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 a good

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. Eypaton). ("Tho Motor" Road Test, February 14 st, indluded the following poriormance figures) Rest to $30 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. in 7.5 secs., rest to $50 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. 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. (Giasow Recorrd. The car has been under test for several months so intending purchasers need not be afraid of risking their money on an untried model. dight Cart. Careful attention to detail is evident throughout the whole construction of the car. (Sheltiad Telegraph). The seats are heavily upholstered in soft resilient Dunlopillo. (Daily Maill. The car is one of the quietest "tens" yet produced. (Sporting Life) . . . extensive use being made of sound insulating material. (Daily Telegrieph). 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. Peeterborough 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 iry one out. A Wolseler Dealer will arrange a suitable time and lat you have fully illustrated catalogue. The car is priced at S215. $^{2}$

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## 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 lateiy 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.

#  

GENERAL, POLITICAL AND PERSONAL POINTS OF VIEW DISCUSSED BY

COME of my very earliest recollec$\mathrm{J}_{\text {tions }}$ 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.

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IRECALL, 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.


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.

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SOME time ago I attended a club dinner, 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 him. He raised his eyebrows in astonishment and
 said politely, 'Oh, the Editor of The LifeBoat?'

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 consideration.

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

1
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.

## -000-

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



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 hotels.

You come down to breakfast, for example, and while an attentive waiter hovers round, you examine a menu which represents 3 s . 6 d . 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?

IN an age when the "get-together" $I_{\text {movernent }}$ 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.

AFEW days ago, by the way, 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.


## 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 Saturday, April 22, are as follow:London, 9.7 p.m.; Birmingham, 9.16 p.m.; Edinburgh, 9.31 p.m.; Liverpool, 9.24 p.m.; Cardiff 9.20 p.mı.; 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 opposition 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.

[^1]
## 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 threemonths' 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 $9 \mathrm{a} . \mathrm{m}$. to 8 p.m. on weekdays, and $10 \mathrm{a} . \mathrm{m}$. to 9 p.m. on Sundays. Night service patrols are on the roads until 1. a.m.

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 plảtes 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 Donuggton, 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 $9.30 \mathrm{a} . \mathrm{m}$. and between 5 p.m. and $6.30 \mathrm{p} . \mathrm{m}$.
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 coupé. A new body style on the Ford Prefect ( $10 \mathrm{~h} . \mathrm{p}$.) 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,

## BY THE WAYSIDE

## 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 reminiscen 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 sport.

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.

# 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.

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 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-definerl 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. Sō far, no official communiqué has reached us


UNEXPECTED, at any rate in England, is the sighi of a iarge elephant walking by the roadside-a photograph taken by a staff photographer near Royston, Herts, recently.
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.
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 givein 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.

## 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 <br> " 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 manufactared 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' races.
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. Give 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 only die once. The tonic effect of fresh air supercharged into lungs accustomed to stuffy offices and city smoke soon works wonders. Ackes and pains are unknown, sleeplessness, nerves, depression and worry disappear.


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.

One summer spent in open-air motoring and you will be well set up with stored vitality to ward off all next winter's coughs and colds.
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.
E.B.

## SCARBOROUGH TRAFFIC.

## Race Track May Cause Congestion.

ATRAFFIC census was taken at 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 Scarborough. 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 obstruction holding up traffic near East Ayton Church, motorists leaving the Racecourse 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.

BRITISH RACING FUND.
A List of Recent Donations.
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| £5 5s.: Lionel Martin; Lancashire A.C. |
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## "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 a week-end run.

THERE are few sights in England like the great fields of tulips which Hood the Spalding fens with colour in the spring. Imagine a quarter of a mile of blooms, scarlet or mauve or yellow, anfenced and unhedged, almost brushing the running-board of your cat 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 disappoint 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. Avoid 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 (alMay 12).
> Members of the A.A. and the e.A.C. can obtain leaflest giving selecered 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 leed 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 it note of the names of your favourites, you can buy the bulbs by post and grow them in your own garden next spring. Edward Richardson.

## 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 $12 \mathrm{~h} . \mathrm{p}$. accounted for 18,094 newcomers to the roads-approximately 80 per cent.and the $10 \mathrm{~h} . \mathrm{p}$. 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 pard by private cars in wholeyear licence fees in 1938 was $£ 94 \mathrm{~s}$. Gd. 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.

ANEW 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 working 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 2 s .6 d . (postage 3 d .), and copies are available either direct from Temple Press Ltd., 5-17, Rosebery Avenue, London, E.C.1, or from any bookseller.


$\mathrm{O}^{8}$N Tuesday next the 224 competitors in the Eighth Annual R.A.C. Rally will leave the four start-ing-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 startsBlackpool, 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 processions 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
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. ROUTES:

Blackpool - Callender - Scarborough (466 miles).
London - Llandrindod Wells - South-port-Scarborough ( 432 miles).
Stratiord-on-Avon-Tenby - Dolgelley
Stratiord-on-Avon-Tenby
-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; Landon, 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. Imnediately 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 night.

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 <br> \section*{Rally <br> \section*{Rally Will Face the 224 Will Face the 224 Way to Brighton} Way to Brighton} $\square$

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)
O. Issard-Davies (M. 10 )
Capt. C. Cole (Singer 9) Capt. C. E. Coll (Singer G. W. S. Dudiley (M.G. 10 )
J. H. R. Rnund (Wolseley 10).
D. T. Russell (Hillman 10)...2 T. Russell (Hillman 10)...2. A. Picknoll (Singer 9) .MM, 17 . P. Roberts (Singer 9)... 17 . C. Westwood (Fiat 7)...10. J. H. Jezard (Bantam 8). Whalley (Ford 10 . . F, Miss S. J. Le Buskin ('Talbot lo). Torquay.
M. C. Browning (Morris 8)... 14
L. Cade (Singer 9)..N,

Cornish (Ma.g.
Blackpool.
A. B. Tawse (M.G. ${ }^{\text {W. }}$ ( C ).
M. C. Reid (M.G. 10). 10 ).

Brockbank (B.S.A. 10).
Dickinson (Singer 9) ${ }^{9}$. ${ }^{18}$.
Konnson (Singer 9). Adamthwaite (M.G. 10)... 23. Cales (M. M.G.. 10). Caley (M.G. 8).
Stratford. (M.G. 9) 9 E. W. S. Slinn (M.G. 10 ). H. A. Mecrow (M.G. 10). G. M. Murrell (Standard 8)...P. N. E. Riddihough (Singer 9)...N.
W. C. Bratler (Singer 9) ..N. J. A. Davies (M.G. 10 )... 6 . Miss M. Crooke (B.S.A. IO)... 11 Capt. W. 8. Sewell (Austin 8) A. E. $\mathbf{\text { E. }}$ S. Curtis (H.R.G. 9)...I P. A. Collins (M.G. 10). GROUP 2.
closed cars up to 10 h.p. London.

W, E. Spooner (Hillman 10).
H.
H.
F.
F.
S. Morgan (Morgan 10)...
G. D. A. Hunter (Morris 8).

Rev. R. J. P. Peyton Burbery, W. A. MeKenzie (Morris 10).
B. W. Fursdon (Worqualey 10)... . A. L. Goodrich (Talbot 10). Miss I. M. Burton (Vauxhall 10 ).
C. D. Buckley (Austin 8)...B, 22 . F/O M. Martogordato (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 $10 \mathrm{~h} . \mathrm{p} ., 76$ (the biggest entry this class has ever had); $10 \mathrm{~h} . \mathrm{p}$ to 15 h.p., 50 ; over 15 h.p., 98 For the winner of the up to $10 \mathrm{~h} . \mathrm{p}$. 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.

F. IV. Paynackpool.
F. IV. Payne (Austin 10).

P L. Finigan (Wolseles 10) ...R.
R. A. Broatch (Stasdard 9). ${ }^{\text {R. }}$
H. McFvoy (Ford 10) F), 4 ,
B. M. Gambles (Hillman 10).

Miss I. C. Schwedler (Hilman
Stratiord.
Miss M. V. Milne (Singer 9)... 27. f. Langiord (Jowett ${ }^{10)}$.
F. Makinson (Standard 8)...P

Higham (Standard 8).
II. Grove (Vauxhall 10)... $Q_{10}$
I. R. H. Boulter (Austin 10).

1. J. Jones (Ford 10).

Buchanan (Fiat 7).

## Open cars 10 h.p.-15 h.p.

M. H. Lawson (H.R.G. 12)...I.

Miss B. J M. Streather (Atalanta
C. E. Litcler Liagonda 13).
D. Hince (Ss $\mathbf{W}$ Somerville (Aston
C. D. Hubbard
. Mayne (Aston Martin) 15 )
W. J. Watson (Alvis 13 )... 10 .

P Torquay.
W. P. Maidens (Rover 12) ..L,
G. H. Robins (H.R.G. 12)...I.
F. Walters (Aston Martin 12)...1
D. R. Lloyd (Riley 12).
G. H. Beetson (Rilev. 12) ...K

Mrs. K. Hague (Riley (Riley 12) ... $\mathbf{K} .25$
W. R. E. Newman (Rover 14)...L.

Lady Mary Grosvenor (Riley 12)...
C. Barraclough and C. Burckley
R. M. Procter (SS 14).

Stratiord.
D. C. P. Mitchell (Riley 12).

Closed cars 10 h.p. 15 h.p.
E. H. Barclay (Rover
W. J. Keright (SS 14) 14.
H. G. Kishop (Lea-Francis 12).
P. Watson (Fiat 11) .. 10 .
I. E. Hill (Vauxhail 12i).
E. N. Frost (Standarid 12)...12.
I. A. Alsagoff (M.G. 12). 5
B. N. Wilmott (Rover

Dr. A. R. Gray (SS 14).
D. Wood (SS 12).

Miss A. Finch Hatton (Triumph f. Fletcher (M.G. 12).
T. Yates (Thrumph 12)
T. H. Windle (Riley 121... 23
K. M. Dorning (rover ${ }^{\text {Strafford. }}$

Miss J. D. Brotchie (Atalanta
G. ${ }^{14}$ I. ...A, $\mathbf{A}$. 26 .
F. S. Barnes (Vauxhall 14)...Q

Miss O. Bailey (Rover 11).
Giss. Davison (Triumph 14)
P. A. Thornton (Standard 12)...9.

Mies. V.J. M. Stephenson (Wolse
A. Bassett (Riley 12).

## GROUP 5

Open cars over ${ }^{5} 5 \mathrm{~h}$ h.p.
C. V. Wells (Triumph
C. D. Wells (Triumph 16) ... ${ }^{7}$. Miss B. J. M. Streather ( NS 25)
TVrame Themson (SS 25).
Miss M. D. Patten (Peugeot 18).
T. H. Bridgewater (SS 20).

Mrs. I. H. Mclennan (Frazer-Nash-
N. A.M.W. Bronsten (Bentley 30).
A. Bronsten (Bentley ser.
B.M.w. $161 . \ldots$, $\mathbf{H}, 3$,
D. II. Perring (Triumph 16 ).
S. C. H Davis (Raymond Mays
20)...J, 15. (Raymond Ma
R. S. Grouch (Daimler 18) (C

Dr. H. F. Squire (Terraplane
C. J. Gibson (SS 20)... 20.

## Blackpool.

w Hetherington (Railton 29)
Mrs Hunter-Steen (A)
Mrs. P. Hunter-Steen (A.C 16).
M. Anthony (Rasmond Mays
20).J. 15 . (Tadhope (Tiumph 16 ).

G IL Crossley, Junr. (Frazer
A Rhoses (Frazer-Nash-
A. Rhodes (Frazer
E. Hodes (Railton 29).
H. Modges Murrav (Frazer-Nash

A. Smith $\ddot{\text { ILagoda }} 30$.
I. A. Smith (Lagoda 30 ).
J. Harrop (SS 25) O 19
R. V. Robinson (Bentley 25)...23.

$$
\begin{aligned}
& \text { Stratiord. } \\
& \hline 825) . .20
\end{aligned}
$$

Giss E. V. Watson (SS 25) ... 25.
K. N. Smith IFrazer-Nash-B.M.W.
16). P. Fane (Frazer-Nash-
B.M.W
Mas
16aymond
Mays 20$) \ldots . . . . J, ~$
4. Hess (Jensen 30)...7.
A. Hess (Jensen 30)...7.
W. E. C. Wathis 32
( H. D. Berthon (Mentiey 25).
C. C. Tomkinson (Bentiey 16)

GROUP 6.
E. Sears (Rollonls (Royce 50 ).
S. Sears (Rolle-Royce 50).
W. Gilling (SS 25$)$ )... 22.25 ).
F. H. Mayer (Worlsey ${ }_{\text {G. }}$ W. Exeter (Rentley $\mathbf{j}$ ).

Pride eaxx
Mass 20). Brune (Raymond
Mrs. R. Eccles (Daimler 18)...C.
E. G. Morley (Wolseley 25).
J. A. Danield (Wolseley 25).
G. N. Haninorris (Da Mmler 30)...D.
R. D. Gregory (Bentley 38).
C. H. Coover (Rover 20).
c. Gunham (Hover 17)...L. S.
J. Barclay (Rolls-Royce 29)
(Bentley 30 ).
Viscount Chetwynd (Ford 30 ).
D. C. Bain (Alta 16). Wiby (Atalanta 36)...A.
H. ${ }^{26}$. Aldington ${ }^{\text {Frazer-Nash- }}$
B. F. Withey (Bentley 30 ).
B. F. Withey Eentley 30).
. Johnson Jay (SS 20).
G. J. Barraclough (Ford 30).
.. Wilkins (Sunbeam Talbot 27) G. A. Johnson (Humber 21 ) Count Heyden (Delabaye 27)...E

Blackpool.
A. L. Marshall (Frazer-Nash B.M.W. 16).
A. Corrie (Rover 17).
C. C. Wise (Ford (Lanchester 15)

Col. R. Rippon (Daimer, 21 .
G. H. Crossley (Mercury 33).... 9 .

Lt.-Col. A. M. Wilkinson (Daimie
Miss Amy Johnson (Ford 30) ... 27
A. P. Smith (SS 20).
P. Smith (Lagonda 30).
V. C. Bennett (Bentley 30).

Count Hesden (Delahase 27) ...E.
Count Heyden (Delahaye Ronald Gunter, Bt. (Woiscie)
25). Stratiord.
W. F. Watson (Lagonda 32)
D. B. Hall (Ford 30)...G, 4.
D. B. Hall (Ford 30)...G, ${ }^{4}$ )
D. Impanni (Frazer-Nash-B.M.W
16)
D. E. Graham (Humber 27).
J. C. D. Stanton (Standard 20)
R. II. Heward (Terraplane 22).

Mrs. E. M. W:sdom (SS ${ }^{\text {25 }}$ ) 24
D. G. E. Denning (Wolseley 18).

KEY TO TEAM ENTRIES.
Note. -These numbers and letters, which indicate the teams to which the various entries belong. are purely arbitrary and are used for convenience only. They are not

Manufacturers' Teams.
A. Atalanta (Atalanta Motors,

Austin (The Austin Motor Co.,
Austin (The Austin Motor Co
and $D$. Daimler (the Daimler
Co.. Ltd.) $\begin{gathered}\text { Dutahaye } \\ \text { Debiles Dela }\end{gathered}$
and G. Ford (The Ford Motor
Frazer-Nash-B.M.W. (A.F.N.
Frazer-Nash-B.M.W. (A.F.N
H.R.G. (The H.R.G. Engineer-
ing Co., I.td.). (Winter Gar
den Garages, Ltd.).
k. Riley (Pointing, Ltd.).
i. and N. Singer (S:nger Motors. and N.). Singer (s:age
O. SS (SS Cars, Ltd.). Cauxhall (Autosports)
R. Wolseley (Wolseley Motors, Ltd.).

Club reams.
1.- Brighton and Hove M.C.

- Herts County A.C.

3 to 12.-The Junior Cer Club.
15.-Midiand Antomobile Club.
16.-Riley Motor Club.

17 and $18 .=-\operatorname{ing} g e r ~ M . C . C$
19 and 20 . - SS Car Club.
21 and 22.-Sutton Coldfield ant
24 to 27 . -The Women's Automo
bile and Sports Association.


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

DURING 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 stop-and-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 styie 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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## Suggested Tours:

1. Galais - Rheims - Rhône Valley Simplon - Lake Maggiore - Milan Venice - Cortina (Dolomites) - Innsbruck - Strasbourg - Calais, 1,800 miles.
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).


For information apply to E.N.I.T., 38, Piccadilly, London, W.1; R.A.G.I., 77, Regent Street, London, W.1; or to ANY TRAVEL AGENGY.

# 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 accasion this circuit had been used.

LAST Saturday ten club teams comL peted 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 ciubs, the Frazer-Nash and B.M.W. Car Club, with a total of 46 marks. Runners-up were the NorthWest 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 lap.
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 m.p.h.

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 $30-98$ Vauxhall into second place. L. C. Mackenzie, 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 ( $\mathbf{1 , 0 8 7}$ 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. Ardington'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 $51.9 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. C. Truett ( $2,664 \mathrm{SS}$ ) spun completely round at Stadium Dip and just managed to avoid colliding with J. M. S. Alexander 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 $47.56 \mathrm{~m} . \mathrm{p} . \mathrm{h}$.
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 handing over the sash. Each car had to cover three laps in the complete teams.
(Continued on page 704.)

(Above) J. Morris's old $21 \frac{1}{2}$-litre Benz after it had overturned at Stadium Dip. The driver escaped with minor injuries.
(Left) C. Truett (SS) spins round at Stadium Dip. J. M. S. Alexander (SS), who is seen in the distance, just managed to avoid him. Others in the picture are: C. A. C. Stone (Bentley), A. F. P. Fane and H. J. Aldington (F.-N.-B.M.W.S).

## PARIS-NiCE-

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



DRITISH light cars gave an Dextremely good account of themselves in the Paris-Nice Trial last week. A team of $1 \frac{1}{2}$-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 entry.

The event started with speed trials at
The Crystal Palace Meeling (Contd.).
The fleet Rileys of F. R. Gerard, driven by R. M. Turner ( $1,089 \mathrm{~S}$ ), 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 $48.7 \mathrm{~m} . \mathrm{p} . \mathrm{h} .$, 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 $53.67 \mathrm{~m} . \mathrm{p} . \mathrm{h}$., 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
(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.

Montlhery, where Madame Simon (Hotchkiss) recorded the best time of 59 secs., with W. A. Mackenzie (Alvis) second in exactly one minute. Mrs. Hague recorded the best $1 \frac{1}{2}$-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 $114-5$ 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 $3 \frac{1}{2}$-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.

pipping Cutler. L. G. Johnson won again in the next race, this time with a speed of $52.09 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. He was followed home by N. D. Moffat in a very rapid $3 \frac{1}{2}$-litre $S$-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 many-exhaust-piped 1,074 Alta S.

For full results, see Club Items.

General classification-1, Ohaboud (Delahaye): Genera points; 2, J. Paul (Delahaye) $1,231.8$;
$3,220.2$ pon Falkenhausen (B.M.W.),, $242.3 ; 4$,

 1,272.8; ${ }^{7}$, Mme. Me. Ferrandi simon (Hatchkiss), 1,277; 9, Mrs. K. Hague (Riley), 1,292.9; 10, Larrue (Delahaye), $1,299.4$; 11, J. Higgins (Aston Martin), 1,300.3; 12, J. Savoye (Singer) ${ }_{1}$ 1,329.2; 13, ${ }^{\text {T }}$, H. Wisdom (Rallton), 1,370.4; 14, Shrubshal (Bentley); 1,391.S; Mackenzie Murray (Avis), $1,418.8$; ${ }^{17}$, J. ${ }^{16, ~ W e r n o n . ~}$ (SS) $1,423.7$ 18, Glad (M.G.), $1,426.0$; 19 , K. (SSthbert (Riley), 1,435.1; 20, F. S. Barnes (Vauxhall), 1,442.4.

## LA TURBIE HILL-CLIMB RESULTS.

Racing cars. 8,000 c.c.: II Stuck (Auto Union), 3 mins. 28.2 secs. ${ }^{*}, 108.934$ k.p.h.
 (Bugatti),
Sommer
(Alfa-Romeo),
3 Sommer (Alfa-Romeo), (B.M.W.), $\mathrm{S}_{3}$ mins. 54.6 secs.
Sports cars. 5,000 c.c.: Mme. G. Rouault (Delahaye), 4 mins. 12 secs.; 3,000 c.c.: Dary (Bugatti), 4 mins. 31.6 sees.; 2,000 c.c.: Werneck (R.M.W.), 4 mins. 9 secs. ; 1,500 c.c.:
P. Melly (Riley), 4 mins. 46.6 secs. 1,100 c. p. Melly (Riley), 4 mins. 46.6 secs. ; 1,100 c.c.:
Gordini (Simea), 4 mins. 34.2 secs. 750 c.c. Gordini (Simea), 4 mins, 34.2 secs. 750 c.c.:
Plantivaux (Simca), 5 mins. 43.2 secs. * New record for hill. Old record, Hans

New record for hill. 3 Old record, Hans
Stuck (Auto Union), 3 mins. 30.2 secs,


## THE GREATEST SALES FIGURE EVER RECORDED

With a 44\% increase, even over the great sales figures of the corresponding period last year, there can be but one explanadion - an explanation you yourself can verify at any Morris dealers: you get
better value, features, performance and service - finer motoring altogether in a Morris. The verdict of so vast a majority of motorists CANNOT be wrong!

