

The Light Car & Cyclecar

3^D

The Only
Small Car
Journal
Founded 1912.

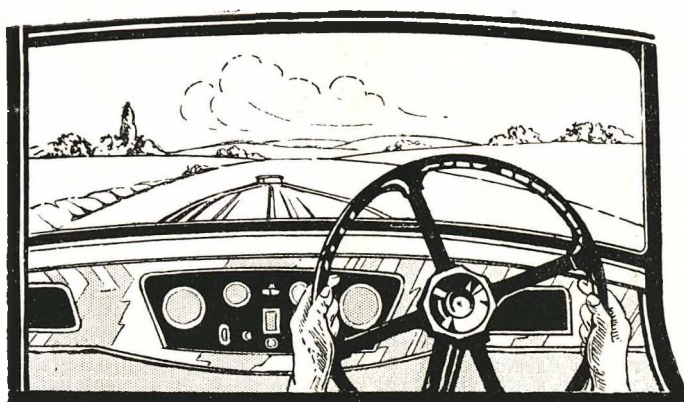
Head Office:
5-15, Rosebery Ave., E.C.1
Telephone: Clerkenwell 6000

Vol. XLII. No. 1075
Friday, July 14, 1933
*Registered at the GPO
as a Newspaper*



THE SEAT OF GOVERNMENT

The Isle of Man knows no laws but its own and its Constitution is one of the oldest in the world. In this picture may be seen Government House and—slightly set back on the left—the famous House of Keys. The car is rounding one of the actual corners on the circuit laid out for this week's races, the second of which is due to be run off today.



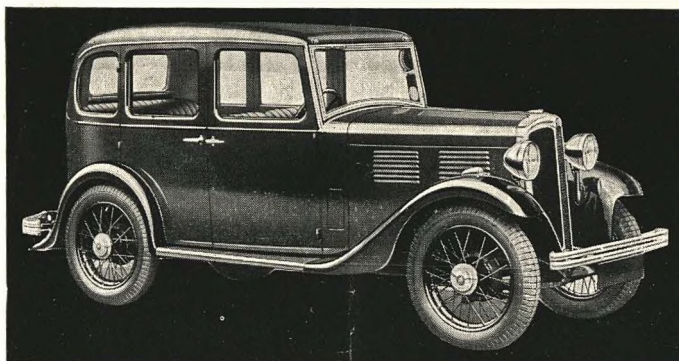
See the Country
through a Car
this Summer

and buy from Normand

100 IN STOCK

ONE OF THE HUNDRED

AUSTIN
FORD
LANCHESTER
MORRIS
ROVER
STANDARD
TRIUMPH
TROJAN
WOLSELEY
ETC., ETC.



The STANDARD LITTLE NINE
SPECIAL SALOON, £174 ^{Ex Works}

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

Q We finance our own Hire Purchase Undertakings, so that it is possible for us to accept any reasonable proposal to suit individual needs.

Your present car taken in part exchange. Best possible price given.

11, HAMMERSMITH
ROAD, W.14

Trojan Showrooms,
Opposite Olympia,
Fulham 3477.

NORMAND
GARAGE LTD

AVONMORE PLACE,
AVONMORE ROAD,
W.14.

Service Department:
Fulham 4972.

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

Between Selfridge's and Marble Arch.

Mayfair 6801/2

OPEN UNTIL 6 P.M. SATURDAYS.

**DRIVE YOURSELF
HIRE**

AUSTIN 10 h.p. AUSTIN 7 h.p.
MORRIS COWLEY SALOONS
from 22/6 per day and 90/- weekly, taxed and insured.

UNLIMITED MILEAGE

Ideal for Holiday Travel.

SENSATIONAL BARGAIN
Limited Number Only.

Austin 7 Coachbuilt Saloons.
Excellent condition. Choice
of Colour—Brown or Blue.
Long Chassis. Guaranteed.

£73

92, GLOUCESTER ROAD, LONDON, S.W.7
Frobisher 3037.

Open 8-8. Sats. 8-8. Suns. 9-1.

JAMES GROSE LTD., the ORIGINAL MOTOR FIRM that was Established in 1876

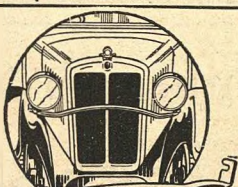


Save on Your Oil Bill
by using a **GUARANTEED**
and **RELIABLE MOTOR OIL**
Thousands are using this wonderful
oil backed by the famous name of
JAMES GROSE LTD.
5 gals. of this super oil DELIVERED
FREE within 150 miles radius for 10/-
Drums free.
Sample Gal. 3/3 Post
9d.



**CHROMIUM
PLATED
TIE-BARS**

to fit under head or side
lamp supports to carry
horn, etc. For
Austin, Morris,
Hillman Minx
6/6



AND NOW FOR Standard
Little Nine **12/6**

**Fit a F.E.W.
NON-OILING PLUG
ADAPTER**



Abolishes oiled
up plugs and
ensures a sweet
running engine.
2/6



**SUPER STREAMLINED
SIDE LAMPS**
Beautifully finished black and
plated, complete with Bulb.
ADDS to the
APPEARANCE of
the CAR. Each **5/6**



MOTORISTS!
Here is a first-class
**AUTOMATIC Suction
WINDSCREEN
WIPER**

Complete with BLADE, 7 ft. Tubing.
Clips for fixing At the unheard-
and fitting for of price of:
induction, actual-
ly listed at 15/6
Post 4d. **8/6**

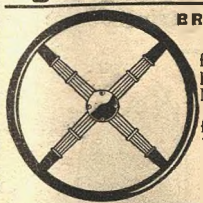


**J.G.L.
LIGHT CAR
GREASE
GUN**

Fits all standard car
grease gear nipples.
Forces grease in at
tremendous pressure.
Equal to the Best.
**OUR
PRICE
Post 3d. 5/6**



**SPECIAL OFFER
FOOT PEDAL
RUBBERS**
For Clutch, Brake and
Accelerator **1/-**
Sets of three
for Austin 7 and Morris
Cowley.
Ditto, Single Rubber for
other makes 9d. each.



**BROOKLANDS Fully Flexible
STEERING WHEELS**
for Morris Minor,
B.S.A. 3-wheeler, **36/6**
M.G. Midget, etc.
ALLOWANCE
for OLD WHEEL



**EXTRA
STRONG**
Luggage
Straps
Fitted with Special
Never-Slip Buckle.
7 foot **1/9**
8 " **2/-**
9 " **2/3**
1/6



STAY PUT HAT RACK
for Saloon Cars. Can be
adjusted to any size Hat
Post 3d. **1/-**

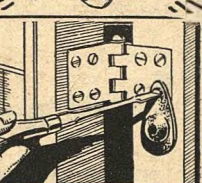
SPORTS GAMES
EST. **JAMES
GROSE
LTD.** 1876.
The Original Motor-
cycles and
Accessories Firm.
Cycles
and
Accessories
379 Euston Road
Great Portland Street
LONDON N.W.1

**SPECIAL "Leader" 5 ply Hose
OFFER**
Complete outfits each in-
cluding hose tap union
(state size required)
variable nozzle and hose
hanger. This hose can be
relied on to give years of
wear owing to its extra
plies for garage and
garden outfit.
1 in. x 5 in. x 5 ply **18/6**
25 ft. **18/6** 22/6 27/6
50 ft. **29/6** 37/6 44/6
75 ft. **43/6** 51/9 65/3
100 ft. **55/6** 64/2 84/-
Prices are complete with all
fittings, longer lengths
supplied.
Carr. Paid

THE EVEREST AIR BED
This is without doubt the most comfortable Caravan or Camp
bed obtainable. A special feature of the stout rubber air bed
is the manner in which the necessary flat surface is obtained;
it also provides a raised pillow at one end. Inflation is a simple
matter. Covers offered in six attractive patterns, striped
cotton duck.
Size Weight Bed Price
4 ft. x 2 ft. 8 lb. 2 oz. **30/-**
6 ft. x 2 ft. 11 lb. 8 oz. **42/6**
6 ft. x 2 ft. 6 in. 12 lb. 14 oz. **50/-**
With Cover
Striped Duck
Price
46/-
57/-
65/-
Carriage Paid.

PASSALITE 1,000
The Wireless Electric Lighter, Cooper-Stewart
detachable
Cigarette
Lighters **3/6**
Single bolt
fitting. Usual price 15/-

**STADIUM
RUBBER
DOOR
6
SILENCERS**



**Polished
BAKELITE
ASH TRAYS**
detachable, with Chromium
Plated Top,
size 3 1/2 x 1 1/2
Usual price 3/6
1/11

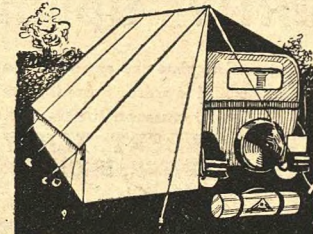


**SPARE
WHEEL
COVERS**
for 26x3-50 Tyres
27x4-00 **6/6**
27x4-40
28x4-95, 29x5-00 **9/6**



**Genuine
Calor-
meters
for
Radiators**
Visible
Night & Day
**OUR
PRICE
11/6**
Chromium
Plated.
Usual Price
25/-

**CAMPING and
CARAVAN EQUIPMENT**
TENTS Acknowledged the most reli-
able and best value obtainable.



The "JAGROSE" Car Tent
Specially designed for motor-tour camping. As shown in the
illustration, this tent is made to allow one side of the roof to be
used as a car cover, the front and back half sections are forming
a curtain between the tent and car. Complete with all acces-
sories. Size: 9 ft. long, 6 ft. wide, 6 ft. 6 in. high, 2 ft. walls,
with 8 ft. 6 in. awning. Weight 30 lbs. If used as an ordinary
tent the width is 10 ft.
WHITE COTTON 70/6 **GREEN 85/6**
DUCK **DUCK** **Ltd.**

THE "EASI-PITCH" Jas. GROSE
16/9
7 ft. long x 5 ft. wide, 4 ft. 6 in. high, 1 ft.
walls. Superior white tent cloth, overhanging
eaves, screw-jointed poles, all necessary pegs,
ropes and runners. Packed in neat carrier
holdall. Weight complete, 10 lb.
SELECTED SPECIAL WOVEN GREEN ROTPROOF 22/6
CLOTH Carriage Paid. **CARRIAGE**
Fly Sheets for above tents, throw-over pattern **PAID.**
White ... 10/- Green ... 15/-



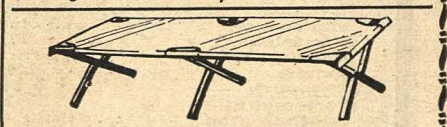
SLEEPING BAGS
Lightweight. Down filled. Exceptionally warm.
Size, 6 ft. long, 2 ft. 6 in. wide at top; **19/11**
1 ft. 8 in. at bottom. Weight 2 lb. 8 oz.
Ditto, super quality, 6 ft. long, 2 ft. 6 in. wide through-
out. Weight 3 lb. 5 oz. **25/-**



**WASH
BOWL
on
Folding
Frame
2/9**
Super quality
on metal
frame
7/6



**PRIMUS
STOVE
OUTFITS**
Complete in metal case **12/-**
Pint size ... 14/6
Ditto, Phoenix make, 1 pint 7/6



CAMP BEDS 11/6
Heavy Cotton Duck. Fold compactly
Superior quality **14/6**

"J.G.L." ZIP JACKETS.
Tan Suedette, 2 Zip, Self Collar and Cuffs. **7/6**
Full Bloozy Fitting
Ditto, Superior quality, Half Zip, Self **10/6**
Collar, Elastic Band Waist
Ditto, Full Zip, Wide
Elastic Band Waist **12/6**
Tan Velveteen Suedette, special
finish and quality. Full **15/-**
Zip, Wide Elastic Band.



The best pos-
sible quality,
proofed Tan
Suedette, Wool
Collar, Cuffs, and Waistband. Full **17/6**
Zip. **21/-**
The Genuine "Stormgard," Dark or
Light Brown, guaranteed proofed
"J.G.L." ZIP SHIRTS
Government Khaki Drill, Zip Front, **3/3**
Pocket, full cut
Ditto, Superior Quality, extra strong **3/11**
Drill
Black Drill, Super Finish, extra strong,
ideal for Motor Cycling and Engineer-
ing **4/11**

Special Postal and C.O.D. Dept. from Euston Road only. Also at 4, Old Jewry, Cheapside. And 255, Holloway Road, N.7.

Now for maximum driving comfort— at all speeds.

No more irritating vibration.

Drive in ease. Rid yourself of all discomfort. Enjoy your driving by installing a

No more road shocks.

TERRY Spring HEEL REST

(Regd. No. 781835)

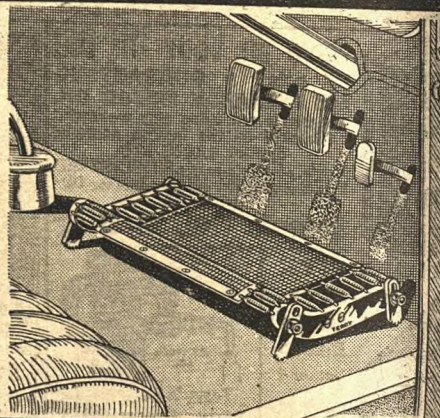
Finished rustless plate and enamel. Length 12 inches. No. 1169E. PRICE 12/6

Shorter rests supplied to order. See it at your dealers. If he does not stock, please write to us.

Special passenger models 12/6 to 24/- each. Complete List post free

HERBERT TERRY & SONS, LTD., Mfrs.**REDDITCH, ENGLAND.**

Est. 1855

London:
27, Holborn Viaduct.Birmingham:
210, Corporation St.Manchester:
279, Deansgate.

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, Queens Street
Croydon	7-11, High Street
Derby	17, Corn Market, and 2, Gower Street
Hull	140, George Street
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
Portsmouth	26, Swan Street
Southampton	Verity House, 155, Above Bar
Swansea	Picton House, Picton Place
Wolverhampton	3, Market Street

or from

INVINCIBLE POLICIES LIMITED

Palmerston House

51, BISHOPSGATE, LONDON, E.C.2

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

YOU WANT
Immediate cover

AGENTS WANTED

Remember to buy

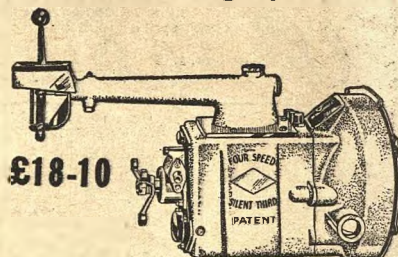
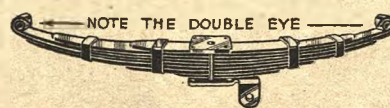
The Motor
The National Motor Journal.

on Tuesdays!

For Improved Performance on Morris Minor, M.G. Midget, Hornet

4-SPEED GEARBOX.

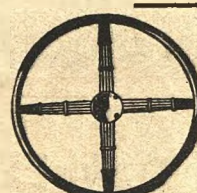
Special features: Silent 3rd gear; Remote control; Low bottom gear. Designed for long life and easy gear changing. Close ratio (20/- extra).

**£18-10**

NOTE THE DOUBLE EYE

SPECIAL ROAD SPRINGS.
With double master leaf, giving greatly improved road holding, braking, and springing. Particularly recommended for all Hornet Special models. Fronts, 15/- ea. Rear, 17/8 ea. Carriage extra.

OVERLAP CAMSHAFTS.
For '29-'32 Midget ... 25/-
.. '32 Hornet ... 26/-
Postage 9d.



"BROOKLANDS" Fully Flexible Steering Wheels (all cars), 16 in. from 36/-, 18 in. from 40/-, "BLUEMEL", 16 in. Spring Wheel, black and colours, from 30/-, steering column extensions, for HORNET, MIDGET, MINOR, AUSTIN 7 to '29, J.2, 12/6.



"AERO" SPORTS SCREENS.
In safety glass; polished aluminium frame with fittings, adjustable 12 in. x 6 in., 12/6. Instrument board fittings 2/6 extra. Special polished dashboards for fitting to J.2 cowl 8/6. Parking and carriage 1/8.

V.W.D. DERRINGTON
159, LONDON RD.,
KINGSTON-ON-THAMES
'Phone: Kingston 3720.
Open 8.30 to 7.30.
Weds. 1 p.m.



"BROOKLANDS" RADIATOR STONE GUARDS. Chromium plated on solid brass. Easily attached. Riley 9, 32/8 and 35/-; Hornet, 36/-; Alvis from 35/-; Austin 7, 30/-; All makes available. Post 1/3.

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

All at Sea.

From Birmingham to Rhyl is about 112 miles.

A Jowett will take four of you there at less than a farthing per mile per occupant.

Although our car has never yet reached 80 m.p.h., we can assure you there are few cars will beat you by much on any journey.

You will be comfortable, you will be safe (unless the other fool does something silly).

There is no car that is more reliable. We are, we believe, the only people who have run a car 72 hours continuously, towing a load of 14 cwts.

You may buy cheaper, but you can't have it both ways, and the Jowett will save your money in the long run.

Try one now.

Prices from £135.

Tax £7

JOWETT CARS Ltd., IDLE, BRADFORD

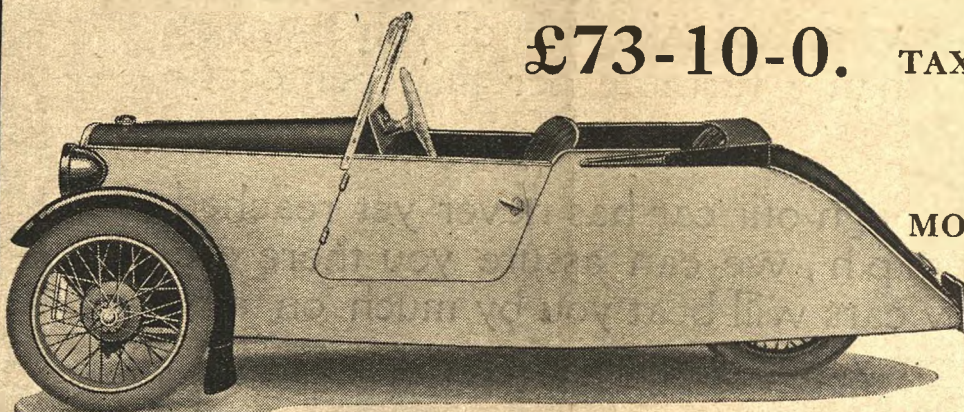
A PICTURE!

To show you how good a Three-wheeler can be.

BUT we cannot tell you here all about this OUTSTANDING Light Car, — about its Rubber-Insulated Power Unit, the coupled and compensated All-wheel Brakes, the detachable interchangeable Wheels, finger-light Steering, Three Speeds and Reverse and General Mechanical Excellence.

OUR LIST, though, tells you all this, and much more. It is a readable little story, — and yours for the asking.

£73-10-0. TAX £4



J·M·B
MOTORS LTD.
RINGWOOD,
HANTS.

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

Compare this good Oil with
other good Oils Then
compare the price.

"Thelson Oils" are
made to a standard
specification, and are
tested in our labora-
tory which is
approved by the Air
Ministry.

USE
THELSON
MOTOR
OIL



PRICES

Per 5 Gall. Drum.

Grade "M"	24/7
"H"	26/8
"EH"	28/9
"ARO (Aero)"	30/11

A grade for all cars.

ALAN THELWALL, Ltd., HULL

If your Garage does not stock, write
us please and we will inform you of
the dealer for your district.

CAR INSURANCE?

*Why yes—
I certainly
recommend
North &
South*



COMPARE THESE RATES with what you are NOW PAYING

Full Value of Car not exceeding	TREASURY RATING (excluding Fractions of Horse-Power).							
	8	9	10	12	13	15	17	20
	COMPREHENSIVE COVER							
£100	7 5 0	7 10 0	8 10 0	9 7 0	10 7 0	11 7 0	12 1 0	12 18 0
£200	8 0 0	8 7 0	9 7 0	10 7 0	10 17 0	12 1 0	12 15 6	13 5 0
£300	8 17 0	9 4 0	10 0 0	11 4 6	11 14 6	13 1 6	13 8 0	14 8 6
	THIRD PARTY ONLY							
—	3 10 0	3 12 6	4 0 0	4 10 0	5 0 0	5 10 0	6 0 0	6 5 0

It will be to your advantage to write for a prospectus and specimen Policy, which will be sent without obligation by return of post.

Add 10% for Cars garaged in the London Postal Area or Glasgow (within 15 miles of George Square).

NORTH & SOUTH INSURANCE CORPN. LTD

(ESTABLISHED 1909)

Head Office:

Orleans House, Edmund Street, Liverpool.

LONDON: 310-312, Regent St., W. 1;
and 40, King William St., E.C. 4.
BIRMINGHAM: "Civic House," Gt.
Charles Street.

BRISTOL: 35, Park Street.
CARDIFF: 8, St. John's Square.
DERBY: 12, Gower Street.
EDINBURGH: 15, View Forth Gardens.

LEEDS: Diamond House, The Headrow.
MANCHESTER: 15, Cross Street.
MIDDLESBROUGH: 139, Albert Road.
SHEFFIELD: 2, Farnival Street.

SPECIAL PREMIUMS

(Comprehensive Cover)

Austin 7	£7. 0.0
Austin 10	£8. 0.0
Austin 12	£9. 0.0
Ford 8	£7. 0.0
Morris Minor	£7. 0.0
" Ten	£8. 0.0
" Cowley	£8.10.0
" Oxford	£10. 0.0

10% reduction from all premiums if car driven by owner or named driver only.

Applications for
Agencies invited.

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

SIXTH EDITION.

Save time and money by doing
your own minor repairs.
"THE MOTOR REPAIR MANUAL"
will show you how!

Every owner-driver who wishes to tackle reasonable repair jobs and adjustments at home should read "The Motor Repair Manual."

Detailed instructions are given. There are sections on the lathe and its use; descriptions of tools and how to use them, and of various mechanical processes and workshop practice; hints on fitting up a repair shop, and much other essential information. The book is written in non-technical language and is fully illustrated.



2/6 NET.

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

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

NOTICE TO MOTORISTS

ANNUAL POLICIES
for the purposes of the

ROAD TRAFFIC ACT, 1930,

may be obtained from the Companies' Official Brokers at the following low rates:—
AUSTIN 10, MORRIS 10, STANDARD 10,
65/-, COWLEY and AUSTIN 12, 86/-,
OTHER MAKES ACCORDING TO H.P.
but all subject to 25% DISCOUNT TO
APPROVED DRIVERS. Special quotations
for short periods. Policies are guaran-
teed by a company with £14,000,000 assets.

By availing yourselves of the Free
Service of the Official Brokers to
the Leading Companies,
SATISFACTION IS ASSURED.

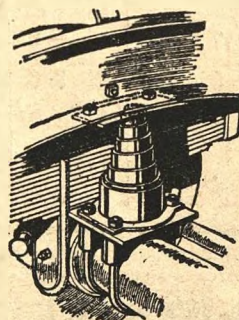
SECURITY AGENCIES AMALGAMATED,

4, Lloyd's Avenue, Fenchurch Street,
LONDON, E.C.3.

'Phone: Royal 5484. 'Grams: "Humankind, Fen, London."

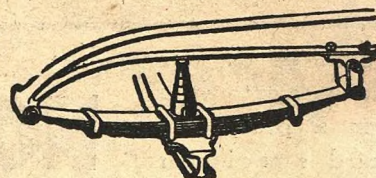
IMMEDIATE COVER. CREDIT GIVEN IF REQUIRED

TAKE THOSE EXTRA PASSENGERS in Safety & Comfort!



"NEVAJAH" SHOCK ABSORBERS smooth out the roughest roads, save your tyres, stop rolling on corners, save resetting springs, and PREVENT MAIN SPRING BREAKAGE.

Prices from **£1-1-0** per pair



DON'T SET UP FLATTENED SPRINGS—FIT THE—

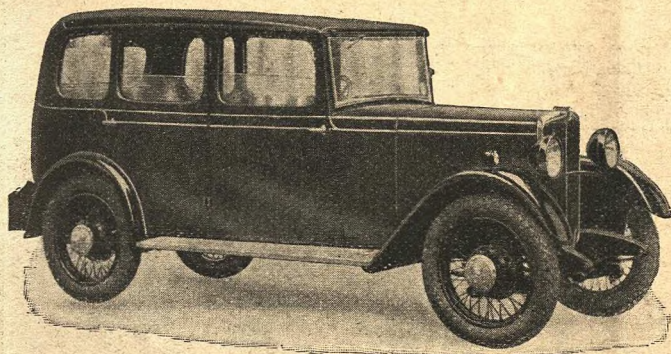
FOR FRONT &
REAR SPRINGS

Inventors, Patentees
and Manufacturers:

"NEVAJAH"
SHOCK ABSORBER
& LOAD ADJUSTER

A. W. CHAPMAN, LTD., Ranelagh Gardens, Hurlingham, S.W.6
Telephone: PUTNEY 2372/3.

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



Short Saloon	£135
Long Two or Four-Seater Tourer.. .. .	£150
Standard Saloon (as illustrated)	£160
"Kestrel" De Luxe Saloon	£175

or by GODFREY'S really EASY PAYMENTS.

"JOWETTING" is spreading South

No! This is not a rival to "Bif-Bat" or "Googly," it is a unique type of motoring which has been famous for 27 years up North. This year, however, the number of Jowett enthusiasts in the South has increased by leaps and bounds.

It's hardly surprising in view of the fact that the "Jowett" gives you more comfort and more room, both for passengers and luggage, than any other light car. And, what's more, it costs less to run, and Reliable is the Jowett's second name.

If you want a lot for your money come and see the 1933 models at our showrooms and let us introduce you to the pleasures of "Jowetting."

GODFREY'S LTD

LONDON DISTRIBUTORS for JOWETT CARS

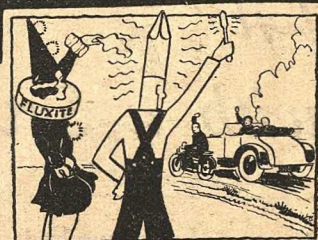
Jowett Service Depot:
7, EDEN STREET, HAMPSTEAD ROAD, N.W.1

'Phone: Museum 4046.

LONDON

366, EUSTON ROAD, N.W.1

'Phone: Museum 1402-3.



"We re Fluxite and Solder—the reliable pair;
Famous for Soldering,
known everywhere!"

Something went wrong—
and folks became 'snappy.'
Then WE came along—
they've gone off quite happy!"

See that Fluxite and Solder are always by you—in the house—garage—workshop—anywhere where simple, speedy soldering is needed.

ALL MECHANICS WILL HAVE

FLUXITE

IT SIMPLIFIES ALL SOLDERING

All Ironmongers sell Fluxite in tins: 4d., 8d., 1/4 and 2/8. Ask to see the FLUXITE POCKET SOLDERING SET—complete with full instructions—7/6. Ask also for our leaflet on HARDENING STEEL with Fluxite.

FLUXITE Ltd. (Dept. 420), ROTHERHITHE, S.E. 16

FOR ALL REPAIRS!



THE BEST INVESTMENT POLICY

8 FULL COVER ANY DRIVER £7-5-0 NO CLAIM BONUS ALLOWED ON TRANSFER OWNER DRIVER £6-10-0 H.P.	12 FULL THIRD PARTY ANY DRIVER £4-10-0 OWNER DRIVER £4-1-0 H.P.
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leys

FULL THIRD PARTY
QUARTERLY INSTALMENTS
 ANY DRIVER OWNER-DRIVER
 £1-1-0 18/9

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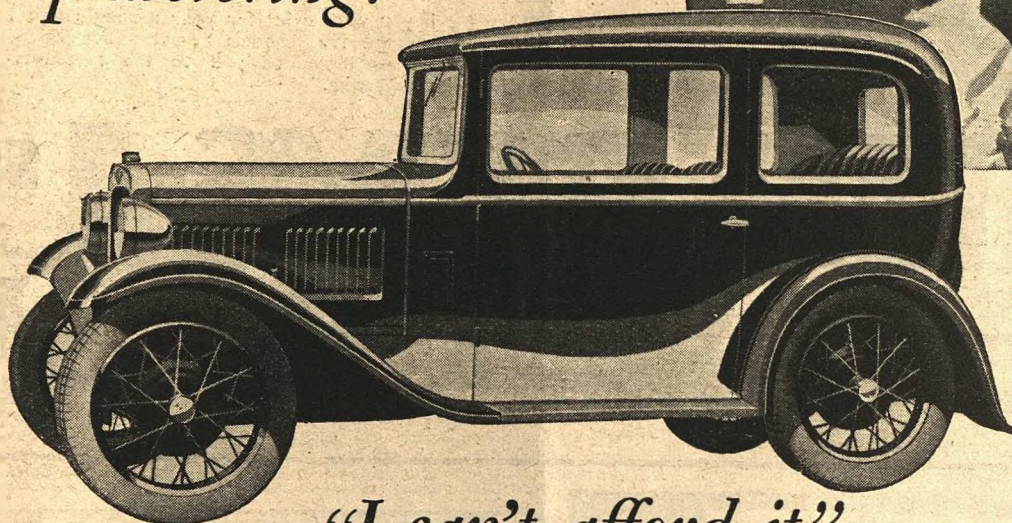
FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

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

THE SEVEN DE LUXE SALOON (as illustrated). Seats four adults. Real leather upholstery with pneumatic seat cushions. Front seats adjustable. Pychley sliding roof. 4-speed Twin-Top gearbox. Rear petrol tank. 7.8 h.p. engine developing 10.5 brake horse-power. 6-volt electric starting and lighting. Complete equipment. Chromium finish and Dunlop tyres. Price at works £125. Saloon with fixed roof £115. Tourer £110. Two-Seater £105.



*"Why don't you take
up motoring?"*



"I can't afford it"
"You can, if you start with a Seven"

"That's what young Russell's been telling me. Said an Austin Seven was the finest beginner's car in the world. So dependable, so easy to handle . . . But Russell needn't look twice at every shilling."

"I have to, worse luck. But do without my Seven? . . . Not on your life. Think what it means. A hundred guineas—to go where you like—come back when you like—no crushes of people, no worry about fares or being uncomfortable—no wondering when the last train goes; what the weather'll do; how you'll manage the extra suitcase, the umbrellas and the dog—isn't

that worth twice a hundred guineas?"

"But what about the cost of running a Seven?"

"That's why I invested in an Austin. Under 1d. a mile, mine's worked out at. The whole lot—petrol, oil, tyres, and minor adjustments included!"

"Had yours long?"

"Three years this April. She's been the length and breadth of these British Isles. And she'll re-sell well any day. Run through Austin re-sales in any car-paper! That comes of building cars to last, and not designing 'em to 'date.' And what about the good fresh air you'll give your wife and youngster by investing, old man?"



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PICTURESQUE
BROADWAY.

Tucked, as it were, beneath the elbow of the famous Fish Hill, Broadway is one of the prettiest and most orderly of English villages. The "Lygon Arms"—as well known as the village itself—occupies the centre of the picture.

At a Glance . . .

Items of Interest to All

TO-DAY, in the Isle of Man, the Mannin Moar race will be run off round the Douglas circuit.

SCOOP. A Liverpool paper tells us that "the new Twelve litre Riley" has been entered both for the Isle of Man and the T.T.

ABOUT 140 lb. of manufactured rubber goods are now being used at various points on an average first-class car of about 15 h.p., says the Rubber Growers Association.

DURING THE MONTH an International Technical Conference, which will deal with the possibility of standardizing rims, tyres and tyre valves, will be held in London.

THE AUSTIN DISTRIBUTOR in Cape Town recently received the following illuminating request:—"Dear Sirs,—I read your advertisement in *The Cape Times* about an Austin which you want to sell for 12s. 6d. Please send him for me c.o.d., and if he is good I will give you some more orders."

No. 1075. Vol. XLII.

THE "SCARBOROUGH" was staged successfully by the M.C.C. last week. A full report appears in this issue.

IN BELFAST, it is said, an epidemic of joy-riding in cars appropriated from parking places has broken out.

MOTORISTS who drive too fast along the busy streets of Birmingham are incurring the wrath of the Traffic Control Committee.

EVERY POSSIBLE LUXURY, refinement, labour-saving device, and so on—*except a garage*—will be incorporated in a "Dream House" which will be one of the novelties of the Advertising Exhibition to be opened at Olympia on July 17.

DRIVERS of commercial vehicles, and taxicab drivers, are, according to our own observations, tending to become careless in the giving of hand signals. The biggest offenders are those who throw their right arm out horizontally when they mean to turn to the left or to stop.

LIGHTING-UP TIME in London tomorrow Saturday, July 15, is 10.12 p.m.

FOR THE YEAR ended March 31, 1933, 2,501 cars were registered in the Isle of Man.

THE EARL OF PLYMOUTH has expressed the fear that Lord Moynihan's (Compensation for Accidents) Bill will, if passed into law, tend to reduce voluntary subscriptions to hospitals.

SINCE the Lanchester Ten came on to the market, less than a year ago, 5,000 cars of this type have been sold—another indication of the fact that there is still a big demand for a really good article.

EXPERIMENTS are being conducted in order to prove whether or not it is practicable to pursue bandits by aeroplane. Coloured flour bombs are dropped to guide the police cars, but why not drop real bombs on the bandit and have done with it?

OWING, it is said, to the fact that hitherto-affluent citizens have had to dismiss their chauffeurs, there is a big boom in English light cars in Madrid. Commenting on the matter Reuter says "English firms have obtained a strong foothold on a market hitherto practically monopolized by the United States."

AFFAIRS OF THE MOMENT

PERSONAL, GENERAL AND POLITICAL POINTS OF VIEW DISCUSSED BY THE EDITOR

THE promise of the Economic Conference has not been fulfilled and pessimists are naturally inclined to take a gloomy view of the future; but, looking back over the vicissitudes of the past few years, I cannot help thinking that we have weathered several storms successfully. So I am one of those who keeps his eyes fixed on the sky in the hope of seeing the cloud with the silver lining. The motor business is, obviously, in a fairly strong position, despite the heavy burdens under which it labours.

—000—

EVIDENCE of this is supplied in direct form by the registration figures and so on, added to which manufacturers themselves are far from pessimistic—a very hopeful note being struck by the increasing business we are doing abroad. An interesting commentary is supplied by Hubert Price, of Singers, who, in a recent letter to me, said:—

"The export business is still going well, and I am sure that manufacturers in general are finding that because British cars are selling so much better on the Continent (which enjoys the same seasons as we do), our export is now spread over the whole 12 months instead of being squeezed into a few months, between September and January, which was the case when so great a percentage of the exports went to the Southern Hemisphere, in markets such as Australia."

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ALTHOUGH no details of the 1934 programmes will be published until August 15, or later, in accordance with the decision of the S.M.M.T., it is already possible to indicate certain general tendencies. Next year's models, says the Midland editorial representative of this journal, are likely to show three changes. Of these, possibly the most important is a rise in price, and there now seems to be no doubt that an appreciable number of prominent manufacturers will increase the retail prices of their products. This, in the long run, may prove to be more satisfactory than it appears at first sight, and the policy is in accordance with that which seems to be accepted as desirable by economists and other experts.

—000—

ON the technical side, considerable progress is likely to be seen in the design of chassis frames and in transmissions. Regarding the former, some of the new models will have frames which are underslung at the

rear, while others will be very much dropped between the two axles. In still more cases, the cruciform cross-member will be adopted. As to transmissions, there will be a wider adoption of synchromesh gears, free wheels or self-changing gearboxes by concerns which hitherto have not supported any of these transmission systems very extensively. In addition, at least two highly interesting

WHAT'S ON—AND WHERE.

July 14.

Northern Command Searchlight Tattoo, Knavesmire, York (last two days). Kent County Agricultural Show, Maidstone (last two days). Highland Tattoo, Pitlochry. Cricket: Eton v. Harrow, Lord's. Racing: Eclipse Stakes, Sandown Park; Hamilton Park (two days). Golf: Professional Tournament, Porthcawl (last day).

July 15.

Woolwich Garrison Searchlight Tattoo (July 15-22). Plymouth Week (July 15-22). Highland Games, Banbury. Tennis: Bedfordshire Junior Championships. Regatta: Kingston. Chester.

July 16.

Scottish Week begins, Morecambe and Heysham (until July 23).

July 17.

Highland Gathering, Isle of Man. Tennis: All England v. Wales (men), at Newport (two days); Frinton (until July 22); and tournaments at Lewes, Warwick and Inverness. Racing: Ayr (two days) and Leicester.

July 18.

Floral Fete, Wolverhampton (three days). Agricultural Show, Tunbridge Wells. Tennis: Tournament at Nottingham (three days). Golf: Newlands Trophy, Lanark.

July 19.

Thirsk Pageant (three days). Warwickshire Show, Stratford-on-Avon. Cricket: Gentlemen v. Players, Lord's. Racing: Irish Oaks, The Curragh.

July 20.

Kendal Historical Pageant.

gearboxes of quite new design have undergone experiment for some time, but it is doubtful whether these will be standardized on any production models for 1934.

—000—

THERE is a strong feeling that an all-round smartening-up in the appearance of racing crews is desirable. In commenting on this, I realize that I am trespassing on the preserves of my friend "The Blower," but, doubtless, he will forgive me, in view of the fact that my personal help towards the desired end has been sought. The offenders are frequently seen at Brooklands, Donington, Shelsley, at sand races, and so on. They are not in the majority, but they cannot be ignored, for all that. The whole question is now bound up with the adoption of racing colours, a champion of the cause being J. A. Driskell, who, with his team mates, is always a model of cleanliness, tidiness, and, one might almost say, picturesqueness.

THE idea of team colours sounds attractive. Their adoption would almost certainly lead to the elimination of slovenliness and would raise considerably the general tone of our big meetings. The excuse of the man whose face is grimy and whose once-white overalls are disfigured with oil and dirt is that he can't help it. The critics reply: Soap and water for the face and hands and clean overalls to replace the "workshop" ones when it comes to a public appearance on the starting line.

—000—

PIT attendants are also frequently guilty of carelessness. You have only to look at the exceptions which prove the rule, however, to realize how easily a clean appearance can be attained when the curtain goes up. Once the race is "on," an oil-smeared face and blackened overalls are excusable trade marks—a man may even be proud of them; but, on the starting line clean bibs and tuckers, please. That is the case and I must say that it has my sympathy.

—000—

TALKING of racing garb, most people favour white or khaki, but Bertie Marshall always wore black. Marshall will not be remembered by the rising generation of sports enthusiasts. He was a great driver, and, when you knew him, one of the most lovable of men. The St. Christopher badge which adorns every car I own was his last gift—a keepsake he called it—to me before he passed out, and, in his heyday, he never set off in a race without it. It is well, I think, occasionally to recall names like his, for in the rush and bustle of to-day they are all too easily forgotten.

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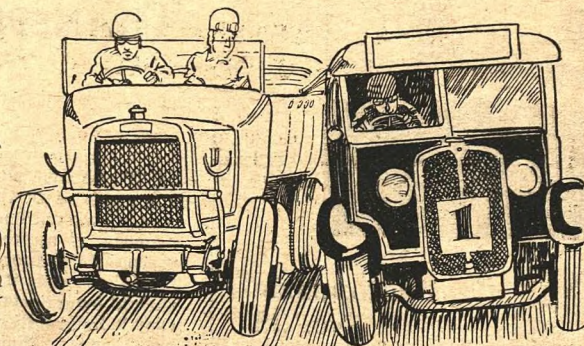
COUNT CZAYKOWSKI carried away with him other things beside the good wishes of British sportsmen when he sailed for his native country a few days after the Empire meeting—notably the British Empire Trophy. The award was presented at an informal little gathering. The Countess, by the way, is no mere figurehead as pit manager to the Count's equipe; she knows the game inside out and the French driver places absolute confidence in her generalship. I chatted with both of them after the Empire Trophy, and—reverting for a moment to the question of clean overalls—I was impressed by the fact that in her well-cut, tailor-made costume, the Countess looked as though she were about to set out on a shopping expedition in Bond Street, instead of having just completed several busy hours in the Bugatti pit. One apparent reason, of course, was that the Count made no pit stop, but that really makes very little difference. The pit "chief" is in close proximity to oil, grease and dust all the time; to emerge without a single smudge—well, I ask you!

THEY SAY THAT OUR MOTOR-RACES ARE BECOMING TOO STEREOTYPED, SO THE ARTIST OFFERS A FEW SUGGESTIONS FOR A BRIGHTER RACING SEASON

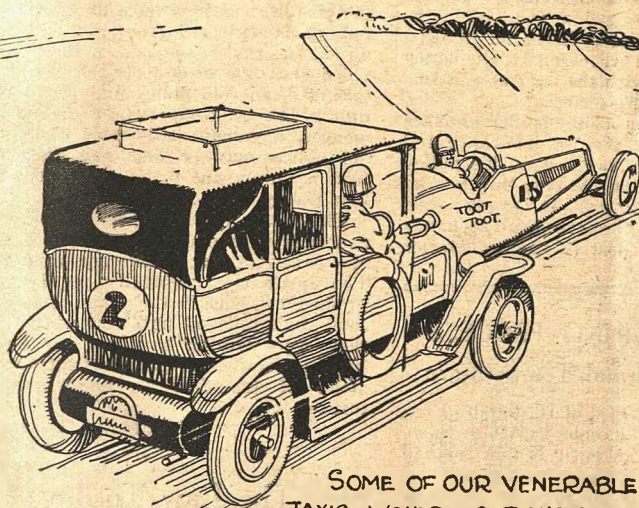
GREGOR S. GRANT



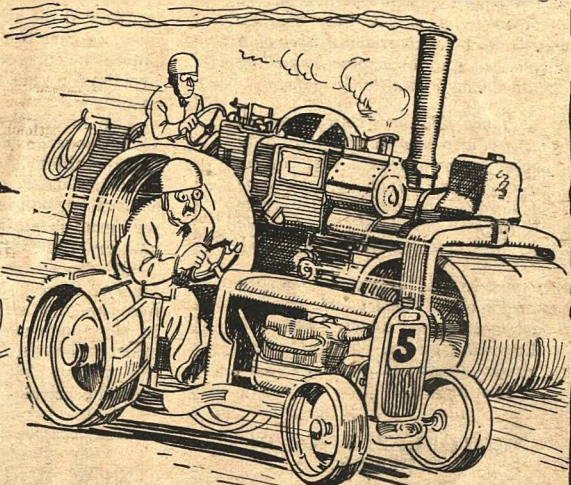
A COMMERCIAL T.T.



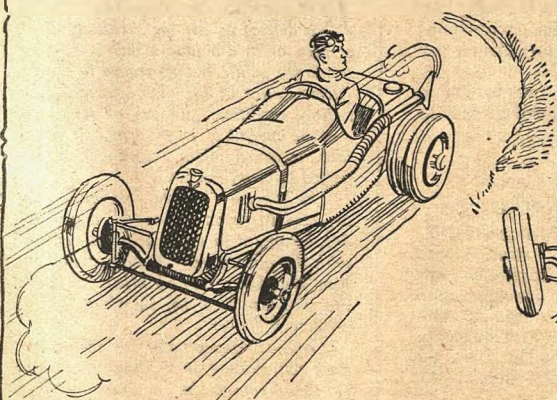
OR THE GRAND PRIX DES CHARABANCS.



