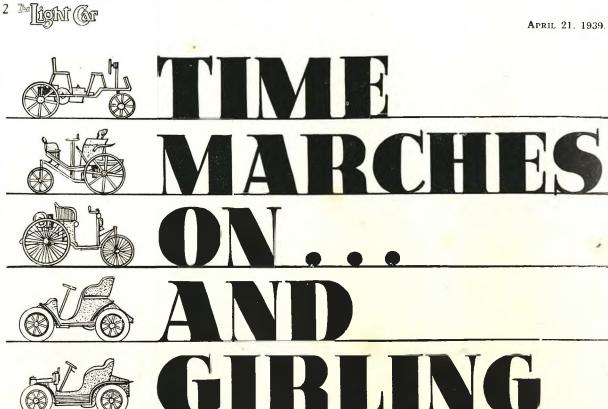


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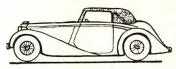


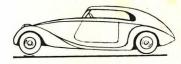














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The New Wolseley "TEN" had a good press

Selected comments of the press from all over the country make a continuous story of unanimous praise THE new Wolseley "Ten" has all the advantages of a large car in miniature. It is very easy to drive and it certainly has a very brilliant performance without any undue stress. (Capt. G. E. T. Eyston). ("The Motor" Road Test, February 14th, included the following performance figures) Rest to 30 m.p.h. in 7.5 secs.; rest to 50 m.p.h. in 22.7 secs.; rest to 60 m.p.h. in 38.7 secs. Maximum speed in third, 44 m.p.h.; in top, 70 m.p.h.

The car's lines are characteristically Wolseley distinguished, dapper but without any extravagant eccentricities which tend to affect re-sale value. (Glasgow Record). The car has been under test for several months so intending purchasers need not be afraid of risking their money on an untried model. (Light Car). Careful attention to detail is evident throughout the whole construction of the car. (Sheffield Telegraph). The seats are heavily upholstered in soft resilient Dunlopillo. (Daily Mail). The car is one of the quietest "tens" yet produced. (Sporting Life) ... extensive use being made of sound insulating material. (Daily Telegraph). In brief, this Wolseley provides better performance and has greater dignity than the ordinary run of modern "tens," is 100% genuine in its material specification, and is worth every penny of its extra cost mechanically as well as socially. (Peterborough Standard) ... and it fits our idea of an extra special de luxe economy car. (T. H. Wisdom, in the Daily Herald).



"THE NEW WOLSELEY 'TEN' is one of the biggest developments so far in 1939" says" The Light Car." You should try one out. A Wolseley Dealer will arrange a suitable time and let you have fully illustrated catalogue. The car is priced at \$215.

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Vol. LIII.

April 21, 1939

No. 1376.

TOPICS of the DAY

BRITAIN'S CHANCES in the field of international motor racing are beginning to take on a rosier hue. Those who are behind the recently launched British Motor Racing Fund were hardly so optimistic as to expect a shower of gold, but the response so far received is gratifying and will, it is sincerely hoped, encourage others to give. To place motor racing on a secure foundation an annual income is the first requirement, for the promotion of racing calls for a consideration not only of the present, but of the future. That such a fund supported by private subscriptions should be necessary at all is indeed a bitter commentary on the view which is held nationally concerning the importance of motor racing. The triumph, however, will be all the greater if the success for which the sponsors of the scheme are aiming is achieved.

RUNAWAY CARS are, fortunately, a very rare hazard, but lately one or two cases have been reported to us. It is worthy of note, however, that unpleasant consequences were avoided by the prompt action of passers-by who had sufficient knowledge to check the cars before they got out of hand. Drivers must remember that when leaving a car on a hill to rely solely on a hand brake which may be tampered with is dangerous. The front wheels should be always turned one way or the other, according to the gradient, so that the kerb itself acts as a chock. Where this is not possible, first gear should be engaged if the car is facing up a hill and reverse gear if it is facing downhill. The driver, however, must remove the ignition key, and as most drivers instinctively make sure that the gear lever is in neutral before pressing the starter button, a practice which at first sight appears to be dangerous may, at any rate, be considered as a wise alternative.

KEEN AMATEUR REPAIRERS frequently write to us for advice on the execution of fairly complicated mechanical repairs or, at any rate, repairs which call for mechanical sense and knowledge. We dislike anything that sounds like damping enthusiasm, but often we have to be cruel to be kind. Certain mechanical jobs call for expert train-

ing and workshop equipment if they are to be done properly, and if we are to be expected to help amateur enthusiasts who want to do the work themselves it really involves detailed explanations running into many words accompanied by sketches or drawings taken either from manufacturers' own handbooks or prepared by ourselves. In the long run amateur craftsmen will be much better off if they look after the simple things and leave the bigger jobs to experts.

BICYCLE MANUFACTURERS, it is said, express a fear (which, it is alleged, the Minister of Labour will share) that if any legislative attempt is made to impose unnecessary burdens on cyclists, the production of cycles will be seriously diminished and will create a great increase in unemployment both in the manufacturing and the retail trades. That fear, in our opinion, is ill-founded. The motor industry has had to bear, and continues to bear, burdens that are out of all proportion to those which cyclists may be asked to shoulder; yet the motor industry has flourished and registration figures continue to rise.

ARISING out of all this, the National Committee on Cycling demands a round-table conference under the chairmanship presumably of the Minister of Transport himself, to discuss certain recommendations in the House of Lords Report. If the Minister accedes to this request it will lead to useless argument, for, if he is wise, Mr. Burgin will be guided by the findings of the Select Committee, even though he is still smarting somewhat from certain direct criticisms of his own department in the report.

UNDER-CHASSIS PROTECTION from the effects of mud and water is not adequate. That is our impression after an examination of several cars which have been used throughout the winter and which are now revealing widespread areas of rust. The biggest test was snow—and salt. Not many cars came through it unscathed. There is a strong case for much more effective weatherproofing of all metal parts which are exposed to liquid matter flung up by road wheels.

A5

eople and Thing

GENERAL, POLITICAL AND PERSONAL POINTS OF VIEW DISCUSSED BY

COME of my very earliest recollections go back to a holiday spent at Brighton. Most vivid, perhaps, is the dim picture I can still conjure up of my first ride on Volk's electric railway and of the thrill I obtained when the line suddenly dipped beneath one of the piers-I forget which. Farther along the coast, at Rottingdean, there used to be a marvellous construction in the form of a steel-skeleton tower carrying a passenger carriage at the top and running on rails securely anchored to massive stones which had their foundation in the sands themselves. -000-

RECALL, too, that near the edge of the cliff at Rottingdean there used to stand a little café called "The Geisha," but, as year succeeded year, the sea encroached and the cliff fell away until finally "The Geisha" vanished into the waters. Since then there has been a big coastal defence scheme, and you may walk safely along promenades beneath the overhanging cliffs.

These things will doubtless come back to me again when I revisit Brighton next week for the Rally. You will find, I think, that, in conjunction with the local authorities, the Royal Automobile Club has done the thing properly; it promises to be one of the best rallies ever.

Some people hold the view that Brighton is too near at home for the finish of a long-distance event of this kind; it all depends what you call home. Competitors come from all parts of the country.



The Editor

They can be sure of two thingsplenty of amusement and helpful policemen! The former are sponsored by people who know the amusement game thoroughly, whilst the latter are under the supervision of my old friend, the Chief Constable.

COME time ago I attended a club Odinner, and I was sitting beside a guest who had come from the "far

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west that is to say, Cornwall. He was not shy and, being curious to find out who I was, he asked. Whereupon, with becoming modesty, I told He raised his eyebrows in

astonishment and politely, said "Oh, the Editor of The Life-Boat?"

That is a true

Sign, please! Close up of autograph hunters at work, the "victim" being Robin Hanson and the happy hunting ground the Crystal Palace.



Capt. A. W. Phillips, "O.C." the R.A.C. Rally.

story, and it comes back to my mind because I have in front of me a copy of The Life-Boat itself—the journal of the Royal National Life-Boat Institution, on the inside cover of which the Duke of Kent makes a very strong appeal for funds. Generous folk who realize the magnificent work done by lifeboatmen may care to make a note of the address of the institution, which is 42, Grosvenor Gardens, London, S.W.1. -000-

FROM Alexandria, Egypt, comes a grouse from a gentleman signing himself "Egyptian Motorist, Regural Reader" concerning the price of cars like the Austin, which was selling in England at £125, but at £165 in Egypt. "This," wails my correspondent, "is not fair play."

I beg to differ. The retail price of the Austin is controlled by the Austin Motor Co., Ltd., and the figure of £165 is fixed in accordance with such charges as inland transport to port, freight, preparing and testing for the road in Egypt and customs. There is, in addition, if "Regural Reader" doesn't mind me pointing it out, a margin of profit, and I have it on the authority of the Austin people in London that the price charged is, in fact, one pound less than that which is considered to be a fair price when all charges are taken into considera-

In other words there is nothing irregural about it at all.

HAVE, on more than one loccasion, paid a high tribute to the enthusiasm and farsightedness of the folk living in and around Bristol when it comes to problems connected with motor sport—and particularly motor racing.

For example, Jan Breyer (the proud owner of Salome, a Shelsley Special of some repute), referring to the present position of Britain's chances in the field of motor sport, sends me a letter from which I extract the following: -

"Public subscriptions are but a drug, an injection that must be repeated to keep the patient alive. If racing is worth while it must pay for itself. I feel sure that it should

for which the firms making use of their services should pay them an annual grant or fees for each inquiry. Further, I think that materials and components should be supplied at bare cost prices by outside firms in return for detailed reports on their behaviour.'

There may be snags in Jan's scheme; there is at least one big automobile training college in existence at the moment.

THE number of people who will tell you and me; at considerable length, what we should (and should not) drink when driving is legion, but you don't often come across folk who have constructive ideas on the

IN an age when the "get-together" movement is becoming more strongly developed than ever, there seems every reason why past holders and the present holder of The Light Car Challenge Trophy for the 1,500 c.c. Local (Brooklands) Hour Record should meet across a luncheon or dinner table. I wonder whether it would be possible to make up a party at one of the many popular club functions this year? In view of its association with the light-car movement in the early days, the Junior Car Club might care to entertain the suggestion.

Of the 11 Cup holders only two (so far as I know) have passed on, namely, Kenelm Lee Guinness and Parry Thomas. It is some years since I heard of W. H. Haywood, who lowered the record with a Singer in 1913, and George Bedford, who performed successfully with a Hillman in 1920, but I do know that H. F. S. Morgan, W. H. Oates, H. Kensington Moir, Kaye Don, J. A. Joyce, George Eyston and R. T. Horton are all going strong.

-000-

FEW days ago, by the way, A Edgar Willoughby, our Midland Editor, "waited" on Ron Horton in order to present him with his Permanent Memento of a Great Deed. The intrinsic value of the original Challenge Trophy has now become very great, and that is one reason why we ourselves desire to keep the Trophy at headquarters as an historical exhibit, awarding Replicas or Mementoes to each person who lowers the record in future and, of course, inscribing their deeds on a plaque on the plinth of the Trophy itself.

Are there any new aspirants for the title? It is becoming harder to capture, but it's well worth while.





See accompanying paragraph.

do at any rate indirectly. It has been done successfully by the De Havilland Technical School with aeroplanes, why not E.R.A. with cars? In other words, why not reorganize E.R.A. as a training college for automobile engineers. Money is required for racing. The only way to make money legitimately is to sell something; that something must be the product of racing. The only useful products of racing are scientific data and experience for the personnel. Then why not sell that experience to the people that need it, the young men who intend to make a career on the technical side of the automobile or aero-engine industries? These people can provide the bulk of the labour required to produce and maintain the racing cars and at the same time pay premiums to provide the capital. In return they get highly specialized experience and should be given evening lectures by stress wallahs, designers and metallurgists, who are also working on the cars during the day.

"As for the scientific data obtained, this should be very carefully filed and E.R.A. could act as consultants to the industry, in return

question of eating-especially at

You come down to breakfast, for example, and while an attentive waiter hovers round, you examine a menu which represents 3s. 6d. or thereabouts on the bill whether you tackle the whole thing or not. You are faced with, say, 200 miles of motoring.

Well, what do you do?

"Exchange is no robbery" says our Midland Editor in handing over a Permanent Memento to "Ron" Horton, present holder of the 1,500 c.c. Brooklands local hour record. The Challenge Trophy itself is in the foreground.





OUR COVER PICTURE

THATCHED ROOF and mellow brick give to this village, near Stratford-on-Avon, much the same appearance as it must have had in the days when the Bard of Avon roamed the fields and woods. The car is a Standard.

The Used Car Show opens to-morrow at the Royal Agricultural Hall, Islington. It will remain open until May 6, from 10 a.m. to 10 p.m. daily (except Sundays).

Lighting-up times for to-morrow, London, 9.7 p.m.; Birmingham, 9.16 p.m.; Edinburgh, 9.31 p.m.; Liverpool, 9.24 p.m.; Cardiff 9.20 p.m.; Dublin, 9.37 p.m.; Belfast, 9.39 p.m.; Newcastle, 9.22 p.m.

Winnats Pass. The proposal to build a motor road through Winnats Pass, in the Peak District, is unlikely to come to anything, owing to oppo-sition from the rambling organizations and from the Society for the Preservation of Rural England.

Holidays with pay have long been granted to all employees of Barimar, Ltd., and the concern has now announced that any employee who undertakes military training will be allowed camp leave with pay in addition to the ordinary holidays.

Esher By-pass. The route selected by the Ministry of Transport for the proposed Esher by-pass has met with considerable opposition. The Esher Council has produced an alternative scheme which has the support of the Surrey County Council, and a public inquiry will be held on April 28.

A motoring gymkhana is to be organized at Brooklands on June 17 by the Ford Motor Co., Ltd. The events will be designed to attract the "ordinary motorist" rather than the racing driver, and there will be, in addition, driving displays and the finals of the Boy Scouts' "Speedster" competitions organized by The Scout.

FOR YOUR DIARY.

FOR YOUR DIARY.

Hillman Show Weeks.—Mann, Egerton and Co., Ltd., Norwich; Stocks (1920), Ltd., Linco.n; Andrews Brothers (Bournemouth), Ltd., Cheltenham (all April 24-29).

Sunbeam-Talbot Show Week.—Glovers, Harrogate (April 24-29).

Hillman Service Week.—H. E. Steel (Himself), Ltd., Cheltenham (ends April 22); Hartwells, Oxford (April 24-29).

Ford Film Shows.—F. and G. Charlesworth, Ltd., Doncaster (April 24-29); F. H. Peacock and Co., Ltd., Folkestone (April 24-29); Frank Cheverton, Ltd., Newport, Lto. W. (April 24-26); A. H. Potter and Co., Woodbridge (April 25-26); K.T. Engineering Co., Dartford (April 26-28); H. C. Preater, Ltd., Swindon (April 26-28); Goldings Park Motor Co., Basingstoke (April 26-27); Brook Garage, Chatham (April 27-29); Le Motre Garages, Ltd., Jersey (April 27-29).

Morris Service Weeks.—Taylor's Garage, Falmouth; Westfield Autocar Co., Ltd., Stirling; Paragon (Hull) Motor Co. Ltd., Hull (all Marris Film Show.—Hewens' Garages, Ltd., Reading (May 2-4).

NEWS and DEVELOPMENTS

AT A GLANCE

" Open-closed " Cars.

An increasingly popular body style.

In this issue we review the several examples available on light car chassis. *

The approach of summer adds attraction to a car which can be open or closed at the driver's wish.



BACK AGAIN after his three-months' tour of South Africa and Australasia, Lord Nuffield strides past the Morris works at Cowley.

A.A. Patrols' hours of duty during the period of Summer Time are from 9 a.m. to 8 p.m. on weekdays, and 10 a.m. to 9 p.m. on Sundays. Night service patrols are on the roads until

Cars in New Zealand. A decrease in the number of cars imported and an increase of local assembling from imported components are the subjects of discussion between Mr. Nash, New Zealand Minister of Finance, and the motor interests. It is rumoured that the "quota" reduction in imports of complete cars may possibly be as high as 40 per cent.

How steel and tin plates are made in one of the biggest factories in the country was revealed to a party of about 80 members of the Press last Monday when they travelled as the guests of Richard Thomas and Company, Ltd., to the company's steel works at Ebbw Vale, Monmouthshire. The processes, which include a whole battery of rolling mills, are of considerable interest; we propose, therefore, to deal with the subject of sheet steel and tin plate manufacture in greater detail at a later date.

Items in Brief

The Morris Rally on June 4, at Donington, will be attended by Captain George Eyston, who will give away the vast array of prizes.

Horse traffic has been barred from using Blackwall Tunnel under the River Thames during rush hours, because it causes serious congestion. The ban applies between 8 a.m. and 9.30 a.m. and between 5 p.m. and 6.30 p.m.

A.R.P. Drivers, both for hospital evacuation and for carrying light casualties, are still wanted in Birmingham, and the Midland A.C. secretary, Mr. Leslie Wilson, 87, Edmund Street, Birmingham, 3, will be glad to hear from volunteers.

Ford drop-head coupe. A new body style on the Ford Prefect (10 h.p.) chassis is announced. Priced at £185, it is of attractive appearance and provides open-closed motoring for four people. The new model will be described in next week's issue.

WAYSIDE BY THE

You May See This Flower Now



Many a copse and hedgebank are now car-peted with the LESSER PERIWINKLE (Vinca Minor). The peculiar twist of the square-ended petals is strongly reminiscent of a windmill. The violet flowers are about lin. in diameter.—E.R.

What of Trials? In next week's issue "The Blower" will review the presentday position in the trials world and discuss the future of this type of motor

Recruiting at Dunlops. An offer of one week's pay, in addition to full pay during annual camp, has been made to all Dunlop employees who join the Territorials, or other voluntary Service, before June 15.





NEWS and DEVELOPMENTS



NEW LAWS IN THE MAKING?

Far-reaching Possibilities of Select Committee's Report

Aim to Secure Safe and Efficient Road Transport

PEOPLE who have started motoring in 1939 can hardly visualize a time when motorists were controlled by an Act that few of them had ever heard about, much less read, and when the only qualification necessary to drive a car was a five-shilling driving licence which could be obtained on application by anybody above a certain age.

which could be obtained on application by anybody above a certain age. In those far-off days of which I am writing, you paid two guineas as a tax on the average light car and, apart from an incessantly watchful eye for speed traps, you went serenely on your way—so far as the cars and the roads of the period would permit. That was only 20 comparatively short years ago. Much has happened since. The

Much has happened since. The reformation began with the introduction of the horse-power tax and, with it, the issuing of registration books and the mandate that the licence must be displayed within certain clearly-defined limits on the vehicle itself. Lots of people who had been carefree motorists thought that the wrong kind of millennium had come.

To-day motoring is hedged in with restrictions and regulations of such an elaborate nature that even magistrates have confessed themselves in ignorance on certain points.

For all that, who is there who will say that he does not enjoy the ownership of a car and the undoubted amenities which it provides?

We may not agree with all the provisions made for our security and the

by The Editor

security of other people on the roads. We have been compelled to accede with good grace to some provisions which we believe to be wrong, but, at any rate, we have given Authority the benefit of the doubt, hoping that experience will eventually lead to our wrongs being righted and always ready to subscribe to the fact that, taken as a whole, there is more good than bad in the legislation with which we are surrounded.

Now, on top of driving tests, thirdparty insurance, certain compulsory fittings, lighting regulations and many other restrictive measures which are as the law of the Medes and the Persians, we have to adjust our ideas in view of the far-reaching results which are expected to follow the publication of the long-awaited report by the Select Committee of the House of Lords on the Prevention of Road Accidents.

The main points of that Report were detailed in our issue of April 7, and during the intervening fortnight it has become fairly obvious that the motoring community is prepared to accept the report as a valuable contribution towards safer and more efficient road transport

The same cannot be said of other sections of the road-farers—as we indicate in Editorial remarks this week. So far, no official communiqué has reached us

from the self-appointed body which claims to represent the opinions of pedestrians—but doubtless that will follow.

The House of Lords Select Committee has sifted a wealth of evidence from all classes of road user, and the members of that Committee—Lord Alness, its chairman, and Lords Reading, Iddesleigh, Birkenhead, Brocket, Rushcliffe and Addison—deserve commendation for the immense amount of trouble they have taken and for their clear-sighted summing up of all the problems involved. The only thing at which we are left to wonder is that the appointment of such a committee should have been so long delayed and that a number of obvious requirements should have been side-tracked year after year until their advocacy was strengthened by a committee of such power and learning.

committee of such power and learning. Frankly, we welcome the limelight which is being thrown on problems connected with walking and the use of bicycles, but it must not be thought that our approval of the recommendations of the Select Committee as a whole is prompted by the thought that reformations affecting other road users for which we have so long pleaded now stand a chance of becoming law.

As motorists we, too, shall have to shoulder extra burdens, but if they lead, as we devoutly hope, to a reduction of road accidents, we shall not complain.

No one, for example, can fail to realize the significance of the proposal that the Highway Code should be given the force of law or that there should be stricter supervision of drivers and heavier penalities for those who break the rules. On the other hand, without prejudice, and taking the broadest possible view of the situation, we cannot but approve of any reasonable methods which may be adopted to control cyclists and pedestrians.

Years ago we advocated rear lights and some form of identification for cyclists, and definite laws for pedestrians; but officialdom in the past has given in to a volume of protest concerned more with the so-called rights of cyclists and pedestrians than the need for greater road safety.

For the first time, a responsible body recognizes that the onus of avoiding road accidents rests equally on all road users, and upon that common-sense basis the whole fabric of the Report recently issued depends.



UNEXPECTED, at any rate in England, is the sight of a large elephant walking by the roadside—a photograph taken by a staff photographer near Royston, Herts, recently.





NEWS and DEVELOPMENTS



APRIL 25

THE R.A.C. Rally starts next Tuesday, April 25: this year there will be more surprises than usual; but other surprises are in store, too, for on April 25 the Chancellor of the Exchequer will open

THE BUDGET

CLUBS AT DONINGTON. Special Meeting Sponsored by " Motor Cycling."

ON Saturday, May 6, our associated journal Motor Cycling is sponsoring a special motorcycle road-race meeting at Donington with the object of giving enthusiastic club riders an opportunity of "having a go" round the famous circuit. There will be no fewer than four events devoted exclusively to club members, including a race for machines manufactured prior to 1931.

In order to restrict these events to perfectly standard sports machines the regulations insist on full lighting equipment being carried as well as silencers. At the time of going to press Mr. Fred Craner, who, as the secretary of the Derby and D. M.C., is organizing the meeting, has answered no fewer than 400 inquiries from club riders from all over the country, to say nothing of the applications that have come in from those competing in the special experts'

There will also be a number of other attractions. The proceedings will begin at 2 p.m.

WE LEAVE IT TO YOU!

Glowing Contribution From a Chemist -Which We Publish Without Comment.

THE finest medicine in the world is available free of charge to all motorists. Take a good dose of the prescription "Fresh air in quantity," you will find it better than any patent medicine in a chemist's shop. the treatment a trial on your next weekend out. Slide back the sunshine roof, open the windows, dare to push the windscreen forward if it is adjustable.

Most motorists will shudder at the idea of such a drastic procedure.

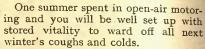
GUILTY!

AT FALKIRK a motorist was summoned for parking his car outside his house for 52 days, on the grounds that this was "a period longer than was necessary for the taking up and setting down of passengers."

A minor sensation, we imagine, must have been caused when the defendant pleaded guilty. He was fined 10s.

"Never heard of such nonsense! Catch my death of cold!" saloon owners will remark.

Never mind, give it a trial, you can ally die once. The tonic effect of fresh only die once. air supercharged into lungs accustomed to stuffy offices and city smoke soon works wonders. Aches and pains are unknown, sleeplessness, nerves, depression and worry disappear.



No doubt you will become an addict to this super fresh-air sport, perhaps you may even join the small select band of enthusiasts who rush through the air with windscreens folded flat, air roaring in their ears, cheeks whipped aglow with wind, minds full of the joy of life.

Motoring giants! Motorists indeed.

SCARBOROUGH TRAFFIC.

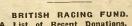
Race Track May Cause Congestion.

TRAFFIC census was taken at A Scarborough on Easter Monday, on the occasion of the Point-to-Point Races of the Staintondale Hunt. An hourly analysis was made of all traffic on the road from East Ayton to Scar-borough. From the figures obtained, it is hoped to throw light on the traffic problems that may have to be faced if the suggested Motor Race Track scheme eventually goes forward.

Between 12 noon and 5.50 p.m., a total of 4,681 vehicles passed on the road. This includes general holiday traffic as well as that actually going to or from the Point-to-Point meeting. By far the busiest period was from 4 p.m. to 5.50 p.m., when the vehicles numbered 1,843 in all. At times a continuous line of cars was stationary or barely moving. Because of an obstruc-tion holding up traffic near East Ayton Church, motorists leaving the Race-course were diverted by the Scarborough and the North Riding police into the town, thereby causing more congestion on the Seamer Road route to

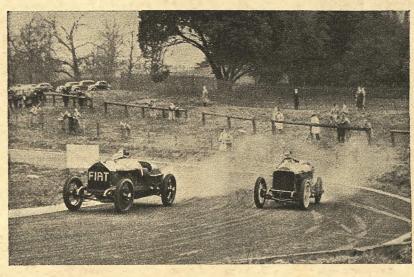
Malton, Yorks and Leeds.

It is felt to have been demonstrated beyond doubt that the approaches to the Racecourse, in their present condition, cannot cope with anything like the amount of traffic that it is anticipated the Motor Race Track scheme would bring.



A List of Recent Donations. £25: E. H. Dobson. £10 10s.: Temple Press Ltd.; Iliffe and Sons,

£25; E. H. Dobson.
£10 10s.: Temple Press Ltd.; Iliffe and Sons, Ltd.
£5 5s.; Lionel Martin; Lancashire A.C.
£5; J. E. Goodby: W. E. Watkinson; R. G. T. Marston; R. Littlewood Clarke; C. J. Cooper; Capt. G. E. T. Eyston; Capt. W. L. Bemrose; R. J. B. Seaman.
£2 3s.: Hunts and Turner, Ltd.
£2 10s.: H. M. S. Turner.
£2 2s.: F. A. R. Starner.
£2 2s.: F. A. Starner.
£2 2s.: F. A. Starner.
£2 2s.: F. Starner.
£3 3s.: Hunts and Turner, Ltd.
£4 10s.: Claylon; Edward A. Brennan; Capt. M. Loam; Brighton and Hove M.C.
£2: J. G. Pige-Leschallas; J. R. Price; Arthur Hudson.
£1 10s.: D. Munro.
£1 10s.: D. Munro.
£1 11s.: Leslie Wilson; A. G. Throssel; Major A. T. G. Gardner; John Rolt; C. Bardswell; Motor Distributors, Ltd.; D. A. S. McKay; G. H. Crossley; F. J. Cook; J. L. Calway; E. H. Hull; A. G. Phillips.
£1: J. B. Ashton; Capt. J. O'Dwyer; R. Varley; L. Heath; D. Clark; Hon. de Yarburgh Bateson: A. G. Benstead; T. MacDonald; E. L. Burrough; N. Murray Austin, Dr. J. E. Blundall Williams; S. Ewart Morley; W. G. Wilson; E. R. Greg; G. N. Galloway; E. T. Kirkman; Neville White.



RACING CARS of the past revived the thrills of old-time races for modern onlookers during the Stanley Cup meeting at the Crystal Palace last Saturday. Here are A. S. Heal (10-litre Fiat) and R. G. J. Nash (15-litre Lorraine-Dietrich) thundering round Stadium Bend in the Veteran Handicap; starting from scratch, they finished second and third respectively. For a report of the meeting, see page 703.





NEWS and DEVELOPMENTS



"TULIP LAND"

The Bulbs in the Spalding District Will Soon be at Their Best





Two views of the Lincoln tulip fields, which form a fine objective for week-end run.

THERE are few sights in England like the great fields of tulips which flood the Spalding fens with colour in the spring. Imagine a quarter of a mile of blooms, scarlet or mauve or yellow, unfenced and unhedged, almost brushing the running-board of your car. Then a second field, smaller, perhaps, but with row after row of different colours, each variety carefully named for you. Field follows field while you drive for perhaps 20 miles, giving the earth a bright, poster-like appearance and going to the heads of women passengers like wine.

Admission to this kaleidoscopic horticultural revue is free. In fact, there is no one in attendance, and usually you may leave your car and wander where you will. Sometimes a notice-board actually invites you to enter the fields and examine the blooms for yourself. If you want to buy, you may have to go some way in your car before you find a shed where they store and pack the flowers and bulbs; or you may come across a box of postcards nailed to a post, inviting you to send your name and address for a bulb catalogue. Beyond that, commercialism is absent. There are no guides, no salesmen, no keepers, no prices.

The full splendour of the flowers is short-lived. If you are a week too early with your trip, the early blooms may be over and the later varieties still in bud. Two or three weeks later may give you large bunches of cheap flowers to take home from the sheds, but the fields, now past their best, may disap-point you. The season varies from year to year, according to the weather, but generally falls very early in May. You should arrange with the Air Ministry to provide a bright day for you, so that the blooms will be open in the sun!

The route is easy. Most of the fields lie quite close to Spalding itself. All you have to do is to make for Spalding and turn off about half a mile from the town along one of the many roads clearly marked "To the Tulip Fields" by the motoring associations. Sunday if you can, or you may find too

IF THE PRESENT WEATHER continues, the tulips should be at their best next week-end and the two following weeks (approximately April 28-May 12).

Members of the A.A. and the R.A.C. can obtain leaflets giving selected short tours of the bulb fields.

many others sharing your pleasure, and as a one-way route is indicated down these narrow lanes, their speed and convenience will determine yours.

If you think of picnicking, remember that the fens are dead flat to the coast and there is sure to be a cold east wind outside, even if the sun streams through your open roof and warms you as you sit. If not, Spalding had better feed you, for accommodation outside the town is not too easily found.

When you have seen what Holland looks like in bulb-time without having to cross the Channel, and covered your back seat with a file of freshly cut flowers which will live a week or more, you can give pleasure to your friends for a shilling or two. They will pack tulips for you in special posting boxes and send them to any address in the country. Furthermore, if you make a note of the names of your favourites, you can buy the bulbs by post and grow them in your own garden next EDWARD RICHARDSON. spring.

REGISTRATION FIGURES UP. February Shows Large Increase.

NEARLY 4,500 more new cars were registered in February than in the corresponding month of 1938; actual totals were 23,509 and 19,039 respectively. Light cars up to 12 h.p. accounted for 18,994 newcomers to the roads—approximately 80 per cent.—and the 10 h.p. class with its 7,938 registrations was the most popular. Runners-up were the Eights, with 7,565, and then there was a drop to 2,771, with which the Twelves secured third place. Apart from the Fourteens (2,069), no class over 12 h.p. accounted for more than 330 new cars.

Also given in the Ministry of Transport Return are the facts that 1,741,992 private cars were licensed as at February 28, and that the average amount paid by private cars in whole-year licence fees in 1938 was £9 4s. 6d. In the three months from December 1, 1938, to February 28, 1939, a gross total of £24,419,180 was received from vehicle licences; private cars were responsible for £10,516,649 of this.

THE MOTOR MANUAL. Thirtieth Edition Now Available.

A NEW edition—the thirtieth—of "The Motor Manual" has recently been published. Running to a total of 240 text pages, this valuable handbook provides a fund of information for the motorist who takes an intelligent interest in his car. Full descriptions, lavishly illustrated, are included of such components as the engine, gearbox, rear axle, steering, brakes, electrical equipment, and so on, and the work-

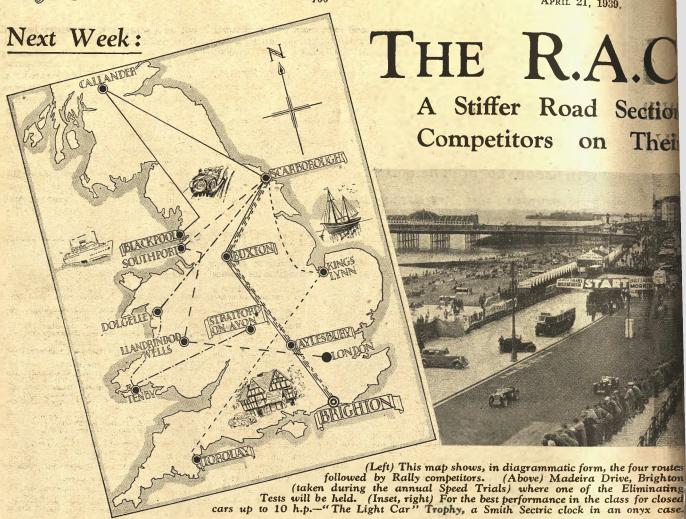
ing principles are clearly explained.

In all, there are over 200 drawings, including a large "pull-out" illustration showing the constructional details. of a typical modern chassis. The price is 2s. 6d. (postage 3d.), and copies are available either direct from Temple Press Ltd., 5-17, Rosebery Avenue, London, E.C.1, or from any bookseller.





APRIL 21, 1939.



ON Tuesday next the 224 competitors in the Eighth Annual R.A.C. Rally will leave the four starting-points on their 800-odd-mile journeys to Brighton. This is the first time that this popular sea-coast resort has been selected as the finishing point for the Rally, and one may be sure that (weather permitting) Brighton will be en fête for the event.

Several important changes have been made in the style of the road section. This year there are but four starts— Blackpool, London, Stratford-on-Avon and Torquay—and the routes, for nearly half the total distance, are combined, as the map at the top of this page shows. The reason for this is simple: the R.A.C. decided to make the road section a more searching test of the competing cars and for that reason secondary roads, a "colonial section" and a further 25-mile section as yet secret have been embodied in the route. To make things fair for all, the colonial section is to be the same for everyone.

From the various starts the four pro-cessions will wend their devious ways to Scarborough, driving continuously and maintaining an average of 26 m.p.h. from midday on Tuesday until Wednesday morning. At Scarborough there is a breakfast stop, thence the cars set out for Buxton, encountering the three-mile colonial section on the way. Those who do not wish to face A12

the "terrors" of this rough-stuff route may avoid it.

The 168 miles to Buxton must be covered at an average speed of 24 m.p.h., and there is a time allowance of five minutes late or early at the intervening controls.

THE RALLY IN BRIEF.

START: Tuesday, April 25 at noon. Blackpool - Callender - Scarborough (466 miles). London — Llandrindod Wells — South-port—Scarborough (432 miles). Stratford-on-Avon—Tenby — Dolgelley —Scarborough (475 miles). Torquay — King's Lynn — Scarborough (443 miles). From Scarborough, ALL ROUTES:
Buxton — Aylesbury — Brighton (391 miles).

FINISH: Brighton, Thursday, April 27, from 4 p.m. onwards (approximately). ENTRIES: Blackpool, 59; London, 73; Stratford-on-Avon, 57; Torquay, 35.

At Buxton there will be a compulsory night's rest and, while the drivers sleep, the cars will be "in control," which means that no work of any sort may be done on them, and no replenishments made. On Thursday morning the final stretch of the road section—a matter of 223 miles—will be faced. The first 25 miles of this is a

dark and deadly secret, and the whole distance must be covered at an average of 30 m.p.h.

The first of the arrivals at Brighton is timed for 3 p.m., and for the next six hours competitors will continue to stream into the South Coast town. Immediately on their arrival they will have to go through a stop-and-restart test on a hill; then the cars go into "control" in an open park for the

Friday is the day of tests. To the open parking control go the competitors, and with a stop-watch-equipped judge presiding, start their cars (without the use of the starting-handle) and drive forward for a distance of five yards. The time limit for this operation is one minute and penalties await the unsuccessful. Then follow the Eliminating Tests, which are yet another secret of the organizers. They will not be so "tricky" as last year's: the idea is to make them tests of the car rather than of the driver.

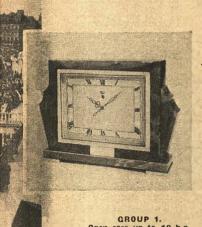
After the tests preparations may be made for the Coachwork Competition on the Saturday.

For this contest the rules are substantially similar to those applying in previous Rallies. The definition of a drop-head coupe has, however, been re-drafted to avoid argument. There will be four classes-open, two-door saloon, four-door saloon and drop-head

De light (Eur

RALLY

Will Face the 224 Way to Brighton



GROUP 1.

Open cars up to 10 h.p.
London.

J. L. F. Williams (Riley 9)...16.
D. R. G. Clement (Singer 9)...1.
A. Broadley (Singer 9)...M., 18.
G. E. Pinkerton (M.G. 10)...6
O. Issard-Davies (M.G. 10)...6
O. Issard-Davies (M.G. 10)...6
O. Issard-Davies (M.G. 10)...6
D. T. Russell (Hillman 10)...2
R. A. Bicknell (Singer 9)...M., 17.
Miss P. Lambert (M.G. 10)...11
A. C. Westwood (Fiat 7)...10
J. H. Jezard (Bantam 8).
J. W. Whalley (Ford 10)...F, 4.
Miss S. J. L. Buskin (Talbot 10).
Torquay.
M. C. Browning (Morris 8)...14
L. Cade (Singer 9)...N.
F. G. Cornish (M.G. 10).

Blackpool.
A. B. Tawse (M.G. 10).
W. C. Reid (M.G. 10).
H. Humphrey-Smith (M.G. 10).
H. F. Brockbank (B.S.A. 10).
H. E. Dickinson (Singer 9)...M, 18
J. E. Johnson (Singer 9)...M, 18
J. E. Johnson (Singer 9)...M, 18
J. M. Adamthwaite (M.G. 10).
B. V. Caley (M.G. 8).
N. Adamthwaite (M.G. 10).
B. V. Caley (M.G. 8).
C. Sears (M.G. 9)...9
E. W. J. Slinn (M.G. 10).
H. A. Meerow (M.G. 10).
J. B. Murrell (Standard 8)...P.
G. H. Goodall (Morgan 10)...21
N. E. Riddihough (Singer 9)...N.
17.
W. C. Butler (Singer 9)...N.
J. A. Davies (M.G. 10)...6
Miss M. Crooke (B.S.A. 10)...11
Capt. W. S. Sewell (Austin 8)...
GROUP 2.
Glosed cars up to 10 h.p.