## RECORD SALES are the finest ASSURANCE POLICY when buying a car



## T. no to be confused with STARTING writes in his instruction book-

The procedure best adopted is to drive off straight from the start.

## Go is what should happen the instant after your engine has fired

If YOU WANT REAL GO, USE SHELL, THE FORTIFIED PETROL

# SHELL for GO <br> GO for SHELL 

# RESULTS of the "LAND'S END" 

## Analysis of Car and Three-wheeler Performances



$O^{N}$$N$ 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.

Barnwell, R. A. (1496) ...........PA

Fitt, C. G. (1911) (1911)
Wadsw)rth,
Major, M. J.
H. (1911) Barritt, F. F. E. (1911) Hunter, F. C. (1971) Smith, K, N. (1911) Airey, W. M. (1490), 12 Dargue, T. W. (1911), 6, 11.... B
Povey, G. (19il) ................... Brasshaw, II. F. (1261, 8) PA U.glow, W. P. (1497)
 JENSEN Whiddington, A.S. $(3622), 8$



JUST 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 $£ 185$.


Aliax, C. v. (1458), 3, 9, 11 , Aldam, C. E. $(1089), 3,7,8$.
 ${ }_{\text {11. }}^{11}{ }^{12}$. Dick, I. H. $\begin{aligned} & \text { ROVER. } \\ & (1498)\end{aligned}$
Dick, I. H. (1498), 3, 8, 9, Jaggard, R. W.J. SPECIAL,
 Hennessy, $P$ SINGER. Roundhill, ${ }^{\text {N. }}$ (972) Wood-Dow, D. \&. (972) Davis, W' A. V. 1972 ) …........PA Havis, W, A. V. (1493), 12 Gassam R. W. W. (972), $3,8,{ }^{11}$ Appleton, 12 J................................... Whitfeld. G. H. 1972), 2,3 .................................. 8, 9, 10, 11, 12 ….............NA Melly, F. L. G. (972), 14L ........

SMITH SPECIAL FIAT.
Smith, $\mathrm{S} . \mathrm{M} .(570), 3,7,8$.
Crawford, II. $\quad$ K. ${ }^{\text {S. }}$ (3485)
Feilding. B, E. $(2663), 8$........ Wood, G. $(3400), 11,8$ Alexander, J. M. S. (2663),
$7,8,9,11,12$
Abecassis, G. E. $(2663$ ).............. STANDARD.
Price, G. C. $(1131), 3,8,12$
John, C. S. $(1609), 3,7,8,9$
Cottee, W TALBOT,
 Truscott, $\frac{R .}{8,1185), 2, ~} 12,7, \ldots$ Scroggs, A. TROJAN. Avery, A. WOLSELEY. ...PA Mason, A L. (1271), ….............. 8 WOLSELEY FORD SPECIAL.
Woodall, E. V. (1172, S) ........ TEAM AWARD. W. J. Green, J. A. Bastock and A. B. Langley dall driving 1,29

Runners-up.-Team comprising C. M. Davis $\mathbf{1 1 , 7 0 8}$ (both $\begin{gathered}\text { M.G.), Allott and D. G. Silcock } \\ \text { driving } \\ \text { (b22 Allard }\end{gathered}$ (both driving 3,622 Allard spec

COMPLIMENTARY AWARDS A. II. Bartley and V. L. Free man. ABBREVIATIONS.

PA-Premier Award.
B-Bronze Medal
NA-No A ward.
R-Retired.
NS-Nnn-starter.
(The figures in brackets following each competitor's name indi cate the capacity of his car. by the letter ." $\mathrm{S}^{\text {." }}$ are indicated
KEY TO FAILURES.

1. Failed Doverbay Hill.


E-Early at check.

# DAMAGED GASKETS 

A "Rejuvenation" Process for Weary Washers -Research into "Sprayed" Bearings

ALTHOUGH 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 therefure 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 nid 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

A22
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 gies 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.


I
T was 33 years ago. Great engineering brains and skilled L 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."

## PRICESS MOTORINE-THE 'OILIER' OIL

RECOMMENDED OR APPROVED BY ROLLS-ROYCE, BENTLEY, morris, austin, singer, Vauxhall, m.g., buick, riley. WOLSELEY, ROVER, LAGONDA, ETC., ETC.

## AND IT COSTS <br> THEN I'LL CHANGE MORE? roday!

[^2]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 $7,000 \mathrm{lb}$. 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

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

A.H.M. (Stirlingshire).-A " crow's foot" spanner is one with open-ended jaw's 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 3 d . per mile, all in, should be a generous estimate for a $10 \mathrm{~h} . \mathrm{p}$. 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 $40 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. You should fit a new joint at once.

RS.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.

# - PORI 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 longdistance International race this sea-son-the J.C.C. International Trophy in a fortnight's time-has every appearance of being worthy of the occasion.
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 Rout, 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 Dowson this.

Roll'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 Bia may drive either an E.R.A. or Maserati.

Other Maserati are the oldish 3-Iitre model recently bought in France by T. A. S. O. Matheson and the very rapid 1,100 cc. 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 $1 \frac{1}{2}$-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 Nichols), 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.
${ }^{2} 26$

EVERY PICTURE tells a story: this one makes an appeal as well. It shows Seretory 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...

$U_{i}^{1}$
PHILL 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 Prescolt 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 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 incorporated.
Otherwise, everything is as before, with eliminating runs for potentially slow cars in the morning, the main part of the programme starting at 2 pom. in the afternoon, classes for $750,1,100$,
$1,500,2,000,3,000,5,000$ and over5,000 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 Prescont 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.

R
ALLIES 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 walcomes 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

WHEN YOU BUY
A CAR... YOU BUY "Mechanical Engineering" WHEN YOU BU U WA
aston you bur "Moron oil smaineering"


The electric motor speeds up the heavy flywheel until it has the momentum of a car doing $85 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. ; on goes the brake at the instant the motor is declutched. The brake slows the flywheel just as it would slow the car, but with this difference, the test goes automatically on and on and on, repeated under conditions of controlled precision plus accurate timing, torque recording and accurate measurement of temperatures at every vital place. A searching test, repeated at every speed down to $5 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. No wonder that Lockheed hydraulic brakes have been brought to their present state of perfection.


AUTOMOTIVE PRODUCTS COMPANY LTD.. LEAMINGTON SPA.

## SPORTS JOTTINGS <br> 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.IV. 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 wellisupported 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 nembers 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 thereor (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 Shrewsbury 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, E.C.1.

The Scottish Rally is also in the new's 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.

DESPITE 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 repeatingespecially 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 (TV.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."

F
RENCH 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. Hoņ. P. Aitken is leading at the moment in points for the B.R.D C. Road Star with $1: 3$ 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 rallics 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.

# 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 light.

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 temperatures 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-
by

## 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 call the "Detonation threshold." This is 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.

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.

I 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 $H^{\text {ed }} 18,500$ miles. The plugs have never been out for cleaning. The car $h A_{s}$ 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 $\boldsymbol{F}_{\text {act }}$ it has never been garaged the finish is perfect."*"My Ford has d ne 34,467 miles in 15 months; it has cost nothing in repairs. I am eve $\mathbf{R}$ so pieased with your cars. I am taking delivery of my fifth For $D$ on the first day of May."*"As a garage mechanic could I squeeze a word of congratulation? I have all kinds of ${ }_{n} \mathbf{W}$ cars pass through my hands, but the one car that stands for efficiency a $\mathbf{N}_{\mathrm{d}}$ simplicity is the 'Prefect.' In my estimation it is the finest investm $E_{n t}$ any person might make."* "I have held a licence for 26 years, $\mathrm{d} \mathbf{R}$ iving all makes of cars, but the 'Prefect' beats the lot. I find it i $S$ cheaper to run, and for climbing hills it's a marvel." " In 1937 I wa motoring abroad with one of your Ford io h.p. cars. It ran perfectly And we had no trouble of any sort. Total mileage 3,336 on 89 gallons, on $\mathbf{Y}-37.4$ miles per gallon."
is the Ten ahead of its class. Saloon £145, Double-Entrance Saloon $\mathrm{E152}$. 10s., Touring Car £155; prices at works. The only British Ten under $£ 150$.

FORD MOTOR COMPANY LIMITED, DAGENHAM, ESSEX



All the mechanical details must be up to 'concert pitch' before you can expect your car to stand up to a long run without fault or falter. Apart from the trouble and annoyance a road hold-up causes you, it may cost you more than you bargain for in waste of time and expensive repairs. That's where the few shillings you pay for a TECALEMIT Valeting for your car are such an immense saving of time, trouble, expense-and worry. Not a single detail affecting the efficiency and appearance of your car escapes TECALEMITtrained experts. To ensure care-free motoring take your car regularly to a TECALEMIT Car-Valeting Station there is at least one near your own home. Send for complete list.


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DON'T SKID-Have your Tyres PNEUGRIPPA'D. Many Tec equipped to render this safety service.

## Road Tests of 1939 Models

## THE FIAT " 500 " New

 Lowest-taxed Four-seater Closed Car on the Market $-60 \mathrm{~m} . \mathrm{p} . \mathrm{g}$. Achieved at a Steady 30 m.p.h.Four adults can be accommodated in the attractive new Fiat "500." The leg room is surprisingly good for so small a car whilst its performance and economy are quite outstanding.

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 styles 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 $32 \frac{1}{2}$ 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 twoseater.

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 $30 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. and $40 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. 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" . . . . Contd.

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 $30 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. along the Barnet By-pass and up the Great North Road. When the

IN BRIEF.
ENGINE: Four cylinders; side valves; 52 mm . by $67 \mathrm{~mm} .=570$ c.c. Tax, 55 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. to 1. Reverse, 23 to 1. Final drive by open propeller shof spiral-bevel rear axle.
GENERALLY: Lockheed hydraulic brakes; independent. F heot petrol

tank with $\frac{1}{2}$-gallon reserve. 12 -volt electrical equn -
DIMENSIONS, ETC.: Overall length, 10 ft . $9 \frac{1}{2}$
4 ft . $3 \frac{1}{2}$ ins. $;$ track (front), 3 ft. $7 \frac{1}{\text { ins., }}$
ground clearance, $6 \frac{1}{2}$ ins. ; width across re3
front seass, 43 ins. Turning circle, 28


PERFORMANCE: Flying d-mile (best) 52

Waser
Wembley, Middlesex
engine coughed to a standstill, the Fiat had covered 60.3 miles with that solitary gallon of Ethyl.

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 $40 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. on flat stretches-indeed $50 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. 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 half. windows.
(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 iniproved 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 manouvre 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 $45 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. without seeming to tire the engine, but $35-40 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. 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 $4 \frac{3}{4}$-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 $25 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. 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 <br> Light Car Commı 

## 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 migit 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

 byThe 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?

$\mathrm{A}_{\mathrm{s}}^{\mathrm{s}}$S 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 unnecessary and unhelpful. With some difficulty I 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 form, Let songs like this be written:
" $O$ come with me and we will roam The jungle paths of Britain!'
E.S.T. 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 coupés 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 coupe is the recently introduced Standard Eight at $£ 159$; it has independent front suspension. A raad test report of this car will appear shortly.

Only one other light-car manufacturer lists a con-

(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 $\& 2365$ s.

# OSED CARS 

## Drop-head Coupé-A Review the British Market

speeds rather over than under 80 m.p.h. Rileys list two types; a standard drop-head coupé (£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 $80 \mathrm{~m} . \mathrm{p} . \mathrm{h}$.
Considerably more expensive is the $1 \frac{1}{2}$-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 manufacturers 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 Ranalab 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."
£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 coupé 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 SunbeamTalbot Ten at £285, whilst a foursome coupé (£295) is also listed; it has an Abbott-built body. Modernity in drop-head coachwork is the keynote of the $12.1 \mathrm{~h} . \mathrm{p}$. 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 drophead 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 $1 \frac{1}{2}$-litre M.G. (£351) and the six-cylinder Fiat "1,500" (£365) are capable of

## Readers amionir <br> 

We welcome letters for publication in these columns. No anonymous communications will be accepted, but writers may use a nom de plume. Letters intendet' for publication in the next issue should be addressed to the Editor, of The Light Car," $5-17$, Rosebery Avenue, Londor, 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 Britain back on the map in motor-

## Independent E.R.A. Drivers.

 racing. No one can join in this praise more wholeheartedly than myself, their friend and customer of five years' standing. 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.-En.


## 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

> -From Old Autovacs. 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 refarence 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

## Quart Cans

 NotRecommended. a non-return valve in place of a pipe on the suction side. This allows the horn to be sounded at least once when the throttle is open, whicli is a great asset when about to overtake. As in the case of Mrs. J. Hogben, I found that a quart can did not stand the strain, and I have now substituted a piece of $1 \frac{3}{4}-\mathrm{in}$. 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 !

Andrew Retd.
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
and the Earliest
Motor Catalogue. 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"


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quick, easy change.
4-CYLINDER ENGINE-
with aluminium head.


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

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Compare this new FIAT with any other car on the road and you'll find nothing to touch it for value or economy. Yet the FIAT " 500 " is no "baby" car-it is, literally, a big car in miniature, with a specification that rivals many a big car at twice the price. Instantly convertible from a cosy saloon to a snappy open tourer, the new FIAT " 500 " is the ideal car for all purposes, business, shopping or week-end outings. Above all, it is, without question, the most economical car in the world to run and maintain.


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Wire Whtock.
for Austip 7, black enamelle

and most light cars, $22 / 6$. Pot

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wedding, as the bridegroom was the assistant manager of the Anglo-French Mator 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 dis. trict 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. designed. Now trials regulations invariably 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 ior 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 protest.
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.

Jack 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

## Why Drab Colours?

 universally used as the standard colour for lamp-posts, railings, piers, and so on. How infinitely brighter and more 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 season.M. Brande

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 $1 \frac{1}{\frac{1}{2}}$-litre M.G.

## From London to Carnoustie and Back.

 to Scotland except that I have to add another 100 miles to his total each 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 merigidly 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 $13 \frac{1}{2}$ hours' motoring, showing an average speed of just over $35 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. The return journey, of 488 miles, was accounted for in 16 hours, an average of $30.5 \mathrm{~m} . \mathrm{p} . \mathrm{h}$., 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 Scot.

London, N. 21.
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

## Perambulators <br> on the Roads.

 subject would be very interesting. One other point-in the North of England there is a growing habit of women 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 $30 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. 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

## Advanced Ignition for <br> Light Loads.

 flow with absence of reversals. This 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 $8 \mathrm{~h} . \mathrm{p}$. rating are geared on top the same ratio as larger cars up to 12 or 14 h.p. I have not seen this dealt with before. C. H. Cox.

Warwick.

## CONDENSED CORRESPONDENCE.

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


# Club Items 

## and Sporting Events

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

## 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 to the hill in convoy, leaving Clearways Restapiant, on the Farningham-Maidstone road, at 2.30 p.m.

ROAD FELLOWSHIP CLUB (GLASGOW). Picture Mitery Run starting from the Waverley on Saturday, A pril 22, beginning at 2.30 p.m. A suitable rendezvous has been selected for tea. Total mileage will not exceed 85 from Glasgow. 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 2.30 p.m. from Four Ways Garage, Hudnall, 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 Sinday April 30 starts from the Bay Horse Hotel, nea Lancaster, at 10.15 a.m. A course suitable for over the fells. Buttertubs, Tan Hill, Arken gathdale and summer Lodge widl be used besides sereral 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 ciab is hoiding its annual Efficiency Trial for the Church Trophy and Coronaticn Cup. The course, which passes through some of the best scenery of IIertford shire, Bedfordshire and Buckinghamshire, starts rom Hadiley Highstone, Barnet. First car will Rose and Crown Hotel, Tring.

## NORTH-WEST LONDON M.C.

Once again permission has been secured to nee War Department land in the Pirbright dis trict for the Lawrence Cup trial on May 20. The start wifl be at 3 p.m. from the Wheatoffers a dozen real hills in as many miles. cours Further details are available from the hon. secretary, Mr. Paul Hardy, 33, Cypress Avenue, Twickenham, Middlesex.

## STOCKPORT M.C.

More than 200 entries are anticipated for id 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 nid proced to Trentham Gardens. En route, here wio be tume checks, a questionnaire to The entry fee is 2 s . 6 d ., and shonld be sent to Mr. R. Jones, 68. Adswood Lane East, Stockport.

## VETERAN C.c.

Twenty-seven cars, all built before 1904, tosk part in a rally to the Hoskins Arms Hotel Oxted, which was followed by a timed climb of Tilburstow Hill. Fastest in class $\frac{1}{\text { Rese }}$ Humber tricycle, in 3 mins. $184-5$ secs. Second was G. J. Allday's Benz, whose best time was 4 mins. 9 secs. In class 2 (1899-1900). Major 51 4-5 secs., in a 3 h.p. Stanley-Locomobile, and Lieut.-Comdr. J. D. R. Davies (De Dion triycle) recordel 3 mins. $494-5$ secs.
Fastest in class 3 (1901-1902) was E.A. his time wa: 2 ming. $11 \quad \frac{5}{-5}$ secs. Almost as fast was G. H. Eyre's Nanier. Best time of the day was set up by E. N. Frost (1904 Darracg $12 \mathrm{~h} . \mathrm{p}$.) in class 4 . On his second rum A36

## MOTOR CYCLING CLUB

There will be an informal dance at Chessington Zoo, Hook, Surrey, on Saturday, May 6. running buffet, a unique cabaret by an elephant and two bears, aud the services of an excellent band. Tickets will be limited to 150 , and should be obtained from Major R. I. Marians,

## PLYMOÚTH M.C.

Arrangements have been made for club members to become members of the Glen Holt Holiwill now become the official country headouar ters of the club, and all jits amenities will be at the disposal of members at no extra cost to themselves.
Further detaiis are available from the hon. secretary, Mr. W. H. Searle, 6, Hillsborough,
Mannamead, Plymouth.

## VICKERS ARMSTRONG M.C.

The winter social season was brought to a was attended by more than 400 members and their friends. On April 2, a treasure hunt was M.C. and Parsons Mich were insited the Goslorth M.C. and Parsons M.C. First prize, an electric clock, was won by Mr. McAlpine. The opening on Sunday, April 23 . Hon. serretary, Mr. A. L. Veitch, Scotswood

## SUNBAC.

Believing that the demand for team contests has leclined considerably, the club will not Instead, ca Sunday next, A pril 23, there will be two competitions in the Black Mountains. In the mornidg there is to be a trial on the lines of Sunbacs well-known evening trials, for members only. There will be separate classes or open and closed cars.
In the afternoon there will be the Black In motor mountaineering for sports adventure in motor mountaineering for sports cars and 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, London and the Wye Valley A.C. are invited.
Secretary, Mr. J. D. Woodhouse, 16, Corpora-
ion Street, Birmingham.

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

## CHESTER M.C.

On Sunday next the ciub 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 18. Gd . per car and should be sent to Mr. T. Wilde, Kermore,", Chester Road, Helsby Cheshire. Late entries, at 2 s ., will be accepted at the start, at 2 p.m., from Sealand Road Garage, Chester. A ${ }^{\text {t }}$ the conclusion of the trial tea will be Chester, and will be followed by fim thow

## YORKSHIRE SPORTS C.C.

Regulations covering Wetherby Speed Trials on Sunday, May 7 , are now in circulation, and E. A. Denny, Glebe House, Spoforth, Harrogate Invitations to compete have been extended to the Lancashire and Cheshire, M.G., Bugatt Owners', Vintage and R.P.M. clubs. There are, in all, seven classes for racing and sports cars. the entry fee for which is 7 s . $6 d$
per car. No car may be entered in more than one class. Awards include cash prizes to the winniers in each class. Entries close on April 26, and should be forwarded to the secretary at the above address.