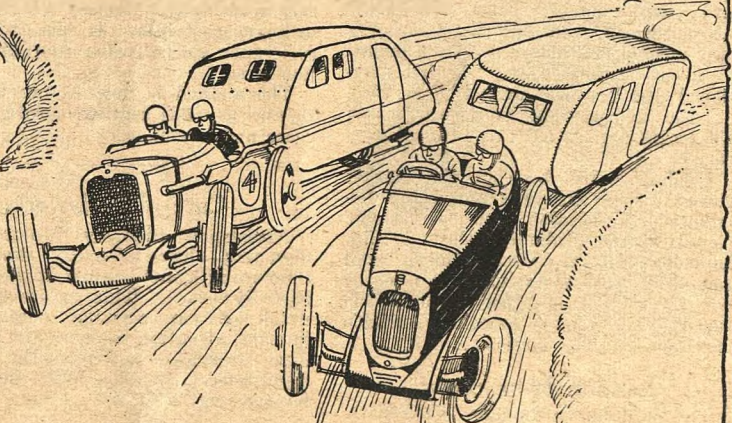
SOME OF OUR VENERABLE TAXIS WOULD NO DOUBT GIVE THE BROOKLANDS HABITUÉS A RUN FOR THEIR MONEY IN MOUNTAIN HANDICAPS



AND A THRILLING TRACTOR V ROAD-ROLLER DUEL WOULD SEND THE CROWD DELIRIOUS WITH EXCITEMENT.



SHELSLEY CLIMBED BACKWARDS WOULD BE QUITE DIVERTING



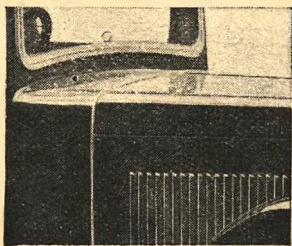
WHILST A CARAVAN T.T. WOULD BE POSITIVELY THE LAST WORD IN THRILLS.

WILL IT COME TO THIS?

Taxicabs have already raced at Brooklands (and what a surprise they gave 'the handicapper!'), but we fear that the other dreams of this imaginative artist will never come true.

NEWS

From North, South—



Photopuzzle No. 25

DO you pride yourself on your powers of observation? If so, here is a chance to test your abilities. Above is a photograph of part of a modern light car—amuse yourself by attempting to identify the make.

If you think you have succeeded, send in your solution on a postcard to reach us 10' later than first post on Tuesday ext., July 18. Half-a-Guinea will be awarded to the sender of the first correct solution examined by the Editor after entries have closed.

Entries **MUST** be made on a post-card marked "Photopuzzle No. 25," addressed to the Editor, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1. The Editor's decision is final.

PHOTOPUZZLE No. 24 WINNER.

The winner of the half-guinea prize offered in connection with Photopuzzle No. 24 is A. W. P. Brown, The Rectory, Kirby Bedon, Norwich, who correctly gave the make-of car as Austin.

Alcohol Fuels.

Referring to Mr. Mantell's recent treatise on alcohol fuel in "Technical Aspects" (published in this journal on June 16), the Cities Service Oil Co., Ltd., who market Citex Koolmotor Alcohol-Blend, point out that this is the only alcohol fuel obtainable from pumps at filling stations. Mr. Mantell mentioned that "several alcohol blends were on the market"—a statement which the Cities Service Oil Co., Ltd., wish to correct.

Koolmotor has been on the market since April, 1932. It is now being distributed in London and the Home Counties, the Midlands, East Anglia, Lincolnshire, the West Riding, and Lancashire. It costs the same price as No. 1 petrol—1s. 5d. per gallon. This fuel is claimed to be especially suitable for high-efficiency engines.

London Map Show.

The well-known London booksellers, Messrs. Bumpus, are now holding an exhibition of road maps, which is to be open for some time to come. It is naturally based almost entirely on Ordnance Survey productions, and there are some highly informative exhibits showing how maps are made. A number of interesting and not very well-known sheets are on view.

B2

TRANSFERRING A NO-CLAIM BONUS

A Strictly Personal Matter

AT one time when a car was sold, together with the insurance, the new owner automatically took over all the benefits, if approved by the insurance company. Although these included the no-claim bonus, it is obvious that it was the old owner who earned the bonus and that it had really nothing to do with the new owner. There is the case of a man buying a car a month before the policy is due for renewal. The no-claim bonus is allowed on the previous year's insurance, and if the new owner renews the policy he is getting the benefit of the previous owner's 11 months of careful driving!

The no-claim bonus has now become a far more personal matter. Unless the policy-holder has had a year of insurance free from claims he is not allowed a no-claim bonus. Previously, the bonus was associated with the car; now it is a matter of the car's owner.

Of course, if a policy-holder changes his car during a year of insurance and has the new car specified on his policy in the place of the old car, this has no effect upon the bonus. It is only when the policy and the car change hands that the bonus is lost (if the new owner

cannot prove a year of insurance free of claims on the policy which he held previously).

Prior to 1933, a no-claim bonus was not given if the insurance were not continuous. That is to say, if a policy lapsed, and then, a few months later, the policy holder approached his insurance company and asked for the insurance to be recommenced, a new policy would be issued, but the bonus would not be allowed.

Since the beginning of this year, however, there has been a change in the procedure. If a policy-holder cancels his policy when it becomes due for renewal and then takes out a new policy a few months later, the bonus (calculated on the last year of insurance under the old policy) is deducted from the first premium due under the new policy. Provided that the time between the cancelling of the old policy and the taking out of the new does not exceed 12 months, any bonus allowable under the old policy may be deducted from the first premium due to be paid under the new policy.

This also applies when a policy is cancelled with one company and a new one taken out with another company. The insured is naturally required to produce evidence in the shape of the old company's renewal notice to prove that they were willing to allow the bonus had he renewed the policy with them instead of transferring it to another insurer.

INSURANCE CLERK.

NEW WELDING PROCESS At Half Normal Temperature

BARIMAR, LTD., of 18, Lamb's Conduit Street, London, W.C.1, have just introduced an entirely new method of welding cast iron. The process enables the work to be done at approximately one-half the temperature required by the older method, and, it is claimed, completely eliminates distortion. The metal deposited has a very close-grained structure and is longer wearing than ordinary cast iron. It has exceptional resistance to corrosion and attack by hot gases.

The method is now in use for such repairs as valve seatings, broken crank-cases and so on.

Care of Bodywork.

Armstrong Siddeley Motors, Ltd., Coventry, have recently issued an interesting leaflet dealing with the care of bodywork. This treats in some detail of car washing, care of the interior, attention to doors and so forth. The concern has premises at 10, Old Bond Street, London, W.1, and at 35, King Street West, Manchester.

The Road to Istanbul.

Mr. W. F. Bradley and his daughter are surveying the proposed road across Europe from London to Constantinople in an Armstrong Siddeley. This scheme, which has been described in *The Light Car and Cyclecar*, is being furthered by the A.A.

The Law To-day

No. 24

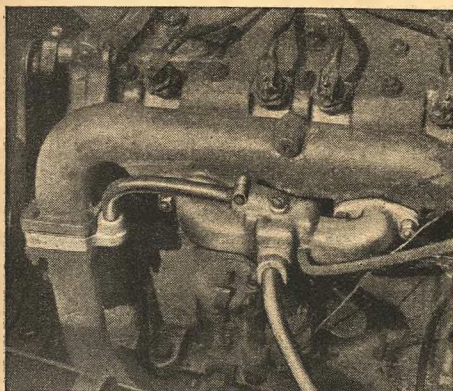
RECKLESS DRIVING

RECKLESS or dangerous driving is defined as driving recklessly or at a speed or in a manner which is dangerous to the public, having regard to all the circumstances of the case, including the nature, condition and use of the road and the amount of traffic which is actually or which might reasonably be expected to be on the road.

The phrase "might reasonably be expected to be on the road" is important, because it prevents a driver charged with this offence from making use of the plea that there was no other traffic on the road and that he, therefore, caused no actual danger.

The maximum penalty for reckless or dangerous driving on summary conviction is imprisonment for a term of four months or a fine of £50. For second or subsequent offences the penalty is imprisonment for four months or a fine of £100, or both. For conviction on indictment the penalty is six months' imprisonment or a fine, or both.

(Next week: More about reckless driving.)



The Kay induction pipe on an Austin Seven. Note how the hot gases are led from the exhaust pipe.

The Kay Induction Pipe

AT the invitation of Gill's, motorcar specialists, 90, Bowden Street, Sheffield 3, we have recently been testing a Kay induction pipe, model "B," on a 1929 Austin Seven. The device takes the form of an induction pipe incorporating a hot-spot, the gases being partly diverted from the exhaust pipe, circulated round the induction pipe and then exhausted through a special extension pipe. Types suitable for cars up to 1931 and for 1932 cars are manufactured.

The accompanying photograph shows the general arrangements, and it will be seen that to fit the device no structural alterations are required, it being necessary merely to break the exhaust manifold joint, remove the old induction pipe and fit the new assembly.

It was found that it was necessary to grind a certain amount from the collector ring flange of the device, as, with this in position, the flange fouled the nuts on the timing case inspection cover. The radiator had to be loosened and the undershield bent down slightly to clear the bottom of the exhaust pipe, which, with the collector ring in position, was obviously slightly lower. These jobs, however, presented little difficulty, and the work could be carried out quite easily by any garage at a moderate cost.

The induction pipe has now been in use for just over two months, and the following results have been obtained:—Starting from cold appears to be normal, but full throttle can be given, if necessary, within a very few seconds of the engine firing. Petrol consumption shows a slight improvement, whilst the power output is distinctly higher at low revolutions.

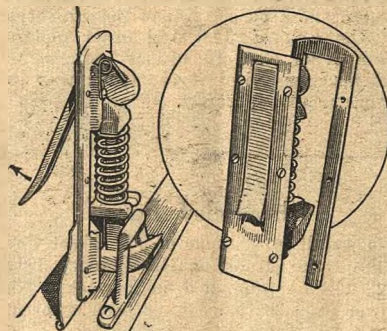
The acceleration of the car is "cleaner" than with the standard induction pipe, and a jet one size smaller than standard could doubtless be used with advantage. On the whole, the Kay induction pipe, which as illustrated costs 22s. 6d., would appear to be an advantageous fitting.

Ingenious Bonnet Catch

A CLEVER bonnet fastener has recently been patented by Mr. H. Willis, of, 47, Dufferin Avenue, Bangall, Co. Down.

The design is made clear in an accompanying illustration in which it will be seen that the device incorporates a spring-loaded hook which engages with

a staple on the chassis or bonnet sill. In contact with the top of the hook is a cam attached to a neat external lever; when the latter is pulled outwards the cam serves to push the hook downwards out of engagement. The advantage of this scheme is that a positive and rattle-proof grip is obtained, whilst externally there is nothing to be seen other than a neat plate in which the operating lever is recessed. In order to prevent any possibility of



Mr. H. Willis's bonnet fastener—(left) the "works" and (right) the outside appearance.

the cam and lever rattling when the catch is engaged, a small hairpin spring is arranged between the back plate and the cam which serves to hold the latter in contact with the top of the hook.

The inventor will be pleased to hear of any concerns interested.

New Chemico Products

THE County Chemical Co., Ltd., of Chemico Works, Bradford Street, Birmingham, 5, have produced three new lines that will be of interest to motorists, especially those who are caravanners. These are "Swat" Insecticide, "Chemico" Spraying Disinfectant, and "Chemico" Liquid Soap. These are sold in tins, a 4-oz. tin of "Swat" costing 7½d., a 10-oz. tin of "Chemico" Liquid Soap 1s., and a 10-oz. tin of the disinfectant 9d.

Paint Remover

A NEW and effective paint remover which can be used on all paints, varnishes, stove enamels, and so on, has just been put on the market by the British Paint and Lacquer Co., Ltd., of

INVENTORS STILL BUSY

New Bonnet Fastener, a Spare Wheel Clamp

—AND OTHER INTERESTING ACCESSORIES

Cowley, Oxford. Under test a sample proved very effective, removing with equal ease thick cellulose, ordinary white enamel, and the stove enamel finish from a cigarette tin. The liquid is put on with an ordinary paint brush and left for a short time. It is then found that the old finish has been softened and can easily be removed with a scraper.

The surface left is clean and requires little preparation for repainting. The paint remover is harmless to the hands and clothes, and has a pungent, yet not unpleasant, smell. The price is 2s. 6d. for a half-pint tin.

Neat Spare-wheel Fixing

OWNERS of the latest Morris Tens, Lanchester Tens, and Ford Eights will be interested in a special spare-wheel clamp which is designed to take the place of the strap normally used, and has just been added to the range of accessories marketed by Desmo, Ltd., Desmo House, Stafford Street, Birmingham, 4. The clamp can be fitted in a few minutes and, when once in position, forms a very convenient and effective method of securing the spare wheel, as well as enhancing the appearance of the car; as will be seen, a wing-nut fixing is used so that the wheel can be removed without tools.

The clamp itself is of highly polished aluminium, and the price is 10s. 6d. in each case, but those interested should note that the make of car for which it is required must be stated when ordering, as the models vary slightly.



The Desmo spare-wheel clamp in position on a Lanchester Ten.

Another new accessory produced by the Desmo concern for owners of Ford Eights and Armstrong Siddeleys is a hand-brake extension. This fits on the top of the normal hand-brake lever and extends back horizontally towards the driver's seat. It is finished in nickel-plating and the price is 12s. 6d.

NEWS

From North and South, East and West

CAR PRICES TO RISE?

Sir William Morris's Views

AN important announcement on the possible effects of the efforts of the World Economic Conference to raise commodity prices was made by Sir William Morris in a recent Press interview. After pointing out that increases in raw material prices might in the long run reduce unemployment and thus initiate a new era of prosperity, Sir William stressed that this move might very well raise the immediate prices of certain articles to the general public.

"So far as cars are concerned," he said, "it is my present view that prices are more likely to be increased than decreased when manufacturers announce their new season's programmes in the autumn and at the Olympia Show. Certain basic raw materials have already hardened in price, and British car manufacturers have to decide between reducing the wages of their employees and the quality of their products, or increasing retail prices.

"The first alternative is quite unacceptable to me and my companies, for I regard reduced wage rates as most undesirable from all points of view, while quality reduction is soon disastrous both

to the buyer and the manufacturer alike.

"We ourselves, therefore, shall vigorously maintain the highest standard of quality in our cars for which British engineers are known the world over; and if prices are forced up in sympathy with raw material costs, the public, with ourselves, can be relied upon to take the long view and realize that true wealth for any community comes from the ground and grows upwards; it does not come from cheap buying.

"The cause of many of our economic troubles to-day is that many things are too cheap. As conditions now appear, car prices seem sure to rise in the near future."

Sir William's statement confirms and strengthens the view of another leading British car maker, Sir Herbert Austin, who, in a recent speech to the West Midland Division of the Motor Trade Association, said he thought the time had come when the industry should raise prices, since, on account of the advances in the cost of steel and other metals from 5 per cent. to 15 per cent., some increase was vital if the trade was to progress satisfactorily.

ROAD INFORMATION

For This Week-end: Saturday, July 15.

BY special arrangement with the Automobile Association we are able to present our readers with useful and practical information concerning sections of road which have been under repair but which, it is anticipated, will be open by to-day, Friday.

Home Counties.—Leatherhead-Guildford, at Eppingham; Guildford-Westernham, between Oxted and Limpsfield; Chichester-Fareham, between Cosham Post Office and Wymering Church; Shoreham-Petersfield, at Pulborough; Horsham-Worthing, at Southwater (will be completed approximately 22.7.33); Crawley-Horsham-Guildford, at Farthings Bridge (will be completed approximately 22.7.33).

Midland Area.—Lichfield-Birmingham, between Four Oaks and Sutton Coldfield, Stratford-Evesham, at Bidford (now completed); Wellington-Bridgnorth, between Worl's Bridge and Bridgnorth; Hereford-Ross, between Redhill and Craffon (now completed); Hereford-Hay, at Portway (now completed).

Western Area.—Bristol-Gloucester, at Parkend; Cheltenham-Calcott, near Pitchcombe; Gloucester-Chepstow, at Westbury; Gloucester-Ross, on May Hill; Gloucester-Tewkesbury, near Oddessa; Devizes-Amesbury, between Potterne and Lavington; Devizes-Frome, between Seend and Semington Cross-roads; Trowbridge-Radstock, through Trowbridge.

South-western Area.—Honiton-Exmouth, at Half-way House; Paignton-Totnes, between Primley and Collaton St. Mary; Lymington-South Molton, at Simonsbath.

South Wales Area.—Abergavenny-Little Mill, at Goytre; Monmouth Town, at Wye Bridge Street; Newport-Chepstow, at Bishopool (now completed).

East Midland Area.—Derby-Burton, at Little over and in Burton Road, Derby (now completed); Brigg-Scunthorpe, in Bigley Street and Wrawby Street, Brigg; Boston-Spalding, two miles west of Boston and at Sutterton Village (now completed); Grantham-Sleaford, between Grantham and Manthorpe (will be completed approximately 22.7.33); Sleaford-Market Deeping, at Bourne (now completed).

North-western Area.—Tarpoley-Warrington, 1½ mile from Tarpoley (will be completed approximately 17.7.33); Preston-Blackpool, via Kirkham, between Ashton and Lea (now completed); Cockermouth-Keswick (two miles from Cockermouth (will be completed approximately 12.7.33).

Camping Site.

A reader personally recommends a camping site which is situated on the cliff top, two miles west of Lulworth Cove, to readers of this journal. Water is available. There is a pathway to the beach with good bathing. The camping fee is 1s. per night for a tent. Application should be made to W. S. Jarvis, 95, Ashburton Avenue, East Croydon, Surrey.

The Relay Race.

The full programme of The Light Car Club Relay Race at Brooklands, July 22, will be published next week. No fewer than 30 teams have been entered.

For "Alpine" Entrants.

Autocheques, Ltd., Piccadilly House, 33, Regent Street, London, S.W.1, have made complete arrangements regarding hotels on the Alpine Trial route, transport of cars to the Continent, and so forth on the well-known Autocheque system of "all-in" payment. The outlay required varies for owner and car between £18 19s. 6d. (for cars up to 8-ft. 6-in. wheelbase) and £26 2s. 6d. (for cars over 10-ft. 6-in. wheelbase).

Petrol Pumps Forbidden.

The North Riding of Yorkshire County Council has drawn up by-laws (awaiting confirmation by the Secretary of State) regulating and restricting the erection of petrol pumps in certain areas. The North Riding has been divided into Controlled and Prohibited Areas. No visible filling station will be permitted in Teesdale, Swaledale, Wensleydale and adjoining moors, Glaisdale, Bilsdale, Farndale, Bransdale and the moors behind Pickering and Whitby.

B12



"FLOREAT
ETONA"

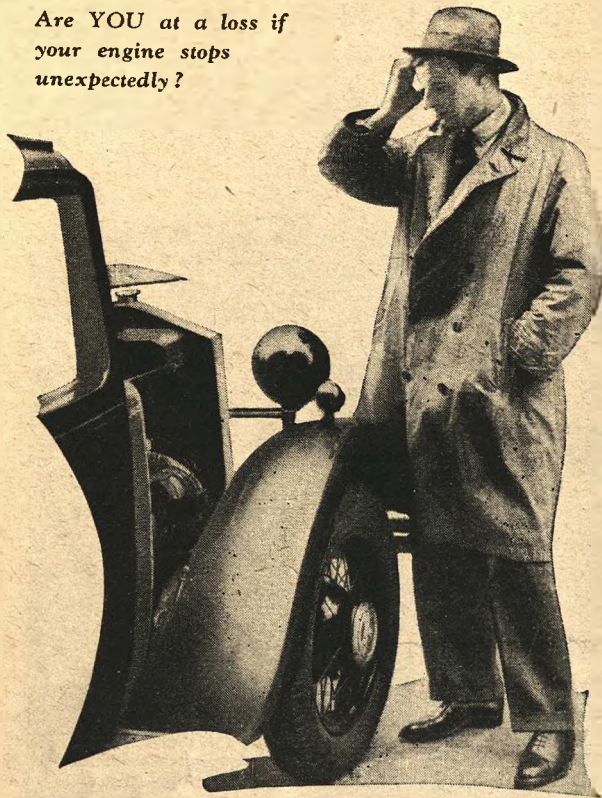
A Morris Family Eight saloon outside the Quadrangle, Eton College. The Founder's statue can be seen through the archway. The schools are shown on Tuesdays, Thursdays and Saturdays in the afternoon from 2.30 to 5 p.m.

WHAT THE PILGRIMS WILL SEE



From July 15 to July 19, Plymouth is holding a Civic Week, and from July 19 to July 22 the Plymouth Motor Club is staging its first "Pilgrimage-to-Plymouth" Trial. Here are glimpses of the beautiful scenery of which this part of Devon boasts. At the top is a view over Dartmoor, obtained from Brent Tor. The three pictures in the middle, starting at the top, show the ancient town of Totnes, the picturesque village of Meavy, near Tavistock, and the delightful country around the Burrator Reservoir, whilst below is a view of Plymouth itself.

Are YOU at a loss if
your engine stops
unexpectedly?



TRACE YOUR TROUBLES LOGICALLY

Deep Technical Knowledge is Not
Needed to Detect Most Engine
Faults—only Logical Thought

By L. Mantell

MOST people are apt to regard the rapid and accurate diagnosis of functional troubles as an art or faculty dependent upon an intimate technical knowledge of the parts concerned.

Whilst this is obviously helpful, it is equally certain that ordinary logical reasoning will, in the majority of cases, go a great deal farther towards successful diagnosis than any very intimate knowledge of the construction or functioning of those parts or accessories concerned in the breakdown or disorder. It is remarkable how very few people can drive a car on which, for instance, a bad misfire has suddenly developed, and say quickly and accurately whether it is an ignition or a carburettor fault; yet no special knowledge of either department is necessary to enable an immediate verdict to be given in most cases.

In order to appreciate this, consider the various types of misfires, from the complete stall—or, perhaps, refusal to start—to the occasional interruption in an otherwise rhythmic hum.

Why Blame the Plugs?

How often does one see, in the first-mentioned case, the driver descend, open his bonnet, and proceed to examine or change the plugs? Yet a moment's thought should make it abundantly evident, without any detailed knowledge whatever either of ignition or carburation, that a complete stall, or refusal to start, if due to plugs, means that all of them must *simultaneously* have broken down! Not an utter impossibility, of course, but one involving such an amazing freak of coincidence that, excepting in very special circumstances, it can be safely dismissed as impossible.

Now what are these special circumstances?

In the case of a complete stoppage while running, even if preceded by spasmodic misfiring, there simply are none, and to examine plugs for the cause of such an occurrence is merely indicative of crass thoughtlessness.

Even to examine them in seeking a cause for refusal to start in the morning after perfect running the night before is bordering closely upon a similar state of mentality, but, here there *can* be exceptions. There

are probably three in all. Occasionally, during an exceedingly damp night, when moisture condenses on and trickles down stone or non-absorbent walls, it can happen that small beads of dew will settle not only in the terminals, porcelains and leads, but also on the actual electrodes and internal surfaces of the insulators. There are probably one or two nights per winter when these conditions occur, and nothing but the removal and drying of the plugs in the oven will coax a start.

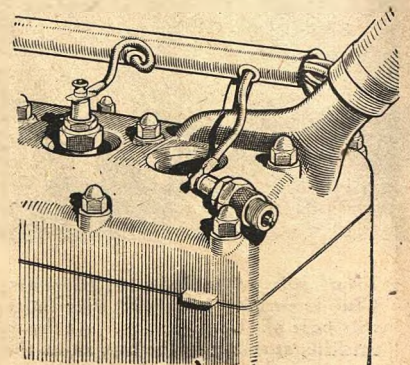
As to the other two possibilities, a thoughtful reader should almost be able now to forecast them in advance himself, bearing always in mind that the circumstances of their occurrence must be those which simultaneously affect all the plugs at once, for no other condition, of course, will meet the case. Here they are:—

As everyone knows, certain cheap plugs with single thin electrodes will rapidly burn apart after a long and fast ride. In one long and hard day's run it is quite possible to add a full millimetre to the normal clearances when cheap plugs are used with a hot-spark magneto. While the engine is still warm and easily turned, all may be well, but, after cooling down over night, it may be found utterly impossible to start from cold with the wide clearances owing to the sticky state of the engine and to the tardy evaporation of the cold spray. Setting the points closer will here effect a cure.

The last case is almost on a par. The magneto may, during the course of a day's run, have developed some progressive disorder causing a considerable weakening of the starting spark. While the engine is still hot and the mixture, therefore, readily inflammable, the trouble may not be spotted, but after cooling down overnight restarting from cold may be impossible if the plug gaps are slightly over their normal, and closing them up a little will enable a start to be made.

Strictly speaking, this is not a plug but a magneto fault, nevertheless an alteration of their point clear-

Laying a plug on
the cylinder and
cranking the en-
gine—a common
ignition test—is
very inconclusive.



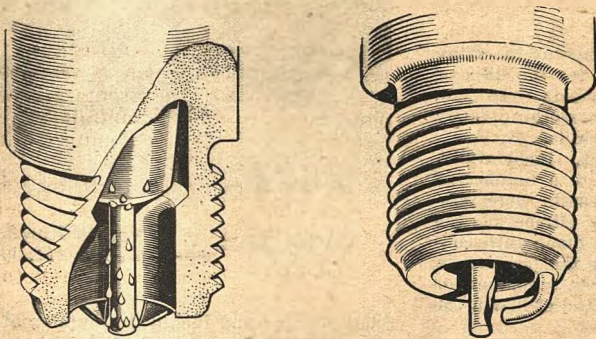
ances will permit the weakened spark to bridge the gap which, although not normally too great, may now be beyond the reduced electrical pressure.

Consider now some other types of misfires, and take first one in which two cylinders are affected. Here very much logically depends upon *which* two. Assuming, for simplicity, a four-cylinder engine and an ordinary two-pole magneto, it will be evident on consideration that the distribution of the misfires can help us greatly with the diagnosis. There are two cams on the contact breaker, one supplies the spark for cylinders 1 and 4 and the other for 2 and 3.

If, therefore, the misfire is found to be consistently in either of these pairs exclusively, suspicion is immediately thrown on a slightly untrue cam ring or insufficient point separation, which will quickly show up any difference in the cam shapes, but if the misfire is general over all the plugs the source must clearly be sought for in some part which is common to all four, such as the contact points, the rocker, the condenser, or the central member of the high-tension distributor. Shorts in the high-tension leads, the fixed part of the distributor, or trouble with the cam rings which supply specific plugs are naturally cut out in general misfiring.

If, on the contrary, groups 1 and 2 or 3 and 4 misfire, it is clear that the contact breaker has nothing to do with it, for the fact of the alternative group firing regularly shows that both of the "breaks" must be correct and the trouble is either in the leads or in the fixed part of the distributor.

Plug trouble is, of course, possible but improbable,



Two plug disorders which might prevent an engine from firing after standing overnight. They are (left) moisture on the electrodes and (right) badly burnt points—likely only with cheap plugs.

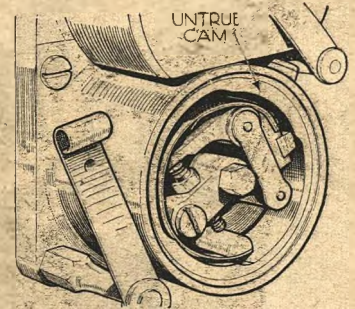
because it involves the simultaneous disorder of two plugs which would be very coincidental.

Tracing the source of misfiring in a six or eight-cylinder engine is usually very difficult—that is, if conducted in the ordinary way by means of the usual hammer or wooden-handled screwdriver, because there are too large a number of small impulses in either engine to enable any very marked difference to be observed on shorting individual plugs.

Here, again, the method of detection can be made easy and certain by very simple and obvious measures. Detection of a misfire, or even a weak cylinder, becomes progressively easier as the number of cylinders is reduced. A twin, of course, offers no trouble, and a four is not at all difficult, but, as everyone knows, sixes are quite tricky and eights only possible to a well-trained ear.

As every motor engineer is aware, however, sixes and eights are simply three or four-cylinder engines respectively arranged in tandem. The six is, in practically all cases, two threes in direct tandem, but although the eight, if the crankshaft is of the 4-4 layout, may likewise be two fours in direct tandem, many of these engines have shafts arranged in the 2-4-2 layout, that is, a central group of four arranged exactly as a four-cylinder shaft, but the remaining throws for purpose of balance are split up, two being in front of and two behind the central group.

The procedure, therefore, is temporarily to convert the six or eight into a pair of threes or fours in the following manner. First, short one end of a length of bare copper wire to earth. If the engine under consideration is a six, all we have to do is to interlace the bare wire round either plug terminals 1, 2 and 3 or of 4, 5 and 6, thus shorting them, and the "unshortened" end of the engine promptly becomes in effect an ordinary three with evenly spaced firing intervals and either misfires or a weak cylinder can instantly be detected by the ordinary methods. If the front half is quite regu-



If cylinders 1 and 4 or 2 and 3 both misfire, the fault is probably in the contact breaker, an untrue cam being a possible cause.

lar unhitch the wire and wind it round the back group of plugs and trouble will quickly be run to earth.

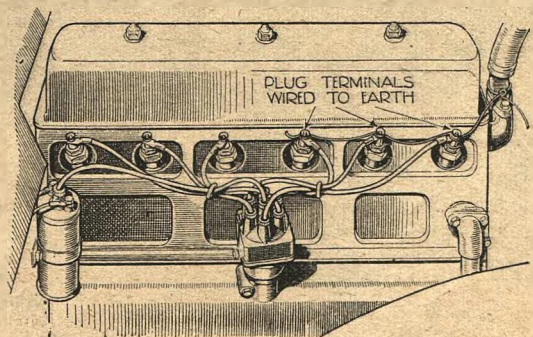
Should the engine be an eight of the 4-4 order the same procedure exactly is carried out, but if the crankshaft is 2-4-2 cylinders 1, 2, 7 and 8 must first be shortened, when 3, 4, 5 and 6 will behave precisely as a four-cylinder engine, after which these plugs can be shorted if necessary and 1, 2, 7 and 8 will then function similarly.

Checking up ignition or compression irregularities on engines of six cylinders and upwards is always most difficult if done directly, but on the "instalment" system, as above, even an amateur can readily locate any trouble.

The last tip for which there is space in this instalment is the location of suspected plugs.

A frequent method of testing a suspect is to remove it, join up its lead to its terminal, place the body of the plug on the cylinder block and turn the engine, but this is quite useless and can cause much waste of time, for the electrical resistance imposed by a half-millimetre gap or thereabouts in air is very trifling compared to that of the same gap under compression heat and pressure.

The correct course is to change over the plug under suspicion with another one which is known to be right and see if the misfire accompanies the plug or remains in the same cylinder. The writer would again like to impress that on none of the above examples is any technical knowledge called for. No information beyond that possessed by an average amateur is required. It is simply a matter of thinking logically, and next week the writer will give further examples.

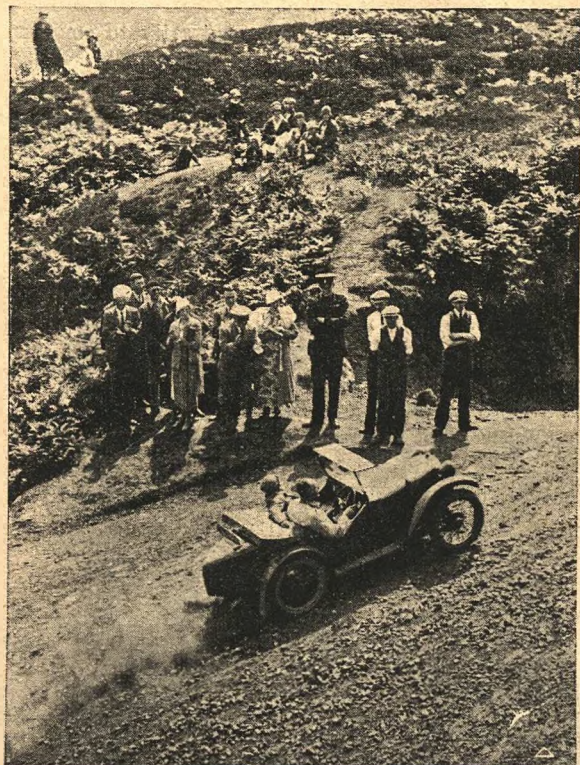


A suggested method of testing for an ignition miss on a six-cylinder—shorting three of the plugs to earth, so converting it virtually into a three-cylinder engine, when the faulty cylinder can be detected by the screw-driver test (see text).

THE M.C.C. PROVIDES

SOMETHING

Catering for all Taster cum-Rally-cum-Concourse Test in the



J. G. Orford (Ulster Austin) climbing well on Rosedale in the Trial. This much-dreaded hill was in perfect condition and wrought little havoc amongst the entry.

ONE usually associates M.C.C. events with climbing a number of hills non-stop and being not more than 10 minutes late at various checks. The Scarborough event last week-end was a much more ambitious affair, and although the usual trials element was included, it occupied only a minor place in the general scheme of things, there being, in addition, a rally, a coachwork competition, and, to form a fitting ending, a reception and ball at the Spa Ballroom, at which the main prizes were distributed.

Glorious weather favoured the entire week-end and as there was plenty of time between the motoring items of the programme—the rally and trial were over before tea on the Friday and the appearance competition occupied Saturday morning—it is hardly necessary to say that competitors and their passengers enjoyed one of the Better Week-ends.

The only criticism concerns the trial, which was far too easy for the likes of hardened M.C.C. enthusiasts, who look to the club to provide something really difficult in the way of hills.

Another point—which, incidentally, was not realized by quite a number of competitors until the results were published—was that clean climbs of the observed hills were not taken into consideration in calculating the position in the trial. In other words, a competitor could fail on every hill and still win the trial.

The explanation is that there were really three events running concurrently. First, the rally in which competitors had only to complete a main road course, be within time limits at controls and complete the final tests; next, the trial in which exactly the same applied except that the section of the route from Harrogate to Scarborough was over



OVER THE GULLY. — Not all Rosedale's fame prevent H. J. Alding and

trials country and included a number of hills, which, however, need not have been climbed non-stop; and finally a normal M.C.C.-type trial for the usual premier awards and silver and bronze medals, in which the only requirements were being within time limits at controls and climbing the observed hills non-stop. (The final tests at Scarborough did not matter for this purpose.)

There were five starting points for rally and trial competitors—London (Hatfield Aerodrome), Birmingham, Bristol, Chester and Edinburgh—and in each case the standard starting time was between 9 p.m. and 9.30 p.m. on Thursday, July 6.

Pleasant Night Run.

Fine warm weather made the night section pleasant, although patches of mist in one or two places kept drivers rather busy. As, however, the section to Harrogate was under rally conditions for all competitors, with only one intermediate control, there was plenty of opportunity for making up time.

Just outside the Harrogate control there were the usual signs of activity that precede the business end of a trial, drivers tightening shock absorbers, topping up the sump, or changing wheels.

After breakfast at the Granby Hotel main roads were not followed for long by the trial section, side roads with an incredible number of right-angle corners being joined after crossing the Great



T. Wagner ("£100" Morris Minor) p'aying with Rosedale's gradient. Quite a crowd gathered to watch the fun.

OR EVERYONE

in Scarborough Trial-
Rosedale the Only Real
Trials Route



gullies nor its loose, stony surface could (Frazer-Nash) from making his usual neat ascent.

North Road. A layer of dust on most of these corners provided ideal broad-siding conditions.

The first hill was White Horse, which boasts of nothing exciting in the matter of gradient, nothing alarmingly sharp in the way of corners and a surface that, although rather loose, caused no serious wheelspin. The entry toyed with it.

Easy Hills.

After descending Sutton Bank, with its glorious view over miles of the Vale of York, drivers were soon at the next two hills, Boltby Bank and Old Byland, which were even easier than White Horse. Both were preceded by shallow water-splashes, and Boltby had a number of cross-gullies that were unpleasant if taken fast, but neither hill gave any trouble.

In another 24 miles came the one hill that mattered—Rosedale Bank.

After three easy hills, the severity of the trial depended upon Rosedale's mood. Rosedale—one of the best hills in the country as a test and as a piece of scenery—is always interesting. Nearly a mile long in all, it is even steeper than it looks and has two sharp bends, right and left-handed. Above the bends is a wide bank (hence Rosedale Bank) where engines weary and drivers make mistakes. The surface is throughout loose, and to add interest there are three cross gullies on the hill where revs. must be dropped in the interests of the chassis

Rosedale's first victim: H. J. Stroud (Riley) on the lower slopes. His cautious ascent allowed revs. to drop below the danger mark higher up the hill and he came to rest.



and general comfort both of man and machine.

On Saturday morning the hill was in perfect condition and there were comparatively few failures.

Of the first cars the Riley Nines were impressive. C. V. West came up with plenty of power, choosing his course carefully. There was room for this and it was the correct thing to do; much better tactics than roaring up regardless of loose patches and bumps. W. E. C. Greenleaf (Riley) kept just enough revs. in hand to make a good steady climb. E. A. Dicks gave a similar demonstration and T. W. Dargue (Riley) was good.

Next came K. C. Hovenden (M.G. J-2), who made an excellent fast climb. W. J. Milton (Austin) put up a similar performance, appearing to be fast without effort and having power to spare. L. Sandford (Singer Nine) brought his

coupe up quickly, spinning his wheels with spare power in places. W. J. B. Richardson (Singer Sports) was good. A. L. Marshall (Frazer-Nash) was confident, cutting the hairpin and choosing a straight line up the hill.

W. J. Haward brought his well-kept Bayliss Thomas up with a healthy exhaust note and plenty of confidence; T. B. Raban (Austin) toured up easily; T. Wagner (Morris Minor) was good. W. S. Barnes (Wolseley Hornet Special) made a very safe climb; H. J. Aldington (Frazer-Nash) was fast and steady. C. A. F. Ross (Riley Nine) experienced considerable spin lower on the hill, but was up safely.

H. J. Stroud (Riley) was the first to fail. This appeared to be due to his allowing revs. to drop too low in a cautious ascent. A. S. Whiddington (Frazer-Nash) failed on the loose stones at the top.



H. C. Hastings (Singer Nine Sports) purring easily up the last stretch of Rosedale's loose stones. Few small cars had any difficulty.

"THE SCARBOROUGH" - Contd.

From the top of the hill a grass-grown track, very stony in places, led down to the quaint little village of Hutton-le-Hole,

Thence followed a long stretch of glorious but dusty moorland leading finally to Limber Hill, which is almost a main road and was treated as such by competitors. The final hill, Lovsy Bank, was almost equally easy.

The main Whitby-Scarborough road, with its perfect surface and banked corners was joined soon after and was in welcome contrast to the miles of moorland going.

The final test was situated on the Marine Drive at Scarborough, and competitors then followed the sea front round to the spot chosen for the "signing-off." For three-wheelers the same test was used as for the motorcycles; the requirements were to start from line A, accelerate 30 yards to two lines, B and C, three feet apart, stop with the front wheels between them and then accelerate away round a hairpin and stop again with the front wheels between two further lines. G. H. Goodall (Morgan) was a model of neatness.

The Final Test.

The car test was rather more complicated and consisted of accelerating away from a standstill past a line 50 yards distant, reversing into a bay marked out and then accelerating again to a final line 100 yards away, after crossing which the car had to be stopped as quickly as possible. Times were taken from the initial start to the moment the front wheels crossed the final line, the lowest time in each class being taken as standard and competitors losing marks for every $\frac{1}{2}$ sec. by which they exceeded this time.

In addition marks were lost if the car was not correctly positioned in the bay, whilst the stopping distance over the line was measured and marks deducted for any distance above one foot.

The best times of all were put up by two V-8 Fords, which each clocked 24 $\frac{1}{2}$ secs., whilst the best light car time was put up by W. J. B. Richardson (Singer Nine sports) which clocked 26 $\frac{1}{2}$ secs. Next best were G. A. Newenham (8 h.p.

THE RESULTS

TRIAL RESULTS.

Best performance (The Autocar Trophy).—H. Hillcoat (Ford V-8).

Up to £10 Tax.

1, W. J. B. Richardson (972 Singer), 24 2-5 secs., 5 marks; 2, G. A. Newenham (933 Ford), 27 secs., 8 marks; 3, J. G. Orford (747 Austin), 28 2-5 secs., 22 marks; 4, H. C. Hastings (972 Singer), 28 3-5 secs., 23 marks; 5, E. A. Dicks (1,089 Riley), 28 4-5 secs., 24 marks; 6, D. Clare (847 M.G.), 28 secs., 26 marks; 7, T. B. Raban (747 Austin), 29 2-5 secs., 31 marks; 8, R. J. Richardson (747 Austin), 27 1-5 secs., 35; 9, T. W. Dargue (1,089 Riley), 29 2-5 secs., 40 marks; 10, K. C. Hovenden (847 M.G. J2), 30 3-5 secs., 44 marks; 11, H. M. Avery (972 Singer), 30 4-5 secs., 46 marks; 12, A. Harper (847 M.G.), 28 4-5 secs., 51 marks; 13, T. Wagner (847 Morris Minor), 31 1-5 secs., 54 marks; 14, L. Sandford (972 Singer), 31 4-5 secs., 55 marks; 15, C. V. Wells (1,089 Riley), 31 1-5 secs., 71 marks; 16, T. L. Carrington (832 Triumph), 33 2-5 secs., 72 marks; 17, L. K. Brownson (847 M.G.), 34 4-5 secs., 85 marks; 18, W. E. C. Greenleaf (1,089 Riley), 30 2-5 secs., 86 marks; 19, W. J. Milton (1,125 Austin), 31 4-5 secs., 86 marks; 20, E. E. Rednall (933 Ford), 27 4-5 secs., 92 marks; 21, C. V. Glass (972 Singer), 36 secs., 97 marks; 22, G. Tunstall (847 M.G.), 36 1-5 secs., 101 marks; 23, R. Gaspar (832 Vale Special), 36 1-5 secs., 107 marks; 24, C. A. P. Ross (1,089 Riley), 37 4-5 secs., 115 marks; 25, J. Torrome (1,006 Standard), 39 4-5 secs., 136 marks; 26, P. Gorna (1,089 Riley), 30 secs., 153 marks; 27, F. R. Gerard (1,089 Riley), 37 2-5 secs., 202 marks; 28, A. H. Jobson (1,089 Riley M.S.), 32 2-5 secs., 252 marks; 29, J. A. Leyland (847 Morris Minor), 28 secs., 272 marks.

£10-£16 Tax.

1, J. D. Windle (1,496 Frazer-Nash), 27 secs., 11 marks; 2, C. H. Wagstaff (1,496 Lea-Francis), 27 2-5 secs., 15 marks; 3, F. F. Patrick (1,271 Wolseley Hornet Special), 27 2-5 secs., 26 marks; 4, W. S. Barnes (1,271 Wolseley Hornet), 28 3-5 secs., 27 marks; 5, H. M. Bullen (1,271 Wolseley Hornet), 28 3-5 secs., 28 marks; 6, D. B. Townend (1,086 M.G. Magna), 28 4-5 secs., 30 marks; 7, H. E. Hobson (1,496 Austin), 28 3-5 secs., 31 marks; 8, A. S. Whiddington (1,496 Frazer-Nash), 29 1-5 secs., 33 marks; 9, W. G. Nottage (1,645 Alvis), 29 2-5 secs., 46 marks; 10, F. E. Elgond (2,996 Bentley), 29 secs., 47 marks; 11, H. K. Rich (1,271 M.G. Magna), 30 1-5 secs., 48 marks; 12, T. Twentyman (1,496 Frazer-Nash), 31 1-5 secs., 53 marks; 13, W. J. Davies (1,271 Wolseley Hornet), 32 4-5 secs., 69 marks; 14, P. L. M. Day (1,991 A.C.), 33 1-5 secs., 77 marks; 15, H. F. Witnot (1,271 M.G. Magna), 26 secs., 78 marks; W. T. Booth (2,249 Austin), 33 3-5 secs., 78 marks; 17, C. J. Robinson (1,645 Alvis), 33 4-5 secs., 79 marks; 18, G. H.