GROUP 2.

GROUP 2.
Closed cars up to 10 h.p.
Lendon.
C. O. Jackson (Austin 8)...14.
A. W. Jones (Hotchkiss 10).
K. C. Kibble (Austin 8).
J. D. Lane (Ford 10).
W. G. Barnett (Hillman 10)...12.
W. E. Spooner (Hillman 10)...12.
H. F. Owen (D.K.W. 8)...1.
L. F. S. Morgan (Morgan 10)...
21.
G. D. A. Hunter (Morgin C).

21.
G. D. A. Hunter (Morris 8).
Rev. R. J. P. Peyton Burbery,
R.N. (reid.) (Morris 10).
W. A. McKenzie (Morris 10).
Torquay.
B. W. Fursdon (Wolseley 10)...R.
A. L. Goodrich (Talbot 10).
Miss I. M. Burton (Vauxhall 10).
C. D. Buckley (Austin 8)...B, 22.
F/O M. Mavrogordato (Morris 8).

coupés-and each class will be divided into five price categories-up to £200, £201-£350, £351-£600, £601-£1,000, over £1,001.

A schedule of marking for the Coachwork Competition naturally lays great emphasis on appearance and comfort, which may gain up to 30 marks apiece. Ease of ingress and egress means 3 marks for the driver's seat and 7 marks for the passenger seats; luggage accommodation is valued at 10 marks, and accessibility of spare wheel and tool kit at 5 marks.

So much for the Rally itself. What of the entry? The total of 224 is slightly smaller than last year's 256, but as a scrutiny of the entry list will show, is of high quality. Of the total, 107 are open cars and the remaining 117 closed. The three individual horsepower groups are represented as follows:—Up to 10 h.p., 76 (the biggest entry this class has ever had); 10 h.p. to 15 h.p., 50; over 15 h.p., 98. For the winner of the up to 10 h.p. closed class a trophy, illustrated on these pages, has been presented by The Light Car.

Given good or even reasonable weather conditions the Rally this year should be one of the brightest and best of an interesting series.

-THE ENTRIES-

The letters and/or numbers following the makes of car and horsepower, indicate the teams in which the competitors are running. A key to these is given.

Blackpool.

F. W. Payne (Austin 10).
J. L. Finigan (Wolse'ey 10)...R.
R. A. Broatch (Standard 9).
H. L. Hadley (Austin 8)...B, 22
J. McEvoy (Ford 10)...F, 4.
S. G. Gambles (Hillman 10).
Miss I. C. Schwedler (Hillman 10).
Miss I. C. Schwedler (Hillman 10).
Miss M. V. Milne (Singer 9)...27
J. Langford (Jowett 10).
J. Yates (Standard 8)...P.
L. F. Makinson (Standard 8)...P.
L. F. Hakinson (Standard 8)...P.
L. H. Grove (Vauxhall 10)...Q.
J. H. T. Edwards-Moss (M.G. 10).
L. R. H. Boulter (Austin 10).
J. J. Jones (Ford 10).
J. Jones (Ford 10).
J. Jones (Ford 10).
J. Buchanan (Fiat 7).
GROUP 3.
Open cars 10 hp.-15 hp.
London.
M. H. Lawson (H.R.G. 12)...I.
Miss B. J. M. Streather (Atalanta 12)...A 26.
C. E. Littler (Lagonda 13).
S. Hince (SS 13).
D. G. W. Somerville (Aston Martin 12)...B.
C. D. Hubbard (Riley 12)...16.
P. Mayne (Aston Martin 15)...8.
W. J. Watson (Alvis 13)...10.
Torquay.
W. P. Maidens (Rover 12)...L, 5.
G. H. Robins (H.R.G. 12)...L, 5.
G. H. Robins (H.R.G. 12)...L, 5.
G. H. Beatson (Riley 12)...K.
T. B. Hague (Riley 12)...K.
D. C. C. P. Mitchell (Riley 12)...
C. GROUP 4.
Closed cars 10 h.p.-15 h.p.
L. London.
E. H. Bertlay (Rover 11).
B. H. Kerr (Wolseley 14).
W. J. Knight (SS 14)...14
H. G. Bishop (Lea-Francis 12).
D. W. D. Steel (Lancia 13).
A. P. Watson (Fiat 11)...10.
H. Kerr (Wolseley 14)...
H. G. Bishop (Lea-Francis 12).
D. W. D. Steel (Lancia 13).
A. P. Watson (Fiat 11)...10.
H. Kerr (Wolseley 14)...
H. G. Bishop (Lea-Francis 12).
D. W. D. Steel (Lancia 13).
A. P. Watson (Fiat 11)...10.
H. Kerr (Wolseley 14)...
H. G. Bishop (Lea-Francis 12).
D. W. D. Steel (Lancia 13).
A. P. Watson (Fiat 11)...5
Dr. A. R. Gray (SS 14)...12.
H. Willingle (Riley 12)...25.
C. E. Stothert (Fiat 11)

G. I. Boughton (Vauxhall 12)...
Q.
F. S. Burnes (Vauxhall 14)...Q.
Miss O. Bailey (Rover 11).
G. S. Davison (Triumph 14).
P. A. Thornton (Standard 12)...9.
Miss V. J. M. Stephenson (Wolseley 12)
A. Bassett (Riley 12).

Jollowing the makes of car and ho ompetitors are running. A key to GROUP 5.

Open cars over 15 h.p. London.
C. V. Wells (Triumph 16)...7.
A. D. C. Gordon (S8 20)...20.
Miss B. J. M. Streather (S8 25).
T. Frame Thomson (S8 25)...
Miss M. D. Patten (Peugeot 18).
D. G. Silcock (Allard 37)...7.
T. H. Bridgewater (S8 20).
Mrs. H. W. McLennan (S8 20).
Mrs. H. Wood (Frazer-Nash-B.M.W. 17)...25.
D. J. Frazer-Nash-B.M.W. 17)...25.
D. J. O. Johnson (Frazer-Nash-B.M.W. 16)...14, 35.
D. J. Farquharson (M.G. 18).
S. C. H. Davis (Raymond Mays 20)...3, 15.
R. S. Grouch (Daimler 18)...C.
G. Wood (Bentley 30)...8.
Dr. H. F. Squire (Terraplane 22)...2.
C. J. Gibson (S8 20)...20.
T. H. Wisdom (S8 25)...0, 19.
Blackpool.
W. Hetherington (Railton 29).
Mrs. P. Hunter-Steen (A.C. 16).
T. W. McCallum (Alvis 32).
C. M. Anthony (Raymond Mays 20)...3, 15.
G. H. Tudhope (Triumph 16).
G. H. Crossley, Junt. (Frazer-Nash-B.M.W. 16)...9,
F. A. Rhodes (Frazer-Nash-B.M.W. 16)...4, 3.
Miss D. M. M. Stanley Turner (Alvis 32)...11.
A. Smith (Lagonda 30).
J. Harrop (S8 25)...0, 19.
R. V. Robinson (Bentley 25)...25.
K. N. Smith (Frazer-Nash-B.M.W. 16)...H, 3.
B.M.W. 16)...H, 3.
R. V. Robinson (Bentley 25)...25.
K. N. Smith (Frazer-Nash-B.M.W. 16)...H, 3.
B.M.W. 16)...H, 3.
R. P. P. Fane (Frazer-Nash-B.M.W. 16)...H, 3.
R. P. P. Fane (Frazer-Nash-B.M.W. 16)...H, 3.
R. Mays (Raymond Mays 20)...J, 1.
D. H. Persion (Bentley 25)...25.
C. H. D. Berthon (Bentley 25)...7
W. E. C. Watkinson (Alvis 32).
C. H. D. Berthon (Bentley 25)...7

B.M.W. 10)...H. & S. Mays (Raymond Mays 20)...J, A. Hess (Jensen 50)...7. W. E. C. Watkinson (Alvis 32). C. H. D. Berthon (Bentley 25). C. C. Tomkinson (Bentley 16). S. H. Newsone (SS 25)...O. 19. Count Heyden (Delahaye 23)...E. GROUP 6.

Closed cars over 15 h.p. London.
S. E. Sears (Rolls-Royce 50). W. Gilling (SS 25)...12. F. H. Mayer (Wolseley 25). G. W. M. Exeter (Bentley 30). L. Prideaux Brune (Raymond Mays 20). Wrs. R. Eccles (Daimler 18)...C. E. G. Morley (Wolseley 25). G. N. H. Morris (Daimler 30)...D. R. D. Gregory. (Bentley 38). C. H. Cooper (Rover 20). J. Cleland (Ford 30)...F. C. G. Dunham (Rover 20). J. Barclay (Rolls-Royce 29). Torquay.
E. D. Lee (Bentley 30). Viscount Chetwynd (Ford 30)...D. C. Bair (Alta 16). Miss M. Wilby (Atalanta 36)...A. 26.
H. J. Aldington (Frazer-Nash-Daim 15).

N. C. Bain (Atalanta O.)

Miss M. Wilby (Atalanta O.)

26.

H. J. Aldington (Frazer-Nash-B.M.W. 16).

B. F. Withey (Bentley 30).

N. C. Bricknell (Ford 30).

C. Johnson Jay (SS 20). C. G. J. Barraclough (Ford 30)... G. L. Wilkins (Sunbeam-Talbot 27) G. Hartwell (Humber 27). R. A. Johnson (Humber 21). Count Heyden (Delshaye 27)...E.

Count Heyden (Delahaye 27)...E.

Blackpool.

A. L. Marshall (Frazer-Nash
B.M.W. 16).

A. Corrie (Rover 17).

R. M. V. Sutton (Lanchester 15).

T. C. Wise (Ford 30)...G, 21.

Col. R. Rippon (Daimier 32)...D.

G. H. Crossley (Mercury 35)...9.

Lt-Col. A. M. Wilkinson (Daimier 32)...D.

Miss Amy Johnson (Ford 30)...27

A. P. Smith (S8 20).

P. Smith (Lagonda 30).

P. B. Buckley (Alvis 20).

V. C. Bennett (Bentley 50).

J. Hammond (SS 25).

Count Heyden (Delahaye 27)...E.

Sir Ronald Gunter, Bt. (Wolseley 25).

Strattord.

25). Stratiord.
W. F. Watson (Lagonda 32).
D. B. Hall (Ford 50)...G. 4.
C. M. Simpson (Daimler 24)...C.
D. Impanni (Frazer-Nash-B.M.W. 16).
D. E. Graham (Humber 27).
W. G. D. Stanton (Standard 20).
J. C. Brockfield (M.G. 18)...6.
R. H. Heward (Terraplane 22).
E. J. Smith (Hudson 29).
Mrs. E. M. Wisdom (SS 25)...24.
A. Bryde (SS 25).

D. G. B. Denning (Wolseley 18).
A. Bryde (SS 25).

KEY TO TEAM ENTRIES.

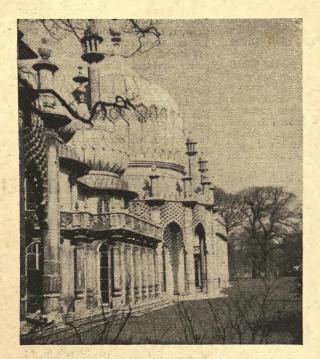
Note.—These numbers and letters, which indicate the teams to which the various entries belong, are purely arbitrary and sre used for convenience only. They are not the official R.A.C. team numbers.

Manufacturers' Teams.
A. Atalanta (Atalanta Motors, Ltd.).
B. Austin (The Austin Motor Co., Ltd.).
C. and D. Daimler (The Dalmier Co., Ltd.).
E. Delahaye (Automobiles Delahaye).
F. and G. Ford (The Ford Motor Co., Ltd.).
H. Frazer-Nash-B.M.W. (A.F.N., Ltd.).
J. Raymond Mays (Winter Garden Garges, Ltd.).
J. Raymond Mays (Winter Garden Garges, Ltd.).
K. Riley (Pointing, Ltd.).
L. Royer (W. P. Maidens).
M. and N. Singer (Singer Motors, Ltd.).
P. Standard (The Standard Motor Co., Ltd.).
P. Standard (The Standard Motor Co., Ltd.).
Q. Vauxhall (Autosports).
R. Wolseley (Wolseley Motors, Ltd.).
L. Brighton and Hove M.C.

R. Wolseley (Wolseley Motors, Ltd.).

Club Teams.
1.—Brighton and Hove M.C.
2.—Herts County A.C.
3 to 12.—The Junion Car Club.
14.—Margate and District C.C.
15.—Midland Automobile Club.
16.—Riley Motor Club.
17 and 18.—Singer M.C.C.
19 and 20.—SS Car Club.
21 and 22.—Sutton Coldfield and N.B A.C. (Sunbac).
23.—Yorkshire Sports Car Club.
24 to 27.—The Women's Automobile and Sports Association.
A13





The Royal Pavilion, Brighton, will be the scene of many functions during Rally Week.

D URING the afternoon of Thursday next the competitors in this year's R.A.C. Rally will enter Brighton, the terminus of two days' almost continuous motoring. By the time they reach The Pylons, which mark the boundary of Greater Brighton, just below Pangdean, they will no doubt be thankful that they are reaching the end of a long journey. After a stopand-restart test on a hill the weary travellers will park their cars in the space specially set aside for them and, with a sigh of relief, seek their various hotels.

The Brighton hotels are peculiarly diverse in their appeal: some are modern, whilst others have a long and sometimes not very honourable history. The Hotel Metropole, which is to be the Rally headquarters, is comparatively modern and so has very little historical interest. Amongst the older hostelries, however, the Old Ship Hotel stands out. It was the home of the redoubtable Captain Tattersall, who, it will be remembered, took Charles II to his haven of refuge in France. The oldest part of the "Old Ship" contains many of the timbers from Tattersall's boat.

"Old Strike-a-Light."

There is another hotel at one corner of Pool Valley that is built on the site once occupied by an inn known as "The Rising Sun." This earlier hostelry had a somewhat unsavoury reputation, being frequented by smugglers and various other cut-throats. The story has it that somewhere about 1760 a certain gentleman had a bag of gold and, being afraid of losing it he hid it in his room at "The Rising Sun." Sure enough, a rogue did try to steal it but, being caught in the act of searching for the bag, he dealt the owner such a hefty blow on the head that he never regained consciousness. The next we hear is that "The Rising Sun" is haunted by a spirit which goes about striking lights in all the rooms

His wanderings were evidently so regular that he became quite well known as "Old Strike-a-Light." This went on for some years and then quite suddenly ceased. Shortly afterwards the landlord gave up the inn and

SOME QUEER TALES OF BRIGHTON

Related by ERIC WILLAFORD

retired to a mansion and set himself up in great style as a country gentleman.

The story explains this sudden rise in status by telling how one night after the inn was locked up the landlord was dozing in an upstairs room when he suddenly saw an apparition pointing to a loose stone in the hearth. When the terrified innkeeper had recovered his wits somewhat he ventured to lift the stone and, of course, found the long-lost bag of gold.

There is also another quite interesting ghost in Brighton—that of the fishwife who periodically visits Black Lion Passage in The Lanes, decrying the behaviour of King Charles II. It appears that when the Merry Monarch left his hotel to join Captain Tattersall's ship it was a rather dirty night and he was therefore being carried, pickaback fashion, on the broad shoulders of Tattersall's mate. In the middle of Black Lion Passage, which is so narrow that if two persons meet they must turn sideways in order to pass, the party was confronted by a buxom fishwife.

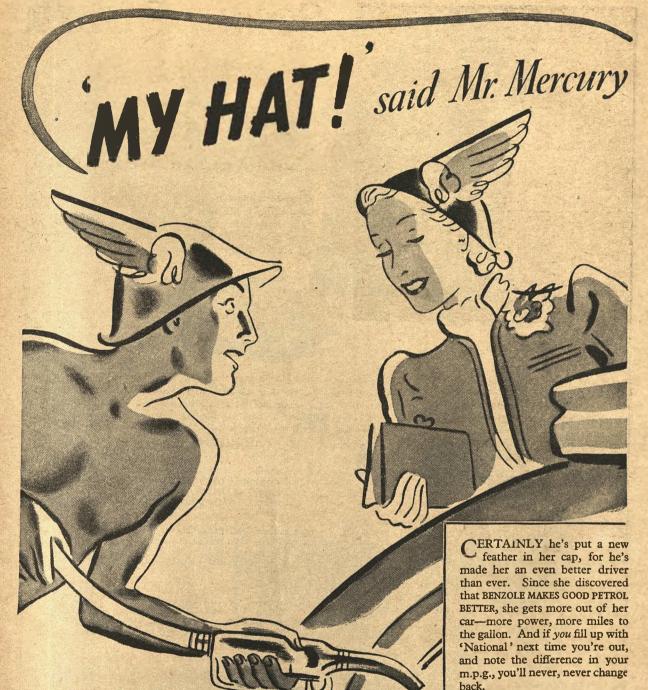
"Jackanapes" Was The King!

The good mate ordered the woman to let them pass, but the lady stood her ground. The sailor thereupon ordered her to move aside "in the name of King Charles." To this she retorted that "she wouldn't move for the Devil, let alone that jackanapes!" This was too much for the sailor who promptly knocked the good lady down and the party just walked over her!

Of course one of the main centres of attraction during Rally Week will be the Royal Pavilion, where several functions will be held. This queer jumble of eastern architectural styles, built at the instigation of George IV when he was Prince of Wales, was purchased by the town in 1850 and has since been used for many important civic and other functions.

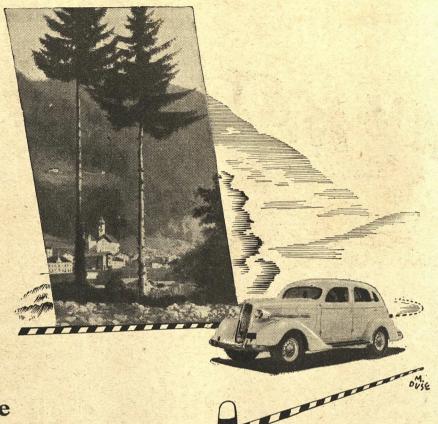
One little-known fact which may interest visitors is that George IV only leased the Pavilion from 1784 until 1807. The man who actually owned the land and built the original peculiar structure and the later additions was the King's German cook, Louis Weltjie. So that until the King actually bought the buildings in 1807 he was merely the tenant of his cook!

Whilst on the subject of Brighton Pavilion there is a story (which seems to have some foundation on fact) that the ex-Kaiser Wilhelm of Germany was very fond of the Royal Pavilion and had intended using it for his winter palace when he had conquered England. Orders were therefore issued to his airmen and to his navy that Brighton was to be left severely alone during air raids and any kind of naval bombardment. A certain amount of credit is attached to this story by the fact that although enemy aircraft is known to have flown over the town, no bombs were ever dropped in the vicinity.



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- 2. Calais Fontainebleau Grenoble Nice San Remo Rapallo Pisa Florence—Venice—Milan—Lake Como St. Gothard—Basle—Calais, 2,100 miles.
- 3. Calais Fontainebleau Lyon Mt. Cenis—Turin—Genoa—Rapallo—Pisa—Rome—Florence—Venice—Milan—Lake Como St. Gothard Basle Calais, 2,350 miles (extension to Naples 290 miles).



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CLUB RIVALRY AT THE "PALACE"



Frazer-Nash and B.M.W. Car Club Win Stanley Cup

H. B. Shaw (M.G.) and L. G. Johnson (F.-N.-B.M.W.) emerging from the Link in the sixth event which was won by the last-named. This was the first occasion this circuit had been used.

AST Saturday ten club teams competed over the Link circuit at Crystal Palace for the handsome trophy presented by Sir Arthur Stanley. There were 13 events and the highest number of points was gained by one of the organizing clubs, the Frazer-Nash and B.M.W. Car Club, with a total of 46 marks. Runners-up were the North-West London M.C. with 32 marks, and third, the J.C.C., with 19 marks.

The first event, for Frazer-Nash and B.M.W. Car Club members, was won rather easily by E. C. Barson in J. G. Clarke's 1,496 Frazer-Nash with interesting Dubonnet front suspension. He had a couple of hectic moments at Stadium Dip, first hitting the bank, then skidding wildly on a subsequent

Event 2 was for Vintage Sports Car Club members, and in the first race W. H. Ellis (1,496 Lea-Francis S) led right from the start. In the next race E. C. Barson (1,496 Frazer-Nash) crashed badly at Stadium Dip and bent the front suspension considerably. Then J. Morris overturned his gigantic old Benz at the same corner, luckily escaping with a few minor injuries. L. C. Mackenzie (4,487 Bentley) went through from scratch to win at 44.9

This was followed by three short handicap races. In the first one L. G. Johnson's Frazer-Nash-B.M.W. came right through the field to win at 49.9 m.p.h., in spite of a spirited challenge by Lady Mary Grosvenor (1,496 Riley). The next race went to R. Cutler's fleet old Frazer-Nash, and C. W. E. Windsor-Richards distinguished himself by bringing his venerable 30-98 Vaux-hall into second place. L. C. Mac-kenzie, in spite of a considerably reduced handicap, still managed to pull it off in the last short race, whilst R. E. Richards, in his remarkably swift 1,393 Rover, was runner-up.

Three long handicap races were next on the programme and the handicapper put L. G. Johnson (1,971 F.-N.-B.M.W.) back 16 secs. from scratch in

the first event. In spite of this he passed everyone and managed to pip H. B. Shaw (1,087 M.G. S) and the limit man, K. E. Thwaites (1,292 M.G.). He averaged the fine speed of 52.28 m.p.h.

The next race was notable for a fine scrap between H. J. Aldington's and A. F. P. Fane's Frazer-Nash-B.M.W.s. Aldy's car was just a shade quicker and he slowed up so that Fane and he passed the finishing line with a few inches between them. His winning speed was 51.9 m.p.h. C. Truett (2,664 SS) spun completely round at Stadium Dip and just managed to avoid colliding with J. M. S. Alexander in a similar care. in a similar car.

The next event produced some astonishing gyrations at Stadium Dip by R. E. Richards (1,389 Rover). His example was followed by T. W. Dargue (1,911 F.-N.-B.M.W.). G. M. Crozier (1,911 Frazer-Nash) went on to win at 47.56 m.p.h.

Non-starters made it difficult for some of the teams in the Team Relay Handicap, but they were allowed to start with two men, the first man having to cover six laps before hand-ing over the rash. Each car had to cover three laps in the complete teams.

(Continued on page 704.)

A17



PARIS-NICE-

-Trial Provides Fine Demontration of "Rileyability." Hans Stuck (Auto Union) Again Breaks Hill-climb Record at-

-LA TURBIE



(Above) Hans Stuck in the course of knocking 2 secs. off the record for La Turbie in his Auto Union. (Left)
Mrs. K. Hague
(Riley) on the hill,
the climb which
formed the final
test of the ParisNice Trial. She was a member of the victorious Riley team.

BRITISH light cars gave an extremely good account of themselves in the Paris-Nice Trial last week. A team of 1½-litre Rileys, in the hands of Mrs. K. Hague, P. Melly and K. Cuthbert, not only won for Britain the Edward Whitechurch Trophy for the best performance by a national team, but also took the challenge cup offered by L'Auto for the best one-make performance. In addition Melly was fifth in the general classification—the highest place achieved by a British

The event started with speed trials at

where Madame Simon (Hotchkiss) recorded the best time of 59 secs., with W. A. Mackenzie (Alvis) second in exactly one minute. Hague recorded the best 11-litre performance with 1 min. 4.8 secs.

The run to Nice was uneventful and 34 of the 35 starters arrived, the only absentee being Le Begue (Talbot).

On arrival at Nice competitors were faced with a starting-from-cold test, a top-gear slow-running test over 100 metres, followed immediately by a topgear acceleration test over the same distance; after this there was a 200-

metre standing-start speed test combined with a brake test.

In the slow-running test Larrue (Delahaye) was slowest with 43 secs., followed by Mrs. Hague with 41.2 secs. and J. Higgins (2-litre Aston Martin) with 40.4 secs. A British entry, Shrubsall (Bentley), tied with Paul (Delahaye) in the top-gear acceleration test with 10.4 secs., followed by J. Vernon (SS Jaguar) and Larrue next, each with 10.8 secs. Vernon again did well in the acceleration test; he clocked 11 4-5 secs., and T. H. Wisdom (Railton) was next with 12.2 secs.

The final eliminating test was the hill-climb at La Turbie, and in this Paul, in the 3½-litre Delahaye, put up the best performance of the Paris-Nice competitors in 4 mins. 13.2 secs., Wisdom was third best with 4 mins. 37.6 secs., and of the $1\frac{1}{2}$ -litre cars Melly (Riley) was fastest with 4 mins. 59.6 secs.

Apart from Rally competitors, there were, of course, the usual racing and sports-car classes in the hill-climb, and the results were somewhat sensational. Not only did Hans Stuck once again beat his own record with an Auto Union, but every racing class record was also broken!

Results of both events appear below.

PARIS-NICE TRIAL RESULTS.

PARIS-NICE TRIAL RESULTS.

General Classification.—I, Chaboud (Delahaye), 1,220.2 points; 2, J. Paul (Delahaye), 1,231.8; 5, Von Falkenhausen (B.M.W.), 1,242.3; 4, Mme. Largeot (Simca), 1,264.7; 5, P. Melly (Riley), 1,271.9; 6, Parant (Hotchkies), 1,272.8; 7, Mme. Y. Simon (Hotchkies), 1,273.9; 8, de Ferrandl and Graddock (SS), 1,277; 9, Mrs. K. Hague (Riley), 1,292.9; 10, Larrue (Delahaye), 1,299.4; 11, d. Higgins (Aston Martin), 1,500.5; 12, J. Savoye (Singer), 1,329.2; 13, T. H. Wisdom (Railton), 1,370.4; 14, Shrubshall (Bentley), 1,391.5; 15, D. H. Murray (B.M.W.), 1,415.5; 16, W. A. Mackenzie (Alvis), 1,418.8; 17, J. Vernon (SS), 1,423.7; 18, Glad (M.G.), 1,426.0; 19, K. Cuthbert (Riley), 1,435.1; 20, F. S. Barnes (Vauxhall), 1,442.4.

LA TURBIE HILL-CLIMB RESULTS.

Racing cars. 8,000 c.c.: H. Stuck (Auto Union), 3 mins. 28.2 secs.*, 108.934 k.p.h. (67.69 m.p.h.); 5,000 c.c.: J. P. Wimille (Bugatti), 3 mins. 32.2 secs.; 3,000 c.c.: R. Sommer (Alfa-Romeo), 5 mins. 41 secs.; 2,000 c.c.: P. Cristea (B.M.W.), 3 mins. 54.6

Sports cars. 5,000 c.c.: Mmc. G. Rouault (Delahaye), 4 mins. 12 secs.; 3,000 c.c.: Dary (Bugatti), 4 mins. 31.6 secs.; 2,000 c.c.: Werneck (B.M.W.), 4 mins. 9 secs.; 1,500 c.c.: P. Melly (Riley), 4 mins. 46.6 secs.; 1,100 c.c.: Gordini (Simca), 4 mins. 34.2 secs.; 750 c.c.: Plantivaux (Simca), 5 mins. 45.2 secs.

*New record for hill. Old record, Hans Stuck (Auto Union), 5 mins. 30.2 secs.

The Crystal Palace Meeting (Contd.).

The fleet Rileys of F. R. Gerard, driven by R. M. Turner (1,089 S), and himself (1,496), without the assistance of their other team mate, E. C. Barston, gained a win for the United Hospitals and University of London M.C. at 47.61 m.p.h.

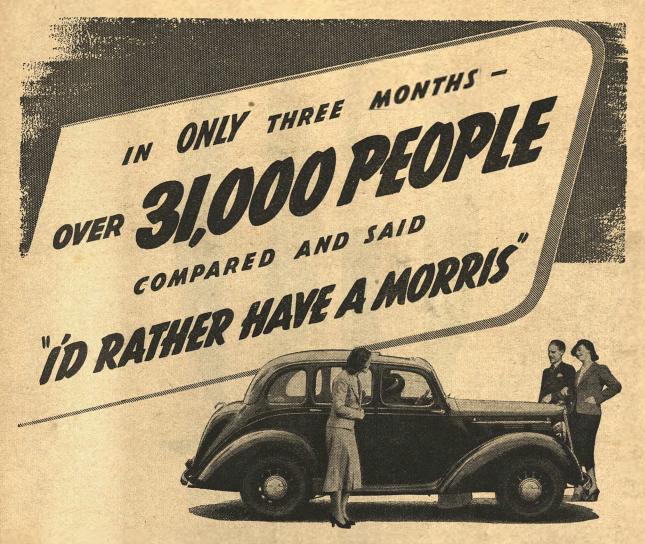
C. Clutton's huge Itala was surprisingly fast to win the Veteran Handicap at 43.7 m.p.h., whilst A. S. Heal (10,087 Fiat) and R. G. J. Nash (15,095 Lorraine-Dietrich) had a dogfight for second place. The Fiat just managed it, however.

The first long scratch race produced some more enjoyable scrapping between Fane and Aldington. This time Fane forged ahead to win at 53.67 m.p.h., the best speed of the meeting. R. Cutler (1,496 Frazer-Nash) and R. M. Turner (1,089 Riley S) had a ding-dong battle for second place, the latter just

pipping Cutler. L. G. Johnson won again in the next race, this time with a speed of 52.09 m.p.h. He was followed home by N. D. Moffat in a very rapid 32-litre SS-quite the quickest SS of the day.

The racing-car handicap brought a motley collection of cars to the line, from trim racing cars to ingenious devices such as John Bolster's fourengined special and the Morgan-inspired Chatterbox. Bolster's car showed incredible acceleration, but was rather a handful on the bends. He also shed most of his exhaust system when passing the grandstand. A. H. B. Hurst (1,087 M.G.) took advantage of his 1 min. 30 secs. start to win at 52.13 m.p.h., whilst A. MacArthur (1,087 Magnette S) just managed to keep ahead of E. Winterbottom's manyexhaust-piped 1,074 Alta S.

For full results, see Club Items.



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RESULTS of the "LAND'S END"

Analysis of Car and Three-wheeler Performances

SUMMARY OF RESULTS, Cars.—212 entered; 18 non-starters; 31 retired; 64 premier awards; 31 siver medals; 49 bronze medals; 19 no awards. Three-wheelers.—10 entered; 2 non-starters; 3 retired; no pre-mier awards; no siver medals; 1 bronze medal; 4 no award.

Cope. E. F. (1324), 2, 7, 8, 9, 12
Bacon. J. S. (1075) R
Geare, P. G. (1075) R
COOK FORD SPECIAL.
Cook, J. (1172), 3, 8, 9, 12 ...B
Hill, R. A. D. (1670) R
FIAT.
Wells, J. F. (1100), 2, 3, 4, 7, 8
FORD.
Thompson. J. R. (3622) PA
Varley, R. (3622) PA
Norton, W. C. N. (3622) PA
Rradley, H. E. (3622), 8 S
Ripley, H. E. (3622), 11 S
Bricknell, N. C. (5622), 7 ...S
The Viscount Chetwynd, Gnr. (3622), 11 S
Marshall, A. L. (3622), 8, 11 B
Webb, H. G. (1172, S) 7, 12 B
Rumsey, K. G. (3622), 10, 11, 12

ON this page are given the full results of the car and three-wheeler classes in the Land's End Trial, which took place over the Easter holiday. A full report of the Trial with a list of non-starters appeared in last week's issue.

Bolt. A. L. G. (3622), 8, 9, 11	3
Bolt, A. L. G. (3622), 8, 9, 11 a Pool, J. H. (3622), 2, 3, 8 a Hall, D. B. (3622), 8, 9, 11 a McEvoy, J. (1172), 8, 12 a Harrison, J. (1172), 8, 9 a Whalley, J. (1172), 7, 12 a Jenkinson, E. A. (1172), 5, 7, 12 Morris, J. R. (1172), 2, 5, 7, 8, 12 Kent, S. M. (933), 2, 5, 4, 7, 8	3
Hall, D. B. (3622), 8, 9, 11	3
McEvoy, J. (1172), 8, 12	3
Whaller I (1172) 7 10	ì
Jenkinson E A (1172) 5	1
7. 12	В
Morris, J. R. (1172), 2, 3,	
7, 8, 12	В
Kent, S. M. (933), 2, 3, 4, 7,	
9 Denton, G. M. (3622) Biggs, F. S. A. (3622)	•
Biggs F S A (3622)	Ř
EDAZED NACH	Ĭ
FRAZER-NASH. Barnwell, R. A. (1496)	۵
Claridge, G. D. (1496), 11	S
Wright, R. E. (1496)	Ř
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FRAZER-NASH-B.M.W. Frost, A. E. (1971) P. Fitt, C. G. (1911) P. Wadsworth, E. B. (1911) P. Major, M. J. H. (1911) P. Hunter, H. C. (1971) P. Smith, K. N. (1971) P. Smith, K. N. (1971) P. Airey, W. M. (1490), 12 King, C. R. Y. (1971), 11, 12 Dargue, T. W. (1911), 6, 11 Povey, G. (1911) HILLMAN.	4
Fitt. C. G. (1911)	A
Wadsworth, E. B. (1911)P/	4
Major, M. J. H. (1911)	A
Barritt, F. E. (1911)	Ą
Hunter, H. C. (1971)	A
Smith, K. N. (1911)	'n
Aires W M (1490) 12	ŝ
King C R V (1971) 11 12 1	Ř
Dargue, T. W. (1911), 6, 11	В
Povey, G. (1911)	R
HILLMAN,	
Brancham H F (1961 S) PA	•
H.R.G.	
Uglow, W. P. (1497)P	٩
Uglow, W. P. (1497)	4
Curtis, A. E. S. (1074) P. Robins, G. H. (1457)	4440
Uglow, W. P. (1497) Curtis, A. E. S. (1074) P. Robins, G. H. (1450) P. Undery, W. A. (1497)	AAAR
Uglow, W. P. (1497)	
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Whiddington, A. S. (3622), 8	В
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Whiddington, A. S. (3622), 8 B. LAGONDA. Wood, J. F. (1991), 3, 7, 8, 9, 11 Marshall, R. J. C. (1954)	BARASA
Whiddington, A. S. (3622), 8 B. LAGONDA. Wood, J. F. (1991), 3, 7, 8, 9, 11 Marshall, R. J. C. (1954)	BARASA
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Whiddington, A. S. (3622), 8 B. LAGONDA. Wood, J. F. (1991), 3, 7, 8, 9, 11 Marshall, R. J. C. (1954)	BARASA

Shewell-Cooper, J. (939)P	A
Roberts, H. (1292)	1
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Rushbrook, R. E. (1292, S) PA	
Boutle, E. G. (1292)	1
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Richardson, C. H. (939, 8),	2
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King, E. R. (1292), 11	S
Howson, T. V. (847, 8), 8 Cottee, S. W. (1292), 8	5
Loder, C. (1292), 11	3
Holdsworth, J. R. (939, 8), 9 9	3
Alderton, H. H. (1287), 7 Gibbs, C. G. (1292), 9	2
Cooper, C. M. (757), 2	S
Carter, R. B. (1292), 12	3
Wilkes, H. I. (1292) 7 11 12 1	B
Ainley, F. E. (1292) 7 11 12 1	В
Cleavelley, 11. E. (1232). 0. 12	B
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Wheelock, F. H. (1292), 7, 12	B
Shields, J. M. (1292), 7, 8, 12 I	B
Clare, P. A. (947), 7, 12	8
Gott, J. A. H. (1292), 7, 8, 12 Wilkin, G. W. (1292), 9, 11	В
Wilkin, G. W. (1292), 9, 11 Matthews, K. G. (847), 3, 7,	В
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Blackham, J. D. (1100), 8, 11,	
Kendrick, W. C. (1292), 13E N.	B
White, W. N. W. (1292) 15E NA	4
Roberts, H. R. (847), 15E N. Theyer, H. O. (871), 2, 3, 4,	•
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White, W. F. J. (847), 3, 6, 8, 9, 11	
Kingdon, H. E. M. (1292)	3
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Morrish, A. W. (1247) Tingay, J. P. (1292, S) Piggott, J. G. S. (847) Harman, S. E. (796) Sheppard, D. H. (1500)	2
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Allix, C. V. (1458), 3, 9, 11, 12 9, 12 Rice, A. J. (1400), 3, 7, 8, 9, 11, 12 White, J. R. B. (1096) Dick, I. H. (1498), 3, 8, 9, 11. 12 R.W.J. SPECIAL, Jaggard, R. W. (1445)PA SMITH SPECIAL FIAT. Smith, S. M. (570), 3, 7, 8, 9, 12 Abecassis, G. E. (2663), 13E. NA
STANDARD.
Price, G. C. (1131), 3, 8, 12
John. C. S. (1609), 5, 7, 8, 9

TALBOT.
Cottee, W. R. (1185), 3, 12
Finden, H. J. (1185), 3, 3, 8,
Truscott, R. (1185), 2, 3, 7, 8, 8, 11, 12 8, 11, 12 NA
TROJAN,
Scroggs, A. F. (1488) PA
WOLSELEY,
Avery, A. H. (1271) PA
Mason, A L. (1604), 11. 8
WOLSELEY FORD SPECIAL.
Woodall, E. V. (1172, 8) R TEAM AWARD.

Cars.—Team No. 32. comprising
W. J. Green, J. A. Bastock and
A. B. Langley (all driving 1.292
M.G. Ts), aggregate time 50.4 M.G. Ts), aggregate time 30.4 secs.
Runners-up.—Team No. 44, comprising C. M. Davis (1,708 M.G.), F. Allott and D. G. Silcock (both driving 3,622 Allard Specials), aggregate time 34.0 secs.

COMPLIMENTARY AWARDS.
A. H. Bartley and V. L. Freeman.

ABBREVIATIONS.

PA—Premier Award.
S—Silver Medal.
B—Bronze Medal.
NA—No Award.
R—Retired.
NS—Non-starter.
(The figures in brackets following each competitor's name indicate the capacity of his car.
Supercharged cars are indicated by the letter "S.")

KEY TO FAILURES.