## BUGATTI OWNERS' CLUB.

The opening rally at the George Hotel, Huntingdon, last Sunday, was a very cheery lenge Cuppetition for the George Harris Chal smartest and best-kept car, was exceptionally keen. The task of the judges was not made easier by reason of the diversity of Bugatt types on show, for age and mileage are taken into consideration in awarding this challenge cup beantifully maintained Type 13 first. This splendid old car was built in 1910 ; it is a $10.4 \mathrm{~h} . \mathrm{p}$. four-cylinder model of $1,327 \mathrm{c.c}$. On Sunday, its paint and heavy brasswork gleamed n the sun as proudly as any showroom model. Rnnner-up was Colfonel Giles's famous 5 -litre Bore modern z-litre was placed third more modern 3 -litre was placed third. amily scuderia prize, awarded to the biggest entered no fewer than five Lancias. The Jacques Challenge Cup, for the best-kept Invicta, went After lunch, there was a timed regularity ran back to Stevenage, where tea was taken at the
Cromwell Hotel. A small entry fee was charged, he proceeds of which were presented to the tinner. This proved to be R. W. Shakspeare, and L. J. Leapman was runner-up.

## -FORTHCOMING EVENTS


 C.S.M.A. (Manchester). Trial
C.S.M.A. (Birmingham). Driving Tests.

Harrow C.C. Snakes and Ladders. (Hud-
Horsham and D. M.C. and L.C.C. Monthly Competition. Trial. (Clwyd Gate
Kentish Border C.C. Hill-climb. Rochester, Chatham and D. M.C. (Run to Bexhill.)
ugby M.C. and L.C.C. Car Tria]. (Blue
Boar Café, near Coventry, 2.15 p.h.) Boar Café, near Coventry, 2.15 p.th.)
Seven-Fifty Club. Run to Stonehenge. Southsea M.U. Scavenge Hunt. (Ports
uthsea M, ${ }^{\text {down Hill, } 2.30 \text { p.ni.) }}$

Standard C.O.C. (Midland), April
Manoeuvres. (Leicester District.) Stockport M.C. Rally
Sunbac. Trial and Hill-climb. Vickers Armstrong M.C. Novices' Trial. West of England M.C. Novices' Trial. April 25-29.

## R.A.C. Rally

April 26
Foreign Touring Club. End of Winter Season Eupper and Dance. (Barrie's Gloucester M.C. and C.C. Speed-judging Contest. (H.Q., 7.30 p.m.)
April 27
(George Ilotel, old Portsmouth, 8 p.m.) Caledonian M.C. April 29.

Fylde C.C. "Pennines Fidelity Trial." (Bay Horse Hotel, near Lancaster,
Harrogate and D. M.C. Trial.
Horshanm and D. M.C. and L.C.C. Guiliford Cup Trial. R. Run to Wittering Maiden and
Sands.
Rochester. Ohatham and D. M.C. Run to Brands Hatch
Standard C.O.C. (S.E.) Soutbern Counties Trial, (Bearsted, 11.30 \&.m.) Hunt. (Savoy Cinema, Ilford. 2.30 p.m.)
Forthing Eagle M.C. Support Guid orthing Eagle M.C. Support Guildford

## CLUB ITEMS

Contd.

## BERKHAMSTED M.C. AND G.C

Regulations are now in circulation for the closed hileclimb at Dancers is a closed event for members of May dub driving cars not exceeding 1,500 c.o. unblown and 1, 100 c.c. supercharged, Entry lees are 7 s . 6 d . for a first entry and 5 s . for subsequent classes; they should be sent to the secretary of the meeting, Mr. L. C. Christensen, Middlesex, not later than April 24 . Wembley, MALDEN AND D. M.c.
Last Sunday's signpost run attracted an entry of more than 20, and provided five clues had to be identified on signposts and the numbers of the posts noted. Onily two clean sheets were returned at the finish, at Burpham. Winner was C. Fisher (Riley) and runner-up H. Fitch (Hillman Minx).
starts from the Acorn Service Station, Kingston starts from the Acorn Service Statio
By-pass, at 10.30 a.m. on April 30 .

ULSTER A.C.
The following are the results of the Circuit of Club 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). R. Saloon cars under 12 h.p.: 1, S. M'Cormick (Morris 10); 2 , D.
Brown (Standard 10); 3, W. B. Alexander Brown (Standard 10); 3, W. B. Alexander
(Standard IO). Saloon cars over 12 h.p. 1 , I.
 Novices' Award: 'N. Reddick (M.G.). Ladies' Gup: Miss M. Browne (Austin). Old Car Gup:
R. J. Reid (Riley). Castlereagh Cup (Dublin R. J. Reid (Riley). Castlereagh Cup (Dublin
starters): C. H. Manders (Adler). Team Prize: starters): C. H. Manders (Adler). Team Prize
W. B. Michael, R. J. Adams and A. M'Vicker. SOUTHPORT M.R.C.
There will be racing on the Southport beach on Baturday, May 6, commencing at 2.45 p.m The meeting is under the organization of th Boathport M.R.C., and is open to members o that body. The car section of the programm oapacities, handicaps over various distances, an invitation 5 -mile scratch raoe, and an interest ing matoh between the two fastest cars and the two fastest motorcycles. Entries clase to the Georetary by first post on Saturday, April 29 .
Seoretary, Mr. M. D. Ball, 2, Post Ofice Avenue, South port

## LANCASHIRE A.C

The Spring Rally is to be held on Saturday burn, from 2 p.m. onwards. Cars will be sent off at short intervals on a course of about 35 miles and a moderate average speed will be Get 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 whioh 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. Agmons will give an address on his recen Whittaker, M.B.E. Lancashire AC. County Bank Chambers. New Markei Street, Blacisburn.

THE FRAZER-NASH AND B.M.W, GAR CLUB MEMBERS' HANDICAP
(About $43 / 4$ Miles.)

1. E. C. Barson (1,496 Frazer-Nash), won at $49.6 \mathrm{~m} . \mathrm{p} . \mathrm{h}$., handicap 52 secs.; $2, \mathrm{G}$. M. Crozier (1,911 Frazer-Nash), h'cap, 52 sees. 3 , $\mathbf{~ H}$

THE VINTAGE SPORTS CAR CLUB
MBERS HANDIGAP
(About $4 \frac{1}{4}$ Miles.)

$$
\text { Event } 1
$$

1, W. H. Ellis ( 1,496 Lea-Francis, S), won at 44.96 m.p.h., handicap 28 secs.; 2, C. W. P 12 secs.; 3, W. G. S. Peck $\{2,994$ AustroDaimaler), h'cap 24 secs.

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

## THE FIRST SHORT HANDICAP.

G. (About $43 / 9$ Miles.)

1, L. G. Johnson (1,971 F.-N.B.M.W.), won from ecratch at 49.89 m.p.h.; 2, Lady Mary R. M. Turner ( 1,089 Riley, $\mathbb{S}$ ), ecratch.

THE SECOND SHORT HANDICAP.

$$
\text { (About } 43 / 4 \text { Miles.) }
$$

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

## THE THIRD SHORT HANDICAP.

 (About $43 / 4$ Miles.)I, L. C. Mackenzie $(4,487$ Bentley), won at
$48.6 \mathrm{~m} . \mathrm{p.h.}$,handicap 4 secs.; 2 R. A. Richards (1,389 Rover), h'cap 12 secs.; 3, J. Fotherin
ham-Parker ( 2,569 Lancia), h'cap 12 secs.

## THE FIRST LONG HANDICAP

(About $91 / 2$ Miles.)
1, L. G. Johnson (1,971 F.-N. B.M.W.), won at 52.28 m.p.h., handicap, owes 16 secs.; 2 ,
H. B, Shaw (1.087 M.G., S) scratch;
K, K. E. Thwaites ( 1,292 M.G.), $h^{\prime}$ cap 1 min. 4 secs

THE SECOND LONG HANDICAP.
1, H. J. Aldington ( 1,971 F. Miles.). B.M.W.), won

## LIVERPOOL M.C.

New ground will be broken for the Jeans Gold Cup trial on Bunday, May W , bee start will be from the Woodands Hotel, Llangolen, Denbighit approximately 60 miles will be used, the stiffer parts of which will be by-passed by the touring-cair class. Entry fees are as follow: Cheshire Centre membors, 12s. 6d.; anvited clab Cheshire Centre members, clas. Gd.i invited clab mers, 7s. 6d.; Cheshire Centre members, 8s. 6d.; nvited clab members, 10 s .
Ginbs invited to take part are the following:M.G., Sunbac, Lancashire and Riley. A big featurs of the trial will be wireless control, pro5ided by permission of (West Lancs) Divisional Signals (T.A.).



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 Brat on the second day's route.
from scratch at 51.9 m.p.h.; 2, A. F. P. Fane 1.292 M.G. B) W., scratch; B, C. M. Symons THE THIRD LONG HANDICAP.
1, G. M. Grozer (About $91 / 2$ Miles.)
$47.56 \mathrm{~m} . \mathrm{p} . \mathrm{h} .$, handicap 24 racer-Nash), won at ingham-Parker $(2,569$ Lancia), h'cap 40 secs. 3, D. Grelg (1,657 Frazer-Nash). h'cap 24 secs.
THE TEAM RELAY HANDIGAP.

1. United Hospitais and University of London M.C. won at 47.61 m.p.h., handicap 54 secs.; 2, Frazer-Nash and B.M.W. G.C. h'cap 9 secs.; 3, Chilterm c.c., h'cap i min. I8 secs.
the veteran handicap.
(About $31 / 2$ Miles.)
2. Clutton . 12,000 Itala). won at 43.7
m.p.h. handicap 12 secs.; 2 A. s. Heat $(10.087$ m.p.h., handicap 12 secs.; 2, A. s. Heat ( 10,087


## FIRST LONG SCRATCH RACE.

1, A. F. P. Fane (1,971/ F-N. B.M.W.), Won at 53.67 m.p.h.; 2, H. U. Aldington (1,971 F.-N SEGOND LONG SCRATCH RACE.
1, L. G. Johnson ( $1,91 / 271$ Mile. N. B.M.W.), won.
 THE RACING CAR HANDICAP.
1, A. H. B. Hurst ( 1,087 M.G.)
1, A. H. B. Hurst 1,087 M.G.), won at 52.23
 15 ses. 3 , E. Winterbottom ( 1,074 Alta, S), h'cap 15 secs. stanley cup
(Provisional.)
1, Frazer-Nash and B.M.W. C.C., 46 points.
1, Frazer-Nash and B.M.W., C.C., 46 points.
2, North-West London M.C., 32 points.
2, North-West Londo
3, Junior Gar club, 19, points.
4, United Hospitals and Uints.
University of London M.d. 18 points. 5, Chiltern C.C., 17 points. 6, Kentioh Border C.C., 15 points., 7, Vintage
Sporis C.C., 10 pointo. 8 , Berkhamstod M.C. 8 points. ${ }^{\text {S }}$, SS points. 8 , Berkhamsted M.C..


## CAPT. WILFRED LENDRUM.

We regret to record the death, in South Airica, ot Oaptain Wilfred Lendrum, late 'I'he for 25 years secretary of the Middlesex County Antomobile 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.

Last Sunday's opening run was voted a great success. Twenty-seven Austins took part in a follow-my-leader ran, led by W. Boddy from Virginia Water, and 51 people sat down to tea
after the event. Enthusiasts came from as far after the event. Enthusiasts came from as far the club were enrolled. After tea, members were addressed by Mr. T. H. Hunter, the eecretary, and Mr. S. Williams
Next social event will be a run to Stonehenge
on April 30 . London members may meet on April 30. London members may meet at make their own way to Salisbury Plain. Hon, Secretary, Mr. T. H. Hunter,

## 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 annual subscription is $£ 11$ s., and the entrance fee 5 s. . London, and the others from Stratford-on-Avon and Carlisle. First man leaves at 8.30 p.m. burgh on the following afternoon. Entries menst 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,
than Monday, May 15 .

## READERS' WANTS

Readers wishing to have their "Wants" published in this column musl append their names and addresses for publication. No replies can be received c/0"The Editor For Disposal: Instruction book for the 1932
M.G. Midget, Model M.-F. W. Parr, 20, Wombwell Crescent, Kesham, Devonport.
Riley Nine.-An instruction book for the 1933 23 , Fishermore Avenue, First Lane, Hessle, Eas Yorks
Hillman.-An instruction book for the 1933 do luxe Minx model. - ${ }^{\text {Street, }}$. Casingstoke, Nutt, 52, Church Street, Basingstoke, Hants.
Vauxhall.-An instraction book for the 1934 12 h.p. Light Sir model.

## CUTTIN Here and There, on the World's Motoring Humour

A lady who had (accidentally) driven her car through a plate-glass window was being crossexamined in the subsequentaction 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 l've been out in it."Echo Familial (Paris).
"It's your fault madan," said the young man. "I came from the turning on the right and I hail 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).
"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).

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?"
"Yes," replied the driver.
" 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'm afraid I shall have to report you at once for driving without a licence."-Le Rire (Paris).

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901938 HILCk, as new. .
881938 MORRIS 10/4 Sun Saloon, black, well
821938 AUSTIN 10/4 Camb̈ridge Sun Saloon.
721937 ChustiN 7 Pearl Cabriolet, grey, $12,000{ }^{〔}$
701938 FORD 10 4-door Sun Saloon, black, 88
671937 HILLMAN Minx Sun Saloon de Luxe,
blue, smart and sound .. .. .. \&
641938 FORD 8 2-door Saloon, black, nice 17
571936 STANDARD 124 -doordition Sun Saloon, grey.
571937 AUSTIN 7 Pearl Cabriolet, green, sound

501935 AUSTIN 10/4 4-door Sun Saloon, blue,
491936 AUSTIN 7 Ruby Sun Saloon, blue, very
471937 OPEL Cadet Cabriolet, maroon, super
471937 FORD 8 2-door Sun Saloon, black/red
471937 Fond 2 -door Sun Saloon, black/red, $£$
471935 HILLMAN Minx Sun Saloon de Luxe,
441935 MORRIS 82 -dr. Sun Saloon. Choice of 2 E
391936 FORD 8 2-door Sun Saloon, beige, red leather upholstery $\quad \because$ SSaloon, black, nice
FORD 10
391935 FORD 10 2-door Sun Saloon, black, nice
371934 HILLMAN Minx Sun Saloon, black,
271934 VAUXHALL 14 í6 Sun Saloon, black, runs
241933 MORRIS Minar 2-door Sun Saloon, blue $£ 3$
241933 STANDARD 12 4-door Sun Saloon, blue, runs well
141933 WOLSELEY Hornet 4-door Sun Saloon. blue


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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 $12 \mathrm{~h} . \mathrm{p}$. 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 4 s .6 d . 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.

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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1936 AUSTIN $12 / 4$ Ascot sun roof Saloon, blue.
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933 CITROEN Big 2 de Luxe Saloon, black
1936 ORD 8 h. D. Saloon, green/black
1937 HILLMAN Minx de Luxe Saloon, black
1937 MORRIS 14 de Luxe Saloon, blue.
44-52, NORWOOD ROAD, S.E.24.
1934 AUSTIN 10 Saloon de Luxe, black/brown 1937 FORD 10 2-door sun roof Saloon, new series, blue 1938 FORD 8 Saloon, black
1938 HILLMAN Minx Saloon de Lüxe, royal biue
1937 MORR1S 124 -speed, easy clean wheels, maroon
1934 MORRII 10 Saloon de Luxe, black.
I934 ROVER 14 Saloon de Luxe, blue.
363, BROMLEY RD., S.E.6. Hither Green 4444 \& 2444
1937 AUSTIN Goodwood Saloon de Luxe, grey
1938 FIAT 500 Convertible Saloon, grey
1937 FORD 8 Saloon, green
1934 ROVER 14 h.p. Special Sporis Saloon
1937 STANDARD 12 Saioon de Luxe, blue
1937 VAUXHALL 14 sun roof Saloon, black
97, PECKHAM RD., S.E. 15.
1938 AUSTIN 12 2.4 Ascot de Luxe Saloon, black
1937 AUSTIN 72 -eeater, grey
1934 FORD 8 Sports Tourer, blackired
1933 HILLMAN 1
${ }^{9} 937$ MORRIS $14 / 6$ Saloon, black.
1933 MorRII 10 Saloon, black
1937 TRIUMPH 14 Dolomite Saloon, bue
198, KING'S RD., S.W.3.
1938 AUSTIN 10 Saloon, black
1933 AUSTIN I1.9 hoon Ascock Saloon, black
1930 ALVIS silver Eagle
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8.W. 12 $\approx 62$ AUsTIN Light 12/4, 1936, Ascot de Luxe Saloon. Immaculate $\approx 42$ FORD 10, 1935, Tudor Saloon, exceptionally clean

E59 FORD 10 1936, Fordor Sun Saloon, grey. Fine appearance E59 FORD 8, 1937, 4-door Saloon black/green, good condition E62 FORD 10, 1936, Open Tourer, beige/black, very attractive 275 FORD 8, 1938, Tudor Saloon, 1 owner. Carefully used | 5 FORD 8, 1937, Tudor Saloon. Fine condition. Choice 3 |
| :--- |
|  |

\author{
CASH ARMSTRONG 12, 1933, Sun Saloon, Preselector CEPOSIT

} ©32 ARMSTRONG 12, 1933, Sun Saloon, Preselector. Good condition . . E6 | 2 AUSIIAT 7, I 732 , Swallow Saloon, runs well, very attractive . |
| :--- |
|  | $\mathbf{6 4 9}$ AUSTIN 10, 1934, Open Tourer, good tyres, very clean ... ... 88 $\mathbf{5 4 9}$ AUSTIN 10, 1934, de Luxe Sun Saloon, good tyres. One owner only 28 E45 AUSTIN 12/6, 1934, Harley de Luxe Saloon. Splendid order E25 CRO8SLEY 10, 1932, 4-door Sun Saloon, 4 speeds. Fast $\approx 49$ FORD 10, 1935, Fordor Saloon, leather. Exceptional condition E46 FORD 8, 1936, Tudor Sun Saloon, leather. One owner only 545 HILLMAN Minx, 1934, de Luxe Saloon, freewheel. Good tyres

532 HLLMAN Minx, 1933. Sun Saloon, leather. Good condition

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E25 SINGER 10, 1932, Sun Saloon, very carefully used
\&55 STANDARD 9, 1935, Sun Saloon, good tyres. Excellent
E20 STANDARD Big 9, 1931. Sun Saloon. Exceptional condition

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 299 STANDARD Flying 10, 1937 , de Luxe Saloon, lowner. Immaculate 47 E35 STANDARD B1g 12, 1934 de Luxe Saloon, tree wheel, immaculate $\$ 10$ $\approx 65$ STANDARD 12/4, 1936, de Luxe Sun Saloon, black, splendid order 210
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Motor Supples, ctc. how sappues, ctc.

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23


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Coupe, 2 carbs. 1934 remote control, very attractive car
1938 morn
1937 morris 10/4 4-door de Luxe Sun Saloon, 4-speed, as new
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1936 MORRIS 8 Open 4 -seaters. Choice of several in various cols., from 1935 MORRI8 8 Open 4 -seaters. Choice of 3 , from
1935 MORRIS 82 -door de Luxe Sun Saloon, amazing bargain 1932 MORR18 minar Sun Saloon, a reliable car
1934 RILEY 9 Monaco 4-door Sports Soloon, just overhauled
1933 RILEY 12 Mentone 4-door Sports Seloon, bargain
1932 ROVER 10 4-door de Luxe Sun Saloon, bargain
1936 SINGER 9 Le Mans Sports Saloon, really superb condition
1936 SINGER 9 Le Mans Spts. F/some Coupe, really immac. condition
1938 SINGER 9 Bantam Sports 2 -seater, bargain ..
1938 sNGER Bantam de Luxe Sun Saloon
1937 singer Bantam de Luxe Sun Saloon, low mileage
1935 SINGER O S an de Luxe Jaloon, one owner.
935 SINGER 9 Special F/some D/head Coupe, independent suspension 1935 STANDARD 10 Foursome Dheon
1935 8TANDAPD 10 Foursome D head Coupe, like new
937 sTANARD 1937 STANDARD o
19378 IANDARD 9 Super Sports, Trials 4 -seater
1935 TRIUMPH Eloria 1040 de Luxe Sun Saloon, bargain
1934 TRIUMPH Gloria 104 -door Sports Salon.
1934 TRIUMPH 104 dor dill
1934 VAUXHALL $12 / 6$ 4-door de Luxe Sun Sal bargain
1937 WOLSELEY $12 / 48$ 4-door de Luxe Sun Sal.. low mileage, as new
1933 WOLSELEY Hornet Special E W. Sports Sai 2 carbs, etc, fast car
1932 WOLSELEY Hornet Special Abbey Sports 4 -seater, rebored ..
Generous Exchange Allowances on anything, including Cars, Cycles, Motorcycles, 3-Wheelers, Vans, Boats Furniture, Wireless Sets, Pianos, in fact I said anything, and I mean ANYTHING !!!

