case concerned the owner of a three-wheeler who was summoned for not having a reflecting mirror; the wording of the summons described the cyclecar as a "motor vehicle." The defendant adopted a novel line of defence, for he quoted from *The Light Car and Cyclecar*, and submitted this as evidence for the consideration of the court. The immediate result was that the superintendent who was in charge of the case withdrew the summons, the magistrate's clerk upholding the point made in *The Light Car and Cyclecar*, which was so obviously not open to contradiction.

Drawing our attention to the case in question, the defendant himself points out that an interesting issue arises. "What redress (if any)," he asks, "is obtainable by persons who have already been fined in this connection?" The answer is none—unless an appeal is lodged at the time of the decision or within the prescribed period.

Masterpieces of Ingenuity.

OFTEN in the history of car design we have had to wait until a particular component has been threatened with obsolescence before it has begun to approach mechanical perfection. This was the history of chain transmission, of the beaded-edge tyre, and of the fabric body, to mention three outstanding examples, and history seems now to be about to repeat itself in the case of the clutch. For a quarter of a century the clutch which "went in with a bang," unless it was carefully handled, and which was heavy and far from trouble-free, was an accepted thing. We all regarded as necessary evils the long pauses in neutral which were essential when changing gear, and the messy work under the floorboards that maintenance demanded. We used the clutch as little as possible, and feared to coast with it released on account of the susceptibility of the spigot to seize and of the withdrawal race to "chew up."

But now when the fluid flywheel and the self-changing gear threaten to displace the clutch from modern chassis, we find it free from all these faults. The up-to-date clutch is, indeed, so robust and serviceable that there is now almost a boom in easy-gear-change devices, which take the control of the clutch away from the driver and cause it to be automatically withdrawn and engaged with a frequency and ruthlessness which would have spelt almost immediate destruction to most of the clutches of even five years ago.

Clutches as Brakes.

IF, as it appears, the days of the clutch are numbered, will all the work which has been put into its perfection have been wasted? We do not think so, for its range of applications is so very wide. Already, in fact, engineers are seeing in the present-day clutch a solution to other difficulties which changing fashions raise. In America, for example, the Society of Automotive Engineers recently considered a paper in which the possibilities of the single dry disc clutch were discussed in relation to braking problems which have arisen consequent upon road-wheel diameters threatening to diminish to a degree that would preclude the use of brake drums of adequate diameter. It was shown that disc-type transmission brakes had promising characteristics, and lent themselves readily to incorporation in a unit which would serve as a free wheel, a transmission brake and a sprag.

Lessons learned in clutch design are being used to-day in the design of crankshaft torsional vibration dampers, and they are of value to all who are concerned with the frictional application of accelerative or retarding forces. The jerkings and shudderings of the cars of yesteryear as they reluctantly moved away from rest set in motion experiments which have had far-reaching consequences. No doubt in the same way when the engines of to-day give way to compression-ignition heavy-oil units (as many believe), the work of Ricardo, Whatmough and others in solving petrol-engine problems will prove of inestimable value.

Technical Aspects

Rotary Engine Progress

Very Promising Results from Further Experiments with the Northey Unit—Testing Spark Regularity

By L. Mantell

A few months ago I described in these columns the Northey rotary engine which was then being developed and which, up to that time, seemed promising, but was still in a teething stage that looked as if it might continue for some time.

The strides made since then, however, have been so marked that unless some very unforeseen limit appears the reciprocating engine may soon have a serious rival.

When I reviewed the engine in the spring of this year it was capable of producing a few horse-power at 1,000 r.p.m. or 1,200 r.p.m., and would rev. light up to about 2,000 r.p.m. The last one, however, just completed, will turn over light at about 6,000 r.p.m., and looks as if it would do 8,000 r.p.m. with a little adjustment.

No brake, unfortunately, is at the immediate disposal of the inventor and his staff to make power tests at such revs., and up to the time of writing rough estimates can be obtained only by noting the rate of acceleration on snap opening, having regard to the gross rotary mass, the inertia of which must be overcome in the speeding up.

I am immensely interested, for this engine has mechanical qualities and a cycle that are unique and extraordinarily attractive. It is made of but few parts, has no valves, pistons, con. rods or crankshaft. The only moving members are one-piece rotors, there are no contact seals or other rubbing surfaces that can wear and get out of adjustment, and, therefore, there is no need for internal lubrication. The rotors are borne on external ball bearings which are away from the flame and heat, and can be as large as considered necessary.

Attractive as these features undoubtedly are, the cycle and functional sides are even more so.

It can supercharge itself—to a high degree if necessary—and its firing stroke can go the whole range of the expanding gases, instead of being obliged to release them while still at 50 lb. or 60 lb. pressure, as in the reciprocating engine.

In the latter also the crank angle is favourably disposed for maximum torque transmission only at the mid-stroke position approximately and no driving effort can be transmitted from the piston to the crankshaft at or near either dead-centre position, but, in the Northey engine, the whole of the expansion operates upon the rotor under optimum conditions for torque transmission.

In the reciprocating engine, also, scavenging is normally very incomplete and can be improved only by certain shapes of head and by suitable valve emplacements and timings which, even then, are operative only above certain speeds and usually at the expense of fuel waste. In the Northey engine the scavenging on the contrary is mechanically perfect.

Then, again, the orthodox engine loses power when overheated, while with the Northey, on the contrary, the hotter the engine the better it goes—up to a certain limit, of course; the limit, however, is far higher than in the Otto-cycle engine. Just how high it is remains to be seen, but so far as can be estimated by the physical laws of combustion and detonation it is well beyond any known top limits of existing engines.

The obvious question that occurs to everyone is:—What is the snag and why, with all these unique qualities, has it not yet materialized commercially and laid the reciprocating engine low? Simply because the best grouping of the components takes some time to arrive at, as also does the choice of the best materials for the various parts.

There are also inlet, transfer and exhaust ports to be covered and uncovered, on the size, shape and timing of which much depends. Then, too, there are hot rotors revolving in relatively cool casings, which call for much experimental research to find the best combination of metals to prevent seizure or, on the other hand, undue clearances, and, in addition, the best method of arranging the compressor and working units in relation to each other for maximum effect has yet to be decided.

As an example of what I mean, it is, perhaps, sufficient to say that by different groupings of the same components and different arrangements and timings of the ports I have seen the efficiency of this engine quadrupled in six months.

What I—or, perhaps, *we*—shall see in another six months if the same upwards curve of progress is maintained is on the knees of the gods. As yet I can foresee no unsurmountable snag, either constructional or functional, that can impose a serious limitation, so I am looking forward with great interest to the future of this engine.

I think the impression is rife among designers that an efficient engine made on purely rotary principles is in the nature of a kind of alchemistic dream, but I do not agree; rather, I suggest that if the same amount of brain power which has raised the reciprocating engine to its present eminence had been expended on solving the rotary puzzle, things might have been very different in the world of engines to-day.

Earlier designers were, no doubt, defeated by the question of lubrication and ungovernable metallic expansion, but nowadays, with aluminium alloys of three times pre-war strength and steels that do not expand at all or only to a very slight degree, things are different.

Thus, with the assurance of tolerably constant clearances at variable heats, contact seals can be dispensed with, having regard to the very high speeds prospectively attainable, and with the absence of seals the need for internal lubrication disappears. The Northey engine is not a turbine, by the way. This is a term very loosely used and often applied to any rotary engine merely if it happens to be devoid of pistons and cylinders.

In the turbine principle, as applied to internal-combustion engines, the expansion energy of the burning charge is suitably released and converted thereby into the kinetic energy of a moving column of gas, which impinges upon conveniently arranged fins, or bucket formations, on the periphery of the rotor, on which its momentum is expended; the ordinary windmill is, perhaps, the simplest example of a turbine.

The Northey engine, however, is not of that order, but operates in virtue of the same compression and expansion laws as the reciprocating engine.

Now there is just room for a little tip which has nothing to do with turbines; on the contrary it is in connection with electric sparks.

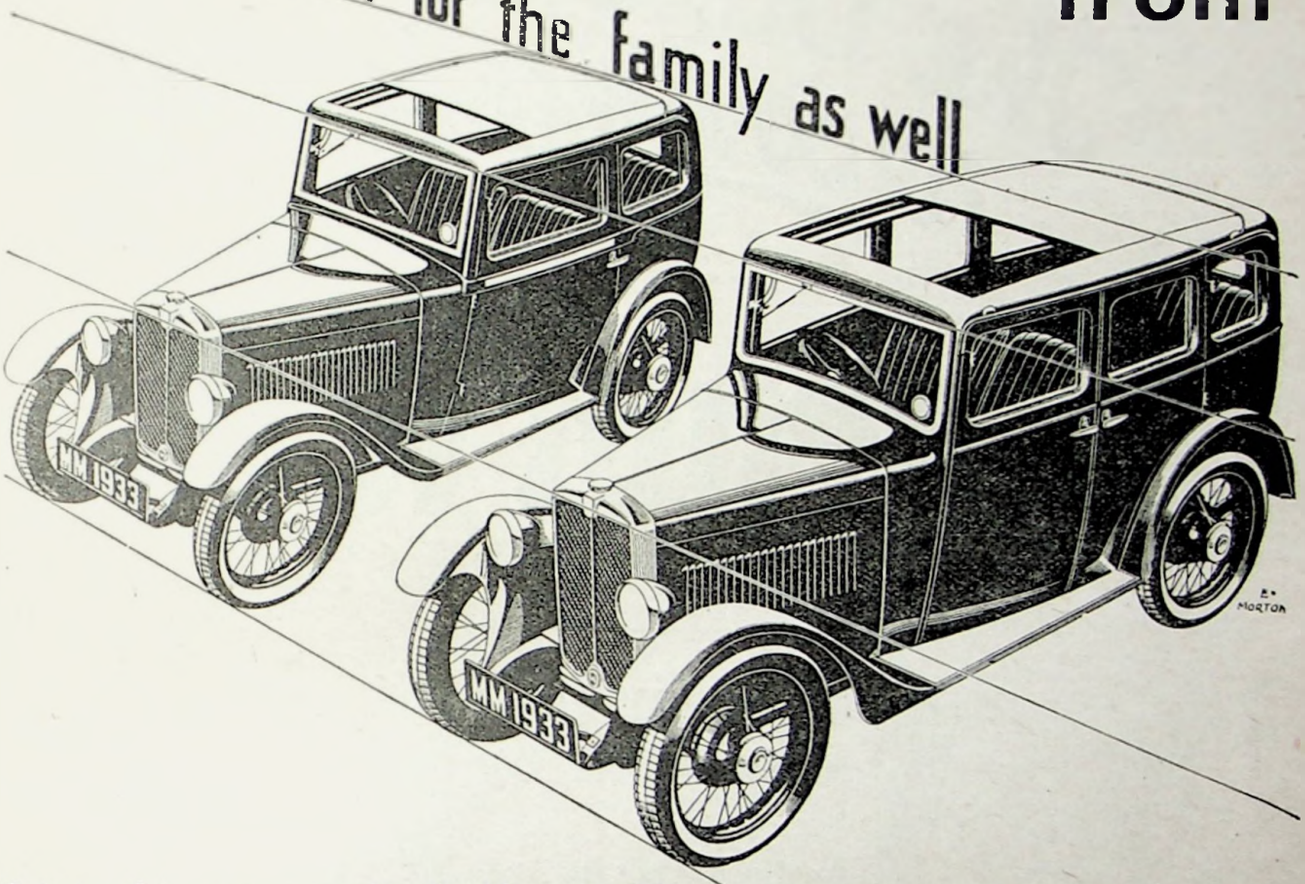
When one is testing for regularity of spark at high speeds it is very difficult to locate occasional misses, for, the retina, while extremely quick on the uptake where the detection of light is concerned, is apt to hold on to the impression after the light has vanished, so that the eye is not to be relied upon to provide any proof that the spark is constant at high revs.

There is, however, another and a certain way. Arrange a spark gap. Prepare a thin strip of good quality but thin paper of very even texture. Get the spark going now at the doubtful revs., take the paper strip—say, about 18 inches long, one end in each hand and pass it lengthwise at a slow but uniform speed between the points across which the spark is passing so that it goes *through* the paper.

On holding the strip up to the light it will be found that each spark has punctured a clean hole—in fact, behaved exactly like an unthreaded sewing machine needle—and a single misfire will be clearly shown by the double-width gap in the row of holes. This is a very useful tip for high-speed engines.

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A bigger model for the family as well



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B20

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

Other Readers' Ideas

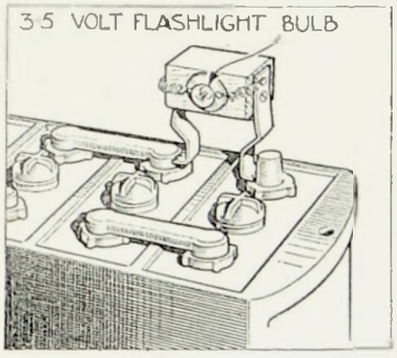
THE choice of a sparking plug or 5s. is offered for every reader's hint published in this feature. No hint should exceed 200 words in length; if necessary a rough sketch should accompany it, and the sender must indicate whether, in the event of publication, he prefers 5s. or a sparking plug.

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.

For Battery Inspection.

ON the majority of cars the battery is carried beneath the floorboards—in a somewhat dark position when it comes to topping up.

It is dangerous to use a naked light near the top of a battery, especially when the vent plugs are undone, as the gas given off from the cells is highly inflammable. An inspection lamp is not always available, whilst a pocket torch occupies one hand to hold it. For these reasons, therefore, it is well worth while to make up the very simple and effective type of inspection lamp depicted in the accompanying sketch.



It consists merely of a strip of hardwood or ebonite of a length about equal to the distance between the terminal posts of any pair of cells. Screwed to each end face of the strip are two pieces of springy brass bent at their ends and serrated so that they will bear fairly hard against the terminal posts when squeezed together and released. In the centre of the strip is mounted a small screw-type lamp holder, the terminals of which are connected by short wires to the brass end pieces. A 3.5-volt flashlamp bulb is screwed into the holder.

It will be clear that the lamp will throw ample light over the top of the battery when clipped into position, and it can, of course, be moved from cell to cell, as the clips will fit between any pair of terminal posts.

Bedding-in Dynamo Brushes.

ON some makes of dynamo, notably those fitted on Morgan three-wheelers, it is not possible to bed-in the brushes by the usual method of slipping a piece of glass paper between them and the commutator and pulling it to and fro; this is owing to the lack of space between the end casing of the dynamo, the brush holders and the commutator.

The difficulty can be overcome, however, by taking off the end casing and cutting a piece of glass paper the full width of the commutator and just long enough to go round it. The glass paper is bound in position by means of fine wire on each side, and it will be found that there is plenty of clearance for the brushes between the bindings, as the commutator is $\frac{7}{16}$ in. across the face, whilst the brushes are $\frac{3}{8}$ in. wide, thus leaving 3-32 in. available at each side for the binding.

The end plate is then replaced with the brushes in position and the armature is rotated by hand in its proper direction so that the glass paper cuts into the faces of the brushes, giving them the correct curvature.

A Parking Precaution.

WHEN cars are parked end to end, it is advisable before driving away from the park to glance at the front number-plate, as there is the risk that it may have been partly obscured by soot ejected on to it by the smoky exhaust of a car standing in front. Even when an engine is reasonably oil-tight the exhaust can be very sooty owing to the use of a rich mixture when starting up from cold.

PRIZE-WINNER FOR OCTOBER.

The winner of the guinea award offered for the best "Idea" published during the month is Mr. C. G. Walden, Phildene, 21 Straight Road, Gidea Park, Essex.

His "Idea," entitled "Adjusting Cable Brakes," was published in our issue of October 28.

Two B.S.A. Hints.

THE rear wheel securing nuts on a B.S.A. three-wheeler are rather awkward to get at with an ordinary type of wheel-brace owing to the low build of the body. A very simple and effective remedy is to obtain a good box spanner which will fit the wheel nuts and to hammer the opposite end of the spanner square to fit the jack handle. A pin riveted in the tommy-bar hole of the spanner will prevent the handle from passing right through.

Uses of Gummed Tape.

A REEL of gummed tape will be found a very handy addition to the tool kit of a car, as it can prove useful for so many purposes. In an emergency it may be used to secure the licence disc to the inside of the windscreen, whilst the screen itself, if cracked, may be prevented from collapsing at an awkward moment if supported by strips of the tape.

Cracked celluloid side screens can also be repaired in the same manner—at least until a neater join can be made by the usual method with acetone. It is often possible, too, to stop a leak in the petrol pipe with gummed tape.

Keen tourists, when overhauling their maps during the winter months, may find many of them torn and dog-eared, but they can readily be repaired by the use of gummed tape, supplies of which, in a variety of colours, are easily obtainable from any stationer.

Singer Clutch Assembly.

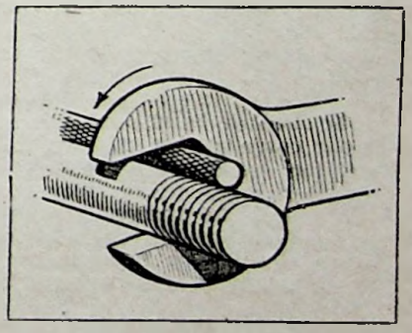
WHEN reassembling the clutch housing of earlier model Singer Juniors, it is very difficult, single-handed, to support the casing and at the same time hold the toggle arms of the clutch in position.

The job can be done quite readily, however, by tying each arm with a length of string to the centre plate of the clutch. This leaves both hands free to guide the housing into position, and after tightening it the string can be cut and withdrawn through the inspection hole in the housing, the engine being rotated until each arm comes to the top position.

Removing Broken Studs.

WHEN the threaded portion of a stud breaks off, leaving the plain part standing clear above the surface, some difficulty may be experienced in removing it unless a powerful pipe-grip of the Footprint type be available. A very effective dodge, however, is to use a large set spanner into which is fitted, parallel with the stud, a short length of round file.

The spanner and file are arranged in relation to the stud, as shown in the accompanying sketch, and it will be clear that movement of the spanner in an anti-clockwise direction—that is, for unscrewing—will tend to force the



serrations of the file into the stud with a solid wedging action that will lock it to the spanner and so enable it to be unscrewed.

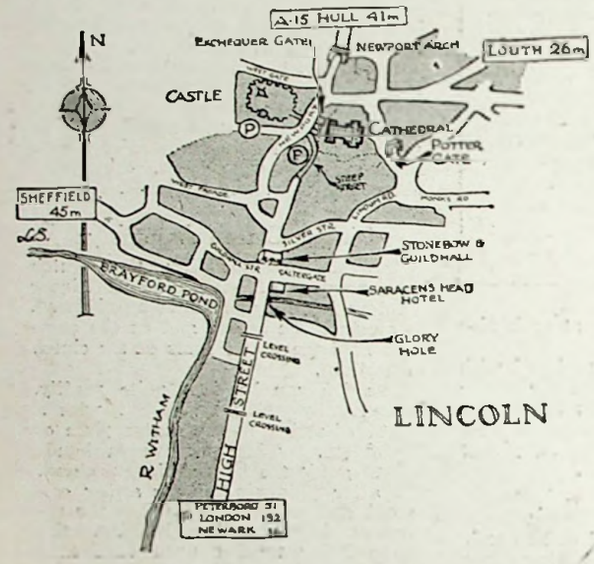
This idea will be found to work well wherever round material has to be rotated, as in screwing, and it may be used, of course, either to tighten or to undo, the only difference being that the spanner and the file must be arranged on the stud the opposite way round for screwing up.

B31

Lincoln—an Ancien

Rich in Memorials of the Past and yet H
A Cathedral Dating Fr

By
"ROBIN HOOD"



APPROACHED from any direction, Lincoln Cathedral—set majestically on a high hill—cannot fail to grip the attention and the imagination. On that hill the Britons, Romans, Danes and Normans in succession built cities, and the Lindum Colonia of the Romans became the Lincoln of to-day.

A fragment of Rome still stands. This is the Newport Gate near the cathedral, and with the exception of the one at Colchester there is not another Roman gateway left in the country. Both the castle and cathedral date from Norman times, and some idea of the size of the Norman fortress may be gained from the fact that 166 houses were demolished to make room for it.

The Minster was the scene of King Stephen's coronation and is noted, amongst many other things, for the "Imp" and the Great Tom bell, which weighs 5 tons 8 cwt.

The Exchequer Gate, near the cathedral, was the scene of most of the fighting during the siege of Lincoln. A very interesting 16th-century, high-gabled house is close at hand, and this group of buildings forms our cover subject this week.

Here, too, stands the East Gate of the castle, and just inside is a fine oriel window once part of John of Gaunt's house. An amazingly precipitous slope bears the well-chosen name of Steep Street, and the house of Aaron the Jew, a moneylender in the reign of Henry II, is a little way down; below it is the White Friars house.

The length of the High Street is relieved by the Stonebow, and a long room above the archway serves as the guildhall of a corporation with a distinguished history, for municipal life in Lincoln began in Roman times.

The High Bridge, or Glory Hole, marks the spot where the Ermine Street spanned a tributary of the Witham and is one of the few remaining bridges in England with houses on it. Close by is the Brayford Pond. It is the haunt of artists and here the towers of the cathedral crown a picture of boats and barges mirrored in the peaceful surface of the water. Lincoln is indeed a city of many scenes of striking beauty.

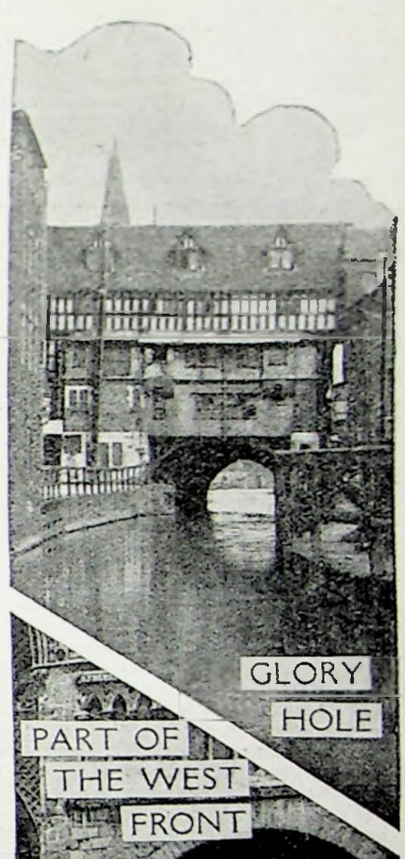


T City of the Fens

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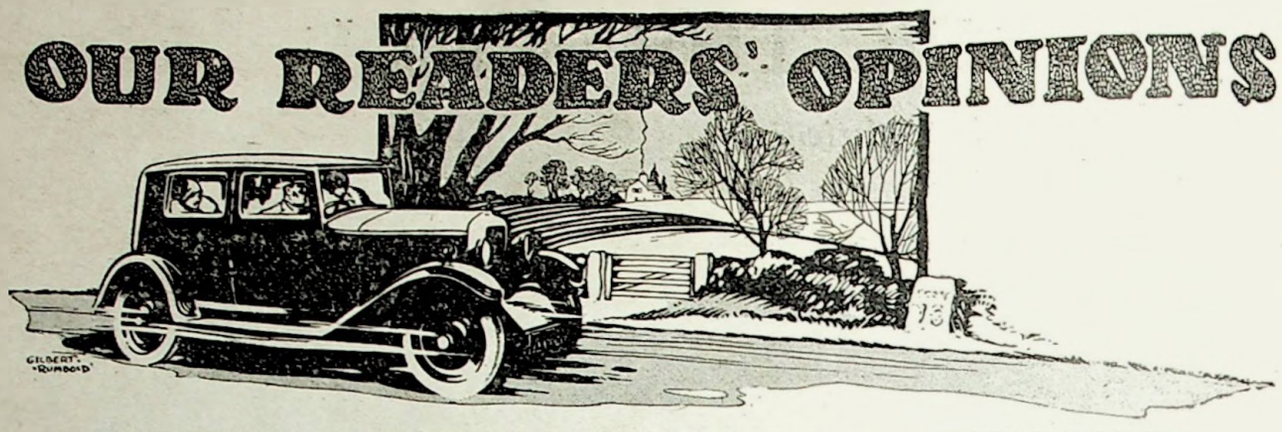
FORD POND


GLORY HOLE


PART OF THE WEST FRONT

IN THE POTTERGATE

OUR READERS' OPINIONS



We welcome letters for publication in these columns. No anonymous communications will be accepted, but writers may use a nom de plume. To ensure publication in the next issue letters should be addressed to the Editor, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1, and should reach us on Monday. Please write only on one side of the paper and leave a wide margin.

Are Cars Becoming Too Complicated?

My recent article on the subject of complication in design seems to have made me rather unpopular with one or two of your readers. Before replying to their criticisms of my remarks in detail, let me say that I am quite unrepentant! There is, of course, a lot to be said for both points of view in a matter of this kind, and I thought (and still think) that the views I expressed were the fair conclusions to be drawn from a careful consideration of the arguments of both sides. But enough of generalities.

Norman Conquest "Unrepentant."

First of all, there is Mr. Parker Wrigley. With much that this correspondent says I am in agreement, but the first part of his letter is not a criticism of complication at all, but simply an amplification of the rather obvious fact that if cars cost more they would be better! Then he passes to the question of finger-tip controls and wants to know whether they are necessary. Necessary or not, Mr. Wrigley, any salesman will tell you that the public wants them and it is the job of car makers to give buyers what they ask for.

Finally, Mr. Wrigley gets on to the question of reliability, and states that a 1925-6 model would be a better thing to own over a period of years than one of the latest models. On this point I certainly cannot agree as, in my experience, no 1925 model could be driven in the same manner as we drive its up-to-date counterpart, without giving far more trouble. Do not forget, Mr. Wrigley, that the way we drive modern cars down the new by-passes and rush in and out of traffic imposes a far greater strain on a car than ever our more sober tactics of a few years ago did.

Now for "Setab." The main point made by this gentleman is that only large service stations can deal with the "niceties" of modern cars. Up to a point that may be so, but this is an age of specialization, and the general standard of the repair trade is improving and will continue to improve. It is illogical to let progress in design wait because the local tin-shed garage man is behind the times.

Finally, there is Mr. J. A. Middleton, who is "amazed" at my views. This writer's quibble about the dictionary definition of the word "complication" I will let pass.

With Mr. Middleton's other point I agree—up to a point. It certainly is true that a clever designer may be able to find a simpler way of doing a given job than a man less ingenious; but unless or until Mr. Middleton can give us a workable design for finger-tip controls, that cut out a large number of the parts now commonly used, I cannot agree with his airy implication that modern electrical engineers do not know their job and have adopted the first thing that came into their heads.

Norman Conquest.

More About Running Costs

Morris Minor Costs.

I was interested in the article by "The Gipsy" on the running costs of an M.G. Midget and thought you might like to have details from the owner of a four-seater light car—to wit, a 1929 Morris Minor. Over a period of 3½ years my actual running costs work out at 1.73d. per mile, whilst depreciation—reckoned at 30 per cent. per annum—comes to .97d. per mile, giving a total cost of 2.7d. per mile. Unlike your contributor, "The Gipsy," I have not included in my running costs any extra additional gadgets, as I consider these are as much a "capital" outlay as the car. The question of interest on capital loss is a moot point, as without a car you would have travelling expenses.

2.7d. Per Mile All In.

The total mileage to date is 17,317, and the engine was last decarbonized at 3,223, so that it has covered 14,095 miles since the job was done and it is still very lively, doing, on a straight road, with four up, between 45 m.p.h. and 50 m.p.h. The tyres (Dunlops) are still in quite good condition and the tread pattern is still discernible.

I have now used 463 gallons of petrol and the mean average is 27.25 m.p.g., but on National Benzole mixture I have covered a distance of 935 miles on the last 18 gallons, giving an average of 51.94 m.p.g. Having a reserve supply, I invariably have only two gallons at a fill, and the following are the figures reached for the past nine fills: 100, 96, 107, 107, 103, 108, 101, 101, and 112 miles. The oil consumption works out at about 1,060 m.p.g.