1. Failed Doverhay Hill.
2. Station Hill.
3. Beggars' Roost,
4. Barton Steep (nonstop section).
5. Failed Darracott Hill (nonstop section).
7. Failed Darracott Hill (nonstop section).
8. Failed Darracott Hill (special test).
9. Hustyn Hill.
10. New Mill Hill.
11. Bluehills Mine No. 2.
12. Outside Time Limit at
Land's End.
14. Outside Time Limit at
Taunton.
E-Farly at check. Land's End.
15. Outside Time
Taunton.
E-Early at check.
L-Late at check. A21



ANNOUNCED: a four-seater drop-head coupe body on the Ford Prefect (10 h.p.) chassis. It will be described fully in next week's issue.

The price is £185.



PRACTICAL ASPECTS

DAMAGED GASKETS

A "Rejuvenation" Process for Weary Washers

-Research into "Sprayed" Bearings

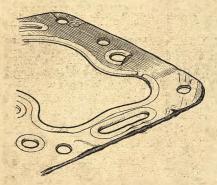
by

=TOMMY

BARR=

A LTHOUGH many readers of these pages must be thoroughly familiar with the fact, there are probably many others who do not know that an elderly and effete copper-asbestos gasket can be rejuvenated for a further spell of useful duty. Some remarks on the simple process may therefore be in order.

At a week-end, when spares are not readily available, my car developed a leak between one exhaust port and the manifold. Quite apart from the irritating noise which resulted, a leaky exhaust joint is likely to



A gasket which has become elderly can often be made fit for a further period of life as described on this page. The sketch (left) is, of course, exaggerated: the dustbin is the best place for a gasket so badly damaged.

let some of the burnt gas into the car and this may cause headaches and drowsiness. So something had to be done.

Removal of the manifold brought to light the fact that at some time or other this part of the unit had been assembled without reasonable care. Where it should have surrounded one port, the gasket was distorted very badly so that it did not match the circumference of the port at all. In happier circumstances, a new gasket would have been fitted without further consideration, but, as I have hinted, none was available.

The programme, therefore, was to repair the old one. This proved to be fairly simple, despite appearances. After softening the gasket, its deformed end was pulled into something like the proper shape with the hid of nothing better than my own bare fingers. The softening process can be carried out by anybody with a gas flame, a blow-lamp or even an ordinary fire.

All one has to do is to heat the gasket and then dip it into cold water. This is just the opposite of what happens with steel which becomes harder if suitably heated and then quenched. Copper is not fussy about precise temperatures. There is no need to get the thing red hot. If I might paraphrase the excellent Mrs. Beaton, of cookery-book fame, I would "heat to taste." To that, all I need add is that if there is no sizzling when the gasket is dipped into cold water, then it was not hot enough, and one should try again.

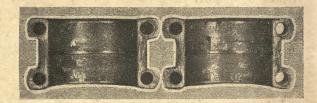
This process will have two results. The copper casing of the gasket will become beautifully soft and the

asbestos filling will stretch itself, so to speak, and will become decompressed. The trick is therefore well worth playing on an old gasket, even if its shape is still perfect. In this way it will bed down afresh just as it did when new, and a perfect joint will be obtained again.

Rubber is a material for which new uses in car construction are being found every year. We are already familiar with rubber bushes of the Silentbloc variety. In them there is, of course, no movement between the rubber surface and the metal, but there are other applications of rubber in which sliding motion does take place. In certain circumstances rubber makes quite a good bearing surface, but the difficulty is lubrication.

Oil attacks rubber and is, therefore, not suitable. Glycerine has been used with fair success, but it is not perfect. Now I learn that E. G. Acheson, Ltd., has produced a colloidal graphite lubricant especially for this purpose. I understand that the "dag" graphite is suspended in glycerine and that it soon establishes a slippery surface on the rubber to which it is applied. As in the case of colloidal graphite used for lubricating metal bearings, this surface persists long after the liquid has disappeared.

Talking of unusual bearings reminds me that a good deal of investigation has been made into the use of sprayed bearings. Metal spraying is no new process

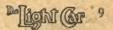


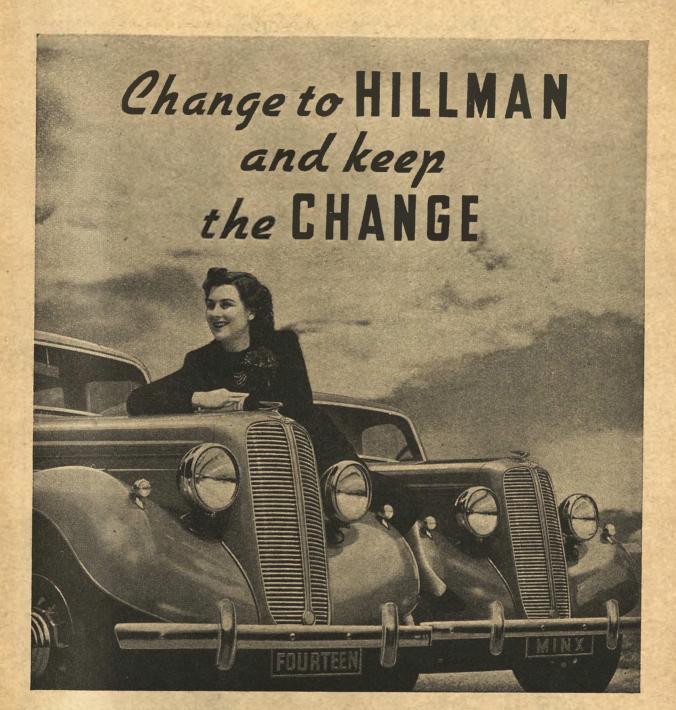
After a 30-hour endurance test, an ordinary white metal bearing looked something like this. "Tommy Barr," however, describes research carried out to give bearings greater durability.

and apparently it has been applied to the formation of a bearing surface on a steel or other shell with a considerable degree of success.

The theory has been advanced that the slight porosity of the sprayed metal gives an added oil-holding capacity, and also allows an oil-roller effect to take place which would have the effect of reducing friction.

Mr. Harry Shaw, of Whitworth, Rochdale, recently read a paper to the Association of Metal Sprayers in which he disclosed the results of very many tests on bearings of various sprayed metals. His experiments measured the coefficient of friction under numerous conditions and also the seizure load. In each case I





Hillman owners know the truth of this statement—here is a typical letter:

"I saved quite a lot when I bought a Hillman. I found that to get a car anything like as good would have cost me from ten to fifty pounds more—incidentally she is very reasonable on maintenance, and better than most for comfort."—J.H., Tulse Hill, S.W.

MINX SALOON £163

'14' SALOON £239

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T was 33 years ago. Great engineering brains and skilled hands made her—the first Rolls-Royce! Then to safeguard her wonderful mechanism they chose an oil perhaps the finest oil in the world. Today, many years later, Rolls-Royce still use and recommend that same oil - Price's Motorine! Can you, knowing this - and knowing, too, that it costs no more than other highgrade oils - use anything but Motorine in your car?

We, of Price's, like to think that we are doing motorists a service by manufacturing a very good oil at a reasonable price. It is pleasant to have our opinion confirmed. This Standard owner's experience with Motorine may interest you: "I have changed my oil in my 1939 Standard 12 h.p. to your Motorine and the difference in running and consumption is amazing. It's a great treat to find oils like yours. My car does 4 miles more to the gallon and there is scarcely a move on the dipstick over 1,500 miles running.



PRACTICAL ASPECTS (Contd.)

gather there were comparative tests between the same material in cast and in sprayed form. Further tests were conducted with both forms lubricated with colloidal graphite.

Naturally, I can give here no more than a brief summary of some of the results. With ordinary babbitt or white metal, the sprayed bearing shows up best all along the line. Its static friction is claimed to be about one-third that of the cast bearing. Its running friction is anything up to 25 per cent. better, according to conditions and its seizure load is 20 per cent. to 30 per cent. higher.

With lead bronze there is a rather curious result. To begin with, there is much the same effect as with babbitt, but, as the bearings become more run-in, the cast lead-bronze improves and the sprayed samples do the opposite, so that, finally, both bearings have very much the same coefficient of friction. Nevertheless, the seizure load for the sprayed bearing is always much better than that of the cast form.

A Porous Surface.

A simple and quite understandable explanation is offered by Mr. Shaw. It is based on the idea that porosity is responsible for the superiority of the sprayed over the cast bearing in babbitt and other metals. Apparently, a film of non-porous lead is smeared gradually over the surface of a lead-bronze bearing as it becomes run-in. Consequently, the advantage of porosity are lost in normal running. When seizure conditions are approached, however, the oil trapped

in the pores below the surface, becomes hot enough to expand and burst its way through the surface. Examination of such surfaces has shown minute pores with jagged edges just as though the lead skin had been burst by pressure from within.

In the duplicated tests using colloidal graphite in the oil, the results were very much what I should have expected. Whatever the bearing surface, colloidal graphite increases the load which can be carried without seizure. The difference is greater with cast than with sprayed bearings: compare, for example, 5.760 lb. for cast babbitt with 7,000 lb. for the same metal when 0.2 per cent. of colloidal graphite was added to the oil.

Lessens Friction.

It appears that this graphite also improves the coefficient of friction especially at high loads. Another point concerns the time a bearing will run after the oil supply is cut off. Three tests under similar load and speed conditions are mentioned. A sprayed bearing increased this period from 3 hours to 23 hours before seizure occurred. By the addition of colloidal graphite, a further increase to 190 hours was measured.

Finally, Mr. Shaw hinted not too vaguely that there may be some remarkable developments in the use of aluminium as a bearing because it has been found that various alloys which are not much good when cast, are excellent when sprayed. It is good to learn of so much research and experiment in this sphere. Not everybody realizes that bearings are frequently the limiting factor in power development.

ASKED AND ANSWERED

K.A. (Cornwall).—Black fabric, such as that used on your sliding roof, can be kept in good condition by the application of ordinary boot polish.

F.P.C. (Purley).—When your cylinder head is copper-plated, you should be able to run with a much higher compression ratio, using the same fuel as at present. We suggest a ratio of 7 to 1.

M.J.H. (Norfolk).—In "straight-through" silencers of the Burgess and Servais types, the sound waves are absorbed by a special material which surrounds the perforated centre tube. There are no baffles of any kind and back pressure is therefore negligible.

J.D.D. (Surrey).—There is seldom anything to be gained by departing from the tappet clearances recommended by the makers. A very close setting may prevent the valves from seating properly, owing to stem expansion when the engine reaches its running temperature.

A.K. (Essex).—An electrical cut-out is simply a form of automatic switch inserted between the battery and the dynamo. Its purpose is to prevent the battery from discharging back through the dynamo when the engine is stopped. It does not "cut out" the battery when that unit is fully charged.

A.H.M. (Stirlingshire).—A "crow's foot" spanner is one with open-ended jaws set at right angles to the handle at the other end of which is a T-piece or tommy bar.

W. McL. (Derby).—The cost of running a car depends upon somewhat variable factors, as certain economies may be possible. Generally speaking, however, a figure of 3d. per mile, all in, should be a generous estimate for a 10 h.p. car.

C.R.E. (London, N.3.).—Access to the dipper switch on your car is gained by unscrewing the nut at the base of the steering box. This allows the switch head to be drawn upwards to the extent of the slack in the leads.

R.L. (Carlisle).—Easier said than done. To raise the overall gear ratio of your car would involve fitting a new crown wheel and pinion in the rear axle, and this, even if expense were no object, might not be possible owing to the general design of that component.

C.E.C. (Hertford).—As your fabric universal joint is, as you put it, "coming to pieces," it is probable that the propeller shaft is now out of line. This would account for the vibration you notice at speeds over 40 m.p.h. You should fit a new joint at once.

Queries of general interest are answered in this section. For a postal reply, please enclose a stamped self-addressed envelope.

R.S.T. (Manchester).—A very satisfactory cement for sticking metal to glass can be made by mixing litharge with glycerine to a moderately thick consistency.

H.V.R. (Derbyshire).—The pitting and burning of your distributor contacts may be due to a faulty condenser. The trouble can also be caused by ineffective earthing of the distributor.

O.D.E. (Leytonstone). — Barimar, Ltd., Lamb's Conduit Street, London, operate a special process for filling scores in a cylinder bore. As the bore is not enlarged by the operation the existing piston may be refitted.

F.G.M. (Hythe).—Your ignition timing seems to be too far retarded. Reset it so that the contacts are just breaking as the piston reaches top dead centre. The automatic advance mechanism will provide still further advance as the engine speed rises—which is just what you want.

M.M. (Surrey).—A car dynamo begins to generate, as a rule, at an engine speed of about 800 r.p.m. At that point, the red warning light should begin to fade out; it will be extinguished completely the instant that the cut-out points close, which they will do at, say, 1,000 engine r.p.m.



SPORTS JOTTINGS

Fine International Trophy Entry Includes Two New E.R.A.s-Shelsley and Prescott Hill-climbs—A Year for Rallies—Major Gardner's Record Attempts

BROOKLANDS' one and only long-distance International race this season-the I.C.C. International Trophy in a fortnight's time-has every appearance of being worthy of the

As already mentioned more than once in these columns, the race will see the first appearance of the new E.R.A. Two of these cars will be running. Drivers will be Raymond Mays and Arthur Dobson (who cake-walked the Brooklands Road Championship race in one of the older works cars on Easter Monday, you recall).

A third works E.R.A. car will be in the hands of Tony Rolt, Empire Trophy winner and member of the official team for the first time in this race. He will drive the Type C car (Zoller-blown with torsion-bar front suspension) raced by Mays last year

and Arthur Dobson this.

Rolt's 1936 E.R.A. (the Dixonised model with stiffened front suspension and modified Riley crash-type gearbox) will be driven by St. John Horsfall.

In addition, there will be at least nine other E.R.A.s (Hanson, Wilson, Ansell, Hon. P. Aitken, Earl Howe, Humphreys, Wakefield, Cotton and Whitehead), whilst Bira may drive either an E.R.A. or Maserati.

Other Maseratis are the oldish 3-litre model recently bought in France by T. A. S. O. Mathieson and the very rapid 1,100 c.c. car driven by Charlie Dodson in the Empire Trophy.

Additional marques running will be Alfa-Romeo (the 2.9-litre models of Ashby and Evans), Alta (Abecassis's 11-litre and Breadle's 2-litre), Riley (Maclure's car, unblown this time, and F. R. Gerard's T.T. machine), M.G. (the Magnettes of Smith and Nickols), the Brooke-Special (Brooke) and an Alvis (Dunham's 1,743 c.c. model). There is also an unspecified car down against the name of Reggie Tongue.

With a field such as this, an Indianapolis massed rolling start, handicapping by the channel method (which makes the race just like a scratch event to follow) and a special circuit including sections of both the Road and Outer Circuits, there is every reason for putting Brooklands down as the spot for spending Saturday, May 6.

EVERY PICTURE tells a story: this one makes an appeal as well. It shows Secretary J. D. Scannell hard at work sorting out donations to the British Motor Racing Fund. Subscriptions continue to flow in but the writing on the wall cannot be disregarded yet . . .



UPHILL work: Owners of hill-climbing machinery will have plenty of opportunity of using it this season with two International meetings at Shelsley, an International climb at Prescott and two open Prescott meetings as well.

In addition to the regs. for the Prescott International (which I dealt with a fortnight ago) details are now to hand regarding both the Shelsley International on June 3 and the first of the Prescott open meetings on May 14.

Shelsley regs. show no great changes from the usual. The clause stating that

The Blower

the fastest three cars from the previous meeting will open the afternoon part of the programme is omitted; "T.T." cars are now referred to as "Sports" cars (although the definition is much the same); the prize list has been revised in detail (but fastest climb of the day still carries a £100 cash prize with it); and the new definition of a "finisher" as applied to the granting of points for the British Motor Race Organizers Bonus Award scheme is now

Otherwise, everything is as before, with eliminating runs for potentially slow cars in the morning, the main part of the programme starting at 2 p.m. in the afternoon, classes for 750, 1,100,

1,500, 2,000, 3,000, 5,000 and over-5,000 c.c. (subdivided into blown and unblown), a special class for pre-1914

monsters . . . and so on.

M.A.C. Secretary Leslie Wilson will
be pleased to supply copies of the book
of words from 87-89, Edmund Street, Birmingham, 3.

In the case of Prescott, the groupings are Sports (1,500, 3,000 and over 3,000 c.c., each subdivided into blown and unblown), Racing (750, 1,500, 2,000 and over 2,000 c.c.), and Veteran (pre-1914).

The prize fund in this case includes £50 for keeping the timekeepers busy for a shorter period than anybody else (as opposed to £100 in the case of the International meeting at Prescott), and a point to note is that, as for all Prescott meetings, the date is a Sunday.

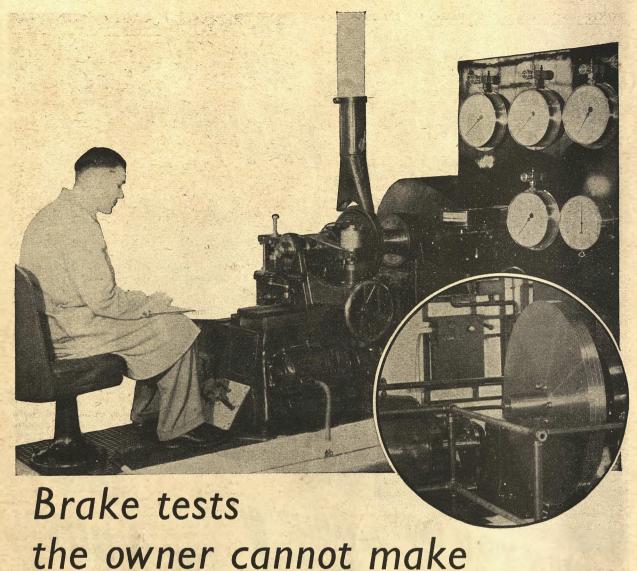
Regulations for both these Prescott meetings are to be had from the Bugatti Owners' Club, 2, Queen Street, Mayfair, London, W.1.

RALLIES are much in the news this week; too. Starting next Tuesday, of course, we have the R.A.C. rally, and the alterations in the road section this year should make for a much brighter event; the aimless meandering of the various routes in the past became rather pointless once the novelty had worn off, and I think everybody welcomes the change. Full details of the rally appear on pages 700-1.

Blackpool is reviving its own rally, following its suspension last year to make room for the R.A.C. rally, and regulations will be issued by the



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SPORTS JOTTINGS . . Contd.

organizers-the Lancashire A.C.-quite soon. In the meantime, here are some advance details:-Six starting points . . . no night sections . . . two hill tests in course of 260-mile road section . . eliminating tests " fair to driver and car" . . . event open by invitation to five other clubs (J.C.C., N.W. London M.C., Sunbac, Scottish Sporting C.C., and M.G. Car Club).

Entries in 1936 and 1937 totalled 222 and 210 respectively, so we may expect another well-supported event this year. The dates, by the way, are

June 9, 10 and 11.

The other rally is new to the calendar, but is combined with a trial of some standing-the M.G. Car Club's " Abingdon."

As forecast some time ago in "Sports Jottings," the M.G. club is giving the Cotswolds a rest this year and introducing its members to North Wales, where the trials element will be faced with "hills of exceptional severity . . . intended for machines regularly used in competitions and adapted for them," and the new rally section will be "over roads which any motorist might use

while touring."

Competitors in both sections can take their choice of three starting points (at Abingdon, near Birmingham, and near Manchester) and spend the afternoon of May 13 motoring to Rushmere Hill and taking part in special tests thereat or thereon (according to class). In the evening they (and their cars) are free to do whatever seems attractive, but there is an official hotel in Shrewsbury where there will doubtless be some form of party.

Sunday's motoring will consist of about 135 miles in Wales, the nature of which has already been indicated, and everybody will be back at Shrews-bury for tea. A nice thought on the part of the organizers is a promise that those living the farthest from Shrewsbury will, as far as possible, be given early numbers.

The event is open by invitation to members of the Liverpool, Sunbac, TO BEAT 200 M.P.H.?

Major Gardner tries the improved driving position of his record break ing M.G., assisted by Cecil Kimber, the M.G. chief. Note the new Perspex screen. The car is now developing nearly 200 b.h.p. and is fitted with higher gear ratios. Major Gardner has applied for use of the Dessau Autobahn on May 15.



N.W. London, Standard and Hagley clubs. For copies of the regs., applications should be made to Secretary F. L. M. Harris, 30, Holborn, London,

The Scottish Rally is also in the news with the publication of the route, which takes competitors through better scenery than ever. A point to note is that the hill-climb at Bo'ness, which has been a feature of the first day's run for some years now, has been omitted. *

ESPITE intervals whilst the cars of the over-enthusiastic were dragged off the course (and there was a lot of enthusiasm in evidence), last Saturday's Stanley Cup meeting at the Palace finished very little behind schedule; which struck me as a very good effort on the part of the organizers considering the large entry they had to deal with.

The whole meeting, in fact, was a good effort and deserves repeating—especially as the Link Circuit proved ideal for a meeting of this kind.

WIRELESS CONTROL will be a feature of this year's Jeans Gold Cup Trial which the Liverpool M.C. is running on Sunday, May 7. The radio part of the business will be in the hands of the O.C. 55th (W.L.) Div. Signals T.A., and thanks to the sports and

touring classes (which are a special feature of this event) officers who wish to see what their men are up to can well do so as competitors; if their motors aren't equal to the sports route, there is always the touring section which will enable them to give the toughest parts of the course a miss.

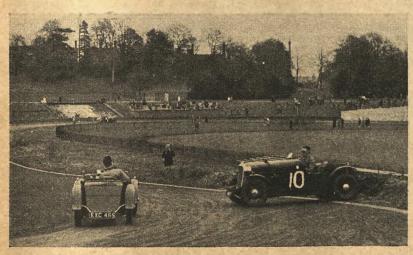
Details will be found in "Club Items.'

FRENCH newspapers' ideas of British drivers' names often provide a little quiet fun. Classic example, of course, was "Early Howe" which appeared some years ago, but we had a good second last week in a list of Paris-Nice competitors in which "Saint-Barnes" appeared as driving a Vauxhall.

BITS AND PIECES. Hon. P. Aitken is leading at the moment in points for the B.R.D.C. Road Star with 13 points compared with Rolt's 10 . . . Track Star positions show Connell first with 12 points and Dunham next with S. . . For the Bonus Award, four drivers are running level with 15 points apiece -Hyde, Rolt, Parnell and Hon. P. Aitken . . . Dicers are reminded that entries for the Crystal Palace meeting on May 20 close at single fees on Wednesday next, April 26 . . . Hans Stuck, breaker of hill-climb records, is shortly to try the same sort of thing with motor boats . . . John Cobb is going over to Utah in August to see what he can do about the World's Land Speed Record . . . The R.A.C. has now issued the 1939 list of International fixtures and British open events and rallies in handy booklet form, obtainable free for the asking; the trials list should be available shortly . . . Entries are coming in well for the J.C.C. Rally to America in June; the party looks like forming a sort of cavalcade of British sports cars . . . International racing colours have been provisionally allotted to Luxembourg for this seasonbonnet blue, body red . . .

THE JEST about this picture taken at the Palace on Saturday is that No. 10, R. E. Richards (Rover) repeated this attitude within a few seconds of restarting -on Stadium Curve—which is seen in the background.

A29





Technical Aspects

DETONATION DISCOVERIES

Recent Research Has Thrown Fresh Light on a Perennial Problem in Engine Design

THIS week I want to talk about knocking, spark advance and compression ratio in their relation to one another; rather a habit of mine, by the way, but, unlike most subjects, the above is one on which new information is continually forthcoming, so I make no excuse for its repetition when new knowledge thereof comes to

The latest information is from America, where their immense markets and, therefore, turnover, permit relatively greater sums of money to be annually devoted to research than is possible in this country.

There is nothing startlingly new, but the latest findings are interesting in that they tend to settle and evaluate various points that have never thoroughly emerged from the discursive stage in England.

FIRST it seems to have been established that the tempera-tures of the piston head and sparking plug go up directly with the compression ratio, but that of the exhaust valve goes down. This we already knew; bench tests have also made it fairly evident to us that the greatest power and consumption efficiency is obtained, not exactly below the knocking point, but just above it. Careful comparisons would appear to show that about 10 per cent. more efficiency is obtained when on the audible "pinking" point than when just below it, and that to cure this pinking by altering the octane value of the fuel, all other conditions being rigidly unaltered, requires an increase of no less than 15 octane numbers. Even then an improvement of only about 2 per cent. was noticed in the power output.

This was rather surprising to me, but I was not surprised to learn that changes in the combustion-head design of a nature which promoted a greater degree of cooling towards the final phases of the combustion had a profound effect upon detonation, as had also the temperature of the sparking plugs.

Another point of interest was the effect of severe detonation on the piston crown. It would appear that the heat resulting from this can be so fierce, and at the same time so transient, that the exposed surface of the piston crown can be burnt without raising the temperature of the subcutaneous parts—

Louis Mantell

so to speak—appreciably above the normal level.

On consideration, one would rather expect this, however startling it may appear at first thought, because the heat of the combustion flame being directly as the local compression ratio and the latter being in turn a measure of the rate of flame spread, the enormous speed at which inflammation takes place throughout the detonating area must and does produce an extremely high local compression rise-so high that it has a hammer-like effect on the containing walls. Fortunately, it is also very short-lived, occupying an exceedingly small fraction of a second. In that minute period of time, however, the temperature must be excessively high and quite capable of surface burning, without the necessary time for heat penetration. It will be, in short, a welcome piece of information to many and will explain certain local burning that has been very puzzling in the past.

Another most interesting point, and one which has always been very debatable over here, is the most efficient combination of spark advance, compression ratio, and fuel quality as regards knock rating for an engine of specific design.

IT is, perhaps, unnecessary to detail here the tests by which a decision was arrived at, but the recommendations are quite emphatic and amount to this:—The best way to get maximum efficiency from an engine, both in point of power and fuel consumption, is to set the compression ratio one atmosphere higher than the critical for the fuel which normally suits the engine, and rearrange the spark advancement to what the Americans most appropriately "Detonation threshold." stated to give the best and most economical performance, and also to provide a ready means of taking full advantage of any subsequent change to a fuel of higher octane number, which involves only an experimental increase of spark advancement to the new "Detonation threshold."

I do not quite see why this is limited to higher octane numbers only; it would appear to me that any other conditions of running which improved the "H.U.C.R." (Highest Useful Compression Ratio) might advantageously be embodied in this conclusion—such as, for example, cooler plugs.

as, for example, cooler plugs.

The importance of these as antiknock measures is emphasized in the above findings, and I think rightly so, for there is no doubt as to their efficacy, but it does not appear to me that full advantage is ever taken of them. When a change of plugs is found to silence detonation, whoever dreams of straightaway setting his ignition forward again to the borderline of pinking? I admit that such a procedure never occurred to me, and yet—according to the above finding—it would appear to be "the goods."

Some years ago I remember hearing, from what should be quite a reliable source, a most intriguing description of how a combustion head was altered to take "water-cooled" plugs of special design after which the compression ratio was greatly raised and the most doughty feats of hill-climbing were put up therewith—relative, of course, to the normal performances.

1 COULD not quite fit in this report, authentic though it appeared, with the detonation and flame-spread theories of that day, and dismissed it accordingly as belonging to that category of statements which owes its existence to "the wish being father to the thought."

I am now wondering if I did it an injustice because, some years ago, we recognized the exhaust valve as the main, if not the sole, cause of detonation; now, however, we are aware that, although an important factor, it is but one of various other reasons for this annoying limitation to efficiency advancement.

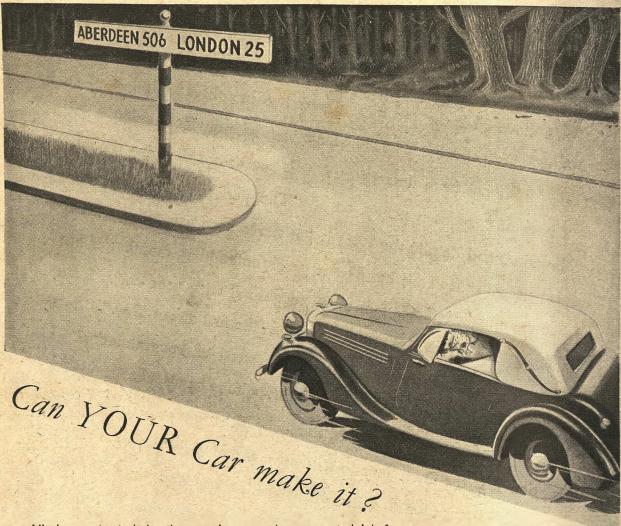
Unfortunately, the problem does not end with the establishment of necessities for the maintenance of a constant optimum unless methods can be, or have been, contrived to ensure of automatic spark adaptation to the said detonative borderline. Whilst considerable improvements have been made on the old principle of advancing automatically by centrifugal action, I am doubtful if any ignition-timing device controlled by a combination of speed plus induction depression is yet on the market that will quite follow the above requirements. I am open to correction if wrong, but so far I know of none, although I should be very interested.

We have had the car a year and two months and it has just finis ed 18,500 miles. The plugs have never been out for cleaning. The car hAs not been decarbonised and, apart from changing the oil, I have no spent a penny on it. The performance is still unimpaired and despite the Fact it has never been garaged the finish is perfect." *"My Ford has done 34,467 miles in 15 months; it has cost nothing in repairs. I am eve R so pleased with your cars. I am taking delivery of my fifth For on the first day of May." *"As a garage mechanic could I squeeze a word of congratulation? I have all kinds of new cars pass through my hands, but the one car that stands for efficiency and simplicity is the 'Prefect.' In my estimation it is the finest investment any person might make." *"I have held a licence for 26 years, dRiving all makes of cars, but the 'Prefect' beats the lot. I find it is cheaper to run, and for climbing hills it's a marvel." * "In 1937 I was motoring abroad with one of your Ford 10 h.p. cars. It ran perfectly And we had no trouble of any sort. Total mileage 3,336 on 89 gallons, onl Y-37.4 miles per gallon.



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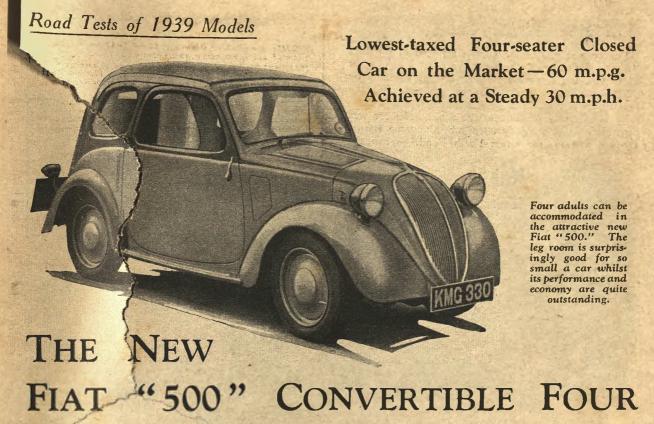
 4 BODYWORK: Washed and polished.

 Metal work, screen and windows polished.
- 5. BRAKES AND STEERING: Carefully inspected, adjusted and tested.
- 6. TYRES: Inspected for cuts and wear: inflated to right pressure. Storage battery tested and "topped
- 7. RECORD: Every job recorded in a special book provided—proof of work well and thoroughly done.
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WHEN the Fiat "500" was shown for the first time at the Olympia Motor Show, 1936, it aroused widespread interest. In a road test report a few weeks afterwards in *The Light Car* we prophesied a definite future for the little car—and we were justified, as is proved by the large number to be seen on the roads.

So successful has the "500" been that very few modifications have been deemed necessary beyond slight alterations to the brakes and rear suspension.

This week the addition of a four-seater to the range has been announced. In the past only two-seater body tyles have been available. As can best be judged from our photographs, the new Fiat "500" Convertible Four, as it is styled, has essentially modern lines and is certainly one of the most attractive small cars of its type yet produced. It is like a miniature edition of an expensive cabriolet.

There is a surprising amount of room in the rear compartment. The seat measures fully 32½ ins. across, whilst the available elbow room is 42 ins. across, quite sufficient for two fairly large adults. Actually, the overall length is only 1 in. more than that of the two-seater.

Easy access to the rear compartment is gained through the wide doors; the front seats tilt forward and are adjustable to a length of 3 ins. by means of a conveniently placed lever. Excellent interior illumination is provided by the four wide windows; ventilation is obtained by sliding half-windows on the doors, operated by simple thumb catches. Foot controlled vents on the bonnet sides and adjustable louvres on the scuttle top operated by means of levers at each end of the facia panel give additional ventilation. The doors of the pressed-steel body are recessed for more interior space and are provided with pockets. Outside handles of the pull-to-open pattern are also recessed.

A few seconds are all that is necessary to fold back the

fabric top; it is secured by four easily released catches, two in front and two in the centre.

It seems incredible that a power-unit of only 570 c.c. will propel four adults, yet the "500" will do all that is asked of it. The tiny engine has an extraordinary capacity for revving without any value bounce period even at 30 m.p.h. and 40 m.p.h. in second and third gears respectively. The gear change is one of the swiftest ever devised for manual operation on a motor vehicle. Only the downward change from third to second requires a knack; the other changes can be made as quick as is humanly possible.



The Fiat has a ground clearance of 61 ins. Access to the power-unit is gained by removing the front cowling—a simple operation.



THE NEW FIAT "500"

Economy is one of the strongest points of the Fiat "500." Ordinary driving results in a figure of roughly 45 m.p.g., but remarkable figures can be obtained by "30 m.p.h. motoring." We ran the car until the petrol gave out (there is \frac{1}{2}-gallon in reserve) and carefully measured 1 gallon into the tank. The car was then motored at a steady 30 m.p.h. along the Barnet By-pass and up the Great North Road. When the

IN BRIEF.

ENGINE: Four cylinders; side valves; 52 mm. by 67 mm. = 570 c.c. Tax, £5 5s. Power output, 13 b.h.p. at 4,000 r.p.m.

TRANSMISSION: Single dry-plate clutch; four-speed gearbox with synchromesh on third and top. Ratios: 5.1, 9, 13.9 and 22.5 to 1. Reverse, 23 to 1. Final drive by open propeller shaftspiral-bevel rear axle.

GENERALLY: Lockheed hydraulic brakes; independent, (front) and half-elliptic (rear). 42-gallon (gravity tank with 1-gallon reserve. 12-volt electrical egg

DIMENSIONS, ETC.: Overall length, 10 ft. 9½ in 4 ft. 3½ ins.; track (front), 3 ft. 7½ ins., ground clearance, 6½ ins.; width across reafront seats, 43 ins. Turning circle, 28 11½ cwt.

PERFORMANCE: Flying 4-mile (best), 52.3 29.6 secs. Petrol consumption, 45-60

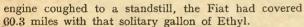
FIAT (ENGLAND), L Water Road Wembley, Middlesex.



(Left) The the task of the "500 even when t

(Below) A view of the the neat d optional es of a meral sp. ering or leaving simple matter.

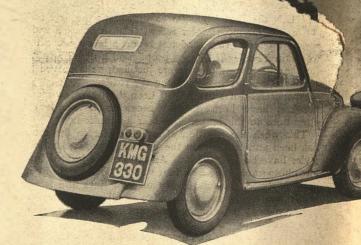
ide doors make



A longish run was undertaken with four adults aboard and the performance of the car was in no way diminished as compared with the two-seaters. It was found possible to keep at a steady 40 m.p.h. on flat stretches-indeed 50 m.p.h. was achieved just to see how the car would behave. It was as steady as a rock and no discomfort whatsoever was felt by any of the occupants.

Although many gear changes are necessary in ordinary driving, the little car has a considerable amount of power. The ratios of the four-speed gearbox are particularly well chosen and second gear will suffice for any appreciably steep gradients.

One is inclined to think that the figure of 13 b.h.p. at 4,000 r.p.m. rather underestimates the little engine's "urge" production. Time and again we found that we were able to pass many cars of larger h.p. denomination which were labouring up fairly long gradients.
We can safely say that the Fiat "500" is one of the





(Right) A view of the interior, emphasizing the sensible width of the doors; note also the pockets in the recesses and the sliding halfwindows.

(Left) A few seconds are all that are necessary to fold back the fabric top; it is adjustable for three positions.



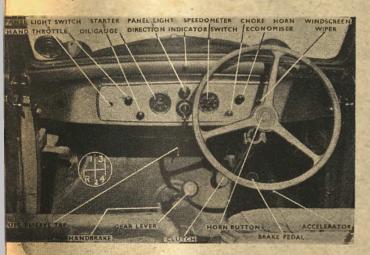
least tiring of small cars to drive. Even after nearly 100 miles, or about 4 hours' motoring, neither the driver nor his passengers felt in the least fatigued. The rear seat has obviously been designed to offer the maximum of comfort whilst the well-tried bucket seats are all that the front occupants could wish.

Very little fugging is evident, whilst with the top right back the convertible Four compares favourably with an open car; added to that the rigid sides give just that extra degree of protection which will be appreciated.

We discovered that the car with its full load aroused considerable interest and curiosity amongst other roadusers and pedestrians alike. One feminine onlooker remarked: "What a charming little car!" The drivers of other Fiat models could scarcely contain themselves and one actually turned round in the road and followed us to have a closer look.

Suspension and Steering.

The suspension system is beyond criticism; the independent front springing is too well known to require further comment, but the use of half-elliptic springs in place of quarter-elliptics in the earlier cars has improved comfort and road holding to a marked degree. Steering is light and requires only two turns from lock to lock, whilst a turning circle of about 28 ft. will be appreciated by all who have to manœuvre in confined spaces.

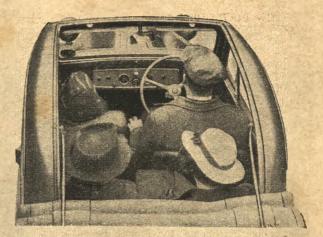


Maximum speed was found to be 52.3 m.p.h., when power roar was evident from the engine; the unit is commendably free from vibration. It is possible to cruise at about 45 m.p.h. without seeming to tire the engine, but 35-40 m.p.h. is ideal when the car has four up. It is impossible to make the power-unit pink on first-grade fuels. Starting from cold is instantaneous and the choke need be used very sparingly.

Powerful Hydraulic Brakes.