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APril 21, 1939

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Please quote me-with no obligation whatsoever on my part-a definite allowance for my present vehicle as described below, at the same time forward your illustrated lists for my consideration, together with details of your methods of business.


A few examples from this week's stock-TWO SEATERS
49 Poundt. ALYIB, 1932, Sports 2-seater, very attractive, many

12 extris, lull equipment. Cholce 2 others.
75 Pound. AUSTIN 7 , 1937, de Luxe 2 -seater, very fully equipped, spare
55 Poundi, AUSTIN 7, 1935, de Lure 2-seater, 2-door, attractige finish, small
99 Poanda. B.s.A. 10, 1937, Coupe, superb throughout, very fully equipped
69 Pomids. FIAT 500, 1937, convertible Coupe, negligible mileage, excellent
39 tyres, tip-top throughout. 1930 ,
Pound. EmLMAN Minx, 1936, Aero Sports 2 -seater, ultra low build, fully
equipped. Chaice 3 others.
S. Ponnit. Hirlig. Chojee, 2 others. small milege.

79 Pounds. MOREIS 8, 1937, Sporls 2-seater, tip-top throughout, all extras
Ponnds. MOREIS 8, 1935, sports 2 -
B3 Pumpers, ete. Choice 4 others.
99 Ponnds. H.G. 1936 , speclal Sports 2 seater, host of extras and equipment.
ponads. Ingly fast. 1934, Sports 2 -seater, well appointed, remote control, 4 .
speed, large instruments. Choice 5 otbers.
Poands, RILEE 9,1934 , Lynocock special Coupe, superb throughout, rery
attractive, all extras. Choice 2 others.
amazing performance, host of extras. Choice 5 .
TOURERS AND SALOONS
35 Poundr. ARMSTRONG SIDDELEY, 1936, Baloon, well kept, fully equpped,
3 Ponnds. ALVIS Fireif, 1934 , Sports Saloon, very attractive, tip-top con-
3 Ponnds. A0STM 7 , 1938 , de Luxe Saloon, practically ummarked, very full Ponnulpment. Oholce 9 others.
79 Poquipment. AUMin 10,19367 , Drophead Foursome, one owner, beautifully
79 Poquipment. AUMin 10,19367 , Drophead Foursome, one owner, beautifully
89 Ponnds. B.8.A. 10, 1936, Saloon, tip-top throughout, preselector, fluid
OS Ponnds. CROSBLEX Regis, $1936,12 / 6$ Sports Saloon, magnificent condition,
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79 Poxcellent tyres, well maintalned. Oholoe 7.
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| :--- |
| fll |
| 9 Pounds. HUMBER Vogre, 1930, Sportsman's Coupe, very modern lines, |

99 Pounds, JOWETT 7 , 1937, Saloon, 4 -door, sun roof, many extras, one
DO Pounds. LANCHESTER 10, 1930, Saloon, fully equipped, i-door elx-light
3 model, preselector, fuid flywheel. Choice 5 .
99 Pounds. MORRIS 10, 1937, 4-door de Luxe Saloon, particularly well kept,
O- Pounds. WORRIs 12/4, 1936 new aeries, special Drophead Foursome,
3 Pouns. condition, unrepeatable opportunity.
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remate control. Chotce o Others.
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Etc., etc., etc. Lists oil hundreds of others post free. All car
Etc., etc., etc. Lists of hund.C. inspection willingly. All cars open to A.A. or

The coupon above will bring you by return A DEFINITE ALLOWANCE FOR YOUR PRESENT CAR OR MOTOR. Chere's more than that-much more. BENMOT But NATIONAL SALES SERVICE offers you 7 DAYS' FREE TRIAL, DELIVERY ANYWHERE IN ENGLAND, SCOT. LAND AND WALES FOR ONLY 50/-EXTRA, ALL CARS UNDER EICO, and-EASY PURCHASE TERMS THAT ARE UNEQUALLED FOR THEIR CONVENIENCE AND FAIRNESS
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HILLMAN "Cresta,"I935-6, Sports Saloon, particularly $\mathbf{I} 99$
attractive, very low built, beautifully kept..


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


RILEY Kestrel, 1934-5, 4-door Sports Saloon, tip-top 679 throughout, many special features, practically unmarked $=$ f

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The Light Car" deals in detail only with cars having an engine capacity not exceeding 1,500 c.c. (11 Mitre) or a Treasury Rating of 12 h.p. Advertisements of cars of greater engine capacity or Treasury Rating cannot be accepted.

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DEPDisIT SYSTEM. For the convenience and security of our readers we have published an approved deposit system, full particulars of which

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, $£ 95$.
 St., sears the leading ALVIS specialists. 18 Berkeley
$376-210$ GATEHOUSE MOTORS have a selection of used inspeet. Gatehouse Motors, 1 Hampstead Lane. N. 6.
$376-248$
$\mathbf{A}^{\text {LVIS and hundreds of }}$ selection on page 26 . others. See our sperial

O FFICIAL $\mathrm{U}^{\text {SED }} \mathbf{M}^{\text {OTOR }} \mathbf{S}^{\text {How. }}$
The pick of ALVIS and other cars at the $R^{\text {OYAL AGRICULTURAL HALL. See notice }}$ under Rover.

## Alvis Cars Wanted.

HIGHEST cash prices for ALVISES. Weekdays,
 6041.

## AMILCAR.



## ARMSTRONG SIDDELEY.

 $\mathrm{O}^{\text {FFICLAL }} \mathrm{U}^{\text {SED }} \mathrm{M}^{\text {OTOR }} \mathrm{S}^{\text {HOw. }}$The pick of ARMSTRONG SIDDELEX and other cars at the ROYal agricultural hall.

See notice under Rover.
376-363
Armstrong Siddeley Cars Wanted.
HIGHES'r cash prices for ARMSTRONGS. Week-
gays. Saturdays, $9-9$; Sundays, 9-1. 1 Giays. Saturdays, 9-9; Sundays, 9-1. Rowland
Smith, Hampsted High St. (Hampstead Tub.) Hampstead 6041 .

## ASTON MARTIN.

f6 Deposit or 59 gns. cash. ASTON-MARTIN, 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 .

## ı2 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.

## USED CARS FOR SALE (continued)

## $\mathbf{R}^{\text {OWLAND }} \mathbf{S}^{\text {MITH (MOTORS), }} \mathbf{L}^{\text {TD. }}$

$\mathbf{A}^{\text {USTLV } 7 \text { changes. }}$ Rist Iree. Guarantee. Terms. Ex-
 leat ther upholstery, excellent conation.
$\mathcal{L} 8 \begin{gathered}\text { Deposit. or } \\ \text { series } \\ \text { Ruby } \\ \text { Rus. } \\ \text { de }\end{gathered}$ blue, leather upholstery, excellent condition.
£5 Deposit or 49 gns. cash. 1935 tourer, dark
 tion.
£5 Deposit or 49 gns, cash, 1937 model van,
£5 Deposit or 45 gns. cash. 1934 model de luxe holstery, excellent condition.
£3 $\begin{gathered}\text { Deposit or } \\ \text { salocon, } \\ \text { black } \\ \text { gnd }\end{gathered}$
£3 Deposit or 19 gns. cash. 1930 tourer, black,
$\mathbf{A}^{\text {USTIN 10s. }}$ changes. List Iree. Guarantee. Terms. Ex-
£U Deposit or 59 fns. cash. 1937 model van,
\&5 Deposit or 45 gns. cash. 1934 de luxe 4 door ED sunshine saloon, black, leather upholstery, very good condition.
$\mathbf{R}^{\text {OWLAND }}$ sMITH, Hampstead High St. (Hamp-9-1. stead Hampstead 6041 .

 Phone 0908.
A USTIN 10, 1937 4-door cabriolet, carefully main-, Alvechurch, Worocstershire. Neat. "Hawthorn,"
 Coventry 66127 .
1937 (Registered) AUSTIN ${ }^{7}$ (super-sports special Rd., Addiscombe, Coroydon.

376-1476
C85. ${ }^{1938}$ AUSTIN Big 7 , 4-door sallon. Apply,
C23 Offer $1932 \quad 12-6$ Ealloon, rebored, new 23. tryess any trial. Fisk, 17 Zermatt Red. $\mathrm{E}^{\text {ARRIS. LTD. }!!\text { AUSTIN specialists since } 1923 \text {, }}$ $\mathrm{E}^{\text {Altier a }}$ tew overrauled bargains, with which we give three days free trial. fas and Austin Ulster
special racing 2-seater, very fast and needs seeing to fully appreciate, f40; 1932 long-chassis sun saloon, as new, 330 ; 1933 open 4 -seater tourer, tourer, perfect, $£ 35 ; 1934$ de luxe saloon, one owner, Ruby de luxe sun saloon, \&50: 1935 Nippy 65 sports -seater, in new condition, 262; 1936 open 4-seater tourer, £50; 1932 Austin 10 Lichfield 4 -door sur TERMS, exchanges. Earls, Ltd. $114-118$ Kentish
Town Rd., N.W.1. Phone, Gul, 1751 in mins. Mube Station.) Also at 75 Heati St. Hampstead, N.W. 3 Phone, Ham. 3287. (1/2 min. Tube 376 -195
Oppen 9 till 19 S. Nippy sports AUSTIN 7. excellent condi399 High Rd, Kilburn. Manda Valo 6888. $376-286$
ITUMPHREYS. 1938 AUSTIN Big $7^{3} 4$-door nterior, 10 w mileage, magnificent condition $£ 107$ 10s. Terms, exchanges. Below.
HUMPHREY\&. 1937 AUSTIN 10 saloon, finished biack, brown leather upholstery, low mileage, oxchanges unsoratohed condition e95. Terms, 122 Hampstead Rd. (Tottenham Court Rd.), N.W.1.

$\mathbf{A}^{\text {USTIIV }}$ specialisist.
A. Large stock of seoond-hand AUSTIN cars of all tee given on each car sold by us and every effort ig made to give entire satisfaction. Be up to date, sum inclussive of free maintenance. Inquire
M cCARTHYS MOTORS (1925), LTD., 44a. West-
G.D. MOORE. 1935 AUSTIN 10 Lichfield saloon, splendid appearance, absolute bargain, £60; choice of three Austin 10 saloons; exchanges, hire-purchace.
G. D. MORRE. 1937 AUSTIN 7 , ${ }^{2}$-seater, just
 1937 AUSTIN 7 de huxe saloon, in excelient con
 1934 Auscrin 10.4 dropherd fousone

 eather, exceptional condistion 6,0000 miles only
 nood 100-2
NEWNHANS for food AUSTINS at right prices.
New examples below, but list of 150 Rigut prices Lsed cars on request; seven days' free trial. sell
1939. 7 de luxe sun saloon, almost as new, $\mathfrak{z 9 8}$.

1938 Ion Cambridge de le luxe sun saloon, genuine
1937 fiot Cambridge de luxe saloon, very care-
1935 car, 10 Lich hifeld de luxe salon, one orrner



$\mathbf{A}^{\text {USTITV }} 10$ late 1936 Iichfield salon, fnishen ne owner, small milease ex faci Exchanges. deteritred

 Exellent condition.
 a aynes Park Station). Wimbledon 1592.


## $\mathrm{O}^{\text {pricial }} \mathrm{U}^{\text {sed }} \mathbf{M}^{\text {otor }} \mathbf{S}^{\text {how. }}$

The pick of AUSTIN 7 and other cars at the
$\mathbf{R}^{\text {OYAL }}$ agricultural hall. $\begin{gathered}\text { under Rover. }\end{gathered}$
Tankard and smith, utd., at Herne hill.
 sized tyre
£5 Deposit or 48 gns. ash. 1934 AUSTIN 10
 ante.
$\mathbf{F}^{\text {ULI }}$ mritten guarantee exchanges and service Herne Hill. Tul. 2446. La,
C9 9 Gn. 141 2.seater, absolutely iimmanuate very nice car, priec includes engine completely stripped, high-ciass
rebore, and overhaul, etc., etc., and a three months


$\mathbf{F}^{\text {RED }}$ GUY AUP AUSTIN 7,1931 sunshine saloon,
1936 AUSTTN 7 de le lase somshino saloon, excep-

1035 Alan Taylor Special, 7hp, tremendoonsty tast,

$\mathrm{S}^{\text {AVE }} \mathbf{2} 20!!!$
 1900
$\mathbf{R}^{\text {OSE }}$.w. AND Tulse Hil
1938 AUSTIN 10 salaon de luxe, E135. or 36

1036 Ausriv 10 sal ion or 885 or 36 monthty


Contway motors. $\quad$ 249. 19357 hap de



## G.P. M ${ }^{\text {orors. }}$

 choice of ithree.
1925 AUsTrN 10 Lich fiedd 4 -door de lues, imma-

## G.P. $M^{\text {otors. }}$



 ton. Eilmbriidge 18773. $\mathbf{P}^{\text {UTVEX }}$ AUTOS ofer 1938 ASSTIN Big 7 die Pand
 1938 AUSTIN 12 Ascot de luxe, black, mechanich Example, \&illy $\begin{aligned} & \text { pertect. } \\ & \text { Below } \\ & \text { oodywork } \\ & \text { unmarked, per perrect }\end{aligned}$ 1937 AUstiv Ascot saloon, one owner careallys
 Hunter,
Oympi. Western 5122.2




 1934 AUSTIN 7 salon de luxe, one caretul pri233. North 3663 . 1934 AUSTIN 10.4 de line sunshine saloon, or-
 Mators, 346 Kensington High St., W.14. Western $\mathbf{N}^{\text {aylor and root, AUStin specilists, ofter }}$ ermais exce of overhanled cars on very easy payment L65. 1936 Ruby de laxe zaloon, black, good tyres £69. 1936 Nipgy sports 2 -seater, extras, tuned £85. ${ }^{19388 \text { Ruby did laxe sun saloon, leather, }} 100$ condition. £98. ${ }^{1937 \text { very dillaxe } \text { lice car. } 10 \text { Cambridge saloon, brown. }}$ £75. ${ }^{1935}$ chice of of two. ${ }^{\text {dine }}$ twichield saloon, black.

 Hill, clapham Junction, s.W.11. Battersea 5277.209
1938 1ohp Cambridge sunstine , black-bbrow, ine order, ${ }^{1225}$. Bolow.
1937, April, 1 ohp Cambridge sunshine, grey,
 1935 , March, 1 Ohp sun shine ealonn, black, brown Below, bide, two private owners, new tyres, 860 .
1939 pla 7 fidoot sunshine, blue, new and E149, to chaer \&tites' Bel makers guarantee, listed
 saloon, $\begin{cases}\text { 25.000 } \\ \text { Below. } \\ \text { prir }\end{cases}$
 Below. interior,
 ${ }_{9-10}$ N.W.2. Gladastone 6303. Daily 9.8 , Saturrays
45 Gns. 1935 AUgriv 10 salon, in firstclass in black. green interior, three new tyres, two very serviceable, engine in particularly sound order, good brakes and steering, four months guarantee; hire


## A Llan taylor and co.

1937 AvsTiN 7 Ruby saloon do luxe immacu-


 Romiord.



## USED CARS FOR SALE (continued).

1931 AUSTIN 7 sun saloon, nearly new tyres, 376 Kensington Hıgh St. (seven doors Olympiar)' Western 3122.
 A rew bearings, taxed, £50, or close offer.
Hounslow 3781.
1936 AUSICIN 7 saloon, taxed, insured till

19337 tourer, blue, good condition, tonbeau, S.W.17. (Write.) ${ }^{\text {cover, }}$ 29. Thorne, 19 Marins Rd. 376 - 5331 $A^{\text {USTIN }} 12-4,1937$, excellent condition, $£ 130$ or hurst Rear West Wickham. ${ }^{2} 76$-h 487 1934 AUSTIN 7 de luxe saloon, splendid condi1934 tion throughout. \&40. - Belmont, Imber Grove, Esher.
$\mathbf{A}_{\text {USYIN 7, }}$ 7, 1931, maroon, perfect running order,


## Austin Cars Wanted.

Highest cash prices for AUSTINS. Weekdays, Hampstead High St. Sundays, ${ }^{\text {(Hampstead }}$ i Cube .) Rowland Smith

CLAUDE RYE, opening new car showrooms,

 Western $3446 . \quad 376-104$

## B.S.A. THREE-WHEELERS.

$\mathbf{R}^{\text {OWLAND }} \mathbf{S}^{\text {MITH (MOTORS), }} \mathbf{I}^{T D}$
B.S.A.s. $\begin{gathered}\text { List free. } \\ \text { changes. } \\ \text { Rowland } \\ \text { Smith, bele }\end{gathered}$
c5 Deposit or 49 gns cash July 10363 Le blact and red one owner, small mileage, excellent condition, taxed.
£4 Deposit or 39 gns, cash. 19354 -cyl. special dition sports 3 -wheeler, cream and green, good con 15 Gus. 1932 sports 3-wheeler, black and red.
12 Gns. 1932 family 3 -wheeler, black, red wheels.
$\mathbf{R}^{\text {OWLAND SMITH, IL }}$ stead Tubstead High St. (HampHampstead 6041. $376-18$

## B.S.A. Three-Wheelers Wanted.

$\mathrm{H}^{1}$ GHEST cash prices for B.S.A. 3 -wheelers. WeekH days. Satardays, 9-9; Sundays, 9-1. Rowland
Smith. Hampstead High St. ${ }^{\text {Hampstead }}$ Tube.)
Hzamptead 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. .

 Duarantee. mileage negligible, cost $£ 14710 \mathrm{~s}$. Basil'Roy, 17 W Wigmore Place, | guarantee. £147 10 s. Basil Roy, 17 Wigmore Place, |
| :--- |
| W.1. Welbeck 1130 . |
| $76-327$ | P.A.M. offer 1937 B.S.A. Scout Series IV 4 -seater Ltd., Staines Rd., Sunbury-on-Thames $423-545$. 376.341

B.S.A. and huadreds of others. See our special $\begin{aligned} & \text { selection on page } 26 \text {. }\end{aligned}$
£ $Q 9$ !!! $\begin{gathered}\text { Comprising } 1937 \text { B.S.A. de luxe sports- } \\ \text { man's coupe, whole car very immaculate, one }\end{gathered}$ 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.
$B^{\text {LACKBIRD Hill garage, lit., offer: }}$
B.S.A. Scout 2 -seater, 1938 , exceilent condition,

1933 B.s.A. 9hp open sports 4 -seater, really sound End Lane, N.W.6. Ham. $6033-4$. ${ }^{\text {E }}$. $180-186$ West $376-1$ NAYLOR AND ROOT, 1936 B.S.A. Scout 10 sum-
 1934 e.s.A. 1 hhp de luxe sunshine saloon, prePottery Lane, Holland Park. Park 4170 . $376-213$

## $\mathbf{R}^{\text {OWLAND }} \mathbf{S}^{\text {MITH }}$ (MOTORS), $\mathrm{L}^{\text {TD. }}$

B. $\begin{gathered}\text { S.A.s. List free. Guarantee. Terms. Ex- } \\ \text { changes. } \\ \text { Rowland Smith }\end{gathered}$
£5 Deposit or 49 gns, cash. 1936 model Scout dition.seater, red and black, one owner, very sood condition.
L4 Deposit or 39 ens. eash. 1934 10hp de luxe leather upholstery, rery good condition.
15 Gns. 1932 model 10hp sports 2 -seater, red and
fQ Deposit or 85 gns. cash. 1938 model Scout
s. sports 4 -seater, black, silver wheels, excellent condition.
$\mathrm{R}^{\text {OWLAND SMIIH, Hampstead High St. (Hamp- }}$ R stead Tube.) Weekdays, Saturdays 9-9, Sundays
976-17
Hampstead 6041 .
1938 B.S.A. Series $V$ sports 2-seater, twin care 1938 buretters, bucket seat, many extras, as new
throughout, f120. H. C. Paul, Ltd, 114 Gt. Portthroughout, \&120. H. C. Paul, Ltd., 114 Gt. Port-
land St., W.1. Museum 8464.

## B.S.A. Cars Wanted.

HIGHEST cash prices for B.S.A.s. Weekdays, H Saturdays, 9-9; Sundays, 9-1, Rowland Smith HIampstead High st. (Hampstead Tube.) Harapstead
zzz-3042

## BUGATTI.

C5 Deposit or 45 gns. cash. BUGATTI, 1929 wheel, rev. counter, etc., very good condition; guar antee; exchanges; list. Weekdays, Saturdays 9-9, Sundays $9-1$. Rowland Smith, Hampstead High St.
Hampstead Tube.) Hampstead 6041 .
H76-19 $\mathbf{B}^{\text {UGA CII Type }} 40$ - 4 -seater sports car, 75 m.p.h., B £9 taxed. \& 40 . J. Lemon Burton, 17 Cavendish Rd.. Brondesbury, London, N.W.6. Willesden $\quad 1394$.
and
works, Maida Vale 1331.