Being over 53 years of age I prefer reliability and comfortable cruising speeds of round about 30 m.p.h. to 40 m.p.h., and, so far, I have never yet been "let down" on the road.

Entirely Satisfied.

* *Our correspondent enclosed an elaborate table with his letter, giving a clear analysis of his running costs, but considerations of space have, unfortunately, made it impossible to include it in these columns.—Ed.

Why Depreciation is Heavy.

Your correspondent, "Eleven Point Nine," must have been unlucky in the dealer to whom he took his car, as a 1927 model of 11.9 h.p.—which I take it is what he owns—should certainly fetch more than £7 if it is in good condition. All the same, I quite agree that depreciation is far too heavy at the present time and, to my mind, there are two reasons for this. One is the horse-power tax, which makes the buyer of any car over three years old pay out of all proportion to the value of the car, thereby limiting the market that exists for second-hands. The other is the cost of repairs which, again, is out of proportion to the value of a second-hand car.

Tax and Repair Charges.

P. Simpson.

DUNLOP Fort



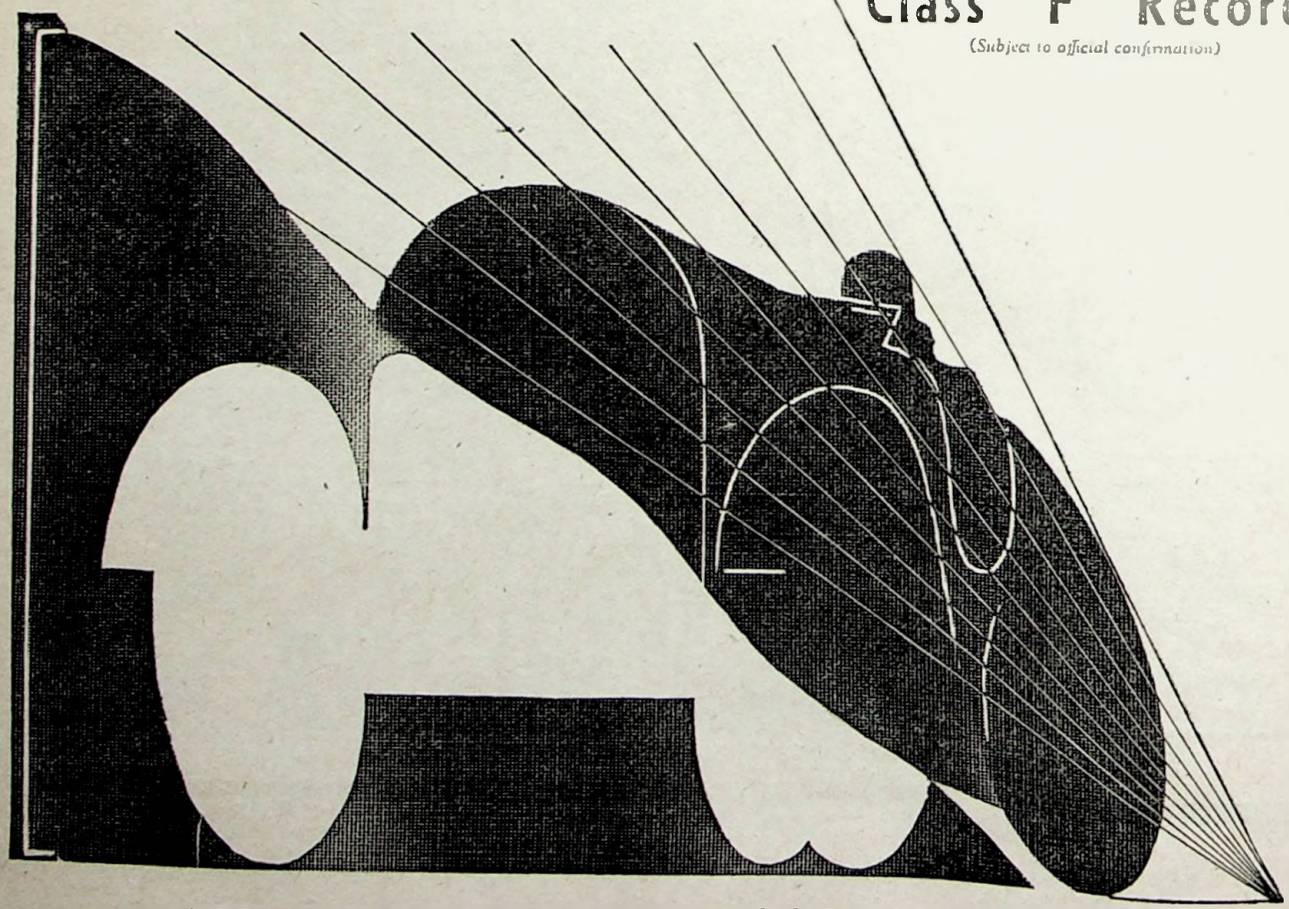
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C.F.H.

2H/359

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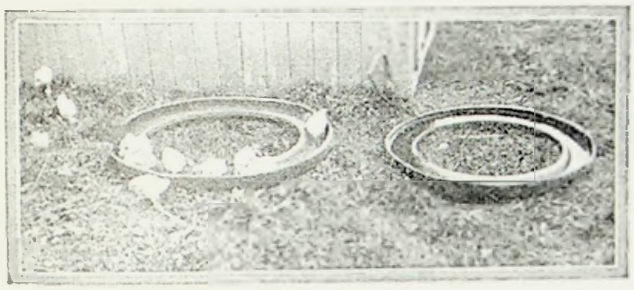
WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.

OUR READERS' OPINIONS (contd.)

A New Use for Old Tyres.

I have pleasure in sending you a photograph showing a use for old tyres that will interest those who keep chickens. It will be seen that an old cover has been cut in half down the centre of the tread and makes two admirable troughs. One can be used for food and the other—if there are no deep cuts in it that would let the water through—can be employed as a drinking trough. The idea works very well in practice. L.A.L.

Food and Water Troughs for Chickens.



An old tyre cut up by a reader to form food and water troughs for chickens. (See letter above.)

Aluminium Valve Seats.

I was very interested in Mr. Mantell's article on engine design with reference to valve seats, and the experiment he describes is certainly rather instructive. The most obvious explanation is, of course, that the aluminium valve seat was kept sufficiently cool, due to the conductivity of the metal, as to give wear comparable to cast iron at a considerably higher temperature, and, therefore, probably much softer than might be thought.

Lower Working Temperature.

It is, of course, common for foundry pig iron to contain a high proportion of phosphorus, with the definite object of making the iron more fluid at cupola temperatures, and, consequently, better adapted for moulding into intricate shapes. It is possible that this is somewhat overdone, and that a mixture should be used which, while sufficiently fluid at casting temperatures, would not be too soft at temperatures reached during its working life.

As to the use of aluminium, I should like to record the following experience. For some years I ran a Belsize-Bradshaw car, which, as is well known, relied upon oil cooling as regards the cylinder walls, and upon air cooling for the head. It was fitted with side valves. After about a year I heard that the company had introduced aluminium heads in place of the original cast-iron ones, and as they were interchangeable I sent for a pair and fitted them. I was surprised to find that the aluminium heads were deeper than the cast-iron ones by at least a quarter of an inch, and I anticipated some reduction in power due to the lowering of the compression ratio. I found out, however, that the power was, if anything, greater than before; that the engine was as smooth as if I had gone on to a 50 per cent. benzole mixture; and that decarbonizing could be put off to double the mileage as compared with cast iron.

It is fairly clear that the most important property of aluminium, from the point of view of the engine, is not lightness but conductivity, and it might be worth while to develop research in the direction of producing an alloy that, while sacrificing something of the lightness of the metal, would increase its conductivity and, at the same time, its hardness. C.E.G.H.

What of Electric Cars?

You have said it. What about filling the "empty garage" with an electric car? For a roomy seven-seater equal to a big Rolls or Daimler the road tax is £6. Taking tax-free petrol at 1s. and electricity at 1d. per unit, the equivalent mileage per gallon is 30. Not bad for a car of this size. No fumes, fire risk or noise! no clutch, gears, spark plugs or jets to worry about. Nominal road tax and a petrol tax of £66 per annual mileage of 24,000 completely evaded. Seasy.

Tax Dodgers Wanted.

* * Yes; but would not a 40-50 h.p. electric motor and the batteries required to run it any considerable distance take up all the seven seats—and more?—Ed.

"Focus" and Low-taxed Cars.

I always read "Focus" with interest and have a certain faith in his prophetic vision. Therefore I should not like to rule out his forecast of the coming of the infant which will oust the baby—or shall we say the child of six who shall succeed the child of seven? But "Focus" seems, for once, to ignore the three-wheeler—all that remains of the boom of "much cheaper motoring" which resounded 20 years ago. The cyclecar is found only in the three-wheeler and (in very small print) in the title of your excellent journal. The "lowest taxed car," as "Focus" says, "costs £7 to run." Therefore let us have a car which costs £6. But if we are content with three wheels, we have a 10 h.p. car taxed at £4.

What of £4-tax Cyclecars?

"Focus" also complains that there was "no small car in the Show which had less weight than last year." It is difficult to lose weight when the public demand more and more additions and gadgets which weigh heavily. Very little can be saved on the weight of the engine; a 6 h.p. would weigh little less than a 7 h.p., and the weight of the rest can be brought down only by reducing the sturdiness of the chassis or the comfort of the body. Lighter metal alloys are ruled out by expense.

But the three-wheeler cannot exceed 8 cwt., and this weight, even with a 10 h.p. engine, is easily maintained. "Perhaps," to quote "Focus" again, "someone will discover this soon." That it is no new discovery, however, is shown by the continued and increasing popularity of the three-wheeler, of which one type was "born" in 1910 "and is still going strong." H. George Morgan.

What Women Drivers Want

As one who, until a few months ago, had the doubtful pleasure of claiming a large proportion of car sales made to women customers, I was interested in the letter signed "V.W." My impression, gained at the expense of many hours spent in inaugurating members of the fair sex into the ways of motorcars new and old, convinces me that the present trend of car design emanates largely from the desires expressed so frequently by this class of buyer. In every case where I have sold a woman a car, I have found the same craving for simplicity of operation.

A Craving for Simplicity.

Although I should be the last to assert that women are invariably worse drivers than men, I am of the opinion that, on the whole, they find it more difficult than their more numerous male devotees of the cult. Whilst I am always careful to give women drivers a wide berth on the road, I do so, not because I believe them all to be inefficient, but subconsciously because the impression they give is that it is impossible to anticipate their future movements.

Now, of course, there are many men whose ideal car embodies such modern refinements as pre-selector gearboxes, free wheels, finger-tip control and the whole gamut of recently popular devices designed to make matters easy for the driver. But the real cause of all the "refainements" lies with the wives and daughters who are buying their first car, or who have grown tired, physically and mentally, of wrestling ineptly with "he-man" vehicles.

Woman desires something easy, and she generally asks for it in no uncertain manner.

I can remember teaching an old lady who proudly claimed 70 years of life; but I taught her on a self-change Armstrong Siddeley, and she learnt how in half an hour, too! I have also spent a whole week initiating a young woman in the twenties how to drive a 10 h.p. car that first saw the light of day in 1925, and I would gladly have changed my place for one beside a drunken aviator.

But your correspondent "V.W." seems to have had all the jam. I have yet to meet the woman driver who does all her own repairs, although I know of several who profess to do so. The fact of the matter is that the woman who *does* do all the repairs that are normally undertaken by the keen male driver is very rare. A. Sellar.

OUR READERS' OPINIONS (contd.)

Explosions after Switching Off.

Dr. Stuart Replies.

The figures given by "J.I.J." for the ratio of petrol to air which is necessary for an explosion to occur are quite correct, the apparent discrepancy between his figures and mine being due to the fact that he gives the ratio by weight and I give it by volume. Petrol vapour is very heavy, having a density nearly four times that of air. Bearing this fact in mind, our ratios will be found to be in close agreement.

I took my figures from Brewer's standard work on carburation. They refer to petrol of specific gravity 0.0680, giving from 190 to 260 times its own volume of saturated vapour. The figures may be taken as quite reliable.

Even if my figures were wrong, however, the argument would still hold good, that a mixture too rich to burn, on being slowly diluted with air until ignition point was reached, would then burn quietly and not explode.

A. H. Stuart.

Keeping Down Oil Consumption.

Position of Scraper Rings.

With reference to the correspondence appearing in your excellent journal recently anent the question of rapid cylinder and piston wear, I do not recollect any mention of the disposition of piston rings. To my mind, the position of the oil scraper ring is a most important factor, and I am at a loss to understand the considerations which have led so many designers to fit the scraper ring at the bottom of the piston. On the face of it, such a procedure is indefensible.

The pistons of the average car engine are called upon to take care of the lateral component of the thrust applied to the connecting rods, and, if for no other reason than this, the maintenance of an unbroken oil film between the pistons and cylinder walls may be regarded as essential if undue wear is to be obviated. To scrape the oil from the cylinder walls *below* the point at which it is of the utmost value appears to be folly. The position becomes worse when it is remembered that a worn piston will cant over and thus allow the edges instead of the full faces of the piston rings to bear upon the cylinder walls, thus promoting further cylinder wear.

The logical conclusion would be to allow the piston skirts to float in an excess of oil and to fit an efficient scraper ring immediately below the compression rings, the gudgeon pin to be situated slightly above the horizontal centre of the skirt portion, so that any tilting of the piston would induce the oil to be trapped between it and the cylinder wall, on the Michell principle.

G. A. Cottell.

READERS' WANTS

Singer.—An instruction book for the 1930 Junior model.—J. W. Bennett, 87, Flatham Street, Middlesbrough.

Morris Minor.—An instruction book dealing with the 1930 o.h.v. model.—M. A. Melsher, 12, Catherine Street, Liverpool.

Wolseley.—An instruction book and oiling chart for the 1927 11 h.p. model.—E. H. Wilson, Alexandra Road, Abertillery.

Riley Nine.—An instruction book for a 1929 Mark IV model.—M. L. Masters, 149, Argyle Road, West Ealing, London, W.13.

Frazer-Nash.—An instruction book dealing with the early models.—A. G. Sinclair, 45, Tenterfield Road, Maldon, Essex.

Back Numbers.—Copies of this journal for June 6th, June 13th, June 20th and June 27th, 1930, containing articles dealing with the tuning and maintenance of the Austin Seven.—Lt. G. F. Turnbull, R.N., H.M.S. "Hood," care of G.P.O., London.

M.G. and Singer.—Readers' experiences of the 1929 and 1930 M.G. Midget and the 1931 Singer Junior sports, with particular regard to speed, acceleration, petrol and oil consumption and braking power.—C. L. Graham, care of Sangster, 134, Albert Street, Dundee.

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.

Licence Endorsements.—P.D. (Hornchurch).—Provided that there has been no endorsement on your licence for a period of three years, you are entitled to have a clean licence issued on the next renewal, or on payment of 5s., a licence free from endorsements will be issued immediately in place of your present one. If you were disqualified for any period, this cannot be included as part of the three years.

Rear Lamp Tell-tale.—S.D. (Birkenhead).—The plan you outline for wiring the dash-lamp of your car in series with the tail-lamp so that it will act as a tell-tale and go out if the rear light fails, is quite in order. You should note, however, that the use of two bulbs in series has the effect of reducing the effective voltage in each by half (assuming that they are the same type of bulb), so that as your car is fitted with a 12-volt system you should employ 6-volt bulbs for the dash-lamp and tail-lamp.

Construction of Garage.—B.O. (Taunton).—The fact that the garage you propose to buy and erect in your garden is described as a portable structure does not necessarily mean that it will not entail an increase in the rates of your property. The term "portable" in connection with garages is usually used to denote structures which are assembled from ready-made sections, but does not imply that the garage, as a whole, can be moved. You would, therefore, be well advised to get in touch with your local authority, submitting details and asking for their approval of the erection of the structure, and also asking what effect it will have on your rates. Building regulations and rates vary considerably in different districts.

Lightening Valves.—F.P. (Bath).—Reducing the weight of valves for speed work by turning metal off their heads is a risky procedure, entailing the possibility of warping or actual fracture. You would do far better to fit special light valves made of an alloy steel which is capable of withstanding the stresses entailed.

Flickering Lamp.—B.J. (Newcastle).—There are several possible causes for the flickering of one of your side-lamps; a faulty contact is obviously the primary cause and this may be found either in the connections at the back of the switchboard, at the junction box, or in the actual lamp itself, whilst a further possibility is a bulb which is a loose fit in its holder. It occasionally happens, too, that bulbs themselves develop intermittent faults.

Two-cylinder Valve Timing.—S.D. (Coventry).—You are quite correct in thinking that when common cams are employed for operating the inlet and exhaust valves of a V twin engine, there will be a slight difference in the timing of the two cylinders. For this reason you may find it worth while to modify the valve gear for speed work so as to use a camshaft employing four cams, or, alternatively, to arrange for two separate camshafts if the layout of the engine permits.

Cleaning a Gearbox.—C.B. (Llandudno).—Yes, it is certainly a good plan to drain and flush out the gearbox of a new car thoroughly after the first 1,000 miles. Except in the case of cars which have cork inset clutches, with a communication between the clutch and gearbox, paraffin may quite safely be used for the purpose. An effective way of doing the job is to pour, say, a pint of paraffin into the box, replace the filler cap and then allow the engine to tick over for two or three minutes. The constant-mesh pinions will, of course, be rotating when the engine is ticking over, and this will serve to churn up the paraffin and wash all parts of the box thoroughly. After the job has been done, the gearbox should be left for at least a quarter of an hour with the drain plug removed to allow all traces of paraffin to run out.

SEVEN RECORDS GO!!!

Mr. F. DIXON
on a
RILEY 9
(Unsupercharged)
at Brooklands on October 28th broke the following International Class "G" Records:

50 Kilos at 109·18 m.p.h.
50 Miles at 110·37 m.p.h.
100 Kilos at 110·78 m.p.h.
100 Miles at 111·09 m.p.h.
1 Hour at 110·93 m.p.h.
200 Kilos at 110·67 m.p.h.

Mr. R. G. NASH
on his 1,500 c.c.
Frazer Nash
on October 25th
broke the record for the
BROOKLANDS
TEST HILL
which has stood since 1925!

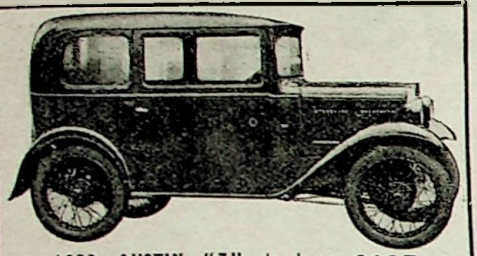
Both Record-Breakers ran on

PRATTS RACING ETHYL

Follow the Experts—they know!

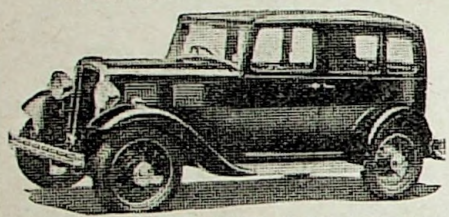
MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring. B39

RESULTS THAT TELL!



1933 AUSTIN "7" de Luxe Saloon £125

On self-financed terms: Deposit £25 0 0
and 12 monthly payments of .. £8 15 0
or 18 ,, ,, ,, .. £5 19 6
or 24 ,, ,, ,, .. £4 11 8
or otherwise as arranged between ourselves.



1933 STANDARD "Little Nine" Coachbuilt Saloon £159

On self-financed terms: Deposit £31 16 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.

The Service Company's policy of maintaining an efficient SERVICE depot to operate in harmony with its car sales organization has been fully justified by results. THE PAST TWELVE MONTHS proved a RECORD CAR SALES YEAR for THIS Company.

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MORRIS
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SINGER
STANDARD
TRIUMPH
WOLSELEY
CARS

Demonstration Runs without obligation *EXCHANGES.*



1933 MORRIS "10" Sun Saloon £169-10

On self-financed terms: Deposit £33 18 0
and 12 monthly payments of £11 17 4
or 18 ,, ,, ,, .. £8 2 0
or 24 ,, ,, ,, .. £6 4 4
or otherwise as arranged between ourselves.



1933 WOLSELEY "Hornet" Saloon .. .. £198 : 10

On self-financed terms: Deposit £39 14 0
and 12 monthly payments of .. £13 17 11
or 18 ,, ,, ,, .. £9 8 8
or 24 ,, ,, ,, .. £7 5 7
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11TH TO 19TH NOVEMBER

SCOTTISH MOTOR SHOW

KELVIN HALL **GLASGOW**

"Prices at their lowest Value at its peak"

EXHIBITS

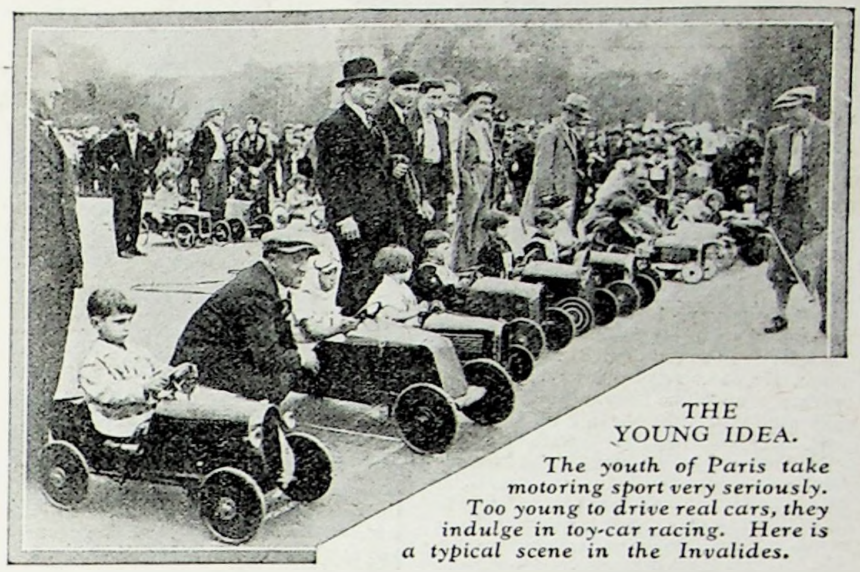
PRIVATE CARS
COMMERCIAL VEHICLES
(This is the only exhibition of Commercial Motor Vehicles in Great Britain this year)
ACCESSORIES
GARAGE EQUIPMENT
TYRES, OILS, Etc.

ADMISSION

DAILY (except Saturdays)
10 a.m. to 6 p.m. - - 2/6
6 p.m. to 10 p.m. - - 1/-
SATURDAYS
10 a.m. to 2 p.m. - - 2/6
2 p.m. to 10 p.m. - - 1/-
Children Under 12 Half Price.
OPEN DAILY 10 A.M. TO 10 P.M.

CHEAP RAIL FARES To The Show

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



THE YOUNG IDEA.

The youth of Paris take motoring sport very seriously. Too young to drive real cars, they indulge in toy-car racing. Here is a typical scene in the Invalides.

SPORTS JOTTINGS

By A. N. Other

I ALWAYS feel at this time of the year that I hardly dare look a boiled shirt in the face. Function succeeds function and the get-together movement is never more pronounced. All the same it is a very enjoyable business and cordial thanks are, I think, due to the various hosts and hostesses who are reponsible for this very energetic side of the motor business during the winter months.

* * *

Which prompts me to relate that on the evening after the M.G. Car Club's hilarious function at the Café Royal the Riley Motor Club invaded the Rembrandt, the guests of honour being Sir Malcolm Campbell, Flight-Lt. C. S. Staniland, Lt.-Com. C. R. Whitcroft, Capt. G. E. T. Eyston, Major Montague Johnstone, and last, but by no means least, Mrs. Wisdom and Miss Joan Richmond, who won the 1,000 Miles' race. It was only natural that reference should be made to the wonderful run of success which Rileys have attained during the past season, and equally natural that their most friendly but determined rivals should wish them every success for next year.

* * *

This reminds me that confirmation of the International records set up by George Eyston recently at Brooklands with the six-cylinder Riley has now been received from the International Association of Recognized Automobile Clubs. The figure, you will remember, was 111.65 m.p.h. for 200 miles from a standing start; this, incidentally, is also a British Class F record. Eyston succeeded in establishing another British Class F record, which has been duly confirmed, namely, 200 kiloms. at 111.12 m.p.h. Both records were made on October 14. Further records have recently been set up at Montlhéry.

* * *

HERE is news of yet another motor body—carrying the somewhat curious title of "The League of Industry Car Club." Without going into detail explanations (which do not matter vastly at the moment), I may mention that Sir William Morris is president of the League, and that the new club has been formed not with the object of organizing speed, trial, or endurance tests, but to promote the social spirit throughout the winter.

Arrangements are in hand, for example, for a bridge drive, a visit to a film studio at Elstree whilst "shooting" is in progress, dinner dances at country hotels, and other varied activities which can be enjoyed by all car owners no matter what type of vehicle they run. The entrance fee to the club is 10s.—which includes the use of the club car badge—and the annual subscription is also 10s., with which goes a number of advantages, including a licence renewal reminder. Further details can be obtained from the hon. secretary, Sylvia M. Durrant, St. Stephen's House, Westminster, S.W.1.

* * *

ANYONE want an old crock? Ray Abbott wishes to dispose of his 1898 Panhard, which he assures me is going very well indeed, and already has to its credit a premier in the annual Brighton run. Inquiries, please, to Ray Abbott, Ltd., Harrow Weald, Middlesex.

* * *

ONCE again the Junior Car Club is to be congratulated on a brainwave, for they have hit the nail right on the head by launching a club for caravan owners. It is described as a new branch of the Junior Car Club, and it will have for its objects the furthering of the interests of all caravan enthusiasts. Membership will include many special privileges, and people who join the caravan section will automatically be entitled to the privileges of associate-membership of the R.A.C. The annual subscription will be £2 5s., and no entrance fee will be required from founder members. The general secretary of the Junior Car Club, Empire House, Thurloe Place, London, S.W.7, will be pleased to supply further details.

* * *

Talking of the J.C.C. reminds me that last Saturday the club staged one of its popular dinner dances at the Park Lane—not to be confused with the annual dinner and dance which is due to be "run off" at the Connaught Rooms on Friday, December 9. On Wednesday, November 9, the club has arranged a show of the season's racing films at Bush House, but, alas, my children, those of you who have not already booked seats will be disappointed, for I learn that within 48 hours of the show being announced every available seat in the private film theatre had been booked. Wherefore, I ask, why not repeat the performance?

* * *

FESTIVITY! I am informed by "The Brooklands Motor Course and Aerodrome, Weybridge," that the annual dinner and dance will be held at the Savoy Hotel on Friday, November 18. The price of tickets has been fixed at one guinea each, but, be not alarmed, this includes a free buffet of light refreshments during the evening. Nota bene: tickets for which application is made after November 16 will be charged at 25s. They have a way with them, have the B.A.R.C.

Incidentally, a horde of workmen, who had been feverishly waiting for the whistle to blow, attacked the track last Tuesday with the idea of repairing the ravages of the summer. Portions of the circuit, however, will be kept open so that speed tests may be made during the winter months.

I also read that from last Tuesday the clubrooms in the Paddock will be closed until the track is open for general use in the spring. No meals will be obtainable, unless one excepts sandwiches. One little cloud with a silver lining—the members' bar will be open at the usual hours except on Mondays (all day) and Wednesdays (after 1.30 p.m.). "What a scandal, what a shame!" you cry—but listen. Whilst the B.A.R.C. clubhouse is closed as outlined above, B.A.R.C. members will be entitled to use the Brooklands Aero Clubhouse, as the B.A.C. have elected all the B.A.R.C. as honorary members of the Aero Club for the period named. And so they lived happily ever after. . . .

* * *

TO-NIGHT'S the night for all light car enthusiasts: in other words, the annual dinner and dance of The Light Car Club is due to take place at the Park Lane Hotel.

Members should note that in future details of reliability trials, racing and speed events, and so on organized by other motor clubs and open only by invitation to The Light Car Club will not be sent to L.C.C. members who have no interest in these things. A practical move to save postage, and one, I imagine, which will prevent a certain amount of irritation; but you must let Mr. Harold Jones, the assistant secretary of the L.C.C., know what you want. A register is being kept of the names of members who do want these details.