The Lockheed brakes are very powerful and require the minimum of pedal pressure to ensure a rapid stop, whilst the hand brake will hold the car on any appreciable hill. Restarting on gradients is aided by the smooth take-up of the clutch and a bottom gear ratio of 22.8 to 1. Acceleration is surprisingly good; two up, a standing quarter mile can be covered in 29.6 secs.

A 12-volt lighting set is provided. The facia panel equipment includes a speedometer, oil gauge and centrally placed panel light, which also serves for interior illumination by turning it round. The electric windscreen wiper has a concealed motor, whilst the traffic indicators (extra) are operated by a two-way switch.



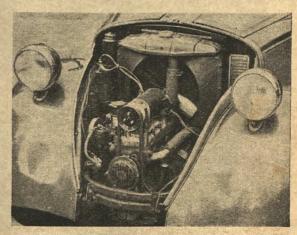
The new Fiat pictured with a full complement of passengers.

Luggage space is to be found behind the rear squab, where the tool kit is also carried. The spare wheel is recessed into the tail. When the rear seats are unoccupied, a luggage platform of generous size is secured by tipping down the squab on to the seat. This ensures that bulky cases and so on will not damage the upholstery. A little parcel shelf is obtained on the rear squab, whilst pockets are provided in the armrests.

The easily removed front cowling makes the engine and its components very accessible. Fuel is fed to the carburetter from the 4½-gallon tank by means of gravity; the reserve tap is handy in the front compartment. The panel which contains the louvres on the scuttle top can be raised to gain access to the petrol tank.

As will be seen from the photograph at the bottom of this column, the radiator is constructed with a cowling in which the fan operates. Air is sucked through the dummy front radiator grille and deflected through the radiator to be dispelled through the louvres on the scuttle. A noteworthy feature of the engine design is the ingenious combined sump filler cap and dipstick.

We are indebted to Fiat (England), Ltd., for the opportunity of trying this altogether delightful little car and have no hesitation in prophesying as good a future for it as we did for its two-seater predecessor. At £133 10s. it should find a ready market, especially amongst those who do the majority of their motoring in the confines of city streets.



A front view of the efficient 570 c.c. sidevalve power-unit. Petrol tank, dynamo, fan, horn mounting and so on are easily seen; note the aluminium cylinder head.



Fire!

AT last one of boyhood's ambitions has been realized. There was no glorious brass headwear, no glistening red engine, it is true; but, on the other hand, I had the whole thing to myself. Single-handed, I have put out a fire. In fairness, perhaps, I ought to share the honour with my Pyrene, which, if the truth be told, really did the job.

Three things happened almost at the same moment. The Passenger remarked upon a strange smell. I noticed an unaccustomed warmth near my feet. About five seconds later a motorcyclist coming towards us shouted "Fire!"

Action.

PERHAPS it was fortunate that we were making no more than 25 m.p.h. at the time. In another five seconds, or thereabouts, the Family Barouche was at rest, the Passenger was out on one side and I on the other. She had grabbed our Corgi and a rug which, as she later explained, might have been very useful to smother the blaze.

Meanwhile I had grabbed the Pyrene extinguisher from its clip on the running board. One glance through the louvres showed me that no time was to be lost. It was a real fire with nasty red flames. Unscrewing oldstyle bonnet fasteners is not a quick job, so I pumped the extinguisher through the louvres and, oh joy! the flames died down. No! There was one bit still alight. Two more squirts and that also was dead.

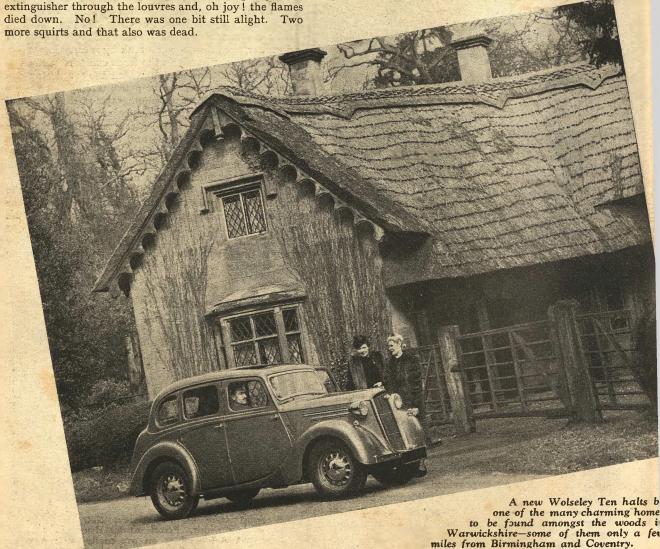
RICH MI

Light Car Comme

Afterthoughts.

WHEN we bought the Barouche, this Pyrene came with it. During that first week, I remember taking the thing off and reading the instructions on its side. As I put it back I reminded myself that only once had I seen a car on fire, and never had I been present at anything like the start of a conflagration. Still, the gadget might as well stay in its place.

Never again shall I willingly be without an extinguisher, for now I can imagine few more distressing spectacles than to see one's own car going up in flames. It may be insured, as the Barouche is; one may have R.A.C. Get-you-home vouchers, as I have; these things are beside the point. At the time a fire occurs, one feels an overpowering and uncontrollable desire to put the





XTURE

nt and Advice

by Indicator.

The Old Mill at Guy's Cliffe, near Leamington, attracts hundreds of visitors in the summer months.



thing out; but for that Pyrene I should have lost the car, and probably I should have burnt myself pretty severely in an attempt to save it.

Service?

As things were, we completed the journey with little more than an hour's delay. Inspection showed that the fire originated in a "short" due to the chafed insulation in the leads from the dynamo. Detaching these and wrapping the bare ends in an old duster, I made sure of no repetition. The only other damage, apart from the blistered paint on the bonnet, was that the throttle control spring had been softened to the point of uselessness; however, by hooking a toe under the accelerator I could work it tolerably well.

At the first garage I asked if two new bits of cable could be spliced on to the old and if a new spring could be fitted. Certainly they could. When did I want the car again? Upon my suggesting about half an hour (in which time I could certainly have done the job myself), I was treated to a lecture on the absurdity of expecting jobs to be done in a rush at that time of year.

Something Better.

PERHAPS I was a little "on edge" after my small excitement, but it seemed to me that this lecture was With some difficulty I unnecessary and unhelpful. swallowed the return lecture which I felt like delivering, but it will be many moons before I call at that garage again. At the very next one I met with quite a different reception.

Without discussion, a box of tools appeared as if by magic, and with them came a selection of springs and a length of cable. A pleasant and competent young man had everything in order again about a quarter of an hour later. Just to restore my good temper completely, he charged me a diminutive sum which, I should imagine, would cover very little more than the materials.

Conclusion.

HAVE just been looking at the photographs which are to appear on these pages, and they remind me of one fact. The kind of adventure which I have related is most unlikely to befall a new car such as that which figures in these pictures. Electrical installations are carried out much more carefully nowadays.

Although my fire is the sort of experience I would not have missed for worlds, it is also one which I shall be quite content not to repeat. Taking it all in all, therefore, I doubt whether the possibility of meeting such adventures can be counted as one of the advantages of motoring in somewhat antiquated vehicles; but then I doubt if any normal person would really choose an antique in preference to a modern light car.

The Motoring Muse

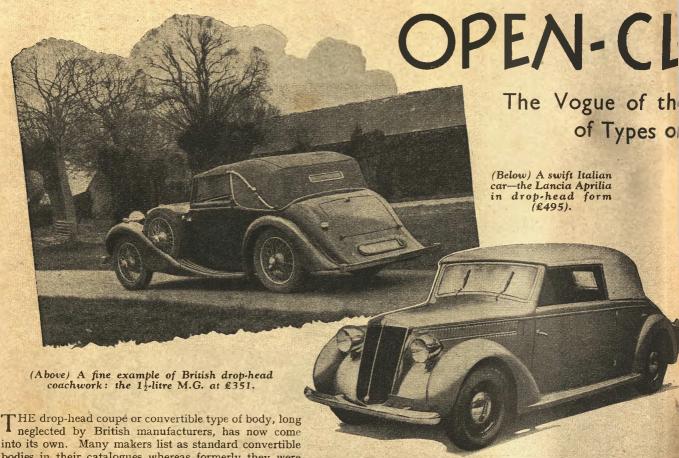
No. 256.-FLOWERS, BY REQUEST.

(The Roads Beautifying Association suggest that motorists carry with them seeds for scattering on barren wayside ground.)

The wise and worthy men who write Our countless motor manuals Omit to give the neophyte Advice on sowing annuals! For motorists now turn their hands (With admirable graciousness) To making bare, neglected lands A marvel of herbaceousness.

Let's hide the roads with hollyhocks! Let's drown the lanes with dahlias! Let's bury all the hills with phlox, The valleys with azaleas! And when with flowers these islands foam, Let songs like this be written:
"O come with me and we will roam The jungle paths of Britain!

E. S. T.



THE drop-head coupe or convertible type of body, long neglected by British manufacturers, has now come into its own. Many makers list as standard convertible bodies in their catalogues whereas formerly they were mainly obtainable from specialized coachbuilders. Light car manufacturers, however, have now fully realized the appeal of the car which can be open or closed, and not a few have entered this market for the first time this year.

For the convenience of those interested, we will deal with each car according to price; up to £200, £200-£300 and so on. Both drop-head coupes and convertible coachwork of any kind are included.

Up to £200. The lowest-priced convertible-bodied car on the British market is the Fiat "500." It costs £125, and, although not to be classed as a drop-head coupé, it is a true open or closed car. In this category are also to be found the two-stroke D.K.W.s priced from £165, and the Opels from £159 10s. The lowest-priced genuine drop-head coupé is the recently introduced Standard Eight at £159; it has independent front suspension. A road test report of this car will appear shortly.

Only one other light-car manufacturer lists a con-

vertible car under £200. This is the Austin Ten Conway cabriolet at £189.

£200-£300. Into this price category come the majority of convertible bodies on light-car chassis. Hillmans have featured drop-heads for several years now and the Minx (£210) has a large following. The Peugeot "202" at £225 has streamlined bodywork, as has the Hotchkiss at £260.

The M.G. "T" and the Morgan 4/4 are two highperformance productions. Priced at £269 10s. and



(Above) The head of the Fiat "500" convertible cabriolet rolls right back although the side pillars remain rigid.



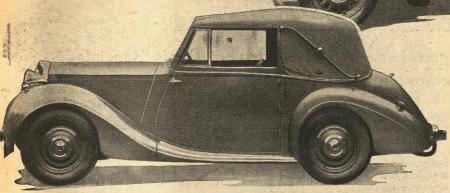
(Left) Based on a popular sports car—the 10 h.p. Morgan drophead coupe, which costs £236 5s.

OSED CARS

Drop-head Coupé—A Review the British Market

(Right) The Standard Eight at £159 is the lowest-priced drophead coupe on the British market.

(Below) Essentially modern lines characterize the Sunbeam-Talbot drop-head coupe. It is priced at £285.



£236 5s. respectively, they will both exceed 75 m.p.h.

and have really snappy acceleration.

An interesting Continental car in this price range is the 1,100 c.c. Hansa. Two convertible bodies are available on this chassis—a drop-head saloon at £259 and a two-seater coupe at £299.

Extremely graceful lines characterize the Singer Twelve (£279) and the Standard Flying Twelve (£245). The former has an o.h.c. power unit, whilst the last-named features independent front suspension.

Beauty of line is also to be found on the Sunbeam-Talbot Ten at £285, whilst a foursome coupe (£295) is also listed; it has an Abbott-built body. Modernity in drop-head coachwork is the keynote of the 12.1 h.p. Renault (£255) and the 10/12 Fiat (with Ranalah body) at £265. Fiats also list a convertible saloon at £215 on the same chassis. Either a two-seater drop-

head coupé or a four-seater convertible saloon is available in the D.K.W. de luxe series at £259. Just under £300 is the well-built Railton Ten at £299, which looks like a miniature of the larger Railtons.

£300-£400. This market is entirely devoted to quality production capable of a very high performance. For example, the 1½-litre M.G. (£351) and the six-cylinder Fiat "1,500" (£365) are capable of

speeds rather over than under 80 m.p.h. Rileys list two types; a standard drop-head coupe (£335) and a special Sprite series at £360, also capable of high speeds.

Over £400. Lea-Francis have always been noted for "sports-car" performance, and the drop-head model at £410 is no exception. £495 will purchase the sleek Lancia Aprilia, which possesses fine acceleration and a

maximum speed of over 80 m.p.h.

Considerably more expensive is the 1½-litre Atalanta at £625. Capable of nearly 90 m.p.h., it has independent suspension all round, whilst a supercharged edition (£787) can top the 100 m.p.h. mark.

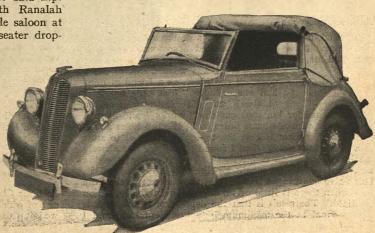
Special Coachwork. Several convertible bodies on standard chassis are also to be found in the catalogues of the specialized coachbuilder. Some, of course, are listed by the car manu-

facturers themselves.

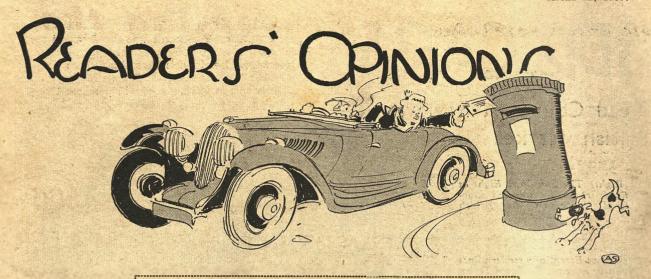
The majority of coachbuilders will, of course, build drop-head coupés to order on practically any suitable chassis.

Gordon and Co., build foursome drop-head coupés on the Austin Twelve and Ten chassis at £300 and £225 respectively, whilst Ranalah produce the Montagu foursome, also on the Austin Twelve chassis, at £315.

Thus every class of car user is catered for as regards convertible bodies. From £125 upwards you can purchase a car which can be considered as eminently suitable for the vagaries of the weather we proudly associate with "the British climate."







We welcome letters for publication in these columns. No anonymous communications will be accepted, but writers may use a nom de plume. Letters intended for publication in the next issue should be addressed to the Editor, "The Light Car," 5-17, Roseberry Avenue, London, E.C.1, and should reach us by first post on Monday. Please write only on one side of the paper and leave a wide margin.

E.R.A., Ltd., and Independents—All-wheel-driven Trials Specials Puzzle—Perambulators on the Main Roads

From H.R.H. Prince Chula of Siam.

There have lately appeared many articles and letters in the motoring Press in praise of E.R.A., Ltd., and the official E.R.A. team, for their magnificent work in putting

Independent E.R.A. Drivers. Britain back on the map in motorracing. No one can join in this praise more wholeheartedly than myself, their friend and customer of five years' stand-

ing. I cannot help feeling, however, that the by no means negligible contribution on the part of independent E.R.A. drivers, both British and foreign, in obtaining that supremacy for E.R.A., has been overlooked by most writers. Thus the list of 41 E.R.A. victories which I have compiled may serve public interest. Out of these 41 (races of over 20 miles) victories, it will be seen that 13 were obtained by the "works" cars and 28 by independents.

Chula of Siam.

Bangkok, Siam.

* * The list which accompanied H.R.H. Prince Chula's letter details 14 wins by "B. Bira," nine by Raymond Mays (all in works cars), seven by the late Pat Fairfield (two in works cars), three by Richard Seaman, two by Arthur Dobson (in works cars), two by C. E. C. Martin, and one each by R. E. Tongue, Bjornstadt, Earl Howe and J. P. Wakefield.—ED.

Vacuum Reservoirs-

I noticed in your issue of April 7 a sketch and description of a reservoir for vacuum-operated accessories, and this interested me, as I fitted vacuum horns to my car a short

time ago. I was warned not to use a quart oil container, as a friend of mine had one collapse "first time out." I

obtained an old Autovac from a breaker's yard for 1s., took out the "works" and fitted a new gasket. I made brass plugs to fit the tap holes at the bottom and the air hole at the top. I was about to start on a non-return valve when I found that there was already one in the induction connection so I simply faced the disc with thin rubber to ensure air-tightness and replaced it. This valve is arranged to maintain the vacuum in the tank even when there is little or no depression in the induction manifold. The result is that the depression in the tank is always equal to the maximum induction depression and I can procure a sustained loud blast at almost any time. I

can even sound the horns about five minutes after the engine

has stopped—a very severe test.

May I say how interesting and useful I find the technical and practical articles. Last year I went to an evening class and obtained first-class certificates in the City and Guilds examinations for motor mechanics and electricians, and The Light Car articles helped me a great deal. I wished to take the I.A.E. tests, but, apparently, since I am not in any way connected with the motor trade, but an enthusiastic amateur mechanic, I cannot be accepted.

Brierley Hill. A. E. Reg. Smith.

Maintaining Vacuums.

With further reference to vacuum chambers for suction horns my own experience may be of interest. I first tried a quart can, but with a further refinement in the shape of a non-return valve in place of a pipe on the suction side. This allows the horn

Quart Cans
Not

Recommended.

This allows the horn
to be sounded at least once when the
throttle is open, which is a great asset
when about to overtake. As in the case of Mrs. J. Hogben,
I found that a quart can did not straight the straight of the strai

I found that a quart can did not stand the strain, and I have now substituted a piece of 1\frac{3}{2}-in. brass tube with the ends blanked off, mounted across the bulkhead, and find it most satisfactory.

E. W. Cuff Miller.

Enfield.

Anti-skid Surfaces and Tyre Wear.

I remember being told at the Government's Road Research Station at Harmondsworth, where tyres are run over road surfaces until the latter break down, that it was invariably the road which wore out first. So there seems to be no reason to revert to smooth surfaces for the sake of the tyres!

London, W.C.2.

The First Motor Wedding-

On April 20, 1897, Miss Irma L'Hollier (the daughter of Leon L'Hollier, who was then in partnership with Edmund Gascoigne, trading in Birmingham as the Anglo-French

Motor Carriage Co.) was married to
Albert Edward Day, of Radnor Road,
Handsworth. The ceremony was performed at St. Augustine's Roman
Catholic Church, Solihull, and three parties came in cars,
one of which was driven by Gascoigne himself. After the
wedding the happy couple, etc., were driven to the bride's
father's house in cars. It was essentially a "motor"



PER ANNUM

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- 4 CYLINDER ENGINE—with aluminium head.
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£133 - 10 - 0

2-SEATERS from £120

Ample room for two adults is provide in the rear seat, leaving considerable luggage space behind the squab.

When rear seats are unoccupied a large luggage platform is provided by tip-ping down the squab.

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Operated by suction from induction pipe. Hand or foot puali button produces a terrific long or abort trumpet-like blast that cannot be ignored. Can be heard a mile away. Easily dited. Nothing to go wrong, 6/11. Plated, 10/8. De Luxc, genuine Ismay make, thromium finish, 21/-Twin Tremests, 21/-. De Luxe, 42/-. Post 1/-

BRAKE LINING 2/3 BRAKE Drilled ready de for fitting for AUSTIN 7, Front or Rear

Minor, Front
Post 4d. or Rear. 3/3.
FORD o, HILLMAN MINX, Front or Rear, 3/6
MORRIS Cowley 1926-31, Front or Rear, 4/3

2/3 Brake Gables For Austin 7, or Morris Minor, front or rear, any year, 2/3; latest new im-proved type with instant adjustment for stretch, 3/8. Post 4d.

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2/6; Morri
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most other makes in stock. Cylinder Hea
Gaskets only from 1/-. High Compression
Gaskets for all of the above in Stock.

SPARES WE CARPY AN ENORMOUS
STOCK Avis Shafta, Ball Races,
Brake Cables, Brake Limitps, Clutch Disoz,
Flexible Couplings, Gaskets, Ignition Replacements, Lamps, Bulbw and Glasses, Mudgnards,
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1/2 DEXTER ANTI-KNOCK
PLUG ADAPTORS
Prevents pluge oiling up and
pre-ignition troubles. Easily
fitted. Gives instant results,
14 mm., 1/3, 18 mm., 1/6.



CUCKOO HORNS 12/6 Give a load double-no Cuckoo call. Well ms and complete with fitti for fixing. 12/6. Post 1

for fixing. 12/6. Post 1/ODISTRIBUTOR CAPS, type 1/ODJ.4, 1/9, All other types, 40r 6-cyl., English or American, 2/3. Contacts, 1/6 set. Condenser, 1/6 sech. ROTORS, all types, 9d. Post 2d.

for Austin 7, dd. Ford 8, 2/6; Morris Minor, O.H. v., Wolseley Hornet 1931, stant, 3/8.

GASKET SETS

GASKET SETS

GO Austin 10 h.p., 12/6 h.p., Light 12/4 and 16 h.p., Hillman Minx, Triumph, Morris Cowley and 10/4, Hillman Wizard, Triumph 10, Essex Challenger, Giacoen, etc., 4/-, Poet 6d. ALL TYPES IN STOCK.

SPARE WHEEL COVERS SPARE WHEEL COVERS
Best Quality Black Leatherstie Water proof Material. Leather centre, white
plped seams, perfect fit, 5.50x 19
4.00x 19. 4/- 4.50 x 18. 5/4.50x 19. 5/- 5.00x 19. 5/6
4.50x 17. 5/- 5.00x 20...6/
Suttable for all types of wheels
or rims. Post 9d.

DRIP TRAYS 1/11 trongly made heavily galv'd



COUPLINGS

READERS' OPINIONS

Contd.

wedding, as the bridegroom was the assistant manager of the Anglo-French Motor Carriage Co.

I have in my collection of early motor literature what I have reason to believe was the first motor catalogue ever issued in England; it was brought out by L'Hollier Gascoigne and Co. and is dated January 24, 1896, some 10 months before the "Emancipation" Act came into force. On the last page the following statement is made:—
"Finally, we trust our absurd English law will soon

be altered, so as to allow free use and development of our ideas and the manufacture of these carriages, which will find employment for thousands of workpeople and especially handy men for driving. In the meantime there is no reason why you should not purchase and use one of these. All you have to do is to get the permission of the chief of police of your town or district to use them, and in nine cases out of ten we believe this can easily be obtained.

"Free lessons will be given to purchasers." Epsom Downs. ST. JOHN C. NIXON.

All-wheel-driven Specials.

A rather interesting thought occurred to me when reading of those "trials specials" which have all road wheels driven. There are, to my knowledge, at least two threewheeled cars and the four-wheeled

Cessation of Forward Anderson Special which are so Movement Puzzle. Now trials regulations indesigned. variably deem a car to have "failed"

with the "cessation of forward movement of any undriven wheel." It is quite possible that one of these cars would come to a standstill with all wheels spinning and may actually restart when, perhaps, the tyres have bitten through to firm soil under the covering of mud. If the car was stationary for a perceptible period before restarting, the marshal in charge of the hill would no doubt "fail" the driver, although the driver would have the wording of the regulations on which to base a sound pro-

It strikes me that if these "specials" become more prevalent, the definition of failure must be somewhat amended to read, perhaps, "cessation of the car in the opinion of the marshal. TACK M. REISS. Leeds.

Brighter Seaside Towns.

In the past month or two I have visited scores of towns in different parts of Great Britain, including many seaside resorts, and I am amazed to find that a drab green is almost

universally used as the standard colour for lamp-posts, railings, piers, and so on. How infinitely brighter and more Why Drab Colours? attractive would be aluminium as a colour? I wonder whether this fact will be realized now that our resorts are being prepared for the summer holiday M. BRANDE. season.

London, W.2.

The Performance of a Six-year-old "Nine."

The exceedingly enthusiastic article by "Gee Gee" in the issue of April 14 has prompted me to relate the performance of my six-year-old thoroughbred over much the same route as he took the 1½-litre M.G.

to Scotland except that I have to add From London to another 100 miles to his total each Carnoustie and Back. way and also had to contend with the increase in traffic over the Easter period. The car is a 1932 Riley saloon and the "urge" provided by a 9 h.p. twincarburetter motor just settling down from being decarbonized, and the tuning of which was only completed 10 minutes before leaving. There is no need to add to "Gee Gee's" description of the route, except that the A1 road was followed so far as Newcastle, from whence we took to the hills and made for Edinburgh. It was here that, in common with him, I found the cornering of the Riley superior to many larger and newer cars, to whom I displayed a clean pair of covers, much, no doubt, to their chagrin. As "steward of the course," my wife kept me

rigidly to schedule, including stops for petrol and oil, which, by the way, were the only occasions on which the bonnet was disturbed.

Now for the figures, which, I think, compare very favourably with the M.G., being mindful, of course, of its extra capacity and modern vintage. Carnoustie, the small golfing burgh on the east coast of Scotland, was the objective, and 485 miles were registered on the speedometer from just within the 10-mile radius from the centre of London. This took 13½ hours' motoring, showing an average speed of just over 35 m.p.h. The return journey, of 488 miles, was accounted for in 16 hours, an average of 30.5 m.p.h.. which was the result of many minor traffic hold-ups from Doncaster to London.

Between journeys a further 95 miles was covered, making a grand total of 1,068 miles, for which 31 gallons of petrol were required, making the average consumption 31.4 m.p.g.

Only six pints of oil were required to maintain the correct level in the sump. I am very proud of this performance, which made possible a very enjoyable and comfortable run, and, with all respect to the slogan of our railways, I must say that the journey by road proved to be less tiring than the same by rail, and, in the words of my countrymen, "wasna' sae dear."

London, N.21. LONDON SCOT.

Who Should Give Way?

The enclosed newspaper cutting was taken from a wellknown daily published in the North last week. Perhaps one of your legal gentlemen could enlighten poor motorists

just what is right. An article on this subject would be very interesting. One Perambulators other point—in the North of England there is a growing habit of women on the Roads.

pushing perambulators with children aboard alongside main roads, ignoring completely good-surfaced side walks. The dangers of this practice were brought home to me recently. On taking a bend at well under 30 m.p.h. I was suddenly confronted with a big saloon coming in the opposite direction and two perambulators almost stationary. Only good brakes saved the situation. Cannot something be done to stop this dangerous practice? TOURIST.

Edinburgh.

* The newspaper cutting is a report of proceedings in the * High Court under Mr. Justice Hallett, in which it was laid down that there is no doctrine in law that traffic coming out of a side turning should always give way to traffic on a major road. At the moment it is only a strong recommendation in the Highway Code-and the Highway Code is not law.-ED.

Induction Systems.

When Mr. Mantell dealt with induction systems recently I was rather disappointed that he made no reference to the location of the carburetter on the end of the inlet

manifold which gives a uni-directional flow with absence of reversals. This Advanced Ignition for Light Loads. method has, of course, been tried out and used by Talbots, who at the time

claimed advantages, but it would be interesting to hear why it has not been generally adopted. Personally, I had contemplated doing some experimental work in this direction on a Morris Eight, as it is not too difficult to carry out compared with twin carburetters, but I do not wish to waste time if the results show little or no improvement.

Mr. Mantell has stated that it is desirable in order to obtain the best economy, to advance the ignition timing, when running under light load, beyond that point which is normal for full throttle. Has he conducted tests to prove this? Personally I should imagine it is just an idle theory of no practical significance and doubt if anyone has ever bothered to put it to test.

I hope to read in your journal one of these days some remarks on why cars of 8 h.p. rating are geared on top the same ratio as larger cars up to 12 or 14 h.p. I have C. H. Cox. not seen this dealt with before.

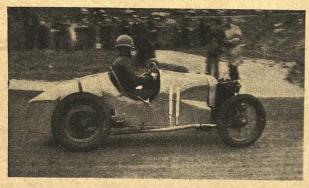
Warwick.

CONDENSED CORRESPONDENCE.

C. W. Streetly (Swindon) draws our attention to the dangerous bridges between Newbridge and Lechlade, where accidents occur regularly.

A35





CLUB ITEMS

and Sporting Events

CLOSE-UP of a "Special." B. Woodall handling his J.A.P .- engined "Chatterbox' at the Crystal Palace meeting.

GREAT WEST M.C.

The London-Bournemouth trial which was postponed from March 19, will be held on Sunday, June 11.
Hon. general secretary, Mr. W. M. Cox, 12, Southbourne Crescent, London, N.W.4.

CHESTER M.C.

CHESTER M.C.

On Sunday next the club is organizing its annual invitation trial. This is open to any motorist who wishes to try his car and skill over secondary roads and in special tests. Entry fees are 1s. 6d. per car and should be sent to Mr. T. Wilde, "Kenmore," Chester Road, Helsby, Cheshire. Late entries, at 2s., will be accepted at the start, at 2 p.m., from Sealand Road Garage, Chester.

A' the conclusion of the trial tea will be taken at Clemence's Café, Northgate Street, Chester, and will be followed by a film show.

YORKSHIRE SPORTS C.C.

Regulations covering Wetherby Speed Trials on Sunday, May 7, are now in circulation and are obtainable from the hon, secretary, Mr. E. A. Denny, Glebe House, Spofforth, Harrogate Invitations to compete have been extended to the Lancashire and Cheshire, M.G., Bugatti Owners', Vintage and R.P.M. clubs.

There are, in all, seven classes for racing and sports cars, the entry fee for which is 7s. 6d. per car. No car may be entered in more than one class. Awards include cash prizes to the winners in each class. Entries close on April 26, and should be forwarded to the secretary at the above address.

BUGATTI OWNERS' CLUB.

BUGATTI OWNERS' CLUB.

The opening rally at the George Hotel, Huntingdon, last Sunday, was a very cheery affair. Competition for the George Harris Challenge Cup, awarded to the owner of the smartest and best-kept car, was exceptionally keen. The task of the judges was not made easier by reason of the diversity of Bugatti types on show, for age and mileage are taken into consideration in awarding this challenge cup. Their final decision placed C. W. P. Hampton's beautifully maintained Type 13 first. This splendid old car was built in 1910; it is a 10.4 h.p. four-cylinder model of 1,527 c.c. On Sunday, its paint and heavy brasswork gleamed in the sun as proudly as any showroom model. Runner-up was Coionel Giles's famous 5-litre "Black Bess," built in 1913, and M. Radford's more modern 3-litre was placed third. The "scuderia" prize, awarded to the biggest family fleet, went to J. C. Crowther, who entered no fewer than five Lancias. The Jacques Challenge Cup, for the best-kept Invita, went to H. Wynmalen (100 m.p.h. model).

After lunch, there was a timed regularity run back to Stevenage, where tea was taken at the Cromwell Hotel. A small entry fee was charged, the proceeds of which were presented to the winner. This proved to be R. W. Shakspeare, and L. J. Leapman was runner-up.

SOUTHSEA M.C.

On Sunday next, there will be a scavenge hunt starting from Portsdown Hill at 2.30 p.m. The annual general meeting of club members will take place on April 27, at the George Hotel, High Street, Old Portsmouth. Business will begin at 8 p.m.

KENTISH BORDER C.C.

The hill-climb which was cancelled last month on account of bad weather will be held on Sunday next, April 23. Members will proceed to the hill in convoy, leaving Clearways Restaurant, on the Farningham-Maidstone road, at 2.30 n.m.

ROAD FELLOWSHIP CLUB (GLASGOW).

A Mystery Run, starting from the Waverley Picture House, Shawlands Cross, will be held on Saturday, April 22, beginning at 2.30 p.m. A suitable rendezvous has been selected for tea. Total mileage will not exceed 85 from Glasgow. Ilon. section secretary, Mr. T. R. McNaughton, 55, West Regent Street, Glasgow, C.2.

HARROW C.C.
On Sunday next, April 23, members are going to play a motorized version of "Snakes and Ladders." The event, to which the Disabled Drivers Club has been invited, will start at 2.50 p.m. from Four Ways Garage, Hudnall, near Hemel Hempstead. The entry fee is 2s. per car, and should be sent to Mr. N. V. Needham, 52, The Highway, Stanmore, Middlesex.

FYLDE C.C.

The annual Pennines Fidelity trial on Sunday, April 30 starts from the Bay Horse Hotel, near Lancaster, at 10.15 a.m. A course suitable for standard cars has been selected, which will run over the fells. Buttertubs, Tan Hill, Arkengathdale and Summer Lodge will be used, besides several new roads in the district. Further details from the secretary, Mr. G. B. Cooper, 34, Leicester Road, Blackpool.

MIDDLESEX COUNTY A.C.

To-morrow (April 22) the club is holding its annual Efficiency Trial for the Church Trophy and Coronation Cup. The course, which passes through some of the best scenery of Hertford-shire, Bedfordshire and Buckinghamshire, starts from Hadley Highstone, Barnet. First car will leave at 2.15 p.m. Tea will be taken at the Rose and Crown Hotel, Tring.

NORTH-WEST LONDON M.C.

Once again permission has been secured to use War Department land in the Pirbright district for the Lawrence Cup trial on May 20. The start will be at 3 p.m. from the Wheatsheaf Hotel, Virginia Water, and the course offers a dozen real hills in as many miles. Further details are available from the hon. secretary, Mr. Paul Hardy, 33, Cypress Avenue, Twickerham, Middlesex.

STOCKPORT M.C.

More than 200 entries are anticipated for the annual rally on Sunday next, April 23, in aid of Stockport Infirmary. There are numerous awards, for which all types of car are eligible to compete, and there will be special classes for learner and women drivers. Cars will leave the Town Hall Square, Stockport, at 1 p.m. and will proceed to Trentham Gardens. En route, there will be time checks, a questionnaire to complete and simple driving tests.

The entry fee is 2s. 6d., and should be sent to Mr. R. Jones, 68, Adswood Lane East, Stockport.

VETERAN C.C.

Twenty-seven cars, all built before 1904, thok part in a rally to the Hoskins Arms Hotel, Okted, which was followed by a timed climb of Tilburstow Hill. Fastest in class 1 (pre-1898) was E. A. Marshall's 134 h.p. Beeston Humber tricycle, in 3 mins. 18 4-5 secs. Second was G. J. Allday's Benz, whose best time was 4 mins. 9 secs. In class 2 (1859-1900), Major G. W. G. Allen put up a splendid 2 mins. 51 4-5 secs., in a 3 h.p. Stanley-Locomobile, and Lieut-Comdr. J. D. R. Davies (De Dion tricycle) recorded 3 mins. 49 4-5 secs.

Fastest in class 3 (1901-1902) was E. A. Marshall, this time astride an Ariel tricycle: his time war 2 mins. 11 3-5 secs. Almost as fast was G. H. Eyre's Napier. Best time of the day was set up by E. N. Frost (1904 Darracq 12 h.p.) in class 4. On his second run he clocked an impressive 2 mins. 3 2-5 secs.

Arrangements have been made for club members to become members of the Glen Holt Holiday Camp Social and Sports Club. The camp will now become the official country headquarters of the club, and all its amenities will be at the disposal of members at no extra cost to themselves. Further details are available from the honsecretary, Mr. W. H. Searle, 6, Hillsborough, Mannamead, Plymouth. VICKERS ARMSTRONG M.C.

MOTOR CYCLING CLUB.

MOTOR CYCLING CLUB.

There will be an informal dance at Chessington Zoo, Hook, Surrey, on Saturday, May 6. The cost of tickets is 5s., which includes a running buffet, a unique cabaret by an elephant and two bears, and the services of an excellent band. Tickets will be limited to 150, and should be obtained from Major R. I. Marians, 26, St. John's Wood Terrace, London, N.W.8.

PLYMOUTH M.C.

VICKERS ARMSTRONG M.C.

The winter social season was brought to a close recently by a very enjoyable dance, which was attended by more than 400 members and their friends. On April 2, a treasure hunt was organized, to which were invited the Gosforth M.C. and Parsons M.C. First prize, an electric clock, was won by Mr. McAlpine. The opening trial of the season will be the Novices' event on Sunday, April 25.

Hon. secretary, Mr. A. L. Veitch, Scotswood Works, Newcastle-on-Tyne, 4.

SUNBAC.

Believing that the demand for team contests has declined considerably, the club will not stage its usual inter-club team trial this year. Instead, on Sunday next, April 23, there will be two competitions in the Black Mountains. In the morning there is to be a trial on the lines of Sunbac's well-known evening trials, for members only. There will be separate classes for open and closed cars.

In the afternoon there will be the Black Mountain hill-climb, described as an adventure in motor mountaineering for sports cars and experienced drivers. It will be held on a mountain side of reasonable surface, offering about 500 yds. of gradient of the order of 1 in 2 or steeper. Entry fee is 10s. per car, and members of the M.G. C.C., North-West London and the Wey Valley A.C. are invited.

Secretary, Mr. J. D. Woodhouse, 16, Corporation Street, Birmingham.

---FORTHCOMING EVENTS-

April 22.

April 22.

Club of Nomad Motorists.
Vaugrancy." ("Green
Burpham, 2,30 p.m.)
J.C.C. (S.W. Centrel. Trial. (Bishop's
Waltham, 2,30 p.m.)
M.G. C.C. (Scottish). "Test Teazers."
(Achilles School of Motoring, Bilston, 3 p.m.)
M.G. C.C. Annual General Meeting. Lambert Arms, Aston Rowant, 5.15 p.m.)
Middlesex County A.C. Trial. (Hadley
Highstone, 2.15 p.m.)
Road Fellowship Club (Glasgow). Mystery
Run. (Shawland's Cross, 2.30 p.m.)
SS Car Club. Trial.

April 23.

April 23.

April 23.

Cawpra M.C. Social Event.
Chester M.C. Trial. (Seeland Road Garage, 2 p.m.)
C.S.M.A. (Manchester). Trial.
C.S.M.A. (Birmingham). Driving Tests.
Harrow C.C. Snakes and Ladders. (Hudnall, 2.30 p.m.)
Horsham and D. M.C. and L.C.C. Monthly Competition.
J.C.C. (Liverpool). Trial. (Clwyd Gate Cafe, 12 noon).
Kentish Border C.C. Hill-climb.
Rochester, Chatham and D. M.C. (Run to Bexhill.)
Rugby M.C. and L.C.C. Car Trial. (Blue Boar Café, near Coventry, 2.15 p.m.)
Seven-Filty Club. Run to Stonehenge.
Southsea M.C. Scavenge Hunt. (Portsdown Hill, 2.50 p.m.)