## CITROEN.

C 7 Deposit or 65 gns. cash. CITROEN 12, 1936, stery, super modern condition, green eather uphes stery, excellent condit
Rowland Smith, below.
£5 Deposit or 49 gns. cash. CITROEN 12, 1935 L5 super modern 4-door sunshme saloon, biscuit, fawn leather, very good condition; guarantee; choice of six; exchanges; ist. , eekdays,
Sundays $9-1$. Rowland Smith, Hampstead High St Sundays 9-1. Tube.) Hampstead 6041. ${ }^{\text {Himpstead }}$ (H76-20 1934 CITROEN Big 10 sun saloon de luxe absoWest Fnd Le N. W.6. Ham. 6033-4. ${ }^{376-15}$ 1935 CITROEN super modern 12 hp saloon, all Welwyn, Hew tyres; exchanges; £45. Plummers,
$378-599$

## Citroen Cars Wanted.

H IGHEST cash prices for CITROENS. Weekdays, H Saturdays, 9-9; Sundays, 9 g. Rewland Smith,
Hampstead High Si. (Kampstead Tube.) Hampstead Hampstead High Si. (Kampstead Tube.) Hampstead
zzz-3044

## CROSSLEY.

 1933-4 CROSSLEY 10 de luxe sun saloon, £35.


## D.K.W.

1038 D.K.W. Master saloon, black and green, with out. petrol over 50 sitery, full 4 -seater, taxed, 298 Makin and Harrison, 492 Chiswick High Rd.' W. 4 . 1938 D.K.W. Master saloon, indistingoishable
1939 Left-hand-steering n.K.W. Master saloon. 1930 small mileage; exchanges; £85. Piummers.
Welwyn, IIerts. Codicote 227 .

## FIAT

FIAT and handreds of others. See our special
selection on page 26 . TIAT 500 coupe, 1937. blue, 15,000 miles, new
hood, tyres, 58 gns. cash. Ailen, 27 Rivulet
376 -h53

1939 FIAT 500 convertible coupe de laxe, finished ${ }^{1} 135$ November, small fawn, periect condition, cost Carley, Fakenbam, Norfolk. Hone 93 . 778 -h488
© 11 Deposit or 105 gns. cash. FIAT 500,1939 green fawn leather convertible coupe, jenelessence duogreen, fawn leather, one owner, run 1,500 miles only,
brand new condition, £132 10 s ; guarantee; exchanges. Rowland Smith,
below.
$\mathcal{L} 7$ Deposit or 69 gns. cash. FIAT 500, 1938 upholstery, very good condition. guarantee, choic of six; exchanges. Rowland Smith, below. choice
f6 Deposit or 55 fis cath FIAT 500
£6 convertible coupe, blue father 500 , 1937 very good condition; guarantee; choice of six; ex changes. List. Weekdays, Saturdays 9-9, Sunday 9.1. Rowland Smith, Hampstead High St. (Hanp
stad Tube.) Hampstead 6041.

1937 fiAT 500 convertible coupe, very nice con
 Na 1938 .
NAYLOR AND ROOT. 1938 FIAT 500 de luxe

1937 376-111
1937 , June, FIAT 500 drop-head compe, one tion, choice of two, $\mathfrak{f 6 5}$. ${ }^{\text {miles, realis sound condi- }}$ Charles Richards, Ltd.

376-151 coupe, finished in blue, with blue leather, 5,000
 Phone, 4100-2.
PUTNEY AUTOS offer 1937 FIAT 500 convertib: oHer, coupe, black and cream, nice condition, special

1938 FIAT saloon, 6.7 hm, instalments of $^{895}$, or 36 month:y Cooden Engineering Co., Ltd., Bexhill. ${ }^{\text {instalments }} \mathbf{~ d e p o s i t .}$

55 Gns. 1937 FIAT 500 drop-head coupe, prac in maroon with condition, immaculately celluiose engine for 6.7 hp , fast and econompalstery, amazmb reiable; any test or trial; h.-p. arranged. Cande stone 6652 . 376 -273


## Fiat Cars Wanted.

HIGHES' cash prices for FLATS. Weekdays, Hampstead High St. Sundays, 9-1. Rowland Smith, 6041 ,

## FORD.

## W. $\mathbf{H}^{\text {arold }} \mathbf{P}^{\text {erry. }} \mathrm{L}^{\text {tD., }}$

SPECIALIZE in thoroughly reconditioned and

$1937^{\text {Bhp }}$ and from $£ 66$ each. and from $£ 66$ each.
$1936^{\text {Models from }} \mathfrak{x} 5$.
SPECIAL hire-purchase terms, including tax and S insurance, for a moderate deposit and payments rom 1 S. per wo
$\mathrm{C}^{\text {AlL or write lor complete list of used cars. }}$
W. Harold PERRY, LTD., Invictr Works, North lines).

OFFICIAL $U^{\text {SED }} \mathbf{M}^{\text {OTOR }} \mathbf{S}^{\text {HOW }}$
The pick of FORD 8 and other cars at the
R $R^{\text {OYAL AGRICULTURAL HALL }}$ under Rover. See notice 376-365

CONWAS MOTORS. $\begin{gathered}\text { esioon, caretully } \\ \text { used, nice condition through- } \\ \text { salon }\end{gathered}$ out; similar 19364 door saloon, $\& 49$.
CONWY MORORS. £49, 1937 8hn saloon, small Cimileage, one owner, bargain; choice of two similar 1936. £44.
CONWAY MOTORS. E36. Exoeptional 1934 Sho deferred. 301 Goldhawk Rd., Shepherd's Bush.
" THE MOTOR MANUAL." The Slandard Handbook dealing with Motors and Motoring. 2s. 6d. net; 2s. 10d. by post.

USED CARS FOR SALE (continued).

1936 , way, Fond 8 hp ${ }^{2}$-door sun saloon, black 1930, with red leather, excelient tyres, moderate mileage, £49. Charles Rickards, Ltd. Arthur Court 1938 Fond 8 Tudor salon, dark, blue, new end
 1937 shp Tudor, black-green leather, one private 1937 owner, 10 do extras frentited, quite exceptional 1935 , May, 8hp Tudor sunshine, black-red, recon, cators, two private owners, tity2. Below.

days, $9-10$. G:adstone 6303. Weekdays, $9-8 ;$ Sazur

 low milleage, one-owner car, | throughont., Terms, exchanges. Odeon Motors, Litd. |
| :--- |
| Barnet. Phone $4100-2$. |

PUTNEY AUTOS offer: 1938 FORD 8 de luxe splendid condition, £82 10 s. Terms, exchanges ${ }_{663}$ Putzey Bridge Rd., s.W.1.5. Putney $2645-6$.

£44. Ford $8 \quad 1937$ saloon, one owner, good conWandsworth. Phone, Putney 4466 .
1938 Ford 10 , 1000, any $\begin{gathered}\text { 2-door, cloth } \\ \text { examination } \\ \text { or }\end{gathered}$ Haskins, 155 Ladbroke Grove, W.10. C30 FORD 8hp saloon, black, excellent condition ©30. throughout, also 1937, 9hp saloon, green,

1936 Ford 8 Tudor saloon, one owner, small


1936 Ford ${ }_{\text {mont }}$ salon, $\mathcal{E} 60$, or 24 monthly instal Engineering Co., Ltd., Bexhin. ${ }^{\text {mo }}$ deposit. Cooden £48 Particularly clean 1936 FORD 8 saloon, weli Lane, Mortlake. Prms, exchanges. Murphy, 17 Sheon 378 Sheen
 bledon 3606.
$\mathbf{H}_{\text {saloon, finished }}^{\text {UMPHREYS }} 1939$ FORD 10 Prefect 4 -door Rively indistinguishable from brand $\frac{\text { mileage }}{\text { new, }}$, plosiBelow.
$\mathrm{H}_{\text {black, }}^{\text {UMPHREXS. }} \underset{\text { red }}{\text { interior, }} \underset{\text { magnificent }}{1937}$ forn, fondistion
 59 Gns. 1937 Ford 10 de luxe saloon, recondiout; tiined engine fitted, spotless condition through-
 G. D. MOORE, 1938 FORD 10 saloon, 4 -door, G. einy mileage, runs like a new car, spotless con stead Rd., Tottenham Court Rd. Euston 4649.6-371 $£ 70$. 1936-7 FORD 10 -door saloon, tazed 1935 July, FORD 8 Tudor saloon, two owners, 1900, reently rebored and in beautiful condi: 1936-37, September, 1936, FORD 8 Trudor fully kept and
5663 .
$100 \%$ mechanically,
ind Q65. 1936 Ford 10 tourer, grey, excellent conBay. 1030. dion, one $76-77$
 Square, Ha mmersmith. Riverside 6250 . Sunal. $376-82$ TOURER, FORD 10 hp gres, magnificent condi1938 Fond 8ilp saloon, black, superb order,
 1936 FORD 104 door saloon, shiding roof,


1938 New-series FORD 10 saloon, original tyres
 Gardens. St. Peter's Square. Hammersmith. Rivert
6.de 6250 .
3763

 ※32 10s. 3 Exeter Parade, N.W.2, near Kilburn REALLY superb FORD $10!!$ 1938, March, 4-door REALLY superb FORD $10!!$ 1938, March, 4-door and shding roof cost $£ 175$ with extras), most care
fully driven, a genuine 14,000 miles frivate owner, undetinectable from brand new, reall sound purchase at $£ 105$; exchanges, deferrect.
 saloon, £42; 19358 hn de luxe saloon, Jeat ther uphol stery and sliding root, fitted 1937 reconditione engine, t35. All in good condition for their years wood, s.E. 19.
1937 FORD 8 galoon, under 10,000 miles, $x 58$. room condition, 1938 Ford 8 Waloon, small mileage, show room condition, fi9. W.J.C. Motors, $346 \frac{\text { Kensing }}{376-100}$
ton High St., $W .14$.
 terms; exchanges arranged.
£79. 1938 de luxe 8 saloon, spare-wheel corer,
£65. black, smart car. 1937 de luxe 8 sun roof, leather,
£65. 1936 de luxe 104 -door sun saloon, leather
£49. ${ }^{1936 \text { Tudor } 8 \text { saloon, good tyres, orerhauled }}$
$£ 45$. 1935 de luxe 10 saloon, black, good tyres
$\mathbf{N}_{\text {aycor }}$ miles and root. We will send any car 100 exchange if any, 25 East Hill, Clapham Jnnction
S.W.11. Battersea 5276 .
f.52. Ford 8 hp 1937 one-owner saloons, choic Ju, of six. Austins, $147-153$ High St., Mar $376-127$
F. ${ }^{\text {H. }}$ RAE. 79 gns! I Taxed! Superb 1938 FORD owner, black, with silver wheess, 10 , literan, one privat unscratehed owner, black, with silver wheels, hiterally unscratehed
and like new throughout; $£ 20$ down.
F. ${ }^{\text {H. RAE. }}{ }^{79}$ gns. 19 Absolutely as new through
 rineyard green finish, one private owner, zew-type
running boards and pistons, specially recomnendeu running bo
220 down.
F. H. RAE. 2 -door de luxe sunshine saion 1937 FORD in metal grey with red ieather upholstery, extremeiy metal grey with red ieather upholstery, extremes
smant and attractive car at a really low price;
fil down.
F. II RAEE 49 gns.! 19356/4 FORD 104 -door de finish, truxt tricators, band full equipment, one private finsh, tratacators and full equipment, one private
owner, guaranteed faultiess a and open to any trial owvious barraint $£ 12$ down.
 hew throushout door sunshine saloon, absolutely as new hiveriont one private owner, anscratehed black port
serfect
that first to view will undoubtedly purChase; $£ 16$ down.
F. ${ }^{\text {H. RAEE }}{ }_{\text {FORD }}^{49}$ gns! Exceptionally good 1937 eatherette upho.stery, personaly recommended and trial invited; $\mathrm{E}_{12}$ down.
F. ${ }^{\text {H. RAE. Above examples from my large stock }}$ and 10 S. Exceptional exchangendilioned FORD 8 s 24 months. Personal attention, satisfaction mbaranteed. Open tiill 8. 30 nightly and
Mactarinne Rund. Wood Iane morning Macfariane Rd., Wood Lane, W.12. Zhepherds Bush
R. ${ }^{\text {s. Currie and co. (Est. 1900) offer:- }}$

1937 , July, 1938 series Ford 10 saloon. sun, Westbourne Grove, W.2. Bay 0 Opec. 1937 Ford 8 saloon, \& $^{2} 70$, or 36 monthly instal Eng. Co. Ltd, Bexhill. 1938 FORD 8 salonn, $£ 95$, or 36 monthly instal Eng. Co., Ltd., Bexhill.

## A llan taylor and co.

1938 FORD 10 new series tourer. black, with dition. \&105.
$A^{\text {LLAN TAYLOR A.VD CO.. } 126-8 \text { High St. }}$ 376-275
$£ 79 .{ }^{1938}$ FORD 8 Tudor salon, small mileage.

$\mathbf{R}^{\text {OWLAND }} \mathbf{S}^{\text {MITH (MOTORS). }} \mathbf{L}^{\text {TD. }}$
$\mathbf{F}_{\text {changes. }}^{\text {ORus. }} \begin{gathered}\text { list } \\ \text { Rowland }\end{gathered}$ Smith, below. Terms. Ex£7 $\begin{aligned} & \text { Deposit or } 69 \text { gns. cash, } \\ & \text { saloon, black; ,iulce of six. }\end{aligned} 1938$ model 8 hp

$£ 8$ Deposit or 75 gns. cash. June 1937 (1958 $\mathcal{L} 8$ type) 10 ohp sunshine saloon, biue, leather up holstery, one careful owner, almost new condition.
$£ 5 \begin{aligned} & \text { Deposit, or } 45 \text { Ens, cash. } 193510 \mathrm{hp} 4 \text {-dioo } \\ & \text { saloon, blue and black, very guod condition }\end{aligned}$ choice of six.
$\mathbf{R}_{\text {stead Tube.) }}^{\text {OWLAND SMITH, Hamp stead High St. (Hamp }}$ 9-1. Hampstead 6041.
$\mathfrak{f} 30^{\text {II }}$ interior. FORD 8 Below. Tudor sun salow, leather
$£ 36{ }^{\prime \prime}$ Below. 1935 FORD 8 Tudor saloon, good runner.
£42 ${ }^{!1}{ }^{1935}$ FORD 8 Fordor saloon, very attrac
$£ 52^{11} 1937$ FORD 8 Tudor saloon, black, as
$£ 45^{\prime \prime} 1935$ new engine. Below 10 Tudor sun saioon, leather,
£52 ${ }^{\prime \prime} 1936$ FORD 10 Fordor saloon, black.

R. Three days' $\mathrm{N} . \mathrm{W} .1$ Iree trial. 114118 Kentish Town Tube station.) Also at 75 Heath St., Hampstead

I! 129 Gns. 1935 FORD 8 de luxe sun saloon, terms, exclanges. Hol. 2340.
1936 FORD 10 2-door sa? oon de lure, all-black

1936 Ford 8hp 4-door de luxe sunshine saloon, Princedale guaranteed, E47; terms. Gwviland Park. Park 4773. 376 aughan
Tankard and smith, ltd., at Herne Hill.

$£ 7$ Deposit or 59 gns. cash. 1938, March, FORD
$\mathrm{F}^{\text {ULL }}$ written guarantee; exchanges and service Herne Hill. Tul.
1938 Series FoRD 104 -door sun saloon, leather,
Below small mineage, Euper condition, 85 gas
1938 FORD 8 saloon, very small mileage, as new

 changes. Clarina Rd. (opp. Penge Empire) Syden NORMAN AUUTOS 1938 de luxe FORD 8 saloon, f75. How mileage, black, indistinguushable from new E75i terms exchanges.
Eimpire), Sydenham 8476 .
1938 FORD 8 saloon, genuinely carefuly nsed 180-186 West End Lane, N.W.6. Ham. 6
 Rd. Por. 467 i . Royal Motors, 443 Ntreat $376-72$ 30 Gns. 1934 Ford, 8 hp, really good condition, Essex.
1938 FORD 104 -door saloon, blue, mileage 8,800,

1938 Ford 8 saloon, bluu, with blue papol1938 stery, excellent condition, 285; supplied on our no-deposit terms of
alus tax and insurance.
NORMAND GARAGE, LTDD, 152 Gloucester Rd.,
 .

1938 FORD $\begin{gathered}\text { F sew, saloon, hardly distinguishable from } \\ \text { new }\end{gathered}$
1937 FORD 8 Tudor saloon, one careful owner,
1935 Ford 8 Trudor salon, finished black, excel-
 Cow Coss, Southern Railway. Tideway $3779-1779$ git-407

## USED CARS FOR SALE (continued).

 from brand new, £105. K.J. Motors, Ltd., Bromley,

## Ford Cars Wanted.

HIGHEST cash prices for FORDS. Weekdays, 1 Saturdays, 9-9: Sundays, 9-1, Rowland Smith, 6041 .
zzz-3046
CLAUDE RYE, opening new car showrooms, $\mathrm{C}_{\text {urgently require }}$ low hp ears. ${ }^{\text {car }}$ Hire-purchase accounts cleared. 899 Fulham Rd., s.W.6. CASH waiting for best 1935-6 2-door FORD 37 Harringay. (private). Write, 27 Conway Rd. 376 -h53 Harringay.

## FRAZER-NASH.

$\mathrm{F}^{\text {RAZER-NASH. The manufacturers have available }}$ for sale reconditioned cars from thor sale reconditioned cars from 1932 to 1935 .


## HILLMAN.

1934 HILLMAN Minx foursome drop-head coupe, condition, one owner only, May, ${ }^{1954}$, Jack Feathers, $781-791$ Lelivery, new 'hornton Heath 3456 . 1935 HILLMAN Minx de lure saloon, as new, Kilburn. Maida Vale 6888.
 match, low saloon, milue with leather upholstery to


NEWNHAMS for good HILLMANS at right prices. ased cars on request. Seven days free trial, selffinanced terms and generous exchanges.
1939 Mink Magnificent drop-head coupe, almost as
1990 Minx Magnificent de luke su
1937 Minx Magnificent de luxe sun saloon, most

1939 Minx de Iuxe, burgundy red, mileage 3,500 , 1245. Below.

1938 Minx Family, $\begin{gathered}\text { 4-door, new March, one private } \\ \text { owner, perfectly kept, small mileage, } \\ £ 100\end{gathered}$ Below.
1937 Minx de luxe, black-brown, one private unsoiled, \& 97 . ${ }^{2}$ Ber, guaran.
1935 Minx 4 -door sunshine, new April, blue, one Below.
 HillmaN and hundreds of others. See our

## O FFICLAL $U^{\text {SED }} \mathbf{M}^{\text {OTOR }} \mathbf{S}^{\text {How. }}$

The pick of HILLMAN Minx and other cars at the $\mathbf{R}^{\text {OYAL AGRICULTURAL HALL. See notice }}$ under Rover.

1937 hilluman Minx sun saloon, perlect conEnd Lane, N.W'6. Ham 6033-4. ${ }^{\text {dition, }}$ 180-186 West 1937 Minx de luxe saloon, one careful private

\&45. ${ }^{1934}$ HILLMAN Minx sun saloon, finisbed 4h3. dark red and black, in wonderful condition
throughout. C. C. Motors, 274 High Rd., Wrod Green.
B76-28.5 Bowes Park 1898
1938 HillMAN Minx saloon blue, one owner,
1936 Hilliman Minx saloon de luxe, very sound,
1936 Drop-head foursome coupe, absolutely per$\begin{array}{lll}\text { sington High St. (Seven doors Olympia.) Western } \\ 3122 \text {. } & 376-254\end{array}$ 1930 fricliman Minx de luxe saloon, excelisent

R AYNES PARK MOTORS offer: 85 Gns. 1937 Rileage, exceptional salondition. 213 We Wornere, Rd., 1592 (near Raynes Park Station). Wimbledon 36 Gns. 1934 HILLMAN Minx 4 -door sunshine UU saloon, beautiful condition throughout.
MARNIC MOTORS,
dington 2308.
Open to
9
30 Gus:!!! Very smart and good-looking HILLMAN side curtains, mechanically perted tyres, hood and side curtains, mechanically, perfect, well worth the money, with three months guarantee; ${ }^{\text {ternas ex- }}$
changes.
Rd. S.E. 15 Tankard and Smith. changes. Tankard and Smith. Ltd., 97 Pechham
Rd., S.E.15. Rodneg $2051-2-5$.
$£ 180^{1!1}$ Minx dropll worth it. 1938 HILLMAN on road six months registered originally soptember, on road six months registered originally September,
4.500 miles onty, absolutely immaculate; also choice 4.500 miles onity absolately immaculate; also choice P85ll 1937 HILMAN
C85 ${ }^{1!!} 1937$ HILLMAN Minx saloon de luxe, terms, exchanges. throughout, perfect runner:
 376-355
COMERFORDS, HILLMAN agents. Motorcycles Uelection of cars taken in part exchange; always a good
second-hand Hillmans in stock. Comeriords, Thames Ditton. Emberbrook $\frac{15}{2323} 5$
$\mathbf{N a y l O R}_{\text {AND }}$ ROOT. 1936 HILLMMAN Minx $d \epsilon$ Iutely laxe saltoss condition, one private owner, absolutely faultless condition, ※75. See also page 19.
Exchanges; terms. 25 East Hill, Clapham Junction, Exchanges; terms. 25 East Hill, Claphame Junction,
S.W.I1. Battersea 5272.