SPORTS JOTTINGS *(contd.)*

CONGRATULATIONS to R. G. J. Nash on capturing the Brooklands Test Hill record. Nash has kept the record "In the family," so to speak, since he used a Frazer-Nash ("The Terror," of course) as did the ex-holder, Capt. Archie Frazer-Nash himself.

For about seven years the record has stood at 31.227 m.p.h. (7.69 secs.) R.G.J.'s time was 7.45 secs.—32.25 m.p.h.

His getaway, I gather from a colleague who was on the spot, was simply terrific. The twin-tyred rear wheels spun, the car slewed sideways and then with a roar "The Terror" leapt at the hill and shot into the air at the summit. It landed with a crashing shock and was only just pulled up in time before the trees beyond were uncomfortably near. It is estimated that at the crest the car was doing a good 50 m.p.h.

By the way, to dispel misunderstandings, R. G. J. Nash is not, nor ever was, any relation to the genial Capt. Archie.

* * *

THE North of Ireland Motor Club is, I hear, considering the organization of a light car road race over the triangular course which the club uses for the North-West Two Hundred motorcycle race. Vive le sport!

* * *

NINE Rileys—not Riley Nines—will probably be entered by the works in the Monte Carlo Rally, I hear, each to start from a different point. The cars will probably be the new 1½-litre Sixes.

* * *

IN honour of Carl Benz, the great German inventor, who made what might be described as the first practical motorcar, a monument is to be set up at Mannheim next year. The chief German motor clubs and motoring organizations have combined to bring about this ceremony, and, in conjunction with the unveiling, I learn that they will also organize a gymkhana, a veteran cars' trial, and other motoring events.

The unveiling is scheduled to take place on Easter Sunday, April 16, 1933.

* * *

THE old Crown Hotel, Marlow, will once again be the venue of the start of the Inter-Varsity reliability trial—that beautiful mudlark through the Chilterns on November 12—and the Rose and Crown Hotel will once again welcome the muddy and battered finishers at Tring.

There will be about 10 observed sections on the course, and I gather the 75-mile route will be very like the one used last year. The hills in that case will be—among others—Alms and Crowell, and that prince of frame breakers, Kimble Lane, will also appear on the route card.

Entries (open to present and veteran members of the Cambridge University Auto Club and the Oxford University Car Club) close at 5s. on November 8, and at 7s. 6d. on November 11.

The winning club will, of course, hold the cup presented by our associated journal, *Motor Cycling*, for one year.

* * *

SHELSLEY WALSH enthusiasts and others will be glad to know that W. E. Harker has thoroughly recovered from the accident which he suffered during practising for the Shelsley Walsh Open Hill-climb last June. It will be recalled that he was driving a very remarkable little car with a supercharged eight-cylinder 1,500 c.c. engine mounted in a very light chassis. Although this car suffered a good deal of damage, the power unit was unharmed, and has now been built into a new and slightly heavier chassis. Harker is evidently intent on putting up a really good show at Shelsley next year.



R. G. J. Nash, of "Terror" fame.

* * *

WHICH reminds me, entries for the London-Gloucester Trial (December 10) of the N.W. London M.C. close on November 28. Full particulars, entry forms and so forth are obtainable from Mr. J. Mann, Derby Works, Finsbury Park, London, N.4.

The event is open to cars and motorcycles, and car members of the following clubs are eligible to compete:—N.W. London, all clubs affiliated with the S. Midland Centre of the A.-C.U., the Brighton and Hove, Bugatti Owners, J.C.C., M.G., Mid-Surrey, Riley, "Sunbac," W.A.S.A., W. Kent, and The Light Car Club.

* * *

IT is probable that Horton, who, in his special Jensen-Midget, won the recent 500 Miles Race, will shortly acquire a new car of a much larger size. It is not anticipated, however, that this machine will be used for high-speed work, inasmuch as it is the old No. 15 M.M.C., a photograph of which appeared on the first page of our issue of October 14. This is, as a matter of fact, the "old crock" in which "Focus" travelled from London to Brighton nearly two years ago.

* * *

ENTRIES for the Shell Cup Car Trial of the Sutton Coldfield and North Birmingham A.C.—better known, of course, as Sunbac—close at 10s. on November 9.

The event is open to members of the promoting club, the N.W. London M.C., the Liverpool M.C. and the Birmingham University M.C., driving four-wheeled cars. The route will be about 70 miles in length, and I understand that route-marking will be largely dispensed with and that a very full descriptive route card will be the means of following the course. The start will be from near Bewdley at 3 o'clock, and the survivors will check in at Belbroughton.

* * *

GENERAL rejoicing. "The Blower" is expected back this week, wherefore I take my final curtain and, thanking them for their patience, bid my audience adieu.

CLUB ITEMS
and Sporting Events

FORTHCOMING EVENTS.

November 4.
The Light Car Club. Annual Dinner and Dance.

November 5.
The M.C.C. Annual Dinner and Dance.

November 6.
London M.C. Run to Amersham.
Enfield and D. M.C. Guy Fawkes Trial.
"Sunbac." Veteran Vehicles Run.

November 9.
J.C.C. Dinner and Motor-racing Film Show.

November 12.
"Sunbac." Shell Cup Car Trial.
M.C.R. B.C.C. Annual Dinner.
Inter-Varsity Reliability Trial.

November 14.
C.S.M.A. Annual Dinner and Dance.

November 18.
B.A.R.C. Annual Dinner and Dance.

December 2.
Brighton and Hove M.C. Annual Dinner and Dance.

December 9.
J.C.C. Annual Dinner and Dance.

December 10.
N.W. London M.C. London-Gloucester Trial.

December 30-31.
M.C.C. London-Exeter Trial.

B.R.D.C. ANNUAL DINNER.

The annual dinner of the British Racing Drivers' Club has been fixed for Friday, February 17, 1933. This date is later than usual, but has been chosen to enable the many members of the club who will be competing in the Monte Carlo Rally to be present. The function will take place at the Park Lane Hotel, London.

A booklet giving the full results of the 500 Miles Race has now been issued by the Club. Secretary: Mr. H. N. Edwards, Bangalore House, Newton Street, London, W.C.2.

ROCHESTER, CHATHAM AND D. M.C.

The following events have been recently announced:—November 6, Captain's Surprise Run; November 13, Barty Cup Trial; November 20, run to watch the R.A.C. Veteran Car Run; November 27, Team Trial.

The Barty Cup Trial is open to visitors and the entry fee is 2s. 6d. Club members are urged to bring along their friends to compete. The start will be at 10 a.m. from the Esplanade and tea will be taken at Boughton Monchelsea.

Hon. secretary, Mr. H. J. Cuthbert, 195, Gillingham Road, Gillingham.

LONDON EAGLE M.C.

The fixtures of the London Eagle Motor Club for November comprise a treasure hunt in conjunction with the Bohemian Club on the 13th, a run to witness the Camberley Scramble on the 20th and a run to Wokingham on the 27th.

VETERAN VEHICLE RUN.

The Sutton Coldfield and North Birmingham Automobile Club will be holding its third annual Veteran Vehicle run on November 6, starting from Sutton Coldfield at 11.30 a.m. The route will be about 40 miles in length and will touch Coventry, Kenilworth and Stonebridge, a refreshment stop being arranged at a suitable point. The route is entirely over main roads and a descriptive route card will be issued. It should be noted that no "performance records" will be taken, vehicles merely having to complete the course under their own engine power within their standard time, which will be based on an average varying from 11 m.p.h. to 16 m.p.h., according to age.

The run is open to two, three or four wheelers manufactured prior to November, 1905, and those interested should get in touch with the secretary, J. D. Woodhouse, 10, Warwick Chambers, Corporation Street, Birmingham.

C.S.M.A.

The "C.S.M.A. Gazette" for November has just been issued and contains, in addition to its usual features, particulars of forthcoming events and the annual dinner on November 14. This function will take place at the Café Royal, Regent Street, London, commencing at 7 p.m., and the president will hold his reception at 6.30 p.m. Speeches will be of the briefest, and Marius B. Winter and his band will play for dancing until 2 a.m. During the evening famous West End and Continental artistes will entertain the company.

Tickets at 10s. 6d. each can be obtained from the C.S.M.A. Office 41, Victoria Street, London, S.W.1.

Forthcoming events for November include a lecture on November 7, the annual general meeting of the Birmingham Centre on November 9, and of the South Wales Centre on November 18.

The sporting trial will take place on November 13, and there will be a social evening at the Chiswick Pavilion on November 25.

MORE RECORDS USING

Riley — As old as the industry, as modern as the hour

Driving a Riley Nine at Brooklands last Friday, Mr. F. Dixon broke the following International Class G Records:—

50 Kilometres	- at 109.18 m.p.h.
50 Miles - -	- at 110.37 m.p.h.
100 Kilometres	- at 110.78 m.p.h.
100 Miles - -	- at 111.09 m.p.h.
1 Hour - -	- at 110.93 m.p.h.
200 Kilometres	- at 110.67 m.p.h.

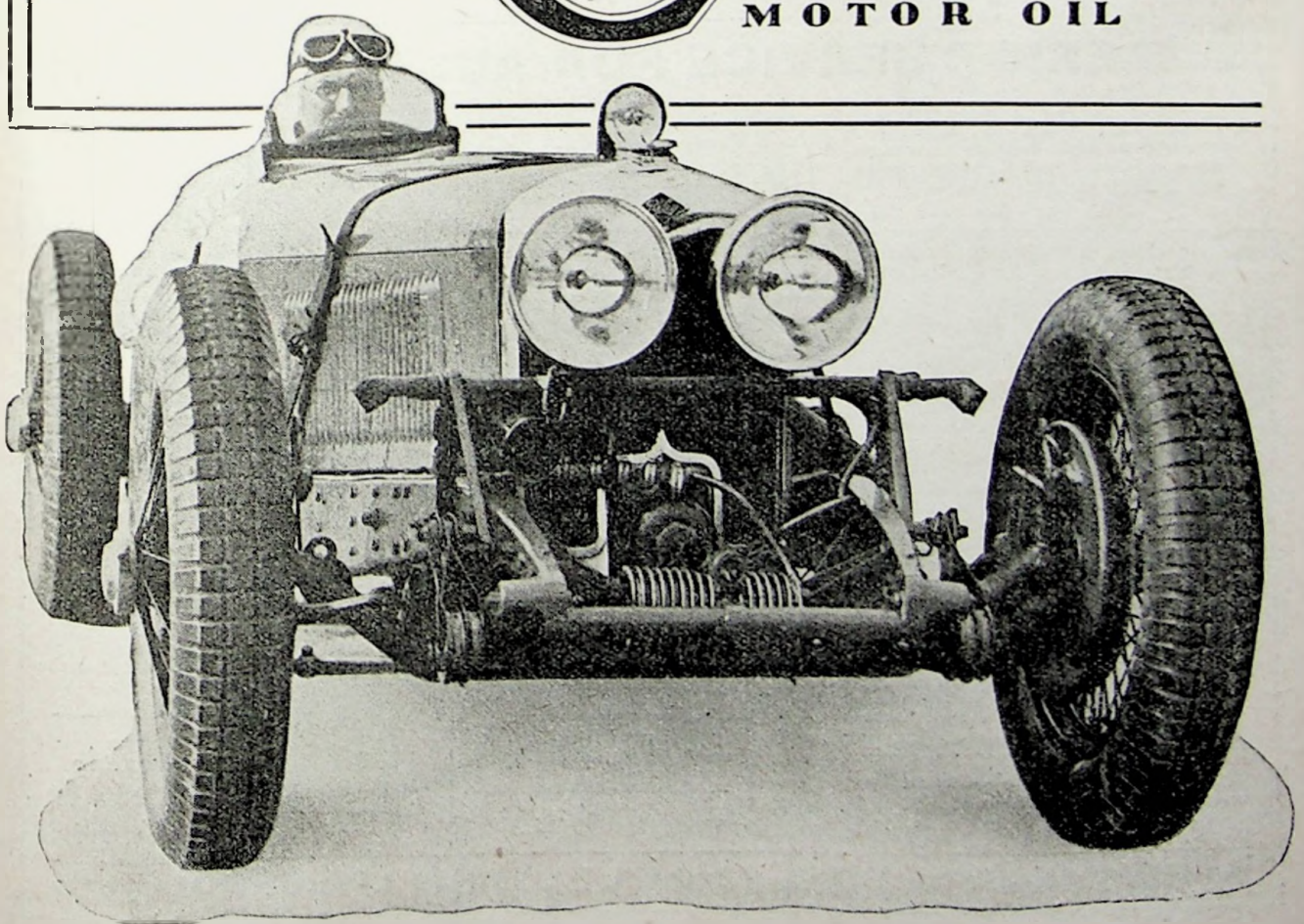
(Subject to official confirmation.)

Driving a Riley Six-Twelve at Montlhery on Oct. 25 and 26, Messrs. G. E. T. Eyston, E. McClure and A. Denly broke the following International Class F Records:—

12 Hours - -	- at 92.82 m.p.h.
2,000 Kilometres -	- at 91.68 m.p.h.
3,000 Kilometres -	- at 82.54 m.p.h.
24 Hours - -	- at 82.41 m.p.h.

(Subject to official confirmation.)

WAKEFIELD Castrol MOTOR OIL



AROUND THE TRADE

Barimar, Ltd., 18, Lamb's Conduit Street, London, W.C.1, the welding engineers, inform us that the introduction of the automatic telephone system has necessitated the alteration of their telephone number to Holborn 5572.

—o-o—

Mr. Leonard Davey, the popular sales manager of **Humber, Ltd.**, who recently completed 40 years' service with the concern, has been presented with an illuminated address and a cheque. The presentation was made by Sir William Sleigh.

—o-o—

An illustrated folder dealing with a section of their accessories of particular interest during the winter months has just been issued by **Desmo, Ltd.**, Desmo House, Stafford Street, Birmingham. Details are also included of the latest additions to their range of mascots. Copies of the folder will be sent to any readers on application.

—o-o—

The 1½-litre Riley with which G. E. T. Eyston and a team of drivers recently broke four long-distance international records at Montlhéry was fitted with **Dunlop** tyres. It is also interesting to note that, according to a census taken by the Dunlop concern at the recent Copenhagen Show, this make of tyres was fitted to 10 per cent. of the exhibits. **Wakefield Castrol** oil was used in the record-breaking Riley.

—o-o—

A convincing demonstration of the merits of **Duckham's Morrisol Sirrom Brand** oil was provided by a test made by the Wolseley concern in connection with one of their large models fitted with a free wheel. The complete engine and gearbox unit were run for over 217 hours, day and night, at the equivalent average road speed of 46 m.p.h., the testing plant being arranged to rev. up the engine periodically to 3,500 r.p.m. and then shut off. At the conclusion of the test no excessive wear was noticeable.

Showrooms have just been opened at 95, High Street, Bromley, Kent, by **N.W.K. Motors, Ltd.**, who propose to make a special feature of Singer cars.

—o-o—

Mr. G. G. Hayden, who has occupied the position of car sales manager to the **Triumph Motor Co., Ltd.**, for the past seven years, has now been appointed general sales manager, and will be responsible for the sales of Triumph cars, commercial vehicles and motorcycles.

—o-o—

That excellent film, "This Progress," depicting various processes in the manufacture of **Austin** cars, was shown to a considerable number of people last week at the premises of **Frank Hallam**, the well-known Birmingham agent in Bristol Street. Those who have not yet seen this film would be well advised to take the first opportunity of doing so.

—o-o—

A particularly attractive catalogue of their 1933 models has been issued by **Armstrong Siddeley Motors, Ltd.**, Coventry. All the models are shown in pleasing settings, the pictures being reproductions from actual colour photographs, whilst, in addition, there are many clear pencil sketches showing special features in detail.

—o-o—

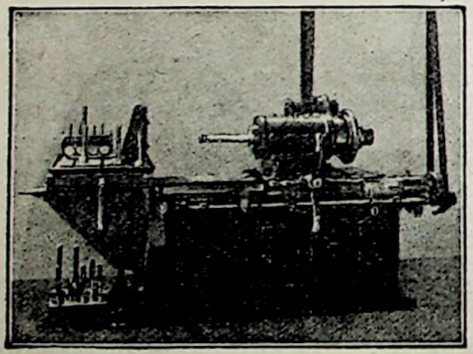
In declaring interim dividends for the half-year ended September 30, 1932, at the rate of 10 per cent. per annum on the preference shares and 10 per cent. actual on the ordinary shares (increased capital), the directors of **The Ever Ready Co. (Great Britain), Ltd.**, announce a substantial increase in the sales from April 1, 1932, as compared with the corresponding period of 1931.

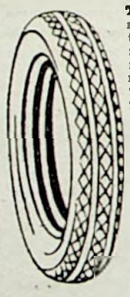
—o-o—

In the October issue of "The Safe Driver," the official organ of **The Order of the Road**, Mr. S. F. Edge, Sir William Morris, Sir Malcolm Campbell, Lt.-Colonel C. J. Jarrott, Sir Edward Iliffe, Sir Herbert Austin, Sir George Beharrell, and Lt.-Commander Montague Graham White record their views on the greatest aid to the well-being of motoring, and in each case they stress the need for care and courtesy on the part of drivers.

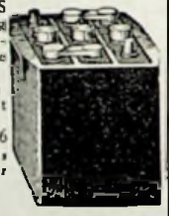
SUPERIOR SERVICE FOR AUSTIN SEVENS

The name HEMMINGS is synonymous with high-class products and workmanship and rock bottom prices. Save time and money by doing your own repairs. **IMPORTANT.**—Your satisfaction is guaranteed or money is refunded without question or quibble—could anything be fairer? EVERY ARTICLE ADVERTISED BRAND NEW.





TYRES. Special clearance, brand new, well-known makes. Forestall the skid bogey during the winter months by equipping your car with new non-skid tyres at the following reduced prices.
26 x 3·50 12/6 ea. 27 x 4·40 17/6 ea.
27 x 4·00 14/6 ea. 27 x 4·50 18/6 ea.
Carriage 1/3



BATTERIES for lighting and starting, by one of England's largest manufacturers. 6 volt **19/6**, cheaper quality **14/9**.
Carriage 2/6 Post extra.

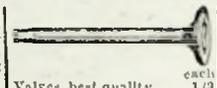




WHEELS Enamelled black 17/6, Carriage paid. Wheel Braces 2/6 Post 9d.

	Each
Flexible couplings ..	3/6
Brake cables, front ..	4/6
Brake cables, rear ..	3/3
Clutch rings	4/6
Radiator hose top ..	1/-
" " bottom	9d.
Radiator caps ..	1/6
Front spring shackles	2/3
Front spring clips ..	1/4
Rear spring clips ..	1/6

JACKS. Complete with handle, substantially made, 4/8. Carriage 1/-



Valves, best quality .. each 1/3
Valve Guides .. .. 9d.
Valve Springs, Terry Aero 4d.



GASKETS. Best quality cylinder head **1/6**
Complete set boxed post 4d. **2/9**



Post extra

Alloy die-cast pistons complete with rings and gudgeon pins. Per set of four .. **21/-**
Piston rings .. Each 9d.
Scraper rings .. .. 9d.
Gudgeon pin .. .. 9d.

Starter Rings (as illustrated) .. 19/6
Starting Handles 5/6
Fan Belts .. .. 9d.



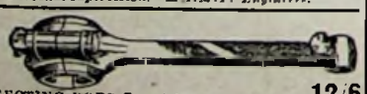
Post extra



BRAKE LININGS
Die pressed with rivets Per set of Four **2/3** Post 4d.

The precision cylinder grinder illustrated above is only one of a battery of similar machines giving our superior express service.

CYLINDER REGRINDING
including Starlite alloy pistons, complete with rings and gudgeon pins.
Austin Seven 55/- Morris Minor 60/- M.G. Midget 60/- "Hepolite" Y alloy pistons which are to British Air Board specifications can be supplied for 17/6 extra. Signed guarantee with every job.
Personal supervision. M.I.M.T. Engineers.



Post extra
CONNECTING RODS Complete **12/6**

REPLACEMENTS FOR REAR AXLES.



Crown wheel and bevel Pinion Shafts £2 9 6.
Axle Shafts 12/6 each.
Axle Ball Bearings 10/3 each.

SPORTS MUDGUARDS
As illustration.
Fronts to turn with wheels, **45/-** per pair.
Rears to match **27/6** per pr.

J. HEMMINGS & SONS (Dept. L 5), HALE, LIVERPOOL 'Phone—Hale 30

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THE fifth edition of "The Motor Electrical Manual," with many fresh illustrations added to bring it completely up to date, is a book all motorists must possess.

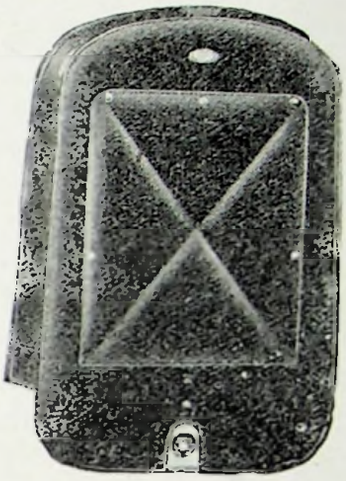
It is written in simple language to meet the demand of owner-drivers for complete practical information on present-day electrical equipment to enable this to be understood and maintained in efficient working condition.

2/6 NET

Of all bookstalls and booksellers, or 2/9 post free from the publishers.

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WINTER MOTORING NEEDS



A "DUCO" RADIATOR MUFF - - - -

doesn't cost a lot, but what a lot of trouble it can save. Cracked cylinders and water jackets; difficult starting—why risk these winter annoyances when for a small outlay you can provide against them. Order a "Duco" Muff from your garage man to-day.

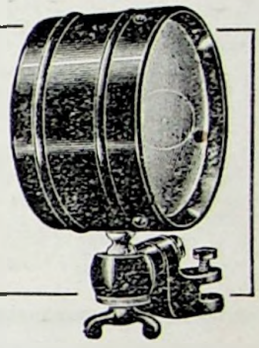
No. R2/24 from .. **11/6** each.

Combined Radiator and Bonnet Muff .. .. from **25 3** each.

"DUCO" *Drum-shaped* FOG LAMP

complete with flex, switch, bracket, amber glass and bulb.

No. L3/46 each .. **22/6** Special fitting available for certain cars where dumb iron fitting is impracticable.







CELLULOID FOG SCREENS

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

No. L59/10c, 4 inch .. .. per pair **1/-**
" L59/10d, 5 inch .. .. " **1/3**
" L59/10e, 6 inch .. .. " **1/4**

EVERWARM RADIATOR LAMP - - - -

A safe and certain protection against frost. Made like a miner's lamp. Burns paraffin. Size 10½"x4½" No. R2/44, each **12/6**



ZERO ANTI-FREEZING GLYCERINE - - - - - -

One tin of Zero in the radiator will give freedom from frost troubles right through the winter season. Mixed with water in radiator the temperature may drop to 12 degrees below freezing without injury.

For baby cars. **R2/9** Per tin **8/6**
For larger cars. **R2/10** " **15/-**

Obtainable through all Motor Dealers.

Brown Brothers
THOMSON and BROWN BROTHERS LTD
BROWN BROTHERS (IRELAND) LTD

(Wholesale only.)
Head Offices and Warehouses:
GREAT EASTERN STREET, LONDON, E.C.2
126, George St., EDINBURGH and Branches.

THE SAYINGS of ALGY, Motorist & Man-about-Town. No.5

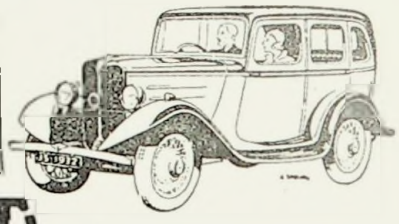


"Why pay a *heavy* price for a *light* car?"

100 USED CARS IN STOCK

1931 TRIUMPH Super 7, coachbuilt saloon, de luxe, sun roof. Triplex. As new	£89
1930 STANDARD 9, Teignmouth saloon, sun roof, wire wheels, very smart car	£89
Another in good condition..	£79
1931 MORRIS MINOR, 2-seater, wire wheels, small mileage, particularly smart	£67
1928 RILEY 9, Monaco saloon, wire wheels, Triplex, sound tyres. Choice two	£85
1929 SINGER 8, 2-seater and dickey, wire wheels, beautiful condition. Blue	£39
1930 M.G Midget, sports 2-seater, large sump, choice three, guaranteed	£82
1931 STANDARD Big 9, fabric saloon, wire wheels black. A genuine snip	£98
192.. SINGER 8, coachbuilt saloon, sun roof, wire wheels, new condition	£75
1929 ROVER 10, de luxe, sunshine roof, saloon, many extras, smart car	£59
1928 RILEY 9, Monaco saloon, wire wheels, Triplex, leather, good condition	£69
1931 M.G. Midget, sports 2-seater, extras, small mileage, faultless condition	£110
1932 ROVER 10, Regal Coachbuilt, 4-speed, sun roof, saloon, new condition	£129
1932 WOLSELEY Hornet, Coachbuilt, sun roof, saloon, small mileage, as brand new	£155
1931 STANDARD Big 9, de luxe saloon, sun roof, 4-speed, leather, 1932 condition	£118
1932 TRIUMPH Super 7, Pillarless saloon, sun roof, mileage 5,000, as new	£105
1932 STANDARD Big 9, de luxe, Coachbuilt, sun roof, saloon, as brand new	£149
Another similar, standard model	£135
1930 RILEY 9, Mark Monaco saloon, sun roof, positively unmarked. Taxed December	£135
1931 ROVER 10, Sportsman's Coupe, sun roof, wire wheels, black and red. Taxed December	£110
1930 M.G. Midget, Sportsman's Coupe, sun roof, large sump, black and green. Taxed	£105
1930 RILEY 9, Monaco saloon, sun roof, Triplex, etc., choice of four. From	£119

"That's what I can never understand! Why, at Naylor & Root's you can get a perfectly good, reconditioned Used Light Car for anything from £25 upwards, and on the 'easiest of easy terms,' too! And moreover, every model over £50 has a THREE MONTHS' WRITTEN GUARANTEE—so what more could you want?"



Best possible exchange allowances will be made and easiest terms arranged privately. We can serve you by post, or will send any car up to 50 miles free for trial. Complete Bargain List by post.

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The Motor

The National Motor Journal.

on Tuesdays!

BANISH ICE AND SNOW FROM YOUR WINDSCREEN WITH

Wintawypa

CLEAR VISION FLUID

NO STOPPING—NO NEED TO GET OUT OF THE CAR —NO PREVIOUS PREPARATION.

Just sprinkle a few drops on the arc of the windscreen wiper, and no matter how low the temperature, you are assured of clear vision for driving comfort and safety. Just put your hand round the windscreen from time to time for a renewed application as required. Nothing simpler—nothing safer—no damage to paint, varnish, rubber, or plating.

PRICE PER BOTTLE **2/9** Sufficient for a Winter's motoring.

Look for the "Wintawypa" Display in your local garage, or send P.O. for bottle (post free) to:—

(Dept. L.C.1.), WRIGLEY PATERSON & CO., LTD., ISLEWORTH, MIDDLESEX.



A Complete Guide TO Motor Vehicle Repair.

EVERY owner-driver who wishes to tackle reasonable repair jobs and adjustments at home should read "The Motor Repair Manual," which forms an invaluable guide to the subject.

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.

PRICE **2/6** NET.

Of all Bookstalls and Booksellers, or 2/9 post free direct from the publishers.

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If you want CASH for your CAR go to

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THE LARGEST LIGHT CAR BUYERS

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(One minute from Hampstead Tube Station.)

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Better Buying - - -

THIS WEEK'S STOCK INCLUDES:—

TWO-SEATERS.

55 Pounds. **AUSTIN 7**, 1929, Swallow sports 2-seater, £20 worth of extras. Choice 3 others.

79 Pounds. **ALVIS 12/50**, 1927-8, 2/3-seater, sunk dickey, beautifully kept, specially tuned, very attractive. Choice 3 others.