Standard C.O.C. (Midland), April Manœuvres. (Leicester District.)
Stockport M.C. Rally.
Sunbac. Trial and Hill-climb.
Vickers Armstrong M.C. Novices' Trial,
West of England M.C. Novices' Trial.

R.A.C. Rally April 25-29.

R.A.C. Raily

April 26.

Foreign Touring Club. End of Winter Season Supper and Dance. (Barrie's Restaurant, Gresham Street.)

Gloucester M.C. and C.C. Speed-judging Contest. (H.Q., 7.30 p.m.)

April 27.

Southsea M.C. Annual General Meeting. (George Hotel, Old Portsmouth, 8 p.m.)

Caledonian M.C. Rally.

April 30.

Fylde C.C. "Pennines Fidelity Trial."
(Bay Horse Hotel, near Lancaster, 10.15 a.m.)
Harrogate and D. M.C. Trial.
Horsham and D. M.C. and L.C.C. Guildford Cup Trial.
Malden and D. M.C. Run to Wittering Sands.
Rochester Chatter

Sands.
Rochester. Chatham and D. M.C. Run to Brands Hatch.
Standard C.O.C. (S.E.) Southern Counties Trial. (Bearsted, 11.30 a.m.)
West Essex C.C. Scavenger Hunt. (Savoy Cinema, Illord, 2.50 p.m.)
Worthing Eagle M.C. Support Guildford Trial.

CLUB ITEMS

Contd.

BERKHAMSTED M.C. AND C.C.

Regulations are now in circulation for the closed hill-climb at Dancers End on Sunday.

May 7. This is a closed event for members of the club driving cars not exceeding 1,500 c.c. unblown and 1,100 c.c. supercharged. Entry fees are 7s. 6d. for a first entry and 5s. for subsequent classes; they should be sent to the secretary of the meeting, Mr. L. C. Christensen, 151, Norval Road, Sudbury Court, Weembley, Middlesex, not later than April 24.

MALDEN AND D. M.C.

Last Sunday's signpost run attracted an

MALDEN AND D. M.C.
Last Sunday's signpost run attracted an entry of more than 20, and provided five clues which few found easy. Groups of place-names had to be identified on signposts and the numbers of the posts noted. Only two clean sneets were returned at the finish, at Burpham. Winner was C. Fisher (Riley) and runner-up H. Fitch (Hillman Minx).

Next event is the run to Wittering, which starts from the Acorn Service Station, Kingston By-pass, at 10.50 a.m. on April 50.

ULSTER A.C.
The following are the results of the Circuit of

The following are the results of the Urcuit of Ireland trial:—
Glub Trophy and premier award: W. B. Michael (Wolseley), Open Class: 1, W. B. Michael (Wolseley); 2, R. J. Adams (M.G.); 3, A. M'Vicker (Riley). Saloon cars under 12 h.p.: 1, S. M'Cormick (Morris 10); 2, D. Brown (Standard 10). Saloon cars over 12 h.p.: 1, I. Agnew (Citroen); 2, W. Pearce (Humber). Novices' Award: N. Reddick (M.G.). Ladles' Cup: Miss M. Browne (Austin). Old Car Cup: R. J. Reid (Riley). Castlereagh Cup (Dublin starters): C. H. Manders (Adler). Team Prize: W. B. Michael, R. J. Adams and A. M'Vicker.

W. B. Michael, R. J. Adams and A. M'Vicker. SOUTHPORT M.R.C.

There will be racing on the Southport beach on Saturday, May 6, commencing at 2.45 p.m. The meeting is under the organization of the Southport M.R.C., and is open to members of that body. The car section of the programme will comprise straight-mile races for various capacities, handicaps over various distances, an invitation, 5-mile scratch race, and an interesting match between the two fastest cars and the two fastest motorcycles. Entries close to the secretary by first post on Saturday, April 29. Secretary, Mr. M. D. Ball, 2, Post Office Avenue, Southport.

LANGASHIRE A.C.

Secretary, Mr. M. D. Ball, 2, Post Office Avenue, Southport.

LANGASHIRE A.C.

The Spring Rally is to be held on Saturday, April 22, starting at Simmons Street, Blackburn, from 2 p.m. onwards. Cars will be sent off at short intervals on a course of about 55 miles and a moderate average speed will be set for each. The time for starting will be taken and later cars will be timed again when they are stopped at a secret finishing point. There it will be ascertained which competitors have travelled the measured distance nearest the official time for the given speed. After completing the course cars will proceed to the Norbreck Hydro, near Blackpool, to join other members not later than 4.30 p.m. Following tea, prizes will be presented and Mr. H. E. Symons will give an address on his recent African adventure. Hon. secretary, Mr. J. H. Whittaker, M.B.E., Lancashire A.C., County Bank Chambers. New Market Street, Blackburn.

Stanley Cup Meeting Results

THE FRAZER-NASH AND B.M.W. CAR CLUB MEMBERS' HANDICAP.
(About 4% Miles.)

1. E. C. Barson (1,496 Frazer-Nash), won at 49.6 m.p.h., handicap 52 secs.; 2, G. M. Crozier (1,911 Frazer-Nash), h'cap 52 secs.; 3, G. Hudson (1,971 F.-N. B.M.W.), h'cap 32 secs.

THE VINTAGE SPORTS CAR CLUB MEMBERS' HANDIGAP.

(About 4% Miles.)

1, W. H. Ellis (1,496 Lea-Francis, S), won at 44.96 mp.h., handicap 28 secs.; 2, C. W. P. Hampton (1,496 Mercedes-Benz, S), h'cap 12 secs.; 3, W. G. S. Peck (2,994 Austro-Daimler), h'cap 24 secs.

Event 2.

Event 2.

1, L. C. McKenzie (4,487 Bentley), won from soratch at 44.9 m.p.h.; 2, J. Fotheringham-Parker (2,569 Lancia), soratch; 3, N. Green (2,996 Bentley), h'cap 12 secs.

THE FIRST SHORT HANDICAP.

(About 4% Miles.)

1, L. G. Johnson (1,971 F.-N.B.M.W.), won from scratch at 49.89 m.p.h.; 2, Lady Mary Grosvenor (1,496 Riley), h'cap 28 secs.; 3, R. M. Turner (1,089 Riley, 8), scratch.

THE SECOND SHORT HANDICAP.

(About 434 Miles.)

1, R. Cutler (1,496 Frazer-Nash), won at 48.6 m.p.h., handicap 40 secs.; 2, C. W. E. Windsor-Riohards (4,234 Vauxhall), h'cap 44 secs.; 3, A. F. P. Fane (1,971 F.-N. B.M.W.), h'cap 4 secs.

heap 4 secs.

THE THIRD SHORT HANDICAP.

(About 4% Miles.)

1. L. C. Mackenzie (4,487 Bentley), won at 48.6 mp.h., handicap 4 secs.; 2, R. A. Richards (1,589 Rover), h'cap 12 secs.; 3, J. Fothering-ham-Parker (2,559 Lancia), h'cap 12 secs.

THE FIRST LONG HANDICAP.

(About 9% Miles.)

1. L. G. Johnson (1,971 F.-N. B.M.W.), won at 52.28 mp.h., handicap, owes 16 secs.; 2, H. B. Shaw (1.087 M.G., 8) scratch; 5, K. E. Thwaites (1,292 M.G.), h'cap 1 min. 4 secs

THE SECOND LONG HANDICAP.

(About 9% Miles.)

1. H. J. Aldington (1,371 F.-N. B.M.W.), won

from scratch at 51.9 m.p.h.; 2, A. F. P. Fane (1.971 F. N. B.M.W.), scratch; 3, G. M. Symons (1,292 M.G., 8), heap 1 min. 28 secs.

THE THIRD LONG HANDICAP.

(About 9½ Miles.)

1. G. M. Crozier (1,911 Frazer-Nash), won at 47.56 m.p.h., handicap 24 secs.; 2, J. Fotheringham-Parker (2,569 Lancia), h'cap 40 secs.; 3, D. Greig (1,657 Frazer-Nash), h'cap 24 secs.

3, D. Greig (1,657 Frazer-Nash), h'cap 24 secs.

THE TEAM RELAY HANDICAP.

(For teams of three ears.)

1. United Hospitals and University of London M.G. won at 47.61 m.p.h. handicap 54 secs.;

2, Frazer-Nash and B.M.W. G.C., h'cap 9 secs.;

3, Chiltern C.C., h'cap 1 min. 18 secs.

THE VETERAN HANDICAP.

(About 3½ Miles.)

1, C. Clutton (12,000 Itala), won at 43.7 m.p.h., handicap 12 secs.; 2, A. S. Heal (10,087 F.I.A.T.), scratch; 3, R. G. J. Nash (15,095 Lorraine-Dietrich), scratch.

LOTTAINE-DISTRICAL, SORATCH RACE.

(About 9/2 Miles.)

1, A. F. P. Fane (1,971 F.-N. B.M.W.), won at 55.67 m.p.h.; 2, H. J. Aldington (1,971 F.-N. B.M.W.); 3, R. M. Turner (1,089 Riley, S).

SECOND LONG SCRATCH RACE.

(About 9½ Miles.)

1, L. G. Johnson (1,971 F.-N. B.M.W.), won at 52.09 m.p.h.; 2, N. D. Moffat (3,486 SS);

5, Mrs. E. M. Thomas (1,971 F.-N. B.M.W.).

THE RACING CAR HANDICAP.

(About 18 Miles.)

1, A. H. B. Hurst (1,087 M.G.), won at 52.23 m.p.h., handicap 1 min. 30 secs.; 2, A. Macarthur (1,087 M.G. Magnette, S), h'cap 15 secs.; 3, E. Winterbottom (1,074 Alta, S), h'cap 15 secs.

(Resultings)

STANLEY CUP.
(Provisional.)

1, Frazer-Nash and B.M.W. C.C., 46 points.
2, North-West London M.C., 32 points.
3, Junior Car Club, 19 points.
4, United Hospitals and University of London M.C., 18 points. 5, Chiltern C.C., 17 points.
6, Kenlish Border C.C., 15 points. 7, Vintage Sports C.C., 10 points. 8, Berkhamsted M.C., 8 points. 9, SS C.C., 6 points. 10, Cambridge U.A.C., nil.

LIVERPOOL M.C.

New ground will be broken for the Jeans Gold Cup trial on Sunday, May 7. The start will be from the Woodlands Hotel, Llangollen, Denbighshire, first man leaving at 12.1 p.m. A course of approximately 60 miles will be used, the stiffer parts of which will be by-passed by the touring car class. Entry fees are as follow: Sporis lass, Liverpool M.C. members, 10s.; Cheshne Centre members, 12s. 6d.; invited club members, 15s. Touring class, Liverpool members, 7s. 6d.; Cheshire Centre members, 8s. 6d.; invited club members, 10s.

Chubs invited to take part are the following:—M.G., Sunbac, Lancashire and Riley. A big feature of the trial will be wireless control, provided by permission of the Officer Commanding, 55th (West Lancs) Divisional Signals (T.A.). Organization is in the hands of Mr. P. E. Whyte, 19, Brunswick Street, Liverpool, 2.

CAPT. WILFRED LENDRUM.

We regret to record the death, in South Africa, of Captain Wilfred Lendrum, late The Highland Light Infantry. Capt. Lendrum was for 25 years secretary of the Middlesex County Automobile Club, and it is due to his sound work in the early days of the club that it is so firmly established to-day.

SEVEN-FIFTY CLUB.

SEVEN-FIFTY CLUB.

Last Sunday's opening run was voted a great success. Twenty-seven Austins took part in a follow-my-leader run, led by W. Boddy from Virginia Water, and 51 people sat down to tea after the event. Enthusiasts came from as far afield as Cornwall, and several new recruits to the club were enrolled. After tea, members were addressed by Mr. T. H. Hunter, the secretary, and Mr. S. Williams.

Next social event will be a run to Stonehenge on April 30. London members may meet at Virginia Water at 9.30 a.m., but others should make their own way to Salisbury Plain.

Hon. Secretary, Mr. T. H. Hunter, 39, Warland Road, Plumstead, London, S.E.18.

"EDINBURGH" REGULATIONS.

rand Road, Plumstead, London, S.E.18.

"EDINBURGH" REGULATIONS.

The Motor Cycling Club has recently issued the prospectus of the thirty-second Edinburgh Trial, which takes place on May 26 and 27.

This classic event is restricted to M.C.C. members, and non-members who wish to compete must join the club not later than May 5. The annual subscription is £1 1s., and the entrance fee 5s.

annual subscription as 21 kg, where 52 There will be three starting controls, one near London, and the others from Stratford-on-Avon and Carlisle. First man leaves at 8.30 p.m. on Friday, May 26, and finishes near Edinburgh on the following afternoon.

Entries must be made on the official form, and be accompanied by a fee of £2 for car entries and £1 for three-wheelers. They should be forwarded to the secretary, Mr. J. A. Masters, 26, Bloomsbury Way, London, W.C.1, not later than Monday, May 15.

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"

publication. No replies can be received c/o "The Edito"
For Disposal: Instruction book for the 1932
M.G. Midget, Model M.—E. W. Parr, 20, Wombwell Crescent, Keyham, Devonport.

Riley Mine.—An instruction book for the 1933
single-carburetter Monaco saloon.—C. T. Hamer,
23, Fishermore Avenue, First Lane, Hessle, East
Yorks.

Hillman.—An instruction book for the 1933
de luxe Minx model.—S. C. Nutt, 52, Church
Street, Basingstoke, Hants.

Yauxhall.—An instruction book for the 1934

Vauxhall.—An instruction book for the 1934
12 h.p. Light Six model.—M. T. Airey, 14,
Chumleigh Walk, Surbiton.



Best Performance in the under 1,500 c.c. class in the recent Highland Two Days' Trial was put up by J. H. Blyth (Tartan Grasshopper Austin). Here he is negotiating Stoney Brae on the second day's route.

CUTTING IN

-With Scissors and Paste, Here and There, on the World's Motoring Humour

A lady who had (accidentally) driven her car through a plate-glass window was being cross-examined in the subsequent action for damages.

"But surely when you had so much room to manœuvre in, you could have done something?"

asked counsel.

"I did," replied the witness, "I screamed."

-Wiener Bilder (Vienna).



"I'd better take it back to the garage quickly before father knows I've been out in it."— Echo Familial (Paris).

"It's your fault madam," said the young man. "I came from the turning on the right and I had priority."

"Nonsense," replied the severe-looking lady at the wheel of the other car. "No well-bred young man ever has priority over a lady."—Jeunes de France (Lyons).

The milk-wagon had been in a collision and broken bottles of milk were scattered over the roadway. A man stepped out of the crowd that had

gathered.
"My poor fellow,"
he said, "You will
have to make good
this loss out of your
wages won't you?"

wages, won't you? "
"Yes," replied the

"Then here is a shilling towards it, and I will pass my hat round. I'm sure the kind people here won't let you lose any money over it."

After the collection was made, and the crowd dispersed, the driver turned to one of the remaining bystanders and said: "Ain't 'e smart? 'E's the boss."



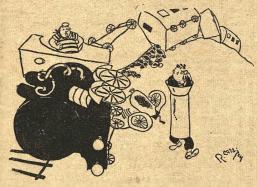
"I sell this tin-opener at threepence . . . specially recommended for any make of car."—Ric et Rac (Paris).

There are some nasty little worms driving round nowadays."
"I know, old man—and they don't even signal when they turn."

The tourist had just finished looking over the historic castle.

"We've made a stupid mistake," he said to the butler who was showing him out. "We've just tipped his lordship instead of you."

"That's awkward," said the butler, "I'll never get it out of him." — The Christian Science Monitor.

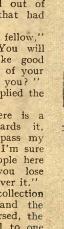


"Kindly return my chimney!"
"Not until a policeman has taken details of the accident!"—Le Moustique (Brussels).



"It's sad to see one's own car come to such a fiery end." "Especially when one is a captain in

the fire brigade."-Midinette (Paris).





"I'm afraid I shall have to report you at once for driving without a licence."—Le Rire (Paris).



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P	rice		MARKET MARK TO SELECT	
G	uin		Dep	0051
	96	1938	STANDARD Flying 10 4-door Sun Sal.,	10
	90	1938	HILLMAN Minx Sun Saloon. Choice of 4 £	16
	88	1938	MORRIS 10/4 Sun Saloon, black, well	
	00	1730	maintained	10
	82	1938	AUSTIN 10/4 Cambridge Sun Saloon.	336
		.,,,,	Maintained AUSTIN 10/4 Cambridge Sun Saloon. Choice of 2	£9
	72	1937	AUSTIN 7 Pearl Cabriolet, grev. 12,000	
			miles omy, as new	82
	70	1938	FORD 10 4-door Sun Saloon, black,	82
				2.5
	67	1937	HILLMAN Minx Sun Saloon de Luxe,	£8
			Dide, shiait and sound	10
	64	1938	FORD 8 2-door Saloon, black, nice	£7
		100/	STANDARD 12 4-door Sun Saloon, grey.	~.
	57	1936	immaculate	£4
	57	1937	AUSTIN 7 Pearl Cabriolet, green, sound	
	31	1737	and reliable	£4
	50	1937	FORD 10 2-door Saloon, black, good tyres	£4
	50	1935	AUSTIN 10/4 4-door Sun Saloon, blue,	
	30	1733	good condition	£4
	49	1936	AUSTIN 7 Ruhy Sun Saloon, blue, very	
		1,50	clean	£4
	47	1937	OPEL Cadet Cabriolet, maroon, super	
				£4
	47	1937	FORD 8 2-door Sun Saloon, black/red,	
			leather HILLMAN Minx Sun Saloon de Luxe,	£4
	47	1935	HILLMAN Minx Sun Saloon de Luxe,	£4
			Diue/Diack, smart	£4
	44	1935	MONIO CALLED ON CALLED	2/2
	39	1936	FORD 8 2-door Sun Saloon, beige, red	£4
	00	1025	FORD 10 2-door Sun Saloon, black, nice	
	39	1935	order	£4
	37	1934	HILLMAN Minx Sun Saloon, black,	
	31	1734	very clean	£4
	27	1934	VAIIXHALL 14/6 Sun Saloon, black, runs	
		1751	well	£3
	24	1933	MORRIS Minor 2-door Sun Saloon, blue	£3
	24	1933	STANDARD 12 4-door Sun Saloon, blue,	
				£3
	14	1933	WOLSELEY Hornet 4-door Sun Saloon,	
			blue	_

RD, S.W. 9.

Price			100
Guin			pesit
85	1937	AUSTIN 10/4 Sherborne Sun Saloon, blue,	63
82	1938	HILLMAN Minx 4-dr. Saloon, black, very	500
75		smart	63
15	1938	MORRIS 8 4-seater Tourer, green, exceptional	82
75	1938	MORRIS 8 de Luxe Sun Saloon, blue,	83
68	1937	MORRIS 12/4 Sun Saloon, blue, well	100
3	1936	maintained	83
62		AUSTIN 10/4 Sun Saloon, blue, leather, good tyres	£7
- 59	1937	AUSTIN 7 Ruby Saloon, blue, excellent	£7
59	1936	MORRIS 10/4 Sun Saloon, grey/black,	
58	1937	well kept MORRIS 8 Sun Saloon, green/black, well	£7
		maintained, clean	£7
57	1937	OPEL Olympia Saloon, blue, leather, very smart	£4
57	1936	MORRIS 8 2-seater Tourer, green, well	£4
57	1936	MORRIS 12/4 Sun Saloon, blue/black,	1
55	1936	AUSTIN 7 2-seater Tourer, blue, immacu-	£4
351		late order	€4
55	1936	MORRIS 8 Sun Saloon, blue, well	£4
47	1936	AUSTIN 7 Ruby Saloon, blue, good tyres,	£4
43	1934	MORRIS 10/4 Sun Saloon, black, clean,	
40	1935	very reliable AUSTIN 7 Sun Saloon, blue, leather,	£4
	,	very smart	£4
33	1933	AUSTIN 7 Sun Saloon, black, good tyres,	£4
32	1934	FORD 8 Saloon, black, leather, good	
28	1932	MORRIS Family 8 Sun Saloon, blue,	£3
- 1		clean, reliable	£3
27	1933	FORD 8 Saloon, blue, good tyres, very	£3
27	1933	MORRIS 10/4 Sun Saloon, black, clean,	£3
26	1932	AUSTIN 7 Sun Saloon, blue, leather,	
19	1931	AUSTIN 7 Sun Saloon, black, good order	£3
20	1001	and condition	£3

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AROUND THE TRADE

Mr. Harry Simm, formerly with Blakes Motors, Salford and Manchester, has been appointed retail sales manager to Parkers, Ltd., 195-197 Deansgate, Manchester.

Caravan enthusiasts will be interested in the catalogue just prepared by W. W. Kent, Amber Hill, near Boston, Lincs. A copy will be sent, on application, to any interested reader.

Champion sparking plugs were used by the following winners at the Easter Monday meeting at Brooklands: A. H. Beadle (Alta), P. W. Maclure (Riley), and C. K. Mortimer (M.G.).

Rootes, Ltd., ask us to make clear that Sandridge Motors, of Melbourne, are distributors for Sunbeam-Talbot cars only, and that Overseas Motors Pty., of Melbourne, remain distributors for Hillman, Humber and Commer, as they have been for many years past.

Major Ronald Maude, of The Standard Motor Co., Ltd., informs us that the Rt. Hon. Lord Wigram, G.C.B., G.C.V.O., C.S.I., of Norman Tower, Windsor Castle, Permanent Lord-in-Waiting to H.M. The King, has just taken delivery of a 12 h.p. Standard Super saloon.



George Formby inspects one of the Girling Two-leading Shoe Brakes during his tour of the New Hudson Works on Friday, April 14. With him is Mrs. Formby, Mr. Horace J. Brueton, Chairman of the Company, and Mr. Alex Fraser, General Manager.

Harlequin Press Co., Ltd., Old Colony House, South King Street, Manchester. 2, have published an interesting book dealing with the manufacture, history and making-up of oilsilk. Amongst other things, the difference between oilsilk and oilskin is made clear. "Oilsilk" is by Francis Warner, and costs 4s. 6d. net.

The Harris range of patented bushings used extensively in almost every industry will be manufactured and sold exclusively in this country by Howard Graham, Ltd., Tiddington Road, Stratford-on-Avon. The company is already supplying considerable quantities every week to the same patterns as used by the American patentees.

-0-0-

At "The Swan," Yardley, Birmingham, the staff and works of Bendix, Ltd., entertained themselves in a novel fashion. Mr. T. Marshall, the chief accountant, in the top hat, frock coat and period moustachio of the old-time chairman, presided over a programme of musical and other items performed by Bendix artistes in the old-fashioned music-hall style.



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	AUSIIN IU 2-seater, blue	1	03	411	
1935	CITROEN Big 12 de Luxe Saloon, black	7	45	10.	
1936	FORD 8 h.p. Saloon, green/black	3	50		
1937	HILLMAN Minx de Luxe Saloon, black	Sec. 21	95		
	MORRIS 12/4 series 3, de Luxe Saloon, blue		139	- 0	
1937	MORRIS 14 de Luxe Saloon, blue	1	119	16 1	
	NORWOOD DOAD OF OF	Tulos	Hill	2446-7	0
44-52,	NORWOOD ROAD, S.E.24.	I uise	Lin	2440-1	-0
1934	AUSTIN 10 Saloon de Luxe, black/brown	165	48	guineas	

	1724	AUGILIA IO	Daloon de l	"uxe. i	DIACK/DIO	AA 11			MICH	
	1937	FORD 10 2	-door sun ro	of Sale	on, new	series,	blue	89	15	
	1938	FORD 8 Sa	aloon, black					79		
			Minx Saloor				200	119		
	1937	MORRIS 12	2 4-speed, ea	sy clea	n wheels	, marc	on 1	03	-	
	1934	MORRIS 1	O Saloon de	Luxe,	black		**	55	**	
	1934	ROVER 14	Saloon de	Luxe,	blue	**	**	55	- 11	
R	3. R	ROMLEY	RD. S.E.	.6.	Hi	ither	Green	4444	&	24

T DESIGNAM DD OF 45		Dadnov	2051-2
1937 VAUXHALL 14 sun roof Saloon, bl	ack	129	
1937 STANDARD 12 Saloon de Luxe, blu		129	4.
1027 OTANDADO 40 C I I I I.I.		117	
1934 ROVER 14 h.p. Special Sports Salor	n	. 89	V.
1937 MORRIS 10 Saloon, black		99	11
1937 FORD 8 Saloon, green			341
1770 TIAT OU CONVENIDIE DATOOM, grey	30 5	62	
1938 FIAT 500 Convertible Saloon, grey		87	- 17
1937 AUSTIN Goodwood Saloon de Luxe	. grey	105	guineas

1937 STANDARD 12 Saloon de Luxe, blue	129	
97, PECKHAM RD., S.E.15.	Rodney	2051-2-3
1938 AUSTIN 12/4 Ascot de Luxe Saloon, black	159	guineas
1937 AUSTIN 7 2-seater, grey	49	
1933 HILLMAN Minx Tourer, black/green	45	
1937 MORRIS 14/6 Saloon, black	119	- 10
1933 MORRIS 10 Saloon, black	170	11
198. KING'S RD., S.W.3.	Flaxman	4801-2-3

_				
		AUSTIN 10 Saloon, black		guine
	1936	AUSTIN 11'9 h p. Ascot Saloon, black	89	***
	1930	ALVIS Silver Eagle 16 h.p., Sports Tourer, taxed		
		March, black	30	- 44
	1938	FIAT 500 Convertible Coupe, blue	85	44
	1937	MORRIS 8 2-door Saloon, blue and black	75	
		M.G., 12 h.p. Continental Coupe, black	72	.,,
		STANDARD 9 Saloon, black/grey	65	**

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1938 AUSTIN 10 Cambridge de 2120	1938 N
	Salo
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Edge Saloon, Round Cond.	1938 N
good tyres, very clean	TROO II
	1937 M
	seate
1935 AUSTIN 12-4 Ascot de Luxe CEO	1937 M
Saloon, really spotless car	blue,
1938 AUSTIN 7 Ruby Saloon, 279	1936 1
blue. Choice 4	1936 N
red, fast car	seate
1935 AUSTIN 7 Ruby de Luxe £59	1935 ₺
Saloon, one owner, as new 207	soun
1935 AUSTIN 7 Pearl Cabriolet, O EO	1933 M
GLACK, VELY CIERTI CAL.	blue,
1934 AUSTIN Open 2-seater, 239	1934 N Saloc
	1932 R
Saloon, very sound condition.	tonn
1936 B.S.A. Scout 10 Sunshine £70	1937 S
Coupe, black, smart car	Salor
1938 FIAT 500 Convertible Coupe, £80	1937 8
grey, smart	extra 1936 S
1938 FORD Eight de Luxe Saloon, 279	2-sea
extras, as new 1938 FORD Eight 2-door Saloon, £72	1936 S
black. Choice 3£72	blue,
1937 FORD Eight 2-door Saloon, £62	1935 S
BUIL 1001, CIC	Spor
1936 FORD Eight 2-door Saloon, £49	1933 8
green, clean	1937 S
1934 FORD Eight 4-door Sun £42 Saloon, leather, nice car	D'he
1938 FORD 10 de Luxe Saloon, £89	1938 8
sun root, nide, as new	Luxe
1937 FORD 10 de Luxe 4-door £75	1987 8
Sun Saloon, nide, Diack	Luxe
1936 FORD 10 de Luxe 4-door C65 Saloon, sun roof, hide	1937 8
1935 FORD 10 de Luxe 2-door £45	Luxe
	1935 S. Coup
1938 HILLMAN Minx de Luxe Q 1 1 1	1934 S
Gallott, bide, very sinere	Baloo
1937 HILLMAN Minx Safety Sun £85	1934 8
Saloon, sea grey	Baloo
Saloon, grey. Choice 2	1934 T
1933 M.G. Magna Sports 4-seater, CA5	Bpeck
good tyres, last car	1984 T
1936 M.G. Midget PA type 2- £99	Saloo
seater, blue, as new 1934 M.G. Midget P type 4-seater, £60	1938 T
	Cross
1933 M.G. Midget J type Sports £50	1938 V
2-sester, fast car	black
1938 MORRIS 10 Series 3 de 2125 Luxe Sal., blk/brown, as new	1936 W
Luxe Sal., blk/brown, as new	AULE

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•	and the second second second second
	1938 MORRIS 8 de Luxe 4-door COR
d	Saloon, black, very smart 1938 MORRIS 5 Open 2- and 4-
	seaters Choice 10
Y	seaters. Choice 10 1938 MORRIS 8 Saloons, all colours, as new
4	colours, as new
	1937 MORRIS 8 Open 2- and 4- £75
٧	
4	blue really ement
1	1936 MORRIS 8 de Luxe 4-door 269
	Saloon, black, nice car
4	seaters. Choice 4
	1935 MORRIS 8 4-seater, red, 258
9	1933 MORRIS Minors.v. 2-seater, 0.25
4	blue, smart
1	1934 MORRIS Minor de Luxe Sun Q 10
9	Saloon, exceptional condition 1932 RILEY 9 Sports 4-seater, C20
2	tonneau, black/red, smart
я	1937 SINGER Super 9 oe Luxe COO
9	Saloon, grey, as new 209 1937 SINGER 9 Sports 4-seater, COO
,	extras, tuned, very fast
1	extras, tuned, very fast 1936 SINGER 9 Le Mans Speed 205
4	1936 SINGER 9 Mans 4-seater, CQE
4	blue, very fast
	1935 SINGER 9 La Manadespater O/O
4	1029 SINGED O Sports Acceptor
4	scarlet, sound 1937 STANDARD Flying 12 £125 D'head Course, superb cond.
я	1937 STANDARD Flying 12 C125
e	D'head Coupe, superb cond. 2120 1938 STANDARD Flying 10 de £120
4	Luxe Saloon, one owner
1	1987 STANDARD Flying 10 de COS
1	Luxe Baloon, Dive, Smart
2	1937 STANDARD Flying 9 de £89
•	1935 STANDARD 10 Special £69
q	Coupe, black/red, etc
2	1934 STANDARD 10 de Luxe £55
1	baioon, neewhoel, overnamed.,
1	Saloon, black/green £49
7	1934 TRIUMPH 12-6 Gloria CA
1	Breelal Baloon amart.
•	1934 TRIUMPH 10 de Luxe £49 Saloon, blue, amart 1938 TRIUMPH 10 Southern £45
đ	1928 TRIBMPH 10 Southern C 4
	Cross Sports 4-scater
۱	1938 VAUXHALL 10 Saloon, £119
	black/green, one owner, etc.
1	1936 WOLSELEY Wasp 10 de £79
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Wolseley Hornet 2/3 Biley 9 ... 3/4

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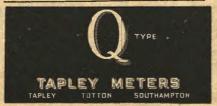
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79 Pounds, HOLMESTER 10, 1936, Saloon, fully equipped, 4-door six-light model, preselector, fluid flywheel. Choice 5.

79 Pounds, MORERIS 10, 1937, 4-door de Luxe Saloon, particularly well kept, excellent tyres, very full equipment. Choice 3.

70 Pounds, MORERIS 12, 41, 936 new series, special Drophead Foursome, superb condition, unrepeatable opportunity.

70 Pounds, MORERIS 12, 1936 new series, special Drophead Foursome, superb condition, unrepeatable opportunity.

70 Pounds, MORERIS 1936, 1936 new series, special Drophead Foursome, remote control. Choice 5 others.

70 Pounds, MOR, 1936, sports Tourer, very attractive lines, fully equipped, excellent tyres, attractive duotone finish.

70 Pounds, MOR, 1936, power to Tourer, very attractive lines, fully equipped, excellent tyres, attractive duotone finish.

71 Pounds, MOR, 1936, power to Tourer, very attractive lines, fully equipped, excellent tyres, attractive duotone finish.

72 Pounds, MOR, 1936, power to Tourer, very attractive lines, fully equipped, excellent tyres, attractive duotone finish.

73 Pounds, MOR, 1936, power of Tourer, very attractive lines, fully equipped, excellent tyres, attractive duotone finish.

A few examples from this week's stock—TWO SEATERS

Pounds. ALVIS, 1982, Sports 2-seater, very attractive, many extras, full equipment. Choice 2 others.

Pounds. ALVIN 7, 1937, de Luxe 2-seater, very fully equipped, spare unused, small mileage, one owner. Choice 5 others.

Pounds. AUSTIN 7, 1935, de Luxe 2-seater, very fully equipped, spare unused, small mileage, one owner. Choice 5 others.

Pounds. B.S.A. 10, 1937, Coupe, superb throughout, very fully equipped, excellent tyres, tip-top throughout.

Pounds. FIAT 500, 1937, convertible Coupe, negligible mileage, excellent tyres, tip-top throughout, very fully equipped, choice 3 others.

Pounds. HILLMAN Minx, 1936, Aero Sports 2-seater, ultra low build, fully equipped, choice 3 others.

Pounds. HILLMAN Minx, 1935, Sports 2-seater, tip-top throughout, all extras, well equipped. Dunpers, etc. Choice 4 others.

Pounds. MORRIS 8, 1937, Sports 2-seater, tip-top throughout, very study equipped, bunpers, etc. Choice 4 others.

Pounds. M.G., 1936, special Sports 2-seater, host of extras and equipment, amazingly fast.

Pounds. M.G., 1934, Lyncock special Coupe, superb throughout, very attractive, all extras. Choice 3 others.

Pounds. SINGER 9, 1936, Le Mans special 2-seater, very attractive finish, amazing performance, host of extras. Choice 5.

TOURERS AND SALOONS

Pounds. AEMSTEONG SIDDELEY 1938, Saloon, well kent fully contract. The coupon above will bring you by return A DEFINITE ALLOWANCE FOR YOUR PRESENT CAR OR MOTOR-CYCLE. And it WILL be a better exchange price! But there's more than that—much more. BENMOTORS NATIONAL SALES SERVICE offers you 7 DAYS' FREE TRIAL, DELIVERY ANYWHERE IN ENGLAND, SCOTLAND AND WALES FOR ONLY 50/- EXTRA, ALL CARS UNDER £100, and—EASY PURCHASE TERMS THAT ARE UNEQUALLED FOR THEIR CONVENIENCE AND FAIRNESS.

You get ALL the advantages when you deal with Benmotors.



HILLMAN "Cresta," 1935-6, Sports Saloon, particularly 600 attractive, very low built, beautifully kept



WOLSELEY Wasp, 1936, 4-door Saloon, Jumbo wheels, £79 fully equipped, late type radiator



RILEY Kestrel, 1934-5, 4-door Sports Saloon, tip-top 479
throughout, many special features, practically unmarked

THE CLEARING HOUSE FOR SHALL CARS

126-130, EAST HILL, WANDSWORTH, S.W.18 'Phone: Battersea 2425-2426 Hours: 9.0-8.0 Saturdays: 9.0-7.0 all under f100

ight & Sales Section for Used Cars, New Cars and Accessories

"The Light Car" deals in detail only with cars having an engine capacity not exceeding 1,500 c.c. (1½ litre) or a Treasury Rating of 12 h.p.
Advertisements of cars of greater engine capacity or Treasury Rating cannot be accepted.

Head Offices:

5-17, Rosebery Avenue, London, E.C.1.

Inland Telegrams: 'Pressimus, Smith, London."
Cables: 'Pressimus, London.''
Telephone: Terminus 3636 (Private Exchange).

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SEMI-DISPLAYED ADVERTISEMENTS are accepted for insertion in the Second-hand and New Car columns. The equivalent of four lines may be displayed at the top or bottom (or both) at the rate of 10s. for each our-line space. These advertisements are separated from other announcements by a thin rule

The charge for name displayed in the top centre of the advertisement is 6s. 6d. Advertisements with such headings must consist of a minimum of four paragraphs, unless they total 100 words or more.

ILLUSTRATED CLASSIFIED ADVERTISEMENTS. One-inch blocks to illustrate new cars advertised are inserted at the special rate of 16s., blocks to be supplied by the advertiser. Series orders are subject to the usual discounts of 5 per cent. for 13, 10 per cent. for 26 and 15 per cent. for 52 consecutive insertions.

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REMITTANCES. Postal orders, cheques, etc., should be made payable to Tempit Press Limited and crossed "Midland Bank, Ltd., Bedford Row." Remittances from abroad should be made by International Money Order in Stering. All letters regarding subscriptions, advertisements and other business matters must be addressed to "The Manager."

CLOSING TIME. Copy for and all matter relating to advertisements must each our Head Office by 6 p.m. Monday, and should be addressed to G.P.O. Box 147, THE LIGHT CAR," 5-17, ROSEBERY AVENUE, LONDON, E.C.L. 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, no: will, they be responsible for advertisement blocks destroyed by fire or that re left in our possession for more than one year.

Insets, to conform to G.P.O. regulations, must be printed by TEMPLE PRESS LTD., the responsible printers of the journal.

REGULATIONS. Copy must be supplied without application from the publishers, current copy and blocks will be repeated if new copy is not received at the time of closing for press. Orders for advertisements are ubject 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 cocessories 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 legan, p blic or trade reasons, which includes the right of rejection of advertisements, whole or part, containing cut prices of goods coming under an proved price maintenance scheme, and such refusal of copy shall not be a groud 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 and appear with all possible regularity, will not be held liable for any loss occasioned by the failure of an advertisement to appear irom all yeause waalever. The acceptance of an order does not confer the right to renew upon similar terms. Contracts relate to the advertisers on goods or services, and the space may not be sub-let or disposed of in any way. Conditions which are contained in order forms other than those of the Proprietors' conditions, will not be recognized as binding. Special conditions must be subject to mutual agreement.

DEPOSIT SYSTEM. For the convenience and security of our readers we have published an approved deposit system, full particulars of which will be round with other Business Announcements on page 42.

For addresses of the Provincial Offices of "The Light Car" and other Editorial and Business Notices see page 42

USED CARS FOR SALE

ALVIS.

CHARLES FOLLETT, LTD., offer:-

1934 ALVIS Firefly saloon, £120.

1933 ALVIS Firefly saloon, £95.

SERVICE: 124 King St., Hammersmith. For eight years the leading ALVIS specialists. 18 Berkeley St., W.1. Mayfair 6266.