9,000 Miles. 1938 htLLman Minx sun saloon car, as new, three months guarantee, A.A. inspection invited, exceptional bargain, Mews, W.2. Paddington 8183.

## $\mathbf{R}^{\text {OWLAND }} \mathbf{S}^{\text {MITH (MOTORS), }} \mathbf{\Lambda}^{T D}$

HILLMAN Minxes. List free. Guarantee. Terms.
Exchanges. Rowland Smith, below.
C14 Deposit or 135 gns. cash, 1939 model de 14 luxe 4 -doo sunshine saloon, black, maroon leather, small mileage, one careful owner, almost new condition
£5 Deposit or 49 gns. cash. 1936 model de quxe holstery.
@4 Deposit or 39 gns. cash. 1933 model sports 24 4-seater, black and green, excellent condition.
f4 Deposit or 39 gns. cash. 1934 de luxe 4-door stery, very good condition; choice of six.
$\mathbf{R}^{\text {OWLAND SMITH, Hampstead High St. (Hamp- }}$
$\mathbf{R}_{\text {stead Tube.) Weekdays, Saturdays 9-9, Sundays }}$
1938 hillman minx sun saloon, very small mile-
19.36 Minx sun saloon, excellent condition. 69

Harry nash. hillman, 1936, May, Minx H 10 hp 4 -door baloon, blue, privately owned, nice condition throughout, 267 10s. Below
1938 Minx 10 hp (1-door saloon, blue, one private $£ 9710$ s. ${ }^{\text {owner, small mileage, like new }} \mathbf{3 4 8}$ King St., Hammersmith. Riverside $2837 . \quad$ 376-188

## LIGHT <br> CARS

EVERY READER of this journal is interested in Light Cars.

Advertisements in these pages have a direct and unique appeal to the Light Car public.

If your appeal is to Light Car buyers, you can reach them most economically and effectively through their own specialized journal-"The Light Car."

TUMPHREYS 1938 HILLMAN Minx 4 door dition throughour, forgished blue, magnificent con Hampstead Rd. (Tottenham Court Rd.), N.W. Phone, Euston 3326. 376-299 PALMERS. 1937 HILLMAN Minx de luxe saloon (89; also 1935 Minx saloon, £55, excellen condition; exchanges, terms. 53 York St., Twicken
ham. Popesgrove 2241 . amar LiLLMAN Minx, late 1934 4-door saloon, amar exchanges, deferred King St., W.6. Riverside 5113 . 1937 HLLLMAN Minx de luxe saloon, dark blue Twickenham Service kept, taxed to sune, 189 Twickenham. Popesgrove 3115.110 Staines $\quad 376-250$
M. т. LaNe oflers:-

1090 HLLMAN Minx sun caloon, one owner, part exchanges. Mac. 2546 . 65 Old Town, Clap part exchanges. Mac. 2546.65 Old Town, Clap
ham, $8 . W .4$.

$\frac{1}{2} 48$ HILLMAN Minx, 1935, almond and black | Shirley, Croydon. |
| :--- |
| $\begin{array}{l}\text { Comple Avenue } \\ 376-\mathrm{h} 474\end{array}$ |

EILLMAN Minx, 1934, black sun saloon, £36 | 11 Willoughby Cottage, Farleigh, Warlingham, |  |
| :--- | :--- |
| Surrey | Opper Warlingham 414. |
| $376-h 475$ |  |

1935 HillmaN 10 de fuxe sum saloon, remark 1038 HILLMAN 10 sun saloon de luxe, finished you to see from 9 a.m. till 9 p.m. M.B. Motors you to see from 9 a.m. til 9 , p.m. M.B. Motors Charing Cross, Southern. Tideway 3779-1779.76-409

## Hillman Cars Wanted

HIGHFST cash prices for ILLLMANS. Weekdays $1-$ Saturdays, $9-9$; Sundays, $9-1$. Rowland Smith Hampstead High St. (IIampstead Tuke.) IIampstea
( 5041 . W.J.C. MOTORS, definitely best buyers for HILL Western 3446 . 376 -105

## HUMBER

1930 HUMBER 12 saloon de luxe, really immacu
1931 HUMBER saloon, very sound and clean, High St. (seven doors Olympia). Western 3122 .


## Humber Cars Wanted

HIGHEST cash prices for HUMBERS. Weehdays, Haturdays, 9.9; Sundays, 9-1 Rowland Smith, Iramps
6041.

## JOWETT.

JOWETTS. Manchester. 1934, 1935, 1936, 1937 saloons and tourers, always in stock. Distribators Jorfteries, Latd., Deansgate. Blan 1122-3. zzz-0851 LOVETTS for JOWETTS. 191 Streatham Rd. Cooter And Green, Eden Park (Beckenbam C 2565), for good, used JOWETYS, 1930 upwards Aho has 18 yeara' Jowett experience. All spare Who models in stoct:
JOWETTS. A.V. Motors, Lid., Teddington, have prices ranging from $£ 1.5$ to $£ 140$; every car over ${ }^{2} 40$ overbauled and guaranteed in sound mechanical kingston 0710
B UY your used JOWEIT from Godireys, the sole $B$ London and district distributors. Satisfaction guaranteed, each model being overhauled and works
 As available.
requirements.
EASY purchase terms. Godifreys, Ltd., 366 Euston Rd., N.W.1. JOWETT and hundreds of others. See our $\begin{aligned} & \text { zzecial } \\ & \text { selection on page } 26 \text {. }\end{aligned}$ 376-49
1935-36 $\begin{gathered}\text { JowErT de luxe saloon, one owner, } \\ \text { £60. } \\ \text { Tippetts Motors, } \\ 320 \\ \text { Eweli }\end{gathered}$
Rd., Surbiton. $\mathbf{B}^{\text {UNTINGS, }}$ famous house for JOWETTS. New ${ }^{\text {B }}$
 range second-hand, $£ 50-£ 90$. Buntings, Harrow
1976 - 324

## USED CARS FOR SALE (continued)

PATER-JOWETTS still predominate at Welfords, Pave the JoWETT People. Deal with the firms who 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; seater \& 230 ; 1932 saloon, £30; 1930 saloon,
f10 10 s . Welfords (the Jowett People), Brighton. Phone 2440 . (Now managed by Pater, the Jowett
King.)

WESTMINSTER BRIDGE GARAGE, oldeet JoWETM agents in the south, have generally a
few models from 1930 to date in first-class condition. few models irom 1930 to date in first-class condition.
New cars in stock. Repairs by Jowett mechanics.
All spares stocked. 5 Lambeth Palace Rd. S. Al spares stocked. 5 Lambeth Palace Rd, S.E. ${ }^{\text {Szz- } 3137}$
Waterloo 5270 .


$\mathbf{B}^{\text {LACKBIRD }}$ HILL GARAGES, LTD., offer:-
JOWETT Kestrel 7hp 4-door sunshine saloon, 1935, splendid condition, 666 . Kingsbary Lane, N. W. .' Colindale 6136
1938 JOWETTT 8 saloon de luxe, £125, or 36 deposit. Cooden Eng. Co., Ltd., Bexhill. $376-173$ 1039 JOWETYT 8 saloon de luxe, with extras, price $£ 160$, or 36 monthly instalments of $£ 59 \mathrm{~s}$. no deposit.' Cooden Engineering Co., Ltd., Bexhill.
FOR reliable JOWETNS, the pioneers. Royal Forest

## Jowett Cars Wanted.

HIGAEST eash prices for Jowerts. Weekdays, Hampstead High St. Sation (Hampstead Tube.) Hampstead Hampstead High St. (Hampstead Tube.) Hampstead
6041 zzz-3049
OWETTY wanted, about 1936. Full particulars to
$376-\mathrm{h} 537$
30 Famet Avenue, Purley.

## LANCHESTER.

 1eposit. Oonten Engineering Co., Ltd., Bexhili. $376-175$ 1933 LANCHESTER 10 coupe, 550 , or 24 deposit. Cooden Engineering Co., Ltd., Bexhini. 376174

## $O^{\text {FFICIAL }} U^{\text {SED }} \mathbf{M}^{\text {OTOR }} \mathbf{S}^{\text {How. }}$

The pick of LANCHESTER and other cars at the $\mathbf{R}^{\text {OYAL AGRICULTURAL HALL. See notice }}$

1936 Series LANCHESTER 10 Mulliner sports throughont, four new tyres iust fitted, small mileage,

1934 LaNOHIESTER 10 de luxe sunshine salon, toursome sports sunshine coupe, \&52. Therms. Old
field, Pottery Lane, Holland Park. Park 4170 .
etd, Pottery Lane, hond 10 saloon, 4-door,

| S3O/10. sun roof, as new. 71 Meluyy Rd. |
| :--- |
| Wandsworth. Battersea 7655 . |
| $176-290$ |

1933 tanchester 10 hp de luxe sunshine


## Lanchester Cars Wanted.

HIGHEST cash prices for IANCHESTER. Week-


## LEA-FRANCIS.

$T$ ARNELL AND OO., LTD. (all staff and foreman Honed 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.)
$C^{\text {HARLES FOLLETT, LTD., offer:- }}$
$1939 \begin{gathered}\text { Series } \\ \text { coupe, } \\ \text { host of } \\ \text { of }\end{gathered}$ winner. 18 Berkeley st., W.1. Mafair 6266.

## M.G.


G. Midget, 1936, red, engine and body wonderful condition, taxed, insured, sacrifice. \&105;

$$
\mathbf{R}^{\text {owLAND }} \mathbf{S}^{\text {MITH }} \text { anorons, } \mathbf{L}^{\text {TD }}
$$

M.G. Magnas and Magnettes. $\underset{\text { Eee. }}{\text { Termist iree. }} \underset{\text { Exchanges. }}{\text { Guaran- }} \begin{gathered}\text { irewland } \\ \text { Rmith, }\end{gathered}$

E6 Deposit or 59 gns. cash. Magna, 1934 Continental sunshine coupe, black, brown leather, excelient condition.
25 Deposit or 49 gns. cash. Magna, 1934 model dition.
£3 Deposit or 25 gns, cash. Magna, 1932 sun-
@ 7 Deposit or 65 gns. cash. Magnette, July 1934 standard and raciag screens, etc., excellent condition
M. Exchanges. Rowland Sree. Guarantee. Terms.
£11 Deposit or 105 gns. cash. 1937 T-type one careful owner, excellent condition, green leather, one careful owner, excellent condition
CO Deposit or 89 gns. cash. 1935 Special auperOD charged PA-type 2 -seater, Ereen, outside
 dition.
L6 ${ }_{2}^{\text {Deposit }}$ or 59 gns. cash. 1934 model J2
£5 Deposit or 45 gns . cash. 1933 J 22 -seater
 good condition.
$\mathbf{R}^{\text {OWLAND SMITH, M.G, Distributors, Alll models }}$
$\mathbf{R}^{\text {OWLAND SMITH, M.G, Distributors, All models }}$ Tube.) Weekdays, Saturdays 9-9, Sundays 9-1.

## $O^{\text {FFICLAL }} U^{\text {SED }} \mathbf{M}^{\text {OTOR }} \mathbb{S}^{\text {How. }}$

The pick of M.G. and other cars at the
$\mathrm{R}^{\text {OYAL AGRICULTURAL HALL. See notice }}$ under Rover.

376-368
1938 T-type Midget 2 -seater, 9,000 miles. many tone horns taxed and fully aero windscreens, mello and horns, taxed and fully guaranteed, \&150. Jorris House, Morden Road, S.W. 19 Liberty 4656 .
1938 Model M. M.G. 2 -seater, black, red leather,
1938 unregistered, shop-soiled, 198 gns. Bozalls
Garage, Stafiord. Phone 397.1936 M.G. Midget J2
NAYLOR AND ROOT. 1933 .
NAYLOR A-seater, good tyres, absolutely sound, fast, 55 gns.; exchanges; terms. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. See also
f17 M.G. Midget, 1930, 2 -seater sports, blue, new
W1. battery, insured. 28 Keswick Rd. W.
1933 M.G. Midget J type 4 -seater sports, special 1.30 large head lamps, twin pass lights, good tyres, immaculate order, throughout, $\mathbf{x 6 5 ;}$ terms; exchanges; three months' written guarantee. Makin
and Haarison, 492 Chiswick High Rd., W.4. Chis-
1933 M.G. J1 Midget 4 -seater, recent expensive 1air $£ 75$ Broadway Motors, 167 Gt . Portland St Car, $£ 75$. Broadway Motors, 167 Gt . Portland st. $376-292$
W .1. Welbeck $88^{\prime \prime} 74$.
M. T. LANE offers:

1931 M.G. Midget ghp 2 -seater, outstanding con15 old Town, Clapham, S.W.4. Mac. 2546 .
D ENNOS. 1932 M G Mider 37602
R ENNOS. 1932 M M. M. Midget $8 \quad 2$-seater, all deposit, 13 s. 3d. monthly. 217 Horisey Rd. Arch-

1036 m.G. Midget 2 -seater, guaranteed three 1.26 months, £100. Erans (Wimbledon) $376-307$ 55 Gns. $1933 \mathrm{J2}$, opalescent grey, P-type brakes, thermometers, Aero screen, good tyres, taxed. Daviel, | 84 King Henry's Rd., Hampstead. |
| :--- |
| 16313 | 1939 M.G. Midget, $£ 185$, or 36 monthly InstalEngeering Co, Ltd., Bexhill. $376-175$ 1938 M.G. $11 /$-litre sports 4 -seater, most com1928 pletely equipped, 2 ipp tonneau cover. perfect $\begin{array}{ll}\text { in every way, } \\ \text { sington High St. (seven doors olympia). } & \text { Western } \\ 376-236\end{array}$

## G.P. M ${ }^{\text {otors. }}$

1933 M.G. J2 2 -seater, tuned engine, new tyres 1034 M.G. $P$ model 4 seater sports, really good, $1930 \begin{gathered}\text { m.G. } 2 \text {-seater sports, excellent engine, really } \\ \text { fast, } \\ \text { a } 25 .\end{gathered}$
 CONWAY MOTORS. £75. Late 19348 hp P.A. Cype Midget, one owner, 4 -speed, recently completely overhauled, exceptional bargain. 301 Gold hawk Rd, Shepherds Bush.

1937, May, M.G. T model 2-seater, exceptional


1934 M.G. J2 sports 2 -seater, finished black and for you red, showroom condition, t59. 200 cars $\frac{1}{\text { for }} \mathbf{3} 40$ ou to see from 9 a.m. till 9 p.m. M.B. Motors, Charing Cross, Southern Railway) Thdeway 3779 Charing Cross, Southern Railway). Tideway $376-470$
M.G. Cars Wanted.

HIGHEST cash prices for M.G.s. Weekdays, Hampaturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead
2042-051.

NAYLOR AND ROOT. Best cash prices for good NAM.G. Midgets. 25 East Hill, Clapham Junction,
S.W.11. Battersea 5272 .

## MORGAN.

MORGAN. Maskells for Morgans. Sole London hauls. Ngents south of the Thames Spares and over-

$\mathbf{R}^{\text {OWLAND }} \mathbf{S}^{\text {MITH (MOTORS), }} \mathbf{L}^{\mathrm{TD} \text {. }}$
M ORGANS. $\begin{gathered}\text { List free. } \\ \text { changes. } \\ \text { Rowland } \\ \text { Smithantee. below. Terms. Ex- }\end{gathered}$
£7 Deposit or 69 gns. cash. Late 1937 sports reverse, electric starter, spare unused, practically new condition.
127 Deposit or 65 gns. cash. August 1936 super3 -speeds and ord oh.v. Matchless, Jewelessence green, tyre), etc., excellent condition.
$\frac{\rho}{2} \hat{C}$ rerse, starter, spare wheel (rnworn tyre), etc., very good condition, taxed.
£5 Deposit or 45 gns. cash. 1936 -seater, black, $\frac{4}{3}$-speeds. sports spare wheel (unworn tyre), etc., very good condition,

E5 Deposit or 45 gns. cash. July 1934 supersports, racing o.h.v. J.A.P., green, 3 -speeds and
reverse, starter, spare wheel, etc., good condition.
£5 Deposit or 45 gns, cash. July 1936 4-cyl. starter, spare wheel, etc., very good condition.
©3 Deposit or 29 gns. cash. 1933 2-seater, w-c. verse, starter, spare wheel (unworn tyre), etc., good condition.
f3 Deposit or 24 gas. cash. 1932 family, w.-c. starter, carefully used, excellent condition.
£3 Deposit or 29 gns. cash. 1933 Iamily, J.A.P., starter, spare wheel, etc., very good condition.
9 Gns. 1931 family, J.A.P, black, dynamo, hood,
5 Gns. 1929 Aero, racing $\begin{gathered}\text { o.h.v. J.A.P., red } \\ \text { black, } \\ \text { straight-through } \\ \text { exhausta, bood, etc., }\end{gathered}$ requires attention.
5 Gns. 1930 family, J.A.P., black, dynamo, etc.
$\mathbf{R}^{\text {OWLAND SMITH, Hampstead High St. (Hamp }}$ V-1. Hampstead 6041.
£39 ${ }^{11}$ taxed 1934 2 5 MORGAN super-sports ${ }^{2}$ 2-seater. runs taxed $£ 12 \mathrm{~s}$. per quarter, honestly looks and runs as new, brand new hood and cover, very $10-40$ o.h.v. J.A.P. with tuned twin- foat carburetter. does nearly $80 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. and approximately 50 m.p.h., 3 speeds and reverse, Magna wheels, many average in every respect: average in every respect any test or trial with pleaAutos, 165 Ballards Lane, Finchley, N.3. $\quad \begin{aligned} & \text { Finchleg } \\ & 476-403\end{aligned}$

33

## USED CARS FOR SALE (continued).

CONWAY MOTORS, ${ }^{\text {E39 }} 1936$ 8hp w.e. Family MORGAN, caretully used, nice condition through

## Morgan Cars Wanted.

$\mathrm{H}_{\text {IGEEST }}$ cash prices for MORGANS. Weekdays, Hampaturdays, 9-9; Sundays, 9-1 Migowland Smith 604 I .

## Morgan Spare Parts and Service.

$\mathbf{M}_{\text {a }}^{\text {ASKELLS }}$ for MORGANS, oftictial repairers, carry compiete stock of Morgan g pares. Writo for spares ilist grati
Brixton 5725.
$\mathrm{H}_{\text {Overhauls }}^{\text {OMACS }}$ all MORGAN spares. Repairs and
 Homacs, London service De

## MORRIS

$1938 \frac{\text { MORRIS }}{4 \text {-speed, }} 10$ o.h.v.v. Series IIte de luxe saly
1936 MORRTS 8 de luxe 4 -door sun saloon, really
1936 MURRIS 12 special sports coupe, beautiful
1933 MoRRIS $12-4$ de luxe sun saloon, bargain, Lane, N.W.6. Ham. $6033-4$. $180-186$ West 376.5
$\mathbf{A}^{\text {S new, }}$ mileage only 1938 (late) MORRIS 84 -seater, tourer,
PaWson AND COLLINS, LTD, 31 Palace Gate.
1937 MORRIS $10-4$ de luxe sunshine saloon, one

CONWAY MOTORS. Immediate delivery new 8hp Ceries E fixed-roof saloons from stook.


CONWAY MOTORS | OWRer, nice condition. 69.19378 hp saloon, one |
| :---: |



1938 MORRTS 8 de luxe, shop-soiled unregistered,
1936 MORRIS \& 4 -seater sports, 260.
 Tippetts Motors, 320 Ewell Rd., Surriton.