89 Pounds. **AUSTIN 7**, 1932, sports 2-seater, mileage only 7,000, absolutely unmarked. Choice 2 others.

98 Pounds. **FIAT 10**, 1931, de Luxe 2-seater, spotless throughout, latest radiator, unusually attractive. Choice 3 others.

69 Pounds. **FIAT 9**, 1930 model, 2-seater, superb throughout, £15 worth of extras, bodywork and equipment as new.

85 Pounds. **HUMBER 9/28**, 1929, de Luxe 2-seater, sunk dickey, tyres as new, beautifully equipped, many extras. Choice 3 others.

55 Pounds. **JOWETT 7**, 1930, long 2-seater, special dual finish, chromium fittings, excellent tyres. Choice one other.

88 Pounds. **LEA-FRANCIS 12/40**, 1928-9, special D.H. Coupe (illustrated), interior and bodywork almost unmarked, special opportunity.

89 Pounds. **LEA-FRANCIS 12/40**, 1929, de Luxe 2-seater, dual finish, wire wheels, excellent tyres, close ratio gears. Choice 3 others.

99 Pounds. **M.G. Midget**, 1930, sports coupe, sunshine roof, very small mileage. Choice 4 others.

79 Pounds. **MORRIS**, 1932, 8 s.v., 2-seater, almost as new, well equipped, many extras. Choice 3 others.

39 Pounds. **ROVER 10/25**, 1928-9, de Luxe 2-seater, dual finish, wire wheels, excellent throughout.

69 Pounds. **RILEY 9**, 1928-9, de Luxe 2-seater, sunk dickey, 4-speed, silent third, well kept. Choice 2 others.

49 Pounds. **SWIFT 10**, 1928-9, sports 2-seater, wire wheels, excellent tyres, dual finish, beautifully kept. Choice 4 others.

99 Pounds. **SWIFT 10**, 1931, 2-seater, wire wheels, rear tank, latest radiator, small mileage. Choice one other.

95 Pounds. **STANDARD 9**, 1930, Avon sports, ultra low build, wire wheels, fullest equipment. Choice 2 others.

79 Pounds. **TRIUMPH Super 7**, 1930, special sports coupe, rear trunk, special finish, interior to match.

99 Pounds. **TRIUMPH Super 7**, 1931, 2-seater, dual finish, chromium fittings, beautifully kept. Choice 4 others.

99 Pounds. **WOLSELEY Hornet**, Swallow sports, unusually attractive, Magna wheels. Superb throughout.

TOURERS AND SALOONS.

99 Pounds. **ALVIS 12/50**, 1928, 4-door, low built Saloon, specially tuned, 4-speed, close ratio gears, tip-top throughout.

99 Pounds. **ALVIS 12/75**, 1929, F.W.D., supercharged Tourer, amazingly fast, most lavish equipment. Choice 2 others.

95 Pounds. **AUSTIN 7**, 1932, Saloon, small mileage, one owner, all extras. Choice 2 others.

79 Pounds. **AUSTIN 7**, 1932, model Tourer, many extras, small mileage, very well kept. Choice 3 others.

59 Pounds. **AMILCAR**, 9 h.p., 1928-9, 4-door low built sports Saloon, rear trunk, wire wheels, particularly attractive.

59 Pounds. **FIAT 9**, 1928, 4-door low built Saloon, beautifully kept, tip-top throughout, all extras. Choice 4 others.

79 Pounds. **FIAT 9**, 1930, special Swallow Saloon, coachbuilt, particularly attractive, wire wheels, many extras.

99 Pounds. **HUMBER, 9/28**, 1929, 4-door Saloon, tip-top mechanically, excellent tyres, fullest equipment. Choice 2 others.

99 Pounds. **LEA-FRANCIS**. 12/80, 1929, hyper sports Tourer, supercharged, countless extras, amazingly fast, superb throughout.

59 Pounds. **LEA-FRANCIS 12/50**, 1927-8, sports Tourer, specially tuned, 4-speed, close ratio gears, particularly attractive.

59 Pounds. **MORRIS Minor**, 1930, Saloon, small mileage, full standard equipment, chromium fittings. Choice 3 others.

95 Pounds. **MORRIS 8**, 1932 (Illustrated), coachbuilt Saloon, negligible mileage, one owner, unmarked throughout.

49 Pounds. **PEUGEOT 7**, 1930, low built Saloon, rear trunk, excellent tyres, well kept, fully equipped.

99 Pounds. **ROVER 10/25**, 1931, 4-door Tourer, late type radiator, small mileage, all extras.

69 Pounds. **ROVER 10/25**, 1929, special sports, very attractive bodywork, wire wheels, excellent tyres.

69 Pounds. **RILEY 9**, 1928, 4-door Tourer, interior and bodywork well kept, excellent tyres. Choice 4 others.

99 Pounds. **SWIFT 10**, 1930, Swallow Saloon, ultra low build, beautifully appointed, almost unmarked.

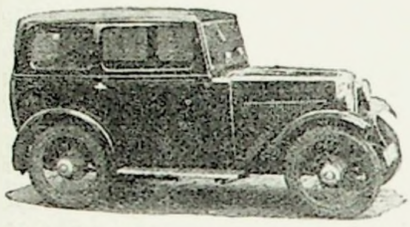
99 Pounds. **STANDARD 9**, 1930, e.s. type Swallow sports Saloon, very low built, special dual finish, wire wheels. Choice 4 others.

69 Pounds. **SINGER 8**, 1930, coachbuilt Saloon, almost as new, excellent tyres, fully equipped. Choice 0 others.

69 Pounds. **SINGER 12**, 1929-30, 4-door coachbuilt Saloon, bodywork and equipment, superb throughout, very well kept.

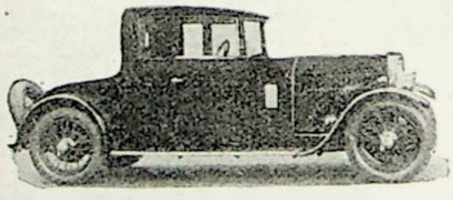
Etc., etc., etc. If you cannot call, get lists of 200 others post free. All open to A.A. or R.A.C. examination willingly

Nowhere can you buy better than at Benmotors. Every car is *Under £100*, fully guaranteed and sold subject to our *7 days' trial*. Credit terms to suit everyone. Benmotors' reputation is your guarantee of a square deal.



MORRIS "8," 1932, s.v. Coachbuilt Saloon, absolutely as new, all extras **£95**

Forward us details of your present car or motorcycle and we will quote you a *definite* postal exchange allowance without obligation, and deliver the car you choose *anywhere* in England, Scotland or Wales for only 50/- extra (this price includes collecting your old one).



LEA-FRANCIS, 12/40 h.p., 1928/9, Special Coupe, superbly kept, innumerable extras **£88**

Benmotors

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Type of Body (or S/c.)—	*Condition of Engine*—	*Rated H.P.*— *If O.H.V. or Side-valve*—	*Type of Lighting*— *No. of Speeds*—
Body Work—	*Paint*—	*Upholstery*—	*Tyres*—	*Taxed till*—

NAME..... *What Extras (if any)*

ADDRESS.....

ALWAYS SEE WHAT BENMOTORS HAVE BEFORE YOU BUY

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

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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.

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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 ½ per cent. (minimum charge 1/-) on amounts deposited to cover our expenses of booking, postages, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangements between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding to both parties.

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

CLOSING TIME.

Copy for and all matter relating to advertisements must reach our Head Offices by **6 p.m. Monday** 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.

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

A.C., 1928-29, 2-seater, tax, insurance, accept reasonable offer, trial. Brook St. House, Halstead, Essex. 39-p174

A.C., 12hp 2-seater, repainted, nearly new tyres, £10. Read and Bennett, 108 High Rd., Woodford, E.18. Buckhurst 2372. 39-842

A.C. J. K. Greenwood and Co., Ltd., offer:—

A.C., £12 10s.!!! 11hp sunshine roof coupe, finished grey, red, 3 new tyres, many extras, etc., excellent condition throughout; exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 39-645

ALVISES. Don't miss page 24. 39-643

ALVIS, 1927 12-50 tourer, one owner, tax paid, good condition, new tyres, £60. Basil Roy, Ltd., 161 Gt. Portland St., W.1. Welbeck 1158. 39-911

ALVIS, 1929, 12-75hp 4-door sports saloon, one owner since new, extremely good condition throughout, £95; exchanges, deferred. Truscott, for saloons. 173a Westbourne Grove, W.11. Bayswater 4274. 39-752

ALVIS. J. K. Greenwood and Co., Ltd., offer:—

ALVIS, £23 10s.!!! Semi-sports 4-seater, taxed December, black, hide upholstery, 4 speeds, wellbase wire wheels, balloon tyres, tonneau cover, etc., fast and sporty bus, in wonderful condition throughout, written guarantee; exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 39-646

ALVIS, 1926, 12-50 2-seater, in exceptionally fine mechanical and external condition. £45; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 39-754

AMILCARS. Don't miss page 24. 39-544

AMILCAR, super-sports streamlined 2-seater, cycle wings, 2-piece screen, cellulosed black and red, good tyres, reupholstered, £30. Camden Motors, Buck St. (behind Camden Town Underground). Gulliver 4089. 39-688

AMILCAR. J. K. Greenwood and Co., Ltd., offer:—

£49 10. Amilcar, 8.9hp Surbaisse underslung 2-seater, taxed December, understood to be a 1928 model, recently refinished black and red cellulosed, f.w.b., spring steering wheel, wellbased wire wheels, balloon, etc., etc., 75 m.p.h., wonderful condition throughout, written guarantee. Below.

75 m.p.h.!!! Amilcar 8.9hp streamlined super sports 2-seater, finished black, red, sloping down tail, large f.w.b., pressure oiling, helmet cycle wings, extra large headlamps, Rudge wire wheels, Brooklands-type hub caps, aero screens, new hood, full dash, etc., entirely overhauled and guaranteed, bargain at £37 10s.!!! Below.

65 m.p.h.!!! Amilcar, 8.9hp streamlined super sports 2-seater, red cellulose finish, long tail body, cycle wings, wire wheels, etc., excellent condition throughout, bargain at £19 10s.!!! Exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 39-647

AMILCAR, 9hp 3-seater, drop-head coupe, new tyres, in wonderful condition, £48. Earl, 75 Heath St., Hampstead, N.W.3. 39-628

AMILCAR, 70 m.p.h. grand sports streamlined 2-seater, entirely overhauled and recellulosed black, with red wheels and wings, new hood, guaranteed 100% condition throughout, £52 10s.; exchanges, etc. C. and W. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 39-728

AMILCAR, 9hp grand sports 1928 4-door saloon, first-class condition, licensed, £48; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 39-734

ARIEL. F.O.C.H., Ltd. 1924 10hp fabric 4-seater, starter, very exceptional condition, 11 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 39-800

ARMSTRONG SIDDELEY, 1930 model. 12hp 6-cylinder coachbuilt saloon, as new, £90. Martin's Garages, Highgate Village, N.6. Phone, Mountview 1228. 39-344

ARMSTRONG SIDDELEY, 1929 12-6-cylinder saloon, splendid order, leather upholstery, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 39-983

ARMSTRONG SIDDELEY, 1929, 12hp 6-cylinder saloon de luxe model. Triplex throughout, red morocco, definitely 1931 condition, was laid up, many extras, cost £340, £68, no less. 11a Hemstal Rd., N.W.6. Mal 1394 mornings. 39-x450

ASTON-MARTIN, 1932, sports saloon, practically new, bargain. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 39-712

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. zzz-718

AUSTIN 7hp fabric saloon, one owner, thoroughly overhauled, choice of two, from £49. Taylors, 135 London Rd. Kingston 1263. zzz-258

AUSTINS. Don't miss page 24. 39-545

AUSTIN. F.O.C.H., Ltd., 1926 Gordon England Cup sports 2-seater, f.w.b., cycle-type wings, three new tyres, hood, exceptional condition, taxed, 23 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 39-801

IMPORTANT TO ADVERTISERS—

The latest time for receipt of paragraph advertisements is now

6 p.m. Monday

for the following Friday's issue.

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

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

AUSTIN 7, 1927 chummy, new tyres, £17 10s. Ambassador Motors, 1013b Finchley Rd., Golders Green, N.W.11. 39-788

AUSTIN 7. Steele Griffiths. 1931 2-seater de luxe, £67. Court Showrooms, Camberwell New Rd., S.E.5. Rodney 2201-4. 39-769

AUSTIN 7. Steele Griffiths. 1931 coachbuilt sunshine saloon, very small mileage, £75. 89 Gt. Portland St., W. (Langham 1601), or Abbey House, Victoria St. (facing Westminster Abbey) (Victoria 0467-9). 39-770

AUSTIN 7. Steele Griffiths. 1928 4-seater chummy, very exceptional condition, £30. 89 Gt. Portland St., W. (Langham 1601), or Abbey House, Victoria St. (facing Westminster Abbey) (Victoria 0467-9). 39-771

AUSTIN, 1931, 750 c.c. Ulster T.T. 2-seater, small mileage, as new, £95. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 39-755

AUSTIN 7, 1929, saloon, Mulliner body, £35. Below.

AUSTIN chummy, 1927, smart appearance, good condition, £20; exchanges or deferred. Haskins, 155 Ladbroke Grove, North Kensington, W.10. Park 5541. 39-749

AUSTIN 7, 1929 sunshine saloon, exceptionally well kept, £40. Also 1928 fabric saloon, well kept, £30. Below.

AUSTIN 7 Cup model, finished red and black, many extras, well kept, £26. Exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 39-735

AUSTIN 7, 1927 Gordon England cup model, special, entirely overhauled and reconditioned, brand-new set of oversize balloons, 100% condition throughout, £27 10s.; exchanges, etc. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 39-730

AUSTIN 7, 1928 Gordon England Cup model, refabriced and completely overhauled, new rear tyres, taxed for year, perfect condition, £35 10s.; exchanges, etc. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 39-733

AUSTIN 7. McCarthys Motors (1925), Ltd., bargains:—

1931 7hp coachbuilt saloon, perfect condition, £70.

1932 Austin 7 saloon, first-class condition, £80.

1932 7hp sunshine coachbuilt saloon de luxe, new condition, £85.

Part exchanges and deferred terms arranged. McCarthys Motors (1925), Ltd., 28 Queen's Rd., W.2. Park 7766. 39-722

AUSTIN 7, 1932 de luxe, long wheelbase, sunshine saloon, small mileage, practically new, taxed, bargain, £95. Below.

AUSTIN 7, 1929 (October) Swallow saloon, chromium plating, splendid condition throughout, taxed, bargain, £55. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 39-713

AUSTIN, £50!!! 1930 2-seater, coachbuilt, Austin body, absolutely equal to brand new; terms. Exchanges. 368 Hornsey Rd., N.19. Archway 3294. 39-7

AUSTIN 7s. 1929 Mulliner coupe, taxed, £39; 1927 tourer, excellent, £21; terms; exchanges. 2 Pepys Rd., Raynes Park Station. Wimbledon 4941. 39-p164

AUSTIN 7, £57. 1931 coachbuilt saloon, sunshine roof, completely equipped, excellent condition. Below.

AUSTIN 7. £16. 1927 4-seater, recently rebored, completely equipped, exceptionally good car; exchanges, deferred. 86 Acre Lane, Brixton. 'Phone 3401. 39-p168

AUSTIN 7, 1926 chummy, full equipment, good tyres, smart appearance, taxed, £16. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 39-p170

AUSTIN 7, 1930 saloon, coachbuilt finish, royal blue, perfect condition, 54 guineas; also 1927 Austin 7 saloon, licensed, excellent condition, £27 10s.; bargain lists post free; motorcycles welcomed in exchange. Whitbys of Acton, Austin agents, 17 The Vale, Acton, W.3. Shc. 1513. 39-616

AUSTIN 7. J. K. Greenwood and Co., Ltd., offer:—

AUSTIN 7, £261! 1927 Cup model sports 2-seater, refinished black, with red wings and upholstery and cream wire wheels, engine entirely overhauled and specially tuned, gear extension and various other extras, fast and sporty little bus, in amazingly good condition; written guarantee; exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 39-648

AUSTIN 7, 1927 tourer, fitted with new mats and good tyres and safety glass, taxed year, guaranteed, exchanges, £27 10s. Camden Motors, Buck St. (behind Camden Town Underground). Gulliver 4089. 39-691

AUSTIN 7, 1930 2-seater, Avon coupe, black fabric, new Dunlops, tax, insured, £60. 17 Seymour Rd., Hampton Wick. 39-p204

AUSTIN 7, 1932 de luxe sunshine saloon, one owner, new condition, £93.

1931 coachbuilt saloon, maroon and black, taxed, condition as new, £69.

1930 sunshine saloon, finished black, £56.

1930 sunshine sportsman's coupe, £56.

1928 Mulliner saloon, black, £34; own hire purchase; exchanges. Newnhams, 136-8 Streatham Hill, S.W.2. 'Phone, Streatham 8850-1. 39-814

AUSTIN 7 tourer for sale, excellent condition. Apply, Fennell, 53 Alma Rd., Southampton. 39-n966

AUSTIN 7. A.Z. Motors, specialists, offer:—

1931 Austin 7 fabric saloon, taxed, £65.

1930 Austin 7 chummy, taxed, £45.

1929 Austin 7 chummy, £35.

1927 Austin 7 chummy, £22 10s.

1925 Austin 7 chummy, £17 10s.

Also several other Austin 7s. Terms, exchanges, 180 West End Lane, N.W.6 (Hampstead 0523). 39-698

AUSTIN 7, 1929 Taylor special 2-seater, repainted, good tyres, small mileage, guaranteed, terms and exchanges, £45. Camden Motors, Buck St. (behind Camden Town Underground). Gulliver 4089. 39-692

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

AUSTIN 7s. 1928 Gordon England sports 2-seater, good tyres and new hood, smart and fast car, engine overhauled and runs very well, exchanges, £32 10s. Camden Motors, Buck St. (behind Camden Town Underground). Gulliver 4089. 39-693

AUSTIN 7 de luxe saloon, 1932 demonstration car, very small mileage, as new, maker's guarantee, £105.

AUSTIN 7 saloon, 1932 shop-soiled standard model, dual brown, £95.

AUSTIN 7 sunshine saloon, 1930, one owner, taxed, £55.

Hall, Catherine St., St. Albans. Tel. 636. 39-791

AUSTIN 7, 1930 standard 2-seater, beige with black wings, five good tyres, excellent condition throughout, £49 10s., terms and exchanges. Camden Motors, Buck St. (behind Camden Town Underground). Gulliver 4089. 39-695

AUSTIN 7 Stadium sports 2-seater, smart appearance and good running order, choice of two, £45. Also Austin 10hp saloon, 1932, small mileage and as new throughout, £138. Newnhams, Ltd., 164-166 Fulham Palace Rd., W.6. Fulham 0071. 39-684

AUSTIN 7 saloons, chummies and 2-seaters, taxed, insured and guaranteed, from £10 down; exchanges. Numerous other makes and types in stock; list on request. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W.14. 'Phone, Prospect 3332. 39-682

AUSTIN 7, 1928½ Gordon England Cup model, very clean indeed, aluminium head, large headlamps, electric wiper, bargain, 29 guineas. Vadum, 352 High Rd., Willesden Green, N.W.10. Willesden 2490. 39-675

AUSTIN, 1931 saloon, in very good condition, black and red, any trial, £59 10s.; terms and exchanges. Camden Motors, Buck St. (behind Camden Town Underground). Gulliver 4089. 39-694

AUSTIN 7!!! H. Bath, Kensington, offers:—

1928 (March) 4-seater chummy model, original biscuit colour, mileage 12,000, one owner, equal to new throughout, £29.

1929 (February), Taylor, lunch sports 2-seater, duo green, ball change, new tyres, small mileage, taxed, £37.

1929 4-seater chummy model, special exhaust system, etc., blue and black, one owner, original and really nice throughout, £37. 15 Kynance Mews, Gloucester Rd., S.W.7. Western 4078. 39-x451

AUSTIN 7, Mulliner sports coupe, sun roof, 1930-31, £60. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. 39-978

AUSTIN 7, 1930 special sports streamlined 2-seater, like new, £55. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 39-990

AUSTIN 7, choice of 6, from £16. Chantry Motors, Ltd., 30 Uxbridge Rd., W.5. Ealing 4161-2. 39-938

AUSTIN 7's. Maxey Motors, Ltd., is the firm for these wonderful little cars. Call and see them, or we will gladly send them to you.

AUSTIN 7, 1932 coachbuilt saloon, sunshine, small mileage, £85.

AUSTIN 7, 1931 coachbuilt saloon, new tyres, reg. April, excellent car throughout, £67 10s.

AUSTIN 7, 1931 coachbuilt saloon, very good order, £68 10s.

AUSTIN 7, 1928 Cup model, fitted with special overhead valve, gear, very fast, good order, £40; also Austin 7, 1927 chummy, very clean car, £22 10s.

Above cars subject to A.A. and R.A.C. inspection. Generous allowances made for any car or motorcycle; deferred terms.

Maxey Motors, Ltd., 70 High St., Tally Ho! Corner, North Finchley. Hillside 3366. 39-834

AUSTIN 7, late 1928 tourer, in exceptionally sound and smart condition, nearly new tyres, luggage carrier, stop lamp, open to any inspection, £27 10s. or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 39-846

AUSTIN, 1928, 7hp tourer, blue, exceptionally fine order, tax paid, £30. Beechings, Ltd., Farnborough, Hants. Telephone 279. 39-843

AUSTIN, 1927, 7hp tourer, blue, good tyres, luggage grid, tax paid, just overhauled, £26. Beechings, Ltd., Farnborough, Hants. Telephone 279. 39-844

AUSTIN 7, 1932 coachbuilt saloons in extremely nice condition, taxed year, £80 each. H. and A. Motors, 69 Church Rd., Upper Norwood, Livingstone 3393-4. Open Sundays 11-1 p.m. 39-841

AUSTINS. Newnhams always have an excellent selection of Austins available; few examples below, but full list on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

1932 7hp de luxe coachbuilt sliding-roof saloon, beautiful little car, £88.

1931 (late) 7hp coachbuilt saloon, particularly nice condition throughout, £62.

1930 7hp Stadium sports 2-seater, first-class appearance and mechanical order, £52.

1930 7hp Wydor sliding-roof saloon, fitted several extras and most attractive, £49.

1928 7hp chummy, maroon, moderate mileage and excellent condition, £28.

1928 7hp coachbuilt saloon, blue, carefully used, one owner, £35. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 39-942

AUSTIN 7s!!!

Normand Garage, Ltd., light car specialists, offer:—

1932 de luxe long-chassis saloon, £87 10s.

1932 series coachbuilt saloon, £68.

1931 coachbuilt saloon, excellent condition, £60.

1930 chummy, excellent condition, tax paid, £52 10s.

1929 chummy, excellent condition, tax paid, £45 10s.

1929 fabric saloon, £40.

489 Oxford St., W.1. Mayfair 6801. Open till 6 p.m. Saturdays, 92 Gloucester Rd., S.W.7. Frobisher 3037. zzz-545

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, 1925 chummy, £15, good runner. Price's Motors, Colindale Avenue, Hendon N.W.9 Colindale 6660. 40-n310

AUSTIN 7 sports, 1929 Stadium 2-seater, black and red, one owner, very attractive, £45 K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 40-348

AUSTIN 7, 1931 coachbuilt sun saloon, perfect condition, £67 10s.; exchanges, deferred. Martins Garages, Highgate Village. 'Phone, Mountview 1228. zzz-345

AUSTIN 7, 1930 de luxe saloon, bargain, £57 10s. Frentzels, 319 Edgware Rd. 'Phone, Padd. 5129. 39-977

AUSTIN 7, 1930 G.E. special saloon, finished grey and blue, perfect mechanical and external condition, £58; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 39-968

AUSTIN, 1928 G.E. Cup model, excellent condition, choice of two, £35; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 39-971

AUSTIN 7, 1931 model sunshine saloon, coachbuilt, beautiful condition, £58; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 39-972

AUSTIN 7, 1931 coachbuilt sunshine saloon, blue, beautiful condition, choice of three, £69; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 39-973

AUSTIN 7 1930 Wydor coachbuilt saloon, taxed, excellent condition, £48. Below.

1931 coachbuilt sunshine saloon, one careful owner, taxed, £60 24, St. Peter's Grove, Hammersmith. Riverside 4652. 39-966

AUSTIN 7s. Lane Motors for Austin 7s.

1928 model Cup sports, chrome-plated, 39 guineas; another, 1926, 23 guineas.

1927 chummies, several from 29 guineas; terms, exchanges. 208 West End Lane, N.W.6. Open Sunday mornings. 39-934

AUSTIN 7!!! 1931 Swallow saloon, in superb mechanical condition, appearance as brand new, small mileage, one owner only, full equipment and extras, and taxed, £90. Harold Simons, Ltd., 311 Euston Rd., N.W.1. Museum 9764. 39-884

AUSTIN. Naylor and Root, Ltd.
Bargains in used Austins.

1931 coachbuilt saloon, sun roof, nice condition, £75.

1930 Wydor sun roof saloon, black and red, taxed, £68.

1929 Swallow coachbuilt saloon, duo tone, as new, £59.

1930 2-seater, wide body, beautiful condition, £59.

1931 Ulster sports 2-seater, choice two, fast, £89.

1931 coachbuilt saloon, small mileage, brown, £69.

1929 Stadium sports 2-seater, many extras, taxed, £52.

1930 tourer, side-screens, good tyres, smart, £59.

1928 Cup model sports 2-seaters, choice five, £39.

1928 coachbuilt saloon, £32; also 1927 model, £28.

1927 Cup model 2-seater, new tyres, very clean, £37.

1929 Wydor fabric saloon, black and red, smart, £49.

1928 Swallow sports 2-seater, duo tone, fast, £48.

1928 tourer, rigid side-screens, good tyres, £32.

1926 tourer, speedo, side-screens, clean car, £24.

Generous exchange allowances. Deferred terms over 18 months. Very attractive prices for motorcycles in exchange. Full list on request.

Naylor and Root, Ltd., Austin specialists, 25 East Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. Open, 9 a.m. to 8 p.m.; Sundays, 10 a.m. to 1 p.m. 39-834

AUSTIN 7. List free; exchanges. Rowland Smith. Below:—

£5 deposit, 49 guineas cash. Late 1929 Swallow 2-seater, cream and green, very good condition, taxed.

£5 deposit, 49 guineas cash. 1930 fabric saloon, exceptional condition.

£4 deposit, 45 guineas cash. Late 1928 Swallow 2-seater, green and black, very good condition.

£3 deposit, 35 guineas cash. Late 1929 Gordon England fabric saloon, safety glass, very good condition.

£3 deposit, 29 guineas cash. 1927 Gordon England fabric saloon, safety glass, very good condition.

£3 deposit, 29 guineas cash. 1928 Gordon England Cup, very good condition.

Rowland Smith, 78-81 High St., Hampstead. All week-days, including Saturdays, 9-9; Sundays, 9-1. Minute Hampstead Tube. Hampstead 6604l-6. 39-867

AUSTIN 7. Don't miss these bargains this week. Portsdown Garage, back of 241-247 Maida Vale, W.9. Below.

1931 sunshine saloon, blue, new tyres, splendid condition, £55. Below.

1930 (July) 4-seater tourer, taxed, insured, small mileage, £39. Below.

1928 saloon, taxed, insured, £27 10s.; 1929 Wydor saloon, £39. Below.

1928 4-seater, taxed, insured, nice condition, £28; another, £22 10s.; several 1927 chummies, £15. Below.

1928 sports Cup 2-seater, £28; several other Austin 7 sports 2-seaters, £20-£25. Below.

Chassis complete. 1930, £25; 1928, £18; 1927, £14. Spares, repairs. Portsdown Garage. Above. 39-861

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

AUSTIN 7, 1925 chummy, engine just overhauled, renewals, running excellently, good condition, £16. Jennings, 65 Lee Park, S.E.3 Lee Green 4335. 39-p215

AUSTIN 7, £50. 1929 Swallow 2-seater sports, good condition, scarlet and lemon. Norris, North-Eastern Hospital, Tottenham. Tottenham 4916. 39-p206

AUSTIN 7. Speechleys, "Famous for fairness"—and Austin 7s. 30 in stock from £15 to £115.