CATEHOUSE MOTORS have a selection of used U 12hp ALVISES and other cars; please call and inspect. Gatehouse Motors, 1 Hampstead Lane, N.6. Mountriew 4444.

A LVIS and hundreds of others. See our special 376-41

OFFICIAL USED MOTOR SHOW.

The pick of ALVIS and other cars at the ROYAL AGRICULTURAL HALL. See notice under Rover. 376-362

Alvis Cars Wanted.

HIGHEST cash prices for ALVISES. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

AMILCAR.

Gns. AMILCAR, 1929, 9hp super-sports 2-seater, black and green, Ashby wheel, new hood, etc., very good condition; guarantee; terms; exchanges; list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 376-14

ARMSTRONG SIDDELEY.

OFFICIAL USED MOTOR SHOW.

The pick of ARMSTRONG SIDDELEY and other cars at the ROYAL AGRICULTURAL HALL. See notice under Rover.

376-363

Armstrong Siddeley Cars Wanted.

HIGHEST cash prices for ARMSTRONGS. Week-h days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube, Hampstead 6041.

ASTON MARTIN.

Deposit or 59 gns. cash. ASTON-MARTIN, 1931 1½-litre sports sunshine saloon, black brown leather, cycle-type wings, etc., carefully used, excellent condition; guarantee; exchanges; list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

12 H.P. Cars

Cars of a Treasury Rating of 12 h.p. may be advertised in the pages of this journal, as well as all cars up to 1,500 c.c. engine capacity.

AUSTIN.

29 Gns.!!! Excellent 1933 AUSTIN 10 4-door de luxe sunshine saloon, real leather interior, very smart appearance, good runner, represente genuine value. Turnpike Motors, 258 Langham Rd., N.15. (Rear Turnpike Lane Tube Station.) Bowes Park 4414.

1034 AUSTIN 7 saloon, good appearance and thoroughly sound mechanical order. Any inspection. 30 gns. Terms, exchanges. Hol. 2340.

1938 AUSTIN Big 7 2-door saloon, blue, one owner, carefully used, £89. K.J. Motors. Ltd., Bromley, Kent. Ravensboarne 5456-7.

1935 AUSTIN 7 de luxe saloon, £49. Rex Walsh, Tulse 2378.

1934 AUSTIN 7 sun saloon de luxe, reconditioned throughout by us, and Austin rebored cylinder blocks fitted, green and black, green leather interior, £49; exchanges. Bland, 27 Southfields Road, S.W.18. Putney 1612.

P.A.M. offer 1935 AUSTIN 7 Ruby de luxe saloon. £48. Prince Albert Motors, Ltd., Staines Rd., Sunbury-on-Thames 423-545.

1935 AUSTIN 7 Ruby sunshine saloon, green, exceptionally good, £49. Watchmaker, 115 Sydenham. 376-1552

1939, March, AUSTIN 10 de luxe sun saloon, maroon, mileage under 500, as brand new, exceptional opportunity, £165. K.J. Motors, Ltd., Bromley, Kent. Ravensbourne 3456-7.

SWALLOW AUSTIN 7 2-seater sports, running order, £10; also new down-draught carburetter, reconditioned engines, Cozette and Powerplus supercharger, drop axle and spring sets to undersling, tuning repairs, Austin specialists, Autoconversion, 2 Belton Rd., Willesden 3180.

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For immediate attention, address G.P.O., Box 147, " The Light Car," 5-17, Rosebery Avenue, London, E.C.I.

ROWLAND SMITH (MOTORS), T.TD.

A USTIN 7s. List free. Guarantee. Terms. Exchanges. Rowland Smith, below.

Deposit or 89 gns. cash. 1938 model Big 7 de luxe 4-door sunshine saloon, dark blue, leather upholstery, excellent condition.

Deposit of 75 rns. cash. August 1937 (1938 series) Ruby de luxe sunshine saloon, dark blue, leather upholstery, excellent condition.

£5 Deposit or 49 gns. cash. 1935 tourer, dark blue, very good condition.

Deposit or 49 gns. cash. 1934 Arrow sports
4-seater, black, red leather, excellent condi-

tion £5 Deposit or 49 gns. cash. 1937 model van dark green, carefully used, excellent condition

£5 Deposit or 45 gns. cash. 1934 model de luxe sunshine saloon, fawn and black, leather upholstery, excellent condition.

Deposit or 19 gns. cash. 1930 Swallow spor

Deposit or 19 gns. cash. 1930 tourer, black, carefully used, excellent condition.

A USTIN 10s. List free. Guarantee. Terms. Exchanges. Rowland Smith, below.

Deposit or 59 gns. cash. 1937 model va black, one careful owner, excellent condition.

Deposit or 45 gns. cash. 1934 de luxe 4-door sunshine saloon, black, leather upholstery, very good condition.

ROWLAND SMITH, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041.

£50. AUSTIN 7 1936 saloon, blue, excellent condition, 35 Poynders Rd., S.W.4. 376-395

1934 AUSTIN 7 tourer, bargain, £33. Richard foon, 20 Heath Hurst Rd., Hampstead Phone 0908.

A USTIN 10, 1937 4-door cabriolet, carefully maintained, one owner, #87. Neal, "Hawthorn," Alvechurch, Worcestershire. 376-h400

1034 AUSTIN 7 de luxe salcon, very nice condi-tion £45. Tile Hill Garage. Phone Coventry 66127.

1937 (Registered) AUSTIN 7 super-sports special underslung 2-seater, £35. 72 Daimally Rd., Addiscombe, Croydon. 376-h476

285. 1938 AUSTIN Big 7 4-door saloon. Apply, 15 Grace Ave., Bexleyheath, Kent.

\$22. Offer 1932 12-6 saloon, rebored, new tyres, any trial. Fisk, 17 Zermatt Rd., 376-n558

Thornton Heath.

Thornton Heath.

AUSTEN specialists since 1923, offer a few overhauled bargains, with which we give three days free trial. 1931 Austin Ulster special racing 2-acater, very fast and snappy, needs seeing to fully appreciate. £40; 1932 long-chassis sun saloon, as new, £30; 1933 open 4-seater tourer, perfect mechanically, £33; 1934 open 4-seater tourer, perfect, £35; 1934 de luxe saloon, one owner, £40; 1935 2-seater, just like brand new, £45; 1935 Ruby de luxe sun saloon, £50; 1935 Nuppy 65 sports 2-seater; in new condition, £62; 1936 open 4-seater tourer, £50; 1932 Austin 10 Lichfield 4-door sun saloon, £55.

TERMS, exchanges. Earls, Ltd. 114-118 Kentish Town Rd., N.W.I. Phone, Gul. 1751. (3 mins. Tube Station.) Also at 75 Heath St., Hampstead, N.W.3. Phone, Ham. 3287. (½ min. Tube Station.) Open 9 till 8.

N.W.3. Proble, A. Prob

HUMPHREYS. 1938 AUSTIN Big 7 4-door interior, low mileage, magnificent condition, \$107 10s. Terms, exchanges. Below.

HUMPHREYS. 1937 AUSTIN 10 saloon, finished black, brown leather upholstery, low mileage, absolutely unsoratched condition £95. Terms, exchanges. 122 Hampetead Rd. (Tottenham Court Rd.), N.W.1. Phone, Euston 3326.

M CCARTHYS MOTORS (1925), LTD., 44a West-bourne Grove, W.2. Bayswater 3201-2.

A USTIN specialists.

A Large stock of second-hand AUSTIN cars of all models always available; three months' guarantee given on each car sold by us and every effort is made to give entire satisfaction. Be up to date, Exchange your used Austin car each year for a fixed sum, inclusive of free maintenance. Inquire for particulars of this annual replacement service.

M CCARTHYS MOTORS (1925), LTD., 44a West-bourne Grove, W.E. Bayswater 3201-2.

C. D. MOORE. 1935 AUSTIN 10 Lichfield saloon, where the content tyres, remarkably good mechanically, splendid appearance, absolute bargain, £60; choice of three Austin 10 saloons; exchanges, hire-purchase. 116 Hampstead Rd., Tottenham Court Rd. Euston 376-310

G. D. MOORE. 1937 AUSTIN 7 2-seater, just overhauled quite spotless, £57 10s. 116 Hampstead Rd., Tottenham Court Rd. Euston 4649.

1937 AUSTIN 7 de luxe saloon, in excellent condition throughout, taxed, £32 los. Stafford Motors (Waddon), Ltd., 443 Purley Way. Croydon 1361.

1934 AUSTIN 10-4 drop-head foursome coupe, guaranteed, £46. Terms. Oldfield, Pottery Lane, Holland Park. Park 4170.

O DEON. £89 1938 AUSTIN 7hp tourer, licensed September, 1938, finished in blue with blue eather, exceptional condition, 6,000 miles only Terms, exchanges. Odeon Motors, Ltd., Barnet Phone 4100-2.

NEWNHAMS for good AUSTINS at right prices. Few examples below, but list of 150 guaranteed used cars on request; seven days' free trial. Self-financed terms and generous exchanges.

1939, 7 de luxe sun saloon, almost as new, £98.

1938 10-4 Cambridge de luxe sun saloon, genuine showroom example, £118.

1937 10-4 Cambridge de luxe saloon, very carefully used, £98.

1935 10-4 Lichfield de luxe saloon, one owner

NEWNHAM HOUSE, 237 Hammersmith Rd. London, W.6. Riverside 4646. 376-201

A USTIN 10 sale. 1934 4-seater tourer, exceptionally good condition throughout, £45. Exchanges, deferred terms. Western Motors, 226 kinst., W.6. Riverside 5113. 376-191

A USTIN 10 late 1936 Lichfield saloon, finished in black and red, exceptionally good condition one owner, small mileage, £68. Exchanges, deferred terms. Western Motors, 226 King St., W.6. Riverside 5113.

RAYNES PARK MOTORS offer:-85 gns. 1937 AUSTIN 10 Cambridge saloon de luxe, blue, in excellent condition.

excellent condition.

OF Gns. 1934 AUSTIN 7 2-seater, blue, a wellkept car. 213 Worple Rd., Wimbledon (rear
Raynes Park Station). Wimbledon 1592.

376-240

A USTIN and hundreds of others. See our special 376-42

OFFICIAL USED MOTOR SHOW.

The pick of AUSTIN 7 and other cars at the ROYAL AGRICULTURAL HALL. See notice under Rover.

TANKARD AND SMITH, LTD., at Herne Hill.

£4 Deposit or 49 gns. cash. 1935-6 AUSTIN tourer, all-weather equipment, special ov sized tyres.

£5 Deposit or 48 gns. cash. 1934 AUSTIN 10 tourer, blue and blue leather, perfect.
£6 Deposit or 59 gns. cash. 1935 AUSTIN 12-4 Ascot de luxe saloon, one owner, written guar-

PULL written guarantee, exchanges and service.
Tankard and Smith, Ltd., 44-52 Norwood Rd.,
Herne Hill. Tul. 2446.

Gns.!! 1937 AUSTIN 7 do.

GO Gns.!!! 1937 AUSTIN 7 de luxe sports price includes engine completely stripped, high-class rebore, and overhaul, etc., etc., and a three months guarantee. A car that will pass any test. Terms, exchanges. Tankard and Smith, Ltd., 97 Peckham Rd., S.E.15. Rodney 2051-2-5.

FRED GUY. AUSTIN 7, 1931 sunshine saloon.

1936 AUSTIN 7 de luxe sunshine saloon, exceptional condition, £57 10s. 196-8 King 8t., Hammersmith. Riverside 3131. 376-360

1935 Allan Taylor Special, 7hp, tremendously fast, very smart, £65. Griffin and Nash, 1 Streatham Place, Brixton Hill. 376-256 SAVE #20!!!

1939 AUSTIN Big 7 de luxe salcon, 4-door, list price, £149 10s., bargain, £129 10s.

ROSE AND YOUNG, LTD., 90 Streatham Hill, S.W.2. Tulse Hill 6465.

1038 AUSTIN 10 saloon de luxe, £135, or 36 monthly instalments of £4 11s. 11d., no deposit. Cooden Eng. Co., Ltd., Bexhill. 376-165
1036 AUSTIN 10 saloon, £85 or 36 monthly instalments of £2 17s. 11d., no deposit. Cooden Eng. Co., Ltd., Bexhill. 376-165
CONWAY MOTORS. 99 gns. 1937 AUSTIN 12 de luxe saloon, sun roof, nice condition through-

out.

CONWAY MOTORS. £49. 1935 7hp de luxe saloon, sun roof, smart car. Exchanges, deferred. 301 Goldhawk Rd., Shepherd's Bush. 376-135

G.P. MOTORS.

1937 AUSTIN 10 Cambridge saloon de luxe, choice of three.

1935 AUSTIN 10 Lichfield 4-door de luxe, immaculate condition, 59 gns. Below.

G.P. MOTORS.

1936 AUSTIN 7 Ruby de luxe saloon, almost 1938 condition, taxed, 56 gns. 2c Balham Hill, Balham. Phone, Battersea 3117. 376-258

1939 7hp AUSTIN 2-seater, 2,000 miles, £88. Welhams, Renault Sales and Service, Surbiton. Elmbridge 1873.

ton. Elmbridge 1873.

PUTNEY AUTOS offer 1938 AUSTIN Big 7 de luxe Sixlite saloon, all-maroon finish, one careful owner, magnificent condition, £105; terms, exchanges, 263 Putney Bridge Rd., S.W.15. Putney 2645-6.

1998 AUSTIN 12 Ascot de luxe, black, me ally perfect, bodywork unmarked, example, £155. Below.

1937 AUSTIN Ascot saloon, one owner, carefully used, very nice order. £110. Smith and 376 Kensington High St. Seven doors Western 3122.

A USTIN 10, 1936 July de luxe saloon, taxed, hide upholstery, nice condition, £59; 1935 Austin 7 de luxe saloon, £45; 1952 Austin 7 saloon, £22; others from £7. 3 Exeter Parade, N.W.2, near Kilburn Met. Station.

A USTIN 7 tourer, 1934, £35; 1935 tourer, £45; 1935 saloon, £52 10s.; all cars in perfect condition. Richardson, Rosslyn Mews, Rosslyn Hill Hampstead 0908.

1034 AUSTIN 7 saloon de luxe, one careful private owner, paintwork and tyres excellent, £33. North 3663.

NAYLOR AND ROOT, AUSTIN specialists, offer a range of overhauled cars on very easy payment terms; exchanges arranged.

265. 1936 Ruby de luxe saloon, black, good tyres, very smart.

£69. 1936 Nippy sports 2-seater, extras, tuned engine, maroon.

£85. 1938 Ruby de luxe sun saloon, leather,

£98. 1937 de luxe 10 Cambridge saloon, brown, very nice car.

£75. 1936 de luxe 10 Lichfield saloon, black.

NAYLOR AND ROOT. We will send any car 100 miles without obligation. State model and exchange, if any. Satisfaction guaranteed. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272.

1938 10hp Cambridge sunshine, black-brown owner, 12,000 miles, in quite une order, £125. Below.

1937 April, 10hp Cambridge sunshine, grey, always privately owned, good tyres, superbly kept, £93. Below.

1935, March, 10hp sunshine saloon, black, brown hide, two private owners, new tyres, £60.

1930 Elg 7 4-door sunshine, blue, new and unregistered, full makers' guarantee, listed £149, to claer. £125. Below

1936 7hp 4-seater tourer, maroon, mileage 25,000, privately used, exchanging for saloon, £58. Below.

1935 7hp Ruby sunshine, maroon, red hide interior, two new tyres, complete, £48.

HUNTERS, LTD., 22 Cricklewood Broadway, N.W.2. Gladstone 6303. Daily 9-8, Saturdays 376-217

9-10.

45 Gns. 1935 AUSTIN 10 saloon, in first-class condition throughout, immaculately cellulosed in black, green interior, three new tyres, two very serviceable, engine in particularly sound order, good brakes and steering, four months' guarantee; hire-purchase payments arranged. Camden Motors, 136 Cricklewood Broadway, N.W.2. Gladstone 6652.

A LLAN TAYLOR AND CO.

1937 AUSTIN 7 Ruby saloon de luxe, in late condition throughout, £72 10s.

1938 AUSTIN 10 Cambridge de luxe saloon, small mileage, condition as new, £140.

A LLAN TAYLOR AND CO., 126-8 High St., Wandsworth, S.W.18. Putney 6431-2-3. 376-274

1931 AUSTIN 7 Opal 2-seater, good order throughout, £14. 149 Rush Green Rd., 376-278

RENNOS. 1937 AUSTIN 7 Ruby de luxe saloon, grey and black, well equipped, just reconditioned, £73, or £18 10s. deposit, 53s. 7d. monthly, 217 Hornsey Rd. Archway 1704. 376-266

1931 AUSTIN 7 sun saloon, nearly new tyres, scallent value, £25. Smith and Hunter, 376 Kensington High St. (seven doors Olympis). Western 3122.

A USTIN 7, 1935, Ruby saloon de luxe, just rebored, new bearings, taxed, £50, or close offer. Hounslow 3781.

1936 AUSTIN 7 saloon, taxed, insured till January, £58, any trial. 232 Tunnel 376-h535

1933 7 tourer, blue, good condition, tonnean cover, £29. Thorne, 19 Marius Rd., 376-h531

A USTIN 12-4, 1937, excellent condition, £130 or near offer. Phone, Springpark 2444. 2 Pick-burst Rise, West Wickham. 376-h487

1934 AUSTIN 7 de luxe saloon, splendid condition throughout, £40. — Belmont, Imber Grove, Esher. 378-h525

A USTIN 7, 1931, maroon, perfect running order, five good tyres, parking light, etc.; £20. —. Potton, 7 Marlborough Rd., E.15. 376-h524

Austin Cars Wanted.

HIGHEST cash prices for AUSTINS. Weekdays, Saturdays, 9-9: Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 2zz-5040

CLAUDE RYE, opening new car showrooms, urgently require low h.p. cars. Hire-purchase accounts cleared. 899 Fulham Rd., S.W.6. 376-38

W.J.C. MOTORS, definitely best buyers for AUSTIN. 346 Kensington High St., W.14. Western 3446.

B.S.A. THREE-WHEELERS.

ROWLAND SMITH (MOTORS), LTD.

B.S.A.s. List free. Guarantee. Terms. Exchanges. Rowland Smith, below.

25 Deposit or 49 gns. cash. July 1936 3-wheeler, black and red, one owner, small mileage, excellent condition, taxed.

£4 Deposit or 39 gns. cash. 1935 4-cyl. special sports 3-wheeler, cream and green, good condition, taxed.

15 Gns. 1932 sports 3-wheeler, black and red.

12 Gns. 1932 family 3-wheeler, black, red wheels.

ROWLAND SMITH, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041.

B.S.A. Three-Wheelers Wanted.

HIGHEST cash prices for B.S.A. 5-wheelers. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith. Hampstead High St. (Hampstead Tube.) Hampstead 6041.

B.S.A.

2-SEATERS ranging from £60; 4-seaters from £75; over 30 cars to choose from; all cars carry our usual guarantee. Basil Roy, 161 Gt. Portland St., W.1. Welbeck 1130.

B.S.A. Series VI 2-3-seater, indistinguishable from new, mileage negligible, cost £170, maker's guarantee, £147 10s. Basil Roy, 17 Wigmore Place, W.I. Welbeck 1130.

P.A.M. offer 1937 B.S.A. Scout Series IV 4-seater de luxe, one owner, £75. Prince Albert Motors, Ltd., Staines Rd., Sunbury-on-Thames 423-545, 376-341

B.S.A. and hundreds of others. See our special 376-43

selection on page 26. 376-43 £00!!! Comprising 1937 B.S.A. de luxe sports-man's coupe, whole car very immaculate, one owner, who had car brought up to 1938 specification at factory, fitted 18 gns. Marconi wireless, absolutely spotless car. any trial welcomed; terms, exchanges. Tankard and Smith, Ltd., 97 Peckham Rd., S.E.15. Rodney 2051-2-3. 376-350

RLACKBIRD HILL GARAGE, LTD., offer:-

B.S.A. Scout 2-seater, 1938, excellent condition, £110. Kingsbury Lane, N.W.9. Colindale 6136.

1933 B.S.A. 9hp open sports 4-seater, really sound order, £35. A.Z. Motors, 180-186 West End Lane, N.W.6. Ham. 6033-4. 376-11 NAYLOR AND ROOT. 1936 B.S.A. Scout 10 sunshine coupe, black, immaculate condition, £79; also 1937 2-seater, £99. Exchanges, terms. £2521. Battersea 5272. 376-110

1934 B.S.A. 10hp de luxe sunshine saloon, preselector, guaranteed, £37; terms. Oldfield, Pottery Lane, Holland Park. Park 4170. 376-213

ROWLAND SMITH (MOTORS), LTD.

B.S.A.s. List free. Guarantee. Smith, below.

C5 Deposit or 49 gns. cash. 1936 model Scout sports 4-seater, red and black, one owner, very condition. good condition.

PA Deposit or 39 gns. cash. 1934 10hp de luxe Lack, 4-door sunshine saloon, dark blue and black, leather upholstery, very good condition.

15 Gns. 1932 model 10hp sports 2-seater, red and black.

Deposit or 85 gns. cash. 1938 model Scout sports 4-seater, black, silver wheels, excellent condition.

R OWLAND SMITH, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041.

1938 B.S.A. Series V sports 2-seater, twin car-buretters, bucket seat, many extras, as new throughout, £120. H. C. Paul, Ltd., 114 Gt. Port-land St., W.I. Museum 8464.

B.S.A. Cars Wanted.

HIGHEST cash prices for B.S.A.s. Weekdays, Saturdays, 9.9; Sundays, 9-1. Rowland Smith, Itampstead High St. (Hampstead Tube.) Hampstead 6041. Z2z-3042

BUGATTI.

Deposit or 45 gns. cash. BUGATTI, 1929
Type 40 sports 2-3-seater, Bugatti blue, Ashby wheel, rev. counter, etc., very good condition; guarantee; exchanges; list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 376-19

BUGAPTI Type 40 4-seater sports car, 75 m.p.h., £9 taxed £40. J. Lemon Burton, 17 Cavendish Rd. Brondesbury, London, N.W.6. Willesden 1394. And works, Maida Vale 1331.

CITROEN.

£7 Deposit or 65 gns. cash. CITROEN 12, 1936, super modern condition, green leather upholstery, excellent condition; guarantee; exchanges. Rowland Smith, below.

Deposit or 49 gns. cash. CITROEN 12, 1935 super modern 4-door sunshme saloon, biscuit, fawn leather, very good condition; guarantee; choice of six; exchanges; list. Weekdays, Saturdays 9-Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 376-20

1934 CITROEN Big 10 sun saloon de luxe, absolute gift, £35. A.Z. Motors, 180-186 West End Lane, N.W.6. Ham. 6035-4. 376-15 CITROEN super modern 12hp new tyres; exchanges; £45. Welwyn, Herts. Codicote 227.

Citroen Cars Wanted.

HIGHEST cash prices for CITROENS. Weekdays, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

CROSSLEY.

CROSSLEY and hundreds of others. See our special selection on page 26.

1933-4 CROSSLEY 10 de luxe sun saloon, £35. A.Z. Motors, 180-186 West End Lane, N.W.6. Ham. 6033-4.

D.K.W.

1036 D.K.W. Master saloon, black and green, with out. petrol over 50 m.p.g., full 4-seater, taxed, £98. Makin and Harrison, 492 Chiswick High Rd., W.4. Chiswick 0558-9.

1938 D.K.W. Master saloon, indistinguishable from new throughout; exchanges; £85.

1939 Left-hand-steering D.K.W. Master saloon, small mileage; exchanges; £85. Plummers. Welwyn, Herts. Codicote 227. 378-400

FIAT.

FIAT and hundreds of others. See our special 376-45

PIAT 500 coupe, 1937, blue, 15,000 miles, new hood, tyres, 58 gns. cash. Allen, 27 Rivulet Rd., Tottenham.

1939 FIAT 500 convertible coupe de luxe, finished in nutria and fawn, perfect condition, cost £135 November, small mileage, licensed year, £105. Carley, Fakenham, Norfolk. Phone 93.

C11 Deposit or 105 gns. cash. FIAT 500, 1939 de luxe convertible coupe, jewelessence duogreen, fawn leather, one owner, run 1,500 miles only, brand new condition, numerous extras, cost £132 los.; guarantee; exchanges. Rowland Smith.

£7 Deposit or 69 gns. cash. FIAT 500, 1938 upholstery, very good condition; guarantee; choice of six; exchanges. Rowland Smith, below.

C6 Deposit or 55 gns cash. FIAT 500, 1937 convertible coupe, blue, leather upholstery very good condition; guarantee; choice of six; exchanges. List. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

1937 FIAT 500 convertible coupe, very nice condition throughout, bargain, £60. Burkes Motors, 295-7 High St., Lewisham, S.E.13. Lee Green 1051.

NAYLOR AND ROOT. 1938 FIAT 500 de luxe V convertible saloon, grey, one owner, very care-ully used, £80. Exchanges, terms. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272.

1937, June, FIAT 500 drop-head coupe, one tion, choice of two, £65. Charles Rickards, Ltd., Arthur Court Garage, Queensway, W.2. Bays. 3246.

ODEON. 1939 FIAT 500 de luxe convertible coupe, finished in blue, with blue leather, 5,000 miles only, in showroom condition, £110; any true; terms, exchanges. Odeon Motors, Ltd., Barnet, Phone, 4100-2.

PUTNEY AUTOS offer 1937 FIAT 500 convertible coupe, black and cream, nice condition, special offer, £65 10s.; terms, exchanges. 263 Putney Bridge Rd., S.W.15. Putney 2645-6.

1938 FIAT saloon, 6.7hp, £95, or 36 monthly instalments of £5 4s. 8d.; no deposit. Cooden Engineering Co., Ltd., Bexhill. 376-167

55 Gns. 1937 FIAT 500 drop-head coupe, practically new condition, immaculately cellulosed in maroon, with maroon leather upholstery, amazing engine for 6.7hp, fast and economical, yet thoroughly reliable; any test or trial; h.-p. arranged. Camden Motors, 136 Cricklewood Broadway, N.W.2. Gladstone 6652.

FIAT 2-seater, 1932. 11hp. good condition. £12. 576-h565

Fiat Cars Wanted.

HIGHEST cash prices for FIATS. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

FORD.

W. HAROLD PERRY, LTD.,

ECIALIZE in thoroughly recondi retyred FORD 8hp and 10hp cars. reconditioned and

1937 Shp 4-door saloons in exceptional condition and from £66 each. 1936 Models from £50.

SPECIAL hire-purchase terms, including tax and insurance, for a moderate deposit and payments from 15s. per week. CALL or write for complete list of used cars.

W. HAROLD PERRY, LTD., Invicta Works, North Finchley, N.12. Phone, Hillside 4444 (five zzz-5005

OFFICIAL USED MOTOR SHOW.

The pick of FORD 8 and other cars at the ROYAL AGRICULTURAL HALL. See notice under Royer.

CONWAY MOTORS. £89. 1938 10hp 4-door saloon, carefully used, nice condition throughout; similar 1936 4-door saloon, £49.

CONWAY MOFORS. £49. 1937 8hp saloon, small mileage, one owner, bargain; choice of two; similar 1936, £44.

similar 1936, £44.

CONWAY MOTORS. £36. Exceptional 1934 8hp exchanges, deferred. 301 Goldhawk Rd., Shepherd's Bush. 376-136

"THE MOTOR MANUAL." The Standard Handbook dealing with Motors and Motoring. 2s. 6d. net; 2s. 10d. by post

1936, May, FORD 8hp 2-door sun saloon, black with red leather, excellent tyres, moderate mileage, £49. Charles Rickards, Ltd., Arthur Court Garage, Queensway, W.2. Bays. 3246. 376-152

1038 FORD 8 Tudor saloon, dark blue, new en 1937, one owner, any trial, £70. Below.

1937 Shp Tudor saloon, black-red leather, two owners, good tyres, battery, etc., £55.

1037 8hp Tudor, black-green leather, one private owner, £10 extras fitted, quite exceptional throughout, £60. Below.

1935, May, 8hp Tudor sunshine, black-red, reconditioned engine fitted, bumpers, grid, indicators, two private owners, £42. Below.

HUNTERS, LTD., 22 Cricklewood Broadway, N.W.2. Gladstone 6303. Weekdays, 9-8; Saturdays, 9-10.

ODEON. £85. 1938 FORD 8hp new series, low mileage, one-owner car, in excellent condition throughout. Terms, exchanges. Odeon Motors, Ltd., Barnet. Phone 4100-2.

PUTNEY AUTOS offer: 1938 FORD 8 de luxe sliding-head saloon, black, one careful owner, splendid condition, £82 10s. Terms, exchange. 263 Putney Bridge Rd., S.W.15. Putney 2645-6. 376-225

FORD and hundreds of others. See our special selection on page 26.

£44 FORD 8 1937 saloon, one owner, good condition. Central Auto Service, 35 West Hill, Wandsworth. Phone, Putney 4466. 376-230

1938 FORD 10 2-door, cloth upholstery, mileage 9,000, any examination or trial, \$78 10s. Haskins, 155 Ladbroke Greve, W.10. Ladbroke 1155.

£30. FORD 8hp saloon, black, excellent condition throughout; also 1937 9hp saloon, green, one owner, £55. Written guarantee with each and one month's approval. Northfields Garages, Ltd., 145 Northfield Avenue, W.13. Ealing 0430. 376-198

1936 FORD 8 Tudor saloon, one owner, small mileage, guaranteed, £47. 1933 ditto, perfect, £26. Terms. Oldfield, Pottery Lane, Holland Park. Park 4170.

1936 FORD 8 saloon, £60, or 24 monthly installed from the following fr

£40 Particularly clean 1936 FORD 8 saloon, well shod; terms, exchanges. Murphy, 17 Sheen Lane, Mortlake. Prospect 3303.

1037 FORD 8 saloon, black, £70. Evans Wimbledon 3606.

Humphreys. 1939 FORD 10 Prefect 4-door kisaloon, finished black, very low mileage, positively indistinguishable from brand new, £126.

HUMPHREYS. 1937 FORD 8 salcon, finished interior, magnificent condition throughout, £59 10s. Terms, exchanges. 124. Phone, Euston 3326. 376-298

50 Gns. 1937 FORD 10 de luxe saloon, reconditioned engine fitted, spotless condition throughout; three months guarantee.

out; three months guarantee.

MARNIC MOTORS, 6.8 Bishops Bridge Rd. Paddington 2508. Open to 9 p.m. 376-279

O. MOORE. 1938 FORD 10 saloon, 4-door, tiny mileage, runs like a new car, spotless condition, £95; exchanges, hire-purchase. 116 Hampstead Rd., Tottenham Court Rd. Euston 4649.

\$76.511.

1936-7 FORD 10 4-door saloon, taxed year, one owner, grey, red leather, like new. P. J. Whittick, 37 Alexander St., W.2. Bay. 1030.

1935, July, FORD 8 Tudor saloon, two owners, recently rebored and in beautiful condition, £35. North 3663.

1936-37, September, 1936, FORD 8 Tudor ully kept and 100% mechanically, £48. North 5665.

£65. 1936 FORD 10 tourer, grey, excellent condition, one owner. 37 Alexander St., W.2. Bay. 1030. 376-77

1934 FORD 8 saloon, good condition, \$25. White Rungalow, Verbena Gardens, St. Peter's Square, Hammersmith. Riverside 6250. 376-82

TOURER, FORD 10hp, grey, magnificent condition. £65. Wadcol Motors. Ltd., 150 West End Lane, N.W.6. Hampstead 1177.

1938 FORD Shp saloon, black, superb order,

1937 FORD 8 saloon. as new, £55. Wadcol Motors, Ltd., 150 West End Lane, N.W.6. 376-65

1036 FORD 10 4-door saloon, sliding roof, tyres, genuine bargain, £55. "Bungalow," Verbena Gardens, S. Peter's Square, Hammersmith, Riverside 6250.

1000 New-series FORD 10 saloon, original tyres, appearance, etc., as new, one owner, genuine bargain, £75. "Bungalow," Verbena Gardens, St. Peter's Square, Hammersmith. Riverside 6250.

FORD 8 1936 saloon, smart, attractive car, £39, 1935, £35. 1935, £22 10s. Ford 10 saloon, £32 10s. 5 Exeter Parade, N.W.2, near Kilburn Met. Station.

REALLY superb FORD 10!! 1938, March, 4-door de luxe saloon, black with green hide upholstery, and shding roof (cost £175 with extras), most carefully driven, a genuine 14,000 miles only by one private owner, undetectable from brand new, really sound purchase at £105; exchanges, deferred. Several other Fords: one 1938 8hp saloon, £79; 1936 8hp saloon, £42; 1935 8hp de luxe saloon, leather upholstery and sliding roof, fitted 1937 reconditioned engine, £35. All in good condition for their years. H. and A. Autocars, 68-71 Church Rd., Upper Norwood, S.E.19.

1937 FORD 8 saloon, under 10,000 miles, £58. 1938 Ford 8 saloon, small mileage, show-room condition, £79. W.J.C. Motors, 346 Kensington High St., W.14. Western 3446.

Naylor AND ROOT, FORD specialists, offer a range of overhauled cars on very easy payment terms; exchanges arranged.

£79. 1938 de luxe 8 saloon, spare-wheel cover, extras, as new.

£65. 1937 de luxe 8 saloon, sun roof, leather, black, smart car.

£65. 1936 de luxe 10 4-door sun saloon, leather

£49 1936 Tudor 8 saloon, good tyres, overhauled genuine snip.

£45. 1935 de luxe 10 saloon, black, good tyres,

NAYLOR AND ROOT. We will send any car 100 miles without obligation. State model and exchange if any. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272.

£52 FORD 8hp 1937 one-owner saloons, choice of six. Austins, 147-153 High St., Marlesden, N.W.10.

F. H. RAE. 79 gns.! Taxed! Superb 1938 FORD 10 4-door sunshine saloon, one private owner, black, with silver wheels, literally unscratched and like new throughout; £20 down.

F. H. RAE. 79 gns.! Absolutely as new throughtout. 1938/2 FORD 8 Tudor saloon, beautiful vineyard green finish, one private owner, new-type running boards and pistons, specially recommended;

F. H. RAE. £59 10s.! Genuine 1937 FORD 10 2-door de luxe sunshine saloon, finished gumental grey with red leather upholstery, extremely smart and attractive car at a really low price; £14 down.

F. II. RAE. 49 gns.! 1936% FORD 10 4-door luxe calcon, beautiful black and chromifinish, trafficators and tull equipment, one privowner, guaranteed faultiess and open to any trobvious bargain; £12 down.

F H. RAE. 59 gms.! Remarkable 1937% FORD 8 de lune 4-door sunshine saloon, absolutely as new throughout, one private owner, unscratched black finish with green hide upholstery, cost £145 and is operiect that first to view will undoubtedly purchase; £16 down.

F. H. RAE. 49 gns! Exceptionally good 1937
FORD 8 Tudor saloon, finished black with green leatherette upho.stery, personally recommended and trial invited; £12 down.

F. H. RAE. Above examples from my large stock of carefully selected reconditioned FORD 85 and 10s. Exceptional exchange allowances, terms over 24 months. Personal attention, satisfaction guaranteed. Open till 8.30 nightly and Sunday mornings. Macfar.ane Rd., Wood Lane, W.12. Shepherd's Bust 4819.

R S. CURRIE AND CO. (Est. 1900) offer:-

1937, July, 1938 series FORD 10 saloon, sun-shine roof, excellent specimen, £70. 105 Westbourne Grove, W.2. Bay 0085. 376-145

1937 FORD 8 saloon, £70, or 36 monthly instalments of £2 7s. 8d.; no deposit. Cooden Ltd, Bexhill. 376-169

1038 FORD 8 saloon, £95, or 36 monthly instalments of £3 4s. 8d.; no deposit. Cooden Eng. Co., Ltd., Bexhill.

A LLAN TAYLOR AND CO.

1938 FORD 10 new series tourer, black, with dition. £105.

A LLAN TAYLOR AND CO., 126-8 High St., Wandsworth, S.W.18. Putney 6431-2-3. 376-275

£79. 1938 FORD 8 Tudor saloon, small mileage, immaculate, 20 Fords in stock; three months' guarantee; exchanges, deferred. Broadway Motors, 67 High St., Hounslow. Phone 0175.

ROWLAND SMITH (MOTORS), LTD.

FORDS. List free. Guarantee. Terms. Ex-

£7 Deposit or 69 gns. cash. 1938 model 8hp saloon, black; choice of six.

£5 Deposit or 49 gns. cash. 1937 8hp saloon, black, very good condition; choice of six.

LS Deposit or 75 gns. cash. June 1937 (1958 type) 10hp sunshine saloon, blue, leather upholstery, one careful owner, almost new condition.

Deposit or 45 gns. cash. 1935 10hp 4-door salloon, blue and black, very good condition; choice of six.

ROWLAND SMITH, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041.

£30!! 1934 FORD 8 Tudor sun saloon, leather interior. Below.

£36 1935 Below. 1935 FORD 8 Tudor saloon, good runner.

£42! 1935 tive car. 1935 FORD 8 Forder saloon, very attrac-

ve car. Below.

1937 FORD 8 Tudor saloon, black, as ew. Below.

£45!! 1935 FORD 10 Tudor sun saloon, leather, new engine. Below.

£52!! 1936 FORD 10 Fordor saloon, black.

EARLS, LTD., FORD agents. Terms, exchanges.

Three days' free trial. 114-118 Kentish Town
Rd., N.W.1. Phone Gul. 1751. (Three minutes
Tube station.) Also at 75 Heath St., Hampstead,
N.W.3. Phone Ham. 3287. (Half minute Tube
station.) Open 9 till 8. 376-196

1!! 29 Gns. 1935 FORD 8 de luxe sun saloon, superb condition throughout; any trial; terms, exchanges. Hoi. 2340.

1936 FORD 10 2-door saloon de luxe, all-black finished, red leather interior, beautiful condition. #45; exchanges, terms. 170 Whyteleafe Rd. Caterham 776.

1936 FORD 8hp 4-door de luxe sunshine saloon, guaranteed, £47; terms. Gwvnne-Vaughan, Princedale Rd., Holland Park. Park 4773. 376-356 TANKARD AND SMITH, LTD., at Herne Hill.