 Cookes motors offer:-
$1937{ }_{\text {MORRIS }}^{\&} 76$ also 4 -seater, mileage only 10,000 ,

M. T. Lane offers:-

1933 MORRIS 10 sunshine saloon de luxe, excep1934 MORRIS 10 sunshine saloon de luxe, 245. 1936 Morris 10 series II de luxe saloons, 265.
1938 MORRIS 8 do luxe sun saloon, small mile-

G. D. MOORE, 1938 MORRIS 8 de luxa model quite indistinguishabble fromerner, very smand new, absolutely sound mechanically, 295.
G. D. MOORE. 1937 MORRTS 84 -seater tourer,
$\Varangle 79$ small
G. D. MOORE. 1937 MORRIS 8 2-seater, beauti-
ally, fu77 10 s .
G. D. MOORE, 1937 MORRIS 8 , 4 -ioor saloon cared for, 875 . Hampstead Rd.,' Tottenham Court Rd. Euston 4646.312
 garets Works, St. Margarets, Middx.
$\mathbf{R}^{\text {OWLAND }} \mathbf{S}^{\text {MITH (MOTORS), }} \mathbf{L}^{\text {TD. }}$

MRRRISES. List free Guarantee. Terms. Ex£3 Deposit or 29 gus. cash. 1934 Cowley 4 de leather, excellent condition.
£9 Deposit or 89 gns. cash. 19388 8p Series II leather, one careful owner, almost new condition. $\mathcal{E} 9$ Deposit or 89 gns. cash, 1938 8pp Series II unworn almost new condition; choice mileage, spar
©O Deposit or 85 gns. cash, 1938 (seater, mavoon and beries II new condition.
\&7 Deposit or 69 gns. cash. June 1937 8hp carefully used, excellent condition.
C7 Deposit or 65 gns, cash. 1937 8hy Series leather, very good condition; choice. of six.
f 7 Deposit or 65 gns. eash. 1937 8hp Series I
4-door saloon, black, spare unwora, one care ful owner, excellient condition.
\&6 $\begin{gathered}\text { Deposit or } \\ 2 \text {-seater, black, carefully } \\ 59 \\ \text { used, excellent con- }\end{gathered}$ dition.
f6 $\begin{gathered}\text { Deposit or } 55 \text { gns. cash. } 19368 \mathrm{hp} \text { Series I } \\ \text { 2-door saloon, }\end{gathered}$ good condition.
$£ 5$ Deposit or 49 gns. cash. 1936 model Series 1 leather, good condition.
fi3 Deposit or 29 gns. cash. 1932 model M
\&6 Deposit or 59 gns. cash. Late 1934 10-6 holstery, Ashby wheel, excellent condition.
$C 5$ Deposit or 49 gns. cash. 1935 model $10-4$ eather, very good condition.
C 7 Deposit or 69 gns. cash. 1936 model 12 hp di
$\mathbf{R}^{\text {OWLAND SMITH, Hampstead High St. (Hamp- }}$
R stead Tube.) Weekdays, Saturdays $9-9$, Sundays
376-26
Hampstead 6041.
H ARRX NASH. MORRIS, 1935. January, 8hp $2-$ 1 seater, black-green, marvellous condition, 267 10s. Below.
1935 , March, 8 hp 4-door de luxe saloon, blue, one low mileage, 1937 condition throughout, wants seeing, 257 10s. Below.
$1936{ }^{8 \mathrm{hp}} 2$ 2-door de Iuxe saloon, blue, oil concondition sumption negligible, one private owner, nice condition throughoul, 267 .
1937 March, ${ }^{\text {mpendid }} 8 \mathrm{hp}$ 2-door de luxe saloon, hlue, another, five new tyres, 279 10s. Below.
1337 shp 4 -seater tourer, blue, bumpers and nice condition, really smart, mileage, 10 es., bargain. Below.
$1038{ }^{8 \mathrm{hp}}$, 2-door saloon, black-red, one private tion, £90. Below,
1938, January, 8 hp 2 -door de fuxe saloon, sun, shine roof, tools, instruction coour black, ceptionally nice condition, smanl mile. Below.
f92 10s. for quick sale.
$1039^{8 \mathrm{hp} \text { Series E very latest model de luxe sun- }}$ 10. shine salloon, mileage only $£ 12$, ${ }^{\text {coner }}$ black, maker's full guarantee, accept ${ }^{\text {£125 }}$. 348
King' St., Hammersmith. Riverside 2837.
$376-18 y$
1936 MORRIS 8 2-seater sports, finished black
1936 MORRIS 8 sun saloon de Iuxe, one careful trom 9 owner, 66210 s . 200 cars $10{ }^{2}$ you to gee Cross Rd. S.E. 14 (10. minutes from, Charing Cross,

1938 MORRIS 82 -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, 885 . Wimbledon Evans 3606.
1931 morRis Minor coachbuilt sua saloon, brakes engine recently competely overhauled, extremely reliable car, $£ 23$ ' 10 s. John Sefley Automobiles, 31 Lancaster Mews, W.2. Paddington 8183.
£59 ${ }_{\text {red }}^{1936}$ and Series 1 8hp open 4-seater tourer, A1 Garage, Ltd., 11 Cornwall Garden Stables,
Gloucester Rd., S.W.7. Western 4078.
376-291

27 Gns.1!! Snip! 1933 MORRIS $10-4$ sunshine out, soloon de luxe, in excellent condition through out, roomy 4 -5-seater bodywork, really dependable and extremely economical job to run, light on oil and
petrol, don't fail to try this one; any test or trial; petrol, don't fail to try this one; any test or trial;
termss etc. Below.

$$
10-10
$$

49 Gns. !!! Compare the value! 1936 MORRIS 8 1 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 tirelessly at 50 m.p.h., very powerlul Lockheed brakis, most e屯tient, 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, Finch.
ley, N.3. Finchley 4780.
376 401
257. 1936 MORRis 8 saloon, finished black and Motors, 274 High Rd., Wood Green. $\quad$ Bowes Park 1898.

MORRIS 8, Jetendition and 1937 de luxe 2 -door sun saloon, 11. condition and appearance as new, one owner, small mileage, taxed $£ 7210$ s.; exchanges, deferred sido 511 J .
£21: 1931 side-valve Minor 2 -seater, good hond
م31 !! 1933 side-valve Minor 2 -seater, 4 -speed
f32!! 1933 side-valve Minor Family 8 4-door
S52! 1935 MORRIS 8 leather interior. Below. 2 -door sun caloon,
E.52!! 1935 MORRIS 82 seater, nice body, sporty
£10!! Each. 1931 CowLEY 2 -seater and coupe,
FARLS, LTD., MORRIS Agent. Terms, exchanges. Rd., N.W.I. Phone, Gul. 1751 . (Three minutes Tube Station.) Also at 75 Heath St., Hamppsteded,
N.W.
Hhone

PALMERS. 1938 MORRIS 8 aaloon, £85; 1936 Pursome coupe sat. ted; exchanges, terms. 53 York St., Twickenhan. $376-265$
Popesgrove 2241.
49 Gns. MORRIS 8, ${ }_{147-153}^{\text {1935, rebored, guaranted, }}$ High St., N.W.10. Austins. 147-153 High St., Harlesden, $\begin{aligned} & \text { 376-128 }\end{aligned}$

1938 MORRIS 8 examination or trial, sum-root de luxe, any 1936 MORRIS 82 -door sun root, $x 55$.
1935 morrig 10 de luxe, splendid order, any broke Grove, W.10. Ladbroke 1155 . $\quad 376-247$

1938 MORRIS 12 saloon de luxe, 12,000 only, Western 376 Kensington High'st. ( 7 doors Olympia).
1933 MoRRIS Minor 2 seater, very fine order, High 8t. (7 doors Olympia). Western $3122_{376-257}$
1933 MORRIS Minor 2 -seater. £35, or 18 1933 monthly instalments of of 58.7 Fd ; no
deposit. Coodem Enginetring Co., Ltd., Bexhill
$376-178$
1035 MORRIS 8 salpon, ${ }^{265}$, or 30 monthly Cooden Engineering $C_{0 .,}$ Ltd., Bexhill. ${ }^{\text {no }} \quad$ deposit.
1935 morris 8 de luxe saloon, engine com.


1936 MORRIS 8 hauled, 2 -seater, black, recently over1936 hauled, spring steering, discs, excoptional condition. 'taxed,' $860 .{ }^{\text {D }}$ D. Ohristmas, Capel Bainery.

1932 MORRIS Minor saloon, just rebored, being verhauled, really good condition. Heading. pump. overhauled, realy god condition. Heading. Pump
ing Station, Bourne End, Bucks.
PUTNEY AUTOS ofier 1938 MORRTS 8 de luxe £95; also 2-door fixed-head, a. 14 mijoon really super

$A^{\text {LLAN TAYLOR AND Co. }}$
1936 morris 8 4 -sester tourer, mechanically
1936 MORRTS 82 dioor sun saloon. This car has
$\mathbf{A}^{\text {LLAN TAYLOR AND CD., }}$ Wandsworth, S.W.18. Patrey $6451-2-3$ High St.
" THE MOTOR BOAT MANUAL

## USED CARS FOR SALE (continued).

$\mathbf{P}^{\text {RIDE }}$ gains. 1937 MORRIS 8 sun saloon, grey-black, very casa or \& 8 elean, good dyres, well maintained 84 pays


C28. MORRIS Minor, $\begin{gathered}\text { moachbuilt, } \\ \text { taxed. }\end{gathered}$ Southal. ${ }^{2}$.oachbuilt, tazed. 11 Cherry Avenue 376 -h490
 away, splendid condition throughout, f35. Apply 17 Horace Avenue, Rush Gireen, Romford. 376 -h485
$!!!$ 14,000 miles onls, 4 -door de luxe, black and

1937 , August, MORRIS 8 sunshine saloon, mile-
1937 Morris $8{ }^{2}{ }^{2}$-seater, excellent condition

1937 monrrs 8 ful private 2 -door de luxe saloon, one care in beautiful prider, $\& 63$. 6 . Nor, smath mile meane, bodywork $1934 \begin{gathered}\text { MORRIS } \\ \text { owners, in most beautiful condition, private } \\ \text { sale } \\ \text { s. }\end{gathered}$
 1938 MorRTS 8 2-door fixed. head saloon, in


## $\mathbf{H}^{\text {ackford }} \mathbf{M}^{\text {otors, }} \mathbf{L}^{\mathrm{TD} .}$

1936 morkris 8hp 2-seater, red, tryes, mechani-
 Brixton. Phone 3227 -8.
1939 MoRRIS 10 de luxe saloon, almost as new, London. Eivitrside Newnhams, 23646 Hammersmith Rd.
 owner? recmmended, ' 778 . Below.
 Below.
1938 April, 8hp 2-door sunshine, black-red, mile£93. Below.
1936 , May, private $^{\text {8hp }} 4$-dioor sunshine always, green-black, one 270. Below.
 Below.
HINTW. days, 9.10 .
 written guarantee, one month's approval. Northfields
 Ealign 0430 .
 dition, sinn 10 s. down, $f 2$ monthly. Comerfords below.


 $\mathbf{R}_{\text {in }}^{\text {MORRIS }} 8$ extional condition
70 Gns., 1037 MORRIS 8 2-door saloon de luxe, ne owner, low mileage.
1937 MORRIS $\begin{aligned} & \text { excellent condition, } 69 \text { gine } \text { gner, low mileage, }\end{aligned}$ 57 Gns. 1936 MoRRIS 8 , 2 -seater, one owner, , 10 . Raynes mark ileage. $\operatorname{station)\text {.WorpleRd.,Wimbledon}1592\text {.}376-243}$
 322 Fore St., Edmonton. Tottenham 4454. 376 -252

## $\mathbf{B}^{\text {ROADWAY MOTORS } \text { tor MORRIS } 85}$

1037 MoRRTS 8 2-door de luxe saloon, leather
1937 Mopris 8 t tourer, smanl mileage, tonneau
1931 cover, excellent condition, $\pm 85$.
1937 MORRIS 82 -seater, small mileage, carefuliy

$\mathbf{N}^{\text {AYLOR AND ROOT, MORRIS specialists. }}$
A. NY car sent 100 miles without obligation. Very A. easy payments. Terms. Three months' guar-
fg5. 1938 Series II open 2 and 4-seaters, little
\&85. 1938 Series II saloon, 2-door, black, one
\&78. 2937 Series I open 2 -seater, one owner; also
¢75. 1937 Series I de luxe saloon, blue, good tyres,
f69, 1936 Series I de luxe 4 -door saloon, black-
\&68. 1936 Series I open 2 and 4 -seaters, choice
all colours
f58. 1935 Series I open 2 -seater, green, low mile
©45. 1934 minor de luxe sun saloon, blue, good
f30. 1933 Minor open 2-seater, blue, good tyres,
NAYLOR AND ROOT, LTO., 25 East ITill, Clap$\frac{1}{9}$ to 8 , including $\mathbf{W}$ Wednesday. Battersea 5272. Open

TANKARD AND SMITH, LITD., at Herne Hill.
£ 7 Deposit. 1937 MORRIS 8 saloon, sun roof
\{4 Deposit. 1934 MORRIS 8 sun saloon, black and green, 39 gns.
Q8 Deposit. 1937 (latest series) MORRIS 10-4 tained sun saloon, 4-speed gearbox 79 gns.
tained regardless of cost, 79 gns.
RULL written guarantee, exchanges and service. Herne Hill. Tul. 2446 .

## G.P. M ${ }^{\text {orors. }}$

1937 MORRIS 8 saloon, engine just reconditioned
coachwork exceptionally good, 68 gns.
Below.
1936 MORRIS 8 -seater tourer, immaculate con-
66 gns.
1936 MORRIS 12-4 open 4-seater sports special
Jensen body, literally as new, 83 gas
FOUR others. Deferred terms, low deposits. 20
FRED GUY for MORRIS 8 s and $10 \mathrm{~s}, 1935,1936$ 111937 and 19382 and 4-door saloons; also 2 and 4-seaters, well worth your inspection. Terms, exchanges, from
Riverside 3131.

1934 MORRIS 10 hp de luxe sunshine saloon 1934 guaranteed, \& $4: 2$ Gwynne-Vaughan, Prince-
dale Rd., Holland Park. Park 4773 . $376-358$
MORRIS 8 tourer, 1935, as new, fitted with radio, IL \&65. Parwoods, East Mill, Wandsworth. Bat-
59 Gns.!!! 1936 model Series I MORRIS 8 de O2 luxe sunshine saloon, on!y one owner since new fitted new engine late 1937, extras include wheel discs, etc., unimpeachable motor. Terms, exchanges.
Tankard and Smith, Ltd., 97 Peckbam Rd., S.E. 15 . Tankard and Smith
Rodney 2051-2-3.
1939 MORRIS 8 2-door saloon, for immediate Alvery, colour maroon, E128. Exchanges similar cars in stock. Oomerfurds, Thames Ditton Emberbrook 2323.

## OFFICIAL USED MOTOR SHOW

The pick of MORRIS 8 and other cars at the $\mathrm{R}^{\text {OYAL AGRICULTURAL HALL. See notice }}$

1936 MORRIS 8 2-6ater sports, tyres unworn, engine with good m.p.g., £60. 28 Chesterton Terr., stow, E.
de luxe,
1937 MORHIS 8 hp sliding.head saloon de liuxe

R55. 1935 MORRIS 8 saioon de luxe, small mile-
CAF 1938 MORRIS 8 saloon de luxe, sun roof, Lue. one owner, immaculate; 12 Morris 88 in stock: exchanges, delerred. Broadway Motors, 67
High St., Hounslow. Phove 0175. $376-337$
F. II. RAEAE. 59 Gns.! $19361 / 2$ MORRIS 8 excorts engine, razised exceptional cart, whith specially tuned engine, raised compression, special valve springs,
Burgess silencer, spring steering
wheel weather equipment excellent tyres, beantitul and chromium finish, with green upholstery tantless condition, really fast and must be tried to ba appre-
ciated; 15 down. Open till 8.30 nighty Suday mornings. Macfarlane Rd., Wood Lane w 1 , 1 Shepherd's Bush 4819 .
R. S. CURRIE and Co (Est. 1900) offer:-
$\mathbf{M}_{1,600}^{\mathrm{ORRIS}} 8$ seally as de luxe, guaranteed mileage


1937 MORRIS 84 -seater tourer, one owner, excelRay Abbott, Harrow Weald, Harrow 3884 dereed. 376-148
1937, Jun, MORRIS 8hD open 2-seater, one mileage, finished blue, faultiles condition, choice of


## Morris Cars Wanted.

H Saturdays cash prices for MORRISES. Weekdays,
H saturdays, 9 -9.; Sundars, 9 R-1. Rowland smith, Hoanpstead High St. (Hampstead Tube.) $\begin{gathered}\text { Hampstead } \\ \text { zuz-3053 }\end{gathered}$
$\mathrm{C}^{\text {ROSSLAND }}$ MOTORS purchase god Bromiley. Rarensbourne $2204 .{ }^{7}$ Bromiey $\begin{gathered}\text { Common, } \\ \text { zzz-3037 }\end{gathered}$
 Western 3446 . ${ }^{2} 46$ Kensington migh $\$$... 376 W. 10 .
$\mathrm{C}^{\text {LAUDEE }}$ urgenty ${ }_{\text {require }}^{\text {RYe }}$ oping ${ }_{\text {new }}^{\text {new }}$ car showrooms,


## OPEL.

1937 , June, opel Olympi, cabriolet fawn, one


## $\mathbf{R}^{\text {OWLAND }} \mathbf{S}^{\text {MITH (MOTORS), }} \mathbf{L}^{\text {TD. }}$

$\mathrm{O}^{\text {Pels. }}$ changes, List iree. Rowlan Guarantee. Terms. Ex-
 condition.
£6 $\begin{aligned} & \text { Deposit or } \\ & \text { saloson, } \\ & 59 \\ & \text { gns. cash. } \\ & \text { ond }\end{aligned} 1938$ Series I Cadet

£5 Deposit or 49 gns. cash. Late 1937 olympia Condition, fousome drop-head coupe, maroon, excellent condition.
£5 Deposit or 49 gns, cash. Late 1937 Cadet condition.

$\mathbf{R}^{\text {OWLAND SMITH, Hampstead High St. (Hamp- }}$ | 9-1. stead Tube.) Weekdays, Saturdays 9-9, Sundays |
| :--- |
| Hampstead |
| $376-27$ |
| 041 . |

## Opel Cars Wanted.


 Hampstead High St. (Hampstead Tube.) Hampstead
6272-3054

## RALEIGH.

£5 Deposit or 52 gns. caah. RALEIGH Satety 7 , small mileage, spare unworn, exceptional condition:
 Suarantee, exchanges; (Hampstead Tube.)
Hampstead
6041 .
$376-28$

## RENAULT.

RENAULTS. The following cars, together with terms, exchanges. Welhams Renanit Sales and Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873.
1938 Model 12 hp touring saloon, choice from
1036 And 193712 hp Airluxe saloons, choice from

1034 l2hp Speed 4 sunshine salcon. \&40. Wel| Elmbridge 1873 . |
| :--- |

## USED CARS FOR SALE (continued).

## RILEY.

$\mathbf{R}^{\text {LLEY }}$ specialists. Write for list of guaranteed used cars to Sussex distributors. Lewes Motors, $R^{\text {LLEYS }}$ sold and purchased; dozens dismantled Bragg, 2 Robsart st. Phone, Brixton $\underset{z z z-3069}{6496}$ 1936 RILEY $11 /$ litre Faicon de luxe sunshine W.J.C. Motors, 346 Kensington High St., W. 146
$\mathbf{R}^{\text {ILEEY and }}$ selection on page 26 .

## $\mathbf{R}^{\text {owlaND }} \mathbf{S}^{\text {MITH (MOTORSI, }} \mathbf{L}^{\text {TD. }}$

C14 $\begin{gathered}\text { Deposit } \\ 11 / 2 \text {-litre } \\ \text { or } \\ \text { Kestrel } \\ \text { gns. } \\ \text { sunshine salon, } \\ 1936 \text { model }\end{gathered}$ selector, carefully used, exceptional condition.
Q13 Deposit or 125 gns. cash. 1936 model grey, red leather, preselector, very good condition.
$\mathcal{C O}$ Deposit or 79 gns. cash. 19349 hp Monaco used, exceptional condition.
 cream wheels, preselector, excellent condition.
£6 Deposit or 59 gns. cash. September 19339 hp very good condition.

 | 9-1. stead Tube.) Weekdays, Saturdays $9-9, \begin{array}{l}\text { Sundays } \\ 376-29 \\ 6041 .\end{array}$ |
| :--- |

NTORMAN AUTOS. 1933 RILEY 9 sun saloon, 1936 condition, definitely not a smoker, $\begin{gathered}\text { £ } 49 \text {; } \\ \text { Plarina Rd. (opp. Penge }\end{gathered}$ terms;
Eupire),
exchanges.
Sydenham 8476 .