Strong (2,054 Standard), 34 1-5 secs., 83 marks; 19, W. G. Lockhart (1,271 Wolseley Hornet), 35 3-5 secs., 87 marks; 20, G. H. Marshall (1,271 Wolseley Hornet Abbey), 34 4-5 secs., 91 marks; 21, A. B. C. Hands (1,271 Wolseley Hornet), 31 3-5 secs., 92 marks; 22, W. W. Bray (1,633 Riley Alpine), 31 2-5 secs., 96 marks; 23, H. J. Aldington (1,496 Frazer-Nash), 36 1-5 secs., 105 marks; 24, W. J. Haward, 1,496 Bayliss-Thomas), 32 3-5 secs., 119 marks; 25, A. L. Marshall (1,496 Frazer-Nash), 26, H. J. Stroud (1,453 Riley), 47 secs., 213 marks.

Over £16 Tax.

1, H. Hillcoat (3,622 Ford), 25 4-5 secs., 2 marks; 2, M. L. Curtis (3,622 Ford), 25 4-5 secs., 3 marks; 3, G. M. Denton (3,622 Ford), 26 4-5 secs., 22 marks; 4, J. W. Whalley (3,622 Ford), 27 3-5 secs., 29 marks; 5, G. Dracup (2,148 Alvis), 27 4-5 secs., 35 marks; 6, N. Embricos (2,969 Talbot), 30 2-5 secs., 37 marks; 7, J. Harrison (3,622 Ford), 32 3-5 secs., 87 marks; 8, A. H. Barley (3,622 Ford), 41 1-5 secs., 166 marks; 9, J. D. Middlebrook (3,622 Ford), 26 1-5 secs., 196 marks; 10, C. A. V. Smith (2,565 Rover), 30 2-5 secs., 201 marks.

In each case the time in seconds refers to the special test. The marks indicate marks lost. In Classes 4a and 4b second prizes were awarded.

RALLY RESULTS.

Best performance (The Motor Trophy).—C. K. Millthorpe (Wolseley Hornet).

£10-£16 Tax.

1, C. K. Millthorpe (1,271 Wolseley), 26 4-5 secs., 1 mark; 2, S. E. H. Bowyer (1,271 Wolseley), 30 3-5 secs., 39 marks; 3, C. F. Tudsbury (1,271 M.G.), 30 secs., 84 marks; 4, A. E. Moss (1,869 Marendaz), 35 1-5 secs., 95 marks; 5, Major D. E. M. Douglas-Morris (1,449 Invicta), 37 1-5 secs., 112 marks; 6, H. H. Anspach (1,458 Riley), 55 2-5 secs., 288 marks.

Over £16 Tax.

1, H. C. Parr (4,050 Delage), 27 4-5 secs., 2 marks; 2, E. Ainsworth (2,552 Standard), 29 3-5 secs., 23 marks; 3, K. K. Haynes (3,622 Ford), 31 secs., 44 marks; 4, A. G. D. Cleese (2,552 S.S.1), 34 1-5 secs., 70 marks; 5, P. D. Walker (2,996 Talbot), 38 1-5 secs., 109 marks.

Appearance Competition Awards.

Class 4a (open touring cars up to £12 tax), H. J. Stroud (Riley); Class 4b (open sports cars, up to £12 tax), F. F. Patrick (Wolseley Hornet Special); Class 4c (open touring cars over £12 tax), A. E. Moss (Marendaz Special); Class 4d (open sports cars over £12 tax), A. G. Douglas Cleese (S.S.1); Class 4e (closed cars up to £12); H. H. Anspach (Riley Kestrel); Class 4f (closed cars over £12 tax), H. C. Parr (Delage); Special Class, Geoffrey Smith (Rolls-Royce). Class 3 (three-wheelers), G. H. Goodall (1,096 Morgan).

Ford) and J. D. Windle (Frazer-Nash), each with 27 secs.

Most drivers handled their cars fairly neatly, but it was not always the most experienced trials drivers that put up the best performances. H. J. Aldington, for example, showed excellent accelera-

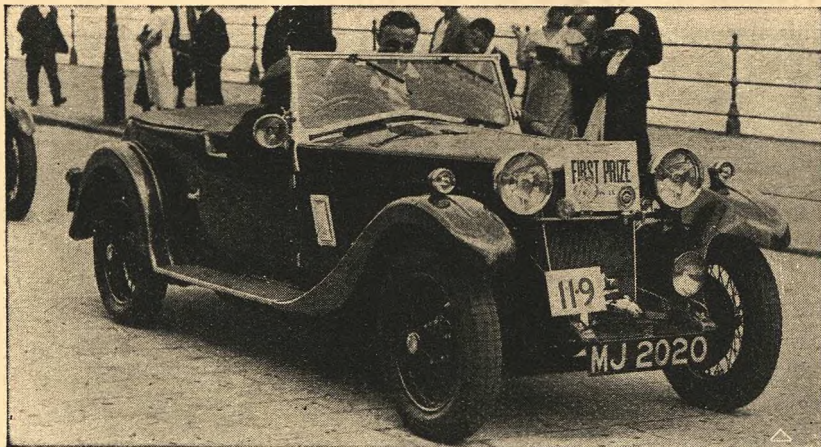
tion and carried out the reversing part with the greatest neatness, but, unfortunately, stopped two or three inches before the final line.

The tests were over by about 4 p.m. on the Friday and, following some head-aching toil on the part of officials, the results were available the same evening—good work! They will be found on this page, but it should be noted that performances for the usual M.C.C. premier awards, silver medals and bronze medals, have not yet been worked out and will be issued following the usual committee meeting.

Appearance Competition.

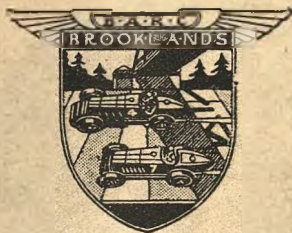
On Saturday morning entrants in the Appearance Competition paraded before the judges on the Marine Drive. Awards were made upon impressions gained as the cars were driven past, so that beauty of colour and line were the primary considerations.

Amongst the cars which excelled in these respects were F. F. Patrick's blue Wolseley Hornet Special, H. J. Stroud's smart open Riley, and the sedge green Frazer-Nashes entered by T. Twentyman and J. D. Windle. W. J. Davies's Wolseley Hornet, finished in blue and grey, was amongst the brighter cars. H. M. Avery's cream and green Singer was particularly pleasing, also C. F. Tudsbury's blue M.G. Magna.



AN
"APPEARANCE".—
WINNER.

H. J. Stroud (Riley), who won the class for open touring cars taxed up to £12 in the Appearance Competition last Saturday.



AMATEURS AT BROOKLANDS

Fine Racing by Clubmen in Annual
B.A.R.C. Inter-club Meeting. Frazer-
Nash Club Win Stanley Cup

THE first race of the day at the Inter-club Meeting at Brooklands was a two-lap handicap, which proved to be a duel between Powys-Lybbe (1,496 Alvis) and A. Ashton-Rigby (M.G. Magnette). Both started from the 17-sec. mark, and Ashton-Rigby finally won by 25 yards at 78.18 m.p.h., Powys-Lybbe coming second. G. Casswell (Frazer-Nash) secured third place, having, in the absence of the scratch man, R. Evans, started last.

Next on the card was a two-lap handicap for novices. A feature of this was the way in which Mrs. K. N. Roe, the ultimate winner (Lea-Francis S.) came up from the 37-second mark to win at 81.23 m.p.h. There was a tussle for second place between F. Monkhouse (4½-litre Bentley saloon, handicap 51 secs.) and D. M. Dent (Frazer-Nash, 43 secs.), the Bentley getting home 10 yards ahead of the "Nash."

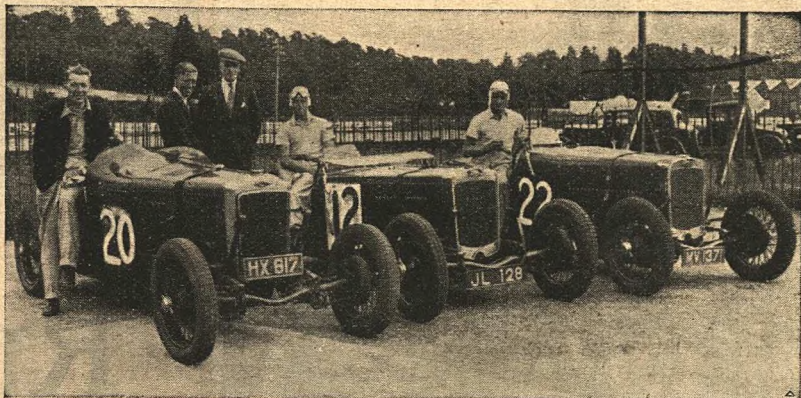
The third race—a three-lap handicap—produced an interesting struggle between Miss M. Allan (4½-litre Bentley, handicap 72 secs.) and G. L. Baker in his enormous Minerva (also handicapped at 72 secs.). Miss Allan managed to get home first at 87.53 m.p.h., the Minerva being about 50 yards behind. G. Casswell (Frazer-Nash), who started from the 72-second mark with Miss Allan and G. L. Baker, came third, but his car had not the necessary speed, and he was nearly half-a-mile behind the Minerva.

A Runaway Win.

Miss I. Schwedler (2,511 Alvis) won the next event, a two-lap handicap, by so large a margin that she appeared to take her foot off the accelerator before she came off the banking into the Railway Straight; her speed was 90.81 m.p.h. E. L. Bouts (7,266 c.c. Leyland-Thomas, 24 secs.) managed to secure second place from another woman driver, Miss G. Hedges (2,276 c.c. Talbot), who started at 67 seconds, with the winner.

C. G. H. Dunham (in the same Alvis) won the fifth race—a three-lap handicap—by 100 yds. at 97.31 m.p.h., even though his handicap had been altered to 57 seconds. The chief feature of the race was the astonishing speed displayed by Oliver Bertam's Delage, which, starting from scratch, came second. H. J. Aldington (Frazer-Nash), who started level with Dunham's Alvis, was third.

The sixth race was slightly slower, being a five-lap handicap. The event was a triumph for Frazer-Nashes, G. Casswell coming home first at 85.26 m.p.h., and D. A. Aldington running



Winners of the Stanley Cup (for best aggregate performance)—the Frazer-Nash Car Club team—N. A. Berry, G. Casswell, and D. M. Dent.

second. Casswell started at the 2-min. 52-sec. mark and caught up the limit man, N. A. Berry in a third Frazer-Nash, on his first lap. Third place was occupied by G. L. Baker (Minerva).

Next followed the most amusing event of the afternoon, the team relay race. Unfortunately, only two teams started—those of the Frazer-Nash Car Club and the Mid-Surrey Auto Club. In this race, each member of the team had to start from the Fork, complete one lap, and stop at the end of the old Finishing Straight. He then had to run over to his next team mate and hand the token—a scarf—over to him, and the whole process was repeated. The "high-spot" was the neck-and-neck race on foot between G. Casswell and R. C. Porter at the end of the second lap. The Frazer-Nash Car Club finally won

at 70.34 m.p.h. The meeting was concluded by a two-lap handicap which went to G. L. Baker (Minerva), starting from the 34-second mark. G. W. Olive was close behind him in his rakish-looking E.H.P. Special, and D. A. Aldington (Frazer-Nash) came third. The winner's speed was 86.20 m.p.h.

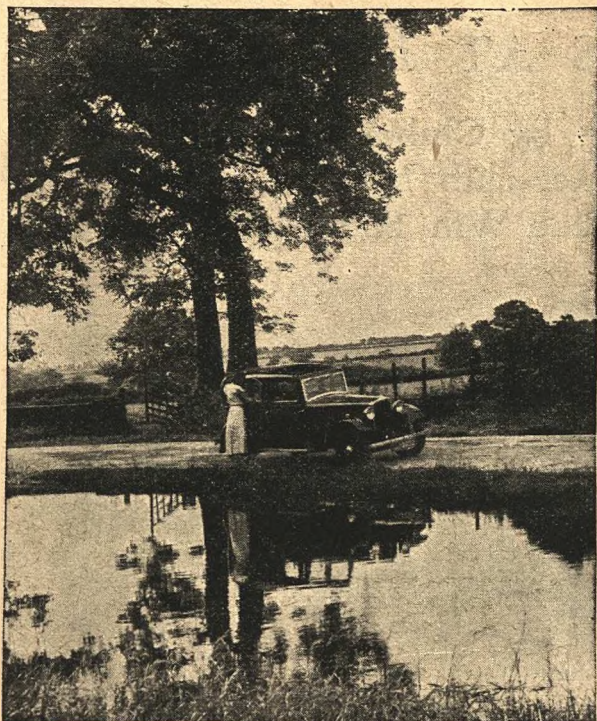
The Stanley Cup, for which points were awarded in each race, was won by the Frazer-Nash Car Club, which gained 48 points. The Brighton and Hove Motor Club were second with 25 points, and the W.A.S.A. were third.

So concluded the one day in the year when any member of a recognized club may compete inexpensively in a pukka B.A.R.C. Meeting. The popularity of this event increases year by year, and an atmosphere of unbounded enthusiasm pervaded the track.



SEEN FROM THE GRANDSTAND.

Assembling for the Novices' Handicap. This race was won at 81.23 m.p.h. by Mrs. K. N. Roe (1½-litre Lea-Francis S.), seen in the foreground. Note the contrasts in types!



Far from consisting almost entirely of the Southampton Docks, as some folk seem to imagine, Hampshire is rich in beautiful scenery. (Left to right) The summit of Honor Hill, near Petersfield; a picturesque lych gate at South Warnborough; "The Noah's Ark" at Eversley, which has interesting associations with Charles Kingsley; and Petersfield, a typical and sleepy Hampshire market town.



RICH MIXT

The fault which so many of the four-speed boxes possess is that third is much too low. The ideal "twin-top" box for a small saloon would give ratios of, say, $4\frac{1}{2}$, $6\frac{1}{2}$, 9 and 18 to 1. At present a string of gears of this order is only to be found in the specification of a sports car. One cannot blame the manufacturers for this state of affairs. They protest that the public insists upon a top-gear performance like that of an American Eight, and expects one downward change to suffice for climbing almost anything. One needs to drive a Frazer-Nash to appreciate the treat that is in store for us all when the top-gear performance bogy is laid. The last Nash I drove was faster in third than in top . . . but with the latter ratio engaged it would whisper along at seventy. (Mr. Mantell also comments on the subject this week.—Ed.)

A Game to Suppress.

AN abominable habit which has sprung up among the youth of the entire nation is writing down motor numbers in little note-books. During the past month I have seen kiddies playing this game in Birmingham, Leeds, Bedford, Bournemouth and Bristol. The inference is that the idea must have been put into their heads by some organized means, but I cannot believe that anyone nowadays would be so rash as to arrange a number-taking competition.

As we all learnt during the last outbreak of this game some ten years ago, there is a great temptation for a child to rush out into the roadway to catch a number which it has missed. And it very easily forgets to see whether the road is free from traffic!

On the Wrong Tack.

THE report recently issued by the I.A.E. dealing with cylinder bore wear suggests that most of us during the past three or four years have been labouring under a series of delusions. The only

The Top-gear Complex.

AN article which I read recently made one wonder for how much longer we are all going to make a fetish of top-gear performance. One still hears even expert drivers who can slip down into third at 40 m.p.h., crabbing a car because it will not climb a certain hill, and a poor top-gear performance is always regarded (except in very exclusive circles) as a fault rather than a virtue. The article in question showed that a 20 per cent. increase in the top-gear ratio may be expected to yield a fuel saving ranging from 30 per cent. at 60 m.p.h. to 12 per cent. at 25 m.p.h.

In these days of silent thirds, epicyclics, synchromesh changes and so forth it is surely rather absurd to continue to regard top as a go-anywhere ratio rather than as a means for enjoying the greatest economy and the sweetest possible running on the level. After all, I suppose that most of us at present do 80 per cent. of our motoring on a gear which is much lower than the conditions really require.

Whispering at Seventy.

ATIME will come no doubt when every car will have a direct drive on third and a step-up in the gearbox for top. This would deter beginners from making their engines labour, and it would encourage all of us to make more use of the gearbox.



URE Light Car Comment and Advice

by
Focus

construction which I can put upon it is that excessive wear is due almost solely to corrosion (rusting) of the bores set up by condensation on them of deposits from the products of combustion. It appears that the time we have spent waiting for our engines to warm up has been time wasted, and that all our efforts to avoid excessive strangling have been in vain!

I read, for example, that delayed warming up results in a marked increase in cylinder wear, and that dilution with petrol of the crankcase oil, even up to 90 per cent., does not produce accelerated wear. I find in the report that a dust-laden atmosphere is unlikely to have much effect on the life of the bores, and that so far as the experiments have gone up to date upper cylinder lubricants have no beneficial effect in prolonging the life of cylinder bores at normal operating temperatures.

When an Engine is Cold.

THE damage is done to bores when the cylinder walls are cold, and this is graphically emphasized by the fact that it was found that the rate of wear when their temperature is 50 degrees C., is approximately eight times greater than when it is double that figure. The seeming moral is that we should always warm up as quickly as possible, having no fears regarding the cylinder walls being starved with oil and feeling no anxiety concerning anything except the cold state of the bores.

In spite of the fact that the I.A.E. tests were carried out under the most meticulous conditions, I do not believe that many of us will act upon the information which has been adduced from them. One cannot lose sight of the fact that in one's own experience Mr. A. who over-strangles and blinds away with a cold motor suffers from many more troubles than Mr. B., who is careful with



The car illustrated is a Rover Ten Special.

the strangler, always uses an upper-cylinder lubricant, and regularly gives the engine five minutes at 500 revs. before putting a load on it.

The Cost of a Regrind.

AMATTER which we must not allow to escape our attention is that an engine possesses many bearing surfaces other than the cylinder bores, and that in striving to preserve the latter we must not jeopardize the well-being of big-ends, mains, camshaft bearings, valve guides and so forth. Another thing to bear in mind is that the truing of worn bores is now a much less costly and troublesome business than it used to be. I take the following from a recent small advertisement in *The Light Car and Cyclecar*: "Cylinders precision ground, hone finished, new pistons with rings and pins fitted; Austin 7, 52s. . . . others from 60s."

My feeling is that there has been rather too much panic about bore wear, and that you and I can safely leave the trade to sort out the tangle while we go about our motoring with contented minds, knowing that if the worst does come to the worst and streams of blue smoke astern indicate the need for a rebore the job will cost no more than the price of a couple of new tyres.

Ancients Brought Up to Date.

AT Brooklands in the spectators' enclosures you come upon all manner of oddities in the way of cars. They belong as a rule to enthusiasts who have assembled them themselves in an endeavour to own something which is really original, and often they are triumphs of ingenuity. Once at the track I found a Rover Eight with a four-cylinder Anzani engine under its squat little bonnet, and I have seen any number of converted G.N.s, which have been cleverly transformed into

RICH MIXTURE Con d.

quite a different proposition from the rough but sportive little fellows which they were in standard form.

Recently down at Weybridge I saw a man poking about under the bonnet of an old A.C., and what should he be tinkering with but a two-port Meadows engine of the type which won so much fame in the swift 12-50 Lea-Francis models! There must be a deal of fun to be had from buying an old chassis and transforming it into a car with a really up-to-date performance.

Epicyclic Changes.

ONE reads and hears a lot of discussion concerning whether changes can be made faster with a Wilson gear than with a normal type of gearbox. I can write with some authority, for I have driven Armstrong Siddeleys with Wilson gears for something over 40,000 miles. My opinion is that the man who has some respect for his transmission will always make a faster change (ratio for ratio) with an epicyclic box, but that by crashing the changes you can get a greater "urge" out of a car with a sliding gear. The explanation is that a normal clutch has a very positive "bite," whereas in an epicyclic box the bands and cone are quite properly planned to give a gradual and progressive take-up.

It must be remembered that the designer of a pre-selective gear must not overlook the needs of the novice who may change from top to bottom or vice versa at one fell swoop. Further, it must be

borne in mind that it is the inexpert majority rather than the clever few for whom nearly every car maker must cater. The first self-changing car that I drove was a Vauxhall, in 1926 or thereabouts. It had the 14-40 engine and an experimental Wilson gear with bands which really bit. The car was streets ahead of contemporary models in the matter of acceleration, but you had to be careful with the pre-selector.

Extra-strong Axle Needed.

THE adoption of any simple form of gear change introduces a number of new problems in the design of the whole of the rear portion of a car. First the axle must be strengthened to withstand the shock of "violent" changes, and secondly the design of the springs or other means for resisting torque reaction must be suitably modified. This is done because manufacturers have found from actual experience that a self-changing gear introduces the likelihood of the transmission being more heavily stressed.

When Armstrong Siddeleys first went in for a pre-selective gear on the Twelve they used ratios closely similar to those of the then current model, which had a sliding gear. I bought one of the first of the self-changing models, and was surprised to find that the axle casing had been made almost half as large again and that the transmission throughout had been greatly strengthened. The reason was because the new box loaded the transmission more heavily than the old—in other words, that faster changes would be likely to be made as a regular thing.



MUCH-DREADED ROSEDALE. ——— Some idea of the gradient and the rough surface of this famous Yorkshire test-hill can be gained from this picture. However, the hill did not collect its expected number of "scalps." The competitor seen is C. A. F. Ross in a Riley.

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5-15, Rosebery Avenue
London, E.C.1.

Inland Telegrams - "Pressimus
Holb., London."

Cables - "Pressimus, London."

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Driving Tests.

THE view that driving tests would go far to reduce road accidents is still adhered to in many quarters, but, obviously, unless such tests were of a thorough nature and backed by expert tuition they would be of very questionable value. The expense entailed if the scheme were adopted as an official measure would be great—involving the setting up of a special department—and the burden would inevitably fall on the shoulders of the motorist. It would also be complicated, and would defeat its object if the conditions imposed were not of a comprehensive character. To subject every applicant for a licence to a thorough and rigid test would be a herculean task and, if only a handful of "inefficients" got through every day owing to pure luck, or laxity on the part of the examiners, the tests would be a farce.

For all that, the efforts of the National Institute of Industrial Psychology in this direction are of considerable interest, although, in our opinion, they are not necessarily conclusive. Statistics prepared by the Institute go to show that of a dozen commercial-vehicle drivers who "qualified," the four who made the highest score in the N.I.I.P. tests were involved in the fewest accidents during a period extending over several years. The tests imposed were very thorough, but the conditions under which each of the men worked are not stated in the communiqué from which we have extracted the results given.

Good Drivers Born—Not Made.

TAKING the fairest and most impartial view of the case for driving tests, it will, we believe, be agreed that they rank in value far below intensive education in safety first principles, besides presenting administrative difficulties, loopholes for the inefficient and a heavy burden of expense. Good drivers are born, not made, and a bad driver is likely to become far less of a nuisance if he is constantly being reminded of his omission. The same man might, quite conceivably, regard himself as perfect if, by exercising natural and very great caution, he succeeded in passing a driving test.

There is another aspect of the matter—and an important one. Yet again the inference is that the issue rests entirely in the hands of the

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

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

Topics of the Day

motorist; but a driver who had passed a dozen tests would be powerless if a pedestrian stepped thoughtlessly off the side walk in his path. When the walker has been impressed adequately with the tremendous responsibility he shares with those who drive, the biggest step forward ever recorded will have been made, and the results will at once be reflected in a marked decrease in the "toll of the the road."

Before would-be reformers endeavour to bring about sweeping changes in the laws which govern the issuing of driving licences, it would be well for them to tackle this side of the question. Once again we repeat a phrase which we coined some time back and which aptly fits the case: The game of safety first cannot be played when only one side fully understands the rules.

By Numbers.

OUR old friend the Sergeant-major must be chuckling at the thought that when we take to the high road in the future we shall have to find our way "by numbers"; but it is a poor jest and one which will cause tears and not smiles on the faces of most of us. As we outlined last week, the Departmental Committee's suggestion is that main place names shall be eliminated in favour of the road identification numbers allotted by the Ministry of Transport. At first sight the idea appears to be good because a number is more easily read than a name, and a number provides a key over the entire route to the destination sought. Travellers from, say, London to Edinburgh would find it all easy, but there the usefulness of the scheme comes to a very abrupt end. In the case of less important and cross-country routes the dismay of the driver called upon suddenly to make a journey can well be imagined; in fact, in the absence of a dependable map, he would, to use a popular expression, be "sunk." In principle, as we have indicated, the idea of depending mainly on numbers may be good; in actual practice it would lead to confusion, congestion and all the other evils attendant on a position wherein the World and his Wife would find themselves nonplussed by every signpost and forced to stop in order to ask the way.

By name, not by numbers, please.

Practical Aspects

ADJUSTING TAPPETS

Self-adjusting Types—Fitting a Revolution Counter—Electrically Controlled Instruments—Turning Copper

THE recent remarks by friend "Focus" concerning tappets and their adjustment were very much to the point.

In the case of side-valve engines, it is not possible to make the tappets very readily accessible; they must be more or less enclosed and congested. Certainly, on some engines the locking arrangements are as simple as possible, but always at least two small spanners are needed when an adjustment is being made.

With the greatest possible care, however, a really accurate setting cannot always be made, partly because, as "Focus" says, the tappet heads are apt to dent and thus upset the feeler gauge reading; in addition, there is the question of slightly inaccurate cams.

Case-hardening Tappet Heads.

Dented heads can sometimes be made good by grinding, but there is the risk of getting under the case hardening, and in no circumstances would I advise an amateur to attempt to re-harden a tappet—it is far too important a part to be dealt with by home methods.

New tappet heads are quite inexpensive, but I shall be interested to see who will be the first maker to use Nitralloy or some other super-hard-surfaced steel for tappets.

Nothing simple can be done, as a rule, to correct cam inaccuracies, but one can guard against them when setting the tappets by testing each one with a feeler gauge round the whole base circle of the cam. This is done, of course, by cranking the engine gently whilst moving the feeler between the tappet head and the valve stem.

If there are inaccuracies try to "split the difference," making quite certain, however, that neither of the tappets for any cylinder has the slightest tendency to bind at T.D.C. of the compression stroke—this, from the valve gas-tightness aspect, being the most important point in the cycle.

Self-adjusting Tappets.

Self-adjusting tappets are ideal on an engine with an accurate camshaft; in fact, I will go so far as to suggest that, with a shaft which has only one or two inaccurate cams, it is worth while to remove it from the engine and have the cams trued in order that self-adjusting tappets may be used.

It is amazing how silent an engine becomes when there is no tappet clearance, and the knowledge that when the valves are ground in there will be no awkward adjustments to make is very comforting.

Reverting for a moment to tappets which tend to dent, remember that extra-strong springs will increase the tendency; so, also, will large clearances, and because denting increases the clear-

by "Shacklepin"

ance, it is easy to see how a sad state of affairs can quickly arise.

Rev. counters are rapidly becoming standard fittings on sports cars. Their usefulness and interest are beyond question, and I should be sorry to be without one even on my saloon.

To fit a rev. counter to an engine is not always easy, however. The ideal method is to arrange a direct drive from the camshaft with the flexible shaft running as straight as possible to the instrument head on the fascia board.

which they use mainly for checking shafting speeds in the workshop. A loan of one should not be difficult to arrange.

Writing of rev. counters reminds me that in the war-time—and at the present time, for all I know—there was an electrical type used on certain aircraft. The idea intrigued me vastly and I should have expected it to be very widely used; possibly there was a snag which I never met.

Electrical Instruments.

The scheme consisted in fitting a tiny dynamo to the engine and wiring it to a voltmeter on the pilot's instrument board. Instead of volts, however, the meter was calibrated to read r.p.m. Variations in engine speed altered, of course, the voltage output of the dynamo, thus causing the needle to move correspondingly over the dial.

The advantages of the system were that the meter could be fitted anywhere in relation to the dynamo—there was no flexible shaft to be considered—and that any number of meters, within reason, could be used.

Some car fascia boards are so arranged that it is not easy to find room for the dial of a mechanical rev. counter, and it cannot readily be fitted anywhere else because of the drive. With the electrical type there are no restrictions upon dial position, as only two tiny flexible wires lead to it. It seems to me to follow that speedometers could be made to work in the same way—always provided that it is really reliable—and one can envisage some very neat layouts.

Even the rear-seat passengers could have their pair of instruments. And what could be easier than to wire a rheostat in the circuit so as to "slow down" the car to suit those who suffer from nerves?

Working Copper.

Workshop note: When turning, drilling or screwing copper use beeswax and turpentine as a lubricant. Any attempt to machine the metal dry nearly always results in tearing up the surface.

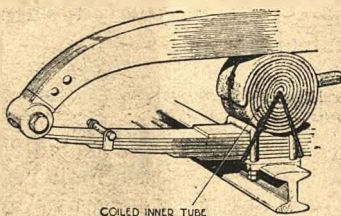
The usual method of annealing a copper pipe is to make it red-hot and quench in water. Equally satisfactory results can be obtained by heating to redness and allowing to cool slowly in air. This method is often more convenient, especially when dealing with a lengthy piece of pipe.

Bear in mind, however, that with either method the pipe may scale on the inside if made too hot and, in the case of petrol pipes, bits of scale can form very effective jet plugs! Make sure, therefore, that the filter gauze, with which all the best carburetters are equipped, is in good condition and free from any "holes."

The Week's Best Hint.

Emergency Spring Repair.

WHEN one has the misfortune to break a spring, the usual emergency repair is to tie a wood block on the spring. It is suggested, however, that a better job can be made by rolling a spare inner tube up tightly and binding it securely



with string. This is strapped or tied on the spring in the same way as a wood block would be, and has the advantage that it provides a certain amount of resiliency. In a case of real emergency when no loose spare tube is available, the tube from the spare wheel could be used. The arrangement is shown in the accompanying sketch.

Half-a-guinea is offered for every hint published in this position.

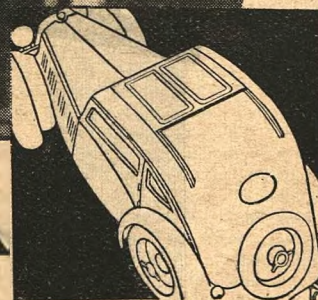
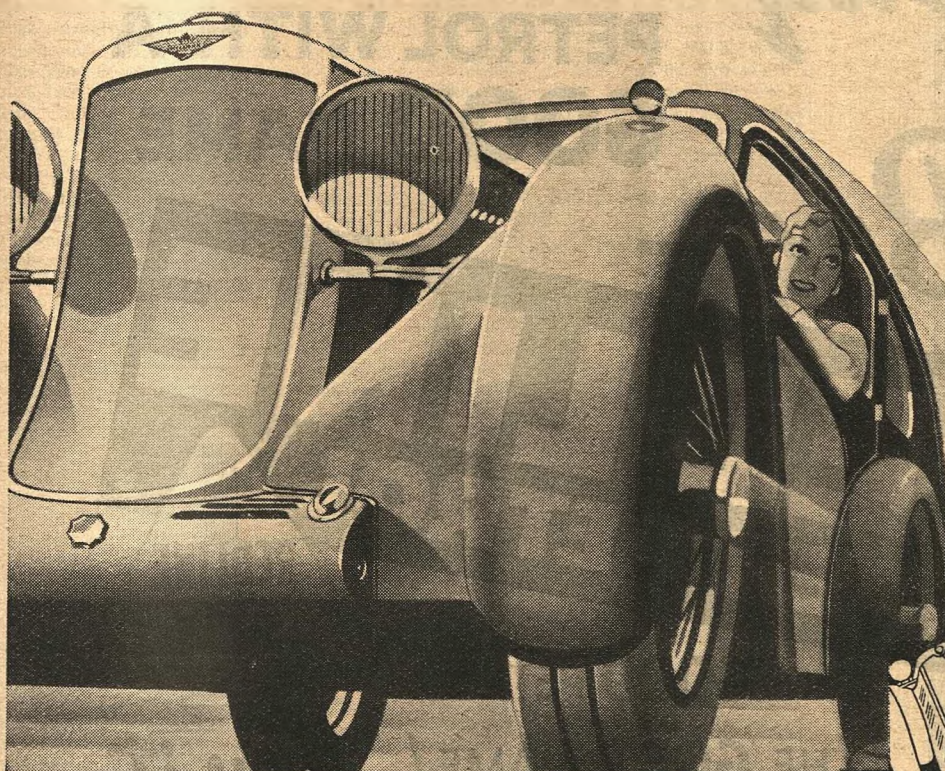
Where the ideal cannot be achieved—it is usually a question of cost—a very satisfactory substitute is to belt-drive the instrument from any convenient rotating part of the engine. A spring belt running over red-fibre pulleys will prove very reliable, as the load is light.

Care must be taken to provide the correct gear ratio, and it is advisable, as a final check, to take readings of the instrument against a standard "press-on" rev. counter engaged directly with the nose of the crankshaft. Most garages have a rev. counter of this kind,

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Technical Aspects

LOW TOP-GEAR RATIOS

Is the Modern Trend Undesirable? — Little-realized Effects of High Revs. on Engine Stresses and Petrol Consumption

By

L. MANTELL

I SEE that a mild campaign is being waged in technical circles against low top-gear ratios—and high time, too. There has been for some considerable time a tendency to keep back-axle ratios down to the point where the term "top-gear car"—a fashion set by America, where manipulative laziness is apparently encouraged—can be claimed with tolerable truth. Whilst this kind of thing can be done with comparative impunity where biggish engines are concerned, it is little short of a mechanical iniquity to attempt to ape it with the smaller units which English taxation by horse-power imposes upon home manufacturers. Further, when four-speed gearboxes with silent thirds are added, it is simply an invitation to rev. the engine to pieces as quickly as possible—and one that is only too often accepted. A lot of people have the idea that a low top gear saves the engine from being unduly stressed. Indeed, I have often heard the argument that it makes no difference, economically speaking, whether the engine is revving fast with a light throttle or turning over more slowly with the throttle proportionately further open. Technically speaking, and, I think, in practice also, both these theories are quite wrong, and I will endeavour to show why.

FIRST, with regard to engine stressing, very few amateurs realize exactly what running condition constitutes stressing. Most of them imagine that the main load carried by an engine is the downward thrust imposed on the big-ends by the explosion peak. At low revs. and under heavy throttle this is certainly the case, but such conditions are the exception rather than the rule in light cars, where most of the driving is done at comparatively high engine speed. Quite a different set of dynamic circumstances obtain in this case. I have often mentioned in these columns, but it will bear forceful repetition, that it is not the compression strains of the driving pressures on the connecting rod that punish the engine, but the tensile or reciprocating stresses. Engines which break con. rods seldom do so through the direct agency of the driving compression, but nearly always either through the lateral swing of the rods or owing to the tremendous tractive or tensile effort imposed upon them.

VERY few realize how enormous these can be—especially the former. I have seen tests carried out with very stiff rods—that is to say,

rods in which the lateral width is made considerable in order to stand the transverse whip as they alternately swing from side to side—and the results of some of these tests were quite astonishing. A short time ago, I witnessed a test on a motorcycle engine in which the rod was polished beforehand. On examination after a five-minute run at about 5,500 r.p.m., it was found that it was "blued." By way of impressing the significance of this, I would say that the various ranges of colour from bright yellow to blue are due to the formation of surface oxides, and from the hue imparted the heat to which the part was subjected can be fairly closely estimated. A blue shade represents a little over 600 degrees Fahrenheit! Needless to say, it did not get this heat either by conduction from the piston via the gudgeon pin, or from the oil, but solely from the inter-molecular friction of the repeated reversals of bending stresses. It does not require a great stretch of the imagination to picture the colossal strain which this rod must have endured to attain such a heat in five minutes by bending only. Furthermore, the direct production of heat by mechanical movement represents a far greater conversion (and in this case, loss) of dynamic energy than the average amateur suspects. Actually, the amount of power necessary to raise one pound of water through only one degree Fahrenheit is no less than 778 ft.-lb. Some idea, therefore, may now be gained as to the amount of power that was lost in "bluing" that con. rod.

THE stresses, however, with which we are more particularly concerned at the moment, are those borne by the reciprocating members in moving the piston up and down. Consider the forces acting upon this unit during the compression stroke, for instance. It starts from rest at the bottom, and the first job the con. rod has is to accelerate it to its maximum velocity, which is attained at a point a little above the mid-stroke mark. In an average light car engine at a fair cruising speed, this velocity would probably be about 50 ft. per second. At this point the forces begin to reverse and the con. rod, previously enduring a pressure strain now gets into tension, for it has to slow up the piston to a state of rest in even a shorter time than the acceleration period. There is,

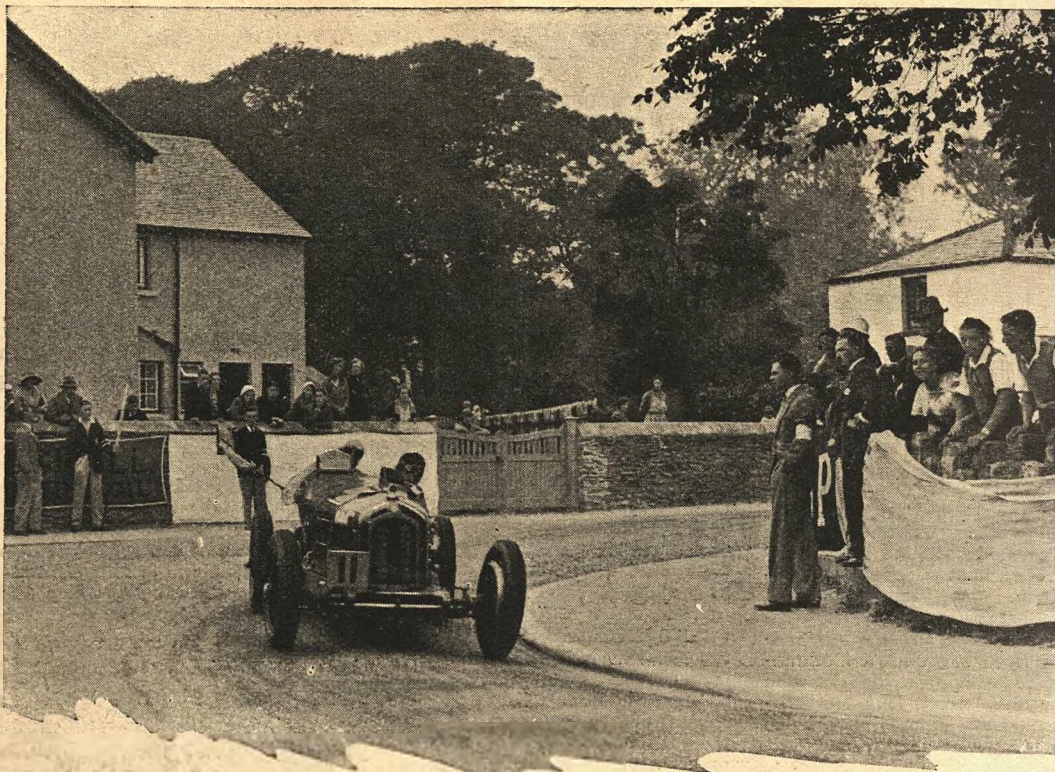
therefore, still greater stress, with a tractive direction in which its resistance to fracture is less.

Now, however, the compression pressure has gathered force and is commencing progressively to help the con. rod. The more the throttle is opened the higher is the compression, and the greater, of course, is the help rendered, until, at one combination of speed and throttle, the compression and advanced explosion pressure balance up against the con. rod tension and equilibrium is restored.

AS everyone has noticed there is always a particular speed and throttle position where a sudden smoothness sets in, and the above is an explanation of this. I think there is no doubt that this critical period occurs at too low a speed in most engines. In other words, a higher axle ratio and more throttle will place the smooth period and therefore the point of minimum stress at a more usefully high part of the road-speed curve.

As regards the second fallacy of better economy at higher engine speeds and less throttle opening, it may be taken as a cast-iron rule that, providing detonation does not occur, the higher the compression, the greater always is the economy. Now, whilst the nominal compression ratio is a measure of the displacement in relation to the gross volume, the running compression which we are concerned with here is directly proportionate to the throttle opening—which, of course, controls the volume. Assuming, therefore, that a certain horse-power is required for unit speed, it is always more economical to produce this power with a higher gear, and lower engine revs. under open throttle. This produces a higher running compression ratio, for the latter is a certain accompaniment of the above set of conditions.

AS in theory, so in practice, for careful comparative tests usually show that, except in very hilly country, where an unduly high ratio may involve too frequent gear changing, the m.p.g. varies almost directly with the back-axle ratio. In cases where this rule does not apparently apply, the reason almost invariably is that the detonation resistance is insufficient for the increased load, or where, perhaps, the driver is intolerant of the slightest slowing up on hills below the speed at which he wishes to take them, and is therefore constant in his gears. For all normal driving requirements, however, I think higher gear ratios are certainly desirable.



G. E. T. Eyston (Alfa-Romeo) at St. Ninians Corner during practice.

TO-DAY'S MANNIN MOAR

Fifteen Entries for the R.A.C. Big-car Race Round the Streets of Douglas. Five Hours of Breathless Thrills

AT half-past nine this morning, Friday, July 14, a flag will drop on the Promenade, Douglas, Isle of Man, and the second of the week's "round-the-houses" races will have started.

To-day's race, which is run over the same tortuous street-course as last Wednesday's Mannin Beg, is for supercharged cars of 1½ litres and for cars over 1½ litres with or without superchargers, all starting from scratch and covering 50 laps—250 miles.

The entry list, given on this page, is rather disappointing, but the drivers can be guaranteed to make up in thrills what they lack in numbers. Handling these very fast machines on the tricky Douglas circuit for 50 laps calls for stamina and skill of the highest order, and the man who risks most yet without mistake—for mistake spells disaster—will beat more cautious drivers of even faster cars.

The 1½-litre category is, somewhat naturally (for it is outclassed), poorly represented in to-day's race. According to the entry list, the 1,500 c.c. cars are only two in number—Raymond Mays's supercharged six-cylinder Riley and W. E. Harker's Harker Special.

As these words are written it is understood that neither of these cars will start.

The Alfa-Romeo contingent includes some of the best British drivers—Kaye

THE ENTRIES.

Alfa-Romeo.

The Hon. Brian Lewis.
G. E. T. Eyston.
W. L. Handley.
Kaye Don.
B. Rubin.

Bugatti.

R. O. Shuttleworth.
T. S. Fotheringham.
T. E. Rose-Richards.
T. A. S. O. Mathieson.
A. H. L. Eccles.

Frazer-Nash.

C. M. Needham.

Harker Special.

W. E. Harker.

Maserati.

Whitney Straight.

Invicta.

A. C. Lace.

Riley.

Raymond Mays.

Don, the Hon. Brian Lewis, and G. E. T. Eyston. W. L. Handley (Alfa-Romeo)—a racing motorcyclist of repute—has withdrawn. B. Rubin's Alfa-Romeo entry, which was to have been handled by the late Sir Henry Birkin and which would have started a hot favourite, has just been withdrawn at the time of going to press,

together with C. M. Needham's 1,657 c.c. six-cylinder Frazer-Nash.

Another withdrawal is Whitney Straight (2½-litre Maserati), who, with his Brooklands Mountain course experience and a "self-changing" gearbox, was expected to set a cracking pace from the start.