CO Deposit or 79 gns. cash. 1938 Series FORD 10 saloon de uxe, immaculate, low mileage. 27 Deposit or 59 gns. cash. 1938, March, FORD 8 saloon, little used, reriect mechanically.

FULL written guarantee; exchanges and service.
Tankard and Smith Ltd., 44-52 Norwood Rd.,
Herne Hill. Tul. 2446. 376-384

1938 Series FORD 10 4-door sun saloon, leather, small mileage, super condition, 85 gns. Below.

1938 FORD 8 saloon, very small mileage, as new, 79 gns. Autosnips, 5 High Rd., Balham. Phone, Balham 1509.

NORMAN AUTOS. 1936 FORD 10 tourer, just rebored, wonderful chassis, £50; terms; ex-changes. Clarina Rd. (opp. Penge Empire), Syden-barn 8476. 576-591

NORMAN AUTOS. 1938 de luxe FORD 8 saloon, low mileage, black, indistinguishable from new, £75; terms; exchanges. Clarina Rd. (opp. Penge Empire), Sydenham 8476.

1938 FORD 8 saloon, genuinely carefully used car, not a smoker, \$75. A.Z. Motors, 180-186 West End Lane, N.W.6. Ham. 6035-4.

£70. 1938 FORD 8 saloon, small mileage, one owner. Royal Motors, 443 Streatham High Rd. Pol. 4671.

30 Gns. 1934 FORD, 8hp, really good condition, any trial. Baker, 86 Southend Rd., Rainham, 376-h164

1938 FORD 10 4-door saloon, blue, mileage 8,800, no punctures, one owner, £95, offer; no dealers. 45 York Grove, 8.E.15.

1938 FORD 8 saloon, blue, with blue upholour no-deposit terms of £4 13s. 6d. per month, plus tax and insurance.

NTORMAND GARAGE, LTD., 152 Gloucester Rd., NS.W.7 (Frobisher 3037-8), and 489 Oxford St., W.1 (Mayfair 6801-2). zzz-3135

FORD 8, beautiful condition, reconditioned engine, sacrifice £40. 42 Church St., Dorking. 376-h402

1938 FORD 8 saloon, hardly distinguishable from new, £73.

1937 FORD 8 Tudor saloon, one careful owner,

1935 £48.

1935 FORD 8 Tudor saloon, finished black, excellent condition, £29. 200 cars for you to re from 9 a.m. till 9 p.m. M.B. Motors, 334-356 New Cross Rd., S.E.14. Ten minutes from Charing Cross, Southern Railway. Tideway 3779-175, 376-407

"THE MOTOR BOAT MANUAL." A Practical Handbook for Motor Boating Enthusiasts. 5s. net. 5s. 5d. by post.

(Supplement v.)

USED CARS FOR SALE (continued).

1939 FORD 8 de luxe saloon, black and red, mileage under 4,000, indistinguishable from brand new, £105. K.J. Motors, Ltd., Bromlek, Kent. Ravensbourne 3456-7.

Ford Cars Wanted.

HIGHEST cash prices for FORDS. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

CLAUDE RYE, opening new car showrooms, urgently require low hp cars. Hire-purchase accounts cleared. 899 Fulham Rd., S.W.6.

CASH waiting for best 1935-6 2-door FORD 8 degreed (private). Write, 27 Conway Rd., Harringay. 376-h532

FRAZER-NASH.

FRAZER-NASH. The manufacturers have available for sale reconditioned cars from 1932 to 1935—all types. For full particulars apply to Frazer-Nash Cars, London Rd., Isleworth. Phone, Hounslow 0011-2-3.

HILLMAN.

1934 HILLMAN Minx foursome drop-head coupe, one owner only, May, 1934, delivery, new condition, £58. Jack Feathers, 781-791 London Rd. Thornton Heath 3456.

1935 HILLMAN Minx de luxe saloon, as new £55. Dicks of Kilburn, 399 High Rd. Maida Vale 6888. 376-287

O DEON. £115. 1938 HILLMAN Minx 10hp de luxe saloon, blue with leather upholstery to match, low mileage, good tyres, excellent appearance and mechanical condition; terms, exchanges. Odeon Motors, Ltd., Barnet. Phone 4100-2. 376-186

NEWNHAMS for good HILLMANS at right prices. Few examples below, but list of 150 guaranteed used cars on request. Seven days free trial, self-financed terms and generous exchanges.

1939 Minx Magnificent drop-head coupe, almost as new, £175.

1938 Minx Magnificent de luxe sun saloon, genuine showroom example, £115

1937 Minx Magnificent de luxe sun saloon, most attractive throughout, £85.

NEWNHAM HOUSE, 237 Hammersmith Rd., London, W.6. Riverside 4646. 376-202

1939 Minx de luxe, burgundy red, mileage 3,500, performance and appearance equal to new, £145. Below.

1938 Minx Family, 4-door, new March, one private owner, perfectly kept, small mileage, £100.

1937 Minx de luxe, black-brown, one private owner, guaranteed 13,000 miles only, quite #97. Below.

1935 Minx 4-door sunshine, new April, blue, one private owner, splendid runner, £52.

HUNTERS. LTD., 22 Cricklewood Broadway, 9-10. Cladstone 6303. Daily 9-8, Saturdays 376-219

HILLMAN and hundreds of others. See our 376-47

OFFICIAL USED MOTOR SHOW.

The pick of HILLMAN Minx and other cars at the ROYAL AGRICULTURAL HALL. See notice under Rover.

1937 HILLMAN Minx sun saloon, perfect condition, £85. A.Z. Motors, 180-186 West End Lane, N.W 6. Ham. 6033-4.

1037 Minx de luxe saloon, one careful private owner, small mileage, most beautifully kept and as brand new, £90. North 3665. 376.88

CAE 1934 HILLMAN Minx sun saloon, finished dark red and black, in wonderful condition throughout. C. C. Motors, 274 High Rd., Wood Green. Bowes Park 1898.

1938 HILLMAN Minx saloon blue, one owner, £110; another, £100. Below.

1936 HILLMAN Minx saloon de luxe, very sound, £75. Below.

1036 Drop-head foursome coupe, absolutely per-fect, £100. Smith and Hunter, 376 Ken-sington High St. (Seven doors Olympia.) Western 5122.

1030 HILLMAN Minx de luxe saloon, excellent condition, £75. Parwoods, East Hill, Wandsworth. Battersea 0443. 376-253

RAYNES PARK MOTORS offer: 85 Gns. 1937 HILLMAN Minx saloon de luxe, one owner, low mileage, exceptional condition. 213 Worple Rd, Wimbledon (near Raynes Park Station). Wimbledon 1592.

36 Gns. 1934 HILLMAN Minx 4-door sunshine saloon, beautiful condition throughout.

MARNIC MOTORS, 6-8 Bishops Bridge Rd. Pad dington 2308. Open to 9 p.m. 376-280

On Gns;!!! Very smart and good-looking HILLMAN Minx sports tourer, very good tyres, hood and side curtains, mechanically perfect, well worth the money, with three months guarantee; terms, exchanges. Tankard and Smith. Ltd., 97 Peckham Rd., S.E.15. Rodney 2051-2-3.

£180!!! And well worth it. 1938 HILLMAN Minx drop-head foursome coupe, only been on road six months, registered originally September, 4.500 miles only, absolutely immaculate; also choice of another, slightly cheaper. Below.

CO5!!! 1957. HILLMAN Minx saloon de luxe, commaculate throughout, perfect runner: terms, exchanges. Tankard and Smith, Ltd., 97. Peckham Rd., S.E.15. Rodney 2051-2-3.

COMERFORDS, HILLMAN agents. Motorcycles and cars taken in part exchange; always a good selection of second-hand Hillmans in stock. Comerfords, Thames Ditton. Emberbrook 2523.

NAYLOR AND ROOT. 1936 HILLMAN Minx de luxe saloon, sca-grey one private owner, absolutely faultless condition, £75. See also page 19. Exchanges; terms. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272.

Q,000 Miles. 1938 HILLMAN Minx sun saloon car, as new, three months guarantee, £112 10s. John Selley Automobiles, 31 Lancaster Mews, W.2. Paddington 8183.

ROWLAND SMITH (MOTORS), LTD.

HILLMAN Minxes. List free. Guarantee. Terms. Exchanges. Rowland Smith, below.

C14 Deposit or 135 gns. cash. 1939 model de luxe 4-door sunshine saloon, black, maroon leather, small mileage, one careful owner, almost new

£5 Deposit or 49 gns. cash. 1936 model de fluxe 4-door sunshine saloon, sea-green, leather up

£4 Deposit or 39 gns. cash. 1933 model sports 4-seater, black and green, excellent condition.

£4 Deposit or 39 gns. cash. 1934 de luxe 4-door sunshine saloon, red and black, leather upholstery, very good condition; choice of six.

ROWLAND SMITH, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041.

1938 HILLMAN Minx sun saloon, very small mile-age, as new, 110 gns. Below.

1936 Minx sun saloon, excellent condition. 69 gns. Autosnips, 5 High Rd., Balham. Phone, Balham 1509.

HARRY NASH. HILLMAN, 1936, May, Minx 10hp 4-door saloon, blue, privately owned, nice condition throughout, £67 10s. Below.

1938 Minx 10hp 4-door saloon, blue, one private owner, small mileage, like new throughout, \$297 10s. 348 King St., Hammersmith. Riverside 2837.

LIGHT

EVERY READER of this journal is interested in Light Cars.

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If your appeal is to Light Car buyers, you can reach them most economically and effectively through their own specialized journal-"The Light Car."

HTUMPHBEYS. 1938 HILLMAN Minx 4-door dition throughout, £99 10s.; terms, exchanges. 122 Hampstead Rd. (Rottenham Court Rd.), N.W.1. Phone, Euston 3326.

PALMERS. 1937 HILLMAN Minx de luxe saloon, £85; also 1935 Minx saloon, £55, excellent condition; exchanges, terms. 53 York St., Twicken-ham. Popesgrove 2241.

TTILLMAN Minx, late 1934 4-door saloon, smart 11 and sound condition, unworn tyres, £37 10s.; exchanges, deferred terms. Western Motors, 226 King St., W.6. Riverside 5113. 376-193

1937 HILLMAN Minx de luxe saloon, dark blue, beautifully kept, taxed to June, £89. Twickenham Service Station, 110 Staines Rd., Twickenham. Popesgrove 3115.

M. T. LANE offers:-

1990 HILLMAN Minx sun saloon, one owner, excellent condition, £115; hire-purchase, part exchanges. Mac. 2546. 65 Old Town, Clapham, S.W.4.

A-Co. HILLMAN Minx, 1935, almond and black, good condition, bargain. 54 Temple Avenue, Shirley, Groydon. 376-h474

HILLMAN Minx, 1934, black sun saloon, £36. Warlingham, Surrey. Upper Warlingham 414. 376-h475

1935 HILLMAN 10 de luxe sun saloon, remarkably fine condition, £49.

1038 HILLMAN 10 sun saloon de luxe, finished blue, unblemished, £98. 200 cars for you to see from 9 a.m. till 9 p.m. M.B. Motors, 334-336 New Cross Rd. S.E.14. Ten minutes from Charing Cross, Southern. Tideway 3779-1779.

Hillman Cars Wanted.

HIGHEST cash prices for HILLMANS. Weekdays, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

W.J.C. MOTORS, definitely best buyers for HILL-MANS. 346 Kensington High St., W.14. Western 3446.

HUMBER.

1936 HUMBER 12 saloon de luxe, really immacu-late, £95. Below.

1931 HUMBER saloon, very sound and clean, £20. Smith and Hunter, 376 Kensington High St. (seven doors Olympia). Western 3122, 376-235

HUMBER and hundreds of others. special selection on page 26. 376-48

Humber Cars Wanted.

H IGHEST cash prices for HUMBERS. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

JOWETT.

JOWETTS. Manchester. 1934, 1935, 1936, 1937 saloons and tourers, always in stock. Distributors for Lancashire, Cheshire and North Wales. Saxon Jefferies, Ltd., Deansgate. Bla. 1122-3. zzz-0851

LOVETTS for JOWETTS. 191 Streatham Rd., Mitcham. Jowett experts; best service. zzz-92 COOTER AND GREEN, Eden Park (Beckenham 2565), for good, used JOWETTS, 1930 upwards. All repairs under the direct supervision of Mr. Cooter, who has 18 years Jowett experience. All spares. New models in stock.

JOWETTS. A.V. Motors, Ltd., Teddington, have the largest stock of used Jowetts in London, prices ranging from £15 to £140; every car over £40 overhauled and guaranteed in sound mechanical condition. Phone, Kingston 0710. zzz-3033

BUY your used JOWETT from Godfreys, the sole London and district distributors. Satisfaction guaranteed, each model being overhauled and works tested. 1935 saloons from £35: 1934 ditto, £45; 1936 ditto, £75; 1937 ditto, £95. As available. Call or send for list and mention requirements. As available, requirements.

Fedurements.

RASY purchase terms. Godfreys, Ltd., 366-368
Euston Rd., N.W.1. Phone, Euston 2644.
222-3085

JOWETT and hundreds of others. See our special 3764-26 1935-36 JOWETT de luxe saloon, one owner, 320 Ewell 376-143

BUNTINGS, famous house for JOWETTS. New 8 and 10 in stock ready for quick exchange. Nice range second-hand, £50-£90. Buntings, Harrow 376-324

PATER-JOWETTS still predominate at Welfords, the JOWETT People. Deal with the firms who nave sold Jowetts since 1922. We still find them the finest light car in the land. New models from about £5 down, balance up to three years or so. 1936 Weasel, £80; 1935 Kestrel, almost new, £80; 1935 Kestrel, £75; 1934 saloon, £50; 1935 saloon, £30; 1930 saloon, £10 10s. Welfords (the Jowett People), Brighton. Phone 2440. (Now managed by Pater, the Jowett King.)

WESTMINSTER BRIDGE GARAGE, oldest JOWETT agents in the south, have generally a few models from 1930 to date in first-class condition. New cars in stock. Repairs by Jowett mechanics. All spares stocked. 5 Lambeth Palace Rd., S.E.I. Waterloo 5270. zzz-3137

1936 JOWETT 7 saloon, £65, or 30 monthly firstalments of £2 12s.; no deposit. Cooden Engineering Co., Ltd., Bexhill.

RLACKBIRD HILL GARAGES, LTD., offer:-

JOWETT Kestrel 7hp 4-door sunshine saloon, 1935, splendid condition, £66. Kingsbury Lane, N.W.9. Colindale 6136.

1938 JOWETT 8 saloon de luxe, £125, or 36 monthly instalments of £4 5s. 1d.; no deposit. Cooden Eng. Co., Ltd., Bexhill. 376-173

1030 JOWETT 8 saloon de luxe, with extras, 2,000, price £160, or 36 monthly instalments of £5 9s.; no deposit. Cooden Engineering Co., Ltd., Bexhill. 376-172

FOR reliable JOWETTS, the pioneers. Royal Forest Garage, Chingford. E.4. Silverthorne 2200, 222-5142

Jowett Cars Wanted.

HIGHEST cash prices for JOWETTS. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

JOWETT wanted, about 1936. Full particulars to 30 Famet Avenue, Purley. 576-h537

LANCHESTER.

1933 LANCHESTER 10 saloon. £50, or 24 monthly instalments of £2 8s. 3d.; no jeposit. Cooden Engineering Co., Ltd., Bexhill.

1933 LANCHESTER 10 coupe, £50, or 24 monthly instalments of £2 8s, 5d.; no deposit. Cooden Engineering Co., Ltd., Bexhill.

OFFICIAL USED MOTOR SHOW.

The pick of LANCHESTER and other cars at the ROYAL AGRICULTURAL HALL. See notice under Royer.

1936 Series LANCHESTER 10 Mulliner sports 4-seater coupe, absolute beautiful condition throughout, four new tyres just fitted, small mileage, amazing bargain, £99. A.Z. Motors, 180-186 West End Lane, N.W.6. Ham. 6033-4.

1034 LANCHESTER 10 de luxe sunshine saloon guaranteed, £49. 1934 Lanchester 10 foursome sports sunshine coupe, £52. Terms. Oldfield, Pottery Lane, Holland Park. Park 4170.

230/10 1933 LANCHESTER 10 salcon, 4-door, wandsworth. Battersea 7655.

1933 LANCHESTER 10hp de luxe sunshine saloon, one owner, guaranteed, £40. Gwynne-Vaughan, Princedale Rd., Holland Park 4775.

Lanchester Cars Wanted.

HIGHEST cash prices for LANCHESTER. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Imampstead 6041.

LEA-FRANCIS.

T ARNELL AND CO., LTD. (all staff and foreman late Lea-Francis London Depot), for reconditioned LEA-FRANCIS cars. Spares and service. 449 High Rd., Willesden, N.W.10. Phone, Willesden 7620. (Day and night.)

CHARLES FOLLETT, LTD., offer:-

1939 Series LEA-FRANCIS special drop-head coupe, host of extras, cream, Concours winner. 18 Berkeley St., W.1. Mayfair 62.66.

M. G. Midget, 1936, red, engine and body wonder-ful condition, taxed, insured, sacrifice, £105; any trial. Conway, Butcher, Pitsea. Phone, Wange 2117.

ROWLAND SMITH (MOTORS), LTD.

M.G. Magnas and Magnettes. List free. Guarantee. Terms. Exchanges. Rowland Smith,

£6 Deposit or 59 gns. cash. Magna, 1934 Continental sunshine coupe, black, brown leather, excellent condition.

Deposit or 49 gns. cash. Magna, 1954 model L-type 4-seater, blue, silver wheels, good con-

23 Deposit or 25 gns. cash. Magna, 1932 sun-shine coupe, black, brown leather.

Q7 Deposit or 65 gns. cash. Magnette, July 1934 N-type sports 2-seater, black, silver wheels, standard and racing screens, etc., excellent condition. M.G. Midgets. List free. Guarantee. Terms. Exchanges. Rowland Smith, below.

£11 Deposit or 105 gns. cash. 1937 T-type one careful owner, excellent condition.

20 Deposit or 89 gns. cash. 1935 Special super-charged PA-type 2-seater, green, outside exhaust, large rev. counter, etc., excellent condition.

CO Deposit or 79 gns. cash. 1936 model P-type 2-seater, black, silver wheels, very good condition.

26 Deposit or 59 gns. cash. 1934 model J2 2-seater, red and maroon, very good condition.

£5 Deposit or 45 gns. cash. 1933 J2 2-seater, duo-blue; choice of six.

£4 Deposit or 35 gns. cash. 1932 D 4-seater, green, two spare wheels, etc., good condition.

ROWLAND SMITH, M.G. Distributors. All models in stock. Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041.

OFFICIAL USED MOTOR SHOW.

The pick of M.G. and other cars at the ROYAL AGRICULTURAL HALL. See notice

under Rover.

1938 T-type Midget 2-seater, 9,000 miles. many extras, including aero windscreens, mello tone horns, taxed and fully guaranteed, £150. Jarvis and Sons, Ltd., Morris House, Morden Road, S.W.19. Liberty 4656.

Liberty 4656.

376-133

1938 Model T M.G. 2-seater, black, red leather, unregistered, shop-soiled, 198 gns. Boxalls Garage, Stafford Phone 397.

NAYLOR AND ROOT. 1933 M.G. Midget J2 sports 2-seater, good tyres, absolutely sound, fast, 55 gns.; exchanges; terms. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. See also page 19.

£17. M.G. Midget, 1930, 2-seater sports, blue, new battery, insured. 28 Keswick Rd., W. Wickham, Kent. 376-h529

1020 M.G. Midget J type 4-seater sports, special large head lamps, twin pass lights, good tyres, immaculate order throughout, 265; terms; exchanges; three months' written guarantee. Makin and Harrison, 492 Chiswick High Rd., W.4. Chiswick 0558-9.

1933 M.G. J1 Midget 4-seater, recent expension overhaul, new tyres all round, magnificent car, £75. Broadway Motors, 167 Gt. Portland St., W.1. Welbeck 8874.

M. T. LANE offers:-

1931 M.G. Midget Shp 2-seater, outstanding condition, £25; hire-purchase, part exchanges. 65 Old Town, Clapham, S.W.4. Mac. 2546.

DENNOS. 1932 M.G. Midget 8 2-seater, allequipment, well fitted, £35, or £9 deposit, 33s. 3d. monthly. 217 Hornsey Rd. Archway 1704.

1936 M.G. Midget 2-seater, guaranteed three months, £100. Evans (Wimbledon), Ltd., Alexandra Rd. Wimbledon 3606. 376-307

G.P. MOTORS.

1933 M.G. J2 2-seater, tuned engine, new tyres all round, really fast, 59 gns.

1034 M.G. P model 4-seater sports, really good, condition as 1938, 75 gns.

1930 M.G. 2-seater sports, excellent engine, really fast, £25.

THREE others. Deferred terms, low deposit, 20 Balham Hill. Phone, Battersea 3117. 376-259

CONWAY MOTORS. £75. Late 1934 8hp P.A.-type Midget, one owner, 4-speed, recently com-pletely overhauled, exceptional bargain. 301 Gold-hawk Rd., Shepherds Bush. 376-137

1937, May, M.G. T model 2-seater, exceptional condition throughout, genuine 20,000 miles only, full makers' equipment, family reasons for selling 110 gns. Tankard and Smith, Ltd., 363 Bromley Rd., Catford, S.E.6. Hither Green 4444.

1934 M.G. J2 sports 2-seater, finished black and red, showroom condition, £59. 200 cars for you to see from 9 a.m. till 9 p.m. M.B. Motors, 334-356 New Cross Rd., S.E.14 (10 minutes from Charing Cross, Southern Railway). Tideway 3779, 1779.

M.G. Cars Wanted.

HIGHEST cash prices for M.G.s. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

NAYLOR AND ROOT. Best cash prices for good M.G. Midgets. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272.

MORGAN.

MORGAN. Maskells 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.

ROWLAND SMITH (MOTORS), LTD.

MORGANS. List free. Guarantee. Terms. Ex-

P7 Deposit or 69 gns. cash. Late 1937 sports 2-seater, o.h.v. Matchless, black, 3-speeds and reverse, electric starter, spare unused, practically again condition. new condition.

27 Deposit or 65 gns. cash. August 1936 super-sports, o.h.v. Matchless, Jewelessence green, 5-speeds and reverse, starter, spare wheel (unworn tyre), etc., excellent condition.

Deposit or 55 gns. cash. 1937 model 4-cyl. F 2-seater, cream and green, 3-speeds and reverse, starter, spare wheel (unworn tyre), etc., very good condition, taxed.

Proposit or 45 gns. cash. 1936 4-cyl. sports 2-seater, black, 3-speeds and reverse, starter, spare wheel (unworn tyre), etc., very good condition, taxed.

25 Deposit or 45 gns. cash. July 1934 super-sports, racing o.h.v. J.A.P., green, 3-speeds and reverse, starter, spare wheel, etc., good condition.

25 Deposit or 45 gns. cash. July 1936 4-cyl. family, black, red wheels, 3-speeds and reverse, starter, spare wheel, etc., very good condition.

Deposit or 29 gns, cash. 1933 2-seater, w-c.
Matchless, blue, red wheels, 5-speeds and reverse, starter, spare wheel (unworn tyre), etc., good condition.

Deposit or 24 gns. cash. 1932 family, w.-c. J.A.P., maroon and black, 3-speeds and reverse, starter, carefully used, excellent condition.

Deposit or 29 gns. cash. 1933 family, J.A.P., black, red wheels, 3-speeds and reverse, starter, spare wheel, etc., very good condition. 9 Gns. 1931 family, J.A.P, black, dynamo, hood,

5 Gns. 1929 Aero, racing o.h.v. J.A.P., red and black, straight-through exhausts, hood, etc., requires attention.

5 Gns. 1930 family, J.A.P., black, dynamo, etc.

ROWLAND SMITH, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041.

Alexandra Rd. Wimbledon 3606. 376-307
55 Gns. 1933 J2, opalescent grey, P-type brakes, new carburetters, revolution counter, oil, water thermometers, Aero screen, good tyres, taxed. Daviel, 84 King Henry's Rd., Hampstead. 376315
1939 M.G. Midget, £185, or 36 monthly installation of £6 5s. 11d.; no deposit. Cooden Engineering Co., Ltd., Bexhill. 376-176
1938 M.G. H'elitre sports 4-seater, most completely equipped, Zipp tonneau cover, perfect in every way, £220. Smith and Hunter, 376 Kensington High St. (seven doors Olympia). Western 376-236
376-236

B. tead Tube.) Weekdays, Saturdays 9-9, Sundays 376-256

1934 St. add Tube.) Weekdays, Saturdays 9-9, Sundays 376-256

1934 St. add Tube.) Weekdays, Saturdays 9-9, Sundays 376-256

CONWAY MOTORS. £39. 1936 8hp w.c. Family MORGAN, carefully used, nice condition throughout. 301 Goldhawk Rd., Shepherds Bush. 376-138

Morgan Cars Wanted.

HIGHEST cash prices for MORGANS. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

Morgan Spare Parts and Service.

MASKELLS for MORGANS, official repairers, carry a complete stock of Morgan spares. Write for spares list gratis. 6 Station Rd., Camberwell, S.E.S. Brixton 5725.

HOMACS for all MORGAN spares. Repairs and overhauls our speciality. Trade supplied. Homacs, London Service Depot, 247 Lower Capton Rd., E.S. Amhurst 4463-4.

MORRIS.

1938 MORRIS 10 o.h.v. Series III de luxe saloon, 4-speed, absolutely unfaultable, £120.

1936 MORRIS 8 de luxe 4-door sun saloon, really 100% condition, rebored engine, £67.

1936 MORRIS 12 special sports coupe, beautiful appearance, £85.

1933 MORRIS 12-4 de luxe sun salcon, bargain, £25. A.Z. Motors, 180-186 West End Lane, N.W.6. Ham. 6033-4. 376-5

AS new, 1938 (late) MORRIS 8 4-seater, tourer, mileage only 1,000, maroon, a snip, 100 gns. Pawson And Collins, LTD., 31 Palace Gate, W.8. Phone, Kensington 6282. 376-64

 $1937 \underset{\text{owner, }}{\text{MORRIS}} 10\text{-4 de luxe sunshine saloon, one} \\ \underset{\text{Kensington High St., }}{\text{W.J.C.}} \underset{\text{W.J.C.}}{\text{Motors, }} 346 \\ \text{Kensington High St., } W.14. \\ \text{Wostern } 3446, \\ 376\text{-}101 \\ \text{}$

CONWAY MOTORS, Immediate delivery new 8hp Series E fixed-roof saloons from stock.

CONWAY MOTORS. £89. 1938 8hp de luxe saloon, sun roof, low mileage, one owner.

CONWAY MOTORS. £6 owner, nice condition. £69. 1937 8hp saloon, one

CONWAY MOTORS. £29. 1933 2-seater Minor, 4-speed, carefully used, bargain, Exchanges, deferred. 301 Goldhawk Rd., Shepherd's Bush. 37(6-139)

1938 MORRIS 8 de luxe, shop-soiled unregistered,

1936 MORRIS 8 4-seater sports, £60.

MORRIS Minor salcon de luxe, £37. Tippetts Motors, 320 Ewell Rd., Surbiton.

MORRISES and hundreds of others. special selection on page 26. ELITE MOTORS, Tooting, offer a selection of MORRIS 8 2-seaters, saloons, prices ranging from 49 gns.; all cars guaranteed; small deposit, balance over 12, 18 or 24 months. 953-959 Garratt Lane, Tooting, S.W.17. Wimbledon 2925. 376-294

COOKES MOTORS offer :-

1937 MORRIS 8 4-seater, mileage only 10,000, £76; also 1936 ditto, £65, and 1935 de luxe saloon, £50. 9-11 High St., Sutton, Surrey, Vigilant 6666.

M. T. LANE offers:-

1933 MORRIS 10 sunshine saloon de luxe, exceptional condition, £35. Below.

1934 MORRIS 10 sunshine saloon de luxe, £45

1936 MORRIS 10 Series II de luxe saloons, £65.

1938 MORRIS 8 de luxe sun saloon, small mile-age, one owner, choice of two, from £850. Hire-purchase, part exchange. Mac. 2546, 650. Town, Clapham, S.W.4.

G. D. MOORE. 1938 MORRIS 8 de luxe model sunshine saloon, one owner, very small mileage, quite indistinguishable from brand new, absolutely sound mechanically, £95.

G. D. MOORE. 1937 MORRIS 8 4-seater tourer, small mileage, new tyres, excellent appearance, £79 10s.

G. D. MOORE. 1937 MORRIS 8 2-seater, beautifully cared for, good tyres, splendid mechanically, £77 10s.

G. D. MOORE. 1937 MORRIS 8 4-door saloon, splendid tyres, first-class appearance, beautifully cared for, £75. Exchanges, hire-purcnase. 116 Hampstead Rd., Tottenham Court Rd. Euston 4649. 376-312 Green and black, and black sun saloon, new tyres. British Metal Engraving Co., Ltd., St. Margarets Works, St. Margarets, Middx. 376-406 Gloucester Rd., S.W.7. Western 4078. 376-291

ROWLAND SMITH (MOTORS), LTD.

M ORRISES. List free. Guarantee. Terms. Exchanges. Rowland Smith, below.

1 Deposit or 29 gns. cash. 1934 Cowley 4 de luxe 4 door sunshine saloon, black, brown leather, excellent condition.

P.O. Deposit or 89 gns. cash. 1938 8hp Series II de luxe 2-door sunshine saloon, black, red leather, one careful owner, almost new condition.

CO Deposit or 89 gns. cash. 1938 8hp Series II tourer, black, one owner, small mileage, spare unworn, almost new condition; choice of six.

Physical Deposit or 85 gns. cash. 1938 8hp Series II 2-seater, maroon and black, one owner, almost new condition.

£7 Deposit or 69 gns. cash. June 1937 8hp Series I 2-seater, red and black, spare unworn, carefully used, excellent condition.

27 Deposit or 65 gns. cash. 1937 8hp Series I de luxe 2-door sunshine saloon, black, red leather, very good condition; choice of six.

C7 Deposit or 65 gns. cash. 1937 8hp Series I 4-door saloon, black, spare unworn, one careful owner, excellent condition.

C6 Deposit or 59 gns. cash. 1936 8hp Series I 2-seater, black, carefully used, excellent condition.

2.6 Deposit or 55 gns. cash. 1936 8hp Series I 2-door saloon, green and black, one owner, very good condition.

Deposit or 49 gns. cash. 1936 model Series I de luxe 2-door sunshine saloon, black, red leather, good condition.

23 Deposit or 29 gns. cash. 1932 model Minor 2-seater, dark blue, very good condition.

26 Deposit or 59 gns. cash. Late 1934 10-6 sports 4-seater, cream and green, feather upholstery, Ashby wheel, excellent condition.

C5 Deposit or 49 gns. cash. 1935 model 10-4 de luxe 4-door sunshine saloon, black, green leather, very good condition.

C7 Deposit or 69 gns. cash. 1936 model 12hp Series II de luxe 4-door sunshine saloon, black and green, deather upholstery, excellent condition.

R OWLAND SMITH, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041.

HARRY NASH. MORRIS, 1935. January, 8hp 2-seater, black-green, marvellous condition, £67 10s. Below.

1935, March, 8hp 4-door de luxe saloon, blue, one low mileage, 1937 condition throughout, wants seeing, \$257 10s. Below.

1936 8hp 2-door de luxe saloon, blue, oil concondition throughout, £67 10s. Below.

1937, March, 8hp 2-door de luxe saloon, blue, spendid condition throughout, £75; another, five new tyres, £79 10s. Below.

1937 8hp 4-seater tourer, blue, burgers and nice condition, really smart, #82 10s., bargain.

1038 8hp 2-door saloon, black-red, one private tion, £90. Below,

1938 January, 8hp 2-door de tuxe saloon, sun-ceptionally nice condition, small mileage, colour black, £92 10s. for quick sale. Below.

1930 8hp Series E very latest model de luxe sun-black, maker's full guarantee, accept £125. 348 King St., Hammersmith. Riverside 2837. 376-189

1936 MORRIS 8 2-seater sports, finished black and red, exceptionally fine condition, £59.

1936 MORRIS 8 sun salcon de luxe, one careful wowner, £62 10s. 200 cars for you to see from 9 a.m. till 9 p.m. M.B. Motors, 534-536 New Cross Rd. 8.E.14 (10 minutes from Charing Cross, Southern Railway). Tideway 3779, 1779. 376-408

1938 MORRIS 8 2-door de luxe, small mileage, as new, £95.

1937 MORRIS 8 Series I 2-door de luxe, £80.

1937 MORRIS 8 4-door saloon de luxe, £85. Evans (Wimbledon), Ltd., Alexandra Rd. Wimbledon 3606.

1931 MORRIS Minor coachbuilt sun saloon, brakes relined, new battery, bodywork very clean. extremely reliable car. £23 10s. John Selley Automobiles, 31 Lancaster Mews, W.2. Paddington 376.897

27 Gns.!!! Snip! 1933 MORRIS 10-4 sunshine saloon de luxe, in excellent condition throughout, roomy 4-5-seater bodywork, really dependable and extremely economical job to run, fight on oil and petrol, don't lail to try this one; any test or trial; terms, etc. Below.

terms, etc. Below.

10 Gns.!!! Compare the value! 1936 MORRIS 8

4-seater tourer, whole car might easily be confused for new, so immaculate is the finish, really first-class engine, definitely not in need of a rebore, uses practically no oil and is extremely light on petrol, cruises trelessly at 50 m.p.h., very powerful Lockheed brakes, most efficient, hood and screen, altogether much above average in every respect, A.A. or R.A.C. examination welcomed; any test or trial; terms, etc. Earls Autos, 166 Ballards Lane, Finchley, N.3. Finchley 4780.

£57, 1936 MORRIS 8 saloon, finished black and blue, engine just rebored, bargain. C.C. Motors, 274 High Rd., Wood Green. Bowes Park 1898.

MORRIS 8, late 1937 de luxe 2-door sun saloon.

111 condition and appearance as new, one owner, small mileage, taxed £72 10s.; exchanges, deferred terms. Western Motors, 226 King St., W.6. Riverside 5113.

221!! 1931 side-valve Minor 2-seater, good hood and curtains. Below.

231!! 1933 side-valve Minor 2-seater, 4-speed box, perfect. Below.

£32!! 1933 side-valve Minor Family 8 4-door sun saloon. Below.

252!! 1935 MORRIS 8 2-door sun saloon, leather interior. Below.

£52!! 1935 MORRIS 8 2-seater, nice body, sporty engine. Below.

£10!! Each. 1931 COWLEY 2-seater and coupe, good runners. Below.

PARIS, LTD., MORRIS Agent. Terms, exchanges. Three days' free trial. 114-118 Kentish Town Rd., N.W.1. Phone, Gul. 1751. (Three minutes Tube Station.) Also at 75 Heath St., Hampstead, N.W.3. Phone, Ham. 3287. (Half minute Tube Station.) Open 9 till 8.

PALMERS. 1938 MORRIS 8 saloon, £85; 1936 Morris 10-4 saloon, £75; 1934 Morris 10-6 foursome coupe, £45; excellent condition; guaran-teed; exchanges, terms. 53 York St., Twickenham. Popesgrove 2241.

49 Gns. MORRIS 8, 1935, rebored, guaranteed, Austins. 147-153 High St., Harlesden, 376-128

1938 MORRIS 8 2-door sun-roof de luxe, any examination or trial, £78.

1936 MORRIS 8 2-door sun roof, £55.

1935 MORRIS 10 de luxe, splendid order, any examination, £52 10s. Haskins, 155 Ladbroke Grove, W.10. Ladbroke 1155.

1938 MORRIS 12 saloon de luxe, 12,000 only, absolutely as new, £125. Smith and Hunter, 376 Kensington High St. (7 doors Olympia). Western 3122.

1933 MORRIS Minor 2-seater, very fine order, £33. Smith and Hunter, 376 Kensington High St. (7 doors Olympia). Western 3122

1933 MORRIS Minor 2-seater. £35, or 18 monthly instalments of £2 5e. 7d.; no deposit. Cooden Engineering Co., Ltd., Bexhill. 376-178

1035 MORRIS 8 saloon, £65, or 30 monthly coorden Engineering Co., Ltd., Bexhill.

1935 MORRIS 8 de luxe saloon, engine com-£55. Dicks of Kilburn, 399 High St., Kilburn, Maida Vale 6888.

1936 MORRIS 8 2-seater, black, recently over-hauled, spring steering, discs, exceptional condition, taxed, \$60. D. Ohristmas, Capel Baker, Canel. Surrey.

1032 MORRIS Minor saloon, just rebored, being carefully run in, four new Dunlop tyres, overhauled, really good condition. Heading, Pumping Station, Bourne End, Bucks.

PUTNEY AUTOS offer 1938 MORRIS 8 de luxe 4-door saloon blue and black, super condition, £95; also 2-door fixed-head, all maroon, really super. £87 10s.; terms, exchanges. 263 Putney Bridge Rd., S.W.15. Putney 2645-6.

A LLAN TAYLOR AND CO.

1936 MORRIS 8 4-seater tourer, mechanically perfect, attractive coachwork, £69.

1936 MORRIS 8 2-door sun saloon. This car has been carefully maintained, £65.

A LLAN TAYLOR AND CO., 126-8 High St., Wandsworth, S.W.18. Putney 6451-2-3, 376-276

PRIDE AND CLARKE, LTD. Best MORRIS bar gains.

1937 MORRIS 8 sun saloon, grey-black, very clean, good tyres, well maintained 58 gns. cash or £8 deposit, 24 payments of £2 10s. 9d. 15 other Morris 12s to select from. Write for weekly list. 103 Stockwell Rd., S.W.9. Brixton 6251.

COO MORRIS Minor, 1932, sunshine saloon, coachbuilt, taxed. 11 Cherry Avenue, 376-h490

A MORRIS Family 8 saloon, 4-door, sliding roof, de luxe model, taxed and insured, ready to drive away, splendid condition throughout, £35. Apply 17 Horace Avenue, Rush Green, Romford.

111 14,000 miles only, 4-door de luxe, black and regreen, amazing condition, any trial, £75; terms, exchanges. Popesgrove 3286.