## OFFICIAL $U^{\text {SED }} \mathbf{M}^{\text {OTOR }} \mathbf{S}^{\text {HOW. }}$

The pick of RILEX and others cars at the
$R^{\text {OYAL AGRICULTURAL }} \begin{gathered}\text { under Rover. }\end{gathered}$
376-370
$\mathrm{ROV}_{\text {Baloon, }}^{\text {feliable RILEYS. }} 1937$ Riley 9 Merlin
 89; 1933-4 March Special and Lynx sports
 and 1934 Monaco and Kestrel 9 sports saloons,

from $£ 59 ; 1930-1-2$ Monaco and Biarritz saloons | and open sports 4 -seaters, trom-£29. Roy Motors, |
| :--- |
| 445 Edgware Rd., W.2. Padd. 4043 . $376-244$ |

DEON. 1937 RILEY 9hp Monaco saloon, finished in blue with blue leather upholstery, sun roof, Low mileage, one-owner oar, in splendid condition through-
out, any trial, $£ 149$. T'erms, exchanges. Odeon Motors, Ltd., Barnet. Phone 4100-2.

1935 RILEY 9, £95, or 36 monthly instalments ing Co., Ltd., Bexhilh. $\quad$ no deposit. Cocden Engineer-

1935 RILEY 9 Monaco sun saloon, blue. genuine Hammersmith Rd., London. Riverside 4646 .
$A^{\text {than taylor and co. }}$



59 Gns. 1934 RILEY 9 Monaco saloon, really


KISTREL RILEY 9 hp streamlined saloon, special
sports engine, preselector gears, as new, $£ 95$; also sports engine, preselector gears, as new, \&95,
OHP RILEY Monaco saloon, grey, indistinguishable QHP RLLEY Monaco saloon, grey, indistinguishable
Irom new. 1934 , £70. Wadcol Motors. Ltd.,
150 West End Lane, N.W.6. Hampstead 1177 . 150 West End Lane, N.W.6. Hampstead 1177 376-67
1933 RILEY 9 Monaco sun saloon, really well Lerbs cared for car, £50. A.Z. Motors, $180-186$
Hest End Lane, N.W.6. Ham. $6033-4$. 376.6
F. H. RAE £19 10 s. 1930 RILEEY 9 Biarritz upholstery, excellent tyres, fully equipped, absolutely sound and open to any trial; £5 down. Open till 8.30 nightly and Bunday mornings. Macfarlane
Ri., Wood Lane, W.12. ShepFierds Bush 4819.
$376-98$
$\mathbf{R}_{1938 \text {, Kestrel }}^{\text {ILE }}$ streamiline saloon, 1934 , but like


## Riley Cars Wanted

$\mathrm{H}_{\text {Saturdays, }}^{\text {IGHES }}$ 9-9


## ROVER.

1934 ROVER 12 special | galloon, perfect condi- |
| :--- |
| tion inroughout, bargain, |
| f65. A. | Motors, 180-186 West End Lane, N.W.6. Ham. 6033-4.

ROVER and hundreds of others. See our special
selection on page 26 .
م1@ Deposit or 95 gns. cash, ROVER I2, June and black, leather upholstery, one carefal owner, excellent condition; guarantee; exchanges; list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smilh,


1939 ROVER 10 de luxe sun saloon, almost as Rd., London. Riverside 4646 . $\frac{\text { Hammersmith }}{376-205}$

## DFFICIAL USED MOTOR SHOW.

The pick of ROVER and other cars at the

## R

 $\mathbf{R}^{\text {OYAL }} A^{\text {GRICULTURAL THALI, J ONDON, }}$ from SATURDAY, APRIL 22, to SATURDAY, 10 a.m. to 10 p.mCars ranging from 225 to \&1,000, each bearing an official certificate of condition.

General Section entries now being received
376-377

15 Gns.1ll 1931 ROVER. 10 coachbuilt 4-door runs well, excellent battery, starter, lights, etc. a! working. Turnpike Motors, 258 Langham Ad., N. 15 .
(Rear Turapike Lane Tube Station.) Bowes Park

1030 ROVER 10 saloon, very good condition, £14; nearest. 67 Windmill Hill, Enfield. $376-h 526$

## Coors semons atas

1037 ROVER 10 , colour black, 18,000 miles miles, 2245.' 9-11 High St., Sutton. Surrey. Vigilant

## Rover Cars Wanted.

IIIGMEST cash prices for ROVERS. Weekdays, Hampstead High St. (Hampstead Tube.) Hampstead 6041 .
zzz-3056

## SALMSON.

SALMSON S4 sports close-coupled coachbuilt saloon, S £25; Salmson Epares, overhauls and tuning, Rd., Willesden Green, N.W.10. Willesden 2469.

## SINGER.

1934-5 sINGER 9 hp Lo Mans coupe, rev. Royal Motors, 443 Streatham High Rd. Pol. $\begin{aligned} & 4671 . \\ & 376-73\end{aligned}$
1937 singer Bantam 4 -seater tourer, excellent Weald. Harrow 3884 . Ray Abbot, La., $376-149$
1937 SINGER Super 12 de luxe sun saloon, one £125, exceptional bargain, 99 gns.
1934 SINGER 9 Le Mans sports 4 seater, choice
$1934 \begin{aligned} & \text { SINGER } 11 \text { i.f.s. sun saloon, special clutch } \\ & \text { less drive, } 100 \% \text { engine, } £ 35 \text {. A.Z. Motors }\end{aligned}$ 1231 less drive, $100 \%$ engine, 235. A.Z. Motors, 180-186 West End Lane, N.W.'6. Ham. 6033-4.4.

CONWAY MOTORS. £49. 19349 hp coupe, exGoldhawk Rd., Shepherd's Bush.

1985 SLNGER Le Mans 4 -seater sports tourer, 270. Rogers, 18 Peel Rd., Wealdstone. Harrow

103 -3 ,
1935, February, SINGER 9hp Lo Mans sports late condition finished ivory, and green 162

£48. $1934-5$ Super-sports 4 -seater, cream-green, taxed, insured February, 1940 . ${ }^{\text {aperance, }}$ Dellow, 32 Leasowes trial, taxed, insured February, 1940. Dellow, 32 Leasowes
Rd. Leyton, E. 10.
E65 Or H.P. $19361 / 2$ SINGER Le Mane sunshine W0U coupe, black and chromium, large rev. counter and speedometer, Brooklands wheel, knock-od
hubs, in beautiful condition. Riverdene, Riverside hubs, in beautiful condıtion. Riverdene, Riverside
Rd., Shoreham, Sussex.
$376-\mathrm{h} 486$

C59. Particularly clean, sound, well-shod 1934 exohanges.
Prospect
330 Murphy,
17

## $O^{\text {FFictal }} U^{\text {SED }} \mathbf{M}^{\text {oinor }} \mathbf{S}^{\text {IIOW }}$

The pick of SINGER and other cars at the
$\mathbf{R}^{\text {OYAL AGRICULTURAL HALL. See notice }}$ under Rover. 376-371
f48! 1934 sINGER 8 hp sports 4 -seater. twin down, f2 6s. monthly. Comeriords, Tha mes Dition.
Emberbrnok 2323 .

1936 SINGER Bantam, 9hp sun saloon de luxe, 1906 engine just overhauled and rebored, exceptionally attractive cream and black finish, c55; ex-
changes, terms. 170 Whyteleafe Rd. Caterham $776 .{ }^{6}$, tom.

C22. SLNGER Junior 1932, sun saloon, full equipHill, Wandsworth. Phone, Putney 4466 . $376-231$
1935 SINGER 9 I.S. saloon, 265 , or 30 monthly Eng. Co., Lta., Bexhill.

1938 SINGER Bantam de Juxe sun saloon, black

 deposit. Cooden Eng. Co., Ltd., Bexhill. 376 .181 1935 sINGER Le Mans sports saloon 285, or 36 1901 monthly instalments of 22 . 17 s. 11d; no 1934 SINGER 9 sports 4 -seater, recellulosed black. Smith and Honter, 376 Kersington High St.
dois (Seven
dors Olympia).

## G.P. $\mathbf{M}^{\text {otors. }}$

1937 SINGFR Le Mans 4-seater sports, carelully HREE others, Deterred terms, Iow deposit.
Balham Hill, Balham. Phone, Battersea 3117

1938 SINGER Super 10 saloon, low mileage, 1038 exceptiongl conation throaghout, 2125.
1938 SINGER Bantam, mileage 10,000 only, as Portland St., W.1. Museum 8464 . $\quad 376-263$
$\mathrm{N}^{\text {ORMAN AUTOS. }} 1934$ SINGER Le Mans coupe, very fast, only wants seeing, ezm; terms; en-
changes.
Clarence R. ham 8476.
NAYLOR AND ROOT, LTD.
25 SINGER 9 sports models.
NAYLOR AND ROOT. Page 19.
376-116
£8 Deposit or 79 gns. cash. SINGER 9, 1936 wheels $\begin{aligned} & \text { model } \\ & \text { excellent } \\ & \text { condition; guaranter; ; exchanges; }\end{aligned}$ Wheels, excellent conditis 9.9 , Sundays $9-1$. Rowisnd Smith, Hampstead High St. (Ha mpstead Tube.)
376-31 Hampstead 6041.
GINGER 9 coupe, excellent condition mechanically, Nerfect, carefully used, £30. 3 Brent Park Rd.
Hendon. Hendon
SINGER and hundreds of others. See our special
seloction on page 26 .

## USED CARS FOR SALE (continued)

## Singer Cars Wanted.

$\mathrm{H}^{\text {IGHEST }}$ cash prices for singers. Weekdave, Saturdays 9-9. Sundays, 9-1. Rowland Smith
 MIEPHY, MORTLAKE, pays good cash for good


## SS.

1935 ss iI 12 hp open sports 4 -seater, really mar\&80.

## $1932-3$ ss ir 10 hp sports coupe, reallit a attrac-


1935 SS 10 hp sports 4 -seater tonier pertect fitted hosts of extras, including Brookiands wind: screens, knock-ofi wir wheels, tonneau cover for whote of tront and rear seats with zipp fastener,
whod cover, bui.t-in lugaape trunk, revolution connler, hood cover, buist-in luggage trunk, revoution connler.
 mium fittings. good tyres; whole car in 1938 condi-

£25 Deposit of 245 gns. cash. SS Jaguar, 1939 green, one owner, run 6,000 miles, practically brand nex; guarantee; 'exchanges; list. Weekdays, saturnex; guaranee; exchanges; wist Weith, Hampstead
days $9-9$, Sundays $9-1$. Rowland Smith, High st. (Hampstead ruke.) Hampstead $\frac{604}{}{ }^{3} 76-32$
 brand new. Below.
1934 SS II 12 hin full 4 -seater sports sun coupe $1933{ }^{\text {ss rit }}$ sity 9 ghp sun sports coupe, 45 gns. Auto1509.

$$
\text { snips, } 5 \text { IIigh Rd., Balham. Phone, Balham } \begin{aligned}
& 376-381
\end{aligned}
$$

1936 Series SS $12-4$ sportsman saloon, immacu1.30 late, very fast, bargain offer at 179 gns Exchanges, deferred. Tankard and Bmith, Ltd. $44-$
52 Norwood Rd., Herne Hill. Tul. 2446 . $376-385$

## SS Cars Wanted.

CY Cars urgently wanted; highest prices paid. W.14. Western 3446.

IGHEST cash prices for SS. Weekdays, Saturdays, 9-9: Sundays, 9-1. Rowland Smith Hampstead High St. (Hampstead Tube.) Hampstead
6041 zzz-Su5s

## STANDARD.

$1933 \begin{gathered}\text { STANDARD } \\ \text { saloon, in } \\ \text { Big } 9 \text { de duxe coachbuilt sun } \\ \text { excellent } \\ \text { condition, }\end{gathered}$ Basingstoke Motor Co., Lid., Great South W Hounslow. Pbone 1711 .
$1934-5$ STANDARD 9 sun saloon, green, beautinsed, economical, ${ }^{2} 50$. 323 Underhill Rdy East C62. 1936 STANDARD 9 saloon de luxe, excelU62. lent condi
Harlesden, N.W. 10.
$1939 \begin{gathered}\text { STANDARD } 8 \mathrm{hp} \text { de luxe sunshine saloon, } \\ \text { practically brand } \\ \text { new, } \\ \pm 125 \text {. Lionel } \\ H\end{gathered}$ Pugh, $13-14$ Brooks Mews, W.1. Maylair 4433, 370 -13
CONWAY MOTORS. flic $_{\text {salo }} 1939$ 8hp de luxe from new, exceptional bargain.
CONWAY MOTORS. $\begin{gathered}\text { E59. } \\ \text { saloon, sun roof, } \\ 4 \text {-speed. }\end{gathered}$
CONWAY MOTORS. £59. 1935 10hp de luxe

R. S. CURRIE AND CO., Est. 1900, offer:-
1038. June, BTANDARD 9 de luxe saloon, hardly
 1937 STANDARD Flying 10 saloon de luxe blue, any trial, three months written guarantee, $\begin{array}{lll}89 \\ \text { Rd., Cattord, S.E.6. Hither Green } 4444 . & \frac{\text { Bromey }}{376-157}\end{array}$
 HUMPHREYS. 1936 STANDARD $\theta$ 2-door sun Hesaloon, finished green, immaculate appearance exceptionally fine condition throughout, $£ 65$; terme; exchanges. 122 Hampstead RU. Hotenlam Coust
Rdt., N.W.1. Phone, Euston 3326 . 300

STANDARD and hundreds of others.
spectail selection on page
26.

Lained, EJSO. Wadcol Motors, Lid., 150 West
End Lane, N.W.6. Hampstead 1177 . 17668
1936 standard Fiying 10 saloon de luxe, one 1936 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
1937 STANDARD Flying 12 de luse sun saloon,
1935 sTANDARD $10-12$ speed model, Aipline
1931 sTANDARD 10 Swallow sun saloon, really 186 West End Lane, N.W.6. Ham. 6033-4. ${ }^{3} 76-10$
1937 STANDARD Flying 9 saloon, showroonk conLaloon, dition, £85; 1938 Flying Standard 9 saloon, smail milege as new, f98. W....C. Motors.
346 kensington High St., W.14. Western 3446
£1. STANDARD B:g 9 saloon, gun roof, taxed.


C82/10. ${ }^{10 \mathrm{hp} \text { STANDARD de luxe saloon, tele }}$ mileage, magnificent condition. Wheel Sharwood Motors, Ltd., 32 Uxbridge Rd., W.S. Ealing 1484-5. $\frac{376-393}{}$
Naylor and root, LTD.
20 STANDARD car bargains.
$\mathrm{N}^{\text {Aylor and }}$ ROOT. Page 19.
376-117
Q85. STANDARD Flying 10, 1937 , full de luxe
f85. STANDARD Flying 12, 1937, full de luxe . saloon, spotless condition throughout CGE STANDARD 12, 1936 full de luxe saloon QU. whole car in super condition throughout. Exchanges, deferred. G. C. Masurier, 86 Acre Lane,
Brixton
$376-159$
1937 STANDARD Flyiag 9 de luxe saloon, hams, 237 Hanuine showroom. example, $\mathrm{E}^{2} 78$. Newn-
Riverside 4646.

92 Gns. 1938. March, Flying STANDARD 9 snnthree. Below.
89 Gns. 1937, August, Flying STANDARD 10 dition throughout. Below.
89 Gns. 1937 (lato) Flying STANDARD 12 4-door leather upholsters, unquestionable condition through out.
45 Gns. $1934-5$ STANDARD 10 4-door de luxe throughout.
$\mathbf{A}^{\text {LL }}$ the above cars carry three months guarantee
M ARNIC MOTORS,
Paddington 2308. $\begin{aligned} & 6-8 \\ & \text { Open }\end{aligned}$
M. T. LaNE offers:-

1937 standard Flying 12 de luxe saloon. suntwin wipers, telescopic adjustable steering wheel, part exchanges. 65 Old Town, Clapham, S.W. 4 . Mac. 2546.

## $\mathbf{O}^{\text {ffictal }} \mathbf{U}^{\text {SED }} \mathbf{M}^{\text {oror }} \mathbf{S}^{\text {LTow }}$

The pick of STANDARD and other cars at the
$\mathbf{R}^{\text {OYAL AGRICULTURAL IIALL. See notice }}$ 376-372
$R^{\text {AYNES PARK MOTORS, }} 89$ gns, 1937 STANowner Worple Ra mileage, exceptional con Par. 213 Wimbledon 1592.

## $\mathbf{R}^{\text {OWLAND }} S^{\text {MITH (MOTORS), }} \mathbf{L}^{\text {TD. }}$

$\mathrm{S}^{\text {TANDARDS. }}$ changes. Roxland free. Guarantee. Terms. Ex S11 Deposit or 105 gns. cash. 1938 mode grey, baloun, grey, blue leather, one owner, small mileage, spare
unworn, almost new condition.
f4 Deposit or 39 gns. cash. 1933 model Litthe 9 very good condition satoon, black, cream wheers. $\mathfrak{f l} 10 \begin{aligned} & \text { Deposit or } 95 \text { gns. cash. } 1938 \text { madel Flying } \\ & 10 \text {-door sunshine salon, }\end{aligned}$ used, excellent condition £7 Deposit or 69 gns. cash. 1937 model Fyving g condition.
$\mathfrak{E} 6 \begin{gathered}\text { Deposit or } \\ \text { de luxe } \\ 4 \\ \text { door sunshing } \\ \text { gns. cash } \\ 1936 \text { model } 10 n n\end{gathered}$ eath de luxe 4 -door sunshine saloon, black brown
£4 $\begin{aligned} & \text { Deposit or } 39 \text { gns. cash } 1934 \text { 10hp } 4 \text {-door } \\ & \text { sunshine saloon, fawn and }\end{aligned}$
E13 Deposit or 125 gns. cash.
1938 model at dition dawn leather. carefully used almost new con-
£g
eathe luxe 4 -door gns cash. 1937 Flying 12 f.
£3 Deposit or 19 gns. cash. 1933 model 12hp
$\mathbf{R}^{\text {OWLAND }}$ SMITH, Hampstead High St.

| R. stead Iube.) Weekdays, Saturdays $9-9$, Sundays |
| :--- |
| 9-1. |
| $376-33$ |

79 Gns. 1937 STANDARD Filying 9 de luxe CHOICE 10 8TANDARDS all models. Autosnins,

$$
\mathbf{S}^{\text {TARNES }} \mathbf{M}^{\text {OTORS. }}
$$

f120. Flying STANDARD 10 hp , 1938 model sun f105. Flying sTASDARD 12hp 1937 de luse £85. Faloong blue, excellent i2hp 1936 de luxe
£85. Flying sTANDARD 91937 sun saloon, grey $£ 75$. STANDARD 1936 10hp de luxe, dual grey, £65. atandard black. 9 bp 1936 de lvxe saloon, blne THE above bargains offered with facizities for Standard Exchanges and deferred terms by Starnes Motors, Crieklewood Broadway, N.W.2. Gladstone 2480. Alsa S.W.J.
$\begin{aligned} & \text { Stard }\end{aligned}$ House, 529 Finchley Rd., Hampstead,
$376-316$

1938 A April, Light 12 Flying sunshine, dark blue, formance and oppearance as new, £125. Below.
1938 hip de luxe, dark blue. mileage 13,000 , one £110. Below. owner, unblemished condition,
1937, June, Light Flying 12, grey-blue, one prilarly serviced, magnificent order, 15,000 only, regu-
1937 9hp Flying sunshine, maroon, red interior, £85. Below private owner, thoroughly well kept,
1937 Light Flying 12, dark blue, same ownership 1935-6 9hp sunshine, new late 1935, 12-volt just fitted, good tyres, recommended, Welworthy rings H UNTERS, LTD., 22 Cricklewod Broadzay, Il 1 N.W.2. Gladstone 6303. Weekdays $9-8$; Satur-
$376-221$

1938 Flying standard 9 sun saloon, blue, with
 supplied on our no-deposit terms
month, plus tax and insurance.
NORMAND GARAGE, LTD., 152 Gloucester Rd. N. S.W. 7 (Frob:sher 3037-8), and 489 Oxford St,
zzz-3136

1936 STANDARD 10 de luxe saloon, engine recon-
1938 Flying STANDARD 9 de luxe saloon, one 1938 flyner, very low mileage, immaculate con dition throughont, £115. Stafford Motors (Waddon),
Etd., 443 Purley Way. Croydon 1561. $376-315$
1937, July. STANDARD Figing 12 saloon de luxe


## USED CARS FOR SALE (continued).

$H^{\text {arry nash. Standard } 1938 \text { Flying 9hd de }}$ teally maznificent one private owner, emall mileage,


## Standard Cats Wanted.


 Smilh, Hampstead. High St. (Hampstead Tube HILLS CAR SALES, LTD., Odeon Parade, High 1044. Late models purchased for cash.
 Speedwell $9633 . \quad$ 22z-3064

## Standard Spare Parts and Service.

$\mathrm{H}^{4}$
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376-373

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