The Bugatti contingent will not see victory go from them without a struggle. The drivers are R. O. Shuttleworth, T. S. Fotheringham, T. E. Rose-Richards, T. A. S. O. Mathieson, and A. H. L. Eccles—all men of experience.

Another lone hand, which completes the entry list, is A. C. Lace (Invicta), whose car is one of the smart low-chassis models which have given a good account of themselves in competition.

Speeds in practice have been amazingly high—the Hon. Brian Lewis (Alfa-Romeo) lapped at over 64 m.p.h. Nor has the practising been devoid of incident. T. S. Fotheringham (Bugatti) crashed into a wall, A. H. L. Eccles (Bugatti) broke a con. rod, and Kaye Don's Alfa-Romeo had a sudden drop of oil pressure. It is expected, however, that the cars in question will be ready in time for the race.

The general arrangements for to-day's race follow those for the Mannin Beg. The circuit will be closed at 8.30 a.m. until 2 p.m. The race will start promptly at 9.30 a.m.

A TALE OF TWENTY-FOUR CYLINDERS

The following extract from a letter written by an experienced private owner is remarkable proof of the protection from wear that Price's Motorine oil gives to all engines.

Price's, London, S.W.11.

"Having had on my own car rather more wear than I anticipated I remembered the fact that the Rolls-Royce people use your oil. Since I have commenced to use same I have collected information from users of a well known model of 6-cylinder car with the following results:—

Car 'A' ran 20,000 miles on the oil recommended by the makers and then required re-boring and new main bearings.

Car 'B' ran 22,000 miles with the same results.

Car 'C' ran 31,000 miles with the same results.

Car 'D' on which Motorine 'C' de Luxe was used since the car was new, ran 52,000 miles before re-boring, and has now run 62,000 miles on its original main bearings."

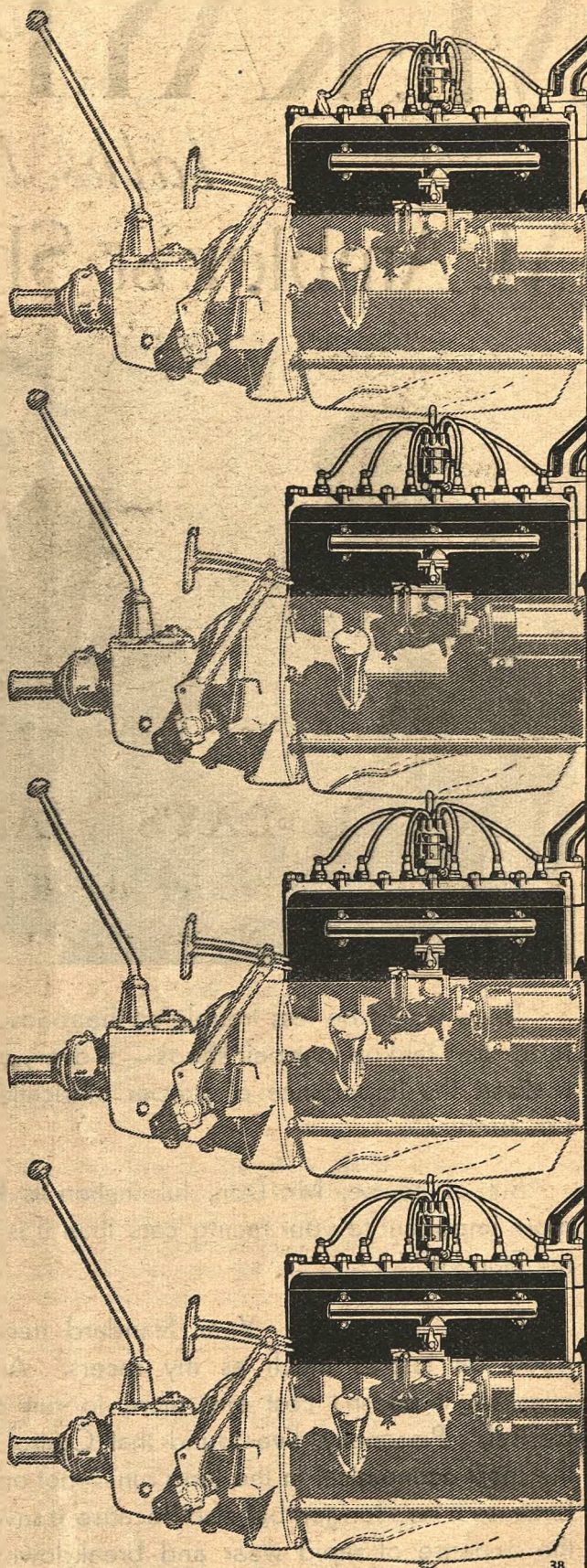
(The original of this letter may be seen on application at our offices.)

Whatever make of car you run—Price's Motorine oil will save you from the expense of heavy wear—and will add to the power and smoothness of your engine. Motorine costs no more than other high-grade oils. Change to Motorine to-day!

PRICE'S
MOTORINE
Brand
OIL

PRICE'S

LONDON, S.W.11.



Mr. KAYE DON

talks to

Mr. Ambler of Shirley



"There would be less trouble on the roads—fewer cars laid up in repair shops—if everyone realised the importance of proper lubrication, Mr. Ambler."

"But of course, Mr. Don, lubrication is far more important to your racing cars than it is to my Standard."

"Not a bit of it! Your Standard needs good oil just as much as my racers. And after all, it doesn't cost any more to run on Castrol. Personally, I've found that Castrol is the most economical in the long run—not only because it lasts longer, but also because it saves the expense of rapid wear and breakdowns."

**"Your Standard
 needs good oil
 just as much as
 my racers"**

WAKEFIELD
Castrol
 MOTOR OIL

F. W. Dixon (Riley) Wins Mannin Beg

Sensational Race Won at 54.41 m.p.h.—D. K. Mansell (M.G. Midget), Second at 51.40 m.p.h.—J. L. Ford (M.G. Midget) Finishes Third at 49.33 m.p.h., but Fails to Qualify. Only Three Cars Left out of 14 Starters.



The winner: F. W. Dixon (Riley), who averaged 54.41 m.p.h. after delays in the early stages.

AT last the spectacular Freddie Dixon has won an important motor race. Despite delays in the opening stages he came through to win the gruelling 250 miles of the Douglas Round the Houses Race at 54.41 m.p.h. Kaye Don (M.G. Magnette) led from the start, only to be supplanted on the third round by H. C. Hamilton (M.G. Magnette), who held the lead for 28 laps. Retirements came thick and fast, until only three cars were left in the race.

A THREAT of rain, combated by a warm but doubtful-looking sun, heralded the start of the Mannin Beg—"the race for the Little Men" at Douglas, on Wednesday. It was strange indeed to see wooden pits, grandstands and all the paraphernalia of a road race along the sweeping semi-circle of the Promenade, and stranger still to hear the bark of well-tuned exhausts—for it is 11 years since the island

echoed to the sound of racing cars.

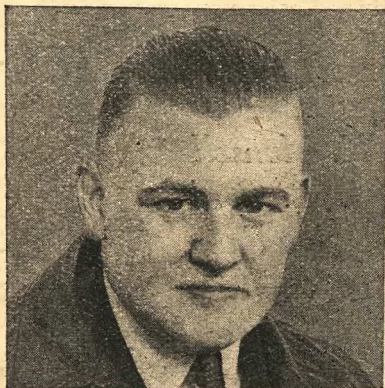
The fear that practice would eliminate a large proportion of the starters proved to be ill-founded. Actually there were six:—Raymond Mays (Riley), H. W. Cook (Riley), C. M. Needham (Frazer-Nash), Earl Howe (M.G. Magnette), J. H. Bartlett (Salmson) and Whitney Straight (M.G. Magnette).

The sun gained the upper hand when His Excellency The Lieuten-

ant-Governor of the Isle of Man, Sir Claude Hill, K.C.S.I., C.I.E., entered the grandstand, and to the strains of the National Anthem spectators, competitors and officials stood.

The cars were drawn up in four ranks, Continental fashion. In front (left to right) were R. M. Mere (M.G. Magnette S), H. C. Hamilton (M.G. Magnette S), G. E. T. Eyston (M.G. Magnette S), and F. W. Dixon (Riley).

HOW DIXON (RILEY) WON GRUELLIN



Dennis Mansell, the well-known motorcyclist trials rider, who drove his M.G. Midget into second place at 51.40 m.p.h.

In the next rank were:—S. A. Crabtree (M.G. Midget S), Kaye Don (M.G. Magnette S), and R. A. Yallop (M.G. Magnette S). The third rank was composed of E. L. Gardner (M.G. Midget S), T. G. Moore (Frazer-Nash), E. R. Hall (M.G. Magnette S) and V. Gillow (Riley).

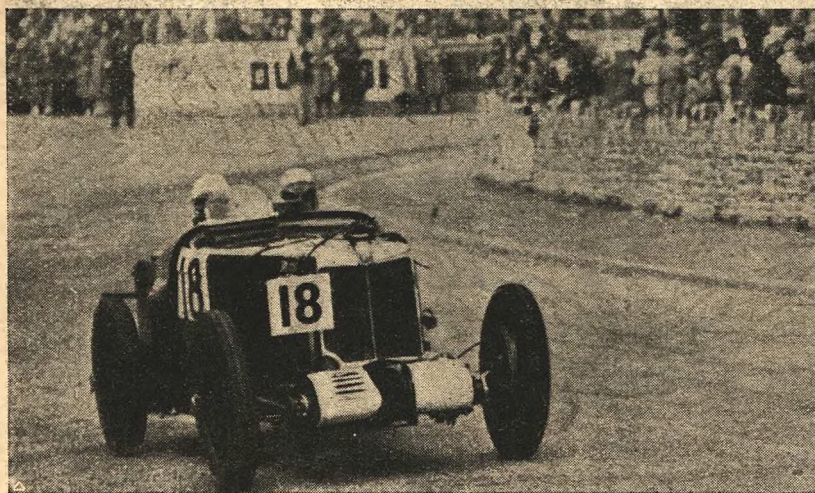
Last of all came W. Sullivan (Sullivan Special Morris Minor), D. K. Mansell (M.G. Midget S) and J. L. Ford (M.G. Midget S).

an early hour. The stage was set. Followed those inevitably trying last few moments and then, almost before one realized the imminence of zero hour, the flag fell, the whole pack was unleashed and with a mighty roar swept forward to

the Homeric battle over 250 miles. The suspense was comparatively short. Suddenly, from the main grandstand, hundreds of eager eyes focussed themselves first on one speck, and another and then another far away on Summer Hill, that



LED FOR 28 LAPS. — H. C. Hamilton (M.G. Magnette) at Laureston Corner. He overtook K on the third lap and led until, after 30 laps, he retired with back axle



At St. Ninians: Kaye Don (M. G. Magnette) leading on the first lap. He was passed by H. C. Hamilton later and retired after three hours of the race with engine trouble.

As the music died away there was a brief silence, broken abruptly by the staccato notes of the exhausts as first one car and then another burst into life. By now the sun was shining brightly and everything seemed set fair for the start of the race—everything except the enthusiasm of the public, which did not seem to rise to the height demanded by the cost of grandstand seats! All round the course, however, and particularly on the corners, large crowds had gathered, many of the people taking up their positions at

wards Greensill's, the first turn. In the initial bunching it was seen that Kaye Don (M.G. Magnette) had pulled right out and with terrific acceleration was endeavouring to establish a lead within the first few yards. S. A. Crabtree (M.G. Midget) adopted similar tactics on the other side of the pack. Jockeying for position, the drivers plunged into the first turn and, as the noise of exhausts died away, the excited murmuring of the crowd could clearly be heard. How would they fare on this, the first round of

treacherous descent from the town to the Promenade.

Flashing along the Promenade at tremendous speed, they came into sight, Kaye Don (M.G. Magnette) leading—but only by a couple of lengths or so—from H. C. Hamilton (M.G. Magnette). Behind streamed the rest of the field, strung out, with considerable gaps between.



THE START

The scene immediately after Dixon (Riley, No. 7) and

RACE IN THE ISLE OF MAN (Contd.)

COMPLETE ORDER—FIRST LAP.

1. Kaye Don (M.G. Magnette S.).
2. H. C. Hamilton (M.G. Magnette S.).
3. S. A. Crabtree (M.G. Midget S.).
4. F. W. Dixon (Riley).
5. G. E. T. Eyston (M.G. Magnette S.).
6. E. R. Hall (M.G. Magnette S.).
- Rest of Field:—7. V. Gillow (Riley); 8. R. A. Yallop (M.G. Magnette S.); 9. R. M. Mere (M.G. Magnette S.); 10. T. G. Moore (Frazer-Nash); 11. E. L. Gardner (M.G. Midget S.); 12. J. L. Ford (M.G. Midget S.); 13. D. K. Mansell (M.G. Midget S.); 14. W. Sullivan (Morris Minor Sullivan Special).

The order at the end of the second lap was the same so far as the leaders were concerned, but already the race was taking its toll. E. R. Hall (M.G. Magnette) had to pull in for a rapid change of plugs—and remember that the length of this tortuous course "round the houses" is well under five miles!

At the beginning of the third lap J. L. Ford (M.G. Midget) scraped past D. K. Mansell (M.G. Midget) as they shot flat-out towards Green-sills—giving the crowd their first big thrill.

On the third lap Hamilton (M.G. Magnette) wrested the lead from Kaye Don, but it was exciting work, whilst far too close behind for either to be happy came S. A. Crabtree (M.G. Midget).

Pit stops now became more frequent, Mere (M.G. Magnette S.) having to make several calls, whilst the enthusiastic Irishman, Sullivan (Morris Minor Sullivan Special), and Victor Gillow (Riley) were also victims of small troubles.

News from round the course was not too plentiful, but it was evident from the high speeds maintained that on the corners the sport was fast and furious, whilst the spectacle of cars and drivers, now thoroughly warmed up to their task, snaking

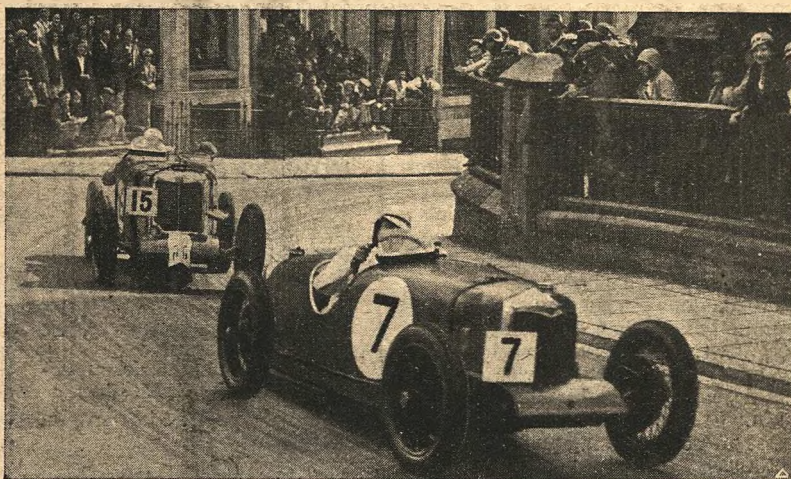
along the Promenade at over 100 m.p.h., was thrilling in the extreme. Hall had a spot of bad luck when he skidded and burst a front-wheel tyre at Church Road on his third lap. He escaped unhurt, but apparently the car was damaged sufficiently to necessitate its withdrawal—and only 15 minutes after the start.

Next came news that Tom Moore (Frazer-Nash) had had his spot of trouble owing to a big-end—also at Church Road; and another car had the ominous letter "R" hung beneath its place on the scoreboard, only four laps being recorded.

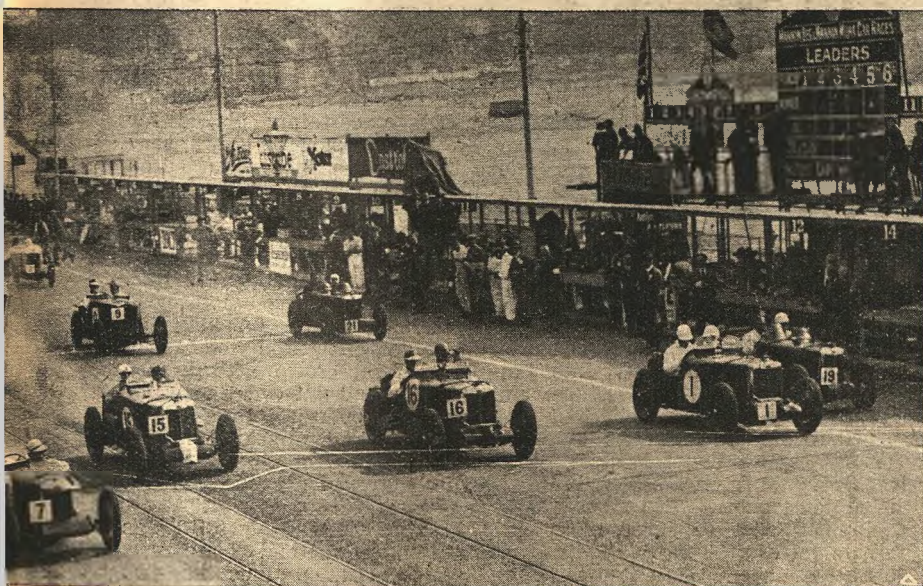
The speeds were high—higher, in fact, than had been thought possible.



J. Ludovic Ford (M.G. Midget)
the only other driver running at
the end.



The winner at work; F. W. Dixon (Riley) swinging his Riley round out of Church Street. Behind comes G. E. T. Eyston (M.G. Magnette) who never got really going and retired early in the race.



the starting flag fell. Kaye Don (No. 18, M.G. Magnette) is seen pulling out to pass S. A. Crabtree (No. 19, M.G. Midget), on the extreme right, also layed terrific acceleration and lay second at the first corner.

Hamilton, for example, put in a lap at 58.93 m.p.h. Think of it! Lots of people who had driven round the course in sedate touring cars did think of it—and marvelled.

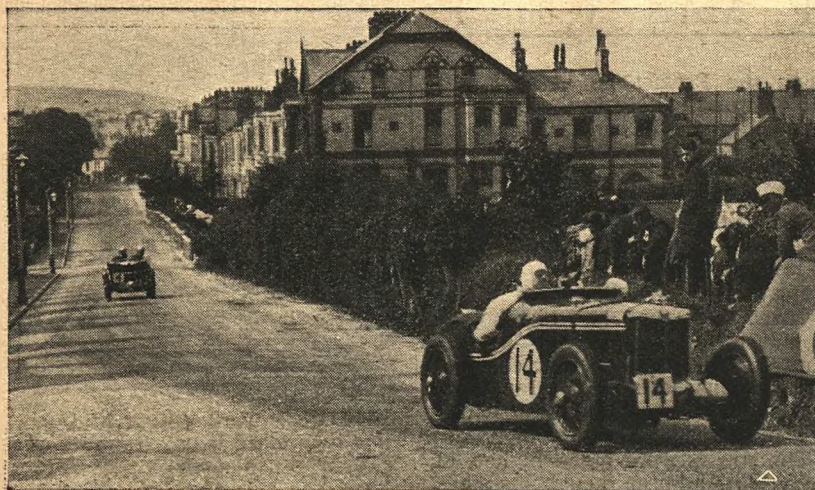
More trouble. This time the redoubtable Victor Gillow came into his pit with his Riley, and after a cursory examination gave a gesture of despair—a broken valve.

LEADERS AFTER 10 LAPS.

1. H. C. Hamilton (M.G. Magnette S.), 58.02 m.p.h., leading by 16 secs.
2. Kaye Don (M.G. Magnette S.), 57.70 m.p.h.
3. S. A. Crabtree (M.G. Midget), 57.56 m.p.h.
4. F. W. Dixon (Riley).
5. R. A. Yallop (M.G. Magnette S.).
6. E. L. Gardner (M.G. Midget S.).

The pace became hotter. Hamilton appeared to be settling down comfortably to the job in hand, but who could say that Kaye Don, hero of 100 races and past master of the art of racing, was not waiting. . . ?

Meantime, as the leader approached the 20th Lap mark more runners amongst "the little men" fell by the wayside. For example, Mere (M.G. Magnette) went out with axle trouble after repeated pit stop after 15 laps. Sullivan (Morris



AT LAURESTON CORNER.

R. A. Yallop (M.G. Magnette)—who worked himself up into second place at one period—leading D. K. Mansell (M.G. Midget) who ultimately finish second.

applause. Dixon, the man who had been favourite on the eve of the race but whose chances looked slender when trouble overtook him earlier on; Dixon, actually leading and continuing to drive like a demon. His pit manager flung out a warning signal "Go slower!" but did Dixon heed it? Judging by his speed he did not.

Round the Promenade he came at a speed which left the spectators breathless. His car appeared to jump inches into the air when he crammed on the brakes and with a shriek from the exhaust changed down for the Greensill's turn.

Now only three runners remained—Dixon, Ford and D. K. Mansell to occupy the three places. Dixon's speed was evident when on one occasion he lapped Mansell and roared past him, approaching Greensill's Corner. At first, the spectators thought that Ford was slowing down. Relative speeds give an indication of how the three runners were progressing:—Dixon: 54.27 m.p.h.; Ford: 51.65 m.p.h.; Mansell: 51.32 m.p.h.

Ford and Mansell were on their 35th lap when these speeds were announced and the fight for second place held out tremendous promise, for there were 15 laps still to go. Meantime, Dixon's verve was increasingly evident. His meteoric rush along the Promenade and his cornering on the other side of the course caused the spectators to hold their breath.

At 1.15 p.m. Ford (M.G. Midget) was reported to have stopped at St. Ninian's on his 41st lap. Mansell took second place. His entire pit staff waved Dixon down whilst Mansell's pit staff waved him on so that he could finish within the time limit. At 1.25 p.m. Ford was reported as proceeding. He stopped at his pit and his mechanic attacked the engine with hysterical eagerness. Ford was away in about three minutes.

With the finishing line within sight, Dixon certainly played for safety first by slowing down very suddenly, but Mansell was urged on by his pit to "finish or burst," as he had only seconds in hand to cross the line within qualifying time.

"Freddy is on his last lap," cried everyone, and sure enough he was. Veteran of countless motorcycle races, he shot for the finishing line amid the deafening and well-earned applause of the crowd, after a race in which he had put every ounce of his amazing energy into a battle royal which had appeared in the early stages to go against him.

Mansell crossed the line 14 mins. 55 secs. later.

J. L. Ford (M.G. Midget S.) was still running at the end of the race, having covered 49 laps at 4.33 m.p.h.

On the recommendation of His Excellency the Lt. Governor of the Isle of Man third prize will be presented to this entrant.

Minor) had supercharger trouble and retired at 14 laps. George Eyston (M.G. Magnette), after a fine show, retired at Ballaquayle Road with a broken crankshaft, having covered 16 laps. S. A. Crabtree (M.G. S) went out on his 17th lap, having held third place.

Tremendous cheering greeted Freddie Dixon when, following a bad skid at St. Ninian's, causing him delay and further trouble with a universal joint, he got his Riley going again. It cost him fourth place, and he set off at a cracking pace to make up time.

LEADERS AFTER 20 LAPS.

1. H. C. Hamilton (M.G. Magnette S.), 58.90 m.p.h., leading by 30 secs.
2. Kaye Don (M.G. Magnette S.), 57.80 m.p.h.
3. R. A. Yallop (M.G. Magnette S.), 56.78 m.p.h.

RETIREMENTS AFTER 20 LAPS.

R. M. Mere (M.G. Magnette S.), E. R. Hall (M.G. Magnette S.), W. Sullivan (Morris Minor Sullivan Special), T. G. Moore (Frazer-Nash), V. Gillo (Riley), G. E. T. Eyston (M.G. Magnette S.), S. A. Crabtree (M.G. Midget S.).

Yallop had leapt into third place, but it was Kaye Don's misfortune which led to this sudden change in the positions. Somewhere or other, it was rumoured, Don had stopped. Then the simple but pathetic truth came through—engine trouble.

Yallop, driving well, slipped into second place. Freddie Dixon was gradually overhauling the field and when Hamilton had recorded his 26th lap Dixon, amidst wild applause, passed the stands and ran into third place. This was roughly at 11.40 a.m.

Came another blighted hope. E. L. Gardner, having run into fifth place with his M.G. Midget, was reported to have withdrawn with big end trouble. He had covered 24 laps.

Just before 12 noon the number of runners in this amazing race was reduced to 5, but the struggle for premier position was all the more easy to follow.

With plenty of time in hand (he was 8½ mins. ahead of his nearest rival, Dixon) Yallop came in to

HOW THEY FINISHED

FIRST:

F. W. Dixon (1,089 c.c. Riley).
Average speed 54.41 m.p.h.

SECOND:

D. K. Mansell (746 c.c. super-charged M.G. Midget).
Average speed: 51.40 m.p.h.

THIRD:

J. L. Ford (745 c.c. super-charged M.G. Midget).
Average speed: 49.33 m.p.h.

refuel—a job which he completed very neatly in 1 min. 15 secs. But he had given Dixon a chance to creep a little closer. He might catch Yallop—but could he catch Hamilton? Impossible, said everybody!

LEADERS AT 30 LAPS.

1. H. C. Hamilton (M.G. Magnette S.), 57.96 m.p.h., leading by 1½ mins.
2. R. A. Yallop (M.G. Magnette S.), 56.82 m.p.h.
3. F. W. Dixon (Riley), 53.80 m.p.h.
4. J. L. Ford (M.G. Midget S.).
5. D. K. Mansell (M.G. Midget S.).

Fate now intervened once again. Yallop failed to come round after he left the pit. The seconds ticked by remorselessly and grew into minutes, and then Freddie Dixon ran into second place. What had happened to Yallop? At long last the tidings came. Yallop had stopped at St. Ninian's on his 33rd lap with ignition trouble.

Excitement rose to fever pitch a few minutes afterwards whilst amidst a tense silence Hamilton was broadcast as having stopped at Falcon Hill and withdrawn with a broken axle.

Again Dixon swept past the grandstands to the accompaniment of wild

THE CAR OF TO-DAY IS A

Specialisation has made the Hornet what it is
—the finest six you could wish for with unequalled
features and refinements:—

- **FORWARD ENGINE MOUNTING (EXCLUSIVE)** affords extra body space without increasing the length (and so the weight) of the chassis.
- **"STARTIX" AUTOMATIC STARTING**, which also prevents engine "stalling" in traffic.
- **ELECTRIC DIRECTION INDICATORS FRONT AND REAR** and white reversing light (EXCLUSIVE).
- **CENTRICAST CYLINDER LINERS (EXCLUSIVE)** giving longer life to the cylinder walls with increased economy and efficiency.
- **4-SPEED GEARBOX** (with silent third).
- **LOCKHEED HYDRAULIC BRAKES.**
- **SLIDING SUNSHINE ROOF.**
- **SPRING STEERING WHEEL (EXCLUSIVE).**
- **SOFT LEATHER PNEUMATIC UPHOLSTERY.**
- **8-GALLON REAR PETROL TANK.**
- **NINE STANDARD REFINEMENTS:** hydraulic shock absorbers; Triplex windscreen; interior light; special Alto horn; winding windows on all 4 doors; luggage grid; 8-day clock; illuminated "name badge" on radiator; Magna type wire wheels, etc.
- **2 YEARS' GUARANTEE.**

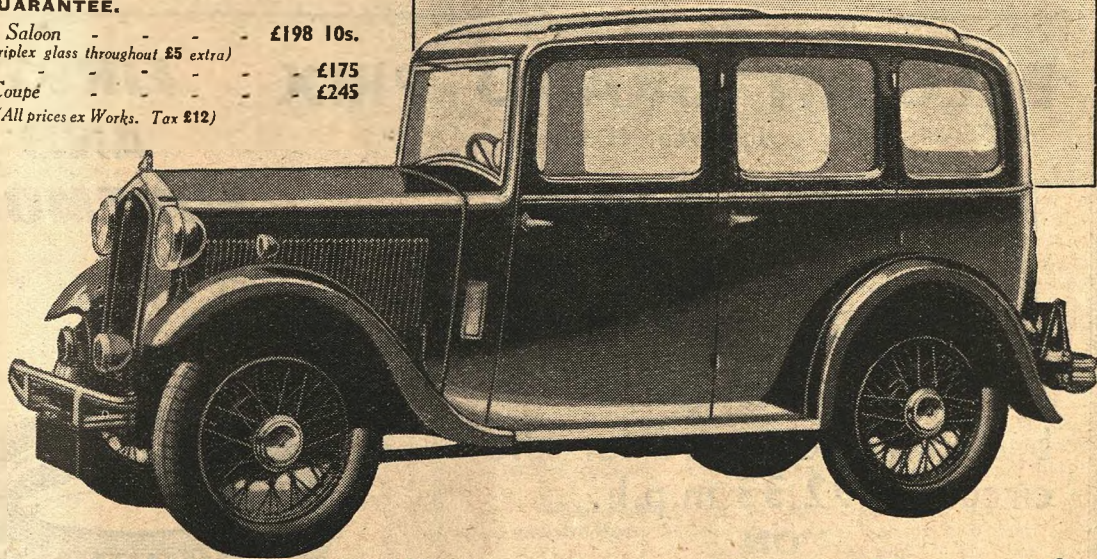
HORNET 4-door Saloon - - - - £198 10s.

(Triplex glass throughout £25 extra)

Special Chassis - - - - £175

Occasional Four Coupé - - - - £245

(All prices ex Works. Tax £12)



W O L S E L E Y
H O R N E T

WOLSELEY MOTORS (1927) LTD., WARD END, BIRMINGHAM

Governing Director: SIR W. R. MORRIS, Bt.

"3" THE OF THE YEAR!!

ASSURANCE

When you buy a Morgan you are buying "assurance" . . . the assurance of many years of uninterrupted three-wheel car specialisation—the assurance of a sound engineering job . . . first class materials and genuine "value for money."

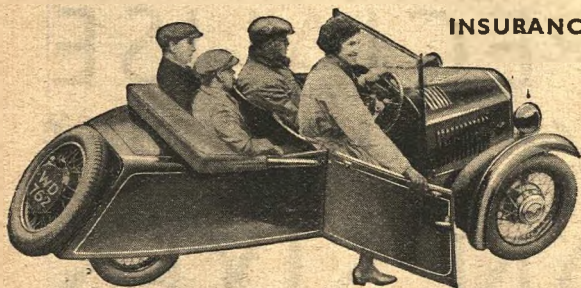
ENSURANCE

Morgans make every test to ensure each model being up to its catalogue specification. They make no fancy claims—every Morgan feature is proved before being announced to the public.

INSURANCE

The most convincing fact of all, as to the stability, reliability, and robustness of every Morgan, is that their "insurance" premiums are the lowest required for any three-wheel car of the same power—a fact you cannot afford to overlook.

Now is the time to find out the details of the New Morgan. Write your name and address across this advertisement, tear it out, and post it to us



THE MORGAN MOTOR Co. Ltd.
MALVERN LINK - - - - - WORC.

BELGIAN GRAND PRIX

July 9th, 1933.

FIRST AND

FOREMOST

1ST NUVOLARI on MASERATI

at an average speed of

89.18 m.p.h.

breaking the record for the
circuit at 92.33 m.p.h.

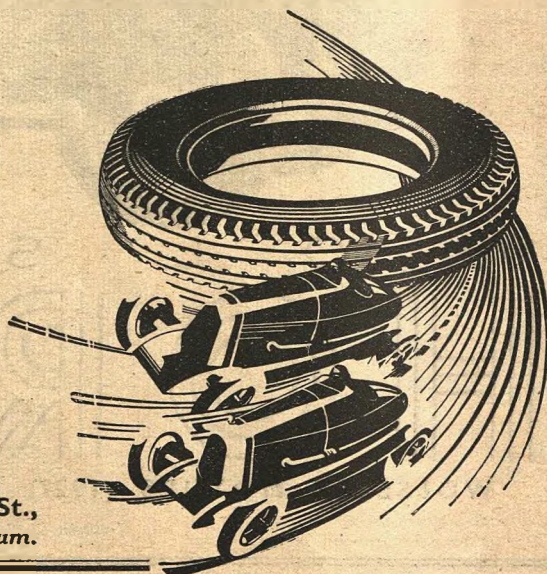
ON

Englebert

CORD TYRES

Englebert Tyres, Limited, 162, Great Portland St.,
LONDON, W.1.

Factories: LIEGE, Belgium.



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



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.

MOTORING "ON THE CHEAP"

Banked Turns—A Stiff Gradient—"Bumping" Noises

I have been too lazy to write before, but when I saw "Materialist's" letter in *The Light Car and Cyclecar* for June 30, I thought that he might be interested in a "budget" that caters for all the things missing

14s. a Week for from those of other people.

Two Years.

My car was bought second-hand on November 1, 1930, and had only done 1,600 miles, which accounts for the absence of tyres on the 1931 "budget." They will, of course, come in the 1933 account. Our expenditure for the last two months of 1930 was £3 9s. 4d., including tax, insurance, part of the cost of the driving licences (the remainder was put into the 1931 account), driving lessons, home-made seat covers, tyre gauge, spare bulb and inspection lamp. We decided to treat the purchase price in the same way as we would in the case of a piece of furniture and cut it as a dead loss. No depreciation is therefore allowed for.

We had already got a shed up in the garden (with our landlord's permission at no extra rental), but timber was bought to make a ceiling, as the tin roof "sweated." We also had to make a gateway. I have allowed for everything bought in connection with the car, which accounts for tents, picnic outfit and so on.

The ordinary greasing and maintenance was done on odd evenings or early in the morning, and a thorough overhaul, including decarbonizing and similar work, was done between January and March, when the car was laid up.

Herewith a detailed statement of the expenses incurred in 1931 and 1932:—

1931 Account.			1932 Account.		
	£	s. d.		£	s. d.
Third-party insurance	4	10 0	Third-party insurance	4	0 0
Licence	5	17 4	Fire and theft insurance	0	12 6
Driving licences (part cost)	0	7 6	Licence	0	6 0
R.A.C. subscription, badge, etc.	1	14 0	Driving licences	0	10 0
Petrol, oil and grease	8	1 1½	R.A.C. subscription	1	1 0
Austin Handbook	0	2 6	R.A.C. Handbook	0	1 0
Fire extinguisher	0	11 0	Petrol, oil and grease	15	1 8
Radiator thermometer	0	6 0	Extra horn	0	2 6
Gasket and plug	0	3 0	Tyre valve	0	1 2
Karpol	0	2 0	Lamp bulb	0	1 3
Timber for shed ceiling and new gate	0	18 1½	Hydrometer	0	11 1
Curtains and cushions	0	9 0	Plug tester	0	0 6
Picnic kettle	0	3 0	Lock	0	0 6
			Jet and plugs	0	15 6
			Spotlamp	0	5 6
			Fuse and fog disc	0	1 0
			Small tip for advice	0	1 6
			Tent materials and fittings	0	15 9
			Spirit stove, etc.	0	10 9
Total	£23	4 7	Total	£28	10 0
Car used for 34 weeks. Mileage 5,414. Petrol 123 gals.			Car used for 40 weeks. Mileage 8,522. Petrol 177 gals.		

In 1931, we ran it for 34 weeks, on quarterly and monthly licences, and in 1932 we took a licence from March 25 to December 31, thus saving 2s. a quarter. In the 1933 account there will be no camping outfit, of course, but I expect it will be offset by replacements. We will also have a small insurance premium, as we get three months' rebate from 1932 and a large no-claim bonus.

BOBBY.

Superelevation on Curves.

May I point out to Mr. John W. E. Wills that there is now a considerable mileage of main roads in England on which the banking of the turns is all that could be desired? A typical example is the newly widened road through Ashdown Forest in Sussex.

G. M. DODSHON.

"Applepie Hill."

Can you or any of your correspondents inform me of the gradient, at its steepest point, of a hill situated on the road from the village of Compton in Berkshire to Pangbourne?

One starts to climb this hill, which is locally known as Apple-pie Hill, shortly after leaving the village on the road to Pangbourne. I am curious to ascertain this information as, although my car, a 1931 s.v. Morris Minor, is a splendid little hill-climber, I have usually to use bottom gear on the steepest section of the hill—which would seem to indicate something out of the ordinary in the way of gradients.

It is not possible to use rush tactics on the hill owing to cross-roads at its foot. I hope that someone can supply me with this information. Incidentally, the hill is not listed in the A.A. list of steep hills, probably because it is on a road not greatly used. I am obliged to "Focus" for his hint concerning equalizing brake tension on four-wheel brakes, but why wait for a hill when one can brake with the right foot and tread on it with the left. I have tried this method with excellent results.

F.O.C.

"Odd Noises"—

I read with interest "Focus's" paragraph "Odd Noises" in your issue of June 30. On Whit-Monday my car, a 1927 model, suddenly developed such "bumping" noises that I suspected big-end trouble, and pulled

—And Very Expensive Ones, Too! up to await an A.A. patrol. He listened, made one or two tests, and diagnosed "big end." He was very helpful and arranged for me to be towed into West Liss (Hants) garage. I have no complaint against him at all. The garage people (several, I understand) also decided on big-end trouble, and in due course dropped out the sump, big ends, little ends, pistons, and practically everything else removable, and found nothing wrong. They then started on the magneto and dynamo drives, which, again, were O.K. Next down came the radiator and the overhead timing gear on the front of the cylinder block, and at last they found a fibre wheel with some teeth gone. That experience (for me and for them) cost me £1 2s. for a new wheel and £4 4s. for labour—not forgetting 1s. for cotter pins, washers, "etc."

And I had had the big ends done a month before by my regular mechanic!

I felt very sick and paid without even a protest. I still feel very sore at having to pay so heavily for others' inexperience or whatever one may call it.

S. WEST.

E37

OUR READERS' OPINIONS Contd.

Chassis-smashing Trials.

I read with much interest the article by Norman Conquest in your issue of June 30, on the subject of "The Threat to Trials," and I heartily agree with most of what he says. I should, however, like to join issue with him on the subject of so-called "frame-breaking roads," in which connection his remarks seem to me to be an indictment of modern motorcars, particularly as to their lack of ground clearance. English roads are supposed to be among the best in the world, and if English cars cannot go along them without breaking, what hope have they of being used in other countries? Perhaps I should explain that my definition of a road for this purpose is anything that is marked as such on an Ordnance map. If my car breaks anything on one of these, I blame myself or the car, but not the trial route. I may add that I often go along worse roads in the search for scenic beauty than I do in most trials, and I want a car on which I can feel confident of doing so with safety. As regards trials, speed, of course, enters into the question. I think that a reasonable time allowance should be made for really rough going, and this is often done.

Trials, as Mr. Conquest says, are getting distressingly easy, and although a restart test on some hills would make a difference, I think a certain amount of "rough stuff" is not only justifiable but desirable.

A. F. SROGGS.

CONDENSED CORRESPONDENCE

The Rev. Tinsley Such (Tiverton) writes to recommend the Misses Holmes and Bennett, Chy-Noone, Dracaena Avenue, Falmouth, to other readers wishing to stay in Falmouth. He also recommends Pollard's Parkside Garage, Falmouth, for good service and reasonable charges, and Askers Roadside Café between Bridport and Dorchester.

READERS' WANTS

Readers, wishing to have their "Wants" published in this column, must append their names and addresses for publication. No replies can be received "c/o The Editor."

FIAT.—An instruction book for the 1927 8 h.p. model.—S. C. B. Fuller, 2, The Esplanade, Dover, Kent.

WOLSELEY HORNET.—An instruction book for the 1930 or 1931 model.—A. D. Smith, 11, Muskham Street, Nottingham.

RENAULT.—An instruction book for the 1927 8.3 h.p. model.—C. J. F. Wheeler, 72, Welling Way, Welling, Kent.

M.G. MIDGET.—Readers' experiences of the 1932 two-seater model, with especial reference to m.p.h., m.p.g., reliability and so on.—E. Garwood, "Hillcot," Ainsworth Avenue, Ovingdean, Brighton, Sussex.

LOST.—During the British Empire Trophy Meeting at Brooklands on July 1, a gold hunter split-second stop-watch, fixed to B.A.R.C. badge No. 817. A reward of £5 is offered.—H. R. Harveyson, 14, Vines Avenue, London, N.3.

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.

Solvent of Shellac.—N.B.B. (Willesden).—Shellac varnish can be dissolved by means of methylated spirit.

Preventing Valve-cap Seizure.—D.A.T. (Hull).—The trouble which you have had in removing the valve caps of your Rover Eight engine can be largely overcome in future if you coat the threads liberally with black lead.

Soldering Flux.—D.K. (Launceston).—You will probably obtain much more satisfactory results with one of the proprietary soldering fluxes, such as Fluxite, than with killed spirits, the great advantage of the former being that it is non-corrosive and clean to use.

Gear-type Oil Pump.—C.C.D. (Dulwich).—The principle of a gear-type oil pump is simple. It consists essentially of two spur pinions meshing with one another and arranged so that the oil trapped between them is carried round with the pinions. An entry pipe is arranged on one side and an exit on the other, the pinions serving to convey the oil round the casing from the entry to the exit side.

J.C.C. Membership.—A.W.J. (Llanelly).—If you wish to enjoy the associate-membership benefits of the R.A.C., and are also attracted by the events suggested by The Junior Car Club, why not join the latter body, as membership of this club carries with it the privileges of associate-membership of the R.A.C. The annual subscription in the case of a small car (up to 1,100 c.c.) is £1 5s., and there is an entry fee of 10s. Further details can be obtained from the general secretary, Empire House, Thurloe Place, Brompton Road, London, S.W.7.

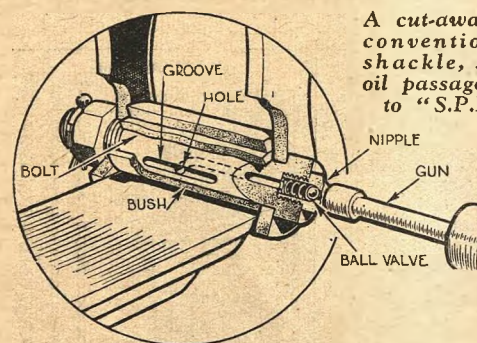
Carburettor Invention.—P.W.B. (Birmingham).—We fear that your design of carburettor for giving a "perfect gas" would not meet with any success, for the simple reason that an actual gas is not required. The main consideration with regard to engine efficiency is to induce the maximum weight (not volume) of mixture into the cylinders, and this can be done only by avoiding any overheating of the mixture and introducing the petrol content in the form of a fine spray. Were the petrol-air mixture heated to the extent indicated by your design the petrol would be fully vaporized, and the actual weight of petrol and oxygen introduced on each stroke would be materially less than with the present types or carburettor; efficiency would, therefore, suffer.

B38

Water for Radiator.—T.G. (Sidecup).—Yes, it is certainly better to use rain water than tap water for the radiator where this is possible, as the risk of the cooling system becoming choked with fur is thus obviated.

Earl Howe on Austin Sevens.—L.D. (Norwich).—The article that you have in mind is probably the interview with Earl Howe which was published in our issue of November 28, 1930, under the title "Earl Howe on Baby Cars." In this he gave his impressions of the Austin Seven. Unfortunately, this issue is now entirely out of print.

Hornet Sports Models.—W.L.O. (Liverpool).—You are quite correct in supposing that the Wolseley concern produced a sports two-seater Hornet with their own coachwork. This was introduced in November, 1930, and figured in the 1931 and 1932 ranges. After this, of course, the company produced the now very popular Special chassis which is supplied in chassis form only, it being left to various coachbuilders to supply the bodies. This model is entirely distinct from the standard Hornet saloon and coupé.