1933 models, immediate delivery from £105, or £4 monthly.

1933 saloon, coachbuilt, blue, 4-speed, rear tank, £115.

1932 saloon, coachbuilt, beige, sun roof, long chassis, 2,000 miles only, £94.

1932 saloon, coachbuilt, blue, sun roof, small mileage, faultless, £89

1932 saloon, coachbuilt, blue, small mileage, tyres unmarked, £85.

1932 Ulster Special, Unblown, one careful owner, as new, £125.

1931 saloon, coachbuilt, maroon, spotless, one careful owner, £68.

1931 saloon, coachbuilt, blue, sun roof, leather, taxed year, £69.

1930 saloon, Mulliner, black, one owner, chromium, safety glass, £56.

1930 2-seater, sports Mulliner, Ace discs, very fast, vee-screen, £55.

1929 saloon, Wydor, brown, very good tyres, excellent general condition, £45.

1929 coupe, Mulliner, moquette upholstery, nice condition, £38.

1928 saloon, coachbuilt, beige and brown, very carefully used, £35.

1927 4-seater, Kingfisher blue, marvellous condition, complete, £27.

We specialise wholly and solely in Austin 7s, and prospective purchasers should consult us. Our cars are carefully scrutinised before purchase, and are sold with a three months' written guarantee. We have a very comprehensive stock, and we shall be very pleased to send any car for demonstration up to 50 miles. Long period deferred terms, and your present car accepted in part exchange at high valuation.

Speechleys, 395 Edgware Rd., Paddington, W.2. Telephone Ambassador 1300. 39-629

AUSTIN 7s. Earl for bargains.

AUSTIN 7, 1928, fabric saloon, good tyres, bargain, £24.

AUSTIN 7, 1928, tourer, finished maroon, taxed, £26.

AUSTIN 7, 1927, Cup, 2 new tyres, in good condition, £22.

AUSTIN 7, 1926, tourer, finished Kingfisher blue, taxed, £17.

AUSTIN 7s. Earls, 75 Heath St., Hampstead, N.W.3. 'Phone 3287. 39-622

AUSTIN 7. Premier, Birmingham, have some excellent saloon bargains, three examples of the value we offer. 1932 coachbuilt de luxe, maroon, maroon hide interior, sunshine roof, taxed to December, five splendid tyres, small mileage, perfect in every way, £88; 1931 series Royal Blue coachbuilt, small mileage, splendid tyres, perfect condition, complete equipment, £75; 1930 dual brown coachbuilt, brown leatherette, splendidly maintained car, perfect throughout, £63; easy payments, one-fifth deposit, balance 18 months; trial anywhere with pleasure. The biggest Midland dealers. Premier Motor Co., Aston Rd., Birmingham. 'Phone, Aston Cross 5822. 39-669

AUSTIN 7 chummy, perfect running order, £10. Snows, 42a Wilton Rd., Dalston, E.8. Clissold 8645. 39-656

AUSTIN 7, practically brand-new, end of 1931, coachbuilt sunshine saloon, taxed, any trial, £75; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. 'Phone Wimbledon 0607. 39-654

AUSTIN 7, 1929, Mulliner sunshine saloon, finished brown, five brand-new tyres, exceedingly smart car, perfect order throughout, £37 10s. M.B. Motors, 336 New Cross Rd., London, S.E.14. 39-572

AUSTIN 7, 1930, coachbuilt sun saloon, taxed, £45. Below.

AUSTIN 7, 1931, tourer, taxed, £50. Wilson Motors, 4 Eccleston St., Victoria. Sloane 7201-2. 39-568

AUSTIN 7, 1927 (May), chummy, splendid condition, £17. Rex Judd Motor Exchange, High St., Edgware. 'Phone 0862 39-891

AUSTIN 7, 1931, C.B. saloon, sunroof, tax December, £75. Below.

AUSTIN 7, 1928, Mulliner saloon, tax December, £35. Below.

AUSTIN 7, 1927, saloon, good chassis, £20; low deposits. Page 199b Upper Richmond Rd., Putney. 7671. 39-582

AUSTIN, 1932 coachbuilt sunshine saloon, de luxe, dark blue, cloth upholstery, sound, one owner, taxed, £82. Below.

1932 coachbuilt saloon, dark blue, leather upholstery, A1 order, tyres as new, taxed, £78. Below

1931 (February) sunshine coachbuilt saloon, dark blue, leather upholstery, very sound, taxed, £73. Below.

1931 Ulster sports 2-seater, nearly new tyres, perfect mechanically, taxed, £95. Below.

1931 4-seater, opal blue, very sound mechanically, attractive throughout, £65. Below.

1930 (July) Swallow saloon, black-maroon, Bosch horn, numerous extras, very sound, £73. Below.

1929 Mulliner de luxe saloon, brown, condition quite above reproach, new battery, good tyres, one private owner only, taxed, £45. Below.

1929 (June) 4-seater, blue, coachwork very clean, engine thoroughly sound, good tyres, Pytene many extras, £40. Below.

1925 (June) 4-seater, grey, speedometer, step mats, new tyres, new hood, exceptional order, £15. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 39-636

"THE MOTOR REPAIR MANUAL." An up-to-date guide to the home repair of motor vehicles. 2s. 6d. net. 2s. 9d. by post.

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

AUSTIN 7hp chassis only, 1927-28, thoroughly rebuilt and reconditioned, £19. Parkers, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 39-595

AUSTIN 7, 1932, coachbuilt sunshine saloon, fawn, taxed, one owner, indistinguishable new, £82 10s.

1930 (May) Wydor fabric sunshine saloon, one owner, exceptional condition, £55 10s.

1929 Mulliner coupe, black and red, taxed, tyres as new, excellent, £37 10s. Harry Nash, 348 King St., Hammersmith. 39-821

AUSTIN 7, 1931, 2-seater, £65; 1930 model saloon, £45; 1931 coachbuilt saloon, £70; 1927 model chummy, £35. Stuart and Co., 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 39-855

AUSTIN 7, 1932 de luxe sunshine saloon, indistinguishable from new, choice of two, blue and maroon, £82 10s. Below.

AUSTIN 7, 1930, Ulster T.T. 2-seater, small mileage, excellent condition, exceptionally fast, £77 10s. Motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 39-887

AUSTIN!!!

Ward and Co. (Putney), Ltd.

AUSTIN 7, £37 10s. 1928 saloon, small mileage, many extras.

AUSTIN 7, £37 10s. 1928 Cup 2-seater, special engine, excellent conditoin, very fast, choice of two.

AUSTIN 7, £57 10s. 1930 Wydor saloon, spotless condition, low mileage.

AUSTIN 7, £61 10s. 1930 Wydor coachbuilt saloon, absolutely as new throughout, genuine bargain.

AUSTIN 7, 1932 de luxe sunshine saloon, indistinguishable from new,

AUSTIN 7, £79 10s. 1931 coachbuilt saloon, sun roof, several extras, absolutely as new, choice of four in stock.

1933 models on view. Immediate delivery.

Ward and Co. (Putney), Ltd., The Austin Specialists. Generous exchanges. Self-financed deferred payments. 5 Upper Richmond Rd. E. Putney 2818-2819. 39-892

AUSTIN 7, 1931, Wydor saloon, one owner, taxed, £64. Paul and Co., 51-53 The Mall, W.5. Ealing 4633. 39-903

AUSTIN 7, 1925, chummy, very good condition throughout and equipped with practically new tyres, £16. Park Garage, Skelton Lane, Leyton. Leytonstone 1437. 39-904

AUSTIN 7, 1931 Swallow saloon, small mileage, excellent condition, £90. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4757. 39-906

AUSTIN 7, £38. June, 1929, chummy, one owner, full equipment, good tyres, perfect condition.

AUSTIN 7, £30. 1928 chummy, thoroughly overhauled, good tyres, full equipment. Ruffells Motors, 97a White Hart Lane, Barnes, S.W.13. Prospect 5549. 39-914

AUSTIN 7, 1932, coachbuilt saloon, finished dark brown and black, really magnificent condition throughout, £82 10s. Below.

AUSTIN 7, 1929, coachbuilt saloon, finished dark blue, excellent tyres, carefully used, super condition throughout, £49. Deferred payments. Motorcycles accepted in part exchange. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. 'Phone, Museum 9515. 39-921

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.

Hackfords for guaranteed second-hand 3-wheelers from £65. Inspection invited at our showrooms.

Hackford Motors, Ltd., 182 Acre Lane, Brixton. 'Phone 3062. zzz-85

B.S.A. sports 3-wheeler, with spare wheel, cost £130, black, with red line, fine order, tax paid, price £69 10s.; exchange and extended payments. Taylors, 135 London Rd., Kingston. 1263. zzz-277

B.S.A. Rennos. 1931 3-wheeler 4-seater, Triplex screen, hood, side-screens, front-wheel drive, 3-speed, reverse, starter, dynamo, windscreen wiper, year's tax, as new, 69 guineas, or £10 down, balance 12-18 months. 232-3-4 Upper St., Islington, N.1. Near Tubes. 'Phone, North 4467-8. 39-797

B.S.A. Steele Griffiths. 1931 de luxe 3-wheeler, as new, £85. Abbey House, Victoria St. (facing Westminster Abbey), (Victoria 0467-9), or 89 Great Portland St., W. (Langham 1601). 39-773

B.S.A. A.Z. Motors. 1931 3-wheeler, sports, £65, taxed; terms; exchanges, 180 West End Lane, N.W.6. Hampstead 0523. 39-699

B.S.A., 1931, August, 3-wheeler, special sports, excellent condition, £67 10s., taxed; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 39-885

B.S.A. Harry Nash, distributor!!

1931 sports 3-wheeler, taxed, excellent condition, £65.

1932 sports 3-wheeler, special engine, small mileage, taxed, £72 10s.

Following brand new 1932 3-wheelers to clear. Unregistered.

Makers' full guarantee. Special sports, listed £115, clearing £95 10s.

Sports, listed £105, clearing £87 10s.

Earliest deliveries 1933 range 3-wheelers from £100; 4-cylinder, £125.

Instant delivery 4-wheeler, 4-cylinder, f.w.d. open sports, colour red, £160. Peerless coupe, Nile blue, £215. Liberal allowances; deferred terms. 348 King St., Hammersmith. 39-815

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

B.S.A. List free. Exchanges. Rowland Smith, below:—

£7 deposit, 72 guineas cash, 1932 model sports 3-wheeler, black and red, one owner, carefully used, practically new, taxed.

£6 deposit, 65 guineas cash, 1931 3-wheeler family 4-seater, blue, very exceptional condition, taxed.

Rowland Smith, 78-81 High St., Hampstead. All weekdays including Saturdays, 9-9; Sundays, 9-1. Minute Hampstead Tube. Hampstead 6041-6. 39-868

B.S.A., 1932 super sports 3-wheeler, mileage 2,000, practically new, bargain £79. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 39-714

B.S.A., 1931 3-wheeler sports 2-seater, very little and carefully used, spare wheel, licensed, only £68. Another, special body, £58. Exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 39-736

BUGATTI. A.Z. Motors. 4-cylinder, 2-seater, excellent condition, smart appearance, £25. Terms, exchanges. 180 West End Lane, N.W.6. Hampstead 0523. 39-705

BUGATTI, 70 m.p.h., super-sports 2-3-seater, entirely overhauled, including reboring and new pistons, exceptional performance, £32 10s.; exchanges, etc. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 39-729

BUGATTI, 75 m.p.h., 12hp, 1½ litre, 1926 modified Brescia 4-seater, ball-bearing engine, overhauled and repainted, guaranteed, exceptional performance, 100% condition throughout, £45, exchanges, etc. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 39-727

BUGATTI. J. K. Greenwood and Co., Ltd., offer:—

BUGATTI, £25!! 11.9hp modified Brescia 2-seater, a really fast job with excellent acceleration, 4 speeds, wire wheels, etc.; 70 m.p.h.!! Really good condition throughout, written guarantee; exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 39-649

BUGATTI. Lane Motors, Brescia 1925-6, first registered 1927, 4-cylinder cigar-shaped body, guaranteed 80 m.p.h., a real motorcar, 50 guineas; terms, exchanges. 208 West End Lane, N.W.6. Open Sunday mornings. 39-950

CITROEN 7, 1925 cloverleaf 3-seater, well equipped, licensed, bargain, £12. Norringtons, 245 Goldhawk Rd., W.12. 39-757

CITROEN, 5 guineas!! 7hp cloverleaf, balloon tyres, runs splendidly. Comerfords, Portsmouth Rd., Thames Ditton. 39-766

CITROEN. £3 deposit, 10 guineas cash, 1926 11.4hp 4-seater, f.w.b., very good condition; list free. All week-days, including Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. 39-869

CITROEN, 59 guineas. 1931 12.8 drop-head coupe, as new. Short and Glass, Ltd., 52, 54 and 56 Fitzroy St., London, W.1. Open Saturdays 9-6. Museum 8176-8177. 39-916

CITROEN, £18. 1928 12-24hp 4-door coachbuilt saloon, completely equipped, exceptionally good condition; another, 1927, £10; exchanges, deferred. 86 Acre Lane, Brixton. 'Phone, 3401. 39-p166

CITROEN 7, 1926 2-seater coupe, full equipment, many spares, taxed, good condition, £9. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 39-p172

CLYNO, 1925-6 10hp tourer, tax December, £9; low deposits. Page, 199b Upper Richmond Rd. Putney 7671. 39-583

CLYNO. A.Z. Motors. 1928 2-seater, £15; terms; exchanges. 180 West End Lane, N.W.6. Hampstead 0523. 39-704

CLYNO. List free; exchanges. Rowland Smith. Below:—

£3 deposit, 25 guineas cash, 1928 model, 11hp fabric 2-seater, practically unworn tyres, one owner, carefully used, very exceptional condition, taxed.

£3 deposit, 25 guineas cash. 1929 9hp 4-seater, exceptional condition.

£3 deposit, 19 guineas cash, 1927 model, 11hp 4-seater, f.w.b., carefully used, very exceptional condition.

£3 deposit, 12 guineas cash. 1927 12hp Royal 2-seater, f.w.b., leather upholstery, very good condition.

£3 deposit, 10 guineas cash. 1926 11hp 4-seater, f.w.b., very good condition.

Rowland Smith, 78-81 High St., Hampstead. All week-days, including Saturdays, 9-9; Sundays, 9-1. Minute Hampstead Tube. Hampstead 6041-6. 39-870

COVENTRY-VICTOR, £4 deposit, 45 guineas cash. Late 1931 7.49hp water-cooled o.h.v. super sports 2-seater, red and black, 2 speeds and reverse, electric starter, one owner, exceptional condition, taxed, cost over £120; list free; exchanges. All week-days, including Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. 39-871

FIATS. Don't miss page 24. 39-546

FIAT, 1920 8hp 2-seater, with dickey, very nice condition, good tyres, £38. A.Z. Motors, Ltd., 62 High Rd., Chiswick. 4716. 39-763

FIAT, 10.8hp 1928 all-weather 4-seater, leather upholstery, excellent condition, £30. Below.

FIAT 9, 1927 de luxe 2-seater and dickey, leather upholstery, exceptionally well kept, £22; exchanges; terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 39-738

FIAT, 1927-8, 11hp roomy drop-head coupe, luxurious car, £25. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 39-995

FIAT, 1928, 12 touring car, fine order, £35. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 39-995

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

FIAT, 8hp 2-seater, new Dunlop tyres and grip brake, runs well, £17 10s. Camden Motors, Buck St. (behind Camden Town Underground). Gulliver 4089. 39-690

FIAT 9. Cass's Motor Mart Ltd. (established 1911). 1930 coachbuilt sportsman's coupe, superb condition, £75; written guarantee; exchanges, extended payments. Cass's, 5 Warren St., W.1. Museum 0623. 39-670

FRAZER-NASH cars offer for sale 1931 Falcon o.h.v. 4-seater; 1930 super-charged special, short chassis, 4 speeds, 2-seater body; 1930 o.h.v. Boulogne 4-speed model 3-4-seater, coachbuilt body; 1928 Vitesse super sports 2-seater, 4 speeds; 1927 super sports 3-seater, 4 speeds. Full particulars on application to Falcon Works, London Rd., Isleworth. Hounslow 3171-2. zzz-339

GWYNNE 8. 60 m.p.h. Chummy in good order, powerful car, £12. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 39-987

HILLMAN Minx, 1932, coachbuilt sunshine saloon, one owner, small mileage, fully guaranteed, unique deferred terms, £135. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 39-13

HUMBERS. Don't miss page 24. 39-547

HUMBER, 1927, 9-20 2-seater, in exceptional condition throughout, excellent tyres, bargain. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4455. 39-715

HUMBER, £70! 1928 model 9-20 4-door saloon, leather upholstery, good tyres, excellent condition throughout; exchange. Parwood, East Hill, Wandsworth. 39-957

HUMBER, £15. 1924 8-18 2-seater, dickey, very good condition, taxed. Parwood, East Hill, Wandsworth. 39-958

JOWETT. Manchester. 1929, 1930, 1931 saloons and tourers always in stock. Distributors for Lancashire, Cheshire and North Wales. Saxo, Jefferis, Ltd., Deansgate. Bla. 1122-3. zzz-927

JOWETT, 1932 Blackbird long saloon, unused, shop-soiled only, fully guaranteed, bargain, £140. Wessex Garage, Longbrook St., Exeter. 39-p829

JOWETT, 1929 long 4-door saloon, taxed, insured December, perfect condition, genuine bargain, £50. 13 Church St., Weybridge. 'Phone 637. 39-p657

JOWETT. 40 snips on page 22. 39-824

JOWETTS. Don't miss page 24. 39-548

JOWETT, 1931, 7hp de luxe long chassis saloon, small mileage, excellent throughout, guaranteed, unique deferred terms, £92. 516-522 Streatham High Rd., S.W.16. 'Phone Pollards 4444. 39-11

JOWETT, 1930 late. Black Prince de luxe saloon, long chassis, bumpers, spotlight, taxed, fully insured, one owner, excellent order throughout, £75; 1927 4-seater, £18; 1926 4-seater, £14; 1932 coachbuilt saloon de luxe, £120. Write us your requirements. We always buy and sell second-hand and new Jowetts. Pater, Jowett specialists, Bedford. 3319. 39-p162

JOWETT, 1930, 4-door long saloon (maroon fabric), Triplex glass, electric wiper, chromium, taxed, insured, bargain, £65. Roberts, 138 Ruabon Rd., Wrexham. 39-p180

JOWETT, 1930, long saloon, brown, perfect, £67 10s. White, 79a Holdenhurst Rd., Bournemouth. 39-p175

JOWETT, 1929 long chassis, 4-door, fabric saloon, Bosch horn, new rear tyres, first-class condition, not used since September 1931, best offer secures. 6 Florence Rd., Abbey Wood. 39-p173

JOWETT, 1929, 7hp long chassis 4-seater, f.w.b., nice condition, £37 10s.; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. 'Phone 3122. 39-611

JOWETT, 1928, long chassis tourer, condition as new, £32; low deposits. Page, 199b Upper Richmond Rd., Putney. 7671. 39-584

JOWETT, 1931, 7hp Black Prince 4-door saloon, f.w.b., wire wheels, perfectly maintained, one owner, taxed, £85; terms, exchanges. Open 9 till 9, Sundays 10 till 2. Makin and Harrison, 492 Chiswick High Rd., W.4. Chiswick 0558. 39-677

JOWETT, 1930, saloon, taxed December, new tyres, £65; or near offer. Staples, 269 Amhurst Rd., N.16. 39-p75

JOWETT. F.O.C.H. Ltd., the largest Jowett dealers and specialists. Comprehensive selection of guaranteed second-hand cars always in stock. Send for free list. Below.

F.O.C.H. Two 1933 Kestrels actually in stock for immediate delivery. Below.

F.O.C.H. 1932 7hp Blackbird de luxe 4-door saloon, Magna wheels, one owner, small mileage, practically brand-new condition, taxed, 119 guineas. Below.

F.O.C.H. 1931 7hp Black Prince long chassis de luxe 4-door saloon, black and green, moquette, f.w.b., wire wheels, one owner, carefully used, practically new condition, taxed, 98 guineas. Below.

F.O.C.H. 1931 7hp Black Prince de luxe 4-door saloon, f.w.b., wire wheels, one owner, carefully used, magnificent condition throughout, 92 guineas. Below.

F.O.C.H. 1929 7hp short chassis 4-seater, maroon, speedometer, screenwiper, one owner, carefully used, extraordinarily good order throughout, 42 guineas. Below.

F.O.C.H. 1929 (November) 7hp 7 cwt. commercial van, f.w.b., 70 cubic feet capacity, exceptionally good condition throughout, taxed, 42 guineas. Below.

F.O.C.H. 1926 (late) 7hp long chassis 2-seater, maroon, starter, excellent condition throughout, 16 guineas; exchanges, deferred. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 39-802

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

JOWETT 2-seater, excellent condition, 10 guineas. Buntings Jowett Agency, Wealdstone, Harrow. 39-975

JOWETT, 1928, Long Four, taxed December, only registered 16 months, Homfray-Sanberg freewheel, Triplex glass, Trip speedometer, two horns, every extra, excellent condition, £35; exchange saloon, evenings. Fernside, Dale Grove, North Finchley. 39-p219

JOWETT long chassis tourer, 18 guineas. Chantry Motors, Ltd., 30 Uxbridge Rd., W.5. Ealing 4161-2. 39-937

JOWETT, 1926-27, 7hp long chassis 4-seater, small mileage, full comprehensive to July, perfect condition, new hood and battery, good tyres, full all-weather equipment, £20. Ruffells Motors, 97 White Hart Lane, Barnes, S.W.13. Prospect 5549. 39-915

JOWETT. Cookes Motors offer several very nice saloons, 1928 long chassis saloon, £40; 1929 sports chassis saloon, £45; long chassis black fabric saloon, £59; terms and exchanges. Open Sundays, 54-6 Brighton Rd., Sutton. 'Phone 3800-1 and 4661. 39-601

LEA-FRANCISES. Don't miss page 24. 39-549

LEA-FRANCIS, £25. 12-40 sports tourer, 4 speeds, f.w.b., etc.; exchanges and deferred. Palmers, 53 York St., Twickenham. Popesgrove 1454. 39-751

LEA-FRANCIS, 1928 12hp sports 4-seater, good order, £45. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 39-998

LEA-FRANCIS, £32 10s. 1927 2-seater, good tyres, f.w.b., fully equipped, excellent condition, fast. Below.

LEA-FRANCIS, £44 10s. 1927 12-50 sports 4-seater, all-weather equipment, good tyres, very attractive. Below.

LEA-FRANCIS, £62 10s. 1928 12-50 sports saloon, wire wheels, most attractive, very fast. Below.

LEA-FRANCIS, £47 10s. 12-50 sports 4-seater, twin carburettors, Servo brakes, excellent condition; exchanges; terms. Ward and Company, 5 Upper Richmond Rd. E. Putney 2818. 39-893

LEA-FRANCIS, 1927 drop-head coupe, 12hp, £35. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 39-979

M.G.S Don't miss page 24. 39-550

M.G. Midget. 40 snips on page 22. 39-825

M.G. Magna, £15 deposit, 155 guineas cash. 1932 model, sports 4-seater, black and red, one owner, carefully used, practically unworn tyres, very exceptional condition; exchanges. Rowland Smith. Below.

M.G. Midget, £11 deposit, 115 guineas cash. 1932 model, coachbuilt 2-seater, black, blue wheels, one owner, very exceptional condition, taxed; lists free; exchanges. All week-days including Saturdays 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. 39-872

M.G. Midget, 1931, sports 2-seater, red, one owner, tyres as new, faultless condition; 3 months guarantee, £90; exchanges. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 39-706

M.G., 1931, specially tuned Midget, special 4-speed, close-ratio gearbox, chromium plated fittings, Triplex glass, 4 brand new tyres, finished in black and red, paintwork unscratched, exceptional condition throughout, £95; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 39-756

M.G. Midget, late, sportsman's sunshine coupe, taxed, superb condition, £95. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 39-786

M.G. H. A. Saunders specializes in carefully used Midgets.

1931 coachbuilt sports coupe, red and black, unquestionably very attractive throughout, £135. 330 Euston Rd., N.W.1. Museum 4511. 39-795

M.G. Magna. Cookes Motors offer 1932 4-seater, exceptionally fast, £169; terms and exchanges. Open Sundays. 54-6 Brighton Rd., Sutton. 'Phone 3800-1. 39-602

M.G., 1930, sports 2-seater, red and black, big sump, over-size tyres, in faultless condition throughout, open to any inspection, £67 10; or exchange. 359a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 39-845

M.G. Jarvis of Wimbledon for secondhand M.G. bargains.

1932 M.G. Magna Jarvis 2-seater, finished in grey, small mileage, £165.

1932 M.G. Magna salonette, blue and black, faultless condition throughout, very small mileage, spare tyre unused, £195.

1931 Double-12 model, Jarvis Midget, a quite unique car, coachbuilt Jarvis body, dark blue with blue leather upholstery, innumerable extras including 10-gallon rear petrol tank, special exhaust system, 6-in. rev. counter, Marchal headlamps, oil and water thermos, etc., etc., an unrepeatable bargain at £135. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. 'Phone 2526. 39-865

M.G. Midget, J.2 model, 1933 series, only done 216 miles, sacrifice, owner called abroad, £175. Below.

M.G. Magna, 1932, Jarvis close-coupled 2-seater, absolutely as new, £185. Below.

M.G. Magna, 1932, sunshine coupe, many extras, £195; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 39-888

M.G. Midget, 1930, 2-seater sports, ribbed brake drums, very fast, condition absolutely as new, £85. Rhinds (Motors), Ltd., 258 Deansgate, Manchester. 39-922

M.G. Midget, 1932, blue fabric 2-seater, mileage 5,000, taxed, owner-mechanic, absolutely as new, £120. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 39-964

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

M.G. Midget, 1930, 2-seater, new condition, big sump, taxed, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 39-997

M.G. Magna, 1932 International sports 4-seater, like new, £165. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6. 39-992

M.G., 1932 Midget 2-seater, black-red, stone guard, mileage 4,000, shop-soiled condition only, taxed, £130. Smith and Hunter, 407 Edgware Rd. Ambassador 1011. 39-637

M.G. Midget, 1931 sports 2-seater, fully equipped, as new, black and red, small mileage, terrifically fast (Highbury), 79 guineas; three-months'-written-guarantee; exchanges; terms. 100 other cars. Kirk and Co., 28, 30, 32 Highbury Corner, N.5. (North 4784.) Close 8 p.m. week-days; Sundays, 10 a.m. till 1 p.m. 39-617

M.G. Midget, 1930 sports coupe, finished in red and black, excellent tyres, sunshine roof, pneumatic red upholstery, numerous extras, whole car absolutely unscratched, very fast, £85; terms; exchanges. M.B. Motors, 336 New Cross Rd., London, S.E.14. 39-573

M.G. Magna. Brooklands Motor Company offers:—1932 special coupe, in perfect condition, taxed, £200; late property of Amy Johnson; written guarantee; exchanges and private deferred terms. 167 Gt. Portland St., W.1. Museum 3143-4. 39-575

M.G., 1931 Midget 2-seater, black and red, small mileage, carefully used, exceptional condition throughout, £110. Parkers, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 39-592

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, Homacs, 243 and 247 Lower Clapton Rd., E.5. 'Phone, Clissold 9616-9617. zzz-955

MORGAN. Maskell for Morgans. Sole London agents, south of the Thames. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E.5. Brixton 5725. zzz-122

MORGAN. List free; exchanges. Rowland Smith. Below:—

£9 deposit, 89 guineas cash. Late 1932 super-sports special, specially tuned racing o.h.v. J.A.P., yellow and red, 3 speeds and reverse, electric starter, Triplex screen, cycle-type wings, foot accelerator, one owner, small mileage, practically brand new; cost about £140.