1937, August, MORRIS 8 sunshine saloon, mrke-age 11,000, new condition. Below. 1937 MORRIS 8 2-seater, excellent condition throughout, £59. Lionel H. Pugh, 13-14 Brooks Mews, W.1. Maylair 4433. 376-131

1937 MORRIS 8 2-door de luxe saloon, one careful private owner, small mileage, bodywork in beautiful order, £63. North 3663.

1934 MORRIS 10 saloon de luxe, two private owners, in most beautiful condition, £35.

North 3663. 376-89

1938 MORRIS 8 2-door fixed-head saloon, in perfect condition throughout, fully guaranteed, £90. Jarvis and Sons, Ltd., Morris Honse, Morden Rd., S.W.19.

HACKFORD MOTORS, LTD.

1936 MORIRIS Shp 2-seater, red, tyres, mechanical condition and appearance excellent, £65. Hackford Motors, Ltd., 180-188 Acre Lane, Brixton. Phone 3227-8.

1939 MORRIS 10 de luxe saloon, almost as new, £145. Newnhams, 237 Hammersmith Rd., Riverside 4646. 376-203

1936, August, Series II 10hp 4-door snnshine, grey-black, Jackalls, good tyres, private owner, recommended, £78. Below.

1935 10hp. 4-door sunshine, marcon-red hide, two private owners, very good tyres, £45.

1938, April, 8hp 2-door sunshine, black-red, mile-Below.

1936, May, 8hp 4-door sunshine, green-black, one 270. Below.

1936, February, 8hp 2-door sunshine, black-red four new tyres, very complete, £63.

HUNTERS, LTD., 22 Cricklewood Broadway, 9.8; Sundays, 9-10.

£42/10 MORRIS Minor 1934 sun saloon, blue, several extras, excellent condition, written guarantee, one month's approval. Northfield Garages, Ltd., 145 Northfield Avenue, W.13. Baling 0430.

£40" 1934 MORRIS Family 8 saloon, 4-door, sunshine roof, finished black, exceptional condition, £12 10s. down, £2 monthly. Comerfords, below.

255 1 1935 MORRIS 8 saloon, two new tyres, tax paid, £14 down, £2 15s, monthly. Comeriords, Thames Ditton. Emberbrook 2325.

RAYNES PARK MOTORS offer:-75 gns., 1937 in exceptional condition

Gns., 1937 MORRIS 8 2-door saloon de luxe, one owner, low mileage.

1937 MORRIS 8 saloon, one owner, low mileage, excellent condition, 69 gns.
57 Gns., 1936 MORRIS 8 2-seater, one owner, low mileage. 213 Worple Rd., Wimbledon (near Raynes Park Station). Wimbledon 1592. 376-243

1936 MORRIS 8 2-seaters, 4-seaters and saloons, from £60, 1936 10-4 sun saloon, £69. 522 Fore St., Edmonton. Tottenham 4454, 376-252

BROADWAY MOTORS for MORRIS 8s.

1937 MORRIS 8 2-door de luxe saloon, leather upholstery, sun roof, superb condition, #80.

1937 MORRIS 8 tourer, small mileage, tonneau cover, excellent condition, £85.

1937 MORRIS 8 2-seater, small mileage, carefully used. £77 10s. Broadway Motors, 167 Gt. Portland St., W.1. Welbeck 8874. 376-293

NAYLOR AND ROOT, MORRIS specialists.

A NY car sent 100 miles without obligation. Very easy payments. Terms. Three months' guarantee. Exchanges arranged.

£95. 1938 Series II open 2 and 4-seaters, little used. Others, £89.

205. 1938 Series II saloon, 2-door, black, one owner, as new.

£78. 1937 Series I open 2-seater, one owner; also 4-seater, £75. £75. 1937 Series I de luxe saloon, blue, good tyres, smart car.

£60 1936 Series I de luxe 4-door saloon, black-green, smart. \$68. 1936 Series I open 2 and 4 seaters, choice of all colours.

£58. 1935 Series I open 2-seater, green, low mileage, as new.

C45 1934 Minor de luxe sun saloon, blue, good tyres, clean car.

230 1933 Minor open 2-seater, blue, good tyres, genuine snip.

NAYLOR AND ROOT, LTD., 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8, including Wednesday. 376-115

TANKARD AND SMITH, LTD., at Herne Hill.

£7 Deposit. 1937 MORRIS 8 saloon, sun roof, extras, one owner, perfect, 69 gns.

£4 Deposit. 1934 MORRIS 8 sun saloon, black and green, 39 gns.

CO Deposit. 1937 (latest series) MORRIS 10-4 sun saloon, 4-speed gearbox, whole car maintained regardless of cost, 79 gns.

FULL written guarantee, exchanges and service.
Tankard and Smith, Ltd., 44-45 Norwood Rd.,
Herne Hill. Tul. 2446. 376-388

G.P. Motors.

1937 MORRIS 8 saloon, engine just reconditioned, coachwork exceptionally good, 68 gns.

1936 MORRIS 8 4-seater tourer, immaculate condition, as 1938, really fine performance,

1936 MORRIS 12-4 open 4-seater sports special, Jensen body, literally as new, 83 gns.

FOUR others. Deferred terms, low deposits. 2c Balham Hill, Balham. Phone, Battersea 3117.

PRED GUY for MORRIS 8s and 10s, 1935, 1936, 1937 and 1938 2 and 4-door saloons; also 2 and 4-seaters, well worth your inspection. Terms, exchanges, from £40. 196-8 King St., Hammersmith, Riverside 3131.

1934 MORRIS 10hp de luxe sunshine saloon, guaranteed, £42. Gwynne-Vaughan, Princedale Rd., Holland Park. Park 4773.

MORRIS 8 tourer, 1935, as new, fitted with radio, £65. Parwoods, East Hill, Wandsworth. Battersea 0443.

50 Gns.!!! 1936 model Series I MORRIS 8 de fluxe sunshine saloon, only one owner since new, fitted new engine late 1937, extras include wheel discs, etc., unimpeachable motor. Terms, exchanges. Tankard and Smith, Ltd., 97 Peckham Rd., SE.15. Rodney 2051-2-3.

1939 MORRIS 8 2-door saloon, for immediate delivery, colour maroon, £128. Exchanges, terms. Always a good selection of Morris 8s and similar cars in stock. Comertords, Thames Ditton. Emberbrook 2323.

OFFICIAL USED MOTOR SHOW.

The pick of MORRIS 8 and other cars at the ROYAL AGRICULTURAL HALL. See notice under Royer.

1936 MORRIS 8 2-seater sports, tyres unworn, many extras, excellent condition, a fast engine with good m.p.g., £60. 28 Chesterton Terr., Plaistow, E. 376-h550

1937 MORRIS 8hp sliding-head saloon de luxe, choice of two, 272; terms, exchanges. Reys Motors, Ltd., Gt. Portland St., W.1. Welock 376-325

255. 1935 MORRIS 8 saloon de luxe, small mile-age, very clean. Below.

COE 1938 MORRIS 8 saloon de luxe, sun roof, one owner, immaculate; 12 Morris 8e in stock; exchanges, deferred. Broadway Motors, 67 High St., Hounslow. Phone 0175. To 376-337 Elmbridge 1873. Elmbridge 1873.

F. H. RAE. 59 Gns.! 1936½ MORRIS 8 sports 2-seater, exceptional car, with specially tuned engine, raised compression, special valve springs. Burgess silencer, spring steering wheel, etc., full all-weather equipment, excellent tyres, beautiful black and chromium finish, with green upholstery, faultless condition, really fast and must be tried to be appreciated; £15 down. Open till 8.30 nightly and Sunday mornings. Macfarlane Rd., Wood Lane, W.12. Shepherd's Bush 4819.

R. S. CURRIE AND CO (Est. 1900) offer:-

MORRIS 8 saloon de luxe, guaranteed mileage 1,600, really as new, £85. 105 Westbourne Grove, W.2. Bay. 0085. 376-146

1937 MORRIS 8 4-seater tourer, one owner, excel-lent condition, £75; exchanges, deferred. Ray Abbott, Harrow Weald. Harrow 5884.

1937 Jun. MORRIS 8hp open 2-seater, one owner since new, good tyres, moderate mileage, finished blue, faultless condition, choice of four, £75. Charles Rickards, Ltd., Arthur Court Garage, Queensway, W.2. Bays. 3246.

Morris Cars Wanted.

HIGHEST cash prices for MORRISES. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

CROSSLAND MOTORS purchase good used MORRISES for cash. 7 Bromley Common, Bromley. Ravensbourne 2204.

W.J.C. MOTORS, definitely best buyers for MORRIS. 346 Kensington High St., W.14. 376-106

CLAUDE RYE, opening new car showrooms, urgently require low h.p. cars. Hire-purchase accounts cleared. 899 Fulham Rd., S.W.6. 376-106

OPEL.

1937 June, OPEL Olympia cabriolet, fawn, one tion, £69. K.J. Motors, Ltd., Bromley, Kent. Ravensbourne 3456-7.

ROWLAND SMITH (MOTORS), LTD.

OPELS. List free. Guarantee. Terms. Ex-changes. Rowland Smith, below.

£7 Deposit or 69 gns. cash. 1938 (latest series) Cadet saloon, black, small mileage, excellent condition.

Deposit or 59 gns. cash. 1938 Series I Cadet saloon, maroon, one owner, small mileage, spare unused, practically new condition.

25 Deposit or 49 gns. cash. Late 1937 Olympia foursome drop-head coupe, maroon, excellent condition. P5 Deposit or 49 gns. cash. Late 1937 Cadet foursome drop-head coupe, maroon, excellent

condition. ROWLAND SMITH, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041.

Opel Cars Wanted.

HIGHEST cash prices for OPELS. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

RALEIGH.

Deposit or 52 gns. cash. RALEIGH Salety 7, 1935 (reg. 1936) saloon, black and ivory, very small mileage, spare unworn, exceptional condition; guarantee; exchanges; list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St (Hampstead Tube.) Hampstead 6041. 376-28

RENAULT.

RENAULTS. The following cars, together with several others, carry our usual guarantee, etc.; terms, exchanges. Welhams Renault Sales and Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873.

1938 Model 12hp touring saloon, choice from £125 to £135 each.

1936 And 1937 12hp Airluxe saloons, choice from \$25 each.

RILEY specialists. Write for list of guaranteed used cars to Sussex distributors. Lewes Motors, zzz.474

RILEYS sold and purchased; dozens dismantled Bragg, 2 Robsart St. Phone, Brixton 6496. zzz-3069

1936 RILEY 11/elitre Faicon de luxe sunshine w.J.c. Motors, 346 Kensington High St., W.14. Western 3446.

RILEY and hundreds of others. See our special 376-51

ROWLAND SMITH (MOTORS), LTD.

£14 Deposit or 135 gns. cash. 1936 model 11/2-litre Kestrel sunshine saloon, blue, preselector, carefully used, exceptional condition.

Deposit or 125 gns. cash. 1936 model 114-litre Adelphi 4-door sunshine saloon, grey, red leather, preselector, very good condition.

Deposit or 79 gns. cash. 1934 9hp Monaco sunshine saloon, black, red wheels, carefully used, exceptional condition.

Deposit or 79 gns. cash. July 1935 11/2-litre special series Falcon sunshine saloon, black, cream wheels, preselector, excellent condition.

26 Deposit or 59 gns. cash. September 1933 9hp Monaco sunshine saloon, black, red wheels, very good condition.

ROWLAND SMITH, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041.

NORMAN AUTOS. 1933 RILEY 9 sun saloon, 1936 condition, definitely not a smoker, £49; terms; exchanges. Clarina Rd. (opp. Penge Empire), Sydenham 8476.

OFFICIAL USED MOTOR SHOW.

The pick of RILEY and others cars at the ROYAL AGRICULTURAL HALL. See notice under Royer. 376-370.

ROY for reliable RILEYS. 1937 Riley 9 Merlin saloon, £158; 1936 Kestrel 9 saloon, £145; 1935 Falcon and Kestrel 12 sports saloons, from £89; 1935-4 March Special and Lynx sports 4-seaters, from £79; 1932 drop-head foursome coupe, £59; 1932 Gamecock 9 ports 2-seater, £69; 1933 and 1934 Monaco and Kestrel 9 sports saloons, from £59; 1930-1-2 Monaco and Biarritz saloons and open sports 4-seaters, from £29. Roy Motors, 445 Edgware Rd., W.2. Padd. 4043. 376-244

ODEON. 1937 RILEY 9hp Monaco saloon, finished in blue with blue leather upholstery, sun root, low mileage, one-owner car, in splendid condition throughout, any trial, £149. Terms, exchanges. Odeon Motors, Ltd., Barnet. Phone 4100-2.

1935 RILEY 9, £95, or 36 monthly instalments of £3 4s. 8d.; no deposit. Cooden Engineering Co., Ltd., Bexhill. 376-179

1935 RILEY 9 Monaco sun saloon, blue, genuine example, £88. Newnbams, 237 Rammersmith Rd., London. Riverside 4646.

A LLAN TAYLOR AND CO.

1936 RILEY Falcon saloon, red, a fast car, in perfect order, £132 10s.

A LLAN TAYLOR AND CO., 126-8 High St., Wandsworth, S.W.18. Putney 6431-2-3.

50 Gns. 1934 RILEY 9 Monaco saloon, really good condition. Autosnips, 5 High Rd., Balham. Phone, Balham 1509. 376-380

KESTREL RILEY 9hp streamlined saloon, special sports engine, preselector gears, as new, £95;

OHP RILEY Monaco saloon, grey, indistinguishable from new. 1934, £70. Wadcol Motors, Ltd., 150 West End Lane, N.W.6. Hampstead 1177.

1033 RILEY 9 Monaco sun saloon, really well cared for car, £50. A.Z. Motors, 180-186 West End Lane, N.W.6. Ham. 6033-4. 376-6

F. H. RAE. £19 10s.1 1930 RILEY 9 Biarritz
upholstery, excellent tyres, fully equipped, absolutely
sound and open to any trial; £5 down. Open till
8.30 nightly and Sunday mornings. Mactarlane
Rd., Wood Lane, W.12. Shepherd's Bush 4819.
376-98

RILEY Kestrel streamline saloon, 1934, but like 1938, two private owners only, preselector gear box, in 100% condition, £65. North 3665, 376-91

Riley Cars Wanted.

HIGHEST cash prices for RILEYS. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

ROVER.

1934 ROVER 12 special saloon, perfect condi-tion throughout, bargain, £65. A.Z. Motors, 180-186 West End Lane, N.W.6. 376-7

 ${
m R}^{
m OVER}$ and hundreds of others. See our special 376-52

C10 Deposit or 95 gns. cash. ROVER 12, June 210 1936 de luxe 4-door sunshine saloon, maroon and black, leather upholstery, one careful owner, excellent condition; guarantee; exchanges; list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

1939 ROVER 10 de luxe sun saloon, almost as Rd., London. Riverside 4646.

OFFICIAL USED MOTOR SHOW.

The pick of ROVER and other cars at the ${
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m ONDON}$,

from SATURDAY, APRIL 22, to SATURDAY, MAY 6.

10 a.m. to 10 p.m. Cars ranging from £25 to £1,000, each bearing an official certificate of condition.

General Section entries now being received. 376-377

15 Gns.!!! 1931 ROVER 10 coachbuilt 4-door runs well, excellent battery starter, lights, etc., all working. Turnpike Motors, 258 Langham Rd., N.15. (Rear Turnpike Lane Tube Station.) Bowes Park 4414.

1930 ROVER 10 saloon, very good condition, mew battery, two new tyres, brakes relined, £14; nearest. 67 Windmill Hill, Enfield. 376-h526

COOKES MOTORS offer:-

1037 ROVER 10, colour black, 18,000 miles only, £139; also 1939 10hn salcon, 1,000 miles, £245. 9-11 High St., Sutton. Surrey. Vigilant 6666.

Rover Cars Wanted.

H IGHEST cash prices for ROVERS. Weekdays, Hasturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. zzz-5056

SALMSON.

SALMSON 84 sports close-coupled coachbuilt saloon, £25; Salmson spares, overhauls and tuning, including two-carburetter heads. Vadum, 552 High Rd., Willesden Green, N.W.10. Willesden 2469.

SINGER.

1934-5 SINGER Shp Le Mans coupe, rev. counter, new tyres, many extras, £45. Royal Motors, 443 Streatham High Rd. Pol. 4671.

1937 SINGER Bantam 4-seater tourer, excellent condition, £75. Ray Abbott, Ltd., Harrow Weald. Harrow 3884.

1937 SINGER Super 12 de luxe sun saloon, one commer, small mileage, as adverbised to day £125, exceptional bargain, 99 gns.

1934 SINGER 9 Le Mans sports 4-seater, choice two, £50.

1934 SINGER 11 i.f.s. sun saloon, special clutch-less drive, 100% engine, £35. A.Z. Motors, 180-186 West End Lane, N.W.6. Ham. 6033-4.

CONWAY MOTORS. £49. 1934 9hp coupe, exceptional condition, duo colours, very fast. 301 Goldhawk Rd., Shepherd's Bush. 376-140

1935 SINGER Le Mans 4-seater sports tourer, 270. Rogers, 18 Peel Rd., Wesldstone. Harrow 3432.

1935, February, SINGER 9hp Le Mans sports coupe, recent overhaul, in really immaculate condition, finished ivory and green, £62. Oharles Rickards, Ltd., Arthur Court Garage, Queensway, W.2. Bays. 3246.

C40 1934-5 Super-sports 4-seater, cream-green, any trial, taxed, insured February, 1940. Dellow, 32 Leasowes Rd., Leyton, E.10.

Coupe, black and chromium, large rev. counter and speedometer, Brooklands wheel, knock-on hubs, in beautiful condition. Riverdene, Riverside Rd., Shoreham, Sussex.

CEO. Particularly clean, sound, well-shod 1934 SINGER 9hp Le Mans 2-seater, terms, exchanges. Murphy, 17 Sheen Lane, Mortlake. Prospect 3303.

OFFICIAL USED MOTOR SHOW.

The pick of SINGER and other cars at the ROYAL AGRICULTURAL HALL. See notice under Rover.

£48!! 1934 SINGER 8hp sports 4-seater, twin down, £2 6s, monthly, Comeriords, Thames Ditton. Emberbrook 2323.

1936 SINGER Bantam, 9hp sun saloon de luxe, engine just overhauled and rebored, exceptionally attractive cream and black finish, £55; exchanges, terms. 170 Whyteleafe Rd. Caterham 776.331

222 SINGER Junior, 1932, sun saloon, full equipment, taxed. Central Auto Service, 35 West Hill, Wandsworth. Phone, Putney 4466. 376-231

1935 SINGER 9 I.S. saloon, £65, or 30 monthly instalments of £2 12s.; no deposit. Cooden 576-182

1938 SINGER Bantam de luxe sun saloon, black and fawn, one owner, exceptional condition throughout, £95. K.J. Motors, Ltd., Bromley, Kent, Ravensbourne 3456-7.

1938 SINGER Bantam 4-door, £110, or 36 monthly instalments of £3 14s. 11d.; no deposit. Cooden Eng. Co., Ltd., Bexhill. 376-181

1935 SINGER Le Mans sports saloon £85, or 36 monthly instalments of £2 17s. 1ld.; no deposit. Cooden Eng. Co., Ltd., Bexhill. 376-180

1034 SINGER 9 sports 4-seater, recellulosed black, red, upholstery, very fast and sound, £55. Smith and Hunter, 376 Kensington High St. (Seven doors Olympia). Western 3122.

G.P. MOTORS.

1937 SINGER Le Mans 4-seater sports, carefully maintained, 85 gns.

THREE others. Deferred terms, low deposit. 2c Balham Hill, Balham. Phone, Battersea 3117.

1938 SINGER Super 10 saloon, low mileage.

1938 SINGER Bantam, mileage 10,000 only, as new, £105. H. C. Paul, Ltd., 114 Gt. 376-265

NORMAN AUTOS. 1934 SINGER Le Mans coupe, very fast, only wants seeing, £39; terms; ex-changes. Clarence Rd. (opp. Penge Empire), Syden-ham 8476. 376-389

NAYLOR AND ROOT, LTD.

25 SINGER 9 sports models.

NAYLOR AND ROOT. Page 19.

376-116

Deposit or 79 gns. cash. SINGER 9, 1936 model Le Mans sports 4-seater, red, cream wheels excellent condition; guarantee; exchanges; list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

CINGER 9 coupe, excellent condition mechanically, D perfect, carefully used, £30. 3 Brent Park Rd., Hendon. 376-h563

SINGER and hundreds of others. See our special selection on page 26.

"THE MOTOR MANUAL." The Standard Handbook dealing with Motors and Motoring. 2s. 6d. net; 2s. 10d. by post.

Singer Cars Wanted.

HIGHEST cash prices for SINGERS. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

MURPHY, MORTLAKE, pays good cash for good SINGERS; also crashed late models. 17 Sheen Lane, S.W.14. Prospect 3303.

SS.

1935 SS II 12hp open sports 4-seater, really mar-£80.

1032-3 SS II 10hp sports coupe, really attractive, well above average, £35. A.Z. Motors, 180-186 West End Lane, N.W.6. Ham. 6033-4.

1935 SS 10hp sports 4-seater tourer perfect condition throughout, terrific performance, fitted hosts of extras, including Brooklands windscreens, knock-off wire wheels, tonneau cover for whole of front and rear seats with zipp fastener, hood cover, built-in luggage trunk, revolution counter, large chromium head lamps, twin horns, etc., etc., finished in royal blue with blue leather and chromium fittings, good tyres; whole car in 1938 condition, exceptional bargain, 85 gns. Tankard and Smith, Ltd., 365 Bromiey Rd., Catford, S.E.6. Hither Green 44444.

COK Deposit or 245 gns. cash. SS Jaguar, 1939 model 1½ litre 4-door sunshine saloon, dark green, one owner, run 6,000 miles, practically brand new; guarantee; exchanges; list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

1937 July, 11/2-litre SS Jaguar 12hp sports brand new. Below.

1934 SS II 12hp full 4-seater sports sun coupe, excellent condition, 59 gns. Below.

1933 SS II 9hp sun sports coupe, 45 gns. Auto-snips, 5 High Rd., Balham. Phone, Balham 376-381

1936 Series SS 12-4 sportsman saloon, immacu-late, very fast, bargain offer at 179 gns. Exchanges, deferred. Tankard and Smith, Ltd., 44-52 Norwood Rd., Herne Hill. Tul. 2446. 376-385

SS Cars Wanted.

SS Cars urgently wanted; highest prices paid. W.J.C. Motors, 346 Kensington High St., W.14. Western 3446.

H IGHEST cash prices for SS. Weekdays, S-1: Rowland Smith Hampstead High St. (Hampstead Tube.) Hampstead 5225-5056

STANDARD.

1933 STANDARD Big 9 de luxe coachbuilt sun saloon, in excellent condition. £49. Basingstoke Motor Co., Ltd., Great South West Rd. Hourslow. Phone 1711.

1934-5 STANDARD 9 sun saloon, green, beauti-nsed, economical, £50. 323 Underhill Rd. East Dulwich. 575-95

£62. 1936 STANDARD 9 saloon de luxe, excellent condition. Austins, 147-153 High 8th. Harlesden, N.W.10.

1030 STANDARD 8hp de luxe sunshine saloon, practically brand new, £125. Lionel H. Pugh, 13-14 Brooks Mews, W.1. Maylair 4433. 376-132

CONWAY MOTORS. £119. 1939 8hp de luxe saloon, mileage 2,000 only, indistinguishable from new, exceptional bargain.

CONWAY MOTORS. £59. 1936 9hp de luxe saloon, sun roof, 4-speed.

CONWAY MOTORS. £59. 1935 10hp de luxe saloon, 4-door, 4-speed, carefully used; exchanges, deferred. 501 Goldhawk Rd., Shepherd's Bush. 376-141

R S. CURRIE AND CO., Est. 1900, offer:-

1038 June, STANDARD 9 de luxe saloon, hardly soiled. cost £167, will accept £105. Westbourne Grove, W.2. Bay. 0085. 376-147

1937 STANDARD Flying 10 saloon de luxe, magnificent condition, finished in grey and blue, any trial, three months' written guarantee, 89 gns. Tankard and Smith, Ltd., 565 Bromley Rd., Catlord, S.E.6. Hither Green 4444. 376-157

1938 STANDARD Flying 10hp, £110. H. A. Saunders, Ltd., Golders Green. Speedwell open 9 till 9.

HUMPHREYS. 1936 STANDARD θ 2-door sun saloon, finished green, immaculate appearance, exceptionally fine condition throughout, £65; terms; exchanges. 122 Hampstead Rd. Tottenham Court Rd., N.W.1. Phone, Euston 3326.

CTANDARD and hundreds of others. See our special selection on page 26.

DROP-HEAD coupe STANDARD 9, well maintained, £30. Wadool Motors, Ltd., 150 West Lane, N.W.6. Hampstead 1177.

1936 STANDARD Flying 10 saloon de luxe, one careful private owner, in most beautiful order, £75. North 3663.

1938 STANDARD Flying 10 de luxe saloon, 12,000 miles, one owner, blue, cannot be faulted, £125.

1937 STANDARD Flying 12 de luxe sun saloon, absolute gitt, £90.
1935 STANDARD 10-12 Speed model, Airline sports coupe, painted cream, £65.

1931 STANDARD 10 Swallow sun saloon, really sound car, gift, £25. A.Z. Motors, 180-186 West End Lane, N.W.6. Ham, 6035-4.

1937 STANDARD Flying 9 saloon, showroom condition, £85; 1938 Flying Standard 9 saloon, small mileage as new, £98. W.J.C. Motors. 346 Kensington High St., W.14. Western 5446.

C10 STANDARD Big 9 saloon, sun roof, taxed, 1951-2. Austins, 147-153 High St., 376-130

CS2/10. 10hp STANDARD de luxe saloon, telemileage, magnificent condition. Sharwood Motors, Ltd., 32 Uxbridge Rd., W.5. Ealing 14845.

NAYLOR AND ROOT, LTD.

20 STANDARD car bargains.

NAYLOR AND ROOT. Page 19.

376-117

STANDARD Flying 10, 1937, full de le saloon, almost new condition. Choice two. Below.

\$285. STANDARD Flying 12, 1937, full de luxe saloon, spotless condition throughout.

265 STANDARD 12, 1936 full de luxe saloon, whole car in super condition throughout. Exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton Phone 3401.

1937 STANDARD Flying 9 de luxe saloon, hams, 237 Hammersmith Rd., London. Rivers4646.

Q2 Gns. 1938. March, Flying STANDARD 9 sunthree. Below.

Of Gns. 1937, August, Flying STANDARD 10 4-door de luxe saloon, low mileage, 1939 condition throughout. Below.

80 Gns. 1937 (late) Flying STANDARD 12 4-door de luxe saloon, cellulosed maroon, with red leather upholstery, unquestionable condition throughout.

45 Gns. 19345 STANDARD 10 4-door de luxe saloon, free wheel, immaculate condition throughout.

A LL the above cars carry three months' guarantee.

MARNIC MOTORS, 6-8 Bishop's Bridge Rd. Paddington 2308. Open to 9 p.m. 376-281

M. T. LANE offers:-

1937 STANDARD Flying 12 de luxe saloon, suntwin wipers, telescopic adjustable steering wheel, finished grey with blue leather, £95; hire-purchase, part exchanges. 65 Old Town, Clapham, S.W.4. Mac. 376-304

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The pick of STANDARD and other cars at the ROYAL AGRICULTURAL HALL. See notice under Rover. 376-372

RAYNES PARK MOTORS. 89 gns., 1937 STAN-DARD Flying 10 4-door saloon de luxe, one owner, low milesge, exceptional condition. 213 Worple Rd., Wimbledon (near Raynes Park Station). Wimbledon 1592.

ROWLAND SMITH (MOTORS), T.TD.

STANDARDS. List free. Guarantee. Terms. Exchanges. Rowland Smith, below.

C11 Deposit or 105 gns, cash. 1938 moder Lying 9 de luxe 4-door sunshine saloon. grey, blue leather, one owner, small mileage, spare unworn, almost new condition.

CA Deposit or 39 gns. cash. 1933 model Little 9 4-door sunshine saloon, black, cream wheels, very good condition.

£10 Deposit or 95 gns. cash. 1938 model Flying 10 4-door sunshine saloon, black, carefully used, excellent condition.

£7 Deposit or 69 gns. cash. 1937 model Flying 9 condition.

£6 Deposit or 59 gns. cash. 1936 model 10nn de luxe 4-door sunshine saloon, black brown leather, very good condition.

£4 Deposit or 39 gns. cash. 1934 10hp 4-door sunshine saloon, fawn and black.

£13 Deposit or 1.25 gns. cash. 1938 model black, fawn leather carefully used, almost new condition.

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£3 Deposit or 19 gns. cash. 1933 model 12hp 4-door sunshine saloon, green and black.

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70 Gns. 1937 STANDARD Flying 9 de luxe saloon, excellent condition. Below.

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£120. Flying STANDARD 10hp 1938 model sun saloon, black, one owner, perfect.

£105. Flying STANDARD 12hp 1937 de luxe

£85. Flying STANDARD 12hp 1936 de luxe saloon, blue, excellent car.

£85. Flying STANDARD 9 1937 sun salcon, grey with blue leather, one owner, perfect.

£75. STANDARD 1936 10hp de luxe, dual grey,

£65. STANDARD 9hp 1936 de luxe saloon, blue

THE above bargains offered with facilities for exchanges and deferred terms by Starnes Motors, Standard North-West London distributors, 193 Cricklewood Broadway, N.W.2. Gladstone 2480. Also Standard House, 529 Finchley Rd., Hampstead N.W.5.

1938, April, Light 12 Flying sunshine, dark blue, one owner, original tyres very good, performance and appearance as new, £125. Below.

1938 She de luxe, dark blue, mileage 13,000, one private owner, unblemished condition,

1937, June, Light Flying 12, grey-blue, one private owner, guaranteed 15,000 only, regularly serviced, magnificent order, £105. Below.

1937 9hp Flying sunshine, maroon, red interior one private owner, thoroughly well kept £85. Below.

1937 Light Flying 12, dark blue, same ownership throughout, four nearly new tyres, £90.

1935-6 Shp sunshine, new late 1935, 12-volume lighting, fawn-black, Welworthy ring just fitted, good tyres, recommended, £58. Below.

HUNTERS, LTD., 22 Cricklewood Broadway, N.W.2. Gladstone 6303. Weekdays 9-8; Saturdays 9-10.

1938 Flying STANDARD 9 sun saloon, blue, with blue upholstery, excellent condition, £105; supplied on our no-deposit terms of £5 15s. 6d. per month, plus tax and insurance.

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1938 Flying STANDARD 9 de luxe saloon, one owner, very low mileage, immaculate condition throughout, £115. Stafford Motors (Waddon), Ltd., 443 Purley Way. Croydon 1361.

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HARRY NASH. STANDARD 1938 Flying 9hn de luxe saloon, one private owner, small mileage, really magnificent car, £105. 348 King 8t., Hamersmith. Riverside 2837.

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Hampstead 6041.

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1939 SUNBEAM-TALBOT 10 sports saloon: almost as new, £235. Newnhams, 237 Hammersmith Rd., London. Riverside 4646, 376-207

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SWIFT.

£16.1931 10hp de luxe sun saloon, leather upholocombe 3207. Collingwood. Addiscombe 3207.

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216 Deposit or 155 gns. cash. TALBOT 10, 1937 model foursome drop-head coupe, black, green leather, carefully used, excellent condition; guarantee; exchanges; list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

1936 TALBOT 10 drop-head coupe, entirely reconhood, one owner, indistinguishable from new. £140. Exchanges. Bland, 27 Southfields Rd. S.W.I.B. Putney 1612.

TALBOT 1938 10hp sports touring 4-seater, radio, excellent condition, £165. 69 St. Paul's Avenue, Willesden Green, London. 376-346

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1935 12 Vitesse sports saloon, most attractive car,

1937 12 Gloria de luxe saloon, really beautiful appearance, £135.

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1935 TRIUMPH 10 Gloria sports saloon, bean-tiful order, #80.

1934 TRIUMPH 10 Gloria open sports 4-seater, any examination, £69.

1934 TRIUMPH 10 Gloria sports saloon, real bargain, 260. A.Z. Motors, 180-186 West End Lane, N.W.6. Ham. 6033-4.

NAYLOR AND ROOT. 1934 TRIUMPH 12-6 tyres, absolutely sound, £65; exchanges, terms. 25 East Hill, Clapham Junction, S.W.11. Batterses 5272.

LO Deposit or 85 gns. cash. TRIUMPH Gloria 4, 1935 Southern Cross sports 2-seater, black, silver wheels, large instruments, remote control, two spares, carefully used, excellent condition; guarantee; exchanges; list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 376-35

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50 Gns. 1934 TRIUMPH Gloria 10 saloon, excellent condition, Autosnips, 5 High Rd., Balham, Phone 1509.

TRIUMPH 10hp Gloria, de luxe equipment throughout, free wheel, Startex, new Dunlops, just rebored, overhauled, perfect coachwork, very fast, £75. 73 Hempshill Lane, Bulwell, Nottingham.

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W.J.C. MOTORS, definitely best buyers for TRIUMPHS, 346 Kensington High St., W.14. 376-108

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1938 VAUXHALL 10 de luxe saloon, black and green, carefully used, indistinguishable from new, £135, K.J. Motors, Ltd., Bromley, Kent. Ravensbourne 3455-7.

1934 VAUXHALL Tickford drop-head foursome coupe, very clean, £45.

1934 VAUXHALL 12-6 special Stratford sports 2.4-seater, concealed rear seats, £45. A.Z. Motors, 180-186 West End Lane, N.W.6. Ham. 576-11

1938 VAUXHALL 10 sun saloon, showroom 237 Hammersmith Rd., London. Silverside 4646.

1938, January, 10hp sunshine de luxe, one private owner, mileage 13,000, attractive, £125. Hunter's, 22 Cricklewood Broadway, N.W.2. 376-222

VAUXHALL 1934 12.5 saloon de luxe, excellent condition, overhauled, taxed. £40. Alter 7 p.m. 5 Doyle Rd., S.W.17. 378-h489

36 Gns. 1934 VAUXHALL saloon, coachwork immaculate, good tyres.

MARNIC MOTORS, 6-8 Bishops Bridge Rd. Paddington 2308. Open to 9 p.m. 376-282

215 Deposit or 145 gns. cash. VAUXHALL 10, 1939 model de luxe 4-door sunshine saloon, dark brue, leather upholstery, one owner, run 5,900 miles only, practically new condition; guarantee; exchanges; list. Weekdays, Saturdays 9-9, Sundays 9-1, Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041.

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69 Gns. Dear, but worth it!!! 1955 VAUXHALL, fitted special Salmons Ticktord drop-head four-some coupe 5-seater, absolutely immaculate, genuinely carefully handled throughout its whole hie, one owner car, whose appearance, condition and general performance leave one to believe mile and speedometer of 14,000 to be genuine; choice also of three others, all drop-heads, 1936 and 1937. Terms, exchanges, Tankard and Smith, Ltd., 97 Peckham Rd., 8.E.15. Rodney 2051-2-3.

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VAUXHALL 12.6 1934 full de luxe saloon, with sunshine root, many extras, good tyres and battery, 35 gns. Below.

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42 Gns.!!! 1935 WOLSELEY Hornet Daytona Special sports 4-seater, recently overhauled at large expense, really smashing performance, large 6-in. instruments, 15-in. head lamps, etc., etc.; also choice of five other Woiseley Hornets, sports cars from £50. Three months guarantee with all. Terms, exchanges. Tankard and Smith, Ltd., 97 Peckham Rd., S.E.15. Rodney 2051-2-5.

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1934 WOLSELEY Hornet de luxe sunshine saloon, immaculate, guarantee, £35, terms. Okafiekd, Pottery Lane, Holland Park. Park 4170.

250 WOLSELEY Daytona Special, 1934-35, super condition. Below.

235. WOLSELEY Hornet 1934 sunshine saloon de

£20 WOLSELEY Hornet 1933 sunshine saloon de luxe, splendid condition, real snip. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401.

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NAYLOR AND ROOT. 1934 WOLSELEY Hornet de luxe vilon. 255; 1935 Hornet Dayton. Ticktord coupe. 259; 1936 Wasp. 10 de luxe saloon. 275. Exchanges, terms. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 376-119

225. 1933 WOLSELEY Hornet 12hp de luxe saloon, just reconditioned. Mus. 7508. Northcourt Garage, Chitty St., W.1. 376-78

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Head Office: 5-17, ROSEBERY AVENUE, LONDON, E.C.1.
Inland Telegrams: "Pressimus, Smith, London."
Cablee: "Pressimus, London."
Telephone: Terminus 3636 (Private Exchange.)

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Midland Offices: 61.65, New Street, Birmingham. Telephone, Midland
4117 (3 lines). Telegrams, "Presswork Birmingham."
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Northern Offices: 274 Deansgate, Manchester. Telephone, Blackfriars
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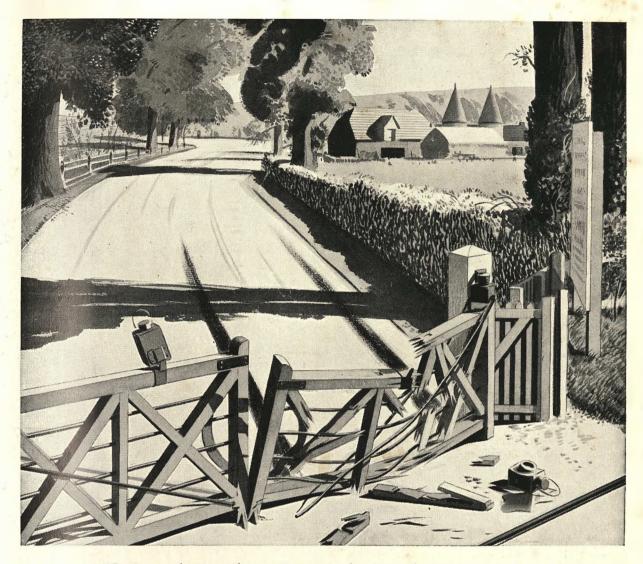
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