A cut-away view of a conventional spring shackle, showing the oil passages. (See reply to "S.P.F." below.)

Blocked Spring Shackles.—S.P.P. (Canterbury).—The fact that you are unable to force any lubricant into a spring shackle of your car may be caused either by the nipple itself being defective or by the oilway in the shackle pin being choked. In the accompanying illustration a typical shackle pin is shown with the various parts broken open to show the internal construction. In your case we should advise you first to make sure that the nipple is clear, and, if it is, attempt to clear the oilway by means of a thin piece of wire. Alternatively, you can try the effect of filling the grease gun with a fairly thin lubricant such as engine oil, which may find its way in where a thicker lubricant would fail.

SPORTS JOTTINGS

By
"THE BLOWER"



Here is the handsome badge of
the recently formed Frazer-Nash
Car Club—proudly symbolizing
chain drive.

The rest of the eagerly awaited meeting was spent in trying to get things right again. Then came the long tow home and the disposal of the machine through lack of funds. Tregenz's comment was "I got a nice disappointment for my money, didn't I?"

ILLUSTRATED on this page is the badge of the Frazer-Nash Car Club, which is now being issued to members. I really think that the club is to be congratulated on achieving a badge which really has some meaning. I refer to the chain signifying the form of transmission used in Frazer-Nashes. I also like the chain clips which form the initial letters of "car" and "club." Clever.

IFULMINATED in these notes some little while ago upon improvements which could be made in the running of the smaller club trials. One harassed secretary, referring to my remarks about a wheel-changing test that was washed out because several competitors had no jacks, points out that this was not the only reason, but that the thing was more complicated.

It seems the club chose a rather narrow lane to hold the test and that after some while the police materialized and suggested adjourning to a wider sphere. This was done, with the result that the secret test became anything but secret. Men, 'tis said, arrived at the line with the wheels adhering by two threads and therefore gaining an unfair advantage. Hence the washing out of the test.

It is easy to be wise after the event, but it does look as if a little forethought might have saved all the bother—and serves to illustrate the fact that organizing even a small trial is no light work.

Those who compete or only look on can have but the faintest idea of the sort of crises (akin to the above) that can arise during a harmless afternoon's trials-mongering in the country. A beautiful piece of colonial section is

THE life of a racing car from its inception through the hands of its various owners makes a fascinating study. Racing cars, surely, never die. They do not even fade away. One sees famous old cars on the road—usually with very un-racing bodies—but still bearing that proud air of "the real thing"—and so they go on . . . and on . . . until—what?

These thoughts were prompted by an interesting "life history" of an M.G. Monthéry Midget which has reached my desk from Mr. Cecil Kimber.

RX5856, chassis No. C.0257 was built in 1931 for the Double-Twelve, and was driven in turn by R. Gibson and L. Fell, who finished second to the Earl of March's Midget at 64.94 m.p.h. A blower was then fitted, and Herr Urban-Emmrich of Prague drove the car in the German Grand Prix, went off the road, and fell down a precipitous place.

Back came C.0257 to the works and acted as a demonstrator. Then it grew into a single-seater and ran in the 500 Miles' Race, driven by F. Kindell. During the race there was engine trouble and Kindell retired.

The next thing was another engine and blower and an unsuccessful attack on Austin records at Brooklands.

Followed a complete rebuild, the car becoming a standard supercharged type C. Next it became a "development car" for the type AB unblown engine (as run in the J.C.C. 1,000 Miles). Then it was supercharged and used for testing new ideas re gaskets and was driven on the motorcycle T.T. circuit by Norman Black.

On the return the very latest thing in gaskets was fitted, plus an "Ulster" body, and Mrs. Wisdom drove it at Shelsley. Herr Urban-Emmrich (having got safely out of his ravine meanwhile) next took it over and drove it in the 1932 German Grand Prix. Unfortunate Urban-Emmrich—it was a ditch this time!

Ulster came next—as a practice car, and it was also driven by Mr. Kimber and Mrs. Wisdom in the Craigantlet hill-climb (three "firsts," four "seconds" and "fastest climb").

Rebuilt, without a supercharger, and with a standard body, it became a demonstrator again. Now it is in South Africa, still being blinded about in hill-climbs and speed trials by the M.G. distributors.

Such is the life of a piece of racing machinery. . . .

ENTHUSIASM—and what it can do. For three nights prior to the recent Southport meeting the designer-driver of the Tregenz Special sat far into the small hours assembling his engine, which incorporated an experimental rocker gear and carburation layout. This was a culmination to a couple of months' spare-time work with Southport as the goal.

The machine was ready at 9 a.m. on the morning of the meeting. It was towed 70 miles to the venue, the engine never having been run. It was started up with apprehension. . . .

discovered to be on private ground—after half the entry has passed that way. Farmers "with wild halloo and awful noise" are to be met in country lanes discoursing about cattle. Observed hills become unclimbable overnight. The local choir outing is met in a large if ancient motor coach coming down the narrowest part of the route. The squire comes out on a horse and rebukes everybody concerned and mentions "the police."

There are very few human activities with which so many things can go wrong as a motor reliability trial. There is the more reason perhaps for every possible precaution beforehand.

CONTINENTAL. There appears to be a gigantic fuss going on about the starting place for the Alpine Trial, owing to the fact that Germany imposes a heavy tax on Germans entering Austria. This would seem to rule Germany right out as a competitor.

However, it is considered likely that the start will be from Merano (which Mr. Snodgrass assures me is in Italy).

Since writing the above, confirmation has been received from the R.A.C. that Merano is indeed the starting point (and finishing point) of the first day's stage. This route will be 400 kiloms. in length and will take in the passes of Giovo, Falzarego and Pordoi. The start is, as before, at 4 a.m.

The breach between the Fiat concern and the Spanish Automobile Club (in which the latter suspended the former internationally for one year) has been healed. The suspension has been withdrawn and the Fiat appeal to the A.I.A.C.R. has been cancelled.

The Grand Prix of Penya Rhin (which always sounds like Wales rather than Spain) was run recently under the title of the Barcelona Cup.

The winner was Juan Zanelli (whom you will remember at Shelsley in 1931 with the Nacional Pescara) driving an Alfa-Romeo. He covered the 100 miles of the race in 1 hr. 34 mins. 38 secs.

Nuvolari (Alfa-Romeo) had carburettor trouble on the 19th of the 40 laps. Wimille (Alfa-Romeo) then led for 11 laps and retired. Second home was Sameiro (Alfa-Romeo) in 1 hr. 37 mins. 38 secs. and Lehoux (Bugatti) finished third.

"Petite Rosalie"—the Yacco-Citroën—was still humming round Monthéry when these words were written, having covered more than 156,000 miles at over 57 m.p.h. The car shows a drop of only half-a-mile an hour since it all began in March!

The track authorities are now watching the effort with some anxiety, wondering which will wear out first—"Rosalie" or Monthéry.

SPORTS JOTTINGS . . . Contd.

SO Horton really did break the 1,100 S.c.c. lap record at Brooklands during the British Empire Trophy meeting—a record which has stood since 1926 to the credit of Goutte's Salmson at 114 m.p.h. Horton's M.G. Magnette record is at 115.55 m.p.h.—a splendid effort. Amazingly enough, Horton also holds the 750 c.c. lap record with the single-seater M.G. Midget at only a fraction under the 1,100 c.c. figure—115.29 m.p.h. I understand the new record awaits the usual official confirmation.

READ recently of a lawn-tennis trainer who persuades his protégé to victory at Wimbledon by means of telepathy, and I wondered whether there is scope for something of the sort in the sterner sphere of motor racing. Suppose Bunbury (1½-litre Blogg Special)—a confirmed telepathist—finds himself passed on the banking by Stillbottle (3-litre supercharged Szisz), could he not suggest thoughts to Stillbottle that his rate of speed must inevitably cause a loud bursting noise—so that aforesaid Stillbottle trembles violently, eases up, and is re-passed by the grinning Bunbury?

FOOLISHNESS apart—what is it that causes a man to slow down and exercise the most unusual caution at a crossing he negotiates every day in safety, and having slowed right down encounters a car shooting across at high speed or some similar near-catastrophe? Possibly just common sense, says you—and you may be right.

FROM my special correspondent, at Basra: "Met E. J. Moor, of Wasp and Shelsley fame, and learned that he is busily engaged in completing something rather special for Donington. Broadly speaking, it consists of the front half of a Brescia Bugatti and the back half of a G.N. plus such essential trimmings as real brakes."

If this sort of thing continues, there will be an even Brighter Donington—and goodness knows it is bright enough already.

HERE is a chance for an enthusiastic private owner who would like to race but has no suitable car. J. Eason Gibson is retiring from racing this season for family reasons. He is willing to hire his Riley to any responsible driver for a fee of five

guineas per race. He can be reached c/o The Beechholme Motor Co., 39, Nightingale Lane, Balham, S.W.12.

ANOTHER new body—the Club of Nomad Motorists. This club-centres in West Surrey and has evolved from the organization of a series of treasure hunts and kindred events by the same circle of people. There are already over 40 members and almost as many "non-owner" members.

A successful 65-mile night run was, I hear, recently held as an inaugural event, and things promise well. The general secretary is Mr. Basil C. W. Hart, "Newholme," Grosvenor Road, Godalming.

GERMANY is staging its own 2,000 Kilometre trial at the end of this month, starting from Baden-Baden on July 23, and returning thither after a three-day route for the finish-finish.

Competition drivers who in this trial might to drive desire, should with this address communicate: Arbeitsausschub der 2,000 Kilometer, Berlin, W.9, Leipziger Platz 16. Hoch!

Quoth the craven—"Never Moar."

CLUB ITEMS AND SPORTING EVENTS

RILEY M.C. (MIDLAND CENTRE).

The Wrekin Six-hour Reliability Trial will be held on July 22, over a course of about 120 miles. The start will be from the Newbridge Hotel, Tettenhall, on the main Wolverhampton-Shrewsbury road, at 10.30 a.m., and the first competitor will finish about 6.30 p.m. at the Worcestershire Brine Baths Hotel, Droitwich. The trial will include hills, an acceleration and brake test, and a regularity section. This section will be not more than 10 miles long (in which there will be a secret check), and must be covered non-stop. The entry fee is 25s., and entries close on July 17.

Full particulars can be obtained from Mr. Raymond Gough, 25, Radnor Road, Handsworth, Birmingham.

BUGATTI OWNERS' CLUB.

On Saturday, September 16, a party will leave England on a five-day trip to France, to visit the Bugatti works at Molsheim. A full programme has been arranged including visits to Verdun Battlefield, the Forest of Compiègne and other places of interest.

Full particulars can be obtained from the hon. secretary, Mr. E. L. Giles, The Bugatti Owners' Club, Ltd., 2, Queen Street, Mayfair, London, W.1.

BERKHAMSTED AND D. M.C.

The Berkhamsted-Gloucester Trial has been postponed until September 24. On the principle that one good trial is better than two lesser ones, it has been decided to amalgamate this event with the annual Lockhart-Bossingham Memorial Trial.

On Saturday, July 29, there will be speed trials at Howard Park Country Club, Aston Clinton, Bucks, at 3 p.m. The meeting will be open to members of the club only. Dinner and dancing at the Country Club will follow.

Full details from the hon. secretary, Mr. W. E. J. Kentish, Maldon Cot, Hempstead Road, Watford.

C.S.M.A.

The July "Gazette" contains announcements of the following events: July 16, Manchester Centre social run to Ingleton Falls; July 30, South London run to Birling Gap; August 1, extraordinary general meeting; August 13, Manchester Centre social run to Oulton Park.

The issue also contains, amongst other interesting articles, "The Morris Ten," "Petrol and Oils" and "A Sunday in Andorra." Members can obtain copies from 11, Victoria Street, London, S.W.1.

GISSY M.C.C.

The annual gymkhana will be held on July 16, at Wingrove's Old Beech Tea Gardens, Burnham Beeches. Sports will start at 1 p.m. The price of the programme, 1s. 3d., includes the charge for tea.

Hon. secretary, Mr. W. F. Lyon, 81, Clifford Gardens, Kensal Rise, London, N.W.10.

FORTHCOMING EVENTS.

July 14-15.

W.A.S.A. 24-hour Welsh Solo and Team Trial.

July 15.

London M.C. Visit to Docks.

July 15-16.

Surrey M.C.C. and L.C.C. Reliability Trial.

July 16.

Barnsbury Pioneers M.C. Social Run.

Berkhamsted and D. M.C.C. Captain's Run.

C.S.M.A. (Manchester Centre). Social Run.

Gipsy M.C.C. Gymkhana.

Middlesex County A.C. Reliability Trial.

New Stockport D. M.C. and L.C.C. Reliability Trial.

Liverpool M.C. £100 Trial.

Rochester, Chatham and D. M.C. Social Run.

Triumph M.C. Social Run.

West Middlesex Amateur M.C.C. Bogie Hill-climb.

July 19-20.

Plymouth M.C. "Pilgrimage-to-Plymouth" Trial.

July 22.

The Light Car Club. Relay Race.

July 23.

Brighton and Hove M.C. "Drewitt Trophy" Trial.

ABROAD.

July 23.

German Grand Prix.

LONDON M.C.

The following events are announced—July 15, tour of London Docks; July 23, picnic at Pangbourne; August 20, cricket match on Ramfote Common.

The party touring the docks will leave Tower Pier at 2.30 p.m. Those going to the picnic should meet at Pangbourne at 12 noon, having with them picnic lunch and tea, and swimming costumes.

Hon. secretary, Mr. H. D. C. Slocum, 62, Doyle Gardens, London, N.W.10.

WOOD GREEN AND D. M.C.

The following events are announced in the July Gazette. July 23, run to Southampton to visit R.M.S. "Homeric"; July 30, social run to Hurdlefoot Woodlands, Pavenham, near Bedford.

The date of the Beggars' Roost Trial is August 6. Entry forms are contained in the July South Midland Review.

Hon. secretary, Mr. J. V. Barnes, 44, Park Road, Harringay, London, N.

BARNSBURY PIONEERS' M.C.

There will be a run to Newlands Corner on July 16. Members will meet at Watling Terrace at 9 a.m.

Hon. secretary, Mr. E. H. Fleet, 21, Richmond Crescent, London, N.1.

THE LIGHT CAR CLUB.

The June issue of "Sidelights" contains an interesting article on "Testing a Motorcar," which gives some useful advice on this subject.

Those members who intend to visit the Firestone factory on a week-day during this month, should write at once to Mr. Wagner, 2a, St. John's Wood Road, London, N.W.2.

JUNIOR RACING DRIVERS' CLUB.

There has been a large number of inquiries concerning membership of this club, coming from places as far away as India, Persia, Palestine, Iraq, U.S.A. and all over Europe. Anyone interested can obtain particulars from the hon. secretary, Mr. A. D. Hyams, 171, Harrow Road, London, W.2.

LONDON LADIES' M.C.

A rally is to be held in the grounds of the Paddock Tea Rooms, Westerham Hill, Kent, on July 23, at 2.30 p.m. There will be a series of competitions during the afternoon. Tea will be served at 4.30 p.m., followed by dancing. No charge will be made for admission.

Hon. secretary, Miss J. M. Crow, B.Sc., Ely House, Broadmead Road, Woodford Green, Essex.

THE CAMPING CLUB.

There are some very interesting articles in the July issue of *Camping*, including "By Caravan to Cairo," "Czechoslovakia," and "Pembrokeshire." Copies can be obtained from the Camping Club, 2 and 3, Greville Street, Hatton Garden, London, E.C.1.

J.C.C. (SOUTH-WESTERN CENTRE).

The date of the Lynton Trial has been altered from September 30 to Saturday, October 7. Hon. secretary, Mr. T. G. Hayter, 43, Bellevue Road, Southampton.

A.C.U. (SOUTH MIDLAND CENTRE).

The July issue of the *South Midland Review* has just been published. It contains, among other features, an article on "Slovenly Tarp-Spraying," and another on "Promoters' Liabilities to Spectators," which should be very useful to organizers of various competitions.

LEICESTER AND D. M.C.

The following events are announced in the Club Calendar: July 16, Centre Rally; July 23, whole-day sporting trial; July 30, captain's run.

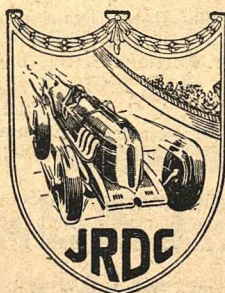
Hon. secretary, Mr. C. A. Coppack, "St. Kilda," 5, Albert Road, Honeygate, Leicester.

THE GREAT WEST M.C.

"Edgar Wallace—Gear Crasher" is the title of one of the articles in "The Exhaust" for July. Another interesting feature is a report of a scavenger hunt held on July 2, the winner being Mr. C. P. Curd.

Hon. secretary, Mr. C. J. A. Curd, 30, Denehurst Gardens, Richmond, Surrey.

JUNIOR RACING DRIVERS' CLUB



MEMBERS' BADGE.

ADVISORY RACING COMMITTEE.

S. C. H. Davis, George Field, Captain Leonard Geach,
Hon. Brian Lewis, Cyril Paul, Lieut.-Com. C. R. Whitcroft,
R.N., Flt.-Lieut. C. S. Staniland, and H. N. Edwards, F.I.M.T.

OBJECTS.

The main principle of the Club is to provide facilities for the man of moderate means to learn, practise, and finally race a car as though it were his own. Arrangements have been made with the Brooklands authorities and are in process of negotiation with the Donington people for this same purpose.

A clubhouse and workshop are nearing completion at 171, Harrow Road, W.2, and a shed at Brooklands has been rented.

Those enthusiasts who desire to be associated with motor racing, but do not desire to actually race, will find associate membership a very definite means of being closely in touch with the Sport.

OBJECTS OF ASSOCIATE MEMBERSHIP.

(Subscription £1 - 1 - 0)

1. Organised trips to race meetings at home and abroad.
2. Treasure hunts, trials, etc.
3. Social events.
4. Advice on the selection, purchase and maintenance of cars, racing or otherwise.
5. High speed tuning and experimental work.
6. Full use of club premises.
7. Lectures by well-known racing drivers, films of races, technical advice, etc.

RACING CARS are now AVAILABLE for PRACTICE

MEMBERSHIP.

Racing Members (London Area)	£5 - 5 - 0
" " (Country)	£3 - 3 - 0
Associate Members	£1 - 1 - 0

The Club thank the several manufacturers who have volunteered their valuable co-operation and assistance.

INTENDING MEMBERS please write:—Hon. Secretary,
JUNIOR RACING DRIVERS' CLUB, 171, HARROW RD.,
Padd. 0274. Near Paddington Stn. LONDON, W.2.

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150 Cars to choose from—Largest variety in London
Considerations of space do not permit us to
advertise our complete selection. Send for weekly
list giving details of 150 Cars actually IN STOCK.

Study these Offers:

AUSTIN 7

1930 Mulliner de Luxe, Sunshine, £165 model. Hile upholstery. Very attractive	£60
1933 Sunshine Saloon de Luxe, Blue, mileage 5,000, full guarantee. Taxed year	£107
1933 Coachbuilt 2-seater, Black and Green, condition more shop-sold than second-hand	£88
1932 Sunshine Saloon, leather upholstery, one private owner. Taxed year	£82
1932 4-seater, Tourer, Blue, very little used. Quite perfect	£75
1929 Stadium Sports, Blue/Aluminium, new June, clean and well kept	£48

MORRIS MINOR

1932 Family 5, 4-door Sunshine, Blue, one private owner. Flt.-class car	£105
1932 Sun Saloon, new May, Black/Green, 10,000 miles, one owner	£83
1933 2-seater, 4-speed, one owner, carefully used, guarantee given, mileage 4,800	£84
1931 Saloon, O.H.V., Black/Red, splendidly kept order, most reliable car, attractive	£55
1930 (June), Sun Saloon, dark Maroon, one private owner always (gone abroad), any test	£50

9-10 h.p. SALOONS

AUSTIN 10, 1933, Sun Saloon, Dark Blue, kept in 100% order. Usual guarantee	£140
AUSTIN 10, 1932 (Sept.), Sun Saloon, Green, small mileage, quite in distinguishable from new	£127
HILLMAN MINX, 1933, Family Saloon, Black/Brown, bumpers, small mileage. Quite perfect	£130
SINGER, 1932, 10 h.p., Sun Saloon, Maroon, mileage few thousand only, faultless	£110
MINX, 1933, Saloon de Luxe, Blue/Black, unblemished order. Guaranteed	£142
RILEY, 1931, Monaco, Grey/Blue leather, mileage 18,000, quite superbly kept, taxed	£135
MORRIS 10, 1933, de Luxe, Black/Green, carefully used. Any trial	£138
STANDARD, 1932 Big 8, Sun Saloon, Black/Red, 9,000 miles. Spare unused	£130
RILEY, 1931, 8 Sunshine Monaco, Black/Green, Triplex throughout. One private owner	£145

WOLSELEY HORNET

1933 Sunshine Saloon, Green, upholstered to match, mileage few thousand only, quite unsoiled, guaranteed	£155
1931 E.W., Sunshine Coupe, Black/Green, condition 100% throughout, guaranteed	£100
1932 (March), Sunshine Saloon, Maroon, carefully used, very fast, coachwork perfect	£125

VARIOUS

M.G. MIDGET, 1931 (June), 2-seater, Green, upholstered to match. New tyres	£90
MORRIS FAMILY 8, 1933, Sun Saloon, Blue, used few occasions only, 850 miles	£125
SINGER, 1931 (February), 8 h.p., Sun Saloon, Maroon, one private owner. Beautiful order	£75
TRIUMPH, 1933, Saloon, de Luxe, Blue/Black, leather. Perfect. Taxed year	£60
TRIUMPH, 1932 (September), Scorpion, 2-seater, dickey, 5,000 miles, shop-rolled condition	£115
HUMBER, 1929, 9/20, 4-seater Tourer, Brown, recently overhauled, good tyres. Beautifully kept. Taxed year	£47
ROVER, 1929, 10/25, Sun Sports Coupe, leather, good tyres. Well kept	£48
STANDARD, 1933 (April), 9 h.p. Tourer, one private owner, irreproachable order. Any trial	£65
TRIUMPH, 1929, 8 h.p., 2-seater, Fawn, very full equipment	£40

A Written Guarantee for 3 Months
(similar to makers' guarantee on new cars)
is given on all Second-hand Vehicles
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Your present car taken against any vehicle purchased
—new or second-hand. Send particulars and ask for
quotation, to be confirmed on examination.

407, EDGWARE ROAD, W.2
Phone: Ambassador 1011-2-3 Open until 8
Sat. 6. Sun. 10-1

AROUND THE TRADE

Count Czaykowski, who won the British Empire Trophy at Brooklands on July 1, used Champion plugs in his Bugatti.

Newbams, of Newnham House, 235-236, Hammersmith Road, London, W.6, wish to point out that their offer of a free Road Fund licence expired at the end of June, and does not, as inadvertently stated in our issue of July 7, apply to July.

The illustration in last week's advertisement for **The Service Co., Ltd.**, of 273-274, High Holborn, London, W.C.1, above the announcement of the easy-payment terms for a 1933 Jowett "Long" saloon, was of a 1933 Jowett "Kestrel" saloon and not of the model named.

Trade buyers will be interested in a new periodical issued by **William Glass, A.M.I.Ae.E., M.I.M.T.**, organizer of the Used Motor Show, of Regent Arcade House, 252, Regent Street, London, W.1. This is "The Guide to Used Car Values," which is to be published monthly. The subscription—30s. a year—will only be accepted from members of the motor trade.

At the British Empire Trophy Meeting at Brooklands, on July 1, the India Trophy was won by M. B. Watson, whose M.G. was fitted with Dunlop tyres, as was F. Hallam's Alvis in which he won the Canada Trophy. Count Czaykowski, who won the British Empire Trophy, used Dunlop tyres on his Bugatti. Incidentally, the **Dunlop Rubber Co.** have superseded the distribution of showcards and advertising material by mail by direct distribution by means of motorvan. A fleet of 24 of these vans is now in operation all over the country.

The Rover Ten special saloon illustrated in "Rich Mixture" this week was kindly lent by **Henlys, Ltd.**, of 155, Gt. Portland Street, London, W.1.

Mr. A. G. Foster, M.I.Mech.E., has been appointed general sales manager of **Kryn and Lahy (1928), Ltd.**, engineers and steel founders, of Coburn Works, Letchworth, Herts.

The **Birmingham Small Arms Co., Ltd.**, Birmingham 11, have just issued a new catalogue of the **B.S.A. Ten**, which is fitted with a fluid flywheel and a self-changing gearbox.

The **Runbaken Magneto Co., Ltd.**, of 280, Deansgate, Manchester, have just issued a new catalogue of their electrical equipment and accessories. Readers can obtain copies on request from the concern at the address given above.



The new premises of **Mebes and Mebes, Ltd.**, at the Broadway, Mill Hill, London, N.W.7. The new branch is known as **The Mill Hill Car Supply**, and a full range of various new and used cars will be kept there.



CONNECTING RODS Complete

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BRAKES.

Brake linings depressed with rivets. Oct. 1926/30 per set of four, 2/3. 1925 Sept. 1926, per set of four, 2/6. 1931/2, per set of eight, 4/6. Pos age 4d.

Brake Cables. Front, 4/6. Special line front, 2/6. Rear, 3/3. Special line rear, 2/-. Postage 6d.

GASKETS

Cylinder head .. each 1/6
Cylinder base .. each 2d.
Sump plate (cork) each 6d.
Manifold .. each 4d.
Complete set for deaer-
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Postage 4d. extra.



BATTERIES

High-class 6-volt bat-
teries by noted manu-
facturers, for starting
and lighting.

14/3, carriage 2/3.

Remember, production
costs dictate prices.



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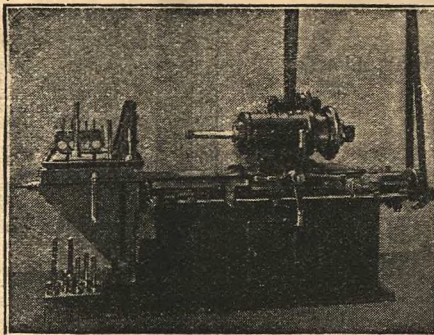
14/6 each.

TYRES.

Goodyear All-weather Heavy-
duty Clearance—
26 x 3'50 15/6
27 x 4'00 19/6
Pathfinder—
26 x 3'50 14/6
27 x 4'00 17/-
Tubes 4/- Carriage 1/-

ACTIVE SERVICE FOR AUSTIN SEVENS

Send for our 1933 Spares Catalogue, "Active Service for Austin Sevens," which incorporates information on the "Care and Maintenance" of your car. Also, Accessory List and Brochure, "Service with Efficiency and Economy." Post free 3d. Satisfaction Guaranteed or money refunded without question. Express Service. Everything advertised, brand new.



The precision cylinder grinder illustrated above is only one of a battery of similar machines giving a 24-hourly service.

CYLINDER REGRINDING

including diecast diamond turned 2L8 Air Board specification alloy pistons complete with rings and gudgeon pins.

Austin Seven 55/- Morris Minor 60/-
M.G. Midget 60/-

Signed guarantee with every job.

Personal supervision. M.I.M.T. Engineers.

Radiator hose top	1/3
Radiator hose bottom	1/-
Radiator hose top, special line	11d.
Radiator hose bottom, special line	8d.
Radiator caps	1/6
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Starter rings ..	19/6
Starter rings, special line ..	17/6
Starting handle ..	5/6
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Clutch rings ..	3/6
Clutch rings, special line ..	2/6
Clutch springs ..	2d.

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Dial oil gauge	Each 12/6
3/6 allowed for button gauge, fitted three minutes.	
Ash Trays, "Bakelite," nickel or chromium interior ..	1/11
Lifting jacks with handles	3/11

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Steering knuckle pins	Each 1/9
Steering knuckle pin bushes	8d.
Tie rod pins	9d.
Tie rod pin bushes	9d.

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Crown wheel and bevel pinion shafts	Pair 49/6
Axle shafts	Each 12/6
Axle shaft ball bearing assemblies	10/3
Axle felt washers	3d.
Flexible couplings, chrome leather	3/6

Post age extra.



Valves, best quality ..	Each 1/3
Valve guides	9d.
Valve Springs, Terry Aero 4d.	
Valve Lifters, best quality 1/9	



Alloy die-
cast pis-
tons complete with rings
and gudgeon pins. ..
Perset of four .. 21/-
Piston rings .. Each 9d.
Scraper rings .. 8d.
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Fronts to turn with wheels,
45/- per pair. Rear to
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Dover dep.	10.45 a.m.
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Cheap Rates	
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	43/6
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Full details from Docks and Marine Manager, Southern Railway (Garage Dept.), Southampton Docks.

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From FISHBOURNE		Motor Cars from	15/- 27/6
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11.15 a.m.; 12.30, 1.45, 3.0, 4.15 & 5.30 p.m.		Tri-Cars ...	13/3 24/-
Additional Services during Holiday periods.		CHEAP DAY RETURN RATES DURING SUMMER	
		Books containing 6 Return Tickets at reduced rates are also obtainable—from £5 10s. 0d.	

FARE for persons accompanying Cars 1/6 in each direction.

Cars must be at slipways 30 minutes before departure.

Full details from DIVISIONAL MARINE SUPT., Southern Railway, Broad Street, Portsmouth (Phone: 4655). Tel. Address: "Foremost, Portsmouth"; or at Fishbourne Slipway (Phone: Wootton Bridge 32).

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FOR RENOVATING damaged wings, scratched panels, etc.

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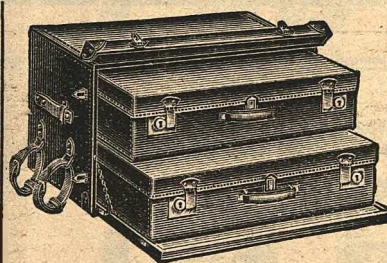
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Supplied in correct colours to match original Finish on Austin, Morris and other cars.

No. 1 size, 2/-
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Brochure and List of Colours post free.

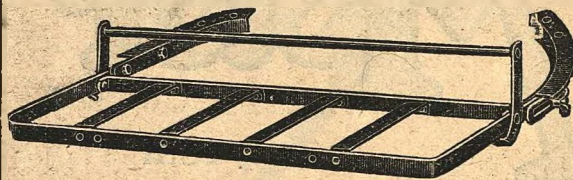


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Serviceable and compact. Three-ply foundation, covered black waterproof leather cloth, complete with two-fibre suitcases. No. T7/3 size 27 in. x 15 in. x 15 1/2 in. deep.

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Each.
Size 30 in. x 15 in. x 17 1/2 in. Each £2-6-0



"Midget" Luggage Racks

A model for every Austin "7." Suitable for light luggage: dimensions, 29 in. x 9 1/2 in. from front to back. Folds up neatly against spare wheel when not in use. Provided with special number plate brackets which utilise the existing combined number plate and tail lamp. No. C53/21

For 1931-33 Saloon

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Each.

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1931 SINGER 8, Daytona sports 2-seater, very attractive ..	£79
1929 RILEY 9, Mark IV Monaco saloon, wire wheels, taxed ..	£82
1932 MORRIS Minor, coachbuilt saloon, sun roof, as new ..	£82
1931 TRIUMPH Super 7, de luxe saloon, sun roof, duo tone ..	£79
1930 STANDARD 9, Teignmouth saloon, sun roof, very clean ..	£69
1930 WOLSELEY Hornet, coachbuilt saloon, very smart car ..	£55
1929 SWIFT 10, sports 2-seater, wire wheels, dark green ..	£59
1929 JOWETT, Black Prince saloon, wire wheels, good tyres ..	£59
1931 SINGER 8, coachbuilt saloon, sun roof, 4-speed, etc. ..	£72
1931 TRIUMPH 7, de luxe, coachbuilt 2 seater, dickey, as new ..	£79
1931 MORRIS Minor, coachbuilt saloon, sun roof, Triplex ..	£69
1929 SINGER 8, Porlock sports 2-seater, very fast, green ..	£45
1931 ROVER 10, Sportsman's coupe, sun roof, black and red ..	£89
1930 STANDARD 9, Selby open tourer, duo tone, very smart ..	£69
1930 SWIFT 9, four-door saloon, f.w.b., attractive car ..	£42
1930 JOWETT, long chassis tourer, very smart, taxed Dec. ..	£59
1932 B.S.A. 9, sports 2-seater, 4-wheeler, black and red ..	£65
1930 STANDARD 9, sportsman's coupe, sun roof, new cond. ..	£79
1931 SINGER 10, coachbuilt saloon, sun roof, duo tone ..	£82
1931 WOLSELEY Hornet, coachbuilt saloon, sun roof, as new ..	£79

Call and have extensive FREE TRIAL RUNS in any cars that appeal to you. If, however, you cannot call we will send any car up to 100 miles (or even further if you are specially interested) for free trial absolutely without obligation to you. We assure you of the best possible allowance for your present car, 3-wheeler, or motor cycle, and EASY TERMS can be spread over 12 or 18 MONTHS.

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1932 MORRIS Minor, s.v., 2-seater, black and green, taxed ..	£72
1929 ROVER 10, sportsman's coupe, sun roof, wire wheels ..	£59
1930 M.G. Midget, 2-seater, extras, red and cream wings ..	£79
1928 RILEY 9, Monaco saloon, wire wheels, very smart car ..	£69
1930 TRIUMPH 7, 2-seater and dickey, red and cream, fast ..	£68
1930 SWIFT 10, de luxe saloon, sun roof, 4-speed, etc. ..	£85
1927 AMILCAR, grand sports 2-seater, tuned engine, fast ..	£35
1928 LEA FRANCIS 12 40, sports tourer, attractive car ..	£39
1930 JOWETT, Black Prince saloon, wire wheels, as new ..	£72
1930 SWIFT 10, Paladin sports saloon, cycle wings, etc. ..	£75
1930 RILEY 9, Monaco saloon, wire wheels, 4-speed, Triplex ..	£98
1930 MORRIS Minor, tourer, rigid sidescreens, dark blue ..	£49
1931 M.G. Midget, 2-seater, several extras, super fast ..	£95
1931 STANDARD Big 9, de luxe saloon, sun roof, smart car ..	£89
1931 ROVER 10, sports 2-seater, cycle wings, many extras ..	£98
1930 HUMBER 9/28, coachbuilt saloon, absolutely as new ..	£110
1930 RILEY 9, Biarritz saloon, sun roof, host extras, fast ..	£110
1932 STANDARD Little 9, saloon, sun roof, 6,000 miles, taxed ..	£115
1932 M.G. Midget, 2-seater, one owner, extras, very fast ..	£118
1932 AUSTIN 12/6, coachbuilt saloon, one owner, as new ..	£119

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25, EAST HILL, CLAPHAM JUNCTION, S.W.11
Weekdays 9 a.m. to 8 p.m. SUNDAYS 10 a.m. to 1 p.m.
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SEE NEXT TUESDAY'S ISSUE OF

The Motor

July 18th

In next Tuesday's issue of "THE MOTOR" will be published a very important article describing and illustrating an ENTIRELY NEW TRANSMISSION, which is likely to be adopted on certain popular cars for next year. Exclusive to "The Motor."

Other Features of Next Tuesday's Issue:

FREE MAP of the Border Country, from Newcastle and Carlisle to Edinburgh and Glasgow, being sheet 8 of "The Motor" new Road Map.

First Published Fully Illustrated Report of the ISLE OF MAN RACES.

Some Features of the Current Issue, dated July 11th:—

SIGNS COMMITTEE REPORT CRITICIZED.

Prominent Road Numbers and Inconspicuous Place Names a Mistake. Many New Signs. Form and Significance of Traffic Light Signals.

THE TRAMCAR REACHES A PENSIONABLE AGE.

A NOVEL EXPERIMENTAL ENGINE. Special Power Unit with Variable Valve Action Used by Armstrong Siddeley for Development Work.

"THE MOTOR" ROAD MAP, No. 7. Yorkshire and the English Lake District, presented with this issue.

SIX KNIGHTS ON THE ROAD. Really Efficient Road Houses.

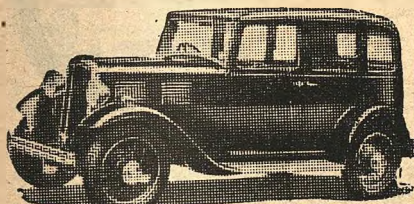
"THE MOTOR" ROAD TESTS. The New Citroen Light Twelve and The Jowett Kestrel Saloon.

THAT BIG CAR FEELING. The Many Special Attributes of the Large and Powerful Automobile.

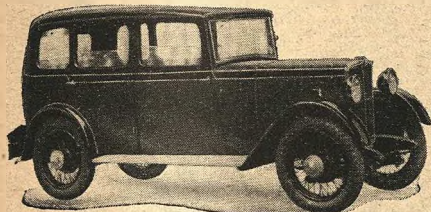
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IS MORE THAN A NAME, IT IS AN AIM. FOR FORTY YEARS WE HAVE STEADILY BUILT UP A REPUTATION FOR FAIR DEALING, AND PROOF OF OUR SUCCESS IS SHOWN IN THE FACT THAT 75% OF OUR ORDERS TO-DAY ARE RECEIVED FROM OLD CUSTOMERS AND THEIR FRIENDS. A VISIT TO OUR SHOWROOMS WILL ASSIST YOU GREATLY IN THE SELECTION OF THAT NEW CAR.



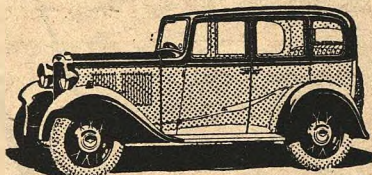
On self-financed terms: Deposit	£41	0	0
and 12 monthly payments of ..	£14	7	0
or 18 " " " ..	£9	16	0
or 24 " " " ..	£7	10	4
or otherwise as arranged between ourselves			



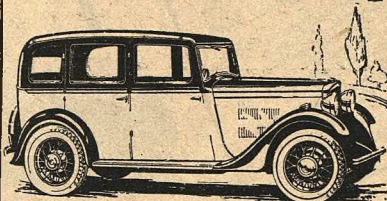
On self-financed terms: Deposit.. £22 0 0
and 12 monthly payments of .. £11 4 0
or 18 " " " " .. £7 12 10
or 24 " " " " .. £5 17 4
or otherwise as arranged between ourselves.

Demonstration Runs without obligation.
EXCHANGES.

DEALERS SINCE 1889.
Sats. 9 a.m. to 1 p.m.



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.	



Saloon	\$220
On self-financed terms: Deposit	..	\$45 12 0
and 12 monthly payments of	..	\$15 19 2
or 18 " " "	..	\$10 17 9
or 24 " " "	..	\$8 7 2
or otherwise as arranged between	ourselves.	

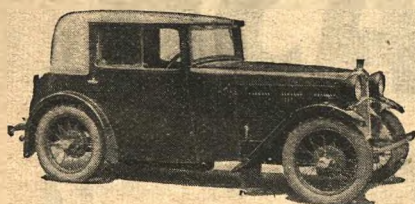
ROWLAND SMITH
MOTORS LIMITED

HOURS OF BUSINESS:—
Open all Weekdays 9-9 (including Saturdays).
SUNDAYS 9 a.m. to 1 p.m.

JULY 14, 1933.

7 DAYS TO DECIDE

When you buy from Benmotors—there is no need to wonder whether you really *have* bought the car you wanted—you have 7 days' trial period during which to make sure. This condition applies to every one of our 200 modern small cars, *all under £100*. Each is certified sound, and sold on this unique Benmotors Guarantee. Liberal allowances given for your present car or motorcycle and payment terms to suit your convenience. If you cannot inspect our supreme value for yourself—write for our illustrated lists—just post the coupon below. We will deliver your selected car and collect the old one *anywhere* in the United Kingdom for only 50/- extra.



99 Pounds. **WOLSELEY** Hornet, 1931, E.W. Sportsman's Coupe, superb condition, all extras, very fast and attractive.

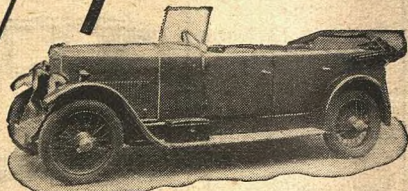
● If you cannot call, we will deliver any car you choose anywhere in England, Scotland or Wales for only 50/- extra under our usual 7 days' trial scheme—there is no safer way of buying "used."

GUARANTEE

EVERY CAR IS SOLD
ON THE UNDERSTANDING
THAT IF YOU ARE NOT
SATISFIED WITH YOUR
PURCHASE FOR ANY
MECHANICAL REASON
WITHIN SEVEN DAYS
OF PURCHASE, RETURN
THE CAR AND YOUR
MONEY WILL BE CREDITED
ON ANY OTHER CAR
IN STOCK.

C. Ford

100% SATISFACTION

[illegible]

69 Pounds. LEA-FRANCIS, 12 h.p., 1928 9, Sports Tourer, 4-doors, wide track model, really tip-top throughout.

Benmotors

THE CLEARING HOUSE FOR SMALL CARS

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

<p>To MESSRS. BENMOTORS.—Please quote me—with no obligation whatsoever on my part—a definite allowance for my present vehicle as described below, at the same time forward your illustrated lists for my consideration, together with details of your methods of business.</p>			
Make of Car or Motorcycle—	Date of Manufacture—	Type of Model—	No. of Cyls.— If starter—
Type of Body (or S/c)—	Condition of Engine—	Rated H.P.— If O.H.V. or Side-valve—	Type of Lighting— No. of Speeds—
Body Work—	Paint—	Upholstery—	Tires—
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.

SECOND-HANDAND NEW
**LIGHT CARS, CYCLECARS
and ACCESSORIES FOR SALE**

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

RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Paragraphs of 12 words or less are charged at the minimum rate of 2s. Subject to a discount of 5 per cent. for 13 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52. Terms: Cash with order and otherwise net.

DISPLAYED ADVERTISEMENTS.—Scale of charges, with reduction for series, sent on application.

Cheques, Postal Orders, etc., should be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row."

REGULATIONS.

Copy must be supplied without application from the publishers, and current copy and blocks will be repeated if new copy is not received at the time of closing for press. Orders for advertisements are subject to acceptance in writing from the Head Office. 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 sublet 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 acknowledgement, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

CLOSING TIME.

Copy for and all matter relating to advertisements must reach our Head Offices 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., Monthery aluminium sports two-seater, streamlined, rev. counter and many extras, £40. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 75-34

A.J.S., £117 10s., 1932 four-door coachbuilt sun saloon, small mileage, new condition throughout; exchanges, terms. Ward and Co., 5 Upper Richmond Road, East Putney. Putney 2818. 75-43

ALVIS, 1926, 12-50 o.h.v. sports two-seater, f.w.b., taxed September 30, £30. Dickinson, Elephant Garage, Doncaster. 75-g736

ALVIS. Gatehouse Motors for 12-50 h.p. o.h.v. Alvis cars.

10 saloons, sports, two and four-seaters, etc., in stock, £45 to £125. Gatehouse Motors, 1 Hampstead Lane, Highgate Village, N.6. Phone, Mountview 4444. 75-144

ALVISES under £100. See page 20. 75-850

ALVIS, 70 m.p.h. Brooklands 12-50 super-sports saloon, recently overhauled and in really 100% condition throughout, f.w.b., balloon tyres, £30; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 75-165

AMILCAR grand sports three-seater, f.w.b., A1 order, pointed tail, cycle type wings, £35; low deposits; exchanges. Page, 199b Upper Richmond Road. Putney 7671. 75-881

AMILCARS under £100. See page 20. 75-851

AMILCAR, 1927, 9 h.p. super-sports three-seater, new tyres, f.w.b., rev. counter, flared wings, repainted cream and green, very fast and attractive, £32 10s. 221 Maida Vale, Kilburn, W.9. 75-58

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

£45!! Surbaisse, 9 h.p. underslung two-seater, chromium, etc., big sump, f.w.b., cycle wings, 70 m.p.h.!! Below.