£4 deposit, 45 guineas cash. 1930 de luxe water-cooled racing o.h.v. J.A.P., reduced steering, l.w.b., straight-through exhausts, cycle-type wings, very good condition, taxed.

£3 deposit, 35 guineas cash. 1927 Aero, racing o.h.v. J.A.P., cream and red, l.w.b., straight-through exhausts, very good condition, taxed.

£3 deposit, 35 guineas cash. Late 1928 Family, 8hp w.c. J.A.P., l.w.b., reduced steering, carefully used, exceptional condition.

£3 deposit, 19 guineas cash. 1927 Family, 8hp J.A.P., dynamo, l.w.b., very good condition.

£3 deposit, 15 guineas cash. 1926 de luxe, 8hp w.c. J.A.P., dynamo, very good condition.

Rowland Smith, 78-81 High St., Hampstead. All week-days, including Saturdays, 9-9; Sundays, 9-1. Minute Hampstead Tube. Hampstead 6041-6. 39-873

MORGANS. Carlton Garage for Morgans.

1929 Aero, o.h.v., valanced cycle wings, taxed, 43 guineas; another, 35 guineas.

1926 Aero, J.A.P., any trial, 15 guineas; another, 19 guineas.

1927 model Aero, J.A.P., l.w.b., racing type dash, 29 guineas.

1925 model Aero type G.P., just overhauled, 19 guineas.

Morgan type New-Hudson 3-wheeler, 3-speed, reverse, 17 guineas; Morgan type T.B. 3-wheeler, 3-speed, reverse, 14 guineas; terms; exchanges, 208 West End Lane, N.W.6. Open Sunday mornings. 39-929

MORGAN, 1929 Super Aero, 10-40 o.h.v. J.A.P., starter, foot accelerator, Triplex screen, as new, £58. Rhinds (Motors), Ltd., 258 Deansgate, Manchester. 39-923

MORGAN, 1930 (July) 8hp Family 4-seater, taxed, one owner, starter, many extras, new tyres, definitely the best Morgan offered, £47 10s. Paul and Co., 51-53 The Mall, W.5. Ealing 4633. 39-902

MORGAN, Big Port w.c. J.A.P., taxed, insured, new tyres, sports body, repainted, 50 m.p.g., fast, £22; offers. Stewart, 61 Kentish Rd., Belvedere, Kent. 39-n964

MORGAN, £35. 1929 8hp Family model 4-seater, fitted J.A.P. engine, dynamo lighting and starting, taxed year; exchanges, deferred terms. Phillips and Powis (Motors), Ltd., 470-478 Oxford Rd., Reading. 'Phone 2600. 39-597

MORGAN Aero, 1927, o.h.v. J.A.P., taxed, insured, exceptional condition, l.w.b., £37. 23 Salisbury Rd., Manor Park. E.12. 39-p197

MORGAN. Clearance sale. Fine selection used 3-wheelers, also brand-new 1932 models at huge reductions. Write for 3-wheeler Clearance Sale list. Colmore Depot, 77 Station St., Birmingham. 39-579

MORGAN, 1928, Aero, l.w.b., reduced steering, £30. Below.

MORGAN, 1928, Family, J.A.P., l.w.b., perfect order, £32; low deposits. Page, 199b Upper Richmond Rd., Putney. 7671. 39-585

MORGANS. Douglass for Morgans. Sole West London agent trade and retail, every spare, every repair, sound second-hand Morgans always in stock. F. H. Douglass, St. Mary's Sq., Ealing, W.5. Tel., 6470 Ealing. 39-662

MORGAN and second-hand spares, largest stock in London. Morgan Depot, 8a Ainger Rd., N.W.3. Primrose 0046. 39-757

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

MORGAN.

Naylor and Root, Ltd.

Over 30 models in stock.

1932 super-sports, 3-speed, £98.
1931 super-sports, M chassis, £79.
1930 super-sports, M chassis, £68.
1928 super-sports, 10-40 J.A.P., £52.
1931 Aero o.h.v. J.A.P., M chassis, £72.
1930 Aero o.h.v. J.A.P., M chassis, £65.
1931 Aero s.v. J.A.P., M chassis, £65.
1930 Aero o.h.v. J.A.P., extras, £55.
1929 Aero o.h.v., taxed, maroon, £47.
1928 Aero o.h.v. J.A.P., red, £45.
1928 Aero o.h.v. Anzani, two, £39.
1927 Aero o.h.v. J.A.P., red, £38.
1926 Aero o.h.v. Blackburne, £28.
1925 Aero o.h.v. Anzani, £24.
1930 Family de luxe, s.v., £45.
1929 Family, w.c., starter, £39.
1928 Family o.h.v. J.A.P., £35.
1927 Family s.v. J.A.P., £27.
1926 Family w.c. J.A.P., £19.
1929 de luxe s.v. J.A.P., £34.
1928 de luxe w.c., taxed, £28.

Many of the above are duplicated, and a difference of colour is therefore available in many instances. Very generous allowance will be made on your motorcycle or car in exchange, and deferred terms arranged for balance over 18 months. Send for our latest list of Morgan bargains to-day and save disappointment.

Naylor and Root, Ltd., Morgan specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. 'Phone Battersea 6187-9. Open 9 a.m. to 8 p.m. (Wednesday 1 p.m.), Sundays 10 a.m. to 1 p.m. 39-835

MORGANS. Homacs have for disposal the following guaranteed Morgans:—

1932 super-sports 10-40 o.h.v. J.A.P. 3-speed and reverse, extremely fast, guaranteed faultless, taxed, £95.

1931 Aero, M chassis, 8hp s.v. J.A.P., dip head lights, extra wing lamps on cycle-type wings, spring steering wheel, bumpers, extras too numerous to mention, spotless, £74 10s.

1931 Family, M chassis, dynamo, starter, 8hp w.c. J.A.P., speedometer and affle-screens, perfect, £69 10s.

1927 Family 8hp w.c. J.A.P., dynamo, l.w.b., side-screens, good tyres, excellent order, £35 10s.

1927 Family 8hp a.c. J.A.P., dynamo, side-screens, excellent order throughout, £27 10s.

1929 de luxe 2-seater, special body, 8hp a.c., dynamo, etc., very fast, perfect order, £27 10s.

1927 de luxe 8hp a.c. J.A.P., dynamo lighting, l.w.b., in excellent running order, £18 10s.

Deferred terms arranged on any of the above.

Homacs Official Morgan Service Depot, 243 and 247 Lower Clapton Rd., E.5. 'Phone Clissold 9616-7. 39-848

MORGAN, 1931, 10-40hp o.h.v. Super, blue and grey, vee screen, in original condition throughout, 79 guineas; exchanges, terms. Speechleys, 395 Edgware Rd., W.2. Ambassador 1300. Open 9-8 all the week, Sunday 10-1. 39-630

MORGAN. Rennos. Late 1928 super-sports, underslung chassis, l.w.b., 10-40 o.h.v. w.c. J.A.P., twin float carburetters, special streamline body with cowl, repainted black, lined red, cycle type wings red, green wheels, taxed year, fast and smart, 49 guineas or £10 down, 52s. monthly. 232-3-4 Upper St., Islington, N.1. Near Tubes. 'Phone North 4467-8. 39-798

MORGAN, £20; exchanges!!! 1927 2-seater de luxe, o.h.v., l.w.b., chromium, etc., taxed, really exceptional throughout. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 39-852

MORRIS Minor. 40 snips on Page 22. 39-826

MORRIS Minor, 1933 2-seater, 4-speed, green, mileage few hundred only, taxed, usual guarantee, £90. Below.

1932 Morris Minor sunshine saloon, mileage 8,000, perfectly kept, taxed, insured April, 1933, £92.

1932 2-seater, green, exceptionally fast, moderately used, good tyres, any trial, taxed, £72. Below.

1931 sports 2-seater, black-red, mileage 9,500, very complete, an A1 lot, taxed, £65. Below.

1931 (May) 2-seater, side valve, grey, new hood, mechanically faultless, one owner, £57. Below.

1931 sunshine saloon, o.h.v., dark maroon, bumpers, 4 new tyres, superbly kept, taxed, £75. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturdays 5, Sundays 10-1. 39-638

MORRIS Minor, £75. 1932 s.v. coachbuilt saloon, completely equipped, excellent condition throughout. Below.

MORRIS Minor, £57. 1931 s.v. coachbuilt saloon, sunshine roof, completely equipped, excellent condition throughout, exchanges, deferred. 86 Acre Lane, Brixton. 'Phone 3401. 39-p167

B5

"THE MOTOR SHIP REFERENCE BOOK FOR 1932." An Authoritative Handbook for All Interested in Motor Shipbuilding. 5s. net. 5s. 6d. post free.

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

MORRIS. Cookes Motors offer 1932 sportsman's 8hp 4-door saloon, practically brand new, taxed year, £117; terms and exchanges. Open Sundays. 54-6 Brighton Rd., Sutton. 'Phone 3800-1 and 4661. 39-606

MORRIS Minor saloons, chummies, taxed, insured and guaranteed, from £15 down; exchanges; numerous other makes and types in stock; list on request. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W.14. 'Phone, Prospect 3332. 39-680

MORRIS Minor, 1931 o.h.v. coachbuilt sunshine saloon, Triplex, luggage grid, bumpers, colour maroon, excellent condition, taxed and fully insured, genuine bargain, £65. Write, Griffiths, 10 Summerland Mansions, Muswell Hill, N.10. 39-p30

MORRIS Minor, 1930 coachbuilt saloon, run roof, brown and black, exceptional condition throughout, carefully used, £65. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 39-593

MORRIS Minor, late 1931 coachbuilt sunshine saloon, spotless condition, £70; exchanges and deferred terms Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone Wimbledon 0607. 39-655

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). 39-652

MORRIS. Cass's Motor Mart Ltd. (established 1911). 1932 Family 8 sunshine saloon, black and green, £115.

MORRIS Minor, 1932, saloon, blue, superb condition, £90; written guarantee; exchanges; extended payments. Cass's, 5, Warren St., W.1. Museum 0623. 39-673

MORRIS Minor, 1930 model, o.h.v. coachbuilt saloon, sunshine roof, in thoroughly good condition and appearance, smart 2-tone brown and buff. 58 guineas. Kirk. Below.

1929 8hp o.h.v. tourer, fullest equipment, good tyres and appearance, very carefully used, taxed to December, 37 guineas; Three-Months'-Written-Guarantee; exchanges, terms; 100 other cars. Kirk and Co., 22, 49 Praed St., W.2. (Paddington 6049). Close 8 p.m. week-days, Sundays 10 a.m. till 1 p.m. 39-618

MORRIS Minor, 1931, Stadium 2-seater, green and black, superlative condition, one owner, countless extras, 59 guineas; exchanges, terms. Speechleys, 595 Edgware Rd., Paddington, W.2. Telephone Ambassador 1300. 39-631

MORRIS Minor, 1930 July, Arrow sports 2-seater, fast, almost new condition, bargain, £50. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 39-963

MORRIS Minor, 1932, 2-seater, pneumatic upholstery, taxed, single owner, perfect condition, £78. Ring Mitcham 2682 after 8.30 p.m. 39-p218

MORRISES. Newnhams always have an excellent selection of Morrises available; few examples below, but full list on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

Minor, 1932, 8hp coachbuilt sliding roof saloon, moderate mileage and perfect, £88.

1932 8hp 2-seater, blue, small mileage and perfect, £72.

1931 8hp coachbuilt opening roof saloon, exceptionally nice order throughout, £68.

1930 8hp saloon, black and red, beautiful little car, £45.

1929 8hp tourer, blue, carefully used, one owner, £32.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 39-943

MORRIS Minor, £69 10s. 1931 coachbuilt saloon, sun roof, small mileage, several extras, as new. Below.

MORRIS Minor, £89 10s. 1932 coachbuilt saloon; choice of four; sun roof, spotlight, bumpers, etc., absolutely spotless; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 39-894

MORRIS Minor, 1931, o.h.v. coachbuilt saloon, sunshine roof, bumpers, luggage carrier, finished dark blue, one owner, super condition, £73. Below.

MORRIS Minor, 1931, s.v. coachbuilt saloon, sunshine roof, finished dark blue, mileage 5,000 only, absolutely as new, taxed, £72 10s.; deferred payments; motorcycles accepted in part exchange. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. 'Phone Museum 9515. 39-920

MORRIS Minors. Lane Motors for Morris Minors.

1931 o.h.v. saloons, several from 68 guineas.

1929 saloon, just overhauled, 39 guineas.

1930 o.h.v. saloon, one owner, 49 guineas; terms, exchanges. 208 West End Lane, N.W.6. Open Sunday mornings. 39-933

MORRIS Minor, 1931, o.h.v. coachbuilt sunshine saloon, black, Triplex, bumpers, etc., guaranteed as new, £74. Harry Nash, 348 King St., Hammersmith. 39-825

MORRIS Eight sports coupe, 1932, as new, £115. Roupell, 15 Portsea Mews, Connaught Square. Ambassador 1337. 39-561

MORRIS Minor, 1931, B.C. special 2-seater, o.h.v., fast, unscratched, £70. Roupell, 15 Portsea Mews, Connaught Square. Ambassador 1337. 39-560

MORRIS Minor. Brooklands Motor Co. offers:—1930 late 2-seater, fitted with M.G. engine, exceptionally fast, £55; written guarantee; exchanges and private deferred terms. 331 Euston Rd., N.W.1. Museum 3143-4. 39-576

MORRIS Minor, late 1930 saloon, one owner, taxed, exceptional condition, £45. Back of 241 Maida Vale, W.9. 39-857

MORRIS Minor, Steele Griffiths. 1931 saloon, black, showroom condition, £75. Abbey House, Victoria St. (facing Westminster Abbey), (Victoria 0467-9), or 89 Great Portland St., W. (Langham 1601). 39-772

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

MORRIS Minor, £5 deposit, 52 guineas cash. 1930 fabric saloon, one owner, very exceptional condition, taxed; list free; exchanges. All weekdays, including Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. 39-874

MORRIS Minor, 1932 coachbuilt sunshine saloon, finished green, moderate mileage, one owner, appearance as new, taxed, £98; also

1931 saloon, black finish, excellent condition, £69; own hire purchase; exchanges. Newnhams, 136-8 Streatham Hill, S.W.2. 'Phone, Streatham 8830-1. 39-809

MORRIS Minor. F.O.C.H., Ltd. 1931 (March) 8hp 2-seater, grey, bumpers, one owner, exceptional condition, taxed, 49 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 39-803

MORRIS Minor, 1929 fabric saloon, exceptionally nice condition; three new tyres, £40. A.Z. Motors, Ltd., 62 High Rd. Chiswick 4716. 39-762

MORRIS Minor, 1930 coachbuilt sunshine safety saloon, taxed, very well kept, £58. Also 1931 coachbuilt sunshine, new condition, £68. Below.

MORRIS Minor, 1932 2-seater, very small mileage, several extras, like new, £75. Below.

MORRIS Minor, 1931 2-seater, most carefully used, exceedingly good condition, £58. Below.

MORRIS Minor, 1930 tourer, blue, chromium, £45; exchanges; terms. Norrington, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 39-739

MORRIS Minor. Stocktaking sale!!! 1932 Minor 2-seater, £69; 1931 Minor 2-seater, taxed, £49; 1931 sunshine s.v. saloon, £69; 1929 Minor 4-seater, £35. Above are in excellent condition throughout and ready for immediate use. Several other Minors in stock. Deferred, exchanges. W.J.C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. Open Sunday mornings. Send for list. 39-726

MORRIS Minor, 1931 coachbuilt sunshine saloon, taxed, one owner, exceptional condition, three month' guarantee, £69; exchanges. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 39-707

MORRIS Family 8, 1932 sunshine coachbuilt saloon, finished in blue, scarcely used, is definitely as good as new in every respect, many extras, bargain, £168; exchanges, terms M.B. Motors, 336 New Cross Rd., London, S.E.14. 39-571

MORRIS Family 8, 1932 saloon, practically brand new, £115. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 39-716

PEUGEOT, 7hp., mileage under 12,000, new tyres, taxed, £24. 126 The Grove, West Wickham, Kent. Springpark 1297. 39-p200

PEUGEOT. F.O.C.H., Ltd. 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.3. Hampstead 2215-6. Open Sunday mornings. 39-804

PEUGEOT coupe, 6.4hp, excellent throughout, £12 10s. Chantry Motors, Ltd., 30 Uxbridge Rd., W.5. Ealing 4161-2. 39-941

PEUGEOT, 1928 12hp coachbuilt saloon, 4 doors, reliable car, £17. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. 39-989

PEUGEOT. A.Z. Motors. 1929 7hp 2-seater coupe, £20; terms, exchanges. 180 West End Lane, N.W.6. Hampstead 0523. 39-703

PEUGEOT, 1927-8 7hp 4-seater, excellent condition, taxed, £15; exchanges. Yarwoods, Stoneley South, High Rd., Tottenham. 'Phone 3122. 39-610

RENAULT, 1930, 9.15 coachbuilt saloon, owner driven, new battery, many extras, condition as new, bargain, £65. 155 Ravenslea Rd., Balham. 39-n611

RENAULTS. Don't miss page 24. 39-551

RENAULT, 1927, 4-seater 9-15 tourer, insured, excellent condition, £12 10s. King, 26 Hazeldene Rd., Chiswick, W.4. 39-p203

RENAULTS. The following cars carry our usual guarantee. Deferred terms, part exchange. Welham Renault sales and service distributor, Surbiton Hill Rd., Surbiton. Elmbridge 1873.

1932 cars, shop-soiled, to clear.

10.8 saloon, 5-seater, maroon, £170.

13.9 Speed Four saloon, 5-seater, blue or maroon, £170.

1930-1 12hp Monastella drop head coupe, dual brown, 8,000 miles, taxed and insured till Christmas, £75.

1928-9 12-5 Monasix saloons, coachbuilt or Weymann, completely overhauled, new batteries, tyres, £45 each.

1927 9-15 tourers, all-weather, leather upholstery, side screens, taxed, £20 to £25 each; choice of three. 39-962

RILEY. 40 snips on page 22. 39-827

RILEY specialists. Write for list of guaranteed used cars to Sussex distributors, Lewes Motors, Lewes. zzz-474

RILEYS. Don't miss page 24. 39 552

RILEY 9, 1929 Mark IV twin carburetter special black Monaco saloon, exceptional condition, licensed, £95. Below.

RILEY 9, 1929 black fabric Monaco saloon, one owner, carefully used, £85; another, £79; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 39-740

RILEY 9, 1930 model Monaco saloon, very nice condition, taxed, £115. A.Z. Motors, Ltd., 62 High Rd. Chiswick 4716. 39-764

RILEY, 1929 Mark IV Monaco saloon, open to any examination or trial, £95. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 39-785

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

RILEY, 1931 (late) Monaco saloon, black and green, in perfect condition throughout, with Jarvis guarantee, £160. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. 'Phone 2526. 39-863

RILEY 9, Monaco special saloon, 1929, two carburetters, one careful owner, in original condition throughout, £82 10s. 39 Lowisham Hill, S.E.13. Lee Green 1295. 39-p205

RILEY 9, £69 10s. 1928 Monaco saloon, excellent condition throughout, special chassis; exchanges, terms. Ward and Company, 5 Upper Richmond Rd. E. Putney 2818. 39-895

RILEY, 1929, 9hp Mark 4 Monaco saloon, blue, really first-class example, £85. Newnhams, 237 Hammersmith Rd., W.6. Riv. 4646. 39-944

RILEY 9 special 4-seater, 2 carburetters, black and red, tonneau cover, safety glass, etc., superb condition, £135. Chantry Motors, Ltd., 30 Uxbridge Rd., W.5. Ealing 4161-2. 39-936

RILEY 9 1931 Monaco saloon, sliding roof, taxed, £175. Birnam, Rosendale Rd., Epsom, Surrey. 41-p216

RILEY, 1928, 12hp coachbuilt saloon, 65 m.p.h., £50; another, £45. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 39-999

RILEY 9, 1930, Monaco saloon, like brand-new, £120; also a Biarritz model. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. 39-1

RILEY 9, 1929, Mark 4 saloon, good order, £80. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 39-981

RILEY, 1932 (March), 9hp Gamecock, blue, mileage under 8,000, car recently tuned by makers and in perfect condition, £235. Wantage Motors, Wantage. 'Phone 11. 39-574

RILEY, 1930 model, 9hp Monaco Mark 4 saloon. Triplex glass, wire wheels, good tyres, very well kept, super performance, 105 guineas; Three-Months'-Written-Guarantee; exchanges, terms; 100 other cars. Kirk and Co., 22, 49 Praed St., W.2. (Paddington 6049). Close 8 p.m. week-days, Sundays 10 a.m. till 1 p.m. 39-619

RILEY 9 fabric tourer, 1929 series, excellent order and condition, £77 10s. Below.

RILEY 9 Monaco saloon, 1929, good order, sports engine, £88. Wilson Motors, 4 Eccleston St., Victoria. Sloane 7201-2. 39-566

RILEY 9, 1929, Mark 4 fabric tourer, excellent condition, £85. Harter, Estoril, The Drive, Rickmansworth. 39-p179

RILEY 9, 1929, Monaco saloon, very low mileage, taxed, £85; terms, exchanges. 2 Pepys Rd., Raynes Park Station. Wimbledon 4941. 39-p165

RILEY. A.Z. Motors. 1928 9 Monaco saloon, reconditioned, 65 guineas; terms, exchanges. 180 West End Lane, N.W.6. (Hampstead 0523.) 39-702

ROVERS. Don't miss page 24. 39-553

ROVER. 40 snips on page 22. 39-828

ROVER 10, £38. Sport de luxe 4-seater, 1928, cream, brown, taxed, insured, any trial. H. N., 347 Main Rd., New Eltham, S.E.9. 39-p199

ROVER 10, 1930 sportsman's sunshine coupe, carefully used, full equipment, unique deferred terms, £72. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 39-15

ROVER 10, 1930 sun roof saloon, taxed, fine condition, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6. 39-988

ROVER, 1931 10.25hp coachbuilt 4-door saloon, sliding roof, fullest equipment, wire wheels, safety glass, chromium plated, super condition. Make a call and examine this splendid car. 89 guineas. Kirk. Below.

1928 10.25hp sunshine saloon, all equipment, good tyres, nice condition, taxed to December, 45 guineas; three-months'-written-guarantee; exchanges, terms. 100 other cars. Kirk and Co., 22, 49 Praed St., W.2. (Paddington 6049.) Close 8 p.m. week-days; Sundays, 10 a.m. till 1 p.m. 39-620

ROVER. J. K. Greenwood and Co., Ltd., offer:—

ROVER, £30!!! 8-9hp. special streamlined sports 2-seater, recently re-cellulosed, blue with red wings and red wire wheels, f.w.b., disappearing hood, Vee screens, good balloon tyres, 80 m.p.h., speedometer, etc., in beautiful condition throughout; written guarantee; exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 39-650

ROVER 10. Cookes Motors offer new shop-soiled 1932 sunshine saloon, £200 model, special clearance, £159; makers' guarantee; terms and exchanges. Open Sundays. 54-6 Brighton Rd., Sutton. 'Phone, 3800-1 and 4661. 39-604

ROVER. Cookes Motors offer 1930 light 6 sports saloon, cycle wings, etc., £88; terms, exchanges. Open Sundays. 54-6 Brighton Rd., Sutton. 'Phone 3800-1 and 4661. 39-605

ROVER Pilot, 1932 12.6 coachbuilt sunshine saloon, 4 speeds, rear petrol tank, wire wheels, bumpers, etc., excellent condition, unique deferred terms, £135. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 39-16

ROVER, 10, 1932, coachbuilt saloon, fitted with Magna wheels, sun roof, 8,000 miles, £125. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 39-994

ROVER 10, 1932, de luxe coachbuilt sunshine saloon, taxed, Triplex, low mileage, one owner, condition as new, three months' guarantee, £125.

ROVER 10, 1929, sunshine sportsman's coupe, wire wheels, one owner, low mileage, excellent condition, three months' guarantee, £58; exchanges. Allery and Bernard, 344 Kings Rd., Chelsea. Flaxman 4633. 39-708

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

ROVER 10, 1931, 4-door saloon, Magna wheels, licensed, £78; choice of 2. Below.

ROVER 9, 1927, 2-seater super-sports, bargain, £25; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 39-741

ROVER 10. Steele Griffiths. 1931 de luxe sunshine saloon, blue, excellent condition, £115. Abbey House, Victoria St. (facing Westminster Abbey), Victoria 0467-9; or 89 Great Portland St., W. Langham 1601. 39-774

ROVER. H. A. Saunders specializes in carefully used Rovers.

1929 10.25 sunshine saloon, leather upholstery, taxed, splendid condition, £65. 330 Euston Rd., N.W.1. Museum 4911. 39-794

ROVER, 1925, 9hp tourer, one owner, really excellent little car, to clear, £10.

1931 10-25hp Rover coachbuilt sliding roof saloon, one owner, exceptional condition, £95; own hire-purchase, exchanges. Newnhams, 136-8 Streatham Hill, S.W.2. 'Phone Streatham 8850-1. 39-811

ROVER 10, £8 deposit, 85 guineas cash. 1931 model coachbuilt sunshine saloon, blue, Magna wheels, one owner, carefully used, very exceptional condition, taxed; list free; exchanges. All week-days including Saturdays 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. 39-875

ROVER 10, 1931, sunshine saloon, 4-door, exceptionally roomy car, bargain, £98. Rhinds (Motors), Ltd., 258 Deansgate, Manchester. 39-924

ROVERS. Newnhams always have an excellent selection of Rovers available; few examples below, but full list on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

1932 10-25 de luxe coachbuilt sliding roof saloon, beautiful order, exceptional opportunity, £128.

1931 10-25 Foursome coupe, particularly smart and generally attractive, £95.

1930 10-25 opening roof saloon, really first-class appearance and general condition, £72.

1928 10-25 tourer, dual brown, smart and excellent mechanically, £28.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 39-945

ROVER 10, 1930, sportsman's coupe, sunshine roof, finished green and black, wire wheels, taxed, 100% condition throughout, £75; exchanges, deferred payments. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. 'Phone Museum 9515. 39-917

ROVER 10 sunshine saloon, 1928, in 1931 condition, new tyres, £38; another, 1927 4-seater, £22; another, £10. 34a Hereford Rd., Westbourne Grove, W.2. 39-910

ROVER 1928 aluminium super-sports 2-seater, taxed, insured March, 1933, like new, £36. Back of 241 Maida Vale, W.9. 39-858

ROVER. J. A. Baxter offers:—

1932 10-25hp Rover 4-door coachbuilt sunshine saloon de luxe, 4-speed model, safety glass, new and unregistered, rear petrol tank, full guarantee, one only, list price £325, genuine bargain, £179.

1932 10-25hp Rover sportsman's sunshine coupe, 4-speed model, new and unregistered, rear petrol tank, full guarantee, one only, list price £200, genuine bargain, £165.

1932 10-25hp Rover 4-door coachbuilt sunshine saloon, new and unregistered, rear petrol tank, full guarantee, list price £194, genuine bargain, £155. 6 Spenser St., Victoria St., S.W.1. Victoria 7548-9. 39-697

ROVER, 1928 model 10-25 saloon, excellent order, £38; low deposits. Page, 199b Upper Richmond Rd., Putney. 7671. 39-586

ROVER, 10-25 1930 sportsman's coupe, really clean and in exceptional condition, £85. Wilson Motors, 4 Eccleston St., Victoria. Sloane 7201-2. 39-567

ROVER 10 1931 fabric sunshine saloon, black, with red interior, splendid condition in every way, excellent tyres, complete equipment, £95; one-fifth deposit, balance 18 months; trial anywhere. Premier Motor Co., Aston Rd., Birmingham. 'Phone, Aston Cross 5822. 39-667

ROVER, 1929 10-25 sunshine saloon, brown leather upholstery, just overhauled by makers, condition faultless throughout, taxed, £65. Smith and Hunter, Ltd., 407 Edgware Rd. 39-639

HOVER 8hp air-cooled 2-seater, good order, £4; terms, exchanges. 2 Pepys Rd., Raynes Park Station. Wimbledon 4941. 39-p163

SALMSON. Intending purchasers of second-hand Salmsons are requested to apply to the makers. Up-to-date facilities for repairs offered, large stocks of spares. Salmson cars also urgently required for cash. S.M.S., Ltd., Church Wharf, Chiswick, W.4. 'Phone, Chiswick 3531. zzz-171

SALMSONS. Vadum Co. specialize in 9.5hp Salmsons, twin camshafts, tuned to 50 m.p.h. in second, effortless high cruising speed, 35-40 m.p.g.; A.A. or R.A.C. inspection welcomed; quarterly insurance; deferred terms; overhauls; good used spares.