£35!! Grand sports 9 h.p. streamlined two-seater, choice of two. Below.

£28!! Grand sports 9 h.p. two-seater, choice of four, f.w.b., wire wheels, etc., 70 m.p.h.; exchanges, easy terms, guarantee. 30a Highgate Road, N.W.5. Gulliver 2251-2. 75-6

ANSALDO, 60 m.p.h. 12 h.p. 1927 sports four-seater, £20. Frazier Garage, Oakley Street, Waterloo, S.E. 75-24

ARIEL, 9 h.p. four-seater, very good condition, £8. 42 Rylett Crescent, Shepherd's Bush. 75-g783

ARMSTRONG. Cooke's Motors offer Armstrong Siddeley saloon, 1931 12.6, in new condition, £95; 1932 12.6, with self-changing gear, small mileage, £195. Lower Grosvenor Place, S.W.1. Phone, Victoria 9730. 75-997

ASTON-MARTIN, 75 guineas!!! Real motorcar!!! Open sports four-seater, cutaway side 12-in. f.w.b. and recelloused black and red, new hood, tonneau cover, large rev. counter, four-speed box, two spare wheels, any trial. Camden Motors, Buck Street, Camden Town. Gulliver 4089. 75-186

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. Phone 279. zzz-718

AUSTIN 7s. Kirk and Co. Compare our prices!!

Written guarantee for three months.

65 guineas. 1930 Swallow saloon, magnificent, bargain! (Paddington.)

55 guineas. 1930 Stadium sports two-seater, most attractive. (Paddington.)

48 guineas. 1930 coachbuilt saloon, genuine bargain. (Paddington.)

45 guineas. 1930 fabric saloon, carefully used. (Paddington.)

45 guineas. 1930 Wydor saloon, duo-tone blue, excellent condition. (Highbury.)

18 guineas. 1926 chummy, complete equipment, original finish. (Paddington.)

Kirk and Co. for generous exchange allowances; deferred terms made simple. Communicate with us. Distance no object. 28, 30, 32 Highbury Corner, N.5 (North 4784); and 22, 49 Praed Street, W.2 (Paddington 6049). Close 8 p.m. Sundays 10 a.m. until 1 p.m. 75-920

IMPORTANT TO ADVERTISERS—

The latest time for receipt of paragraph advertisements is now

6 p.m. Monday
for the following Friday's issue.

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

AUSTIN 7s!!! Normand Garage, Ltd.
1932!!! Austin 7 saloons, coachbuilt, mechanically perfect, condition excellent, long chassis, colour blue, any trial, three months' guarantee, £75.
92 Gloucester Road, S.W.7. Frobisher 3037. Hours 8-8, Saturday 8-8, Sunday 8-1. zzz-768

AUSTIN 7 coachbuilt saloon, 1929, in excellent condition, one owner, taxed, £45.

AUSTIN 7 fabric saloon, 1929, in perfect condition, taxed, £40. Hall and Couper, Ltd., Catherine Street, St. Albans. Phone 636. zzz-813

AUSTIN 7. Two 1931 metal saloons, £55 each. Blackbird Hill Garage, Kingsbury Lane, N.W.9. Colindale 6877. 75-g377

AUSTINS under £100. See page 20. 75-852

AUSTIN 7. 1933 sunshine saloon de luxe, black-green, mileage negligible, full guarantee, £105; another, taxed year, £107. Below.

1933 coachbuilt two-seater, black-green, negligible mileage, as new throughout, £88. Below.

1932 coachbuilt sunshine saloon, dark blue, hide upholstery, taxed year, £82. Below.

1931 coachbuilt sunshine saloon, dark blue, leather upholstery, good tyres, new battery, A1 lot, £65. Below.

1930 (April) wide-door saloon, black-red, privately owned, good tyres, spotlight, mirror, etc., £50. Below.

1930 (April) Mulliner de luxe sun saloon, £165 model, hide upholstery, quite perfect, any trial, £60. Below.

1929 (June) Stadium sports, blue-aluminium, three new tyres, very sound runner, £48. Below.

1929 Swallow sports two-seater, green-cream, good tyres, spotlight, five lamps, most attractive, £50. Below.

1929 wide-door saloon, black-red, good tyres, grid, spotlight, one change only, £43. Below.

1928 (January) four-seater, dark blue, exceptional engine, good battery, sound all-weather equipment, £24. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 75-978

AUSTIN 7s. Earls for bargains.

AUSTIN 7, 1928 tourer, finished maroon, three new tyres, £22.

AUSTIN 7, 1928 tourer, original finish, sports engine, £23.

AUSTIN 7, 1928 fabric saloon, three new tyres, in good condition, £27.

AUSTIN 7, 1929 coachbuilt saloon, excellent tyres, £35.

AUSTIN 7, 1930 van, in exceptional condition throughout, £30.

AUSTIN 7s. Earls, 75 Heath Street, Hampstead, N.W.3. Hampstead 3287. Open Sunday mornings. 75-883

AUSTIN 7, 1929 Mulliner saloon, perfectly sound, taxed, insured, genuine sale, £37. 21 Lancaster Road, New Barnet. 75-g720

AUSTIN 7, 1933 two-seater, four-speed gearbox, mileage 900 only, £89 10s. Paul and Co., 114 Gt. Portland Street. Museum 8464-5. 75-902

AUSTIN. Lane Motors for Austin 7s.

1929 Y-door and Gordon England saloons, several from 35 guineas.

1929 Sports two-seaters, several from 39 guineas.

1926-7-8 Four-seaters, several from 19 guineas.

1928 Saloon, perfect, 25 guineas.

1932 Swallow sports two-seater, bumpers, as new, 89 guineas.

1927-8 Cup sports, 29 guineas. Terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 75-1810

AUSTIN 7, 1931 2-seater sports, £61. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 75-32

AUSTIN 7, 1928 tourer, specially tuned and very fast, £28. Paul and Co., 55 The Mall, W.5. Phone, Ealing 4653. 75-890

AUSTIN. Harry Nash, Official Austin Agent Specialist!! Austin 7s!!!
1933 De luxe sunshine saloon, fawn and black, unregistered, new, complete to makers' specification, full guarantee, used few times for demonstration, listed £125, to clear £110. Harry Nash. Below.

1932 De luxe sunshine saloon, maroon, one owner, actual show model, several extras, oversize tyres, etc., £77 10s. Harry Nash. Below.

1931 K.C. special coachbuilt sports two-seater, rebored, tuned engine, alloy head, outside Brooklands exhaust, brakes relined, recellulosed, absolutely superfine throughout, £49 10s. Harry Nash. Below.

1926-7 Cup model two-seater, red, one owner, absolutely 1930 condition, £25. Harry Nash, 348 King Street, Hammersmith. 75-1881

AUSTIN. Speechley's, specialized Austin dealers. Below.

1933 Austin 10-4 sunshine saloon de luxe, mileage 500 at 25 m.p.h., beautifully run in, £139. Below.

Speechley's, 395 Edgware Road, W.2. Open 9-8 all the week. Sunday 10-1. Ambassador 1300. 75-988

AUSTIN. Speechley's, specialized Austin dealers. Below.

1932 Austin 7 saloon, long chassis, blue, mileage 4,500, original tyres absolutely unmarked, spare unused, one extremely careful owner, used week-ends only, indistinguishable from new, £85. Below.

Speechley's, 395 Edgware Rd., W. Open 9-8 all the week. Sunday 10-1. Ambassador 1300. 75-990

AUSTIN 7, Mulliner coupe, late 1928, excellent condition throughout, £30. Highlands, Henley-on-Thames. Henley 333. 75-g795

AUSTIN 7, 1930 coupe, coachbuilt, £50. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 75-20

AUSTIN 7s. There's no place like Holmes for high-class used Austin 7s. 1931 coachbuilt sunshine saloon de luxe, a fine car, £62 10s.; two 1929 coachbuilt saloons, beautiful order at £45 and £44; 1929 tourer (reg. 1-2-30), £58; 1928 tourer, £28; 1927 Cup, £30; 1926 tourer, very fine runner, £17 10s. Easy payments; exchanges. Herbert W. Holmes, 29 Foley Street, Great Portland Street, W.1. Museum 1414. 75-4

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

AUSTIN 7, 1928 coachbuilt saloon, recently repainted, excellent condition throughout, mechanically perfect, £35. Below.

AUSTIN 7 1932 coachbuilt saloon, sunshine roof, excellent condition in appearance, mechanically perfect, carefully used, £82 10s.; exchanges, deferred; motorcycles accepted in part. W. E. Humphreys, Ltd., 122 Hampstead Road, N.W.1. Phone, Museum 9515. 75-139

AUSTIN 7 late 1928 Swallow coupe, finished in black and green, exceptionally smart and sound condition, fully equipped, taxed and insured, £37 10s.; exchanges, deferred. 339a Goldhawk Road, Hammersmith, W.6. Riverside 5113. 75-128

AUSTIN 7 1929 Wydor saloon, finished in black and red, exceptionally smart and sound condition, new tyres, fully equipped, taxed and insured, £40; exchanges, deferred. 339a Goldhawk Road, Hammersmith, W.6. Riverside 5113. 75-127

AUSTINS.

£35. 7 h.p. saloon, taxed.

£47 10s. 7 h.p. coupe, taxed year.

£59. B.C. sports two-seater.

Chantry Motors, Ltd., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 75-133

AUSTIN 10-4 saloon de luxe, practically brand new, taxed December, £135 with the guarantee. Harold Simons, Ltd., 311 Euston Road, N.W.1. Museum 4128-9. 75-140

AUSTIN 7. Gatehouse Motors for Austin 7s.

£58. 1931 sunshine saloon, taxed.

£42. 1929 Gordon England sunshine saloon.

AUSTIN 7 1930 Swallow saloon, red and cream, excellent condition, £69.

1925 Austin 7 chummy, taxed to September, £15.

Many others in stock.

Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 75-145

AUSTIN. £35; exchanges!!! 1929-30 saloon, excellent condition throughout, any test welcome. Chidley, 579b High Road, Tottenham. Phone 2920. 75-152

AUSTIN 7, 1930 saloon, sunshine roof, exceptionally good condition throughout, small mileage, £47 10s.; hire-purchase over 18 months; your motorcycle or car in part payment. Below.

AUSTIN 12-6 saloon, 1931, taxed, insured, faultless condition throughout, £85; hire-purchase over 18 months; your motorcycle or car in part payments. Pride and Clarke, Ltd., 158 Stockwell Road, Brixton, S.W.9. Phone 6414. 75-108

AUSTIN 7, 1927 Cup model two-seater, fast, £15. 182 Larkhall Lane, Clapham, S.W.4. 75-g819

AUSTIN 7, September, 1930, Wydor saloon, taxed, insured, 46 guineas. 85 Pascoe Road, Lewisham, S.E.13. 75-g716

AUSTIN 7s. Andrew, of Mortlake, offers:—
The cleanest Boyd Carpenter two-seater, 1930, advertised this week at £70.

Swallow, 1930, exceptionally clean throughout, £65.

Full range of saloon and open models, 1926 to 1931, from £16; taxed, insured and guaranteed before and after sale. Over 80 cars in stock, self-financed terms from £8. Generous exchanges. Write for particulars. Open Sundays to 12.30. 37 Sheen Lane, Mortlake (Station). Prospect 5332. 75-958

AUSTIN 7, 1930 saloon, brown fabric, small mileage, as new, offers. 21 Fresco Road, Nunhead, S.E. 75-g814

AUSTIN 7, 1932 coachbuilt saloon, blue, excellent condition, £69. Bruton Garages, Ltd., 4 Blenheim Street, New Bond Street, W.1. Mayfair 4737. 75-88

AUSTIN 10.4 1933 coachbuilt de luxe saloon, condition as new, taxed to December, £140. McCarthy's Motors (1925), Ltd., 28 Queen's Road, W.2. Park 7766. 75-84

AUSTIN 7, 1932 coachbuilt de luxe saloon, choice of four, all in first-class condition, £85. McCarthy's Motors (1925), Ltd., 28 Queen's Road, W.2. Park 7766. 75-85

AUSTIN. The Service Co. for new or used Austin cars.

1931 7 h.p. coachbuilt sunshine saloon, £62 10s.

1932 7 h.p. coachbuilt sunshine saloon, £85.

1929 7 h.p. Mulliner saloon, £38.

1929 model 7 h.p. saloon, £35.

1932 7 h.p. tourer, £75.

1933 7 h.p. de luxe, £98.

Over 50 others to choose from.

The Service Co., 273 High Holborn. Holborn 0666. Best possible deferred terms. 75-66

AUSTINS. Newnham's for good Austins at right prices; few examples below, but full list on request; self-financed terms and generous exchange allowances.

1932 7 h.p. de luxe coachbuilt sun saloon, almost as new, £82.

1931 7 h.p. coachbuilt saloon, absolutely first-class example, £55.

1930 7 h.p. Mulliner de luxe sun saloon, exceptional appearance, etc., £52.

1929 7 h.p. Stadium sports two-seater, really excellent little car, £38.

Newnham House, 237 Hammersmith Road, London, W.6. Riv. 4646. 75-1839

AUSTIN 7, h.p. 1933 sun saloon, four-speed, run 500 miles only, indistinguishable from new, £107. Taylors, 135 London Road, Kingston. Phone 1263. zzz-849

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

AUSTIN 7. 30 Austin 7, including 1931 coachbuilt sun-roof saloon, £55. Below.

£42. 1930 Wydor saloon, bail change, loose covers, new tyres, very smart; also 1929 ditto, £35; 1928 ditto, £26. Below.

£32. Mulliner coupe, attractive roomy little car in excellent condition. Below.

£35. 1929 Mulliner two-seater, new tyres, leather upholstery, bucket seats, brakes relined, smart and fast. Below.

£32. 1928 Cup model sports two-seater, red and black, reinforced body, bail change, new Michelin tyres, large headlamps, insured any driver, April, 1934; also five other Cup model two-seaters, £25-£29. Below.

£30. 1928 tourer, four-seater, new tyres, taxed year, two owners only since new, splendid condition throughout. Below.

£27. 1928-9 tourer, four-seater de luxe, leather upholstery, Ewarts discs, very smart, Bosch horn; many other Austins, £15 to £30. The Austin 7 Specialists, back of 245 Maida Vale, Kilburn, W.9. 75-59

AUSTIN 10. 1933 sunshine saloon de luxe, dark blue, Magna wheels, very carefully used, full guarantee, £140. Below.

1932 (September) sunshine saloon de luxe, green, upholstered to match, mileage 8,000, unblemished order, grid, front and rear bumpers, £127. Below.

Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 75-977

AUSTIN 7. Newnham's offer 1928 coachbuilt saloon, splendid order, £34. 136 Streatham Hill,ulse Hill 6222. 75-842

AUSTIN 7. 1928 Mulliner saloon, good order, £32; low deposits, exchanges. Page, 199b Upper Richmond Road, Putney 7671. 75-880

AUSTIN. 1929 Wydor saloon, chromium plating, excellent condition, £32. Sundays only. 54 Gladstone Avenue, Wood Green. 75-g742

AUSTIN 7. 1929, Stadium sports two-seater, just overhauled, good condition, any trial, taxed, insured, £42. 5.30 to 7.30. 21 Howarth Road, Plumstead. 75-g743

AUSTIN 7 late 1930 chummy, one owner, new tyres, bargain, £39 10s. Merton Motor Mart, 121 Kingston Road, Merton. Liberty 4186. 75-948

AUSTIN 7. Naylor and Root.

1928 Cup model two-seater, smart car, £32.

1929 Wydor saloon, brown, good tyres, £39.

1929 Stadium sports two-seater, extras, £49.

1928 Mulliner fabric saloon, new tyres, £29.

1929 Swallow coachbuilt saloon, duo-tone, £59.

1930 Wydor saloon, sun roof, black and red, £55.

1931 coachbuilt saloon, sun roof, as new, £68.

1930 Swallow saloon, duo-tone, super-smart, £75.

1932 coachbuilt saloon, small mileage (three), £74.

1932 coachbuilt saloon de luxe, sun roof, etc., £82.

1931 Swallow coachbuilt saloon, sun roof, extras, £95.

1932 Swallow sports two-seater, new condition, £110.

Generous allowance for your car, motorcycle or three-wheeler; deferred terms extended over 18 months; three months' written guarantee.

Provincial customers may avail themselves of our special service in sending any car for inspection and trial without obligation. Send for list and make appointment.

Naylor and Root, Ltd., Austin specialists, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272 (seven lines). Open 9 a.m. to 8 p.m. Sundays 10 a.m. to 1 p.m. 75-1872

AUSTIN 7 1930 Swallow sports coachbuilt saloon, attractively finished black and cream, 62 guineas; another, similar, 1929, exceptional condition, 52 guineas. Below.

AUSTIN 7 1930 coachbuilt Wydor saloon, well kept, 42 guineas; also 1929 fabric Wydor saloon, 34 guineas; 1930 coachbuilt two-seater, magnificent condition, 46 guineas; 1928 saloon, licensed, £30; exchanges with cars and motorcycles; easiest instalments. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2365. 75-939

AUSTIN 12-6. £77. 1931, six-cylinder, four-door coachbuilt saloon, low mileage, exceptional condition throughout; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 75-1874

AUSTIN 7 1928 (late) tourer, perfect condition, just overhauled, bargain, £25. Prior, Putney 3458. 75-930

AUSTIN 7. 1931 Stadium two-seater coachbuilt body, nice condition, £58; also 1930 saloon, splendid condition mechanically perfect. 781b London Road, Thornton Heath. Phone 3456. 75-986

AUSTIN 7 tourer, reconditioned, overhauled, perfect condition, sale £12. H. Taylor, Loose Hill, Loose, near Maidstone 75-g746

AUSTIN 7 1931 coachbuilt saloon, just overhauled, showroom condition, new tyres, host accessories, Triplex throughout, cellulosed blue, £65; three months' written guarantee; own simple hire-purchase system. References, guarantors, etc., unnecessary; immediate insurance cover effected on premises. Ruffell's Motors, White Hart Lane, Barnes, S.W.13. Prospect 5549. 75-868

AUSTIN 7. A.Z. Motors have the following Austin 7s. Below.

One 1925 chummy; four 1927 chummies; two 1928 saloons; two 1929 saloons; one 1929 chummy; five 1930 saloons; one 1930 coachbuilt two-seater; three 1931 saloons; one 1931 tourer; one two-seater Worth Special Austin 7, first registered November, 1932, fitted with Frazer-Nash chassis, twin carburettors, aluminium head, tulip valves, double valve spring, completely overhauled from front to rear, repainted black and red, very smart, very fast, £77 10s. All the foregoing at current prices. Terms, exchanges, etc. 180 West End Lane, N.W.6, Hampstead 0525. Open Sundays 11.30-2.30. 75-901

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

AUSTIN 7s. 1928 tourer, perfect, £28; 1927 Cup model sports two-seater, £27; exchanges. 2 Pepys Road, Raynes Park Station. Wimbledon 4941. 75-g757

AUSTIN. 1929 (June) 7 h.p. four-seater, blue, good hood and side curtains, very carefully used, exceptional condition throughout, one owner, year's tax, 42 guineas.

1929 (June) 7 h.p. Avon Swan coupe, black and yellow, folding roof, one owner, good condition, 29 guineas. F.O.C.H., Ltd., 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open Sunday mornings. 75-1829

AUSTIN 7. 1932 long chassis de luxe sun saloon, leather upholstery, one owner only, genuine bargain, £79; exchanges, deferred. Smith Auto Co., Ltd., 145 London Road, Croydon. Croydon 2182, 1688. 75-914

AUSTIN 7. Whitby's, of Acton.

1930 Austin 7 Swallow saloon, finished two shades of green, almost new tyres, most attractive, £68.

1931 Austin 7 coachbuilt saloon, royal blue, three new tyres, excellent order, £62 10s.

1929 Austin 7 Gordon England saloon, large body, with luggage container, exceptional condition, £42 10s.

Whitby's welcome any car or motorcycle in part payment, terms easily arranged if desired. Official Austin dealers. 7 The Vale, Acton, W.3. She. 1513. 75-1825

AUSTIN 7. 1928 chummy, good condition, £25; another, 1928 saloon, £28 10s. Parwood, 89 East Hill, Wandsworth. 75-912

AUSTIN 7. £55. 1931 sunshine saloons, finished in maroon, new tyres, really fine runner, unmarked condition. M.B. Motors, 336 New Cross Road, S.E.14. 75-905

AUSTIN 7. 1928 saloon, good condition, £22 10s.; exchange. Thompson, 162 High Street, Tooting. 75-g834

AUSTIN 7. 1929 tourer, maroon, excellent appearance and performance, property of Austin agent, any reasonable distance, £42 10s. Bateman, 15 Butler Road, Harrow. 75-5

AUSTIN 7 de luxe, sunshine roof, new condition, £80; terms, exchanges. G. W. Wilkin, 26 London Road, Kingston. Phone 0722. 75-3

AUSTINS. Cooke's Motors offer Austin 7s. 1929 fabric Wydor saloon, £38; 1931 Chummy, as new, £60; 1931 coachbuilt saloon, with sunshine roof, £65; 1932 ditto, £75. Sutton, Surrey. Phone, Sutton 3800. 75-2

AUSTIN 7. 1929-30 K.C. special sports two-seater, disappearing hood, very fast, excellent condition, £38. 38a Poynders Road, Clapham Park, S.W.12. 75-g798

AUSTIN 7 tourer, 1928 model, wonderful condition, taxed December, £26. 5 Victoria Avenue, Surbiton. 75-g601

AUSTIN 7. 1931 (July), blue coachbuilt saloon, taxed end year, faultless throughout, £72. Guaranteed by Evans (Wimbledon), Ltd., Alexandra Road. Wimbledon 3606. 75-46

AUSTIN. Ward and Co. offers:—

£34 10s. 1928 Austin 7 Mulliner saloon, new condition throughout.

£47 10s. 1930 Austin 7 Wydor saloon, spotless condition, choice of three from £47 10s.

£59 10s. 1931 Austin 7 saloon, fabric, small mileage, as new; two in stock.

£63 10s. 1931 Austin 7 coachbuilt saloon, sun roof several extras, bargain, choice of three, from £63 10s.

£56 10s. 1931 Austin 7 sports two-seater, several extras.

£73 10s. 1932 Austin 7 sports two-seater, as new; self-financed payments. Ward and Co., 5 Upper Richmond Road, East Putney. Putney 2818. 75-45

AUSTIN 7. 1930 coachbuilt sports coupe, excellent condition, £52 10s.; also 1929 saloon, £37 10s.; exchanges and terms; 1928 saloon, £22 10s. Yarwoods, Stoneley South, High Road, Tottenham. Phone 5122. 75-50

AUSTIN 7. 1927 Chummy, full equipment, splendid condition, £18. Central Auto Service, 15-17 Putney Bridge Road, Wandsworth. Phone, Putney 4466. Open Sundays. 75-48

AUSTIN 7s. List free. Terms, exchanges. Rowland Smith. Below. £9 deposit or 95 gns. cash. Late 1932 Swallow saloon, sliding roof, black and green, carefully used, very exceptional condition.

£5 deposit or 55 guineas cash. Late 1931 coachbuilt sunshine saloon, one owner, very good condition.

£5 deposit or 52 guineas cash. 1931 sports two-seater, exceptional condition.

£4 deposit or 39 guineas cash. Late 1929 coachbuilt saloon, exceptional condition.

£3 deposit or 35 guineas cash. Late 1929 Cup model, exceptional condition.

£3 deposit or 25 guineas cash. 1927-28 Chummy, very good condition. 15 guineas. 1925-26 Chummy, very good condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 75-125

AUSTINS. Lionel H. Pugh—the name synonymous with the best.

1932 Austin 7 de luxe, Chummy model, in new condition throughout, bargain.

1933 Austin 7 de luxe saloon, small mileage, bargain, £95.

1933 Austin 10 de luxe saloon, practically brand new, £139.

Lionel H. Pugh, 56 South Molton Street, W.1. Mayfair 4433. 75-1858

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued)

AUSTIN 7, 1927 sports two-seater, bargain, £25.
1928 Austin 7 saloon, wonderfully kept, bargain, £35.
1928 Austin 7 four-seater, carefully used, moderate mileage, £32.
1930 Austin 7 saloon, nice condition throughout, bargain, £59. Rhinds Motors, Ltd. Phone, Blackfriars 9532. 258 Deansgate, Manchester. 75-1849

AUSTIN 10 1932 de luxe saloon, green, 5,000 miles only, practically as new, £125. Leeds and Oxley, 13 Park Crescent Mews East, Great Portland Street, W.1. Phone, Welbeck 7067. 75-105

AUSTIN 7, 1931 two-seater, taxed, exceptionally well-kept car, £55. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 75-97

AUSTIN 7 saloon, 1929, very clean, taxed, £40. 21 Chilworth Mews, Paddington, W.2. Padd. 2786. 76-99

AUSTIN 7, £110; exchanges, terms!!! 1933 de luxe saloon, absolutely brand new, few weeks old, must sell, reason given, taxed. Chidley, 579b High Road, Tottenham. Phone 2920. 75-199

AUSTIN 7, 1927 (March) chummy, original blue and black, excellent condition, £19. 18 Kynance Mews, Gloucester Road, S.W.7. Western 4078. 75-x876

AUSTIN 7. Exceptional opportunity!!!
1931 (July) sports special Hawk super two-seater, finished black and red, many extras, equal to new throughout, one owner, appearance like M.G. Midget, £59. 18 Kynance Mews, Gloucester Road, S.W.7. Western 4078. 75-877

AUSTIN, 1929 Wydor saloon, year's tax, Triplex all round, mechanically perfect, carefully used, £45.

AUSTIN, 1928, Cup model, exceptionally fast and attractive two-seater, £32 10s.

AUSTIN 7, 1929 Stadium Sports two-seater, new tyres, bumpers, many extras, very attractive, £45. Below.

AUSTIN 7, 1930 Wembley saloon, blue and silver, leather upholstery, very special, £55; motorcycles exchanged; terms. Broadway Motors, 65 High Street, Hounslow. Phone 0175. 75-198

AUSTIN, 1930 saloon, sliding roof, 46 guineas; 1926 chummy, 14 guineas; exchanges, deferred. Millars, 365 London Road, Mitcham. Phone 0829. 75-179

AUSTIN 7, very late 1928 special saloon, five new Fort Dunlops, one owner, exceptional condition, £35. Below.
1929 Gordon England saloon, sunshine roof, excellent runner, terms and exchanges, £29 10s. Below.
1927 Cup, good hood, excellent runner, smart car, £22 10s. Camden Motors, Buck Street, Camden Town. 75-187

AUSTIN. C. and K. Motors offer the following Austin 7 bargains:—
£42 10s. Late 1929 Swallow super-sports two-seater, entirely overhauled and repainted, dual tone, new hood, tax paid, 100% condition; exchanges, etc. Below.
£112 10s. 80 m.p.h. 1932 supercharged Ulster, in absolutely new condition throughout, specially tuned; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 75-173

AUSTIN. Barter and Rowson offer:—
AUSTIN 7 Wydor saloon, 1929, in first-class condition throughout, finished black with red upholstery, £39; exchanges and terms. 202 East Hill, S.W.18. Batt. 3065. 75-191

B.S.A. Hackford Motors, the B.S.A. three and four-wheeler specialists. Call or write for catalogue. Below.
G. A. Norchi will be pleased to give you a demonstration. No obligation. Below.
Hackford Luggage Carriers, smart, attractive and useful, chromium plated, 30s.; exchange, terms. 182 Acre Lane, Brixton. Phone 3062.
Hackfords have several second-hand three-wheelers from 50 guineas. Call or write. zzz-649

B.S.A., 1933 four-cylinder water-cooled super-sports, two-seater, three-wheeler, black and red, 1,000 miles only, £105; motorcycles exchanged; terms. Broadway Motors, 65 High Street, Hounslow. Phone 0175. 75-196

B.S.A. Naylor and Root, Ltd.
Largest stockists of B.S.A.s in England.
Five reasons why you should buy a B.S.A.:—Only £4 annual tax, 50 m.p.g., low insurance rates, low up-keep costs, lower depreciation than any other type of vehicle. Surely reason enough to select a B.S.A.
Generous allowance made for your present car, motorcycle or three-wheeler. Deferred terms extended over 12, 18 or 24 months. List and quotation on request.
1933 Special Sports, four-cylinder, used demonstrations only, £112.
1932 Special Sports, coachbuilt, black and red, choice of two, £82.
1932 Special Sports, fabric, Blue Star, black and red, £75.
1931 Special Sports, fabric, black and red, chrome lamps, £65.
1932 Sports, vee screen, black and red, new condition, £72.
1931 Sports, vee screen, black and red, luggage grid, £62.
1932 De Luxe, flat screen, black and red, choice of two, £72.
1931 Family, two-four-seater, black and red, as new, taxed, £67.
1932 Family two-four-seater, black and red, as brand new, £75.
1930 Avon Sports, blue and cream, good tyres, smart, £55.
Immediate delivery of all 1933 models. Free demonstrations arranged anywhere by appointment.
Naylor and Root, Ltd., B.S.A. Specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 5272 (seven lines). Open 9-8 (Wednesdays 1 p.m.), Sundays 10 to 1. 175-1859

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued)

B.S.A., 1933, four-cylinder three-wheeler, red and black, brand new, unregistered, slightly shopsoiled, makers' full guarantee, listed £125, to clear £110. Harry Nash, 348 King Street, Hammersmith. 78-1882

B.S.A., 1932 (May) super-sports coachbuilt two-seater, stored seven months, guaranteed mileage 1,300, quite indistinguishable from new, taxed September, £83. Smith, 407 Edgware Road. 75-960

B.S.A., 1932, 9 h.p. sports two-seater, four-wheeler, black and red, front-wheel drive, starter, three-speed-and-reverse, side screens, good tyres, wonderful acceleration, bargain, £67; exchanges and deferred terms; three months' guarantee. 248-250 Lavender Hill, Clapham Junction, S.W.11. Battersea 5272 (seven lines). 75-1860

B.S.A. 1931 Family four-seater model, very carefully used, bargain, £59; exchanges, deferred. Rhinds Motors, Ltd., 258 Deansgate, Manchester. 75-1852

B.S.A., 1932 Blue Star, practically new condition, bargain. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 75-1836

B.S.A. £6 deposit or 59 guineas cash. 1932 9 h.p. f.w.d. two-seater, four-wheeler, black and green, exceptional condition; exchanges. Rowland Smith. Below.
£3 deposit or 35 guineas cash. B.S.A., 1931 model, sports three-wheeler, black and red; exchanges. List. Week-days, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 75-118

B.S.A., 1931 de luxe three-wheeler, superb condition, new tyres, taxed December, £59. Sharland, 78 Vancouver Road, S.E.23. 75-g792

B.S.A. 1931 special sport three-wheeler, twin carburettors, two spare wheels, exceptional condition, taxed. 60 guineas. T.T. Motors, 2a Oakley Road, South Norwood, S.E.23. Addiscombe 3211. 75-g760

B.S.A. 1931 three-wheeler special sports two-seater, blue, close-up wings, outside exhaust, bucket seats, spotlight, good tyres, very fast, 49 guineas. F.O.C.H., Ltd., 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open Sunday mornings. 75-1828

B.S.A. 1931 sports two-seater three-wheeler, V-screen, large chromium lamps, spare wheel, black with red wheels, good condition, £60. Several other second-hand three-wheelers at prices from £12. Ask for Used Three-wheeler List. Colmore Depot, 77 Station Street, Birmingham. 75-873

BERLIET, 1928 saloon, four-door, in 1932 condition, 11 h.p., £28; exchanges. 34a Hereford Road, Westbourne Grove, W.2. 75-68

BUGATTI sports four-seater, fast, good condition, £20; exchange. Thompson, 162 High Street, Tooting. 75-g833

BUGATTI, 75 m.p.h., £37 10s. Late 1926 modified Brescia, 12 h.p. ball-bearing engine, super-sports two-seater, overhauled, tax paid, really exceptional condition throughout; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 75-170

BUGATTI, 75 m.p.h., 12 h.p., 1½-litre super-sports three-seater, 1927, modified, Brescia ball-bearing engine, really exceptional bargain, £22 10s.; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 75-169

BUGATTI. Dudley offers the following Bugatti bargains:—
85 m.p.h. full Brescia Bugatti Le Mans close-coupled four-seater, well-base wheels, competition tyres, two spare wheels, two Solex carburettors, electrical equipment completely renewed throughout, genuine bargain, £47.
75 m.p.h. modified Brescia super sports Bugatti, polished aluminium two-seater body, engine completely rebuilt, exceptional condition, £40.
75 m.p.h. modified Brescia Bugatti, long-tail streamlined two-seater in polished aluminium, five new balloon tyres, revolution counter, speedometer, etc., exceptional bargain, £42.
Exchanges. Belvedere Road, Westminster, S.E.1 (opposite County Hall). Phone, Hop 1435. Open Sunday mornings. 75-10

BUGATTI. Lane Motors. 1927 four-seater modified Brescia, 39 guineas; 1927 straight-eight two-seater, 45 guineas; terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 75-1811

CITROEN, 1928, two-seater and double dickey, engine recently completely overhauled, smart and sound, bargain, 20 guineas; exchanges. Norringtons, 245 Goldhawk Road, Shepherd's Bush. 75-932

CLYNO, £11 only; 1927-28 two-seater, 10-8 h.p., f.w.b., 35 m.p.g., exceptionally sound order. 38a Poynders Road, Clapham Park, S.W.2. 75-g799

CLYNO 10 h.p. 1927 four-door saloon, f.w.b., good tyres, any trial, £16. 27 Wallace Road, Canonbury. Phone, Acorn 3936. 75-x870

CLYNO 10 h.p. 1926 two-seater, f.w.b., good runner but appearance poor, £5. 27 Wallace Road, Canonbury. Phone, Acorn 3936. 75-x871

COVENTRY Victor, £18 or nearest cash, reliable, smart 1926 aluminium standard three-wheeler, equipped electrics, trial. Aubrey Savage, Roseley, Bedford. 75-g459

CROSSLEY, 1933, Torquay sports, four-door sunshine saloon, fawn and black, many extras, 5,000 miles, as new in every detail, cost £325, now £215, with year guarantee; exchanges, deferred. Truscott for Saloons, 173a Westbourne Grove, W.11. Bayswater 4274. 75-943

FIAT, 1927, 11 h.p. coupe, splendid engine, £25. Frazier Garage, Oakley Street, Waterloo. S.E. 75-22

"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.

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

FIAT, 1927, 8 h.p., two-seater and dickey, f.w.b., splendid condition throughout, £15. 221 Maida Vale, W.9. 75-57

FIATS under £100. See page 20. 75-853

FLEET. £4 deposit, or 45 guineas cash. Late 1932, 5.57 h.p. three-wheeler commercial box-carrier, one owner, very small mileage practically brand new, cost about £80; exchanges; list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 75-117

FORD, £97 10s.; 1933 8 h.p. saloon, small mileage, one owner, faultless throughout; two; exchanges, terms. Ward and Company, 5 Upper Richmond Road, East Putney. Putney 2818. 75-44

FORD 8, 1933 saloon, taxed year, late type, £99; exchanges. Allery and Bernard, 344 King's Road, Chelsea. Flaxman 4633. 75-1889

FORD. A bargain!!! Absolute snip. Unrepeatable. 1933 model Tudor 8 h.p. saloon, brown, magnificent throughout, £85; no offers. Harry Nash, 348 King Street, Hammersmith. 75-1885

FORD, 1933 Tudor 8 h.p. saloon, dark blue, mileage under 6,000, faultless order, any trial, £93. Smith, 407 Edgware Road. 75-976

FORD, 1933, 8 h.p., "Fordor" de luxe sun saloon, beautiful condition, £110. Newnham, 237 Hammersmith Road, London, W.6. Riverside 4646. 75-1845

FORD. £9 deposit, or 95 guineas cash. 1933, 8 h.p. Tudor saloon, blue and cream very carefully used, almost new; exchanges; list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 75-116

FORD. Barter and Rowson offer:—

Ford, 8 h.p. saloon, 1933, 4,000 miles only, finished blue with special upholstery, just run in, taxed year, £98; exchanges and terms. 202 East Hill, S.W.18. Battersea 3065. 75-192

FORD 1933 8 h.p. four-door saloon, cost with tax £138 10s., used few hundred miles, otherwise as brand new, accept £115; liberal exchanges, terms. Whitty's, 7 The Vale, Acton, W.3. She. 1513. 75-1823

FORD 8 h.p., blue, indistinguishable from new, perfect, just decarbonized, licensed, insured, £95 or offer. Williams, 6 Oaktree Drive, Tottenham Lane, N.20. 75-475

FRAZER-NASH cars have for disposal several used cars which have been reconditioned and mechanical fitness guaranteed; full particulars on application to Falcon Works, London Road, Isleworth. Hounslow 3171-2. zzz-524

FRAZER-NASH two-stroke four-seater, Anzani 11.9 s.v. engine, Lucas headlamps, black and red, extremely fast, 35 guineas. Camden Motors, Buck Street, Camden Town. 75-189

FRAZER-NASH, special 75 m.p.h. super-sports underslung two-seater, rebuilt and first registered 1933, cycle-type mudguards, well-based wheels, extremely attractive car, £30; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 75-164

G.N., four-cylinder, good condition, four new tyres, £8. Wolfe, 6 Uxbridge Road, Hanwell, London. Ealing 0171. 75-g803

GWYNNE 10, late 1928 de luxe four-seater, splendid condition, very fast, £35; exchanges or deferred terms. Cummings, 101 Fulham Road, London, S.W.3. 75-923

GWYNNE chummy, £12; 8 h.p., dynamo lighting, fast, light four-seater. Frazier Garage, Oakley Street, Waterloo, S.E. 75-33

HILLMAN, 1933 (March) Minx saloon, bumpers, as new, bargain, price £125; exchanges. Allery and Bernard, 344 King's Road, Chelsea. Flaxman 4633. 75-1893

HILLMAN Minx, 1933 model, saloon de luxe, excellent condition, £138.

1932 Hillman Minx saloon, sliding roof, bumpers, £119. H. A. Saunders, 330 Euston Road, N.W.1. Museum 4511. 75-8

HILLMAN. 1933 Minx saloon de luxe, four-seater, black-brown, new, actually in stock; exchanges, deferred; £181 10s. Below.

1933 Minx saloon, black-brown, bumpers, mileage very small, A1 throughout, guarantee given, £127. Below.

1933 Minx saloon de luxe, blue-black, Triplex, bumpers, quite unblemished, any trial and guarantee, £142. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 75-967

HILLMAN Minx, 1933, de luxe, sunshine saloon, low mileage, one owner, £148; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 75-60

HILLMAN. South London Motors, 516-522 Streatham High Road, S.W.16. Pollards 4444. Branches: Beckenham 2227; Wallington 4044.

1932 Hillman Minx, coachbuilt saloon, one owner, scrupulously kept, written guarantee, £112; unique deferred terms. 75-100

HILLMAN Minx saloon, 1933 model, one owner, carefully used since new, £138. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone, Tulse 6464-5. 75-183

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

HUMBER 9, £119 10s.; 1930, four-door coachbuilt saloon, several extras, indisputably as new throughout. Ward and Company, 5 Upper Richmond Road, East Putney. Putney 2818. 75-37

HUMBER, 1929, 9 h.p., coachbuilt safety saloon, recently overhauled, one owner, £75. Sloane Square Motors, 18 Culford Gardens, S.W.3. 75-949

HUMBER, 1928, 9-20 four-seater tourer, brown, recently overhauled, coachwork perfect, good tyres, beautifully kept, taxed year, £47. Smith and Hunter, 407 Edgware Road. 75-963

HUMBER, £18; 8 h.p. two-seater, just been rebored, new hood, balloon tyres, leather upholstery, 45 m.p.g. Baronsfield Motors, St. Margaret's, Twickenham. Popesgrove 1498. 75-g831

HUMBER 8, two-seater, starter, in excellent condition, £8 10s. 192 Larkhall Lane, Clapham, S.W.4. 75-g826

HUMBER, 9-28, late 1930 sunshine saloon, privately owned, £90; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 75-153

HUMBERS under £100. See page 20. 75-854

JOWETT special bargains to save money on page 18. 75-1861

JOWETT. Manchester. 1929, 1930, 1931, 1932 saloons and tourers always in stock. Distributors for Lancashire, Cheshire and North Wales, Saxon Jefferis, Ltd., Deansgate. Bla. 1122-5. zzz-927

JOWETT? Why not now? New saloons in stock; second-hands from £40. We are old Jowett specialists and will please you. Buntings Exchange, Wealdstone, Harrow. 75-177

JOWETT, £49; exchange terms!!! 1929, long saloon, beautiful condition throughout. Chidley, 579b High Road, Tottenham. Phone 2920. 75-150

JOWETT, 1927, two-seater, short chassis, good tyres, new hood, etc., £17. Randalls, High Street, Wandsworth. Battersea 2618. 75-130

JOWETT, £37 10s.; long chassis tourer, magnificent condition. Chantry Motors, Ltd., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 75-136

JOWETT, 1928, 7 h.p. two-seater, taxed and in very good condition, bargain, £21. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 75-146

JOWETT, 1931 Black Prince long-chassis four-door saloon, wire wheels, excellent car, £75. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 75-93

JOWETT, 1929, four-seater, four-door tourer, f.w.b., disc wheels, etc., perfect condition, taxed and insured, £37 10s.; exchanges and deferred. Palmers, 53 York Street, Twickenham. Popesgrove 1454. 75-75

JOWETT. A.V. Motors, Ltd., Jowett car specialists. A choice of all models from £12 to £110; exchanges and terms. A.V. Motors, Ltd., 5-11 Park Road. Phone, Kingston 0710. 75-70

JOWETT, 1932, long coachbuilt sun saloon, finished blue, perfect condition, one owner, £122 10s.; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 75-62

JOWETT. £3 deposit, or 29 guineas cash. 1929 model, fabric four-seater, very good condition; exchanges. Rowland Smith, below.

£3 deposit, or 19 guineas cash. Jowett, 1927, long four-seater, exceptional condition; exchanges, list. Weekdays, Saturdays 9-9; Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 75-113

JOWETT, 1928, 7 h.p., long chassis two-seater, very good condition, £20. A.Z. Motors, Ltd., 62 High Road, Chiswick. 4716. Open Sundays, 10-2. 75-925

JOWETT, £22. 1927 long two-seater, exceptional condition, new hood and tyres, taxed, insured. 28 Derwent Gardens, Woodford Avenue, Ilford. 75-g699

JOWETTS under £100. See page 20. 75-855

JOWETT. F.O.C.H., Ltd., Jowett specialists. 1933 models stocked. Comprehensive selection of guaranteed second-hand Jowetts. Free list.

F.O.C.H. 1933 7 h.p. de luxe long-chassis four-door coachbuilt saloon, blue, sliding roof, Magna wheels, rear tank, rexine, one owner, carefully used, practically new condition, 138 guineas.

F.O.C.H. 1933 7 h.p. de luxe long-chassis four-door coachbuilt saloon, maroon, sliding roof, Magna wheels, rear tank, moquette, one owner, practically new condition, 136 guineas.