45 guineas. 1928 twin camshaft 10.4 saloon, 4 doors, 4 speeds, good balloons, silent starter, very comfortable roomy car.

39 guineas. Grand Prix, special engine, ball-bearing crankshaft, 4 speeds, balloons, Vee screens, streamline coachbuilt body.

38 guineas. 1927½ Grand Prix, long tail and 2-seater body, Vee screens, concealed hood, f.w.b., balloons, taxed.

19 guineas. 1927 o.h.v. sports skiff, staggered seats, f.w.b., balloons.

12 guineas. 1926 o.h.v. sports 2-seater, very clean.

Salmsons urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 39-676

B56 "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).

SALMSONS. Don't miss page 24. 39-554

SALMSON, 1927-8, 10-20 2-seater and dickey, new hood, overhauled, taxed, £20. Denmans, 132-3 Long Acre, W.C. Open week-ends. 39-982

SALMSON, 1927, 9.5hp o.h.v. sports fabric saloon, new tyres, and in almost new condition throughout, large diameter f.w.b., exceptional bargain, £27 10s.; exchanges, etc. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 39-732

SALMSON, Grand Prix, late 1926, twin camshaft, racing body, perfect order, 70 m.p.h., £17. Sotik, Rowhill, Wilmington, Dartford. 39-p176

SCHNEIDER, 10-30hp 1926 coachbuilt special saloon, f.w.b.s, licensed, bargain, £18; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 39-742

SCHNEIDER, late 1927 sports 4-seater, special 10hp sports engine, w.b. wheels, good tyres, tonneau cover, etc., many extras, 42 guineas. Camden Motors, Buck St. (behind Camden Town Underground). Gulliver 4089. 39-689

SENECHAL, 1926 9hp sports 2-seater, f.w.b., repainted, fast and smart, £25; low deposits. Page, 199b Upper Richmond Rd. Putney 7671. 39-587

SENECHAL, 70 m.p.h., 1929 model super sports, 8hp 2-seater, brand-new tyres all round, cycle-type wings, overhauled and in really 100% condition, 35 m.p.g., £32 10s.; exchanges, etc. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 39-731

SINGER 9 saloon, sun roof, 4 speeds, showroom soiled, cost £167, our price £139. Taylors, 135 London Rd., Kingston. 1263. zzz-260

SINGER Junior, 1928, 2-seater, dickey, perfect condition, looks new, 14,000 miles only. Write, 21 Granville Rd., N.4. zzz-303

SINGERS. Don't miss page 24. 39-555

SINGER 8. Steele Griffiths. 1932 saloon, small mileage, £95. Court Showrooms, Camberwell New Rd., S.E.5. Rodney 2201-4. 39-768

SINGER Junior, 1931, 4-door coachbuilt sun saloon, wire wheels, small mileage, £65. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 39-782

SINGER Porlock super-sports 2-seater, two colours, first registered January, 1932, small mileage, stoneguard, spotlight, etc., £74. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 39-781

SINGER Junior, 1932, saloon, blue, small mileage, one owner, taxed, four speeds, four doors, £89. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 39-780

SINGER Junior, 1932, 8hp 4-door saloon, unregistered, used for few demonstrations only, makers' full guarantee and full equipment, £112 10s. Only one left. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 39-778

SINGER, brand-new 10hp sunshine coachbuilt saloon, makers' guarantee, list price £199, only one left, £149. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 39-777

SINGER. H. A. Saunders specializes in carefully used Singers.

1930 Junior coachbuilt saloon, dual maroon, mileage under 10,000, exceptional car, £65. 330 Euston Rd., N.W.1. Museum 4511. 39-792

SINGER, £15; £45; £59; exchanges, terms!!! 1927 10hp tourer, real beauty; also 1929 8hp coachbuilt saloon, 80% condition; also 1930 8hp sportsman's 4-seater coupe, taxed, almost as new, 3 genuine cars, open to any trial or examination. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 39-850

SINGER Junior. £7 deposit, 75 guineas cash. Late 1931 sports 2-seater, cream and black, practically unworn tyres, one owner, carefully used, almost new, taxed; exchanges. Rowland Smith. Below.

SINGER Junior, £5 deposit, 49 guineas cash. Late 1930 4-seater, one owner, very carefully used, exceptional condition; exchanges. Rowland Smith. Below.

SINGER 10, £3 deposit, 10 guineas cash. 1927 model 4-seater, f.w.b., list free. All week-days including Saturdays 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. 39-877

SINGER. Lane Motors. 1930 8hp saloon, maroon, taxed, 69 guineas; terms; exchanges. 208 West End Lane, N.W.6. Open Sunday mornings. 39-931

SINGER Junior, 1930 coachbuilt sunshine saloon, one owner, nice appearance, good tyres, unique deferred terms, £55. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 39-8

SINGER Junior, 1931 coachbuilt saloon, 4-door, sunshine roof, 4-speed, finished blue, bargain, £85. Rhinds (Motors), Ltd., 258 Deansgate, Manchester. 39-925

SINGERS. Newnhams always have an excellent selection of Singers available; few examples below, but full list on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

1932 9-60hp sports 2-seater, black and red, moderate mileage and perfect, £110.

1932 8hp coachbuilt sliding roof saloon, beautiful little car, £95.

1931 8hp coachbuilt sliding roof saloon, blue, really excellent example, £72.

1930 8hp tourer, maroon, carefully used, one owner, £45.

1928 8hp coachbuilt saloon, blue, very exceptional condition throughout, £28.

1927 10-26 tourer, most attractive, special clearance offer, £14.

1926 10-26 saloon, good appearance and general condition, to clear, £15. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 39-946

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

SINGER 10, £5 10s. 1924 tourer, fully equipped. Below.

SINGER, £52 10s. 1930 Junior saloon, sun roof, small mileage, one owner, brown and black; another, £57 10s.; exchanges, terms. Ward and Company, 5 Upper Richmond Rd., E. Putney 2818. 39-896

SINGER Junior 8hp 1932 saloon, new and unregistered, fully guaranteed, £125, ex-works only, 2 left. Below.

SINGER Junior, 8hp coachbuilt saloon, taxed, choice of 5, from £47 10s. Chantry Motors, Ltd., 30 Uxbridge Rd., W.5. Ealing 4161-2. 39-939

SINGER 8, £37 10s. 1928 4-door saloon, good tyres and condition; exchange. Parwood, East Hill, Wandsworth. 39-959

SINGER 8, 1931 c.b. saloon, exceptional condition throughout, choice of two, £78; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 39-969

SINGER 9, 1932 coachbuilt sunshine saloon de luxe, negligible mileage, as new throughout, guaranteed, unique deferred terms, £105. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 39-9

SINGER 8, 1930 c.b. saloon, dual green, particularly attractive, well cared for, £62 10s.; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 39-967

SINGER 10, 1927 4-seater, f.w.b.s, rear tank, full equipment, splendid condition throughout, £12. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 39-p171

SINGER Junior, 1932 4-door coachbuilt saloon, sliding roof, 4 speeds, fullest equipment, all chromium fittings, inspect the beautiful condition of this car and appreciate the value offered, 98 guineas. Three-Months'-Written-Guarantee; exchanges, terms. 100 other cars. Kirk and Co., 22, 49 Praed St., W.2. (Paddington 6049.) Close 8 p.m. week-days; Sundays, 10 a.m. till 1 p.m. 39-621

SINGER 8, 1928 4-seater, perfect mechanically and in good condition throughout, £27. Exchanges or deferred. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Sloane 8231-2. 39-643

SINGER. Cass's Motor Mart, Ltd. (Established 1911). 1932 Special Nine saloon, superb condition, £135; written guarantee; exchanges; extended payments.

SINGER, 1929 8hp sunshine saloon, blue and black, £49. Cass's, 5 Warren St., W.1. Museum 0623. 39-672

SINGER, 1928 Junior saloon, good order, excellent tyres, etc., seen by appointment, £25. Bennett, 26 Blenheim Park Rd., Croydon. Fairfield 2492. 39-p145

SINGER. Cookes Motors offer several shop-soiled Singer cars: 1932 model Junior saloon, £118; 10hp saloon, £150; 9hp saloon, £139; one only, Kaye Don 9hp saloon, £148; all new, unregistered, makers' guarantee; terms and exchanges. Open Sundays. 54-6 Brighton Rd., Sutton. 'Phone 3800-1 and 4661. 39-603

SINGER, 1928 Junior 2-seater, nice condition, taxed, bargain, £22 10s. 781b London Rd., Thornton Heath. 'Phone 3456. 39-696

SINGER Junior 1929 4-seater, in excellent order, £42. Newnhams, Ltd., 164-166 Fulham Palace Rd., W.6. Fulham 0071. 39-683

SINGER saloons, chummies and 2-seaters, taxed, insured and guaranteed, from £10 down; exchanges, numerous other makes and types in stock; list on request. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W.14. 'Phone, Prospect 3332. 39-681

SINGER 8, 1928, tourer, good condition, any trial. 72 Palmerston Rd., Walthamstow. 39-n847

SINGER 10, 1925 2-seater, excellent chassis, good battery, £3 10s. Barnikels, Kitchen Rd., West Ealing, W.13. Telephone, 6378. 39-5

SINGER 8, 1930 saloon, like new, £59. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 39-984

SINGER 8, 1931 sun roof coachbuilt saloon, taxed, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 39-980

SINGER Junior, brand-new 1932 coachbuilt sunshine saloon, 4 speeds, silent third, makers' guarantee, unregistered, listed £150, exceptional offer, £120; exchanges. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 39-709

SINGER Junior, 1928 4-door coachbuilt saloon, taxed to December, nearly new tyres, in 1931 condition, £58. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426. 39-723

SINGER. 40 snips on page 22. 39-829

SINGER 8, late 1927 4-seater, exceptional car, £17. 181 The Grove, Goldhawk Rd., W.6. Shepherd's Bush 2230. 39-724

IMPORTANT TO ADVERTISERS—

The latest time for receipt of paragraph advertisements is now

6 p.m. Monday

for the following Friday's issue.

"THE MOTOR BOAT MANUAL." 10th Edition. A Practical Handbook for Motor Boating Enthusiasts. 5s. net. 5s. 5d. post free.

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

SINGER 8, 1932 Junior coachbuilt 4-door sunshine saloon, positively new condition throughout, Magna wheels, £95. Below.

SINGER 8, 1929 Junior 4-seater, most attractive condition, excellent mechanically, £35; also 1928 Junior 4-seater, nice condition, £22; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 39-743

SINGER Junior, 1931 8hp coachbuilt sunshine saloon, brown and cream, taxed, spare tyre unused; this little car is in spotless condition throughout, and is definitely a bargain at £79. A.Z. Motors, Ltd., 62 High Rd. Chiswick 4716. 39-760

S.S. II. Cookes Motors offer 1932 coupe, colour red and black, mileage only 2,000, unscratched, like brand new, special clearance price £159; terms and exchanges. Open Sundays. 54-6 Brighton Rd., Sutton. 'Phone 3800-1 and 4661. 39-607

S.S. II. 1932, Sportsman's sunshine coupe, practically new, £149. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 39-717

STANDARD. 400 Car List post free; new and used cars in stock. Saloons, coupes, sports, landaulets, touring, 2-seaters, etc. Open until 8.30 p.m., week-ends and holidays included. Distance no object. "The Northern Olympia." Better exchanges at Bambers, near Birkdale Station, Southport. 'Phone 66161. (117 The Headrow, Leeds; 16 Cambridge St., Sheffield.) 39-613

STANDARD Big 9 sunshine saloon, tools, taxed, perfect condition guaranteed. £92; deferred payments. 9a Stratford Rd., Earl's Court. Western 5931. 39-564

STANDARD, 1925 11hp tourer, taxed December, £10; low deposits. Page, 199b Upper Richmond Rd. Putney 7671. 39-588

STANDARD 9. A.Z. Motors. 1928 4-door fabric saloon, £42 10s.; terms, exchanges. 180 West End Lane, N.W.6. Hampstead 0523. 39-701

STANDARD 9 sunshine saloon, fully equipped, superb condition, £52 10s. Chantry Motors, Ltd., 30 Uxbridge Rd., W.5. Ealing 4161-2. 39-935

STANDARD. 1931 (late), Big 9 saloon, black and cream, carefully used, one owner, £112 10s.; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 39-970

STANDARD Big 9, 1931, 6-light 4-door saloon, sliding roof, fullest equipment, adjustable bucket seats, chromium finish, beautifully kept, good tyres, serviceable and attractive car, 98 guineas. (Paddington). Kirk. Below.

1929 9hp 4-door sunshine saloon, fully equipped, attractively finished black and cream, superb car (Highbury), 54 guineas; Three-Months'-Written-Guarantee; exchanges, terms; 100 other cars. Kirk and Co., 22, 49 Pmed St., W.2. (Paddington 6049); and 28, 30, 32 Highbury Corner, N.5. (North 4784). Close 8 p.m. week-days, Sundays 10 a.m. till 1 p.m. 39-622

STANDARD, 1932, Big 9 sunshine de luxe saloon, listed £225, blue-cream, Triplex throughout, bumpers, 7,000 miles, in spotless condition, £150. Below.

1932 Little 9 saloon, black-green, mileage few thousand, car in unblemished condition, full guarantee, taxed, £123. Below.

Smith and Hunter, 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 39-640

STANDARD Big 9, 1932, coachbuilt saloon, blue, taxed year, mileage 7,000, as new, £155. Below.

STANDARD 9, 1931, Swallow saloon, 4-speed box, taxed year, as new, £145. Paul and Co., 114 Gt. Portland St. Museum 8464-5. 39-634

STANDARD Little 9, 1932, saloon, small mileage, taxed year, exceptional condition, £122 10s. Below.

STANDARD 9, 1930, Teignmouth saloon, sunroof, exceptionally clean condition, £87 10s. Below.

STANDARD 9, 1930, Avon 2-seater, black and red, exceptionally clean condition, £92 10s. Paul Sawyer and Co., 72 Gt. Portland St. Museum 1925. 39-632

STANDARD, 1932 Little 9 sunshine roof, de luxe, perfect, £135. Frentzels, 319 Edgware Rd. 'Phone Padd. 5129. 39-976

STANDARD. Cass's Motor Mart Ltd. (established 1911). 1932 Little 9 sunshine saloon, black, mileage 5,000, £129; written guarantee; exchanges; extended payments. Cass's, 5 Warren St., W.1. Museum 0623. 39-674

STANDARD, 1931 series, 9hp 4-speed Avon Special coupe, black-green, 5,000 miles, one owner, definitely as new, cost £280; offers to London Auto-Sales, Broadway, Mill Hill. 'Phone 1550. 39-569

STANDARD 9, 1930, sunshine saloon, finished in grey and green, 100% perfect, excellent tyres, chromium plating, Triplex glass, 40 m.p.g., £69; exchanges, terms. M.B. Motors, 336 New Cross Rd., London, S.E.14. 39-570

STANDARDS. Don't miss page 24. 39-556

STANDARD 9, 1930 sunshine saloon, one owner, as new, guaranteed, £75. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 39-10

STANDARD Big 9, 1930 Teignmouth sunshine saloon, exceptionally nice condition throughout, £75; exchanges. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 39-710

STANDARD, 1932 Little 9 special de luxe sunshine saloon, mileage 6,000, practically brand new, taxed, bargain, £135. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 39-718

STANDARD Little 9, 1932 saloon, in excellent order, £135. Steele Griffiths, Court Showrooms, Camberwell New Rd., S.E.5. Rodney 2201-4. 39-767

STANDARD, 1931 Big 9 coachbuilt saloon, wire wheels, sun roof, taxed, £95. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 39-779

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

STANDARD. 40 snips on page 22. 39-830

STANDARD, nice saloon, dynamo lighting, starter, new balloons, runs beautifully, 23 guineas; motorcycle combination exchange. 1 Ebner St., Wandsworth. 39-790

STANDARD. F.O.C.H., Ltd. 1932 Little 9 (£9 tax) 4-door coachbuilt saloon, maroon, rear petrol tank, one owner, small mileage, practically brand new condition, taxed, 115 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 39-805

STANDARD, 1932 Big 9, maroon and black, one owner, £148; several 1931 Big 9 sunshine saloons, £115 each; own hire purchase; exchanges. Newnhams, 136-8 Streatham Hill, S.W.2. 'Phone, Streatham 8830-1. 39-813

STANDARD, 1932 Little 9, choice of several from £112; own hire purchase; exchanges. Newnhams, 136-8 Streatham Hill, S.W.2. 'Phone, Streatham 8830-1. 39-812

STANDARD, 1931 Big 9 saloon, finger-tip control, leather upholstery, excellent condition, £115. Rhind's (Motors), Ltd., 258 Deansgate, Manchester. 39-926

STANDARD 9, £74 10s. 1930 4-door sun saloon, excellent condition; another, £82 10s.; exchanges, terms. Ward and Company, 5 Upper Richmond Rd. E. Putney 2818. 39-897

STANDARD, 1932 Big 9 special saloon, taxed December, small mileage, £160; also 1931 Standard Big 9 fabric special saloon, taxed December, excellent condition, £125. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 39-908

STANDARDS. Newnhams always have an excellent selection of Standards available; few examples below, but full list on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

1932 Big 9 de luxe coachbuilt sliding roof saloon, moderate mileage only, £155.

1932 Little 9 Mulliner de luxe coachbuilt sliding roof saloon, almost as new, £118.

1931 Big 9 Avon sports 2-seater, exceptional condition throughout, £118.

1931 Big 9 coachbuilt sliding roof saloon, really excellent example, £115.

1930 9hp coachbuilt sliding roof saloon, blue, first-class appearance, £85.

1930 9hp short chassis sliding roof saloon, most attractive condition, £65.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 39-947

STANDARD, 1932. Little 9 sunshine saloon, maroon, mileage 8,000, one owner, taxed, £18 worth of extras, indistinguishable new, £127 10s. Harry Nash, 348 King St., Hammersmith. 39-822

SWIFT. 40 snips on page 22. 39-831

SWIFT Cadet, latest model, blue and cream, coachbuilt sunshine saloon, mileage 3,000, condition unblemished, tyres unmarked, as new in every way, must be seen to be appreciated, taxed, £95. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 40-347

SWIFTS. Don't miss page 24. 39-557

SWIFT 10. A.Z. Motors. 1928 coachbuilt 4-door saloon, £35; terms, exchanges. 180 West End Lane, N.W.6. Hampstead 0523. 39-700

SWIFT. Brooklands Motor Company offers—1929 10hp drop-head coupe, exceptionally good condition, 4-speed gearbox, taxed, £55; written guarantee; exchanges and private deferred terms. 410-416 Euston Rd., N.W.1. Museum 3143-4. 39-577

SWIFT. Cookes Motors offer 1930 Nomad saloons, sliding roof, nice order, £68; terms and exchanges. Open Sundays. 54-6 Brighton Rd., Sutton. 'Phone 3800-1 and 4661. 39-608

SWIFT, 10hp 1930 sportsman's sunshine coupe, taxed, recellulosed black and cream, very attractive, £77 10s. Paul and Co., 51-53 The Mall, W.5. Ealing 4633. 39-901

SWIFT 10hp all-weather 4-seater (1925), new hood, genuine bargain, to clear, £12. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. 39-744

SWIFT 10, £79 10s. 1930 4-door saloon, sun roof, leather upholstery, as new throughout; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 39-898

SWIFT. £16; exchanges!!! 1926-7 9hp de luxe 4-seater, f.w.b., new tyres, very nice car. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 39-853

SWIFT, 1928. 10hp sports 2-seater, red and black, wire wheels, nearly new tyres, full equipment, very fast, open to any inspection, £37 10s. or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 39-847

SWIFT coachbuilt 4-door saloon, first registered March 1930, cost nearly £300, price £64. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 39-784

SWIFT Cadet, 1931, 8hp coachbuilt sunshine saloon, blue leather upholstery, taxed, excellent condition, £67 10s. A.Z. Motors, Ltd., 62 High Rd., Chiswick. 4716. 39-761

SWIFT 10, 65 m.p.h., 1930 Fleetwing sports saloon, cycle wings, £80. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135. 39-991

TALBOT 10-23 coupe, super condition! a snip! £27 10s.; seen Balham Hill garage, Balham. Owner, Brixton 6703. 39-p214

"THE MOTOR ELECTRICAL MANUAL." 5th Edition. A complete guide to motor electrical equipment. 2s. 6d. net; 2s. 9d. post free.

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

TALBOT, 1925 10-23 d.h. coupe, taxed December, £25; low deposits. Page, 199b Upper Richmond Rd. Putney 7671. 39-389

TALBOT Z 10 model, 1925 4-seater, taxed, cellulosed blue, fitted tonneau cover, Bosch, Hartfords, new balloons, full instrument board, spotlight, etc., perfect condition mechanically and coachwork, unused for four years, any trial or examination, £27 10s. Owner, 49 Manor Drive, Hinchley Wood, Thames Ditton. 'Phone, Emberbrook 1449. 39-d177

TALBOT, 1926, 10-23 coupe, blue, exceptional condition throughout, taxed, £40. Leeds and Oxley, 1b Maida Hill West, W.2. Paddington 5843. 39-711

TRIUMPH. Authorized main dealers. Immediate delivery of all models. New and second-hand in stock; exchange and deferred terms if desired. Beechings, Ltd., Farnborough, Hants. Telephone 279. zzz-719

TRIUMPH. 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. zzz-75

TRIUMPH. Ratcliffe Bros., specialists, offer for immediate sale the remainder of their shop-soiled 1932 models at specially reduced prices, including those fitted with special coachwork; list upon request. 200 Gt. Portland St., W.1. Museum 8603-4. zzz-324

TRIUMPH Super-7, £29 10s. 1928 saloon, well equipped, excellent condition throughout. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 39-899

TRIUMPH, £44. 1929 (July) super-7 saloon, wire wheels, chromium, excellent condition. 73 Atkin's Rd., Balham, S.W.12. 39-p169

TRIUMPH, 1929, super-7 de luxe 4-seater, rigid screens, magnificently equipped, astounding value, 37 guineas; Three Months'-Written-Guarantee; 100 other cars. Kirk and Co., 28, 30, 32 Highbury Corner, N.5. (North 4784). Close 8 p.m. week-days, Sundays 10 a.m. till 1 p.m. 39-623

TRIUMPH 12-6. Cookes Motors offer: 1932 long chassis saloon, mileage 3,000, definitely like new, £133; terms and exchanges. Open Sundays. 54-6 Brighton Rd., Sutton. 'Phone 3800-1 and 4661. 39-600

TRIUMPH saloon, 1930, perfect condition, £65; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 39-886

TRIUMPH, 1932 model, 11.8hp 6 cyl. 4-door saloon, coachbuilt, sliding roof, taxed, small mileage, almost as new, one owner, £145. Chantry Motors, Ltd., 30 Uxbridge Rd., W.5. Ealing 4161-2. 39-940

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1931 super-7 de luxe 2-seater, dual maroon, really excellent example, £82.

1930 super-7 coachbuilt sliding roof saloon, dual blue, beautiful little car, £62.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 39-948

TRIUMPH, 1929, 7hp 2-seater de luxe in exceptionally good condition, £42 10s.

TRIUMPH, 1932, 7hp 4-door Pillarless saloon, 4-speed, Magna wheels, and bumpers, first-class condition, £115. Basil Roy, Ltd., 161 Great Portland St., W.1. Welbeck 1138. 39-912

TRIUMPH Scorpion, £11 deposit, 110 guineas cash. 1931 coachbuilt saloon, sliding head, blue, one owner, carefully used, very exceptional condition, taxed; list free; exchanges. All week-days including Saturdays 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. 39-876

TRIUMPH, 1932, 9 de luxe saloon, grey, small mileage, £125. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. 'Phone 2526. 39-866

TRIUMPH. H. A. Saunders specializes in carefully used Triumphs.

1932 Scorpion 4-door saloon, taxed, mileage 3,000, positively as new, £149. 330 Euston Rd., N.W.1. Museum 4511. 39-793

TRIUMPHS. Don't miss page 24. 39-558

TRIUMPH. 40 snips on page 22. 39-832

TRIUMPH, 1929 super 7 2-seater de luxe, excellent condition throughout, full equipment, any trial, £38. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 39-13

TRIUMPH Super 7, 1932 de luxe 4-seater, new condition throughout, one owner, since new, £85. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 39-776

TRIUMPH 4-seater, 1931, in excellent condition throughout, two shades of blue, small mileage, taxed, £75. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 39-783

TRIUMPH, 1932, 12hp 6-cylinder, specially tuned Scorpion, fitted coachbuilt Abbey sports, 4-seater body, mileage 4,000, absolutely unmarked, cost £235, genuine bargain, £135; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 39-753

TRIUMPH, 1930 2-seater de luxe, beautifully finished dual colours, leather upholstery, £62; another, £59. Below.

TRIUMPH, 1930 (late) sports 2-seater, unsupercharged, coachbuilt sports body, streamlined, black and chrome finish, most attractive car, £68; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 39-745

TRIUMPH, 1930 super 7 coachbuilt sunshine saloon de luxe, very nice appearance, full equipment, £69. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 39-14

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

TRIUMPH 1931 Super 7 de luxe coachbuilt sunshine saloon, practically brand new; bargain, £95. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 39-719

TRIUMPH, 1932 7hp saloon, dual grey finish, one owner, £105. Also 1929 7hp 2-seater, with dickey, in maroon finish, £42; own hire purchase; exchanges. Newnhams, 136-8 Streatham Hill, S.W.2. 'Phone, Streatham 8850-1. 39-810

TRIUMPH, 1929 (May) saloon, wire wheels, upholstery covers, very attractive order, £45. Smith and Hunter, 407 Edgware Rd. 39-641

TRIUMPH Super-7. Premier Motor Co., Aston Rd., Birmingham, have some excellent late-model bargains. 1932 4-door sunshine saloon, maroon and black, 5 excellent tyres, taxed to December, perfect in every way, £115; 1931 duo-grey de luxe coachbuilt saloon, hide upholstery, safety glass, sun roof, small mileage, splendid tyres, taxed to December, maintained practically as new, by one owner, £115; 1930 maroon de luxe saloon, safety glass, hide interior, taxed to December, splendid condition, excellent tyres, £70. Easy payments; one-fifth deposit, balance 18 months; trial anywhere with pleasure. 'Phone, Aston Cross 5822. 39-668

TRIUMPH super-7 saloon, May, 1929, black and red, leather upholstery, £20 extras, including electric wiper, Thermostat, Petroscope, wire wheels, etc., excellent condition, taxed, £49. 97 Sydney Rd., Raynes Park, S.W.20. 391-563

TRIUMPH, £65!!! 1930 7hp de luxe 2-seater and double dickey, exceptional condition, good tyres.

£110!!! 1931 Scorpion de luxe coachbuilt sunshine saloon, engine completely overhauled.

£115!!! 1932 7hp de luxe coachbuilt saloon, mileage 3,000, taxed year, as new. Morgan Hastings, Ltd., the Triumph distributors, 95 New Bond St., W.1, and 212 New King's Rd., S.W.6. Mayfair 5323. Putney 7611 zzz-350

TRIUMPH 7, 1932 4-door pillarless saloon, sliding roof, sun visor, Magna wheels, bumpers, rear petrol tank, black and green, brand new, £135. Jeffery and Son, Ltd., 137 High St., Guildford. 'Phone, 373. 39-n867

TROJANS. Always several in stock. Send for details. Lewes Motors, Lewes, Sussex. zzz-475

WOLSELEY Hornet, 1930, saloon, excellent order throughout, taxed, £50. K.J. Motors, Bromley, Kent. Ravensbourne 3456 and 7. 41-351

WOLSELEY Hornet, 1931, 2-4-seater, International sports, extremely fast, taxed, £110. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings, Temple Bar 8135-6-7. 39-986

WOLSELEY Hornet, 1931, saloon, coachbuilt sun roof, Triplex glass, practically new, 90 guineas. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 39-985

WOLSELEY, 1931 late, Swallow 2-seater, extremely small mileage, £110; Magna wheels. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 39-996

WOLSELEY Hornet, 1930 August, black fabric saloon, taxed, excellent condition, £50; another £55. Below.

1930 July, coachbuilt, absolutely as new, £60. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 39-965

WOLSELEY Hornet, 1932, 4-door sunshine saloon, sun visor, spot light, exceptional condition, £142 10s.; taxed. Below.

WOLSELEY Hornet, 1932, Arrow sportsman's coupe, taxed, absolutely as new, £155. Below.

WOLSELEY Hornet, 1931, Swallow 2-seater, very fast and attractive, £115; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 39-889

WOLSELEY Hornet, £87 10s. 1931 sports 2-seater, tuned engine, most attractive and fast. Below.

WOLSELEY Hornet, £81 10s. 1931 saloon, taxed, small mileage, super condition throughout. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 39-900

WOLSELEY Hornet, 1932, coachbuilt saloon, sun roof, 4-door, 4-speed, definitely as new, £150. Rhinds (Motors), Ltd., 258 Deansgate, Manchester. 39-927

WOLSELEYS. Don't miss page 24. 39-559

WOLSELEY. 40 snips on page 22. 39-833

WOLSELEY Hornet. Lane Motors. 1932 sports 4-speed, rear tank, tonneau cover, bottle green, as new, 149 guineas; terms, exchanges. 208 West End Lane, N.W.6. Open Sunday mornings. 39-932

WOLSELEY Hornet, £13 deposit, 135 guineas cash. 1932 4-door coachbuilt sunshine saloon, one owner, very small mileage, practically brand new, taxed; exchanges. Rowland Smith. Below.

WOLSELEY, Hornet, £6 deposit, 65 guineas cash. Late 1930 fabric saloon, carefully used, exceptional condition, taxed; list free; exchanges. All week-days, including Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. 39-878

WOLSELEY Hornet, 48 guineas; exchanges, deferred. 1930 saloon, really splendid condition. Maynards, 241a High Road, Wood Green. Minute Tube. Palmers Green 1148. 39-856

WOLSELEY Hornet. F.O.C.H., Ltd. 1931 (late) 12hp Swallow super-sports 2-seater, wire and cream, Magna wheels, stoneguard, bumpers, one owner, carefully used, practically new condition, taxed, 120 guineas. 515 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 39-806

WOLSELEY Hornet, 1932 saloon, mileage 3,000, taxed year, £155. Paul Sawyer and Co., 72 Gt. Portland St. Museum 1925. 39-633

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WOLSELEY, £48-£59; exchanges, terms!!! Two late 1930 saloons, fabric and coachbuilt, remarkable condition throughout, any test welcome. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 39-851

WOLSELEY Patrick, 1932 super-sports 4-seater, has been well kept, small mileage, guaranteed condition, maroon, £158. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 39-787

WOLSELEY Hornet, 1931 model saloon, blue, splendid condition right throughout, £60; exchanges or deferred. Haskins, 155 Ladbroke Grove, North Kensington, W.10. Park 5541. 39-750

WOLSELEY Hornets. Stock-taking sale!!! 1930 coachbuilt saloon, £59; 1931 coachbuilt sunshine saloon, £79; 1932 coachbuilt sunshine saloon, £135; 1932 sunshine coupe, £115; 1932 sports 4-seater, £139. Above are in excellent condition throughout and ready for immediate use. Several other Hornets in stock. Deferred, exchanges. W. J. C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. Open Sunday mornings. Send for list. 39-725

WOLSELEY Hornet, 1932 special Daytona model, mileage 1,000, otherwise brand new; bargain. Lionel H. Pugh, 56 South Molton St., 4.1. Mayfair 4433. 39-720

WOLSELEY Hornet Swallow, 1931 special sports 2-seater, fully equipped, large t.w.b.s, wire wheels, stone guard, cycle-type wings, etc., a most attractive sun-e-sports car, 115 guineas. Three-Months'-Written-Guarantee; exchanges, terms. 100 other cars. Kirk and Co., 22, 49 Praed St., W.2. (Paddington 6049). Close 8 p.m. week-days; Sundays 10 a.m. till 1 p.m. 39-624

WOLSELEY Hornet. Cooke's Motors offer: Shop-soiled 1932 de luxe saloon, safety glass all round, special clearance, £175; terms and exchanges. Open Sundays. 54-6 Brighton Rd., Sutton. 'Phone 3800-1 and 4661. 39-609

WOLSELEY, 1930-1 Hornet coachbuilt saloon, small mileage, new condition and complete, £70; exchanges or deferred. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Sloane 8231-2. 39-644

WOLSELEY Hornet 1932 saloon, taxed year, mileage 9,000, as new, £147 10s. Below.

WOLSELEY Hornet, 1930 coachbuilt saloon, taxed year, in really clean condition throughout, £67 10s. Paul and Co., 114 Gt. Portland St. Museum 8464-5. 39-635

WOLSELEY. Cass's Motor Mart, Ltd. (established 1911). 1931 Hornet E.W. sports tourer, cream and black, excellent condition, £125; written guarantee; exchanges, extended payments. Cass's, 5 Warren St., W.7. Museum 0623. 39-671

WOLSELEY. Brooklands Motor Co. offers: 1931 sports 2-seater, small mileage, £135.

WOLSELEY, 1932 sportsman's coupe, sunshine roof, £155. Written guarantee; exchanges and private deferred terms. 331 Euston Rd., N.W.1. Museum 3143-4. 39-578

WOLSELEY Hornet Swallow, 1931 sports 2-seater, blue and cream, equal new, £139. Parkers, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 39-594

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B.S.A. Hampstead. F.O.C.H., Ltd., B.S.A. car stockists; 1933 models. Extensive after-sales service. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open week-days 9-9, Sundays 9-1. zzz-307

B.S.A. Comerfords for sports cars and best highest allowances in exchange. Comerfords, Portsmouth Rd., Thames Ditton. 39-765

B.S.A Crossland distributor for three and four-wheel cars. 28 London Rd., and 3 Bromley Common, Bromley. 48-331

B.S.A. Palmer, Reville 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. 75-n341

B.S.A.s. Daw, official distributor for 1933 3 and 4-wheel cars. Demonstration runs daily. Deferred terms, exchanges; service. 114 Brixton Hill. zzz-342

B.S.A. Delivery from stock 1932 4-seater 4-wheeler sports, green, £160. Leslie Paynter, Cheltenham. 39-p147

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Naylor and Root, Ltd., B.S.A. specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. 39-837

NEW LIGHT CARS AND CYCLECARS (continued).

DERBY. Morgan Hastings, Ltd., Sole concessionaires for the new front-wheel-drive 9hp Derby. Spare parts for all previous models. 96 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 Berry, Ltd., Ford main dealers, Invicta Works, North Finchley, N.12. Telephone, Finchley 1111. Perry for Fords. zzz-905

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FORD. Immediate delivery of 8hp saloons, £120. Basil Roy, Ltd., 161 Gt. Portland St., W.1. Welbeck 1138. 39-913

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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. Instant delivery, new Hillman Minx saloons, from stock; best deferred terms and part exchanges. Agents, Denman, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 39-2

HILLMAN. Harry Nash, agent!! Guaranteed delivery from stock. 1933 Minx sunshine saloon, £163; colour maroon; liberal allowances; easiest terms. 348 King St., Hammersmith. 39-819

HILLMAN. Newnhams 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. 39-951

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Mitcham: 191 Streatham Rd. 'Phone, Mitcham 1597.

Croydon: 189 Handcroft Rd. 'Phone, Thornton Heath 2468. zzz-257

JOWETT. Farnham, Surrey. Sales and service. Barnett and Small, West St. 'Phone 216. 43-251

JOWETTS. Lancashire and Cheshire and North Wales distributors, Saxon Jefferis, Ltd., Deansgate, Manchester. 'Phone, Blackfriars 1122-3. zzz-865

JOWETT. Croydon. Turner's, Lower Addiscombe Rd. Addiscombe 513! zzz-985

JOWETT. The Service Company, trade and retail distributors. Sales service, spares depot. All models on view. Part exchanges. Best possible deferred terms. 273 High Holborn, W.C.1. Holborn 0666. zzz-20

JOWETT. Godfreys. London distributors, and sole distributors for Herts, Middlesex and part of Surrey. All models on view, and we can deliver anywhere. Best exchanges and deferred terms. Godfreys, Ltd., 366-8 Euston Rd., London, N.W.1. 'Phone, Museum 1402-3. zzz-281

JOWETT. Hampstead. F.O.C.H., Ltd., Jowett specialists. Highest exchange allowances; deferred, extensive after-sales service. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open week-days 9-9, Sundays 9-1. zzz-308

JOWETT agents for Teddington, Hounslow, Staines, Feltham, Twickenham, etc. A.V. Motors, Ltd., 5 Park Rd., Teddington. 'Phone, Kingston 0710. zzz-333

JOWETT. New 1933 models offered for early delivery; own hire-purchase; exchanges. Newnhams, 136-8 Streatham Hill, S.W.2. 'Phone Streatham 8830. 38-456

JOWETT service station (London), main agents. Immediate delivery of all models; part exchanges and deferred payments, service after sale, overhauls and repairs. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 1665. zzz-82

JOWETT. New 1933 models offered for immediate delivery. Own hire-purchase; exchanges. Newnhams, 136-8 Streatham Hill, S.W.2. 'Phone, Streatham 8830-1. 39-807

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M.G. Midget, 1933 J.2 sports de luxe 2-seater, immediate delivery; part exchange, deferred terms. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 39-721

M.G. Smith Auto Co., Ltd.,

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M.G. Midget. Brighton and district M.G. agents. Mansfields, Ltd., Kingsway, Hove. 8490 Portslade. zzz-613

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Brand-new, unregistered special sports 2-seater, o.h.v. racing J.A.P., 3-speed, starter, super-sports chassis, magneto ignition, listed £128 10s. our price 98 guineas.

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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. Rowland Smith (Motors), Ltd.

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MORRIS Minor and Morris 10, 1933 models now on view; part exchange, hire-purchase terms. Sole London distributors, Stewart and Ardern, Ltd., Morris House, 105 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-232

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. zzz-315

MORRIS. Hampstead. F.O.C.H., Ltd., authorized Morris dealers. Highest allowances, deferred. Extensive after-sales service. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open week-days 9-9, Sundays 9-1. zzz-310

MORRIS Minor. Rowland Smith (Motors), Ltd. 1933 coachbuilt sunshine saloon, 4 speeds with silent third, black; immediate delivery; list price £125; terms, exchanges. All week-days, including Saturdays, 9-9; Sundays 9-1. 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. 39-882

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ROVERS. Henlys, London distributors for Rovers. 155 Gt. Portland St., W.1. Museum 7734. zzz-650

ROVER. Instant delivery, new Rover 10 saloons, from stock, best deferred terms and part exchanges. Agents, Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 39-4

ROVER. Immediate delivery from stock. 10-25 and the new 12hn 6-cylinder models; exchanges or deferred. Satisfaction guaranteed. Sydney G. Cummings, only address, 101 Fulham Rd., London, S.W.3. Sloan 8231-2. 39-642

NEW LIGHT CARS AND CYCLECARS (continued).

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SINGERS. Deferred terms. Highest exchanges. All week-days, including Saturdays, 9-9; Sundays 9-1. 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. zzz-289

SINGER. Croydon Service Depot, wholesale and retail. Turner's, Lower Addiscombe Rd. Addiscombe 5151. zzz-986

SINGER. Spikins (Twickenham), Ltd., all models in stock. zzz-27

SINGER. Hampstead. F.O.C.H., Ltd., authorized Singer stockists; exchanges, deferred; extensive after-sale service. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open week-days 9-9, Sundays 9-1. zzz-311

SINGER 9. Manchester. 1933 saloons, immediate delivery, standard model, finger-light steering, 4-speed, silent third, sunshine roof, Leverolls, safety glass, Lockheed brakes, £9 tax, a luxury car at £159 (ex works), highest exchange allowance, deferred terms. Agents: Rhiads (Motors), Ltd., 258 Deansgate, Manchester. 39-928

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STANDARD. Hampstead. F.O.C.H., Ltd., authorized Standard stockists; exchanges, deferred; extensive after-sale service. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open week-days 9-9, Sundays 9-1. zzz-312

STANDARD.

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STANDARD. Harry Nash, authorized agent!!! Guaranteed instant delivery, 1933 Big Nine, blue and grey, £205; Little 12, £189; Little Nine, black and cream, £159; exceptional exchange allowances, easiest terms. 348 King St., Hammersmith. 39-816

STANDARD. Naylor and Root, Ltd.,

Official dealers.

Immediate delivery of Little Nine saloons; generous exchange allowances; deferred terms over 12, 18 or 24 months; genuine after-sales service.

Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. 39-839

STANDARD. Bruton Garages, Ltd., special Standard agents. 1933 models on view; exchanges and terms. 32 Bruton Place, Berkeley Sq., W.1; also 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 39-905

STANDARDS. Newnhams 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, S.W.2; 164 Fulham Palace Rd., W.6. 39-954

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TRIUMPH. Basil Roy, late of Ratcliffe Bros., sole distributors for Essex, N.E. Middlesex, and jointly L.C.C. area. 1933 models now available. Spares and service; trade supplied. 161 Gt. Portland St., W.1. 'Phone, Welbeck 1138. zzz-253

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TRIUMPHS. Newnhams, as distributors for large areas, supply 1933 models better through having complete range actually in stock for immediate delivery, plus advantageous of self-financed hire-purchase terms and generous part-exchange allowances. 237 Hammersmith Rd., W.6. (Riv. 4646). Branch Showrooms: 136 Streatham Hill, S.W.2; 164 Fulham Palace Rd., W.6. 39-955

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TRIUMPHS. Morgan Hastings, Ltd., the oldest distributors, offer immediate delivery of 1933 models. Demonstration cars available at 95 New Bond St., W.1 (Mayfair 5323), and at our sales, service and spares depot, 212 New King's Rd., Fulham (Putney 7611). zzz-329

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WOLSELEY. J. A. Baxter, authorized Wolseley agent, offers for immediate delivery 1933 12hp Hornet 4-door coachbuilt sunshine saloon de luxe, two years' makers' guarantee, £205 10s.; confidential deferred terms available at only 6% interest. 6 Spenser St., Victoria St., S.W.1. Victoria 7548-9. zzz-340

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TALBOTS,
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WOLSELEYS,
OR any other makes.

SPORTS cars wanted for spot cash. Highest prices paid.

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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

AUSTIN 7's wanted. Saloons, tourers and Cups, in any condition; cash. Earl, 75 Heath St., Hampstead, N.W.3. 39-626

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KINGSTON-ON-THAMES: Elton Rd. Kingston 3557-8.

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CROYDON: Park St. Fairfield 4069. zzz-202

10,000 All-British brand-new and guaranteed Stelled starter batteries in stock. See below.

LET us quote for your specialized high-class electric work executed by skilled craftsmen, cheapest experts in London for Lucas, C.A.V., Rotax, Hart, Exide, Peto and Radford service.

WE have the most up-to-date machinery in London for charging and repairing batteries and testing, locating and repairing faults in dynamos and starters.

ANY type of service battery, dynamo or starter can be hired while we repair or recharge yours. Deposit required.

BEARDMORE ELECTRIC SERVICE,

18-28 QUEEN'S RD., Hyde Park, W.2.

'PHONE, Park 8641-2. 39-30

"HOW TO DRIVE A CAR." 12th Edition. A complete guide to the finer points of car control. 2s. 6d. net. 2s. 9d. by post. B63

BATTERIES (continued).

MARBLE ARCH MOTOR SUPPLIES, LTD., for batteries for all makes actually in stock ready charged.

AUSTIN 7, 13s. 6d.; Morris, 19s. 6d.; Morris-Oxford, 39s. 6d.

FOR Ford and most American cars, 25s.

CHEAPEST in the trade. Send for list.

MARBLE ARCH MOTOR SUPPLIES, LTD., 133-135 Edgware Rd., W.2. 39-659

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. 39-758

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.

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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 4¾-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., 23s. 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, "Tyrepresso, Hammer, London." And

370-372 GRAY'S INN RD., King's Cross, London, W.C.1. 'Phone, Terminus 4429 (3 lines). 'Grams, "Tyrepresit, Kincross, London." zzz-9

BODIES.

YOURS for £14, Taylor-Austin 2-seater bodies, smartest and roomiest made, a few unfinished, fit 1928-9-30 chassis. Taylors, 135 London Rd., Kingston. 1263. zzz-262

AUSTIN 7, 1928 Cup sports 2-seater, complete, £5; 1930 van body, £5. Back of 241 Maida Vale, W.9. 39-859

AUSTIN 7 Cup 2-seater body, hood and screen, £3 10s. Rex Judd Motor Exchange, High St., Edgware. 'Phone 0862. 39-890

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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-834

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CELLULOID, best quality crystal clear 55 by 24, 3s. 9d. Extra heavy quality, 4s. 11d. Post 6d. Any size quoted for.

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WHITE, WATSON AND CO. Cylinders reground with alloy pistons, fitted with Wellworthy rings: Austin 7, 55s.; 12, 66s.; Cowley, 66s.; 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

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CYLINDERS and crankshafts reground, new pistons fitted, bearings remetalled, scored bores filled in. Guaranteed welding. Sadgrove and Co., 20 Cannell St., Ancoats, Manchester. City 3761. 63-541

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DUST and waterproof covers, hemmed and eyeletted, all sizes from 7s. 6d. Cheapest in the trade. Send for list.

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LET us quote you for specialized high-class electric service executed by skilled craftsmen, cheapest exports in London. See below.

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ELECTRICAL service, large stocks, replacements, exchanges; immediate delivery low prices.

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PUTNEY: 158 Felsham Rd. Putney 6193-4.

KINGSTON-ON-THAMES: Elton Rd. Kingston 3557-8.

BECKENHAM: Chaffinch Rd. (opposite Clock House). Beckenham 1146-7.

CROYDON: Park St. Fairfield 4069. zzz-203

ELECTRICAL EQUIPMENT.

DYNAMOS, starters, magnetos, batteries.

HUGE stocks of manufacturers' authorized reconditioned replacement units, ready fit while you wait, from £1, taking yours in part payment; despatched 7 days' approval against cash.

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ELECTRO, CHROMIUM AND NICKEL PLATING.

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

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"THE MOTOR BOAT MANUAL." 10th Edition. A Practical Handbook for Motor Boating Enthusiasts. 5s. net. 5s. 5d. post free

B64

ENGINES (continued).

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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. 39-686

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ROWLAND SMITH (MOTORS), LTD.

AUSTIN, B.S.A., M.G. Magna, M.G. Midget, Morgan, Morris Minor, Riley, Standard, Singer, Triumph and Wolseley main agents. Deferred terms. Highest exchanges.

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. Second-hand list free.

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ARCHIE SIMONS AND CO., exchange speciallists. 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

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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

TRIUMPH motorcycle, 500 c.c., chromium, new condition, £20, or exchange Austin 7 sports. 69 Nursery Rd., Brixton. 39-p217

NEWNHAMS 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. 39-956

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THE SERVICE CO., the house of highest repute for extended payments, established over 30 years, no outside finance, easiest of terms to your convenience, new, second-hand, exchange; state requirements. 273 High Holborn, London. zzz-502

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

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

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CHARING CROSS GARAGE, Villiers St., Strand. Capacity 200 cars; always open, running repairs, accessories, etc.; theatre facilities. Gerrard 1489. zzz-73

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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

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HARRISONS. Hoods re-covered in few hours. Loose covers all cars.

HARRISONS. Replace celluloid while you wait or by return post or rail.

HARRISONS. Carpets, envelopes, cushions, tents, tarpaulins, upholstery materials, all-weather equipment, renovating.

HARRISONS, 355 Norwood Rd., Tulse 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

HOODS AND SCREENS (continued).

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

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. 40-k457

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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

ASMUS. Hoods re-covered, screens recellulosed cheaply, general upholstering; fabric body renovations. 65a High St., Clapham, S.W.4 (next to Jay's). Macaulay 5042. zzz-263

TODD AND CO. Hoods re-covered and repaired, side screens recellulosed, general upholstery and repairs, fabric bodies re-covered or repaired. Duncan St., Islington. 45-274

BONTOP hood re-covering sets. Re-cover your hood in your own garage. All sewing completed, fixing sundries included. Details, patterns, prices, on application. Mention make and year.

BONTOP staples. For fixing celluloid yourself to side screens and back lights without sewing. Box of 2 doz. 7½d., 1 gross 2s. 11d., post free.

BONTOP. We re-cover hoods, repair side screens and supply new screens. Low prices.

BONTOP easy fixing accessories. Grafton Engineering Co., Sycamore Grove, New Malden. Malden 0161. zzz337

HOOD MATERIAL.

MARBLE ARCH MOTOR SUPPLIES, LTD.

BLACK waterproof leather cloth, finest quality, 54 ins. wide, 4s. 6d. per yd. Heavy double-texture twill, 36 ins. wide, 2s. 11d. per yd.; 72 ins., 5s. 9d. per yd. Postage extra.

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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, £3 8s.

APPLY Head Office, Trafalgar House, Waterloo Place, Pall Mall, London, S.W.1. Telephone No., Whitehall 9917. zzz-908

QUARTERLY premiums at annual rates; immediate certificates; all benefits; expeditious claims service. Special rates Ford, Austin and Morris. Carjax, Ltd., 13 Albemarle St., London, W.1. zzz-146

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. Examples: Cowley, private, comprehensive, from 152s. or 38s. deposit; third-party from 73s. 6d. or 18s. 6d. deposit. Ford and Morris-Commercials, comprehensive from 138s. or 34s. 6d. deposit; third-party from 69s. or 17s. deposit. Deposit secures certificate immediately. Andrews and Booth, Ltd. (Block X), 37 Sheen Lane, Mortlake (Station), S.W.14. (Prospect 1061, 5 lines.) Branches: 3 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-282

COMPETITIVE rates. Example: Standard Big Nine, £7 19s. 7d.; Austin 7, £7 5s. 7d. Instalments arranged. Earnest J. Bass, 40 Chancery Lane, W.C.2. Holborn 0328. zzz-298

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

QUARTERLY PREMIUMS. No extras! Road Traffic Act cover, Austin 7, one driver, 16s. 2d. quarterly; Cowleys, 20s. 3d.; Fords, 20s. 3d.; Oxfords, 23s. 4d. Others and commercials equally low. Write for new advantageous scheme. Jacksons, 54 Old Broad St., E.C.2 (London Wall 0329); and Grand Buildings, Trafalgar Square (Whitehall 1891). zzz-221

DEFENCE, LTD., 40 King William St., E.C.4 (Mansion House 9944), for sound comprehensive policies at lowest rates: 8hp, £7; 12hp, £9 7s.; Cowleys, £8 10s.; third-party policies half these rates; special hirer-driver and commercial policies; monthly and quarterly deferred terms arranged. zzz-332

WE do not offer "cheap" insurance but a highly skilled brokerage service to motorists seeking lowest premiums with soundest cover and security. Allow us to submit a quotation. Instalments arranged. Represented at Lloyd's. Metropolitan Insurance Brokers, Ltd., Empire House, St. Martin's le Grand, E.C.1. National 5261. 47-m694

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 4. 39-612

"THE MOTOR ELECTRICAL MANUAL." 5th Edition. A complete guide to motor electrical equipment. 2s. 6d. net; 2s. 9d. post free.

INSURANCE (continued).

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 Leadenhall St., E.C.3. Monument 2351-6 (6 lines). See displayed advertisement page 8. 39-596

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RENNOS. Brand-new B.T.H. 7-in. headlamps, two clips, bright, dim fitments, unrepeatable bargains, 18s. 6d., worth double, postage 1s. Below.

RENNOS. Best and cheapest electric bulbs, gas filled, side, tail 6d., head 1s.. double-filament 1s. 9d., 24 by 24 dipping filament for latest Lucas, 1s. 11d., postage 1½d. Below.

RENNOS. K.L.G. sparking plugs, detachable, brand new, clearance, boxed, limited number, 8d. C.O.D. service. 232-3-4 Upper St., Islington, N.1. Near Tubes. 'Phone, North 4467-8. 39-799

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.

ROTAX, C.A.V., Lucas, Ducellier, 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

LUCAS, C.A.V., Rotax Service Station. (Props., Cox and Co.)

ELECTRICAL service, large stocks, replacements, exchanges; immediate delivery, low prices.

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PUTNEY: 158 Felsham Rd. Putney 6193-4.

KINGSTON-ON-THAMES: Elton Rd. Kingston 3557-8.

BECKENHAM: Chaffinch Rd. (opposite Clock House). Beckenham 1146-7.

CROYDON: Park St. Fairfield 4069. zzz-204

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RENNOS. Special offer, driving mirrors, black and plated finish, convex surface, originally 7s. 6d., to clear 2s. 6d. C.O.D. service. 232-3-4 Upper St., Islington, N.1. Near Tubes. 'Phone, North 4467-8. 39-796

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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

ALTA aluminium cylinder head for Triumph 7, as new, £2. Jackson, 35 Second Ave., Exeter. 39-n962

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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. 45-109

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

SPECIAL mudguards of every description absolutely cheap. Westerns, 49 Nicholes Rd., Hounslow. 39-n965

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CAST aluminium polished plates. Beadless, 3s. 9d. each; beaded, 4s. 6d. and 5s. 6d. each. Moseley and Son, Founder, Wolverhampton. Telegrams, "Plates." zzz-933

SALE, 44-46 Howland St., Tottenham Court Rd., London, W.1. 'Phone, Museum 6731. Telegrams, "Limitable, Wesdo, London." Cable, "Limitable, London."

SALE, 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.

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MARTLET high-efficiency pistons. Special sets, oversize, high ratio. Brooklands Engineering Co., Ltd., Brooklands Track. 'Phone, Weybridge 489. zzz-108

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CONWAY for good second-hand radiators for almost every make of car. Call, write wire or 'phone Acorn 1748. Gloucester Rd., and 19 High Rd., Acton, W.3. 39-687

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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 gearboxes, 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 it is 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, C2. zzz-830

JOWETT. F.O.C.H., officially appointed repairers by Jowett Cars, Ltd., £500 spares stocked. 3-5 Heath St., N.W.3. Hampstead 2315-6. Open all week-days, including Saturdays, 9 till 8; Sundays, 9 till 1. zzz-867

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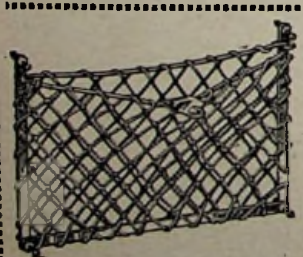
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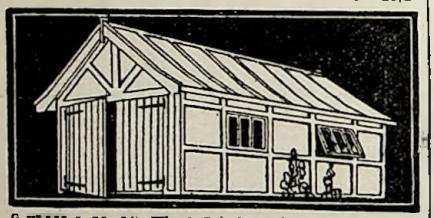
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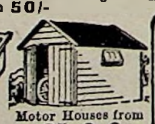
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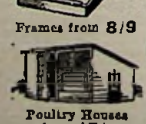
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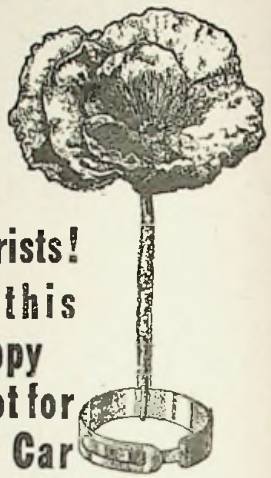


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