F.O.C.H. 1933 7 h.p. Flying Fox de luxe two-seater semi-coupe, maroon, four-speed, Magna wheels, bumpers, aluminium cylinder heads, special exhaust system, genuine 60 m.p.h., one owner, 2,000 miles only, cost over £160, 129 guineas.

F.O.C.H. 1932 7 h.p. 7-cwt. commercial van, f.w.b., 70 cubic ft. capacity, very good condition, 75 guineas.

F.O.C.H. 1931 7 h.p. short-saloon, brown, f.w.b., detachable heads, exceptional condition, 64 guineas.

F.O.C.H. 1930 7 h.p. long four-seater, f.w.b., free wheel, good tyres, carefully used, exceptional condition, 49 guineas.

F.O.C.H. 1929 (late) 7 h.p. long two-seater and dickey, blue, f.w.b., very carefully used, superb condition, 45 guineas.

F.O.C.H. 1929 (late) 7 h.p. long-chassis two-seater and dickey, blue, f.w.b., single-panel screen, excellent tyres, exceptional condition, 36 guineas; exchanges, deferred. 5-5 Heath Street, N.W.3. Hampstead 2215-6. Open Sunday mornings. 75-1830

JOWETT, 28 guineas; exchanges; 1928 long chassis four-seater very nice condition. Maynards, 241a High Road, Wood Green. 75-917

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

JOWETTS. Write us re your Jowett enquiries. We specialise in these cars, new and used.

Write for catalogue, suggest a convenient time and we will call and see you.

We can offer one very special 1932 long saloon, sliding roof, rexine upholstery, rear tank, small mileage, under 10,000, taxed year, in truly exceptional condition, and has been carefully used and not overdriven, £120.

1926 long two-seater, rebored, £18, long four-seater, five excellent Dunlop tyres, taxed year, new hood, exceptional paintwork, carrier, leather upholstery, £22. Pater, Jowett Specialist, Bedford. Phone 3319. 75-g749

LANCHESTER 10 1933 coachbuilt dark blue sunshine saloon, mileage 1,700, taxed to end of year, absolutely as new, bargain, £246, no offers. Phone, Feltham 12. Smiths Garage, Staines Road, Bedford, Middlesex. 75-d738

LEA-FRANCISES under £100. See page 20. 75-856

LEA-FRANCIS, £6 deposit, or 59 guineas cash. 1928, 12-40 h.p., fabric sports saloon, exceptional condition; exchanges; list. Week-days, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 75-115

LEA-FRANCIS, 1926, two-seater, in perfect condition throughout, any trial, £22 10s. Auric, Engineering Works, Ltd., 336 Goldhawk Road, W.6. Riverside 1306. 75-980

LEA-FRANCIS special bargains to save money on page 18. 75-1862

LEA-FRANCIS 1926 12-22 sports two-seater, fine order, £25; low de posits; exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 75-878

LEA-FRANCIS 1927-8 12-50 h.p. Brooklands Sports four-seater (special body), fitted twin carburettors, vacuum servo, wire wheels, leather upholstery, practically new tyres, etc., painted maroon, £48; three months' written guarantee; own simple hire-purchase system. References, guarantors, etc., unnecessary; immediate insurance cover effected on premises. Ruffell's Motors, White Hart Lane, Barnes, S.W.13. Prospect 5549. 75-870

MARENDAZ 1930 Special 11.9 four-cylinder sports three-four-seater, pneumatic upholstery, etc., four speeds, hydraulic brakes, etc., engine just completely reconditioned in our own works, rebored, fitted Aerolite pistons, new bearings, timing chains, etc., whole car in new condition throughout, £145; exchanges, deferred. Park Garage, Skelton's Lane, Leyton. Leytonstone 1437. zzz-796

M.G. Midget special bargains to save money on page 18. 75-1863

M.G. Midget 1930 sportsman's coupe, splendid condition, £65; ex- changes. Thompsons, 162 High Street, Tooting. Streatham 8260. 75-832

M.G. Midget coupe, June, 1930, new tyres, taxed year, terms arranged, £77. Ward, Blythburgh, Polworth Road, Streatham. 75-x875

M.G. Midget, 1932 coachbuilt two-seater, black and blue, showroom condition, £128; motorcycles exchanged, terms. Broadway Moto- 65 High Street, Hounslow. Phone 0175. 75-197

M.G.s under £100. See page 20. 75-857

M.G. Andrew of Mortlake offers:-

The cleanest 1930 Midget sports two-seater advertised this week, large sump, ribbed drums, at £70; self-financed terms; generous exchanges. Write for particulars. 37 Sheen Lane, Mortlake (Station). Prospect 3532. 75-957

M.G. Lionel H. Pugh—the name synonymous with the best.

1933 M.G., J2 model, practically brand new, bargain; exchanges.

1932 (July) M.G. Midget two-seater, mileage 8,000, otherwise new, £119. Lionel H. Pugh, 56 South Molton Street, W.1. Mayfair 4453. 75-1857

M.G.s. List free. Terms, exchanges. Rowland Smith, below.

£12 deposit, or 125 guineas cash. Magna, 1932 model sports four-seater, black and red, exceptional condition.

£15 deposit, or 155 guineas cash. Midget, 1933 de luxe J2 two-seater, duo-green, specially tuned engine, outside exhaust, stoneguards, racing screens, very fast, exceptional condition.

£9 deposit, or 89 guineas cash. Midget, 1931 model, sunshine coupe, black and green, carefully used, exceptional condition.

£8 deposit, or 85 guineas cash. Midget, late 1931, sports two-seater, grey, exceptional condition.

£7 deposit, or 69 guineas cash. Midget, 1930, sports two-seater, green, exceptional condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week- days, Saturdays 9-9, Sundays 9-1. Hampstead 6041-6. 75-112

M.G. Midget. South London Motors, 516-522 Streatham High Road, S.W.16. Pollards 4444. Branches: Beckenham 2227, Wallington 4044.

1933 M.G. Midget, J2, two-seater, indistinguishable from new through- out. Dunlop competition tyres, full guarantee, £165; unique deferred terms. 75-102

M.G., 1931, 8 h.p., Midget sports two-seater, in very fine condition, spare on tail, many extras, bargain, £89. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 75-147

M.G. Harold Symons, Ltd., have two exceptional cars, 1932, coach- built two-seater, black and green, £125.

1931 coachbuilt sunshine sports coupe, black and red, £118. Both the above cars have been in very careful hands and have not been "flogged." 311 Euston Road, N.W.1. Museum 4128-9. 75-142

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

M.G. Broadway Motors, The M.G. people.

1932 Magna University drop-head Foursome coupe, royal blue and black, very fine condition, £185.

1932 Magna Foursome sun coupe, taxed, excellent condition, choice of three, from £175.

1932 M.G. Magna, Abbey four-seater open sports, grey and blue, prize winner in Concours d'Elegance, taxed, £165.

1932 Magna International open four-seater sports, black and red, mag- nificent car, taxed year, unscratched, £165.

1932 Midget sports two-seater, black and green cellulose, special ex- haust, spotlight, Bosch wiper, very fast, taxed, one owner, £130 and £128.

1931 Midget, specially wide, two-seater sports body, with folding hood, special screen, really new tyres, taxed, colour maroon, an exceptional car, with advantages over the Standard Midget body, £97 10s.; motor- cycles in exchange. 167 Great Portland Street, W.1. Welbeck 8847. 75-156

M.G. Ward and Company offer:

£345 10s. 1932 M.G., Mark II, four-door saloon de luxe, black sliding roof, in exceptional order. Below.

£149 10s. 1932 M.G., Magna, Abbey sports four-seater, large rear tank, numerous extras, 100 per cent. condition throughout. Below.

£151 10s. 1932 Magna special sports four-seater, fully equipped, numerous extras, low mileage, 1933 condition throughout, exchanges; another, blue, taxed year, £162 10s.; self-financed, deferred payments. Ward and Company, 5 Upper Richmond Road, East Putney. Putney 2818. 75-4

M.G. Brooklands Motor Company, specialists in M.G. cars, offers:

1933 J.I. four-seater, colour green, small mileage, exceptional condition, £175. Below.

1932 Magna four-seater sports, colour black and green, small mileage, £160; another, colour black and blue, £165. Below.

1932 Magna foursome coupe, black and blue, small mileage, in excep- tionally nice condition throughout, £175. Below.

1932 Magna Carlton foursome coupe, colour two tone red, small mile- age, excellent condition, £185. Written guarantee, exchanges and private deferred terms. 331 Euston Road, N.W.1. Museum 5143-4. 75-52

M.G. Midget, 1930 sports two-seater, green, very fast, excellent con- dition throughout, £72 10s. A.Z. Motors, Ltd., 62 High Road, Chis- wick. 4716. Open Sunday mornings. 75-991

M.G. Midget, 1933, J2, low mileage, taxed year, £165. H. A. Saun- ders, 330 Euston Road, N.W.1. Museum 4511. 75-9

M.G. Magna, 1933, two-seater, like new, £190; also a 1932 four-seater M.G. Magna, in black and green, 150 guineas. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 75-17

M.G. Magna, 1932, sportsman's coupe, 12 h.p., coachbuilt, sun roof, 159 guineas. Denmans, 132-3 Long Acre, W.C. Open Sunday morn- ings. 75-35

M.G. Midget, 1932, long chassis coachbuilt four-seater, black-red, wire wheels, carefully used vehicle, any trial, £140. Below.

1932 (June) coachbuilt two-seater, black-red, upholstery and wire wheels, 8,000 miles, showroom condition throughout, one owner, £125. Below.

1931 two-seater, green, upholstered to match, nearly new tyres, privately owned throughout, attractive order, £90. Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 75-972

M.G., 1932 midget, coachbuilt sunshine coupe, powerplus supercharger, small mileage, 70 m.p.h., £150; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 75-947

M.G., 1933 J2 de luxe two-seater, one owner, numerous extras, £139; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 75-945

M.G. 1931 Sports two-seater, in perfect condition, fitted two h.f. horns, stoneguard, etc., host accessories, specially tuned, attractively cellulosed in red and cream, £90; three months' written guarantee; own simple hire-purchase system. References, guarantors, etc., unnecessary; im- mediate insurance cover effected on premises. Ruffell's Motors, White Hart Lane, Barnes, S.W.13. Prospect 5549. 75-869

M.G. 1933 J1 four-seater, mileage 3,000 only, entirely as new through- out, supplied and serviced by us and specially recommended, £175. Paul and Co., 63 The Mall, W.5. Phone, Ealing 4633. 75-887

M.G. Midget, 1932, black and red fabric two-seater; this car has had only one owner and is equal to new in every respect, open to any inspec- tion, £105. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426. 75-808

M.G. Midget, 1930, rebored June, taxed, insured, three new tyres, £73. 63 High Street, Watford. 75-g761

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 Service Depot. Official appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second- hand machines always in stock, trade supplied. Official agents. Homac's, 243 and 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. zzz-955

MORGANS in Yorkshire. For easiest terms and highest possible ex- change allowances, try Marsdens, St. Michael's Lane, Headingley, Leeds. zzz-560

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

MORGANS. Maskell for Morgans.

All new models in stock for immediate delivery.

1933 super-sports, 10-40 J.A.P. three speeds, two-colour green, £110, four in stock to select from, all different colours.

1933 Family, w.c., three-speed, demonstration model only, £90.

1933 van, 8 h.p. J.A.P., three-speed and reverse, brand new and unregistered, £75.

1932 sports Family, 10 h.p. o.h.v. J.A.P., three-speed and reverse, one owner, £75.

1932 super-sports, 10 h.p. o.h.v. J.A.P., three-speed and reverse, many extras, £80.

1931 Family, 8 h.p. J.A.P., like new, £60.

1929 de luxe, 10 h.p. o.h.v. J.A.P., starter, repainted, perfect, £50.

1927 Aero, 10 h.p. o.h.v. J.A.P., repainted blue, £35.

1926 Aero, 9 h.p. o.h.v. engine, f.w.b., bumper bar, dynamo, many extras, £30.

1926 Family, w.c. J.A.P., f.w.b., perfect, £27.

1927 de luxe, 8 h.p. J.A.P., repainted, £20.

Maskell for Morgans, Ltd., the Morton distributors, 6 and 8 Station Road, Camberwell, S.E.5. Phone, Brixton 5725. 75-874

MORGAN, 1932 super-sports, numerous extras, very fast, first-class condition all round, £97 10s. 10 Frazer Road, Cambridge. 75-846

MORGAN, 1929 Aero super-sports, Anzani engine, excellent condition throughout, just overhauled and repainted, £35 for quick sale. 57 Victoria Road, Acocks Green, Birmingham. 75-g472

MORGAN, 1925 model Aero, w.c. J.A.P., dynamo lighting, two new tyres, £14. 75 Heath Street, Hampstead, N.W.3. 75-882

MORGAN. Lane Motors for Morgans.

1930 Family, J.A.P., water-cooled, starter; several from 39 guineas.

1929 Aero, o.h.v. J.A.P., absolutely perfect; several from 45 guineas.

1929 super-sports, very fast; several from 45 guineas. Terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 75-1816

MORGAN, 1926 Aero (red), 10 h.p. o.h.v. J.A.P. w.c. front-wheel brakes, dynamo lighting, speedometer, new tyres, hood, bumper, taxed, insured, £29. 29 Canonbury Park North, N.1. 75-g748

MORGAN, 1928 Family, front-wheel brakes, starter, insured, taxed, year, perfect order, £30. 15 Normanshire Drive, South Chingford. 75-g739

MORGAN, 1928 Aero J.A.P., excellent condition, overhauled, £35; exchanges. 2 Pepsys Road, Raynes Park Station. Wimbledon 4941. 75-g754

MORGAN, Aero Special, fitted w.c. Anzani o.h.v. eight-valve aircraft engine, only one on the road, very fast, powerful, orange and red, splendid condition, front-wheel brakes, bumpers, clock, speedometer, many extras, new tyres, one of smartest on the road, taxed till September, insured December, would exchange for small sports car, Amilcar or Salomon, etc., in good condition. H. E. Cox, 2 Springfield, Swan Road, Hanworth, Middlesex. 75-g504

MORGAN. Naylor and Root, Ltd.,

Largest Morgan stockists in England.

Chartered Accountant certifies that on the 31st May, 1933, we had 66 (sixty-six) three-wheelers actually on our premises, 23 of which were sold awaiting delivery. Proof positive.

Remember that we cannot possibly advertise every model in stock, as many of the following are offered in duplicate.

Deferred terms extended over any period to 18 months with only 25 per cent. deposit, including insurance.

Generous allowance made for your present car, motorcycle, Morgan or B.S.A. three-wheeler in exchange. Send for list and quotation.

£115. 1933 super-sports, 1,700 miles, taxed December.

£109. 1933 super-sports, 6,000 miles, duo tone.

£89. 1932 super-sports, three-speed, choice three.

£75. 1931 super-sports, M chassis, starter.

£67. 1930 super-sports, M chassis, special job.

£79. 1932 Aero o.h.v., three-speed, small mileage.

£72. 1932 Aero, s.v. J.A.P., cream, taxed December.

£67. 1931 Aero, o.h.v., M chassis, starter.

£59. 1930 Aero, o.h.v., M chassis, duo tone.

£57. 1930 Aero, s.v., M chassis, duo blue, smart.

£49. 1929 Aero, s.v. J.A.P., many extras, maroon.

£42. 1928 Aero, o.h.v. J.A.P., extras, choice three.

£34. 1927 Aero, o.h.v. Anzani, good tyres, taxed.

£79. 1932 sports Family, o.h.v., three-speed, etc., as new.

£85. 1933 Family, s.v., three-speed, spare wheel, as new.

£69. 1932 Family s.v., four-speed, starter, sidescreens, etc.

£60. 1931 Family, s.v., M chassis, starter, taxed December.

£49. 1930 Family, w.c. J.A.P., sidescreens, smart car.

£39. 1929 Family, s.v. J.A.P., very clean, taxed December.

£32. 1929 Family w.c. J.A.P., geared, hood, repainted.

£24. 1927 Family, s.v. J.A.P., good tyres, very clean.

£47. 1931 de luxe, w.c. J.A.P., starter, very smart.

Naylor and Root is a household name with all Morgan owners, and they will tell you that better value cannot be obtained elsewhere.

Naylor and Root, Ltd., Morgan Specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. Baitsea 5272 (seven lines). Open 9 to 8, Wednesday 1 p.m., Sundays 10 to 1. 75-1873

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

MORGANS. Homacs have for disposal the following guaranteed Morgans:-

1933 Sports Family, 10-40 h.p. o.h.v. J.A.P., three speeds and reverse, interchangeable wheels and spare, mileage only 3,066; absolutely as new, taxed year, £97 10s.

1932 Super-sports, 10-40 h.p. o.h.v. J.A.P., three speeds and reverse, starter, perfect, £92 10s.

1932 Super-sports, 10-40 h.p. o.h.v. J.A.P., three speeds and reverse, very fast, gorgeous engine, many extras, £89 10s.

1930 Super-sports, 10-40 h.p. o.h.v. J.A.P., M chassis, starter, taxed and insured for rest of year, £72 10s.

1928 Family, 8 h.p. J.A.P., dynamo, front-wheel brakes, taxed and insured, £25 10s.

1927 Aero, o.h.v. J.A.P., front-wheel brakes, good tyres, perfect throughout, £42 10s.

1927 Aero, o.h.v., tyres as new, front-wheel brakes, fullest equipment, £42 10s.

1926 Grand Prix, 8 h.p., large port w.c. J.A.P., dynamo, many extras, very nice, £19 10s.

Exchanges or terms arranged on any of the above.

Homacs, Official London Morgan Service Depot, 245-247 Lower Clapton Road, E.5. Phone, Clissold 9616-9617. 75-1819

MORGAN, de luxe, £9; J.A.P., special tail, interior hand brake, seven electric lamps, dynamo, outside gear change, speedometer, mechanical oiling, two chains and gears. 14 Lambourn Road, Clapham. 75-g797

MORGAN. 1929 Family four-seater, water-cooled J.A.P., f.w.b., dynamo, speedometer, good tyres, A1 lot, £58. Below.

1926 (March) two-seater, w.c. J.A.P., very good tyres, one change ownership, £18. Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. 75-959

MORGANS. 1925 Aero, 8 h.p., w.c., o.h.v. Anzani, black and yellow, chromium nickel, good tyres, £25.

1926 Aero, 8 h.p., o.h.v. Anzani, f.w.b., fully equipped, taxed, £30.

1927 Family, 8 h.p. J.A.P., f.w.b., recellulosed, new hood, good runner, £28.

1930 Family, 8 h.p., J.A.P., f.w.b., fully equipped, original tyres, £42, colour red.

1930 Family, 8 h.p. J.A.P., f.w.b., geared steering, recellulosed, perfect, £40.

1933 Family, brand new, 8 h.p., w.c., side-salve engine, complete, £105.

All the above second-hand cars are in sound running order. F. H. Douglas, The Morgan Specialist, St. Mary's Square, Ealing, W.5. Ealing 6470. 75-950

MORGAN, 1926 (March), two-seater, water-cooled J.A.P., very good tyres, sound runner, one change ownership, £18. Smith, 407 Edgware Road, London. 75-964

MORGANS. List free. Terms, exchanges. Rowland Smith. Below.

£11 deposit, or 112 guineas cash. 1933 super-sports, specially tuned racing J.A.P., black and green, three-speeds and reverse, spare wheel, electric starter, reduced steering, outside exhausts, hood, one owner, run a few miles only, brand new condition, year's tax.

£6 deposit, or 65 guineas cash. 1931 (registered 1932) super-sports, specially tuned racing, o.h.v. J.A.P., dual green, straight-through exhausts, hood, cycle-type wings, exceptional condition.

£4 deposit, or 37 guineas cash. Late 1927, Aero, racing o.h.v. J.A.P., cream and maroon, f.w.b., straight-through exhausts, hood, exceptional condition.

£3 deposit, or 19 guineas cash. Late 1928 two-seater, J.A.P., dynamo, exceptional condition.

15 guineas 1926 Family, 8 h.p., J.A.P., dynamo, very good condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays 9-9, Sundays 9-1. Hampstead 6041-6. 75-114

MORGAN, £17; exchanges!!! 1928 de Luxe, J.A.P., f.w.b., insured, any test. Chidley, 579b High Road, Tottenham. Phone 2920. 75-151

MORGAN, special sports two-seater, fitted 1928 water-cooled J.A.P. engine, starter and dynamo, fast car, £15 10s. 14a Buck Street, Camden Town. 75-190

MORGAN, Aero, 1927, o.h.v. J.A.P., f.w.b., good condition, taxed September, £27. 187 Byron Road, Wealdstone. 77-g821

MORGAN, 1926, family, 18 guineas; also 1927 family Omega three-wheeler, 16 guineas; exchanges, deferred. Millar's, 365 London Road, Mitcham. Phone 0829. 75-180

MORGAN, 1930, family four-seater, 8 h.p., J.A.P. starter, side-screens, one owner, £59. Below.

Morgan, 1928 family, 8 h.p., water-cooled, J.A.P., well shod, f.w.b., £25. Motorcycles exchanged, terms. Broadway Motors, 65 High Street, Hounslow. Phone, 0175. 75-195

MORRIS Minor sunshine saloon, 1933 model, blue, mileage 4,000, £99; instalments, exchange. Sutton, 79 Davies Street, W.1. Mayfair 4748. zzz-791

MORRIS Minor, 1931 (June), fabric two-seater sports, black and maroon, condition equals new, one owner, small mileage, wants exchange, £62 10s. Harry Nash, 348 King Street, Hammersmith. 75-1884

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

MORRIS Minor. F. G. Smith (Motors), Ltd. Self-conditioned Morris Minors, 1929 saloons from £55; 1930 saloons from £70; 1931 saloons from £90, with sliding roof; extended payments and trial. High Road, Goodmayes. Phone, Seven Kings 1000 (7 lines). zzz-762

MORRIS Minor, £42 10s. 1929 saloon, excellent mechanically and externally; three in stock; from £42 10s. Below.

£77 10s. 1932 Morris Minor, coachbuilt saloon, small mileage, black; another, blue, £82 10s., sun roof; choice of five; exchanges, terms.

Ward and Company, 5 Upper Richmond Road, East Putney. Putney 2818. 75-36

MORRIS 10, 1933 sunshine saloon de luxe, blue, mileage 8,500, one owner, faultlessly kept, usual guarantee, £139. Smith and Hunter, Ltd., 407 Edgware Road. 75-971

MORRIS Minor special bargains to save money on page 18. 75-1864

MORRIS Minor. 1933 sunshine saloon, black-green, mileage 4,000, perfect in every way, £105. Below.

1933 two-seater, four-speed, black-green, carefully used, performance equal to new, £84. Below.

1932 (May), sunshine saloon, black-green, one private owner, mileage 12,000, A1 lot, £83. Below.

1932 sun saloon, blue, very carefully used, taxed December, usual guarantee, £88. Below.

1932 (July), two-seater, blue, one private owner, little used, still original tyres, £68. Below.

1931 sunshine coachbuilt saloon, dark maroon, good tyres, Triplex throughout, £65. Below.

1931 fabric saloon, o.h.v., black-red, splendidly kept order, overhauled, most reliable car, £57. Below.

1930 four-seater tourer, dark blue, perfectly kept, good all-weather equipment, taxed year, £55. Below.

1930 (June) coachbuilt sunshine saloon, Triplex throughout, bumpers, splendidly equipped, one owner, £53. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 75-974

MORRIS Family Eight, 1932, sunshine four-door saloon, black-green, one private owner since new, unblemished condition, full guarantee, £105. Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. 75-975

MORRIS Minors. Kirk and Co. Compare our prices!!

Written guarantee for three months.

62 guineas. 1931 coachbuilt sun saloon, carefully used. (Paddington.)

59 guineas. 1931 o.h.v. special two-seater, numerous extras, low mileage. (Highbury.)

57 guineas. 1931 fabric saloon, smart car, bargain. (Paddington.)

47 guineas. 1930 fabric saloon, splendid value. (Paddington.)

45 guineas. 1930 saloon, carefully used, worth examination. (Highbury.)

39 guineas. 1929 saloon, brown fabric, splendid order. (Paddington.)

Kirk and Co. for generous exchange allowances; deferred terms made simple. Communicate with us. Distance no object. 28, 30, 32 Highbury Corner, N.5 (North 4784), and 22, 49 Praed Street, W.2 (Paddington 6049). Close 8 p.m. Sundays, 10 a.m. until 1 p.m. 75-921

MORRIS Minor, 1930½, o.h.v. saloon, bumpers, Triplex shock absorbers, excellent appearance, any trial, 43 guineas. 352 High Road, Willesden Green, N.W.10. Willesden 2469. 75-1831

MORRIS Family Eight, £85; 1932, four-door coachbuilt saloon, sunshine roof, low mileage, spare unused, new condition throughout; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 75-1876

MORRIS Minor, 1930 safety saloon, finished blue, chromium, 42 guineas; also 1929 saloon, 34 guineas; exchanges, instalments. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2365. 75-937

MORRIS Family Eight, 1933 four-door saloon, practically brand new, £119. Lionel H. Pugh, 56 South Molton Street, W.1. Mayfair 4433. 75-1853

MORRIS. Cooke's Motors offer Morris Minor saloons, 1929 fabric, just overhauled, with sunshine roof, £45; also 1932 coachbuilt, sunshine roof, £79; and one £75. Sutton, Surrey. Phone, 3800. 75-999

MORRIS. Rhinds for Morris Minors.

MORRIS Minor, 1931, coachbuilt, sunshine roof, excellent condition, £69; exchanges, deferred.

1931 Morris Minor, side-valve, coachbuilt two-seater, bargain, £55.

1930 Morris Minor o.h.v. saloon, carefully used, bargain, £48.

1930 Morris, 8 h.p., o.h.v. sports two-seater, very smart condition, £49.

Exchanges, deferred. Motorcycles in part exchange. Phone, Blackfriars 9352. Rhinds Motors, Ltd., 259 Deansgate, Manchester. 75-1851

MORRIS Minor, 1932, coachbuilt saloon, sun roof, practically new condition, 80 guineas. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 75-25

MORRIS Minor, 1931, coachbuilt sunshine saloon, Triplex, excellent appearance and condition, £57. 32 Hamlet Gardens, Hammersmith. 75-g795

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

MORRIS Minor. Andrews, of Mortlake, offers:-

1932 two-seater (cleanest model advertised) at £75; also

Full range of models from £40, taxed, insured and guaranteed before and after sale. Over 80 cars in stock; self-financed terms from £8; generous exchanges. Write for particulars. Open Sundays to 12.30. 37 Sheen Lane, Mortlake (Station). Prospect 3332. 75-955

MORRIS. Newnhams for good Morrisises at right prices; few examples below but full list on request; self-financed terms and generous exchange allowances.

1933 Family Eight, coachbuilt sun saloon, black and green, beautiful condition, £118.

1932 8 h.p. coachbuilt sun saloon, particularly smart little car, £78.

1931 8 h.p. fabric saloon, first-class appearance, etc., £55.

1930 8 h.p. coachbuilt sun saloon, moderate mileage only, £52.

Newham House, 237 Hammersmith Road, London, W.6. Riverside 4646. 75-1840

MORRIS Minor, 1930 Arrow sports two-seater, cream and green, £55; exchanges. 2 Pepys Road, Raynes Park Station. Wimbledon 4941. 75-g755

MORRIS. Whitbys, of Acton.

Exceptional opportunity! 1933 Morris Minor de luxe saloon, coachbuilt, with sun roof, green interior, black bodywork, list £125, only run about 800 miles and as brand new, accept 99 guineas; exchanges, terms. Whitbys, 7 The Vale, Acton, W.3. She. 1513. 75-1824

MORRIS Minor, 1932 special close-coupled sportsman's four-seater coupe, leather upholstery, sunshine roof, many extras, 89 guineas. W.J.C. Motors, 225 Hammersmith Road, W.6. Riverside 4788. 75-1822

MORRIS Minor, 1930 fabric saloon, excellent runner, £50. Below.

1930 Morris Minor four-seater tourer, definitely practically indistinguishable from new, £50. Below.

1931 Morris Minor, o.h.v., sports two-seater, £65; terms, etc. A.Z. Motors, 180 West End Lane, N.W.6. Hampstead 0523. Sundays 11 to 2.30. 75-899

MORRIS Minor Arrow sports two-seater, 1930, black and red, £49. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426. 75-805

MORRIS Minor, 1929, four-seater, recellulosed, exceptional condition throughout, £34. Paul and Co., 53 The Mall, W.5. Phone, Ealing 4633. 75-889

MORRIS Minor, 1929 fabric saloon, small mileage, excellent condition, £37 10s. I.D.L., 19a Carlyle Square, S.W.3. Flaxman 6622. 75-841

MORRIS Minors. List free. Terms, exchanges. Rowland Smith, below.

£8 deposit, or 85 guineas cash. 1933 model, two-seater, green, four-speeds, one owner, run a few miles only, brand new condition.

£6 deposit, or 65 guineas cash. 1932 model, van, one owner, carefully used, very exceptional condition.

£5 deposit, or 52 guineas cash. 1931, coachbuilt sunshine saloon, very good condition.

£4 deposit, or 39 guineas cash. 1929, fabric saloon, very good condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays 9-9, Sundays 9-1. Hampstead 6041-6. 75-121

MORRIS Minor, 1931, coachbuilt sunshine saloon, finished deep maroon, splendid condition throughout, choice of three, £62 10s.; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 75-65

MORRIS Minor, 1932, coachbuilt saloon, blue, one owner, first-class condition, £79; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 75-64

MORRIS Minor, 1930 (late), four-seater, new tyres, excellent condition, £42 10s. Below.

MORRIS Minor, 1931, s.v. saloon, taxed, very clean and good car, £55. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 75-94

MORRIS Minor, 1932 model, 8 h.p. s.v. two-seater, small mileage, as new, £65. Gatehouse Motors, Hinggate Village, N.6. Phone, Mountview 4444. 75-148

MORRIS Minor tourer, fully equipped, bumpers, etc., £39. Chantry Motors, Ltd., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 75-135

MORRIS Minor, 1933 two-seater, red, mileage 800, as new, complete with all-weather equipment, taxed for the year, perfect motorcar, bargain, price £92 10s.; exchanges, deferred; motorcycles accepted in part. W. E. Humphreys, Ltd., 122 Hampstead Road, N.W.1. Phone, Museum 9515. 75-137

MORRIS Minor, 1932, s.v. coachbuilt sunshine saloon, very carefully used, in magnificent condition throughout, £85; exchanges, deferred; motorcycles accepted in part. W. E. Humphreys, Ltd., 122 Hampstead Road, N.W.1. Phone, Museum 9515. 75-138

MORRIS Minor, two-seater, 1932, £65; excellent condition. Denews Motors, 1 Bush Hill Parade, N.9. Phone, Enfield 2625. 75-162

MORRIS Minor, saloon, 1930, £35; exchanges arranged. Snows, 42a Wilton Road, Dalston, E.8. Clissold 8645. 75-160

MORRIS Family Eight, 1932, coachbuilt sun saloon, one owner, as new, £97; exchanges, deferred. Himing, High Street, Ewell. 75-55

MORRIS Minor, 1931, o.h.v., sunshine coachbuilt saloon, maroon, what offers? or would exchange three-wheeler trader's van. Whitney, Mead Vale, Orchard Road, Margate. 75-876

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

SINGERS.

£45. 8 h.p. saloon, excellent chassis and appearance.

£120. 9 h.p. special saloon, taxed, as new.

New models in stock for immediate delivery.

CHANTRY MOTORS, LTD., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 75-134

SINGER 9, 1932 saloon de luxe, choice of nine, taxed, showroom condition, from £100; exchanges, deferred. Ray Abbott, Harrow Weald. Phone, Harrow 5884. 75-154

SINGER 9 saloon, July, 1932, £100. Owner, 172 Caledon Road, East Ham. 75-g818

SINGER, South London Motors, 516-522 Streatham High Road, S.W.16. Pollards 4444. Branches: Beckenham 2227, Wallington 4044.

1933 Singer 9 coachbuilt sunshine saloon, used for demonstration purposes, excellent condition throughout, guaranteed, £129; unique deferred terms. 75-104

SINGERS, Newnams for good Singers at right prices; few examples below, but full list on request; self-financed terms and generous exchange allowances.

1933 Nine coachbuilt sun saloon, small mileage, beautiful little car, £128.

1932 8 h.p. de luxe sports sun coupe, most attractive throughout, £85.

1931 8 h.p. coachbuilt sun saloon, really good appearance, etc., £69.

1930 8 h.p. tourer, very exceptional condition throughout, £48.

Newnham House, 237 Hammersmith Road, London, W.6. Riv. 4646. 75-1841

SINGER, 1932, 8 h.p. coachbuilt sunshine saloon, black and cream, really exceptional condition, licensed, £95; year's guarantee; exchanges, deferred. Truscott for Saloons, 173a Westbourne Grove, W.11. Bayswater 4274. 75-941

SINGER, 1932 (June), 10 h.p. sunshine saloon, black-red, very small mileage, as new throughout, £110. Below.

1931 (March) 8 h.p. four-door sunshine saloon, maroon, wire wheels, one private owner, A1 throughout, £75. Below.

1931 10 h.p. sunshine sports coupe, blue, leather upholstery, privately owned, £70. Below.

Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 75-970

SINGERS, Kirk and Co. Compare our prices!!

Written guarantee for three months.

54 guineas. 1930 four-door saloon, wire wheels, blue, choice of several. (Paddington.)

27 guineas. 1928 Junior four-seater tourer, fullest equipment, original maroon paintwork. (Highbury.)

Kirk and Co. for generous exchange allowances; deferred terms made simple. Communicate with us. Distance no object. 28, 30, 32 Highbury Corner, N.5 (North 4784), and 22, 49 Praed Street, W.2 (Paddington 6049). Close 8 p.m., Sundays 10 a.m. until 1 p.m. 75-919

SINGER, 8 h.p., 1929 coachbuilt four-door saloon, exceptionally well maintained, attractively finished, 58 guineas; exchanges, easiest instalments. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2565. 75-938

SINGER, 1929, 8 h.p. four-seater tourer, blue, good hood and side screens, four new tyres, splendid order, £42. Beechings, Ltd., Farnborough, Hants. Phone 279. 75-940

SINGERS, Rhinds for Singers.

1932 Singer 9 saloon, equal new, bargain, £99.

1932 Singer 8 h.p. saloon, mileage 9,000 only, £88.

1931 Singer 8 h.p. saloon, coachbuilt, sun roof, four-speed, £75.

1929 Singer Porlock sports two-seater, duo-tone, in 1932 condition, coachwork original, as new, tyres new, mileage under 10,000, £40; exchanges, deferred. Rhinds Motors, Ltd., 258 Deansgate, Manchester. 75-1850

SINGER 8, 1931 coachbuilt sun-roof saloon, splendid order, £70. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 75-19

SINGERS, Andrew, of Mortlake, offers:-

Full range of saloon and open models, 1928 to 1931, from £25; taxed, insured and guaranteed before and after sale. Over 80 cars in stock; self-financed terms from £8; generous exchanges. Write for particulars. Open Sundays to 12.30. 57 Sheen Lane, Mortlake Station. Prospect 3532. 75-953

SINGER 9, 1933 super-sports coupe, cost £220, special model, £160; exchanges, deferred. Himing, High Street, Ewell. 75-54

SINGERS, Cookes Motors offer Singer 8 Juniors, 1929, just overhauled, £45; 1930, black and red, like new, £55; also two 12 h.p. saloons, sunshine roof, £45 and £40. 10 Lower Grosvenor Place, S.W.1. Phone, Victoria 9730. 75-1

SINGER 8 tourer, 1929½, beautiful condition, only wants seeing, £26. 5 Victoria Avenue, Surbiton. 75-g802

SINGER 8, 1928, four-door four-seater, full equipment, taxed, £25. Central Auto Service, 15-17 Putney Bridge Road, Wandsworth. Phone. Putney 4466. Open Sundays. 75-49

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

SINGER Junior 1931 coachbuilt sun saloon, maroon, faultless condition, one owner, £72 10s.; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 75-61

SINGER 8 saloon, 1929 (June), wire wheels, beautifully maintained, £39; also 1931 (June) ditto, sunshine saloon, £62 10s. St. George's Garages, Temple Gardens, Golders Green. Speedwell 2836. 75-70

SINGER 8 1929 four-door saloon, in new condition, one owner, taxed and insured, £45; exchange and deferred. Palmers, 53 York Street, Twickenham. Popesgrove 1454. 75-76

SINGERS overhauled and taxed for the year.

1929 8 h.p. saloon, wire wheels, in faultless condition, full insurance till November, £48.

1930 8 h.p. saloon, bumpers, £60.

Offered by Murphy, 17 Sheen Lane, Mortlake, Singer specialists. Prospect 3303. 75-77

SINGER, Barter and Rowson offer

SINGER 9 h.p. de luxe saloon, 1932, four speeds and sun roof, 9,000 miles only, direct from owner, who purchased in May, absolutely as new throughout, colour maroon, £100; exchanges and terms. 202 East Hill, S.W.18. Batt. 3065. 75-193

SINGER 9 sports coupe in stock, brand new, unregistered, £199; also £174 de luxe saloon, at Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 75-21

SINGER Junior 1928 four-door saloon, open to any examination or trial, £29. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone, Tulse 6464-5. 75-184

SINGER, 1930, 8 h.p. de luxe coachbuilt sunshine saloon, one owner, like brand new throughout, £60; motorcycles exchanged, terms. Broadway Motors, 65 High Street, Hounslow. Phone 0175. 75-194

STANDARD, 1932 Little 9 coachbuilt sun saloon, nice condition, taxed, 100 guineas; exchange, deferred. Martin's Garages, Highgate Village, N.6. Mountview 1228. zzz-834

STANDARD Little 12 saloon, 1933, used for few demonstrations, unregistered, £189. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 75-838

STANDARDS under £100. See page 20. 75-863

STANDARD, 1932 Little Nine sun saloon, very little used, new condition throughout, year's tax, privately owned, £125. 82 Castle Street, Canterbury. 75-g476

STANDARD, Newnams offer 1932 Little Nine de luxe saloon, beautiful condition, amazing bargain, £110. Self-financed hire-purchase. 136 Streatham Hill. Tulse Hill 6222. 75-844

STANDARD, Newnams offer 1932 Big Nine de luxe coachbuilt saloon, very attractive, bargain, £120. Self-financed hire-purchase. 136 Streatham Hill. Tulse Hill 6222. 75-845

STANDARD, 1931 Big Nine de luxe saloon, colour black, with red wire wheels and upholstery, sunshine roof, safety glass, four-speed gearbox, bumpers, etc., £92. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426. 75-807

STANDARD, Lane Motors for Standards.

1931 Big Nine four-seater, as new, 79 guineas.

1929 Big Nine saloon, perfect, 55 guineas; terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 75-1814

STANDARD Nine, £49, 1929 special sports 2-seater, finished in blue-silver, ultra smart and exceptionally fast. M.B. Motors, 336 New Cross Road, S.E.14. 75-904

STANDARD Nine, £67 10s., 1930 sunshine saloon, very good condition throughout. Parwood, 89 East Hill, Wandsworth. 75-911

STANDARD, 1933 model 9 h.p. Little Nine sunshine saloon, blue, one owner, very small mileage, practically new condition, 129 guineas.

1929 (late) Big Nine Teignmouth four-door saloon, blue, sliding roof, f.w.b., good condition. 79 guineas. F.O.C.H., Ltd., 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open Sunday mornings. 75-1826

STANDARD 1933 Big Nine coachbuilt sunshine saloon, practically new, bargain, £159. Lionel H. Pugh, 56 South Molton Street, W.1. Mayfair 4433. 75-1854

STANDARD 1932 Big Nine sunshine saloon, black-red, mileage 9,000, spare unused, unblemished order, full guarantee, £130. Below.

1932 Big Nine saloon de luxe, £225 model, black-cream, mileage 11,000, superbly kept, £140. Below.

1930 (April) 9 h.p. four-seater tourer, brown, mileage about 15,000, one private owner, guaranteed, £65. Below.

1930 (March) Little Nine sun saloon, blue, guaranteed 8,000 only, unblemished order, guaranteed, £105. Below.

Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 75-973

STANDARD, Autos Holmes, Fulham Cross, S.W.6. Fulham 4927.

1930 Standard sun saloon, all black, excellent condition, £72 10s. Open Sundays. 75-1878

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

STANDARD, 11 h.p. four-seater touring car, balloon tyres, nice order, £12. Rhinds Motors, Ltd., 258 Deansgate, Manchester. 75-1848

STANDARD special bargains to save money on page 18. 75-1868

STANDARD, 1933 Big Nine saloon de luxe, mileage 250, indistinguishable from brand new, £185; exchanges, deferred. Truscott for saloons, 173a Westbourne Grove, W.11. Bayswater 4274. 75-942

STANDARD, 1932, Big Nine two-seater, splendid order, 115 guineas. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 75-29

STANDARD. Newnham's for good Standards at right prices; few examples below, but full list on request; self-financed terms and generous exchange allowances.

1933 Little Nine coachbuilt sun saloon, moderate mileage only, £128.

1932 Little Nine de luxe coachbuilt sun saloon, one owner and most attractive, £110.

1933 Big Nine de luxe coachbuilt sun saloon, really beautiful condition, £178.

1931 9 h.p. de luxe coachbuilt sun saloon, exceptional throughout, £98. Newnham's, Standard Specialists, 237 Hammersmith Road, London, W.6. Riv. 4646. 75-1842

STANDARD, £12 deposit or 125 guineas cash, 1933 model, Little Nine, coachbuilt sunshine saloon, black and cream, one owner, very small mileage, practically new; exchanges. Rowland Smith, below.

£9 deposit or 95 guineas cash. Standard, 1932, Little Nine, coachbuilt sunshine saloon, exceptional condition; exchanges; list. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 75-124

STANDARD, 1933, Little Nine, finished black and green, low mileage, faultless condition, one owner, £132 10s.; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 75-65

STANDARD 9, 1930 sunshine saloon, four-door, nearly new tyres, £55; exchanges. 34a Hereford Road, Westbourne Grove, W.2. 75-67

STANDARD, 1930, Big Nine, sunshine saloon, excellent condition, guaranteed, £59; deferred payments. 9a Stratford Road, Earl's Court. Western 5931. 75-72

STANDARD 9, 1933, four-speeds, special arrow four-seater sports body, grey and blue, licensed December, small mileage, car as new, price £145. Frazer Nash Cars, London Road, Isleworth. Hounslow 3171-2. zzz-854

STANDARD, 1933, Little Nine saloon, demonstrations only, £135; exchanges and terms. Bruton Garages, Ltd., 32 Bruton Place, Berkeley Square, W.1.; also 4 Blenheim Street, New Bond Street, W.1. Mayfair 4737. 75-89

STANDARD, 1932 Little Nine de luxe, sun roof saloon, black and green, carefully used since new, £105. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone, Tulse 6464-5. 75-181

STANDARD, 1933 Little Nine sunshine saloon, 129 guineas, de luxe, indistinguishable from new. Short and Glass, Ltd., 52, 54 and 56 Fitzroy Street, W.1. Open Saturdays, 9-6. Museum 8176-7. 75-126

STANDARD. Andrews, of Mortlake, offers:— Full range of models from £20, taxed, insured and guaranteed before and after sale; over 80 cars in stock; self-financed terms from £8; generous exchanges. Write for particulars. Open Sundays to 12.30. 37 Sheen Lane, Mortlake (Station). Prospect 3332. 75-954

STANDARD. Cookes Motors offer Standard Little 9 saloons, 1932, excellent condition, £115; 1933, as new, £132 10s.; also Little 1933 12-6 saloon, small mileage, as new, £143; also 1932 16 h.p. saloon, as new, £125. 10 Lower Grosvenor Place, S.W.1. Phone, Victoria 9750. 75-996

STANDARD 9, £97 10s. 1931 four-door coachbuilt sun saloon, low mileage, very carefully used, exchanges, terms. Below.

£104 10s. 1932 Standard Little Nine saloon, sun roof, carefully used, one owner, exchanges, terms. Ward and Co., 5 Upper Richmond Road, East Putney. Putney 2818. 75-38

STANDARD 1932 Little Nine de luxe sunshine saloon, one owner, taxed year, excellent condition, £105.

1930 Standard Big Nine Teignmouth sunshine saloon, nice condition, £69; exchanges. Allery and Bernard, 544 King's Road, Chelsea. Flaxman 4633. 75-1891

STANDARD 1933 Big Nine saloon, sun roof, 155 guineas.

1933 Standard Little 12 saloon, sun roof, 150 guineas. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 75-27

STANDARD. Speechleys, specialized Standard dealers. Below.

1933 Little Nine sunshine saloon, blue and grey, definitely scratchless, few weeks old, £129. Below.

1932 Little Nine sunshine saloon de luxe, black and green, Triplex, bumpers, leather upholstery, taxed December, a faultless car, £108. Below.

Speechleys, 395 Edgware Road, W.2. Open 9-8 all the week, Sunday 10-1. Phone, Ambassador 1300. 75-987

SWIFT, 1929 two-seater, dickey, excellent condition, four-speed, leather pneumatic upholstery, one owner, taxed, insured year, bargain, £26. Newitt, Eaton Villa, Market Drayton. 75-474

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

SWIFT. Newnham's for good Swifts at right prices. Few examples below but full list on request; self-financed terms and generous exchange allowances.

1931 10 h.p. Fleetwing sports sun saloon, really exceptional throughout, £105.

1930 10 h.p. Paladin coachbuilt sun saloon, blue, very good example, £79.

1930 10 h.p. Nomad saloon, particularly smart appearance, etc., £62.

1929 10 h.p. Fleetwing sports saloon, moderate mileage only, £58.

1928 10 h.p. two-seater, attractive little car, £32.

Newnham's, 237 Hammersmith Road, London, W.6. Riv. 4646. Swift specialists. 75-1843

SWIFTS under £100. See page 20. 75-864

SWIFT, 1928 Nomad saloon, wire wheels, good tyres, excellent condition throughout, 39 guineas. W.J.C. Motors, 225 Hammersmith Road, W.6. Riverside 4788. 75-1821

SWIFT 1929 10 h.p. four-door coachbuilt Fleetwing saloon, wire wheels, leather pneumatic upholstery, nearly new tyres, fully equipped, exceptionally sound and smart condition, one owner, £42 10s.; exchanges, deferred. 359a Goldhawk Road, Hammersmith, W.6. Riverside 5113. 75-129

SWIFT 10 h.p. sunshine saloon, leather pneumatic upholstery, four speeds, wire wheels, etc., excellent chassis and appearance, £57 10s. Chantry Motors, Ltd., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 75-131

SWIFT special bargains to save money on page 18. 75-1869

SWIFT, £12, 8.9 h.p., two-seater, 1926. 47a Crown Road, Twickenham. Popesgrove 1498. 75-830

SWIFT 10 h.p. 1929 four-door saloon, new tyres, excellent condition throughout, £42 10s. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 75-98

SWIFT 10 h.p. 1929 drop-head coupe, with dickey, four-speed model, pneumatic upholstery, 38 guineas; exchanges, instalments. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2365. 75-933

SWIFT 1927 10 h.p. coachbuilt four-door saloon, maroon and black, luggage grid, etc., very nice condition and tax paid to December, would exchange for Austin 7 tourer or two-seater, £26 10s. Turner Bros., 29-31 Green Lanes, Palmers Green. Phone, Bowespark 2525. 75-918

TALBOT, 1925 10-23 tourer, good balloons, all-weather equipment, insured, £14. 5 Church Crescent, Muswell Hill, N.10. 75-g740

TRIUMPH. New and used Triumphs in stock. Second-hand Triumphs always wanted. Bablake Garage Ltd., Queen Victoria Road, Coventry. zzz-721

TRIUMPH. Ratcliffe Bros. specialists, offer several good used and shop-soiled Triumph cars. 200 Great Portland Street, W.1. Museum 8603-4. zzz-748

TRIUMPH super 7 coachbuilt saloon, exceptional condition and appearance, taxed December, 65 guineas; exchange, deferred. R. Martin, Highgate Village, N.6. Phone, Mountview 1228. zzz-842

TRIUMPH, 1930 Super 7 tourer, A1 order, £55; low deposits; exchanges. Page, 199b Upper Richmond Road. Putney 7671. 75-877

TRIUMPH, 1933 Super 8 pillarless saloon, mileage under 300, disposed of owing to illness, taxed year, sliding roof, £125. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 75-885

TRIUMPH special bargains to save money on page 18 75-1870

TRIUMPH. Newnham's offer 1930 Seven saloon, really splendid condition, £55; self-financed hire-purchase. 136 Streatham Hill. Tulse Hill 6222. 75-843

TRIUMPH. Lane Motors. 1928 7.9 saloon, perfect, 33 guineas; terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 75-1815

TRIUMPH, 1932 Scorpion four-door saloon, sun roof, small mileage, £97 10s. Below.

TRIUMPH, 1932 Super 7 de luxe saloon, sun roof, taxed, condition as new throughout, £117 10s. Paul and Co., 114 Great Portland Street. Museum 8464-5. 75-903

TRIUMPH 7, 1930 four-seater tourer, in perfect order throughout, only one owner, £52 10s. Homacs, 243-247 Lower Clapton Road, E.5. Clissold 9616-7. 75-1818

TRIUMPH, 40 guineas, 1929 Super 7 saloon, really splendid condition, taxed; exchanges. Maynards, 241a High Road, Wood Green. 75-915

TRIUMPHS under £100. See page 20. 75-865

TRIUMPH Scorpion 12-6 saloon, 1932, fine order, £120. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 75-28

TRIUMPH 1932 Scorpion saloon, mileage 3,600, new condition, £129. H. A. Saunders, 530 Euston Road, N.W.1. Museum 4511. 75-7

TRIUMPH 1930 Super 7 saloon, in excellent condition, £52 10s. exchanges, terms. Yarwoods, Stoneley South, High Road, Tottenham. Phone 3122. 75-51

"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.

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

TRIUMPH Super 7 1932 four-door dual-grey sunshine saloon, complete equipment, perfect condition in every way, beautifully maintained by one owner, £90, £20 deposit, balance monthly to suit purchaser; trial anywhere. Premier Motor Co., Aston Road, Birmingham. 75-1888

TRIUMPH. Newnham's for good Triumphs at right prices. Few examples below but full list on request; self-financed terms and generous exchange allowances.

1933 Southern Cross de luxe sports coupe, moderate mileage only, £219.

1933 Ten de luxe sun saloon, most attractive throughout, £179.

1933 Super Nine de luxe coachbuilt sun saloon, hardly soiled, £158.

1932 Super Nine coachbuilt sun saloon, really exceptional appearance, etc., £110.

1933 Super Eight de luxe coachbuilt sun saloon, almost as new, £129.

1933 Super Eight de luxe two-seater, beautiful little car, £125.

1931 Super Seven de luxe saloon, one owner, very carefully used, £72.

1928 Super Seven saloon, blue, particularly smart little car, £28.

Newnham's, 237 Hammersmith Road, London, W.6. Riv. 4646. Triumph specialists. 75-1844

TRIUMPH. £6 deposit or 65 guineas cash. Super 7, 1930 (registered 1931), Gordon England fabric saloon, very exceptional condition; exchanges. List. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead. 6041-6. 75-123

TRIUMPH. South London Motors, 516-522 Streatham High Road, S.W.16. Follards 4444. Branches: Beckenham 2227, Wallington 4044. 1933 Triumph Super 9 coachbuilt sunshine four-door saloon de luxe demonstration model, positively ex-work condition throughout, fully guaranteed, taxed, £159; unique deferred terms. 75-103

TRIUMPH 1932 de luxe two-seater, overhauled, in perfect condition, £97 10s.

TRIUMPH 1931 fabric saloon, in excellent condition, £77 10s.

TRIUMPH 1930 7 h.p. two-seater de luxe, in good condition, £57 10s.

TRIUMPH 1932 Scorpion coachbuilt saloon, special colour scheme, first-class condition, £125.

TRIUMPH 1931 7 h.p. coachbuilt saloon de luxe, sliding roof, exceptionally good condition, £90.

TRIUMPH 1932 Southern Cross four-seater, exceptionally good condition, £145. Basil Roy, 161 Gt. Portland Street. Welbeck 1138. 75-92

TRIUMPH. 1932, sunshine saloon de luxe, £89. 969 Garratt Lane, Tooting, S.W.17. 75-174

TRIUMPH 7, 1930, super seven saloon, leather upholstery, good engine, nice condition, 45 guineas. 14a Buck Street, Camden Town. 75-188

TRIUMPH. 1933, super-eight de luxe sun saloon, practically brand new, £117. Lionel H. Pugh, 56 South Molton Street, W.1. Mayfair 4433. 75-1855

TRIUMPH. 1930 (April) 8 h.p. saloon de luxe, blue-black, leather upholstery, all brand-new tyres, perfectly kept in every way, taxed year, £60. Below.

1929 (April) 8 h.p. two-seater, speedometer, clock, good hood and side curtains, one owner, very reliable runner, £40. Smith and Hunter, 407 Edgware Road. Ambassador 1011. 75-962

TRIUMPHS. Andrews, of Mortlake, offers:-

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TRIUMPH 7, 1928 tourer, excellent condition throughout, well worth seeing, £25. Prior. Putney 3458. 75-929

TRIUMPH 8, 1931 sports saloon, exceptionally good condition, £59; also 1930 de luxe two-seater and dickey, most attractive car, finished dual blue, £58; exchanges, instalments. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2365. 75-936

TRIUMPH. £65!!! 1930 7 h.p. coachbuilt de luxe saloon, colour blue, excellent condition.

£75!!! 1931 7 h.p. sunshine fabric saloon, colour black, taxed quarter.

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£95!!! 1932 7 h.p. coachbuilt sunshine saloon, colour duo-grey.

£125!!! 1933 8 h.p. coachbuilt sunshine saloon, colour black and green, low mileage.

£155!!! 1933 9 h.p. coachbuilt sunshine saloon, colour black and green, low mileage.

Morgan Hastings, Ltd., Triumph Distributors, 212 New Kings Road, S.W.6 (Putney 7611), and 95 New Bond Street, W.1 (Mayfair 5323). zzz-852

TRIUMPH. 8 h.p., 1929 (April), two-seater and dickey, finished crimson lake and grey, original, nice throughout, £38. 18 Kynance Mews, Gloucester Road, S.W.7. Western 4078. 75-x878

VALE Special. A unique sports car for sale, late 1932, appearance as new, engine now being thoroughly overhauled by manufacturers, £135 or near offer. Write, Ellicock, Racine, Chiltern Drive, Surbiton. 75-g823

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WOLSELEY Hornet, 1931 E.W. sports four-seater, fully equipped, in most excellent condition, £115.

1932 Wolseley Hornet four-door coachbuilt saloon, maroon and black, carefully used, one owner, small mileage, in beautiful condition throughout, £130.

1933 Wolseley Hornet coachbuilt four-door saloon, blue and black, trimmed brown furniture hide, carefully driven, one owner, small mileage, condition equal to new, £165. Leedhams (York), Ltd., Lendal Bridge, York. 75-551

WOLSELEY Hornet, 1932 (March), special four-speed, many special fittings, including water pump and fan, cost new £385, first class throughout, price £185. Frazer Nash Cars, London Road, Isleworth. Hounslow 3171-2. zzz-843

WOLSELEY special bargains to save money on page 18. 75-1871

WOLSELEY 11 h.p. two-seater, f.w.b., mechanical condition and appearance good, £8. 27 Wallace Road, Canonbury. Phone, Acorn 3936. 75-x872

WOLSELEY Hornet, 1933 coachbuilt four-door saloon, colour maroon, first registered 12/4/33, mileage 4,000, just nicely run-in, £165. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426. 75-806

WOLSELEY Hornet, 1931 Abbey Special four-seater, magnificent condition, extras, £89; exchanges. 2 Pepys Road, Raynes Park Station. Wimbledon 4941. 75-g756

WOLSELEYS under £100. See page 20. 75-866

WOLSELEY 1931 Hornet E.W. Special Foursome, coachbuilt, Magna wheels, exceptional condition, £98; exchanges. Allery and Bernard, 344 King's Road, Chelsea. Plaxman 4633. 75-1890

WOLSELEY Hornet coupe. £197 10s. 1933, metal spare wheel cover, many extras, one owner, indistinguishable new. Ward and Co., 5 Upper Richmond Road, East Putney. Putney 2818. 75-41

WOLSELEY Hornet 1930 coachbuilt saloon, maroon and beige, good tyres, excellent condition throughout, £57. A.Z. Motors, Ltd., 62 High Road, Chiswick 4716. Open Sundays 10-2. 75-992

WOLSELEY Hornet. Brooklands Motor Co. offer 1932 coachbuilt saloon, £130. Below.

1932 E.W. Special four-seater, Magna wheels, oversize tyres, condition as new, £125; written guarantee, exchanges and private deferred terms. 410-416 Euston Road, N.W.1. Museum 3143-4. 75-53

WOLSELEY Hornet 1932 sports E.W. coachbuilt Foursome coupe, sun roof, £160. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. 75-26

WOLSELEY Hornet 1933 saloon, safety glass throughout, mileage negligible, makers' guarantee, £165. Basil Roy, 161 Gt. Portland Street. Welbeck 1138. 75-91

WOLSELEY. £7 10s. 10.8 h.p. four-seater, good order, 47a Crown Road, Twickenham. Popesgrove 1498. 75-g828

WOLSELEY. Broadway Motors for Wolseley Hornets. Hornet, Daytona chassis, fitted with Abbey open four-seater sports, streamlined body, black and green, taxed year, 85 m.p.h., cost £300, accept £175; motorcycle in exchange. Broadway Motors, 167 Gt. Portland Street, W.1. Welbeck 8847. 75-155

WOLSELEY Hornet coachbuilt sunshine saloon, magnificent condition, good tyres, £79. Chantry Motors, Ltd., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 75-152

WOLSELEY. Harold Simons, Ltd., have exceptional 1932 Hornet four-door coachbuilt, sunshine roof, £122.

1932 Tickford saloon, cost £245, our price £155. Both cars are unblemished and carry written guarantee. 311 Euston Road, N.W.1. Museum 4128-9. 75-141

WOLSELEY Hornet. 1932 coachbuilt sunshine saloon, excellent condition, guaranteed, £105; deferred payments. 9a Stratford Road, Earls Court. Western 5931. 75-71

WOLSELEY. 1933 Hornet sunshine, black-brown, Triplex glass, very attractive order, any trial, £137. Below.

1933 Hornet sunshine, green, upholstered to match, mileage few thousand only, quite unblemished order, full guarantee, £155. Below.

1932 (March) sunshine saloon, maroon, carefully used, splendidly kept, mileage 13,000, very fast, any trial, £125. Below.

1931 E.W. sunshine sports coupe, black-green, good tyres, unblemished order, £100. Below.

1930 saloon, brown, leather upholstery, three new tyres, particularly sound, any trial, £47. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 75-969

WOLSELEY Hornet, 1931 Abbey sports two-four-seater, finished black and green, excellent condition and performance. 78 guineas; exchanges, instalments. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2365. 75-935

WOLSELEY Hornet Swallow, 1932, two-seater, specially tuned engine, Rudge wheels, two spares, beautiful condition, £135, real bargain; exchanges and deferred terms. Cummings, 101 Fulham Road, S.W.3. 75-924

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

WOLSELEY Hornet, 1931 de luxe coachbuilt saloon, fitted full complement accessories, Triplex throughout, chromium, new tyres, showroom condition, perfect mechanically, one owner, taxed year, £78; three months' written guarantee; own simple hire-purchase system. References, guarantors, etc., unnecessary; immediate insurance cover effected on premises. Ruffells Motors, White Hart Lane, Barmes, S.W.13. Prospect 5549. 75-927

WOLSELEY Hornet, 1931 sunshine saloon, exceptionally good condition, taxed, £70. 26 Charnwood Avenue, Merton Park. Liberty 1513. 75-925

WOLSELEY Hornet. £13 deposit, or 135 guineas cash. 1932 Swallow sports two seater, black and red, four speeds, two spare wheels, practically unworn tyres, carefully used, practically new condition; exchanges. List. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 75-122

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MORRIS. Hampstead. F.O.C.H., Ltd., authorized Morris dealers. Highest allowances, deferred. Extensive after-sales service. 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open weekdays 9-9, Sundays 9-1. zzz-310

MORRIS Minor in stock at Platers, of Streatham. Authorized Morris dealers for sales and service. Platers, 376-482 High Road, Streatham. S.W.16. Phone, Streatham 8480. zzz-602

MORRIS Minor. No deposit; from £5 10s. monthly; extended payments arranged in 48 hours. Normand Garage, Ltd., 489 Oxford Street, W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. weekdays; 6 p.m. Saturdays. zzz-556

MORRIS Minor and Morris Ten, 1933 models from £100; part exchange, hire-purchase terms. Sole London distributors, Stewart and Ardern, Ltd., Morris House, 105 New Bond Street, W.1; Morris House, The Vale, Acton, W.3; Morris House, Bensham Lane, Croydon; Morris House, High Road, South Tottenham, N.15; Morris House, Finsley Road, Golders Green, N.W.11. zzz-619

ROVERS. Henlys. London distributors for Rovers. 155 Great Portland Street, W.1. Museum 7734. zzz-650

NEW LIGHT CARS AND CYCLECARS

(continued).

ROVER. Immediate delivery from stock, 10-25 and the new 12 h.p. six-cylinder models; exchanges or deferred. Satisfaction guaranteed. Sydney G. Cummings, only address 101 Fulham Road, London, S.W.3. Sloane 8231-2. 75-922

SINGER. Hampstead. F.O.C.H., Ltd., authorized Singer stockists; exchanges, deferred; extensive after-sales service. 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open weekdays 9-9, Sundays 9-1. zzz-311

SINGER. Singer. Singer.

Autos Holmes, Fulham Cross, S.W.6, motor engineers since 1899. Singer sports, specially tuned, in stock with all other models; part exchanges and deferred terms. Phone, Fulham 4927. zzz-638

SINGER. Croydon Service Depot, wholesale and retail. Turners, Lower Addiscombe Road. Addiscombe 3131. zzz-986

SINGER. Denmans, the agents for your new Singer 9. Delivery from stock of most models; best allowance for present car; deferred terms. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 75-15

S.S. Earliest guaranteed deliveries. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 75-847

STANDARD. Guaranteed after-sale service; extended payments arranged in 48 hours. Normand Garage, Ltd., 489 Oxford Street, W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. weekdays; 6 p.m. Saturdays. zzz-357

STANDARD. Hampstead. F.O.C.H., Ltd., authorized Standard stockists; exchanges, deferred; extensive after-sale service. 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open weekdays 9-9, Sundays 9-1. zzz-312

STANDARD. Newnham's offer immediate delivery from stock of latest Standard models. Self-financed terms and generous exchange allowances. 237 Hammersmith Road, London. Riverside 4646. Branches, Streatham, Golders Green and Fulham. 75-1837

STANDARD. Bruton Garages, Ltd., special Standard agents. All models on view. Deliveries from stock. Exchanges and terms. 32 Bruton Place, Berkeley Square, W.1; also 4 Blenheim Street, New Bond Street, W.1. Mayfair 4737. 75-87

TRIUMPHS. Morgan Hastings, Ltd., the oldest distributors, offer immediate delivery of 1933 models. Demonstration cars available at 95 New Bond Street, W.1 (Mayfair 5323), and at our sales, service and spares depot, 212 New King's Road, Fulham (Putney 7611). zzz-529

TRIUMPH. Ratcliffe Bros. specialize in Triumph cars. Immediate or early delivery of all models; spare parts and service as usual. 200 Great Portland Street, W.1. Museum 8603-4. zzz-325

TRIUMPH. Basil Roy, Ltd.,

Sole Triumph distributors for Essex, N.E. Middlesex, and jointly L.C.C. area. 1933 models now available. Spares and service. Trade supplied. 161 Great Portland Street, W.1. Welbeck 1138. zzz-384

TRIUMPH. A Bartlett and Horner Triumph is backed by a new service, open until 7.30 p.m., at 130 Great Portland Street, W.1. Phone, Museum 5475. zzz-388

TRIUMPH. Adcock's Garages, Ltd., Sussex distributors. Immediate delivery all models, spare parts always available. Phone, Chichester 158. 81-149

TRIUMPH. Newnham's, as retail distributors for Great Britain and wholesale for London, Kent, Bucks and part of Berks, supply Triumphs better through having over 50 latest models in stock, plus advantages of self-financed terms and generous exchange allowances. 237 Hammersmith Road, London. Riverside 4646. Branches, Streatham, Golders Green and Fulham. 75-1838

TROJAN.

Highest prices for your present car; low deferred payment terms. Ask for particulars of the new Trojan from Normand Garage, Ltd., sole London and Kent distributors, 11 Hammersmith Road, W.14 (opposite Olympia) (Fulham 3477-9); 489 Oxford Street, W.1 (between Marble Arch and Selfridges) (Mayfair 6801-2); Service Depot and Spares, Avonmore Place, W.14 (opposite Olympia) (Fulham 4972); also 7-8 Fairmeadow, Maidstone, Kent (Maidstone 2740). Open till 6 p.m. Saturdays. zzz-358

WOLSELEY Hornet. Extended payments arranged in 48 hours. Normand Garage, Ltd., 489 Oxford Street, W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. weekdays; 6 p.m. Saturdays. zzz-359

WOLSELEY. J. A. Baxter, authorized Wolseley agent, offers for immediate delivery 1933 12 h.p. Hornet four-door coachbuilt sunshine saloon de luxe, two years' makers' guarantee, £203 10s.; self-financed confidential deferred terms available. 31 Spenser Street, Victoria Street, S.W.1. Victoria 7548-9. zzz-427

WOLSELEY. Weybridge Automobiles, Ltd., one of the largest Wolseley distributors. All model Hornets on view. Weybridge. Phones 235-6-7. Reading Depot: Caversham Road. Phone 3140. zzz-401

WOLSELEY Hornet Swallow. Manchester main distributors. Parkers, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 75-848

WOLSELEY. Denmans, the agents for your new Wolseley Hornet. Delivery from stock of most models; best allowance for present car; deferred terms. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 75-15

MISCELLANEOUS LIGHT CARS & CYCLECARS.

ROWLAND SMITH'S special list of special bargains; yours for the asking. Write, phone or call now.

TURN to our small advertisements under "Classified." Week-days, Saturdays, 9-9; Sundays, 9-1. High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-771

I BUY motorcars for cash.

I SELL motorcars for cash or easy payments.

I EXCHANGE motorcars.

DROP me a line, or call. We can do business. Sydney G. Cummings, 101 Fulham Road, London, S.W.3. Phone, Sloane 8231. zzz-111

NEWNHAMS, LTD., have over 50 used cars under £50, all in good running order. Please send for list. 164-166 Fulham Palace Road, W.6. Fulham 0071-2. zzz-492

F.O.C.H., LTD., supply any make new car. Large second-hand car show-rooms. Exchanges, deferred. Free list. 3-5 Heath Street, N.W.3. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. zzz-605

A SMALL saving on purchasing car, value £150, new or second-hand, credit note, available this month. Write G., 48 Primrose Mansions, S.W.11. 75-747

FIAT, 10-15 seven-seater saloon, make good hire car, excellent condition, £30; 3½ h.p. Triumph combination, bargain price to clear. J. Taylor and Son, Newfield Garage, Tunstall, Stoke-on-Trent. 75-g744

CARS—Wanted.

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N

D SMITH (MOTORS), LTD., will pay spot cash on sight and the highest prices obtainable for Amilcars, Austin 7s, B.S.A.s, Bugattis, Citroens, Clynos, Fiats, Fords, Hillmans, Jowetts, Lea-Francis, M.G. Midgets, Morgans, Morris Minors, Renaults, Rileys, Rovers, Salmons Senechals, Singers, S.S.s, Standards, Talbots, Triumphs, Vernon-Derbys, Wolseleys or any other makes.

SPORTS cars wanted for spot cash. Highest prices.

HIRE-PURCHASE accounts settled on the spot, and we will pay you the balance in cash. Week-days, Saturdays 9-9, Sundays 9-1. High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-774

H. F. EDWARDS AND CO., LTD., 175 Great Portland Street, W.1, offer immediate cash and absolutely best price for any modern light car; distance no object. Call, write or phone, Welbeck 4161. zzz-518

TO finance and insurance companies. Highest cash prices for any make or type of car. Send particulars to Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-786

WANTED for spot cash, Austin 7s, Rileys and M.G. Midgets. Golly's Garage, Ltd., 111a Earl's Court Road, S.W.5. Frobisher 0063. zzz-733

CASS'S MOTOR MART, LTD. (Established 1911), will purchase any modern light cars; cash on sight. Call, phone or write, 114 Tottenham Court Road, W.1. Museum 4110. zzz-560

GET more for your car by sending it to Motor House, Ltd., 20, 22 Finchley Road, N.W.8. You can draw 50% on the sale price on sight, balance immediately after sale. This is the most sensible way to sell any modern car. Hundreds have found it so. Printed booklet on application. Most cars sold immediately upon receipt. zzz-419

F.O.C.H. urgently require light cars. Spot cash. Highest prices. Bring or write. Below.

JOWETTS. F.O.C.H. definitely pay highest prices. Spot cash. F.O.C.H., Ltd., 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. zzz-606

MANCHESTER. Wanted for cash, B.S.A. three-wheelers, M.G. Midgets, Morris Minor s.v. two-seaters, Austin 7 Cup models, Arrow and Abbey foursems, Stadium two-seaters, and super Aero Morgans. Best cash prices given; distance no object; hire-purchase accounts settled. Call, write or phone, Blackfriars 9552. Rhinds (Motors), Ltd., 258 Deansgate, Manchester. zzz-437

THE SERVICE CO., 273-4 High Holborn, London, urgently want light cars of recent date. Best cash prices given. zzz-611

F.O.C.H. probably sell more second-hand Jowetts than any other two dealers together in the world. Therefore. Below.

F.O.C.H. definitely want an unlimited number of second-hand Jowetts. Spot cash on sight and very highest prices. 3-5 Heath Street, Hampstead, N.W.3. Hampstead 2215-6. Week-days and Saturdays 9-9; Sundays 9-1. zzz-594

CROSSLAND wants light cars for cash. London Road and Bromley Common, Kent. zzz-749

WANTED urgently, 1929 to 1932 Riley and Triumph cars, in exchange for new models and demonstrators. Taylors, 135 London Road, Kingston. Call or phone, Kingston 1263. zzz-812

CARS—Wanted (continued).

HORRINGTONS urgently require and will purchase outright for cash modern used light cars. All makes entertained; exceptionally good prices offered. Call or communicate. 245 Goldhawk Road, Shepherd's Bush, London. 75-931

WANTED, good Morgan or B.S.A., £25 to £40. 1 Ebner Street, Wandsworth. 75-928

UNLIMITED spot cash always waiting for recent used models in good condition. Newnham's, 237 Hammersmith Road, London. Riverside 4646. 75-1834

WANTED by commercial traveller, Jowett long two-seater or short saloon; highest price paid for really good privately owned car of recent date and small mileage. Box 7446, care of "The Light Car and Cyclecar." 75-g753

1927 7 or 8 h.p. four-seater, preference Singer or Peugeot, cheap; cash. 122 Downsell Road, Leyton. 75-g825

WANTED, Austin 7, cheap, non-runner preferred, 1927 onwards. Norris, 63 Bilton Road, Alpertown, Wembley. 75-g827

WANTED, small saloon or open car for cash. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 75-95

WANTED to hire for self-drive, modern 10 h.p. car, first fortnight August. Particulars and terms, A.G.R., 12 Belsize Grove, N.W.3. 75-g714

WANTED privately, Jowett sun saloon or similar small car, not earlier than 1931, state mileage, price, etc. B., 15 Boundary Road, E.13. 75-g789

SPEECHLEY'S urgently wish to purchase several late model Austin Sevens, Ford Eights, Morris Minors, and Standard Nines. London's highest prices, spot cash. Hire-purchase accounts settled. Rebates obtained on hire-purchase charges and unexpired tax and insurance. Balance paid to you in cash. Speechley's, 395 Edgware Road, W.2. Open 9-8 all the week. Sunday 10-1. Ambassador 1300. 75-989

ROVER 9, four-door tourer, five-stud wheels, good, cheap, mechanically disabled suitable. Care of St. Jean, South Mimms, Barnet. South Mimms 30. 75-g796

B.S.A. three-wheelers wanted, all models. I guarantee the highest spot cash price paid on sight. Existing hire-purchase agreements settled. Harry Nash, 348 King Street, Hammersmith. 75-1883

AERO Morgans wanted. 7 Saint Marks Mansions, Tollington Park, N.4. Phone, Archway 3294. 75-1877

WANTED, light car, £25-£30, Austin, Morris, Singer or Clyno preferred. Broadway Garage, The Grove, Hammersmith. Riv. 3748. 75-163

A GOOD light car or three-wheeler wanted immediately, cash waiting. Chidley, 579b High Road, Tottenham. Phone 2920. 75-149

JOWETTS. We require a short saloon, or several long ditto. Cash or exchange. Buntings Jowett Agency, Wealdstone, Harrow. 75-175

1928 Austin 7 tourer and Morris Minor, good condition, cash paid for good running car. 297 Southcroft Road, Streatham. Phone 2940. 75-x874

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SCOTLAND—tour the Highlands with lightweight caravan; models to suit Austin 7 and larger cars, fully equipped, utensils, etc., for two, four and six persons; large up-to-date fleet for hire, moderate charges. Write now for booklet. Thomson Caravans, Ltd., Carron, Falkirk. Phone Larbert 108. 88-580

TRAILERS from £8 17s. 6d., complete; also steel chassis and axles supplied from the actual manufacturers. F. Boddy and Son, Engineers, Boroughbridge, Yorkshire. zzz-764

RICE Folding Caravan secured Camping Club's premier award of merit. Thereby classed with caravans costing double.

RICE Folding Caravan gives increased space and comfort; neat safety trailer; guaranteed waterproof; simplest operation.

RICE Folding Caravan. Three-berth, 88 guineas; two-berth, 69 guineas. Hire fleets available. Second-hand models at Used Car Show.

RICE CARAVANS, LTD., Gargrave (3), Yorks. Caravans, goods trailers, camping trailers, etc. Send us your requirements. zzz-760

LIGHT luggage trailers solve the holiday problem. Welfords Caravans, Warringlid, Sussex (Phone 30), have plenty of cheap, light trailers from £5 upwards, suitable Austin 7, etc. Send a p.c., stating your requirements; hire or buy. zzz-825

SPECIAL notice.

ANGELA caravans. We wish to draw attention to the prospective caravaner that, instead of the usual practice of selling through agents, we have decided in future to sell only direct to the public. This course enables us to now reduce our price 25% accordingly.

ANGELA caravans. Streamline and lantern-roof models, from £55. Send for list.

ANGELA CARAVANS, LTD., Flamstead, near St. Albans. Phone, Markyate 31. zzz-817

ARAB trailers, 3 to 15 cwt., for all purposes, sale or hire; particulars on application. Auriol Engineering Works, Ltd., 336 Goldhawk Road, W.6. Riverside 1306. 75-979

7 h.p. caravan trailer, brakes, lantern roof, electric, basin, convenience, chairs, tent, as new, £35. Roseleigh, Laburnum Way, Longbridge, Birmingham. 75-g473

CARAVANS, TRAILERS, ETC. (continued).

ROMANY collapsible caravan, equipped for two persons, price £58. Write or call, Smedley and Gray, Walsgrave Road, Coventry. 75-891

CARAVANS, TRAILERS, ETC. FOR HIRE.

RICE long standard folding caravan for hire, roomy, well equipped, light. Claygate Motors, Hare Lane, Claygate, Surrey. Esher 395.

ANGELA CARAVANS, LTD. Caravans for hire, from 81-y130 weekly. Flamstead, near St. Albans. Phone, Markyate 31. zzz-816

CAR-CRUISER, two-berth, and Angela three-berth trailer for hire. Miss Allen, Claridges, Lingfield (Phone 36), Surrey. 85-1923

THE NOTTINGHAM HOLIDAY CARAVAN CO., having augmented their hire fleet of Angela caravans, are now able to offer new three or four-berth caravans, July, August or September. Depot, Newstead Abbey, Notts. 76-f723

TRAILERS, £8, designed for light cars, steel chassis, instantaneous couplings, special reversing arrangement, particulars with pleasure. Y.B., 38 Barden Road, Tonbridge. 76-g144

LIGHT VANS AND PARCELCARS.

£141! 1926-7 Austin 7 van, good running order, suit commercial traveller or owner of small business, complete with insurance policy covering third party, fire, theft and risks, tax paid, genuine bargain. Commerford, Portsmouth Road, Thames Ditton. Phone, Emberbrook 2323. 75-985

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ELECTRICAL service, large stocks, replacements, exchanges; immediate delivery, low prices.

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KINGSTON-ON-THAMES: Elton Road. Kingston 3557-8.

BECKENHAM: Chaffinch Road (opposite Clock House). Beckenham 1146-7.

CROYDON: 23a George Street, Fairfield 4069. zzz-0202

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., 18s.

MORRIS-COWLEYS, 1927 onwards, 12-volt, 54 a.h., 36s.; 1925-6 long type, 12-volt, 40 a.h., running board, 40s.

MORRIS MINOR, Jowett, etc., 6-volt, 72 a.h., 23s. 6d.

FORD and Chevrolet, 6-volt, 88 a.h., 25s.

MORRIS-OXFORD, 1927 onwards, 12-volt, 80 a.h., 42s. 6d.; 1925-6 long type, 12-volt, running board, 60 a.h., 45s.

CHRYSLER (Buick, etc.), 6-volt, 100 a.h., 33s.

MOTORCYCLE, 6½-in. by 4½-in. by 3½-in., 6-volt, 12 a.h., 8s. 6d.

FULLY guaranteed.

AUSTIN 7, 6-volt, 40 a.h., 13s.

MORRIS-COWLEY, 12-volt, 40 a.h., 29s.

MORRIS-OXFORD, 12-volt, 60 a.h., 35s.

MORRIS MINOR, 6-volt, 60 a.h., 18s.

CHEVROLET, 6-volt, 75 a.h., 20s.

FORD, 6-volt, 75 a.h., 20s.

BUICK, 6-volt, 75 a.h., 21s.

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.

SEND for 52-pp. illustrated price list free.

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370-372 GRAY'S INN ROAD, King's Cross, London, W.C.1. Phone, Terminus 4429 (three lines). Grams, "Tyrepressit, Kincross, London." zzz-837

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.

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ANY type of service, battery, dynamo or starter can be hired while we repair or recharge yours. Deposit required.

BEARDMORE ELECTRIC SERVICE,

12-28, QUEEN'S ROAD, Hyde Park, W.2.

PHONE, Park 8641-2. 75-30

BATTERIES (continued).

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AUSTIN 7, 12s. 6d.; Morris, 31s.; Oxford, 35s.; Ford, 21s.; Chrysler, 26s. Batteries for all other makes in stock at pro rata prices. Cheapest in the trade. Send for list.

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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 Road, London, W.11. Phone, Park 2705. zzz-834

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BONTOP. See under Windscreen and Hood heading. zzz-839

MARBLE ARCH. Best quality crystal clear, 54 ins. by 24 ins., 3s. 11d.; heavy quality, 5s. 9d.; heaviest quality, 6s. 9d. Marble Arch Motor Supplies, Ltd., 133-135 Edgware Road, W.2. 75-82

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LEATHER or waterproof clothing, rugs, cushions, or rubber boots, exceptional value. Kemps, 50 Hardman Street, Manchester. zzz-370

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GENNOS offer highest quality clothing, lowest prices and terms; example, our special gent's D.B. leather coat, 70s. quality, 49s. 6d., or 5s. down, 5s. monthly. Let us quote you for anything you need. 232-3-4 Upper Street, Islington, N.1. Near Tubes. Phone, North 4467-8. 75-896

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WHITE, WATSON AND CO. Cylinders precision ground, hone finished, new pistons with rings and pins fitted; Austin 7, 52s.; Minors or Midgets, 60s.; others from 60s. With Watalite special pistons complete from 65s. Reground in chassis, valves resealed, bearings adjusted, a complete engine overhaul from £8, guarantee. 80 Belvedere Road, Lambeth, S.E.1. Hgp 4352. zzz-744

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KINGSTON-ON-THAMES: Elton Road. Kingston 3557-8.

BECKENHAM: Chaffinch Road (opposite Clock House). Beckenham 1146-7.

CROYDON: 23a George Street. Fairfield 4069. zzz-9203

ROTAX, C.A.V., Lucas, Ducellier, Delco-Remy, Bosch, Brolt, etc. Service station. See below.

DYNAMOS, starters, magnetos. 1,000 different reconditioned replacements ready to exchange while you wait, from 15s., allowing for part payment on old machine. See below.

LET us quote you for specialized high-class electric service executed by skilled craftsmen, cheapest experts in London. See below.

GOODS despatched on 7 days' approval against cash. Day, night and week-end service. See below.

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DYNAMO AND MAGNETO REPAIRERS.

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DYNAMO AND MAGNETO REPAIRERS

(continued).

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EXAMPLE prices for specialized high-class electrical work executed by skilled craftsmen, Lucas, Rotax, C.A.V., Ducellier, Remy, Bosch, Scintilla, etc., only authorized genuine makers' parts used. See below.

DISMANTLING dynamos, cleaning and overhauling all parts, re-assembling, testing and adjusting output. See below.

10s. 6d. Ducellier, C.A.V., Lucas, Rotax, Citroen, small-type dynamos and starters; 20s. Fiat, new type; 25s. to 30s. old type; 22s. 6d. S.E.V. Renault, Ducellier dynostarters.

SPECIAL conversions to English machines for Salmson, Amilcar cars, and others.

LIBERAL allowances for immediate exchange while you wait.

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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 seven days' approval against cash.

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CHROMIUM plating. Quality work at moderate charges by the original chrome platers in Manchester and district; also nickel, silver plating, enamelling and Parkerizing. F. Davis (Manchester), Ltd., East Stanley Street, Salford. Phone, Blackfriars 4040. 85-829

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NEWCASTLE-ON-TYNE: Barimar, 31 The Close, Quayside, Newcastle-on-Tyne.

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MASONS. Leading Stockists for Dunlops, Michelin, Goodyear, Goodrich, India, Avon, Pirelli, Stepney, Firestone, etc., etc. Huge Special Purchases just made! Genuine Unquestionable Values!

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IF the cover you require does not appear here, we will quote you prices by return. Please state your size.

SPECIAL prices to factors and genuine tyre dealers.

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NEW heavy-duty covers, guaranteed 12,000 miles: 700 by 85, 15s.; 710 by 90, 28 by 3½, 30 by 3½, 20s.; 760 by 90, 21s.; 765 by 105, 26s. 6d. Balloons, Reinforced: 26 by 3.50, 15s.; 27 by 4.00, 17s. 6d.; 4.50-18, 20s.; 27 by 4.40, 19s. 6d.; 29 by 5.00, 25s.; 27 by 4.75, 22s. 6d.; 28 by 4.75, 24s. 6d.; 29 by 4.75, 25s.; 30 by 5.00, 28s. 6d.; 715 by 115, 720 by 120, 20s.; 730 by 130, 30s.; 775 by 145, 32s. 6d.

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NEW ERA. 12,000 miles written guarantee, will run nearer 15,000 miles and more. Brand New Reinforced First Grade Tyres, best Makes, latest pattern, new fresh stock. Not remoulded or reconstructed. Manufacturers' surplus. 26 by 3.50, 14s. 6d.; 27 by 4.00, 16s.; 27 by 4.40 19s.; tubes 4s. 6d.; 30 by 4.50 22s. 6d.; 28 by 4.75 23s.; 29 by 5.00 24s.; tubes 4s. 9d.; 29 by 4.75 27s.; 30 by 5.00 27s. 6d.; 30 by 4.75 28s. 6d.; tubes 5s. 6d.; 28 by 5.25 28s. 6d.; tubes 6s.; 715 by 11s. 720 by 120 20s.; tubes 4s.; 730 by 130, 740 by 140 30s.; 12 by 45 24s.; tubes 5s. High-pressure: 700 by 80 15s.; 700 by 85-90 17s. 6d.; 710 by 90, 28 by 3½, 30 by 3½, 17s.; tubes 5s. 9d.; 760 by 90 22s.; tubes 4s. 6d.; 765 by 105 26s. 6d.; 815 by 105 28s.; tubes 5s. 6d.

NEW ERA. Super Fort extra heavy remoulded Cord Tyres, buttress type, guaranteed 9,000 miles minimum: 27 by 4.40, 15s.; 29 by 5.00, 20s.; 30 by 5.00, 22s. 6d.; 30 by 4.75, 23s.; 30 by 5.25, 31 by 5.25, 25s.; 29 by 5.50, 27s.; 765 by 105, 815 by 105, 22s.

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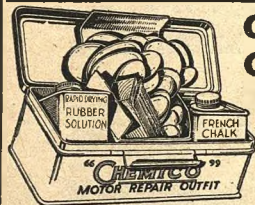
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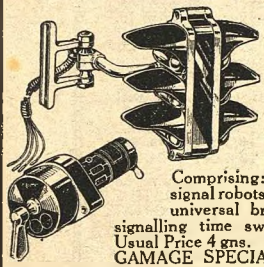
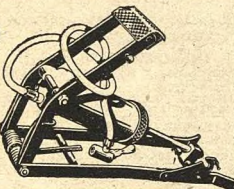
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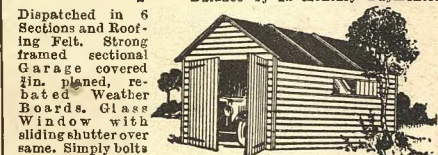
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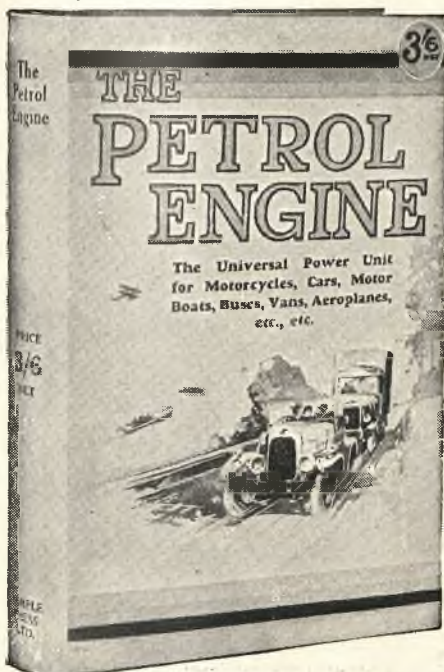
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